

SESSIONAL PAPERS

VOLUME 9

SECOND SESSION OF THE NINTH PARLIAMENT

OF THE

DOMINION OF CANADA

SESSION 1902



VOLUME XXXVI



109132'

See also Numerical List, page 3.

ALPHABETICAL INDEX
OF THE
SESSIONAL PAPERS
OF THE
PARLIAMENT OF CANADA

SECOND SESSION, NINTH PARLIAMENT, 1902.

A	D
Adulteration of Food	Devlin, C. R.
Agricultural Implements	Disallowance of British Columbia Acts.
Agriculture, Annual Report	Dividends unpaid in Banks.
Alien Labour Law	Dominion Lands.
American Bank Note Co.	Dominion Police.
Archives, Canadian.	E
Auditor General, Annual Report	Estimates.
B	Ewing, Treadgold & Barwick.
Banks, Chartered	Exchequer Court.
Belleville Post Office	Experimental Farms
Biology, Canadian.	F
Bonds and Securities.	Farmer's Farm
British Canadian Loan and Investment Co.	Farm Land Values.
British Columbia Acts.	Fisheries, Annual Report.
C	Fishery Regulations.
Canadian Contingents to South Africa.	Fishing Bounties
Canadian Pacific Railway:	G
Appeal to Privy Council.	Geographic Board
Business with Interior Department	Geological Survey Report.
Increase of Capital Stock.	Glasgow Exhibition
Lands sold by.	Governor General's Warrants.
Cattle, Canadian.	H
Central Experimental Farm	Hamilton and Guelph Mail.
Chartered Banks.	Harbour Commissioners
Chinese Immigration	I
Civil Service:	Immigration.
Appointments and Promotions.	Indian Act.
Examiners.	Indian Affairs, Annual Report.
Insurance	Inland Revenue, Annual Report
List.	Insurance, Abstract.
Superannuations.	Insurance, Annual Report
Clinton, David.	Intercolonial Railway.
Coal Mining in British Columbia.	Intercolonial Trade.
Cold Storage on Steamships.	Interior, Annual Report
Commutations of Sentences.	Interior Department Officials.
Coronation of the King.	
Contracts, Railways and Canals	
Criminal Statistics.	

J		R	
Japanese Immigration,	54	Restigouche Indians,	85
Justice, Annual Report,	34	Rosland Miners' Union,	96 <i>o</i>
L		Roy, Adrien,	80
Labour, Department of, Annual Report, ..	36	Royal Commission, Chinese and Japanese, ..	54
Lake Simcoe,	79	Royal Commission <i>re</i> Paper Combine,	53
Langelier, Hon. F.,	94	S	
Library of Parliament, Annual Report, ..	33	Secretary of State, Annual Report,	29
List of Shipping,	21 <i>b</i>	Seine Licenses in British Columbia,	95
M		Shareholders in Chartered Banks,	6
MacKenzie & Mann,	98	Shipping, List of,	21 <i>b</i>
Mail, Hamilton and Godolphin,	59 <i>b</i>	Simcoe, Lake,	79
Manitoba Public Lands,	83, 83 <i>o</i>	Soulanges Canal,	71
Marconi's Wireless Telegraph Co.,	51, 51 <i>o</i>	South African Constabulary, &c,	63, 96
Marine, Annual Report,	21	Steamship Subsidies,	97
Marine Biological Station,	22 <i>o</i>	St. Vincent de Paul Penitentiary,	84, 84 <i>o</i>
Militia and Defence, Annual Report, ..	35	Sugar Imports,	73
Monument to General Montgomery,	91	T	
N		Taylor, Colonel, Report of,	89
New Brunswick Railways,	74	Therien, H.,	59 <i>l</i>
North-west Irrigation Act,	76	Thomas, Alphense,	59
North-west Mounted Police,	28	Timber Limits,	88
O		Trade and Commerce, Annual Report, ..	19
Ontario Subsidies,	92	Trade and Navigation, Annual Report, ..	11
Ottawa Improvement Commission,	39	Trade Unions,	50
Over-rulings of Treasury Board,	43	Treasury Board Over-rulings,	43
Oyster Fishing Licenses,	99	Trout Hatching,	22 <i>o</i>
P		U	
Pan-American Exhibition,	86	Unclaimed Balances in Banks,	7
Paper Manufacturers' Combine,	53	Unforeseen Expenses,	40
Paris Exhibition,	57, 57 <i>o</i>	V	
Police, Dominion,	52	Vegetables from United States,	66, 66 <i>o</i>
Police, North-west Mounted,	28	Violations of Alien Labour Law,	60
Postmaster General, Annual Report,	24	W	
Predaceous Fish,	22 <i>b</i>	Warrants, Governor General's,	37
Preferential Trade,	162	Weights, Measures, &c,	13
Public Accounts, Annual Report,	2	Winnipeg Post Office,	59 <i>o</i>
Public Printing and Stationery,	32	Wireless Telegraph,	51, 51 <i>o</i>
Public Works, Annual Report,	19	Wintele, Hon. Mr.,	94
Q		Y	
Quebec Shoe Workers' Union,	90	Yukon:	
R		Concessions and Leases,	65
Railway Commissions, <i>see</i>	20 <i>o</i>	Ewing, Treadgold & Barwick,	81, 81 <i>o</i>
Railways and Canals, Annual Report, ..	20	Ordinances passed by Council,	46
Railways and Canals Contracts,	61	Timber Licenses,	81 <i>l</i>

See also **Alphabetical Index**, page 1.

LIST OF SESSIONAL PAPERS

Arranged in Numerical Order, with their titles at full length; the Dates when Ordered and when presented to the Houses of Parliament; the Name of the Member who moved for each Sessional Paper, and whether it is ordered to be Printed or Not Printed.

CONTENTS OF VOLUME 1.

(This volume is bound in two parts.)

1. Report of the Auditor General for the fiscal year ended 30th June, 1901. Presented 18th February, 1902, by Hon. W. S. Fielding. *Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 2.

2. Public Accounts of Canada, for the fiscal year ended 30th June, 1901. Presented 17th February, 1902, by Hon. W. S. Fielding. *Printed for both distribution and sessional papers.*
3. Estimates of sums required for the services of Canada, for the year ending on the 30th June, 1903, Presented 17th February, 1902, by Hon. W. S. Fielding. *Printed for both distribution and sessional papers.*
4. Supplementary Estimates for the year ending 30th June, 1902. Presented 6th March, 1902, by Hon. W. S. Fielding. *Printed for both distribution and sessional papers.*
5. Further Supplementary Estimates for the year ending 30th June, 1902. Presented 30th April, 1902, by Hon. W. S. Fielding. *Printed for both distribution and sessional papers.*
- 5*a*. Supplementary Estimates for the year ending 30th June, 1903. Presented 7th May, 1902, by Hon. W. S. Fielding. *Printed for both distribution and sessional papers.*
- 5*b*. Further Supplementary Estimates for the year ending 30th June, 1902. Presented 7th May, 1902, by Hon. W. S. Fielding. *Printed for both distribution and sessional papers.*
- 5*c*. Further Supplementary Estimates for the year ending 30th June, 1902. Presented 14th May, 1902, by Hon. W. S. Fielding. *Printed for both distribution and sessional papers.*
6. List of Share-holders in the Chartered Banks of Canada, as on the 31st December, 1901. Presented 21st April, 1902, by Hon. W. S. Fielding. *Printed for both distribution and sessional papers.*
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 December, 1901. Presented 9th May, 1902, by Hon. W. S. Fielding. *Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 3.

8. Report of the Superintendent of Insurance, for the year ended 31st December, 1901. *Printed for both distribution and sessional papers.*
9. Abstract of Statements of Insurance Companies in Canada, for the year ended 31st December, 1901. Presented 26th March, 1902, by Hon. W. S. Fielding. *Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 4.

10. Report of the Department of Trade and Commerce, for the fiscal year ended 30th June, 1901. Presented 18th February, 1902, by Sir Richard Cartwright.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 5.

11. Tables of the Trade and Navigation of Canada, for the fiscal year ended 30th June, 1901. Presented 18th February, 1902, by Hon. W. Paterson.*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 6.

12. Inland Revenues of Canada. Excise, etc., for the fiscal year ended 30th June, 1901. Presented 27th February, 1902, by Hon. W. S. Fielding.*Printed for both distribution and sessional papers.*
13. Inspection of Weights, Measures, Gas and Electric Light, for the fiscal year ended 30th June, 1901. Presented 27th February, 1902, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.
14. Report on Adulteration of Food, for the fiscal year ended 30th June, 1901. Presented 17th February, 1902, by Hon. W. S. Fielding.*Printed for both distribution and sessional papers.*
15. Report of the Minister of Agriculture, for the year ended 31st October, 1901. Presented 21st February, 1902, by Hon. S. A. Fisher.*Printed for both distribution and sessional papers.*
16. Report of the Directors and Officers of the Experimental Farms, for the year 1901. Presented 8th April, 1902, by Hon. S. A. Fisher.*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 7.

17. Criminal Statistics for the year 1901.*Printed for both distribution and sessional papers.*
18. Report on Canadian Archives, 1901. Presented 23rd April, 1902, by Hon. S. A. Fisher.
Printed for both distribution and sessional papers.
19. Report of the Minister of Public Works, for the fiscal year ended 30th June, 1901. Presented 17th February, 1902, by Hon. J. I. Tarte.*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 8.

20. Annual Report of the Department of Railways and Canals, for the fiscal year ended 30th June, 1901. Presented 19th February, 1902, by Hon. A. G. Blair.*Printed for both distribution and sessional papers.*
- 20*a*. Reports upon Railway Commissions, Railway Rate Grievances, and Regulative Legislation.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 9.

21. Report of the Department of Marine and Fisheries (Marine), for the fiscal year ended 30th June, 1901. Presented 19th February, 1902, by Hon. J. Sutherland.
Printed for both distribution and sessional papers.
- 21*a*. Third Annual Report of the Geographic Board of Canada, 1901.
Printed for both distribution and sessional papers.
- 21*b*. 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, 1901.
Printed for both distribution and sessional papers.
22. Report of the Department of Marine and Fisheries (Fisheries), for the fiscal year ended 30th June, 1901. Presented 26th February, 1902, by Hon. J. Sutherland.
Printed for both distribution and sessional papers.
- 22*a*. Contributions to Canadian Biology, being studies from the Marine Biological Station of Canada, 1901.
Printed for both distribution and sessional papers.

 CONTENTS OF VOLUME 9—*Continued*.

- 22b. Special Reports on the Hatching and Planting of Trout; the Propagation and Planting of Predaceous Fish, and the Aim and Basis of Fishery Regulations.

Printed for both distribution and sessional papers.

23. Report of the Harbour Commissioners, etc., 1901. *Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 10.

24. Report of the Postmaster General, for the year ended 30th June, 1901. Presented 17th February, 1902, by Hon. W. Mulock *Printed for both distribution and sessional papers.*

25. Annual Report of the Department of the Interior, for the fiscal year ended 30th June, 1901. Presented 20th February, 1902, by Hon. C. Sifton. *Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 11.

26. Summary Report of the Geological Survey Department for the calendar year 1901. Presented 14th April, 1902, by Hon. C. Sifton. *Printed for both distribution and sessional papers.*

27. Annual Report of the Department of Indian Affairs, for the fiscal year ended 30th June, 1901. Presented 20th February, 1902, by Hon. C. Sifton. *Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 12.

28. Report of the North-west Mounted Police, 1901. Presented 12th March, 1902, by Sir Wilfrid Laurier. *Printed for both distribution and sessional papers.*

29. Report of the Secretary of State of Canada, for the year ended 31st December, 1901. Presented 27th February, 1902, by Hon. C. Fitzpatrick. *Printed for both distribution and sessional papers.*

30. Civil Service List of Canada, 1901. Presented 19th February, 1902, by Hon. C. Fitzpatrick. *Printed for both distribution and sessional papers.*

31. Report of the Board of Civil Service Examiners, for the year ended 31st December, 1901. Presented 20th March, 1902, by Hon. H. G. Carroll. *Printed for both distribution and sessional papers.*

32. Annual Report of the Department of Public Printing and Stationery, for the year ended 30th June, 1901. Presented 27th February, 1902, by Hon. C. Fitzpatrick. *Printed for both distribution and sessional papers.*

33. Report of the Joint Librarians of Parliament for the year 1901. Presented 13th February, 1902, by the Hon. The Speaker. *Printed for sessional papers.*

34. Report of the Minister of Justice as to Penitentiaries of Canada, for the year ended 30th June, 1901. Presented 17th February, 1902, by Hon. C. Fitzpatrick. *Printed for both distribution and sessional papers.*

35. Report of the Department of Militia and Defence of Canada, for the year ended 31st December, 1901. Presented 17th March, 1902, by Hon. F. W. Borden. *Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 13.

36. Report of the Department of Labour, for the year ended 30th June, 1901. Presented 17th February, 1902, by Hon. W. Mulock. *Printed for both distribution and sessional papers.*

37. Statement of Governor General's Warrants issued since the last session of parliament, on account of the fiscal year 1901-02. Presented 17th February, 1902, by Hon. W. S. Fielding. *Not printed.*

38. Statement of all superannuations and retiring allowances in the civil service during the year ended 31st December, 1901, 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 17th February, 1902, by Hon. W. S. Fielding. *Not printed.*

CONTENTS OF VOLUME 13—*Continued.*

39. Statement of receipts and expenditures of the Ottawa Improvement Commission, for the fiscal year ended 30th June, 1901. Presented 17th February, 1902, by Hon. W. S. Fielding. *Not printed.*
40. Return showing the expenditure on account of unforeseen expenses from the 1st July, 1901, to the 13th February, 1902. Presented 17th February, 1902, by Hon. W. S. Fielding. *Not printed.*
41. Statement in pursuance of section 17, of the Civil Service Insurance Act, for the fiscal year ended 30th June, 1901. Presented 17th February, 1902, by Hon. W. S. Fielding. *Not printed.*
42. Return to an address of the House of Commons, dated 19th February, 1902, for copy of all papers and correspondence exchanged between Canadian and British authorities, with reference to the embargo imposed by the British government on Canadian cattle. Presented 6th March, 1902.—*Mr. Bourassa.* *Not printed.*
43. Return of over-rulings by the treasury board of the auditor general's decisions between the commencement of the session of 1901 and the session of 1902. Presented 18th February, 1902, by Hon. W. S. Fielding. *Not printed.*
44. Detailed statement of all bonds and securities registered in the department of the secretary of state of Canada, since last return, 11th February, 1901, submitted to the parliament of Canada under section 23, chapter 19 of the Revised Statutes of Canada. Presented 19th February, 1902, by Hon. C. Fitzpatrick. *Not printed.*
45. Orders of the Exchequer Court. Presented 19th February, 1902, by Hon. C. Fitzpatrick. *Not printed.*
- 45*a*. Rules of the Exchequer Court, pursuant to 52 Victoria, chapter 38, section 2. Presented 19th March, 1902, by Hon. H. G. Carroll. *Not printed.*
46. Ordinances passed by the Yukon council during the year 1901. Presented 19th February, 1902, by Hon. C. Fitzpatrick. *Not printed.*
47. Return of the names and salaries of all persons appointed to or promoted in the Civil Service of Canada during the year 1901. Presented 19th February, 1902, by Hon. C. Fitzpatrick. *Not printed.*
48. Copy of a report of the committee of the honourable the privy council, approved by his excellency on the 23rd January, 1902, relative to a proposed increase of the capital stock of the Canadian Pacific Railway Company, by twenty millions of dollars and correspondence relating thereto. Presented 19th February, 1902, by Sir Wilfrid Laurier. *Printed for sessional papers.*
49. Copy of a report of the committee of the honourable the privy council, approved by his excellency on the 31st May, 1901, relating to a contract with the American Bank Note Company and correspondence relating thereto. Presented 20th February, 1902, by Hon. W. S. Fielding. *Printed for sessional papers.*
50. Annual return under chapter 131 (R.S.C), intitled: "An Act respecting Trade Unions." Presented 21st February, 1902, by Hon. C. Fitzpatrick. *Not printed.*
51. Return to an order of the House of Commons, dated 26th February, 1902, for a copy of the correspondence relating to an agreement made between the government of Canada and the Marconi's Wireless Telegraph Company, Limited. Presented 26th February, 1902, by Sir Wilfrid Laurier. *Not printed.*
- 51*a*. Memorandum of agreement made the seventeenth day of March, 1902, between Marconi's Wireless Telegraph Company, Limited, and the Marconi International Marine Communication Company, Limited, and His Majesty King Edward Seventh, represented herein by the Right Honourable Sir Wilfrid Laurier, G.C.M.G., President of the King's Privy Council for Canada. Presented 15th April, 1902, by Sir Wilfrid Laurier. *Printed for sessional papers.*
52. Report of the Commissioner, Dominion Police Force, for the year 1901. Presented 26th February, 1902, by Hon. C. Fitzpatrick. *Not printed.*
53. Report of Commissioner and other documents in connection with the Royal Commission in re the alleged combination of paper manufacturers and dealers. Presented 21st April, 1902, by Hon. W. S. Fielding. *Printed for both distribution and sessional papers.*
54. Report of the Royal Commission on Chinese and Japanese Immigration. Part I.—Chinese Immigration. Presented 27th February, 1902, by Sir Wilfrid Laurier. Part II.—Japanese Immigration, together with all the evidence taken before the said Commission. Presented 14th April, 1902, by Sir Wilfrid Laurier. *Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 13—*Continued.*

55. Statement of the affairs of the British Canadian Loan and Investment Company, as on the 31st December, 1901. Presented 3rd March, 1902, by the Hon. The Speaker. *Not printed.*
56. Return to an order of the House of Commons, dated 19th February, 1902, showing the names and number of men employed on the 200 acres set apart at the Central Experimental Farm, Ottawa, as a farm proper to be handled as a farm, that is, as any farmer's farm might be handled; mentioned in the evidence of J. H. Grisdale, Esq., given Thursday, April 11th, 1901, at the morning session of the select standing committee on agriculture and colonization. The number of employees and the wages paid to each employee. The total crop of various kinds grown on said 200 acres, and the amount said total crop was sold for. Presented 4th March, 1902.—*Mr. Wilson* *Not printed.*
57. Supplementary return to an order of the House of Commons, dated 18th February, 1901, for copies of all correspondence, telegrams, letters, notes and memoranda exchanged between the Canadian commissioner at the Paris exhibition, or any member of the Canadian commission, and Lord Strathcona or the royal commission or the colonial secretary, in relation to the representation of Canada at the exhibition. Presented 4th March, 1902.—*Mr. Bourassa*, *Not printed.*
- 57*a*. Report of the Canadian Commission at the Paris exhibition. Presented 22nd April, 1902, by Hon. S. A. Fisher *Not printed.*
58. Return to an order of the House of Commons, dated 19th February, 1902, for correspondence between the department of the interior or the minister of the interior, and Mr. C. R. Devlin, with reference to a letter that appeared in *United Canada* on 11th May, 1901, and a letter that appeared in the *Montreal Herald* on the 18th May, 1901; in both of said letters Mr. C. R. Devlin made certain statements regarding members of this house. Presented 6th March, 1902.—*Mr. Wilson*, *Not printed.*
59. Return to an order of the House of Commons, dated 19th February, 1902, showing: 1. The names of all employees in the post office at Belleville, Ontario, on June 30th, 1896, together with the age of each, date of entry in the service, and the salary of each on the said date. 2. The number of employees dismissed from the Belleville post office since June 30th, 1896, with cause and date of dismissal. 3. The number of employees superannuated, the date of their superannuation, reason for their superannuation, how much superannuation allowance has been allowed to each; giving the names of all said employees so superannuated who have asked to be superannuated. 4. How many employees were employed in the Belleville post office on 1st January, 1902; what were their names and the age and salary of each employee on said date, and date of appointment. Presented 7th March, 1902.—*Mr. Wilson*, *Not printed.*
- 59*a*. Return to an order of the House of Commons, dated 10th March, 1902, for a list of the names of all permanent and temporary officials employed in the Winnipeg post office since the 1st of July, 1896; date of appointment, length of service, and salary up to the 1st of January, 1902. Presented 3rd April, 1902.—*Mr. La Rivière*, *Not printed.*
- 59*b*. Return to an order of the House of Commons, dated 28th April, 1902, of copies of all tenders received by the post office department in June, 1901, for carrying mail between Hamilton and Guelph. Presented 7th May, 1902.—*Mr. Smith (Westworth)*, *Not printed.*
- 59*c*. Return to an order of the House of Commons, dated 14th April, 1902, for copies of all petitions, correspondence and any and all other documents addressed by any person or persons to the honourable the postmaster general upon which he or the department acted in dismissing, or which led to the dismissal of David Clinton, lately postmaster at Wellington, Ontario. Presented 9th May, 1902.—*Mr. Atcorn*, *Not printed.*
- 59*d*. Return to an order of the House of Commons, dated 28th April, 1902, for a copy of the petition sent to the government asking for the dismissal of Mr. H. Therien, postmaster at Grandes Piles, in the province of Quebec; and copies of all correspondence between the government and all persons interested in the subject of such dismissal. Presented 14th May, 1902.—*Mr. Ball*, *Not printed.*
- 59*e*. Return to an order of the House of Commons, dated 9th April, 1902, for copies of all correspondence, petitions, affidavits and documents relating to the dismissal of Alphonse Thomas as postmaster at La Prairie, P.Q. Presented 14th May, 1902.—*Mr. Monk*, *Not printed.*
60. Return to an order of the House of Commons, dated 27th February, 1902, for copies of all letters, telegrams and other correspondence between the department of labour and the Canadian Pacific Railway, Mr. John Wilson and other parties, in respect of alleged violations of the Alien Labour Law, between June 1st and September 1st, 1901. Also between officers of the immigration department and the Canadian Pacific Railway. Presented 7th March, 1902.—*Mr. Pottle*, *Not printed.*

CONTENTS OF VOLUME 13—*Continued.*

- 61.** Return to an order of the House of Commons, dated 3rd March, 1902, showing:—1. All contracts awarded by the department of railways and canals during the year ending June 30th, 1901, in which the "Current Wages" clause was incorporated, and the amount of such contracts. 2. The number of such contracts in which the schedule of wages was prepared by the fair wages officers. 3. The number of such contracts in which the schedule of wages was prepared by the contractors and accepted by the department. 4. The number of such contracts which were unaccompanied by schedule of wages. 5. The number of contracts awarded by the department of railways and canals which did not contain either the "Current Wages" clause or a schedule of wages. Presented 11th March, 1902.—*Mr. Patten*..... *Not printed.*
- 62.** Report on the trend of farm land values as indicated by the selling price. Presented 11th March, 1902, by Hon. S. A. Fisher..... *Not printed.*
- 63.** Return to an order of the House of Commons, dated 27th February, 1902, showing: 1. Whether the government or any member thereof, by letter or otherwise, gave any public or private assurance that in the selection of officers for the Canadian South African constabulary, which left for South Africa, last year, preference would be given to those Canadian officers who have served in South Africa and to other officers of the Canadian militia. 2. What persons, officers or others, applied for commissions in said constabulary. What is the military record of each, either in Canada, South Africa or elsewhere. 3. (a). What officers were selected and appointed; (b). What is the military record of each. 4. Who of those selected as officers had never before been officers. 5. Whether there were enough applications from officers of the Canadian militia to officer the constabulary, and the reason for their being passed over, and men without qualification, if there were any such, selected. 6. How many commissioned officers of the Canadian militia were enlisted in the first and second contingents, in the Royal Canadian Regiment, the Canadian Mounted Infantry, the Royal Canadian Dragoons, and the Canadian Artillery, as (a.) non-commissioned officers and (b.) as men. 7. How many non-commissioned officers and men of the permanent corps were enlisted in the corps named in question. How many of these were non-commissioned officers in South Africa. (c.) Why were the commissioned officers enlisted in the corps as privates, not given the non-commissions. Presented 11th March, 1902.—*Mr. Monk*..... *Not printed.*
- 64.** Return to an address of the House of Commons, dated 19th February, 1902, for a copy of all papers and correspondence relating to the coronation of his majesty the king; the imperial conference which is to be held in London, and the appointment of Canadian delegates to the same. Presented 11th March, 1902.—*Mr. Bourassa*..... *Printed for sessional papers.*
- 65.** Return to an address of the House of Commons, dated 19th February, 1902, for: 1. Copies of all applications for any portion of the ground covered by the Matson concession (so-called), or lease No. 9, in the Yukon district. 2. Copies of all applications for any portion of the ground covered by the Doyle concession (so-called), in the Yukon district. 3. Copies of all applications for any portion of the ground covered by the Bronson & Ray concession, in the Yukon district. 4. A memorandum showing the date on which the application in the Bronson & Ray concession was granted. 5. Copy of the application for all lay-overs in all these cases. 6. Copies of orders in council or other authority under which the minister of the interior granted any lay-over in these cases; and copy of the material reports or other evidence upon which such lay-overs were granted. 7. A description of the Boyle concession and a map of same. 8. Copy of the application for Boyle concession. 9. The exact terms of the application in the case of the Milne concession. 10. The dates on which this application was made and granted. 11. Map showing ground covered. 12. The date when the application for the Slavin & Gates concession was made and filed. 13. Copy of Green's original map, with copy of field notes attached in the case of the Slavin & Gates concession. 14. Copy of telegram from the deputy minister of interior to E. C. Senkler as to the boundaries of this concession, dated on or about the 5th June, 1901. Presented 12th March, 1902.—*Mr. Taylor*..... *Not printed.*
- 66.** Return to an order of the House of Commons, dated 20th February, 1902, for a statement in detail showing the quantity of vegetables imported from the United States and entered at the ports of Montreal and Toronto during the years 1900 and 1901, respectively, as well as of the amount of duties collected by the government of Canada during the said two years at each one of the said ports. Presented 14th March, 1902.—*Mr. Leonard*..... *Not printed.*
- 66a.** Return to an order of the House of Commons, dated 20th February, 1902, for copies of all petitions, resolutions, letters, etc., addressed to the government in relation to an increase or a readjustment of the duties on vegetables, and of all replies sent by the government to said resolutions, petitions and letters. Presented 24th March, 1902.—*Mr. Leonard*..... *Not printed.*

CONTENTS OF VOLUME 13—*Continued.*

- 67.** Return to an address of the House of Commons, dated 19th February, 1902, for a copy of all papers and correspondence relating to the disallowance of chapters 11 and 14 of the Statutes of 1900, province of British Columbia, viz.: "An Act to regulate immigration into British Columbia," and "An Act relating to the employment on works carried on under franchises granted by Private Acts." Presented 17th March, 1902.—*Mr. Bourassa*.....*Not printed.*
- 68.** Return to an order of the House of Commons, dated 19th February, 1902, showing: 1. The amount of money spent each year from June 30th, 1891, to June 30th, 1901, on immigration. 2. The number of immigrants reported each year to have settled each year in the Dominion of Canada during the ten (10) years from 1891 to 1901, and the total for the ten years. 3. The number of immigrant agents employed by the Dominion government each year in Great Britain and Ireland from 1891 to 1901, and the total amount paid each year to the said agents, and the amount spent each year for printing and other expenses by the said agents. 4. The number of immigrant agents employed by the Dominion government each year in the continent of Europe from 1891 to 1901, and the total amount paid each year to the said agents, and the amount spent each year for printing and other expenses by the said agents. 5. The number of immigrant agents employed by the Dominion government each year in the United States of America from 1891 to 1901; and the total amount paid each year to the said agents; and amounts spent each year for printing and other expenses by the said agents; and by the government of the Dominion of Canada. Presented 18th March, 1902.—*Mr. Wilson*.....*Printed for sessional papers.*
- 69.** Statement for parliament relative to fishing bounty payments for the year 1900-1901, required under section 4, of chapter 96, of the Revised Statutes of Canada, intitled: "An Act to encourage the development of the sea fisheries and the building of fishing vessels." Presented (Senate) 19th March, 1902, by Hon. R. W. Scott.....*Not printed.*
- 70.** Return of all lands sold by the Canadian Pacific Railway Company, from the 1st October, 1900, to the 1st October, 1901. Presented 21st March, 1902, by Hon. W. S. Fielding.....*Not printed.*
- 70a.** 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 21st March, 1902, by Hon. W. S. Fielding.....*Not printed.*
- 71.** Return to an address of the House of Commons, dated 3rd March, 1902, for copies for all applications for water powers and other similar rights on or connected with the Soulanges canal, and all correspondence with respect thereto, and all reports, letters and communications of or from engineers or other experts respecting the same. Also all leases granted to any person, firm or corporation of water powers or other similar rights on or connected with the above-named canal. Presented 20th March, 1902.—*Mr. Bennett*.....*Not printed.*
- 72.** Return to an order of the House of Commons, dated 26th February, 1902, showing amount of the rebate paid on agricultural implements exported from Canada for the fiscal year ending 30th June, 1901, specifying amount paid to each firm. Presented 20th March, 1902.—*Mr. Henderson*. *Not printed.*
- 73.** Return to an order of the House of Commons, dated 6th March, 1902, showing: 1. The amount of refined sugar imported into Canada (*a*) from the first of January to 31st December, 1900; (*b*) from the first of January to the 31st of December, 1901; 2. The amount of raw sugar imported within same dates, each year separate, and the name of the country from which it has been imported. Presented 20th March, 1902.—*Mr. Mulore*.....*Not printed.*
- 74.** Return to an order of the House of Commons, dated 10th March, 1902, for a tracing showing the principal railway lines in New Brunswick, and showing the railway lines, or portions of such lines, over which postal cars are run. Presented 24th March, 1902.—*Mr. Costigan*.....*Not printed.*
- 75.** Return of orders in council, which have been published in the *Canada Gazette* and in the *British Columbia Gazette*, between 1st January and 31st December, 1901, in accordance with the 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 21st March, 1902, by Hon. W. S. Fielding.....*Not printed.*

 CONTENTS OF VOLUME 13—*Continued.*

757. Return of orders in council which have been published in the *Canada Gazette* between 1st January and 31st December, 1901, in accordance with the provisions of clause 91 of the Dominion Lands Act, chapter 51 of the Revised Statutes of Canada and its amendments. Presented 21st March, 1902, by Hon. W. S. Fielding. *Not printed.*
76. Return of orders in council which have been published in the *Canada Gazette* between 1st January and 31st December, 1901, in accordance with the provisions of section 52 of the North-west Irrigation Act, chapter 35 of 61 Victoria. Presented 21st March, 1902, by Hon. W. S. Fielding.—*Not printed.*
77. Return to an address of the House of Commons, dated 19th February, 1902, for copies of all letters, telegrams and other correspondence between the governments of Canada, Australia and New Zealand or any member thereof, respecting trade transportation, cable and other subjects of intercolonial concern. Presented 26th March, 1902.—*Mr. Campbell* *Printed for sessional papers.*
78. Return to an order of the House of Commons, dated 10th March, 1902, for list of the names of all permanent and temporary officials of the several branches of the department of the interior, date of appointment, and their salaries, on the 1st July, 1896; also a similar list on the 1st July, 1901. Presented 26th March, 1902.—*Mr. LaRivière*. *Not printed.*
79. Return to an order of the House of Commons, dated 21st February, 1901, of all papers, reports and other data relative to the lowering of the waters of Lake Simcoe, with a view towards reclaiming certain flooded lands. Presented 26th March, 1902.—*Mr. McLeod* *Not printed.*
80. Return to an address of the House of Commons, dated 27th February, 1902, for a copy of the report from the judicial committee of the privy council, dated the 8th day of December, 1901, in the matter of an appeal from the court of King's bench for the province of Quebec (appeal side) between the Canadian Pacific Railway Company, appellant, and Adrien Roy, respondent. Presented 7th April, 1902.—*Mr. Leduc* *Not printed.*
81. Orders in council with respect to the application made by Messrs. Ewing, Treadgold and Barwick, to divert water for mining purposes. Presented 8th April, 1902, by Hon. C. Sitton.
Printed for both distribution and sessional papers.
- 81a. Partial return to an address of the House of Commons, dated 9th April, 1902: 1. For copies of all orders in council, petitions, applications, reports, telegrams, correspondence, grants, contracts, agreements, documents, and communications in writing, relating to or concerning the grant to or concession to A. N. C. Treadgold and others, or to the Hydraulic Mining Syndicate, either separately or associated with A. N. C. Treadgold, of any claims, rights, and privileges on Bonanza, Bear and Hunker Creeks or their tributaries, or elsewhere in the Yukon territory. 2. A description and plan showing the situation, location, area, and other particulars of all the claims, rights, and privileges so granted or conceded to the said A. N. C. Treadgold and others, or to the said Hydraulic Mining Syndicate, as aforesaid. Presented 23rd April, 1902.—*Mr. Borden (Halifax)*.
Printed for both distribution and sessional papers.
- 81b. Return to an order of the House of Commons, dated 9th April, 1902, indicating: 1. The names of all grantees of permits to cut timber in the Yukon, to whom permits, licenses or leases have been issued since the 1st January, 1899. 2. The location of such grants. 3. The annual amount payable by the grantee, licensee or lessee. 4. The price or consideration of the grant. 5. The name in each case of the present holder of grant or lease, if transferred. 6. Whether each and every grant was publicly advertised for sale by auction. Presented 29th April, 1902.—*Mr. Monk*. *Not printed.*
82. Return showing the reductions and remissions under section 141 as added to the Indian Act by section 8, chapter 35, 58-59 Victoria, during the fiscal year ended 30th June, 1901. Presented (Senate) 8th April, 1902, by Hon. R. W. Scott. *Not printed.*
83. Return to an address of the Senate, dated 20th February, 1902, for copies of all orders in council, documents, memoranda, or other papers, relating to the transfer, from the federal to the provincial control, of public lands allotted for education in Manitoba, or relating to the payment by this government to the Manitoba government of any money—whether it be on the capital or on the interest—derived from the sales of such lands; also copies of all correspondence between the government or any member thereof, and the government of Manitoba or any member thereof, or any other persons, up to this date, in connection with the above matters. Presented (Senate) 9th April, 1902.—*Hon. Mr. Bernier* *Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 13—*Continued.*

- 83a.** Return to an address of the House of Commons, dated 19th February, 1902, for a copy of all correspondence, petitions, orders in council, and any and all documents in connection with the demands of the provincial legislature, with regard to the school lands in Manitoba; moneys derived from sales thereof, together with interest accrued thereon. Presented 25th April, 1902.—*Mr. La Rivière.*
Incorporated with 83.
- 84.** Return to an address of the House of Commons, dated 9th April, 1902, for copies of all correspondence, papers, letters, telegrams, etc., between the department of justice and the authorities of the St. Vincent de Paul Penitentiary, relating to the leave granted to the present warden, as well as that which passed respecting the superannuation of the said warden. Presented 21st April, 1902.—*Mr. Léonard.*..... *Not printed.*
- 84a.** Return to an order of the House of Commons, dated 9th April, 1902, for copies of all correspondence, letters, claims, etc., addressed to the government in regard to the indemnity of Trofelle Nantel, a guard at the St. Vincent de Paul Penitentiary, who died on or about the 12th September, 1900; as well as all documents relating to that matter. Presented 21st April, 1902.—*Mr. Léonard.*
Not printed.
- 85.** Return to an order of the House of Commons, dated 9th April, 1902, for a copy of the report of Inspector McRae of the Indian department relating to the investigation held by him respecting the complaint by the Restigouche Indians against Indian Agent Peters, together with all correspondence and documents in connection therewith. Presented 21st April, 1902.—*Mr. Forber.*..... *Not printed.*
- 86.** Report of the Commissioner for Canada at the Pan-American exhibition. Presented 22nd April, 1902, by *Hon. S. A. Fisher.*..... *Not printed.*
- 87.** Report of the Canadian Commissioner at the Glasgow exhibition. Presented 22nd April, 1902, by *Hon. S. A. Fisher.*..... *Not printed.*
- 88.** Return to an order of the House of Commons, dated 13th March, 1902, showing: 1. The number of timber limits, and where located, that have been disposed of by the government since July, 1896, in the province of Manitoba and North-west Territories. 2. The names of the purchasers in each case, and price paid for each limit. 3. Copies of tenders for each limit, and names of newspapers in which advertisements appeared. Presented 23rd April, 1902.—*Mr. Roche (Marquette).*
Not printed.
- 89.** Return to an order of the House of Commons, dated 9th April, 1902, for any communications, reports, or other documents received by the government, or any member or department thereof, from Colonel Taylor, of Pittsburg, U.S.A., with reference to the deposits of coal and coal mining in South British Columbia, particularly the Crow's Nest Pass coal fields. Presented 25th April, 1902.—*Mr. Bennett.*..... *Not printed.*
- 90.** Return to an order of the House of Commons, dated 9th April, 1902, for copy of petition dated on or about November 29th, 1901, from the president of the Quebec Trades and Labour Council to the department of labour, and of all documents connected with said petition or mentioned therein, or correspondence ensuing therefrom in reference to the arbitration controversy or conflict between the Shoe Workers' Union of Quebec city and Mgr. L. N. Bégin, Archbishop of Quebec. Presented 28th April, 1902.—*Mr. Pattee.*..... *Not Printed.*
- 90a.** Return to an order of the House of Commons, dated 9th April, 1902, for copies of all letters, telegrams and other correspondence between the department of labour and the officers of the Rossland Miners' Union and other persons, in reference to the alleged violations of the Alien Labour Act in connection with the Rossland miners' strike. Presented 9th May, 1902.—*Mr. Smith (Vancouver).*..... *Not printed.*
- 91.** Return to an address of the House of Commons, dated 11th April, 1902, for copies of all memorials, petitions or protests received respecting the erection of a monument to General Montgomery at Quebec, with dates; also copies of replies sent thereto. Presented 29th April, 1902.—*Mr. Clarke.*
Not printed.
- 92.** Return to an address of the House of Commons, dated 9th April, 1902, for a statement of all moneys paid by the Dominion government to the province of Ontario during the calendar years 1900 and 1901, respectively; stating in each case how much of such moneys so paid was on account of subsidy, allowance for government, and interest, respectively. Also copies of all telegrams, letters, or correspondence of any kind in any way relating to or connected with the transmission of such moneys. Presented 30th April, 1902.—*Mr. Henderson.*..... *Not printed.*

CONTENTS OF VOLUME 13—*Continued.*

93. Return to an order of the House of Commons, dated 26th February, 1902, showing (1st) the number of commutations of sentences that have been granted through the department of justice to prisoners convicted of arson or incendiarism during the years 1899, 1900 and 1901, respectively; (2nd) the places where the crimes were committed; (3rd) the sentences imposed. Presented 1st May, 1902.—*Mr. Monk*.....*Not printed.*
94. Return to an address of the Senate, dated 9th April, 1902, for a copy of the orders in council appointing: 1. The Honourable Mr. Wurtele, one of the judges of the court of appeal for the province of Quebec, chairman of the commission for the revision of the statutes of the Dominion of Canada. 2. The Honourable Justice François Langelet, one of the judges of the superior court of the province of Quebec, a judge of the court of appeal of the same province, in the room and place of the said Honourable Judge Wurtele. 3. Cancelling the aforesaid appointments; together with a copy of all correspondence exchanged on the subject of these appointments and the cancellation thereof. Presented (Senate) 2nd May, 1902.—*Hon. Mr. Landry*.....*Not printed.*
95. Return to an order of the House of Commons, dated 14th April, 1902, showing: 1. The number of seine licenses issued for the province of British Columbia for the year 1901. 2. To whom the said licenses were issued. 3. The number operated by those to whom they were issued, and by whom. 4. By whom those were operated which were not used by the parties to whom they were issued. Presented 5th May, 1902.—*Mr. Earle*.....*Not printed.*
96. Return to an address of the House of Commons, dated 19th February, 1902, for a copy of all papers and correspondence exchanged between his excellency the governor general, the Canadian government, or any of its members or departments, the officer commanding the Canadian militia, and the British authorities, in relation to the South African war, its conduct and its settlement; and the sending or recruiting of Canadian troops to South Africa,—for the three last years. Presented 7th May, 1902.—*Mr. Bourassa*.....*Not printed.*
97. Return to an order of the House of Commons, dated 3rd March, 1902, for copies of all contracts made during two years past between the government of Canada and all steamship companies with whom it is agreed that a subsidy, bonus or grant of any kind shall be given by the government of Canada for services to be rendered in connection with transatlantic, transpacific or West Indian business. Presented 9th May, 1902.—*Mr. Smith (Wentworth)*.....*Not printed.*
98. Copy of the finding of the judge of the exchequer court of Canada, in the matter between William Mackenzie and Donald D. Mann, claimants, and His Majesty the King, defendant. Presented 9th May, 1902, by Hon. C. Fitzpatrick.....*Not printed.*
99. Return to an order of the House of Commons, dated 9th April, 1902, showing what licenses, during the year 1900, were issued, entitling the persons named therein to fish for oysters on the beds planted by the government in the harbour of Shediac. And also showing to whom such licenses were issued, and on what dates they were respectively issued, and by whose authority they were issued in each instance, and whether such licenses, or any, and which of them were cancelled; and if so, how many, and on what date, and for what reason, such licenses were cancelled; and what quantity of oysters was secured under such licenses during the period they were in force. Presented 9th May, 1902.—*Mr. Borlen (Halifax)*.....*Not printed.*
100. Return to an order of the House of Commons, dated 9th April, 1902, for a statement showing: 1. Into how many classes the employees of the Intercolonial Railway are divided. 2. The name, residence and the salary of each of the employees of the first class. 3. The name, residence and salary of each of those of the second class. 4. The number of those of the third class, and the total amount of the yearly salary paid them. Presented 10th May, 1902.—*Mr. Léonard*.....*Not printed.*
101. Return to an address of the Senate, dated 23rd April, 1902, of all correspondence which has taken place within the last two years between the government of Canada or any department or officer thereof, and any steamship company or agent of such company, engaged in the transportation of the produce of Canada from any port in Canada to Europe, regarding the ventilation of space on steamships used for storage during transportation of perishable products such as apples and cheese; also copies of all clauses in contracts with steamship companies relating to the ventilation of the holds or spaces between the decks of steamers employed as aforesaid; also a statement giving the names of all steamships and the owners thereof which have been equipped with means of generating cold air and distributing the same throughout their holds and between decks, in terms of the appropriation made for such purpose during last session of parliament, giving the cost to the government in the

 CONTENTS OF VOLUME 13—*Concluded.*

case of each steamer; also a statement showing the daily minimum and maximum temperatures maintained during each voyage in the holds or between the decks of steamers equipped in terms of the said parliamentary appropriation of last session; also a statement showing the comparative results in the transportation of apples between steamers equipped as above described and steamers without any special means of ventilation; and also a statement giving the names and owners of steamers which it is proposed to equip as aforesaid, for the approaching season, and giving the port of departure from Canada of such steamers as well as of those already equipped as aforesaid. Presented (Senate) 13th May, 1902.—*Hon. Mr. Ferguson* *Not printed*

- 102.** Return to an order of the House of Commons, dated 15th May, 1902, for copies of all papers relating to preferential trade. Presented 15th May, 1902.—*Mr. Belcourt* *Not printed.*

THIRTY-FOURTH ANNUAL REPORT

OF THE

DEPARTMENT OF MARINE AND FISHERIES

1901

M A R I N E

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

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

1902

*To His Excellency the Right Honourable SIR GILBERT JOHN ELLIOT, EARL OF MINTO,
Governor General of Canada, etc., etc.*

MAY IT PLEASE YOUR EXCELLENCY :

I have the honour to submit herewith, for the information of Your Excellency and the Legislature of Canada, the Thirty-Fourth Annual Report of the Department of Marine and Fisheries, Marine Branch.

I have the honour to be,

Your Excellency's most obedient servant,

JAMES SUTHERLAND,

Minister of Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES,

OTTAWA, January, 1902.

CONTENTS.

	PAGE.
Report submitted by Minister	ii
Report of Deputy Minister.....	3

SUBJECTS EMBRACED IN DEPUTY MINISTER'S REPORT.

PART I.

Buoys and Beacons	5-40
Buoys and Beacons, List of.....	70
Correspondence.....	4
Coasting Trade of Canada.....	24
Chief Engineer's Annual Report.....	28
General Superintendent of Lighthouses, Detailed Report of Lighthouse Construction, &c.....	47
Dominion Steamers.....	7
Geographic Names.....	42
Hydrographic Survey.....	42
Lighthouse Service	4
" Ontario Division.....	48
" Quebec Division.....	54
" Nova Scotia Division.....	58
" New Brunswick Division.....	63
" Prince Edward Island Division.....	66
" British Columbia Division.....	67
Live Stock Shipments, Inspection of	22
Legislation.....	27
Maintaining Dominion Steamers, Statement of Expenditure.....	15
Merchant Shipping.....	4
Masters' and Mates' Certificates.....	15
" " Statement of Receipts and Expenditure.....	16
Meteorological Service.....	22
Marine Hospitals	17
New Steamers.....	13
Oil for use of lighthouses.....	6
Outside Service Employees (Marine Branch).....	21
Obstruction to Navigation, Removal of.....	24-39
Sick and Distressed Mariners.....	17
" " Statement of Receipts and Expenditure	19
Steamboat Inspection.....	19
" " Statement of Receipts and Expenditure.....	20
Steamboat Inspectors, List of.....	20
Signal Service	23
Sable Island—Tree Planting.....	24
Tidal Survey.....	73
Wrecks and Casualties.....	17

APPENDICES.

PART II.

	PAGE.
Expenditure, Statement of, for 1900-1	3
Expenditure since Confederation	50
Engineer's Certificates	137
Live Stock Shipments, Montreal	32
" " Halifax	46
" " St. John, N.B.	46
Life-boat Stations, List of	62
Life Saving Stations, Report on	60
Lighthouses, Keepers and Stations, List of	141
Masters and Mates, Report of Chairman of Board of Examiners	154
Meteorological Service	6
Magnetic Observatories	23
Revenue Statement	4
Rewards for Humane Service	156
Steamboat Inspection, Report of Chairman, and Vessels Inspected	64
Steamboat Inspection, Statement of dues collected	5
Signal Service	25
Sick Mariners' Dues	59
Wharfs, Statement relating to	55

PART I.

ALPHABETICAL INDEX.

A.

	PAGE.
<i>Aberdeen</i>	7
Aids to navigation—Detailed report.....	47
" Ontario Division.....	49
" Quebec.....	54
" Nova Scotia.....	59
" New Brunswick.....	63
" P. E. Island.....	66
" British Columbia.....	68
Anderson Hollow—Survey work done.....	38
Apple River—Illuminating apparatus.....	38
Abbot's Harbour—Light continued.....	61
Avon River—Can buoys established.....	62
Annandale—Tower replaced.....	66

B.

Buoys and Beacons.....	5-69
Buoyage.....	40
<i>Bayfield</i>	13
Bourgeois Inlet—New harbour light.....	31
Belle Isle, north-east end—New lighthouse and fog-alarm.....	33
" south end—Survey of island.....	33
Bellechasse—Occulting light.....	34
Birds Rocks—Proposed change in light.....	34
Barre à Boulard Range Lights—Changes.....	36
Batture Simon—Gas buoy.....	36
Batiscan—Trees obstructing.....	36
Bécancour—Beacon rebuilt.....	36
Bliss Island—Colour of light changed.....	38-63
Brier Island—Group flashing light.....	38
Baccaro—Quick flashing light ordered.....	38
Bar Point Cut—Gas buoy.....	50
Battle Island—Fog horns supplied.....	51
Black Rock Beacon—Contract let.....	53
Black Rock Shoal Buoy—Steamer on shoal.....	54
Bécancour Beacon—Beacon replaced.....	58
Baccaro—Hand fog-horns supplied.....	59
Bon Portage Bell Buoy—Buoy established.....	62
Brig Rock Buoy—Conical buoy.....	62
Big Duck Island Ledge Buoy—Changed.....	65
Beaver Harbour Shoal Buoy—Changes.....	65
Bliss Island Reef Buoy—Changes.....	65
Brotchy Ledge—Change in light.....	68
<i>Brant</i>	9
Buoys and Beacons—List of in the Dominion.....	70
" Ontario.....	53
" Quebec.....	57
" Nova Scotia.....	61
" New Brunswick.....	65
" British Columbia.....	69

C.

	PAGE.
Correspondence.....	4
<i>Contst</i>	8
Chief Engineer's Annual Report.....	28
" Staff.....	28
" Office work.....	28
Coasting Trade of Canada.....	24
Charlo—New range lights.....	31
Causo—Survey made to harbour.....	31
Cape Rosier—Fog whistle.....	33
Cape Sahnou—Machinery overhauled.....	34
Cape Race—Improvements.....	34-61
Cape Ray—Inspection made.....	34
Cape Charles—New range of lights.....	36
Cape St. Michel and Contrecoeur—Improved channel.....	36
Cherry Island—Lighthouse and fog-bell.....	37
Chantry Island—Fog-horn discontinued.....	52
Cape Charles—Beacon replaced.....	55
Cartier Island—Fog-horn supplies.....	59
Charlo—New range lights.....	60
Cross Island—Light replaced.....	61
Canning Beacons—Beacons established.....	61
Catherine Cove Beacon—Beacon erected.....	65
Cascumpec—Discontinuing South Sand Hill Light.....	67
Celia Reef Buoy—Change in buoys.....	69

D.

Dominion Steamers.....	7
<i>Druid</i>	8
Dominion Steamers—Maintenance.....	15
Duffus Point—New lights.....	32
Dipper Harbour—Bell buoy.....	38-65
Darcy Island Shore Buoy—New buoy.....	69
Doreas Rock Buoy—Spar buoy.....	69

E.

Explosive Signals—Cartridges exploded.....	56
Egg Island Whistling Buoy—Drifting ice.....	62
Employees—Outside service.....	21

F.

Fame Point—Hamilton-Foster fog-siren.....	33
Father Point—Siren machinery supplied.....	34
Footes Dock—Lantern replaced.....	53
Fort William—Colour of light changed.....	53
Fort Point—Hand fog horns supplied.....	59

G.

Gannet Shoal—New buoy.....	31
Guysborough—Survey made.....	31-63
Grand Narrows—Difficulty of steamers.....	32
Grand Entry—Harbour light.....	34-57
Grand Etang— ".....	34-54-60
Gulf explosive Fog Alarms—Arrangements.....	35
Grondinés Point—Pier foundations required.....	36
" Upper Lights—Removal of lights.....	36

SESSIONAL PAPER No. 21

G—Continued.

	PAGE.
Geographic Names—Decisions.....	42
Gargantua—Fog horn supplied.....	51
Goderich Buoys—Channel dredged.....	53
Grand Passage—Lighthouse.....	59
Gannet Shoal Buoy—Buoy established.....	62
Ganault Rock—Light varies by white flashes.....	63
Gagetown—Lighthouse carried away.....	64
Gauges Harbour—Steel can buoy placed.....	69
Grappler Reef Buoy—Can buoy placed.....	69
Grassy Point Beacon—Beacon replaced.....	69

H.

Hydrography.....	42
Hilton—Fog-horn discontinued.....	52
Heron Island Buoyage—New can buoy.....	66
Haszard Point—Change in light.....	66
Hand Fog-horns—Established.....	68
Hazel Point Buoy—Buoy moored.....	70

I.

Ile Ronde—Change in light.....	31
Ile Ouetique—Illuminating apparatus.....	31
Ile au Boeuf—Buoy temporarily moved.....	58
Indian Harbour—Lighthouse.....	59
Improvements and Repairs at existing Stations—Ontario.....	51
" " " Quebec.....	56
" " " Nova Scotia.....	61
" " " New Brunswick.....	63
" " " Prince Edward Island.....	66

J.

Jerseyman Island—Change in lamps.....	31
---------------------------------------	----

K.

Kingsville—Light temporarily discontinued.....	52
King-port—Temporary light.....	61

L.

Lighthouses and Fog Alarms—Number of.....	48
Lighthouse Service.....	4
" Report of General Superintendent.....	47
<i>Lansdowne</i>	7
Lighthouses—Ontario Division.....	48
Quebec ".....	54
Nova Scotia Division.....	58
New Brunswick Division.....	63
Prince Edward Island Division.....	66
British Columbia Division.....	67
Live Stock Shipments.....	22
Legislation.....	27

L—Continued.

	PAGE.
Liscombe—New buoys	30-62
Louisburg—Fog siren	31
Lingan—Improvement in light.	32
Low Point—Change of light, &c.	32
Lower Traverse—Lightship moved, can buoy discontinued	34-56
Letete—Lighthouse to be built.	38
Lurcher Shoal—Construction of lightship	38
Lachute—Fog horn discontinued	51
Lone Rock—Buoy disappeared.	53
Liverpool—Hand fog horns supplied	59
Lunenburg Bay Buoy—Located and described	62
Leard's Range Back Lights—Light discontinued.	67
Lawyer Island—New lighthouse.	68

M.

Merchant Shipping.	4
<i>Minto</i>	11
Masters and Mates—Certificates.	15
" " " Inland and coasting.	16
" " " Receipts and expenditures for certificates	16
Marine Hospitals	17
Meteorological Service	22
Main-à-dieu—Dioptric apparatus	31
Marble Mountain.	32
Matane—Fog alarm recommended.	33
Metis—Difficulties at station	33
Musquash—Bell buoy.	33-65
Midland Range—New lights.	51
Mohawk Island—Fog horn discontinued.	52
Middle " " "	52
Margatee Harbour—Tower removed.	60
Meagher Beach—Light improved.	61
Mahone Bay Buoys—Buoys established.	62
Machias Seal Island—Notice to mariners.	63
Miramichi Bay Lightship—Bell during fog	65
Miscou Gully—Mast has been increased.	65

N.

<i>Newfield</i>	11
New Steamers.	13
Navy Island—Can buoy.	37
Navigation—Close of.	40
North Channel—Orleans	58
Neil Cove, South Point Buoy—Wooden spar buoy.	63
North Tracadie—Front range light discontinued.	65
Net Rocks Buoy—Changed.	65
Nanaimo—Light discontinued.	68

O.

Oil for lighthouses	6
Outside Service—Marine branch.	21
Obstructions to Navigation—Removal of	24-39
Orleans Channel—Additional buoys.	34
Old Man Ledge Buoy—Buoy removed.	62

SESSIONAL PAPER No. 21

P.

	PAGE.
Port Bickerton	30-59
Point Tupper—Change in reflectors.....	31
Petit de Grat—Change in light.....	31
Poulamon--Lighthouse inspected.....	31-60
Point Aconi--Removal of light recommended.....	32
" Can buoy—Removal.....	32
Point Amour—Survey of station and lake.....	33
Pointe à Basile—Range lights completed.....	35
Point Ste. Antoine—Light raised.....	35
Pointe aux Trembles—New steel tower, &c.....	37-57
Partridge Island—Improvements.....	38-63
Peter's Island—Lanterns reglazed.....	38
Pelee Passage—New lighthouse.....	50
Pie Island—Fog horn supplied.....	51
Port Dalhousie—Change in light, &c.....	52
Port Colborne—Range tower moved.....	52
Pelee Spit—Light discontinued.....	52
Port Arthur—Change in colour of light.....	53
Point à Basile—New building completed.....	55
Point Aubin—Change in buoys.....	58
Paullier Paget—Can buoy.....	58
Platon Point—Can buoy.....	58
Port Maitland—Fixed red light.....	61
Pubnico Whistling Buoy—Buoy established.....	62
Portier Pass Buoyage—Buoy established.....	69

Q.

Quadra.....	8
Quebec Range Lights-- Lights re-arranged.....	34
Quebec Harbour—Elevator erected.....	56
Quaco Buoys—Kept in position.....	65

R.

Red Islet Lightship—Vessel nearer channel.....	34
Rondeau—Fog horn supplied.....	49-52
River Cariboo—Range tower.....	56
Red Islet Lightship—Old position removed.....	56
Richibucto Beach—Re-arrangement of lights.....	64

S.

<i>Stanley</i>	10
<i>Shamrock</i>	12
Sick and Distressed Mariners.....	17
" " Statement of receipts and expenditure.....	19
Steamboat Inspection.....	19
" " Statement of receipts and expenditure.....	20
Steamboat Inspectors, List of.....	20
Signal Service.....	23
Sable Island—Tree planting.....	24
Scattari--New boiler placed.....	31
St. Irénée—New light.....	34-55
St. Augustin Shoal Buoys—Buoys removed.....	35-58
St. Croix—Front light.....	36
Ste. Emélie—Sector lights enlarged.....	36-57
St. Andrews—New lighthouse.....	37

S—Continued.

	PAGE.
Seal Island—Building to be removed.....	38
Signals—International code.....	42
South-east Shoal—Survey made.....	49
Saugeen River—Fixed green light.....	50
Snake Island—Protection to pier.....	51
Salmon Point—Fog horn discontinued.....	51
Stag Island Shoal—New structure needed.....	52
Southampton Range—Site of lighthouse changed.....	53
St. Lawrence Survey Buoys—Temporary buoys.....	53
Seguin Bank Gas Buoy—Conical to can.....	53
Ste. Petronille—Lighthouse put in operation.....	34-55
St. Antoine—Upper light raised.....	57
St. Rock Point—Change in lightship.....	57
Ship Channel Buoys—Corrections.....	58
<i>Sans Spit</i> —Hand fog horn supplied.....	59
Shelburne—Hand fog horn supplied.....	59
St. John's Ledge Bell Buoy—Discontinued.....	62
South-west Bell Buoy—Buoy replaced.....	62
Sand Point.....	64
Sidney Channel Buoys—Change in buoys.....	69
Sidney Shoal Buoys—Discontinued.....	69

T.

Traverse.....	34
Trembles Shoal Gas Buoy—Changes.....	35-58
Thornbury—Light removed.....	51
Thessalon—Fog-horns supplied.....	51
Toronto—Front range moved.....	51
Traverse, Middle Ground—Conical buoy.....	57
Tidal survey.....	46
" Report of W. B. Dawson.....	73

U.

Upper Traverse—Proposed change in light.....	34
" Gas buoy.....	57

V.

Victoria Beach—New lighthouse.....	59
------------------------------------	----

W.

Wrecks and casualties.....	17
White Head—Changes in buoys.....	31
Wiar-ton—Power of light increased.....	53
Western Islands—Protection against waves.....	53
Witch Shoal—New building.....	57
White Head Whistling Buoy—Established.....	62
Williams Landing—Mast carried away by ice.....	64
Woodward Cove Beacon—Beacon erected.....	65
White Islet Beacon—Wooden beacon erected.....	69

Z.

Zephyr Rock lightship.....	64
----------------------------	----

PART II

APPENDICES

ALPHABETICAL INDEX

E

	PAGE.
Expenditure, Statement of.....	3
Examiners of Masters and Mates—Report of Bloomfield Douglas.....	154
Expenditure since Confederation, Statement of.....	50
Engineers' Certificates.....	137

L

Live Stock Shipments—Report of Inspector, Montreal.....	32
" " St. John, N.B.....	46
" " Halifax, N.S.....	46
Life Saving Stations Report.....	60
" " Statement.....	62
List of Lightkeepers, Stations, &c.....	141

M

Meteorological—R. F. Stupart's Report.....	6
Magnetic Observatory— " ".....	23
" " St. John.....	22
" " Quebec.....	21

R

Revenue, Statement of.....	4
Rewards for Saving Life.....	156
Recapitulation—Live Stock shipments.....	49

S

Signal Service—J. U. Gregory's Report, Quebec.....	25
" R. M. Macrory, Halifax.....	29
Sick Mariners' Dues Collected.....	59
Steamboat Inspection—Chairman's Report.....	64
" Dues Collected.....	5
Steam Vessels Inspected, West Ontario Division, by John Dodds.....	70
" " " E. W. McKean.....	73
" " " in Canada but registered elsewhere, John Dodds.....	77
" " " " M. R. Davis.....	91
" not Inspected.....	78

S—Continued.

	PAGE
Steam Vessels Inspected, West Ontario Division, Wm. Evans, Hull Inspector.....	80
“ “ in Canada by Wm. Evans, but registered elsewhere.....	83
“ West Ontario, &c., not inspected, hulls.....	84
“ East “ inspected by Thos. P. Thompson.....	85
“ Inspected, East Ontario Division, M. R. Davis, Hull Inspector.....	89
“ “ in Canada by Thos. P. Thompson, but registered elsewhere.....	88
“ East Ontario, &c., not inspected, Thos. P. Thompson.....	89
“ Montreal Division, inspected by Wm. Laurie.....	92
“ “ “ Louis Arpin.....	94
“ “ not inspected by Wm. Laurie and Louis Arpin.....	96
“ Quebec “ inspected by Jos. Samson.....	97
“ “ not inspected by Jos. Samson.....	99
“ “ and Montreal Division, inspected by Pierre D. Brunelle, hulls.....	100
“ Quebec and Montreal Division, not inspected by Pierre D. Brunelle, hulls.....	102
“ Nova Scotia Division, inspected by John P. Esdale.....	103
“ Inspected in Canada, by John P. Esdale, but registered elsewhere.....	105
“ Nova Scotia Division, not inspected by John P. Esdale.....	106
“ “ “ inspected S. R. Hill, Hull Inspection.....	107
“ Inspected in Canada, by S. R. Hill, but registered elsewhere.....	109
“ Nova Scotia Division, not inspected by S. R. Hill, Hull inspection.....	109
“ New Brunswick and P. E. Island Division, inspected by W. L. Waring.....	110
“ Inspected in Canada, by W. L. Waring, but registered elsewhere.....	112
“ New Brunswick and P. E. Island Division, not inspected by W. L. Waring.....	113
“ “ “ “ inspected by I. J. Olive, Hull Inspector.....	114
“ Inspected in Canada, by I. J. Olive, but registered elsewhere.....	115
“ New Brunswick and P. E. Island Division, not inspected by I. J. Olive, Hull inspector.....	115
“ British Columbia Division, inspected by J. A. Thompson.....	116
“ Inspected in Canada, by J. A. Thompson, but registered elsewhere.....	118
“ British Columbia Division, not inspected by J. A. Thompson.....	118
“ Vancouver and Yukon Division, inspected by F. N. Richardson.....	119
“ “ “ “ “ in Canada, but registered elsewhere.....	121
“ “ not inspected.....	122
“ British Columbia Division, inspected by R. Collister, Hull Inspection.....	122
“ “ “ “ “ “ but registered elsewhere.....	124
“ “ “ not “ “ “.....	124
“ Manitoba and North-west Division, inspected by Geo. P. Phillips.....	125
“ “ “ “ not “ “.....	127
“ “ “ “ “ in Canada, registered elsewhere.....	127
“ Added to the Dominion in West Ontario Division, inspected by E. W. McKean.....	128
“ “ “ “ “ John Dodds.....	128
“ “ “ East “ “ Thomas Thompson.....	129
“ “ “ Montreal “ “ W. Laurie and L. Arpin.....	129
“ “ “ Quebec “ “ Joseph Samson and Pierre Brunelle.....	130
“ “ “ Nova Scotia “ “ John P. Esdale.....	130
“ “ “ New Brunswick and P. E. Division, inspected by W. L. Waring.....	131
“ “ “ British Columbia Division, inspected by J. A. Thompson.....	131
“ “ “ Vancouver and Yukon Division, inspected by F. N. Richardson.....	132
“ “ “ North-west Territories Division, inspected by George P. Phillips.....	133
“ Broken up as unfit for service—West Ontario.....	133
“ “ “ East Ontario.....	133
“ “ “ Montreal.....	133

S—Continued.

	PAGE.
Steam Vessels broken up as unfit for service—Quebec.....	134
" " " Nova Scotia.....	134
" " " New Brunswick and Prince Edward Island.....	135
" " " British Columbia.....	135
" " " Vancouver.....	135
" " " North-west Territories.....	136
List of Certificates to Engineers of Steamboats.....	137

W

Wharfs, Statement relating to.....	55
------------------------------------	----

E R R A T A .

In the General Summary of Expenditure for fiscal year ended June 30th, 1901, Appendix 1, Part II, the following corrections were made after the statement was printed :—

Maintenance and repairs to Dominion Steamers should read.....	§	201,820 37
Total expenditure for Ocean & River Service, should read.....		233,161 98
Total Marine expenditure should read.....		1,036,260 96
Total Marine & Fisheries should read.....		1,527,830 53

PART I

THE REPORT OF THE DEPUTY MINISTER—THE REPORT OF THE
CHIEF ENGINEER IN DETAIL RELATING TO CONSTRUCTION
AND REPAIRS TO LIGHTHOUSES, HYDROGRAPHIC
SURVEY AND TIDAL SURVEY.

REPORT OF THE DEPUTY MINISTER.

To the Honourable

JAMES SUTHERLAND,

Minister of Marine and Fisheries.

SIR,—I have the honour to report on the transactions of the Marine Branch of this department for the fiscal year ended June 30 last, and to give an account of a portion of the business up to date.

In Part I. of this report will be found the detailed report of the chief engineer on construction and maintenance of lighthouses and other aids to navigation, references to the reports of the chairman of the Board of Steamboat Inspection, chairman of the Board of Examiners of Masters and Mates, the inspectors of Live Stock Shipments, the director of the Meteorological and Magnetic Service, the inspector of Signal Service and the reports on Life-boat Stations and Rewards for Humane Service.

A short account of the work of the Dominion steamers is given and the expenditure in connection therewith, the buoyage of the coast, harbours and inland waters, the purchase of oil for the use of lighthouses, the marine hospitals in the Dominion, certificates to masters and mates, and wrecks and casualties.

In Part II. the reports from which the synopses have been made will be found in extenso, also statements of expenditure, revenue, sick mariners dues, wharfage, wrecks and casualties, steamboat inspection, and a list of light-keepers.

The amount expended on the various branches of the public service comprised in the Marine branch of this department, during the fiscal year ended June 30 last, was \$967,484.01, the expenditure for the previous year was \$919,616.94, not including expenditure for civil government. The expenditure for civil government for the fiscal year ended June 30 last, was \$58,699.32, and for civil government contingencies, \$10,077.63. It will thus be seen that the expenditure for the various branches of the Marine branch and for civil government was \$1,036,260.96. The Fisheries expenditure amounted to \$491,569.57, total \$1,527,830.53.

The amount voted by Parliament for the different branches of the department of Marine and Fisheries, including Fisheries and the departmental salaries was \$1,742,771.40, it will thus be seen that the expenditure for the fiscal year was \$214,940.87 less than the amount voted by Parliament.

The whole number of persons in the outside service of the Marine branch, including crews of fishery and marine steamers at the date of this report is 1,941.

During the past fiscal year the expenditure for maintenance of lights and coast service amounted to \$505,436.08 ; construction, \$73,376.08 ; total for maintenance and construction, \$578,812.72 ; while for the previous year the expenditure for lighthouse and coast service, including construction was \$516,494.40 ; showing an increase of expenditure for the year ending June 30 last, of \$62,318.32.

1-2 EDWARD VII., A. 1902

The appropriation for this service was \$713,310, the expenditure being \$134,497.28 less than the appropriation of Parliament for the fiscal year.

LIGHTHOUSE SERVICE.

The lighthouse service of the Dominion is divided as follows :—The Ontario division, embracing all lights from Montreal westward to the North-west Territories ; the Quebec division, extending below Montreal and including the river and gulf of St. Lawrence and Strait of Belle Isle ; the Nova Scotia division, including St. Paul's Island, Cape Breton, Sable Island and Cape Race, Newfoundland ; the New Brunswick division ; the Prince Edward Island division and the British Columbia division, each including lights within the provincial boundaries.

The total number of light stations, lightships and fog-alarm stations in the Dominion on June 30, 1900, was 705, and lights shown 886 ; the number of steam whistles, fog-horns, bells and guns, 90 ; the number of light-keepers and engineers of fog-alarms with masters of lightships was 708.

The report of the chief engineer relating to lighthouse construction, repairs, hydrographic surveys, &c., will be found in Part I. The principal repairs, changes and improvements at existing stations are referred to in his report, also new aids to navigation. The work done at fog-alarm stations in connection with steam whistles, compressed air horns and explosives, are dealt with under the proper headings. Information is also given respecting the extent of repairs and some account of the repairs in detail, under the head of the station.

CORRESPONDENCE.

About 18,741 letters, exclusive of telegrams, were received in the department during the fiscal year. The correspondence was carefully examined and replied to as far as necessary. About 13,000 letters were sent out during the same period. Forms, reports, circular letters, notices inviting tenders, are not included in the number of letters addressed to this department or sent out.

These forms, &c., are numerous and require special attention as the matters to which they refer are important.

In the Records Branch of the department the letters received are carefully examined, entered in the record book, placed on file, and the copy of the reply attached, so that the letters and the answers can readily be seen, and any subject easily followed up.

MERCHANT SHIPPING.

Reports relating to merchant shipping for the calendar year of 1901 have not been received from the registrars of shipping in various parts of the Dominion. The reports are made up to the end of the calendar year, as provided by the Canadian Shipping Act, and therefore, will not be received until some time after the month of January.

The statements showing the number of vessels in the registry books of the Dominion, December 31, 1901, will appear in Supplement No. 1 of this report. The number

SESSIONAL PAPER No. 21

of new vessels built and registered will also be shown, and also a comparative statement of the tonnage of new vessels built and registered from 1874 to 1901, both inclusive.

Mr. W. L. Magee, chief clerk, attends to all matters in connection with merchant shipping.

BUOYS AND BEACONS.

The extended coast line of Canada, and numerous bays, inlets, rivers, lakes, harbours, and other navigable waters require a large number of buoys, which are maintained at an average cost of \$55,000 per annum. For the fiscal year ending June 30 last, the service cost \$64,584.84. The cost of this service is materially increased in years when large contracts are made for steel signal and other coast buoys.

The department has been for some time past substituting steel coast buoys for wooden buoys, with favourable results. The districts now buoyed in all parts of the Dominion number about 330, and the buoys number over 3,150. A record of the names of shoals, dangers, reefs and various points in channels, harbours, &c., where the buoys are placed, is carefully maintained; this enables the department to immediately locate the buoys when any reference is made to them in the correspondence.

The contract system has been found to work most economically and efficiently: in the majority of instances the contracts are immediately under the supervision of departmental officers, whose duty it is to report to the department any neglect of work on the part of the contractors. There are now existing about 200 contracts, some of which will shortly expire, but new contracts will be entered into in the spring. The contractors are paid semi-annually upon the certificate of the superintending officer. There are, however, some districts not under contract; the work is being attended to by the harbour masters. In these cases it has been found more advantageous to place the work immediately in the hands of these officers.

A large number of whistling, bell and other iron buoys are maintained along the coast of the several provinces by Dominion steamers, particularly the Nova Scotia, New Brunswick and British Columbia coast. The cost of this maintenance by the steamers is not charged directly to the buoy service but is included in the cost of maintenance of steamers which frequently perform the double duty of attending to lighthouses and the coast buoy service on the same trip.

The expenditure in connection with the buoy service for the year ended June 30, 1901, was as follows:—

For the province of Quebec including the port of Montreal.	\$27,156 58
Above Montreal including Ontario.....	8,342 82
Nova Scotia	13,621 02
New Brunswick	9,758 82
British Columbia.....	2,625 36
Prince Edward Island.....	3,080 24
Total	\$64,584 84

In addition to the buoys for marking dangers there are eleven gas buoys below Quebec and one spare buoy, also gas works, supply tank, &c. Two gas buoys are maintained in Pelee Passage, Lake Erie, and three in Parry Sound, Ontario. All these assist vessels at night by their light.

1-2 EDWARD VII., A. 1902

The steam barge *Shamrock* was engaged in the buoy service in the ship channel between Montreal and Quebec, and was immediately under directions from the department in carrying out the work of buoying the channel. This service is referred to in the Chief Engineer's report.

Tenders were invited and contracts entered into for the following steel buoys during fiscal year, viz., nine whistling buoys, six bell buoys, seven conical buoys, and twenty can buoys for the Nova Scotia agency; four automatic and eighteen conical buoys for the New Brunswick agency, and five conical, three can and three swift current buoys for the Quebec agency.

OIL FOR USE OF LIGHTHOUSES.

The contract for supplying lighthouse oil was carried out by the Imperial Oil Company of Sarnia, for the season of 1901.

The specification upon which tenders were invited, required the oil to weigh at 62° Fahr., not less than 7·85, nor more than 8·20 lbs. per gallon, and to withstand a flash test of 115° Fahr.

The quantity of oil supplied lights above Montreal during the season of 1901, was 22,539·77 gallons imperial measure, which cost \$3,826.92; to the lights in the Quebec district, 26,524·18 gallons, which cost \$4,435.91; to the lights in the Nova Scotia district, 31,296·18 gallons, which cost \$6,650.44; to the New Brunswick district, 10,008 gallons, costing \$2,158.50; to the Prince Edward Island district, 11,671 gallons, costing \$2,467.73.

In addition to this the department purchased from the Standard Oil Company, of New York, 7,000 gallons of American oil for the Nova Scotia district, at a cost of 17½ cents a gallon in New York; for New Brunswick, 4,500 gallons, at 17½ cents a gallon; for the district above Montreal, 10,060 gallons at the same price in New York. The freight was paid by the department. In addition to this 7,000 gallons of American oil was purchased for the British Columbia district, at 21½ cents a gallon.

The list of prices according to contract is as follows:—

Delivered at	Per gall. in barrels.	Per gall. in case.
	Cts.	Cts.
Sarnia.....	14½	19
Hamilton.....	15	19½
Kingston.....	15½	20½
Montreal.....	16½	20½
Quebec.....	16½	21½
St. John, N.B.....	16½	21½
Pictou, N.S.....	16½	21½
Halifax, N.S.....	16½	21½
Charlottetown, P.E.I.....	17½	22

SESSIONAL PAPER No. 21

DOMINION STEAMERS.

'LANSDOWNE.'

The *Lansdowne* is a wooden steamer, commanded by Captain George W. J. Bissett, and has a crew of 34 men in all. Her dimensions are 188 feet in length, 32 feet in breadth, and 15 feet in depth; gross tonnage 680, and registered tonnage 463.

On July 1, this steamer was laid up in St. John Harbour for repairs. The crew were employed in getting supplies on board, and on July 6, she was put into commission and took up the lighthouse and coast service of the New Brunswick agency, in which she was employed until August 9. From that date until September 19, she was engaged in the New Brunswick buoy service.

On September 20, the steamer left St. John to go to the assistance of the *D. G. S. Newfield*, which, unfortunately, was wrecked on the same date off White Cove, Digby Neck. The *Lansdowne* was employed until September 30, landing materials, &c., from the wrecked steamer.

The *Lansdowne*, on October 1, took up the lighthouse and coast service of Nova Scotia, and was continued in this service until November 3, when she resumed work in the New Brunswick agency. She continued in this service until January 21, 1901. The steamer then returned to Halifax, and was employed in buoy service until the end of the fiscal year.

During the year the *Lansdowne* was painted and the machinery in the engine room thoroughly inspected, repairs were made to the steam steering gear, winches and windlass.

'ABERDEEN.'

The *Aberdeen* is an iron screw steamer 180 feet long, 31 feet broad, and 16 feet deep; her tonnage is 674 gross, and 266 net. Her captain is Sigismund Bélanger, and her crew consists of 36 all told.

The steamer *Aberdeen* is under the Quebec agency, and on July 1, after coaling at Pictou, she was employed in supplying lighthouses in the Quebec division. Between July 20 and the end of the month she took on board lighthouse supplies and resumed the lighthouse supply service. The trip extended to Belle Isle, the steamer calling at Cape Bauld, Cape Norman, and several other stations on the way. The steamer returned to Quebec on August 23, where she lay until October 7 undergoing repairs.

Repairs were made to the forecastle, and the vessel was thoroughly cleaned and painted anew. The supply service was again taken up and the steamer went to Newfoundland where she supplied the different Canadian stations in connection with the service there. She next went to Pictou, took in a supply of coal, and continued in supply service until December 13.

The *Aberdeen* was then placed under the Halifax agency and left Halifax on a trip to Sable Island on December 20, but owing to stormy weather did not land there until December 26. The vessel continued in the Nova Scotia lighthouse and buoy service until April 16, when she left this agency and returned to Quebec.

The steamer was then put into the regular lighthouse and buoy service of the Quebec agency and was engaged in this service until the end of the fiscal year.

1-2 EDWARD VII., A. 1902

' DRUID.'

The *Druid* is an iron screw steamer of 161 feet in length, 21 feet in breadth, and 9 feet in depth. Her tonnage is 239 tons gross, and 166 tons net. The vessel was commanded by Captain Charles Koenig, and had a crew of 20.

This steamer left Quebec on July 1, and proceeded down the river to visit and replenish some of the gas buoys and returned on July 4. She left Quebec with timber for Point aux Origneaux to repair the lighthouse at that place, and then proceeded to Cape Salmon with a mechanic to repair the fog alarm signal, and at which place she also left a supply of lumber and timber. She next went to Lévis and took on board timber for the Traverse pier.

The *Druid* made a trip to Crane Island where vessels had been reported touching bottom and took bearings. A special report to that effect has been made.

On July 17, the steamer proceeded to Upper Traverse with Hon. Mr. Dobell, Col. Anderson, Mr. Evans and others on board, who visited the new Traverse pier. The *Druid* was engaged for some time in the buoy service of North Channel, St. Lawrence River.

On August 13, the Chief Engineer, Captain Koenig and crew were employed in locating the place for the back range light at Point à Basil. The Chief Engineer also visited Ste. Croix range light, and at Cap Charles located a site for a lighthouse.

The *Druid*, with 100 citizens on board passed down the river August 24, and at St. Joseph Lévis met the R. M. steamer *Lake Ontario*, from which she took on board 117 invalid soldiers and landed them at Quebec. She afterwards made trips to Upper Traverse in connection with the construction of the pier and lighthouse at that place.

On September 1, the buoy service of the St. Lawrence was again taken up, and the steamer was principally employed in this service until late in December. A special trip was made on November 4, when the *Druid* took from the ss. *Cambroman* invalided soldiers from South Africa and landed them at Quebec.

On December 28, the *Druid* was placed on Russell Dock, Point Lévis. Captain McElhinney, nautical adviser, together with Jos. Samson, boiler and machinery inspector, and S. R. Hill, inspector of hulls and equipments, made a thorough inspection of the steamer and found it to be unseaworthy. Tenders were invited for the sale of the steamer. Eleven tenders were received by the Department, the highest being \$2,150 and was accepted. The steamer was purchased by A. E. Pontbriand, Esq., Sorel, P.Q.

' CONTEST.'

Owing to the sale of the *Druid* December, 1900, the ss. *Contest* was chartered for the Quebec agency to take her place, and Captain Koenig, late of the *Druid*, was placed in charge. She entered upon the buoy service on May 16, and at the end of the fiscal year was still employed in that service.

' QUADRA.'

The *Quadra* is an iron steamer 174 feet long, 31.1 feet in breadth, and 13.6 feet in depth. Her gross tonnage is 573.30, and her registered tonnage 265.25. This steamer is commanded by Captain John T. Walbran, and has a crew of 21 all told.

SESSIONAL PAPER No. 21

The steamer *Quadra* is employed in the British Columbia agency, and on July 1, returned to Victoria after two weeks spent investigating the fisheries of the northern parts of the province. The work of constructing cabins to be used by His Excellency the Governor General of Canada, and suite, was then begun and completed August 3.

On Friday, August 4, His Excellency, the Governor General, Lady Minto and suite, went on board the *Quadra* for Skagway. The steamer arrived there August 10 and remained until August 23, when the return trip began. She arrived at Victoria on August 31, and proceeded to Vancouver, landing there September 5. On the following day the Vice Regal party landed at New Westminster.

The *Quadra* entered on the lighthouse service on September 9, supplying coal, landing provisions, oils, &c., to the different stations as required. From October 27 to November 1, the steamer was employed in buoy and beacon service, but resumed work in the lighthouse supply service at which she was engaged until November 7. She was employed in the fisheries protection service from this date until November 25.

From November 26, until the end of the year, the *Quadra* was at different times employed in the fisheries protection and buoy and lighthouse service. She was then put out of commission, and on January 2, the annual repairs to the steamer began and continued until March 1.

On March 6, the lighthouse and buoy service began and continued during April, May and June. Between June 19, to the end of the month, the *Quadra* made a trip to Lawyer Island, where materials were landed to build a lighthouse, the northern buoys were also relieved, and Rivers Inlet visited on fishery service.

‘BRANT.’

The *Brant* is a wooden steamer 100 feet long over all, 19 feet in breadth, and 8 feet deep. Her tonnage is 141 gross and 57 net. She is commanded by Captain D. Mackinnon, and has a crew of 12 all told.

This steamer having been painted and engines and boilers inspected, went into commission on May 18, 1900, and began placing buoys in new positions in Summerside Harbour. She returned to Charlottetown on June 5, and prepared for the fisheries protection service.

The lighthouse supply service of the Prince Edward Island agency began on June 25, and was completed on July 18. The steamer was then handed over to the fisheries protection service and lobster protection, and continued in this service until September 12, when she was ordered to proceed to New London for the purpose of towing the dredge *Prince Edward* to Summerside. She arrived in Summerside September 27. On the following day the steamer left Summerside, for Charlottetown and on the way uprighted the Fitzroy Rock bell buoy which had been upset in a gale of wind and heavy sea, a new bell was also placed on this buoy.

On October 1, the fisheries protection service was resumed and continued until November 15. The steamer then went to Pictou for repairs and returned to Charlottetown, November 23. From that date until December 10, she was employed in various services. The steamer was then put into winter quarters, the harbour becoming full of ice. This steamer was overhauled during the winter months and prepared for the coming season.

1-2 EDWARD VII., A. 1902

The *Brant* resumed work April 10. The fisheries protection began and continued until April 30, when the lighthouse inspection and supply service was again taken up and the steamer was engaged in this service up to June 30.

The steamer *Brant* has been found exceedingly serviceable and has in many ways increased the efficiency of the service for which she was built.

‘STANLEY.’

The *Stanley* is an iron steamer commanded by Captain Angus Brown, and has a crew of 36 in all. Her dimensions are: length 207 feet, breadth 32 feet, and depth of hold 19 feet, tonnage 914 gross, and 395 registered.

This steamer was employed by the Nova Scotia agency at the beginning of the fiscal year and was engaged in lighthouse and buoy service. On August 25 she returned to Charlottetown.

On September 13, after coaling at Pictou, she entered upon the fisheries protection service and continued in this service until November 2, when she returned to Charlottetown as an escort to the ss. *Princess*, this steamer having on board the returning South African contingent. She then proceeded to West Cape to lift automatic whistling buoys, and afterwards returned to Charlottetown to be put in readiness for winter service.

The *Stanley* left Charlottetown for Pictou on December 16, and remained there until the 22nd of the same month, during which time she took in a supply of coal. She left Pictou for Summerside to begin service between that port and Cape Tormentine, and on the 25th of December a round trip was made on the Summerside-Tormentine route.

On January 4, the *Stanley* left Summerside for Pictou, it having been found impossible to do work on account of no means of accommodation at Tormentine Pier to land or receive cargoes. Smallpox having broken out in the neighbourhood of Tormentine the passenger traffic was necessarily stopped. The *Stanley* made several round trips between Summerside and Tormentine.

The winter service between Charlottetown and Pictou began on January 7, the *Stanley* running in conjunction with the steamer *Minto*, each boat making bi-weekly trips. On February 5, the *Stanley* got caught in the ice off Pictou Harbour and remained in the ice until February 20, and did not arrive at Georgetown until February 21. She continued the Georgetown-Pictou route until April 3. The steamer then went to Summerside, and on April 8 she left that port with a cargo for Pictou. She was afterwards placed on the slip at Pictou.

The steamer on return to Charlottetown was put into buoy service, but subsequently was given in charge of the Charlottetown Steam Navigation Company to take the place of the ss. *Northumberland* and ss. *Princess* whilst those steamers were being repaired. The *Stanley* did mail, passenger and freight business for the Steam Navigation Company of Charlottetown until May 5.

It was decided to install an electric lighting plant on board this steamer, also a new donkey boiler, owing to the old boiler being unfit for use. Tenders were invited for the work, and Messrs. Bruce, Stewart & Co., of Charlottetown, to whom the work

SESSIONAL PAPER No. 21

was given, had the steamer placed at the Steam Navigation Company's wharf, when the work of construction of the new boiler was begun.

The earnings of the steamer amounted to \$6,563. She carried 862 passengers and 65,305 packages of goods. The *Stanley* made 42 round trips whilst engaged in the winter service.

'MINTO.'

The *Minto* is an iron steamer 225 feet long, 32·6 feet in breadth, 20·6 feet in depth, gross tonnage 10,089, net tonnage 371; indicated horse power 2,900, and nominal horse power 216. The steamer is commanded by Captain Andrew Finlayson, and has a crew of 39 in all. The *Minto* continued in berth at Connelly's Estate wharf from June 30 until December 12, during which time the steamer was thoroughly renovated under the direction of Captain Finlayson. The work done to the engines and boilers was under the supervision of Engineer Ferguson and his staff. The *Minto* left Charlottetown for Pictou on her first trip December 13.

In consequence of the quantity of ice in Hillsboro' Bay and Strait it was decided to make tri-weekly trips to Charlottetown as long as possible in order to move heavy freight offering. This course was pursued until January 1, when, on account of the state of the ice, the steamer was transferred to Georgetown. Owing to the heavy ice in the harbour of Pictou between February 5 and 21, and also on account of the shoal water on the bar the steamer was unable to move out of Pictou Harbour until February 19. This matter was made more serious by the fact that the steamer *Stanley* was at the same time ice bound six miles out of Pictou Harbour. The *Minto* continued on the Georgetown-Pictou route until March 26, and from this date until April 6 the steamer continued on the Pictou-Charlottetown route, when the Steam Navigation Company began the mail service, and the *Minto* was laid up at Connolly's wharf.

On April 13 the *Minto* left Charlottetown for Pictou to go on the Marine slip, and returned on May 1. She then went on a trip to Halifax and Sable Island, returning to Charlottetown on June 7. The *Minto* on June 22 left Charlottetown on Governor General's cruise through the maritime provinces, visiting also Quebec and Montreal. The steamer was at Quebec at the end of the fiscal year.

'NEWFIELD.'

The *Newfield* was an iron steamer commanded by Capt. John H. Campbell and had a crew of thirty-three men. Her dimensions were: length, 206 feet; breadth, 29 feet; depth of hold, 16 feet; tonnage, 785 gross and 509 register.

The *Newfield* was prepared for cable work in which service she was engaged from June 29 up to August 24, 1900. From that date until September 22 the steamer was employed in general lighthouse work and buoy service.

On September 22 this steamer ran on a reef off White Cove, Digby Neck, and was totally wrecked. The chairman of the Marine Board, Capt. W. H. Smith, R. N. R., went to the scene of the wreck on September 25.

After a conference with Captains Campbell, of the *Newfield*, and Bissett of the *Lansdowne*, C. A. Hutchins, Superintendent of Lights, and the officers of the *Newfield*, the steamer was declared a hopeless wreck. The vessel was placed in charge of Mr. E. C.

1-2 EDWARD VII., A. 1902

Bowers, Receiver of Wrecks for the Digby district, and sold for the benefit of the department. Notices of sale were published in Halifax, St. John and Yarmouth papers.

The sale realized \$255 for the hull, \$88 for coal and \$446.97 for lighthouse supplies, making a total of \$789.97. The expenses incurred amounted to \$264.90 as shown by account sales of Receiver of Wrecks, leaving the net receipts \$525.07. The sum of \$66.10 was paid for saving the articles and \$60 for lodging the officers and crew.

A number of articles saved from the wreck were taken on board the *Lansdowne*, and a large portion of the stores utilized by that steamer.

Captain W. H. Smith, R. N. R., and Capt. Bloomfield Douglas, were appointed commissioners to investigate the circumstances attending the loss of the steamer. The court was held at Halifax and the evidence taken in the case and the decision were laid before the Minister of Marine and Fisheries who confirmed the decision.

The Board of Trade certificate of Capt. John Campbell was suspended for six months or until the Minister of Marine and Fisheries and Imperial Board of Trade should consider it proper to return the certificate. The certificate of the chief officer, J. U. Blakeney, was suspended for three months, and the certificate of second officer John Callaghan, was suspended for one month.

‘SHAMROCK.’

The *Shamrock* is a steam barge 117 feet long, 25 feet in breadth and 9 feet 7 inches in depth. Her gross tonnage is 237 and her net tonnage 161. The *Shamrock* has a crew of 12 all told including Mr. U. P. Boucher, Buoy Engineer, who is in charge of the steamer and directs her movements.

This steamer is employed in the buoy service between Montreal and Quebec on the St. Lawrence River; her captain is S. Savaugeau.

The buoy service of the season began about April 20 and continued until November 28. The principal buoys between Montreal and Sorel were placed previous to April 23, and the placing of buoys and beacons continued until May 26, when Mr. Boucher reported the completion of the system between Montreal and Quebec. Between May 26 and July 1, a number of important changes were made in the buoys which included additional buoys in the ship channel.

The *Shamrock* was sheathed with steel plates in November last to protect her from the action of the ice. The work was done at a cost of \$282.

Requests were made by ship-owners to allow the principal buoys to remain in position until all ocean-going steamers cleared from Montreal. As a consequence of allowing the buoys to remain to accommodate the shipping interests all the buoys from Port St. Francis to Sorel and about twenty buoys between Montreal and Sorel were frozen in and many carried away by ice and totally lost. Heavy ice made and the *Shamrock* was unable to proceed under her own steam and a tug was sent to her assistance for the purpose of towing her to Sorel from Three Rivers to her usual winter quarters. The steamer was afterwards enabled during soft weather to remove the buoys between Montreal and Sorel, but a large number still remain frozen in between Sorel and Three Rivers, although an attempt was made by the *Shamrock* to save these buoys. The steamer being in the vicinity of Three Rivers when extreme cold weather set in was with difficulty placed in winter quarters.

SESSIONAL PAPER No. 21

'BAYFIELD.'

The *Bayfield* is a wooden steamer 110 feet long, 18 feet wide and 9 feet deep. Mr. W. J. Stewart is in charge of the Hydrographic Survey, and has as his assistants Messrs. F. Anderson and R. T. Tyrwhitt. Captain A. M. McGregor is the sailing master of the *Bayfield*, and the crew consists of 19 men in addition.

The steamer on April 27 went to the rescue of the tugs *Heather Belle* and *Shawanagha* who were in distress in the ice at Owen Sound. The *Bayfield* resumed the survey about May 5 and was employed in surveying the shores of Lake Huron during the whole of the season.

The steamer was placed in winter quarters on October 25.

NEW STEAMERS.

NEW STEAMER TO REPLACE THE "DRUID."

An Order in Council of March 5, 1901 authorized tenders to be invited for the construction of a new steamer to take the place of the *Druid*. Plans and specifications subjected to changes or approval were prepared by the Department for the performance of the work, and tenders invited and received up to June 1, 1901, the steamer to be built in Great Britain or Canada.

The dimensions of the new steamer are: length 160 feet; breadth, 30 feet; depth moulded, 13 feet; speed, 13 knots per hour under natural draught.

Six tenders in all were received: four from Great Britain to deliver the steamer at the home ports of the builders, and two tenders were received for building the steamer in Canada to be delivered at Quebec. The tenders are as follow:—

To be built in Great Britain.

Messrs. Fleming & Ferguson, Paisley, Scotland	\$110,960 00
Sir W. Armstrong Whitworth & Co., Newcastle on Tyne	128,966 66
The Fairfield Ship Building Co., Govan, Glasgow	137,726 00
Messrs. Vickers Sons & Maxims, Barrow in Furness	167,656 66

To be built in Canada.

The Collingwood Ship Building Co., Collingwood	\$170,000 00
The Polson Iron Works, Toronto, Ont.	173,000 00

The lowest tender is that of Messrs. Fleming & Ferguson and includes the hull, machinery, equipments and special fittings for ice, to be classed 100 A1 at Lloyds and is in accordance with the requirements of the specification sent out by the Minister of Marine and Fisheries, and was accepted. A contract was entered into which requires the steamer to be completed and ready for sea on or before May 25, 1902.

1-2 EDWARD VII., A. 1902

STEAMER TO REPLACE THE "NEWFIELD".

An order in council was issued on March 8, 1901, for the construction of a twin screw steel steamer to take the place of the *Newfield*. The plans and specifications were prepared by the Department and tenders invited for the work both in Great Britain and Canada and received up to May 15 following, the vessel to be built in Great Britain or Canada.

The dimensions of the new steamer with cable laying and picking up gear are as follows: length 210 feet, breadth 34 feet, depth, moulded 18 feet, speed 12 knots an hour at sea under natural draught, and capable of steaming 14 knots under forced draught.

Eleven tenders were received, nine in Great Britain and two in Canada, and are as follows:—

To be built in Great Britain.

Messrs. Fleming & Ferguson, Paisley, Scotland, including cable gear.....	\$184,983 00
Messrs. Robert Reford & Co., Agents, Montreal, including cable gear.....	207,684 00
Messrs. Napier & Miller, Yoker Shipyard, Glasgow, including cable gear.....	209,266 00
Messrs. Gourley Bros., Dundee, Scotland, including cable gear.....	214,133 00
Sir W. G. Armstrong, Whitworth & Co., Newcastle on Tyne including cable gear.....	219,000 00
Fairfield Shipbuilding and Engineering Co., Govan, Glasgow, including cable gear.....	224,840 00
The Robert Reford Co., agents, Montreal, including cable gear.....	232,140 00
Messrs. Lewis Bros., Montreal, Representative of Vickers Son and Maxims, London, cable gear extra.....	242,359 00
Messrs. C. S. Swan & Hunter, Wallsend, Newcastle on Tyne, including cable gear.....	250,633 00

To be built in Canada.

The Collingwood Shipbuilding Co., Collingwood, Ont., including cable gear.....	\$235,000 00
The Polson Iron Works, Toronto, Ont., including cable gear.....	298,900 00

The tender of Messrs. Fleming and Ferguson being the lowest was accepted and a contract entered into on June 3, 1901, to build, launch and complete the said steamer in accordance with the specification and in conformity with Lloyds Register for 100 A. I. classification. The contract required the completion of the steamer not later than June 15, 1902.

SESSIONAL PAPER No. 21

OTHER STEAMERS.

The *Acadia*, *Petrel*, *Curlew* and *La Canadienne*, are engaged in fisheries protection work and reports concerning them will be found in the Fisheries Report of this department.

STATEMENT showing cost of maintaining Dominion Steamers, Marine Branch, from 1884 to 1901.

Year.	Cost of Maintenance.	Year.	Cost of Maintenance.
	\$ cts.		\$ cts.
1883-84.....	122,816 25	1892-93.....	146,521 77
1884-85.....	148,864 26	1893-94.....	142,487 42
1885-86.....	130,759 83	1894-95.....	129,899 80
1886-87.....	141,424 42	1895-96.....	150,519 41
1887-88.....	150,659 19	1896-97.....	136,940 11
1888-89.....	126,629 33	1897-98.....	117,644 39
1889-90.....	114,959 20	1898-99.....	145,270 75
1890-91.....	111,437 03	1899-1900.....	180,975 45
1891-92.....	127,406 28	1900-1901.....	195,484 75

CERTIFICATES TO MASTERS AND MATES.

The report of Captain Bloomfield Douglas, R.N.R., Acting Chairman of the Board of Examiners of Masters and Mates, forms Appendix No. 13 of this report.

During the fiscal year the Board of Examiners of Masters and Mates held examinations at Halifax 11 times, at St. John 5 times, at Yarmouth 5 times, but held none at Quebec, making 21 times in all. There were also four examinations held at Victoria, B.C., the papers and problems were forwarded to the agent at that place and returned to Halifax for inspection of the chairman of the board.

At Halifax eight applications were made for foreign-going certificates of competency as master, and seven for coasting and inland; eight foreign-going and six coasting and inland masters received certificates: fourteen applications were made for foreign-going certificates of competency as mate, and six for coasting and inland; twelve foreign-going and six mates received coasting certificates.

At St. John five applications were made for foreign-going certificates of competency as master, and three foreign-going masters received certificates; six applications were made for foreign going certificates as mate, and four mates received certificates; twelve applications were made for coasting certificates as master and five as mate: eleven coasting masters received certificates, and four mates.

At Yarmouth one application was made for a foreign-going certificate as master and one foreign-going master received a certificate; five applications were made for foreign-going certificates as mate and one mate received a certificate.

At Victoria, B.C., three applications were made for foreign-going certificates as master, and one application was made for foreign-going certificate as mate: all received certificates.

1-2 EDWARD VII., A. 1902

In supplement No. 1 to this report will be found a list of all who have obtained certificates of competency and service, either as master or mate, during the year ended June 30, 1901.

INLAND AND COASTING CERTIFICATES.

During the twelve months ended June 30, 1901, the number of candidates in the Dominion who have passed and obtained masters' certificates of service was seven, and two mates certificates of service have been issued; the amount paid for these certificates was \$64.

The number of certificates of competency as master was two hundred and twenty-six, as mate one hundred and seven, and the amount paid for these certificates was \$3,847.00. The amount received for renewed certificates of competency and service was \$155.50, making a total of \$4,002.50, received for masters' and mates' inland and coasting certificates.

A list of certificates issued during the twelve months ended June 30, 1901, will be found in supplement No. 1 to this report.

The total amount of fees received on account of certificates of competency and service, sea-going inland and coasting during the fiscal year ended June 30, 1901, was \$4,808.24, and the amount in detail expended on account of the service, as will be seen by reference to appendix No. 1, to this report, was \$3,730.25, leaving a balance to the credit of this service of \$1,077.99. The vote for this service was \$5,000.00, and the sum expended to June 30, 1901, \$3,730.25, leaving an unexpended balance of \$1,269.75.

The following statement shows the total receipts and expenditure on account of masters and mates since 1871:—

		Expendi- ture.	Receipts.			Expendi- ture.	Receipts.
		\$	cts.			cts	\$
For the fiscal year ended June				For the fiscal year ended June			
	30, 1871.	1,410	45		30, 1890.	4,117	83
	1872.	4,312	07	1,344	00	4,255	24
	1873.	6,466	18	4,963	00	4,363	88
	1874.	4,520	19	2,995	00	4,116	99
	1875.	5,696	62	2,715	00	3,721	33
	1876.	4,672	08	2,021	87	3,758	29
	1877.	4,050	00	1,740	50	4,062	82
	1878.	4,249	76	1,296	50	3,536	29
	1879.	4,250	12	1,334	50	3,335	40
	1880.	4,253	43	1,547	00	3,568	26
	1881.	3,888	41	1,333	50	3,750	69
	1882.	3,965	19	1,152	50	3,720	25
	1883.	4,021	20	1,314	00		
	1884.	3,909	59	9,437	50	129,849	97
	1885.	4,324	15	2,897	00	86,547	95
	1886.	5,245	28	2,152	00		
	1887.	4,855	98	2,472	00		
	1888.	5,060	96	3,220	80		
	1889.	4,381	04	2,202	00		
						43,302	02
				Excess of expenditure over receipts			

SESSIONAL PAPER No. 21

WRECKS AND CASUALTIES.

The total number of casualties to British and Canadian sea-going vessels reported to the department, as having occurred in Canadian waters and to Canadian sea-going vessels in waters other than those of Canada, during the twelve months ended June 30, 1901, was 136, representing a tonnage of 47,181 tons register, and the amount of loss both partial and total, to vessels and cargoes as far as ascertained was \$285,782. The number of casualties to inland vessels so far as have been reported were slight and unimportant.

The number of lives reported lost in connection with the casualties was 126. A statement of the wrecks and casualties will be found in supplement No. 1 to this report.

SICK AND DISTRESSED MARINERS

MARINE HOSPITALS.

Under the provisions of chapter 76, Revised Statutes, a duty of two cents per ton register is levied on every vessel arriving in any port in the provinces of Quebec, Nova Scotia, New Brunswick, Prince Edward Island and British Columbia, the money thus collected forming the Sick Mariners' Fund. Vessels of the burden of 100 tons and less pay the duty once in each calendar year, and vessels of more than 100 tons, three times in each year.

By an amendment of this Act passed at the session of Parliament in 1887, 50-51 Victoria, chapter 40, it is provided that no vessel, which is not registered in Canada and which is employed exclusively in fishing or on a fishing voyage, shall be subject to the payment of this duty.

The receipts for the fiscal year ended June 30 last, amounted to \$59,838.89, being a decrease of \$145.23 as compared with the preceding year. The increase and decrease in receipts for sick mariners' dues in the various provinces were as follows:—Nova Scotia, decrease \$123.10; New Brunswick, increase \$73.26; Quebec, decrease \$1,572.43; Prince Edward Island, increase \$179.04; British Columbia, increase \$1,298.00.

The Sick Mariners Act does not apply to the province of Ontario and consequently no dues are collected from vessels in that province, although a small expenditure is incurred on account of sick seamen. An appropriation is made by Parliament to cover the expenditure at Kingston and St. Catharines, where general hospitals have been established and sick seamen are attended. During the fiscal year ended June 30 last, sick seamen were paid for at a per diem rate of 90 cents.

In the province of Quebec, the expenditure on account of sick seamen amounted to \$7,431.33, being \$83.48 less than the previous year. The total collections for the entire province amounted to \$15,062.81, being \$1,572.43 less than in the previous year.

At the port of Montreal, sick seamen are cared for at the General Hospital and at Notre Dame Hospital, under an arrangement made by the department, by which 90 cents per diem is paid for board and medical attendance of each seaman. The sick mariners' dues collected at the port of Montreal during the fiscal year ended June 30, amounted to \$6,884.86.

1-2 EDWARD VII., A. 1902

At the port of Quebec sick seamen are cared for at the Jeffery Hale and the Hôtel Dieu hospitals, the sum of 90 cents per diem for each seaman is allowed in return for medical attendance and board. The sick mariners' dues collected at Quebec amounted to \$5,639.98.

The expenditure on account of sick seamen in the province of New Brunswick for the fiscal year amounted to \$5,595.69, being \$886.39 less than the preceding year, and the collection of dues to \$11,356.21, or \$73.26 more than the previous year. Marine hospitals have been maintained at Miramichi, Richibucto and Bathurst.

In the province of Nova Scotia, marine hospitals are maintained at the ports of Yarmouth, Pictou, Sydney, Lunenburg and Point Tupper. The total expenditure on account of sick seamen in the province of Nova Scotia for the fiscal year amounted to \$14,791.14 and the receipts to \$22,502.05.

At Halifax provision is made for the care of sick seamen at the Victoria General Hospital, under arrangements made with the managers, by which the sum of 90 cents per diem is allowed for board and medical attendance to sick seamen.

In the province of Prince Edward Island the sum expended on account of sick and disabled seamen during the fiscal year was \$1,694.71 and the receipts from sick mariners' dues were \$541.80.

Sick seamen are cared for at the Charlottetown and Prince Edward Island hospitals under arrangements made with the managers of these institutions, at the same rate as is paid to the public hospitals in other parts of the Dominion.

In the province of British Columbia the sum of \$5,299.07 was expended for sick and disabled seamen, while the receipts from the collection of sick mariners' dues amounted to \$10,376.02.

The marine hospital at Victoria has in attendance a medical superintendent with a salary of \$300 per annum, and a keeper whose salary is \$500 per annum. He is also allowed a rate of \$5.00 a week for board and attendance of each seaman. The keeper procures fuel, light, &c., at his own expense.

At ports where no hospitals are established in the province of Quebec, Nova Scotia, New Brunswick, British Columbia and Prince Edward Island, sick seamen are cared for under the chief officer of Customs, when the vessel to which the seamen belong have paid their dues according to law. A circular to collectors of Customs was issued February 7, 1891, permitting sick seamen to be attended to at the port of arrival of a vessel, provided that the regular dues were previously paid at some port.

During the fiscal year the sum of \$1,064.72 was expended for shipwrecked and distressed seamen, under the provisions of the Sick and Distressed Mariners Act,

The total expenditure on account of sick and disabled seamen and marine hospitals amounted to \$34,944.03, and the appropriation of parliament for this service was \$35,000. The dues collected amounted to \$59,783.34. It will be seen that the receipts exceeded the expenditure by \$24,783.34.

SESSIONAL PAPER No. 21

The receipts and expenditure in connection with sick and distressed seamen from the year 1869 were as follows :—

	Receipts.		Expenditure.	
	§	c.	§	c.
For the fiscal year ended June 30, 1869.....	31,353	78	26,987	64
" " " 1870.....	31,410	46	27,029	34
" " " 1871.....	29,683	41	28,971	22
" " " 1872.....	34,911	64	34,947	60
" " " 1873.....	37,136	10	41,016	43
" " " 1874.....	41,500	16	59,778	90
" " " 1875.....	37,801	46	50,684	76
" " " 1876.....	41,287	66	48,828	49
" " " 1877.....	43,739	21	51,647	94
" " " 1878.....	44,665	07	43,780	90
" " " 1879.....	37,779	57	42,729	36
" " " 1880.....	42,523	20	42,160	91
" " " 1881.....	49,779	72	40,667	52
" " " 1882.....	45,951	47	39,359	11
" " " 1883.....	45,573	42	36,249	65
" " " 1884.....	48,667	07	39,553	58
" " " 1885.....	39,068	39	44,501	57
" " " 1886.....	40,848	05	50,377	62
" " " 1887.....	42,334	92	37,447	35
" " " 1888.....	41,669	64	36,447	85
" " " 1889.....	39,306	29	41,320	59
" " " 1890.....	47,881	75	41,729	11
" " " 1891.....	43,829	68	35,155	12
" " " 1892.....	45,381	92	33,498	83
" " " 1893.....	46,190	69	35,052	37
" " " 1894.....	49,105	40	38,403	94
" " " 1895.....	42,815	74	38,332	55
" " " 1896.....	45,751	61	36,683	36
" " " 1897.....	54,358	10	35,931	19
" " " 1898.....	54,552	31	34,526	83
" " " 1899.....	57,365	79	37,353	29
" " " 1900.....	59,971	84	32,743	30
" " " 1901.....	59,783	34	34,944	03
Total.....	1,453,979	36	1,301,848	95

STEAMBOAT INSPECTION.

The total number of steamboats reported in the several districts in the Dominion is 1,536, of this number 116 are new vessels, the gross tonnage being 255,573.72. Fees were collected for inspection amounting to \$33,815.37; the fees from engineers for certificates amounted to \$1,032, and fees for inspection of tow barges to \$120, making the total receipts from steamboat inspection and engineer's certificates, \$34,967.37, but out of this amount refunds were made amounting to \$1,090.80, making the net receipts \$32,876.57. The net receipts to the credit of the fund for the previous year amounted to \$33,822.01.

The total expenditure in connection with inspection was \$29,247.59, an increase of expenditure for the last fiscal year of \$1,281.67.

The consolidated laws relating to steamboat inspection came into force on the 1st day of January, 1899.

The report of the chairman of the Board of Steamboat Inspection forms Appendix No. 11 to this report.

1-2 EDWARD VII., A. 1902

The following is a comparative statement of the receipts and expenditure in connection with steamboat inspection :—

—	Receipts.	Expenditure.	—	Receipts.	Expenditure.
	§ cts.	§ cts.		§ cts.	§ cts.
For the fiscal year ended			For the fiscal year ended		
June 30, 1870	12,521 29	7,379 18	June 30, 1890	19,859 18	20,989 52
" 1871	10,369 96	8,321 00	" 1891	21,644 72	22,183 76
" 1872	11,710 43	8,500 00	" 1892	20,994 84	22,736 59
" 1873	15,412 75	11,205 54	" 1893	25,295 35	24,386 95
" 1874	15,603 19	10,291 58	" 1894	24,835 47	25,961 36
" 1875	15,011 90	12,199 81	" 1895	24,630 56	26,385 88
" 1876	13,811 24	13,081 86	" 1896	24,002 32	26,321 27
" 1877	15,858 42	12,073 01	" 1897	25,094 95	26,837 83
" 1878	12,431 25	13,228 28	" 1898	31,525 40	26,342 29
" 1879	12,331 16	13,076 46	" 1899	33,854 45	28,035 49
" 1880	15,424 02	11,854 34	" 1900	36,474 83	27,965 92
" 1881	16,905 49	12,211 65	" 1901	34,967 37	29,247 59
" 1882	15,277 78	14,835 97			
" 1883	12,577 36	16,209 02	Deduct receipts from	598,896 36	606,367 32
" 1884	15,371 79	21,893 28	expenditure.....		598,896 36
" 1885	13,343 66	23,235 04	Balance to debit of		
" 1886	14,087 76	21,775 57	funds.....		7,470 96
" 1887	12,701 20	22,837 80	Refund.....		1,090 80
" 1888	12,550 14	21,430 45			
" 1889	12,576 18	22,313 03			6,380 16

The following lists contains the names of the inspectors of boilers and machinery, and hulls and equipments of steamboats, viz. :—

Name.	Position.	Address.
Edward Adams	Chairman of Board of Steamboat Inspection	Ottawa.
M. P. McElhinney	Inspector of Hulls and Equipment.....	"
I. J. Olive	"	St. John, N.B.
S. R. Hill	"	Halifax, N.S.
William Evans.....	"	Toronto, Ont.
M. R. Davis.....	"	Kingston.
P. D. Brunelle.....	"	Quebec.
R. Collister.....	"	Victoria, B.C.
John Dodds	Inspectors of Boilers and Machinery.....	Toronto, Ont.
E. W. McKean	"	"
T. P. Thompson	"	Kingston, Ont.
Wm. Laurie	"	Montreal, P.Q.
L. Arpin	"	"
J. Samson	"	Quebec, P.Q.
J. P. Esdaile	"	Halifax, N.S.
W. L. Waring	"	St. John, N.B.
J. A. Thomson	"	Victoria, B.C.
G. P. Phillips	"	Rat Portage, Ont.
Frank M. Richardson...	"	Vancouver.

SESSIONAL PAPER No. 21

OUTSIDE SERVICE, MARINE BRANCH.

The number of persons employed in the Outside Service on June 30, 1901, was as follows :—

Superintendent of lights and light-keepers, &c., in Ontario and above Montreal	184
Officers of agency in the city of Quebec and light-keepers, fog-whistle-keepers, crews of light-ships, &c., at or below Montreal, in the province of Quebec	189
Agent, clerk, messenger, superintendent of lights, light-keepers, fog-whistle-keepers, attendants at humane establishments, &c., in Nova Scotia	233
Agent, clerk, messenger, superintendent of lights, light-keepers, fog-whistle-keepers, &c., in New Brunswick	105
Agent, foreman of works, messenger and light-keepers, in Prince Edward Island	47
Agent and light-keepers in British Columbia	33
Officers and crews of Dominion steamers and vessels, including Fisheries Protection Service	411
Coxswains of life-boats	25
Inspectors of steamboats	23
“ “ shipments of live stock	4
Examiners of masters and mates, and clerk to chairman of Board	16
Officers and servants in marine hospitals	20
Shipping masters	35
Harbour masters	218
Officers of observatories, meteorological observers, &c., receiving pay	163
Hydrographers and engineers at Ottawa	8
Receivers of wrecks	43
Wharfingers	184
Making a total of	1,941

For the previous year the number was 1,910. In addition to the 1,941 mentioned above, there are 71 registrars of shipping, who act under the direction and control of this department, but are, at the same time, collectors of customs at various ports of registration, and receive no salary or fee in their capacity of registrars. There are 95 measurers or surveyors of shipping throughout the Dominion who act as officers of this department, and are remunerated from their fees of office, although in addition to such office, many of them hold positions in the customs service. Also, in addition to the above, by Orders of Council of April 21, and December 2, 1874, the chief officer of customs at each port in the provinces of Quebec, Nova Scotia, New Brunswick, British Columbia and Prince Edward Island, where no separate shipping office has been established, is to be held and deemed a shipping master, is to receive the fees, make the yearly returns to the department, and act in that capacity under its directions.

1-2 EDWARD VII., A. 1902

LIVE STOCK SHIPMENTS.

In last year's report the statements furnished by Messrs. George Pope and E. B. Morgan, inspectors at Montreal, contained the total number of live stock shipped from the port of Montreal for the season of 1900. The returns show that the total number of cattle shipped from Montreal for European ports during the season of 1901 was 73,791, a decrease of 18,389 from 1900. The total number of sheep shipped during the same time was 54,538, an increase of 19,700 over the shipments of 1900. The number of horses shipped from Montreal during 1901 was 1,338, being 1,495 less than last year. From St. John, N.B., 11,836 cattle, 13,304 sheep and 229 horses were shipped during the past year. From Halifax, 59 cattle were shipped. The total number of United States cattle shipped from Canada was 7,317. In addition to this 6,048 horses were shipped from Canada to South Africa.

Total from all these ports for European ports, 85,686 cattle, 67,842 sheep and 7,615 horses, not including the United States cattle in bond.

The shipments in detail will be found in Appendix No. 6 to this report.

METEOROLOGICAL SERVICE.

Six new stations were established in British Columbia, three in the North-west Territories, three in Ontario, one in Quebec, one in Nova Scotia, one in the Yukon District, and one in Newfoundland.

There are now in the Dominion 312 stations using instruments which have been supplied by the Government; at 234 stations the observations are taken voluntarily.

The Departments of Agriculture in Ontario, Manitoba and British Columbia realize the importance of reliable meteorological data in connection with statistics of crops, acreage under cultivation, &c. Monthly charts containing notes on the leafing of trees and flowering of plants and other information are published.

In August, 1896, the publication of a daily weather chart was commenced, containing information gathered from meteorological observations taken each day at 8 a.m. This chart is displayed at Toronto at the Board of Trade, harbour master's office, and at some of the public schools. Private individuals obtain the chart, paying for it \$4 per annum.

Forecasts for the various districts lying between Manitoba and the Maritime Provinces, for twenty-four hours, are sent by telegraph to all points where morning newspapers are published. A second forecast covering the current and following day is sent to all ports, both on the great lakes and on the seaboard, it also appears in most of the afternoon papers published in the Dominion.

Reports from stations in the Canadian North-west Territories and Manitoba are collected at Winnipeg and wired in one message to Victoria, B.C.; reports from Barkerville, Cariboo Country, Kamloops and New Westminster are sent to Victoria at the same time as to Toronto.

Dawson, in the Yukon District, has been equipped as a telegraph reporting station, and, it is hoped, ere long to have bi-daily reports telegraphed to Toronto and Victoria. This station together with Port Simpson on the British Columbia coast, will be invaluable

SESSIONAL PAPER No. 21

in forecasting for the North-west Territories, an extension of work which it is proposed to make as soon as possible.

The forecasts and storm warnings have been maintained during the year and 1,313 warnings were issued from Toronto, and of these 1,135 or 86·4 per cent were verified. The storm warnings are appreciated by mariners and the forecasts of weather have been considered valuable by forwarders.

Seismological observations have been made by keeping in operation the seismographs in Toronto and Victoria. The work in connection with the Magnetic Observatory at Toronto, as well as the other operations of the Meteorological Service, are recorded in detail in the report of Mr. R. F. Stupart, forming appendix No. 4 in Part II of this report.

SIGNAL SERVICE.

The reports of the Superintendent of the Signal Service at Quebec and Halifax, contain valuable information to mariners. Mr. J. U. Gregory is superintendent of this service at Quebec, and Lieut. R. M. McCrory of the Royal Engineers, at Halifax.

Arrangements have been completed between the government of Canada and the Society of Lloyd's, whereby the following signal stations, maintained by the Dominion of Canada, have been included in Lloyd's system of reporting stations. Orders forwarded to Lloyd's can be notified to vessels by means of these signal stations, on the same terms and conditions as observer at Lloyd's signal stations, and vessels signalling to these Canadian signal stations, will be reported to Lloyd's for insertion in the Lloyd's List and Shipping Gazette, and daily press, in the same manner as reports from Lloyd's signal stations.

LIST OF STATIONS.

Cape Ray, Newfoundland.	Southwest Point, Anticosti.
St. Paul's Island, Cape Breton.	West Point " "
Cape St. Lawrence.	Cape Rosier, Gaspé coast.
Heath Point, Anticosti.	Fame Point " "
Amherst Island, Magdalen Islands.	Cape Magdalen " "
	South Point " "

The Government telegraph system was during the past season extended along the north coast of the Gulf of St. Lawrence to the Strait of Belle Isle, and Belle Isle has been connected by cable with the shore telegraph system.

Lloyds have been in communication with this Department on the subject of establishing one of their reporting stations on Belle Isle, and have been offered the active assistance of this Department in doing so. They are also considering the feasibility of connecting Belle Isle with the mainland by a system of aerial telegraphy, so that communication would not be interrupted by a break in the cable.

Arrangements have been completed by the Department of Marine and Fisheries whereby all inward bound vessels showing their official numbers will be reported from marine signal stations in the River and Gulf of St. Lawrence immediately, and all reports will be promptly posted on the bulletin board of the Great North Western Telegraph Company's office in St. Peter street, Quebec, and on that of the Board of Trade in Montreal.

1-2 EDWARD VII., A. 1902

Weather and ice reports will be forwarded twice a day, as formerly, and similarly posted.

Arrangements have also been made for repeating all reports received to the pilot station at Father Point, so that pilots will be promptly advised of the locality of inward bound vessels.

REMOVAL OF OBSTRUCTIONS TO NAVIGATION.

The sum of \$1,000 was appropriated by Parliament for the removal of obstructions to navigation. By reference to the statement of expenditure it will be seen that the sum of \$1,000 was expended for the fiscal year. A statement in detail will be found in the report of the Chief Engineer of this Department, under the heading of Removal of Obstructions. The expenditure is given in detail for the amount that has been expended during the calendar year, and therefore includes payments which have been made since the end of the fiscal year.

COASTING TRADE OF CANADA.

By the provisions of chapter 83, Consolidated Statutes of Canada, being an Act respecting the Coasting Trade of Canada, no goods or passengers can be carried by water from one port in Canada to another except in British ships, but the Governor in Council may from time to time declare that the Act shall not apply to ships or vessels of any foreign country in which British ships are admitted to the coasting trade of such country, and to carry goods and passengers from one port or place to another in such country. The Parliament of Canada was empowered to pass the Act alluded to under the provisions of the Imperial Act 32 Vic., chap. 11, intituled: An Act for amending the Law relating to the Coasting Trade and Merchant Shipping in British Possessions, which came into operation in this country on its proclamation by the Governor General on October 23, 1869.

It was ascertained that the following countries, viz., Italy, Germany, the Netherlands, Sweden and Norway, Austro-Hungary, Denmark, Belgium and the Argentine Republic allowed British ships or vessels to participate in their coasting trade on the same footing as their own national vessels,—the ships of Italy by Order in Council of August 13, 1873; those of Germany by Order in Council of May 14, 1874; those of the Netherlands by Order in Council of September 9, 1874; those of Sweden and Norway by Order in Council of November 5, 1874; those of Austro-Hungary by Order in Council of June 1, 1876; those of Denmark by Order in Council of January 25, 1877; those of Belgium by Order in Council of September 30, 1879; and those of the Argentine Republic by Order in Council of May 18, 1881, were admitted to the coasting trade of Canada.

TREE PLANTING ON SABLE ISLAND.

It is a matter of common knowledge that the extent of Sable Island is rapidly becoming less, from the combined attacks of wind and waves, and it is expected that the ultimate fate of the island will be entire submergence. This would create an

SESSIONAL PAPER No. 21

invisible shoal which would be much more dangerous to navigation than the existing island with the long sand bars at each end of it.

The department has for many years considered the practicability of delaying or preventing the ultimate destruction of the island, and Professor Macoun of the Geological Survey Department, the chief engineer of this department and myself have all visited the island to consider what steps are possible to attain this much desired end.

The chief engineer reported that any system of protecting the coast by breakwaters was financially impracticable, in view of the immense extent of coast line to be protected, and while he was on the island in the autumn of 1899, he made a thorough resurvey of its whole extent, fixing reference points in several parts, so that future changes in the coast line could be accurately determined and the rate of waste established.

While I was on the island at the same time, I noticed that the surface was thoroughly covered with sand grass, which probably prevents shifting of the sands, wherever it has an opportunity of taking root, as effectively as any herbage possibly could do, and I also noted an entire absence of trees on the island.

While commissioner to the Paris Exhibition in 1900, I visited the coast of Brittany, in company with Professor Saunders, Director of the Experimental Farm, Ottawa, for the purpose of examining a section which had been redeemed from shifting sand and converted into a fine forest of about three square miles within twenty-five years. The conditions were so much like those existing on Sable Island that I recommended the experiment of establishing a plantation on the island, and with the valuable aid of Professor Saunders over fifty thousand young trees and shrubs of suitable kinds were purchased from P. Sebire et Fils, Grandes Pépinières, D'Ussy, France. The trees were selected under the supervision of Professor Saunders and shipped to Halifax.

The trees consist of many varieties, principally spruces, pines, willows, cotton wood, birch, dog-wood, thorn, and black walnut; a large variety of shrubs was included. In addition, fifty pounds of seed of *pinus pinaster* were purchased and shipped with the trees. This large shipment, which reached the island in perfect order, cost only \$315.64, including the packages.

In company with Professor Saunders I visited Sable Island in May last, when the planting of all the trees was begun. The majority of them were planted in an inclosure about eight acres in extent, in the heart of the island.

In addition to this, trees have been planted in sheltered spots and gardens in the vicinity of the several stations, and the fifty pounds of seed of *pinus pinaster* were sown in the most promising localities.

The first inspection of the plantations was made on July 7 last by Colonel Anderson, who reported as follows:

July 8, 1901.

To the Deputy Minister of Marine,
Ottawa.

SIR,—I beg to report that yesterday I took the opportunity of inspecting the young trees planted under your directions on Sable Island in May and June, and append notes of the results, which I hope will be of interest both to you and to Professor Saunders.

1-2 EDWARD VII., A. 1902

I may say in general terms that the trees and shrubs are doing well. Mr. Boutillier estimated that 95 per cent, are alive, but I think that is somewhat too large a percentage. The pines look least promising, but I understand they were in pretty poor condition when taken out of the heeling trenches, *pinus strobus* especially looks sickly; the only ones apparently likely to survive are those planted in the turf and sheltered by the long grass.

All the *abies* look well, especially the white and Norway spruce. They have put on an abundance of new sprouts.

I was surprised to find the deciduous trees and shrubs doing so well. In a few instances leaves seem to be burnt on the edges by wind or salt air, but on the whole they look wonderfully well; even delicate varieties look promising. Of course nothing definite can be said until the experiment has gone through the ordeal of a winter, but certainly the plantation will be in good condition to meet the cold.

The main park looks very well. It is about eight acres in extent and is nicely fenced in. Here the few trees planted in sod seem to be doing if anything better than those planted on ploughed ground. Mr. Boutillier finished setting out the last of the young trees on June 17, and those last planted look almost as healthy and as far forward as the first set out.

The following notes show the present condition of the several plantations:—

In garden east of Sailors' Home.—Box elders all flourishing. *Clematis vitalba* looks backward but is sending out new shoots from roots.

In shelter belt, east of main building.—Spruces are all growing nicely.

In belt south of main building.—Pines look sickly, all old leaves dead. Spruces, firs and cedars look better, but are not very bright. This belt is high dry land and is exposed to wind from south, which apparently has dried the trees out.

In belt N. of main inclosure.—Pines look well. The grass here is long and has sheltered the young trees. The Riga pines look particularly well in the thickest grass.

In nursery garden W. of main station.—Pampas grass growing strong. Roses and currants very vigorous. Rhubarb immense both in leaf and stalk. *Pyrus pomifolia*, all thriving. Dwarf Juneberry, very feeble. Currants, many dead. Gooseberries, sickly or dead. *Acer schwedleri* growing strong in new shoots from root. Siberian crab, growing strong. Sand cherry, sprouting feebly, many dead. *Sambucus aurea*, growing well from the roots. *Spiraea prunifolia*, sprouting fairly, but does not look robust. *Spiraea van Houten*, doing well. *Lonicera sempervirens*, dead. *Wigelia amabilis*, dead. *Syringa Rothamadensis*, nicely sprouted. *Syringa de Marly*, growing strong from roots. *Viburnum opulus*, sickly. *Hydrangea paniculata*, strong. *Wistaria magnifica*, strong. *Spiraea multiflora*, weak. *Crataegus oxyacantha*, looks blighted. *Caragana arborescens*, strong growth. *Eleagans edulis*, vigorous. *Thuja occidentalis, globosa*, very healthy. *Negundo aceroides*, sprouting nicely. *Juniperus communis*, all red, looks feeble. *Pinus pinaster*, sprouting out new shoots. *Salix argentea*, very vigorous. *Populus balsamea*, leaves seem to be scalded. *Catalpus speciosa*, many sprouts. Norway spruce, full of new leaf tufts. Black spruce, looks too red for health. *Pinus montana*, doing well. *Populus pyramidis*, sprouting strong. Honey locust, many sprouts, but weak looking. *Ulmus Americana*, sprouting strong. *Populus Canadensis*, vigorous. Golden arbor vitae, looks well. *Retmospora plumosa*, looks healthy. Strawberry plants, very vigorous.

SESSIONAL PAPER No. 21

In large park.—Norway spruce, doing well. *Pinus strobus*, mostly dead. Maritime pines, turned out of heeling trenches in very poor condition. Austrian pine, vigorous. Honey locust, coming well from bottom. *Juglans nigra*, growing, but leaves blighted. Broom, just beginning to bud, many dead. Manitoba willow, growing well, especially in wettest location. Privet, touched on edges. Mountain pine, doing well. White pine, in the unbroken sod these are doing fairly, and a few look quite vigorous, but on the whole they have done the worst of all the pines, and the pines the worst of all the trees.

This does not pretend to be a complete report, the inspection was made in rain and was confined to the varieties that came most immediately under my notice.

WM. P. ANDERSON.

Mr. Hutchins, the Superintendent of Lights, reported in the same month that the spruces and pines were doing well with the exception of white pine. Mr. Boutillier, Superintendent of the Island, reported October 30, that the weather conditions were quite favourable up to the middle of July, but for some time after that everything growing on the island had suffered from drought and this was fatal to many deciduous trees, the full extent of the damage cannot, however, be told until next spring.

The bulk of the pines October 30 looked very promising, but especially so after the rains. The fifty pounds of seed sown made fine growth and there are many thousands of promising young trees from this seed. The spruce did not show the same vitality as the pines, in the dry season. Many trees planted in the nursery are most promising, particularly the several varieties of roses, beach plums, &c., &c., &c.

Notwithstanding the many previous unsuccessful attempts to grow trees on the island, I feel confident that a measure of success will attend this experiment because the young trees are so numerous that they will give mutual protection against the scalding salt winds that have been the real cause of previous failures. The existence of trees on the island will be of great value in arresting the movement of sand, in breaking the force of the wind and in inducing the growth of a deeply rooted vegetation, as well as affording fuel, shelter and vegetation for the staff and wild ponies.

LEGISLATION.

During the session of 1901 the following Acts were passed :—

An Act to amend the Acts of 1899 and 1900 respecting the Quebec Harbour Commissioners.

An Act to amend the Inland Waters Seamen's Act.

An Act to further amend the Act respecting the Safety of Ships.

An Act respecting Inquiries and Investigations into Shipping Casualties.

This Act was passed to enable the department to deal with the Imperial Board of Trade certificates to masters and mates in the case of investigations into wrecks and casualties in Canadian waters, in accordance with the Board of Trade rules.

F. GOURDEAU, Lt. Col.,

Deputy Minister of Marine and Fisheries.

ANNUAL REPORT OF THE CHIEF ENGINEER OF THE DEPARTMENT
OF MARINE AND FISHERIES.

The Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit a report of the work done in the several services under the supervision of this office during the twelve months ended on November 30, 1901.

This embraces most of the technical work at departmental headquarters, including the construction and maintenance of lighthouses, light-ships, fog-alarms, buoys and beacons; the supervision of construction and repairs of lifeboats; the administration of the vote for the removal of wrecks and obstructions in navigable waters; the tidal and current surveys; hydrographic surveys, and the publication, examination and correction of hydrographic charts; construction of and repairs to fish hatcheries and refrigerators; engineering points in connection with the construction and maintenance of fish-passes; supervision of surveys of oyster beds; examination of applications for foreshore, wharf and water lots as they affect the interests of navigation; preparation and publication of notices to mariners and hydrographic notes, &c.

There are special staffs appointed for the tidal observation work and for the hydrographic survey work; the remainder of the work of the branch is attended to by the general staff of the office.

STAFF.

I have much pleasure in again reporting that my staff has worked to my entire satisfaction throughout the past year. My prolonged absence from the office threw a great deal of extra work on my assistants, and the number of new aids to navigation established, and improvements undertaken in existing aids, has greatly increased the office work. This has necessitated the staff working overtime practically throughout the whole year, and they have done so with the greatest cheerfulness and assiduity. The increase in the work may be judged by an inspection of the comparative statement of work done this year and last year tabulated hereunder.

Mr. W. C. Surtees, who has been trained in an architect's office, has been employed as a temporary draughtsman since April 25 last, with salary at the rate of \$600 per annum, increased on July 1, 1901, to the rate of \$650 per annum.

Mr. J. F. Murphy has been employed since June 5 last as a temporary draughtsman with salary at the rate of \$600 per annum.

OFFICE WORK.

A large proportion of the work done by the general staff of the branch consists in the construction and maintenance of light buildings, fog-alarms, buoys, beacons and other aids to navigation. Full details of the work done in this connection last year are

SESSIONAL PAPER No. 21

contained in a separate report prepared by me, in my capacity of general superintendent of lighthouses, which is attached hereto. (Inclosure A.)

Plans and specifications for all important new buildings and repairs are made or approved in this office.

The following table indicates the work done in the draughting office during the twelve months ending November 30, 1901; also for comparison with that done during the previous eleven months:—

Description of work.	Plans designed.		Plans received.		Copies made.	
	1901.	1900.	1901.	1900.	1901.	1900.
Lighthouse towers and dwellings	14	23	1	6	43	70
Fog-alarm buildings	6		3		16	
Details	30	18	5	1	47	41
Wharfs, piers, &c.	2	3	2	4	5	8
Outbuildings	6	2			47	11
Buoys and apparatus	8	9	4	5	71	51
Machinery	9		36	6	39	
Lanterns		1	1	1	1	4
Fish hatcheries		3				16
Steamers	7	5	9	1	89	49
Land surveys	3		32	24	41	44
Charts	1		1	5	15	5
Charts under construction	1	1				
Miscellaneous	16	15	70	57	145	85
Plans relating to foreshore	3		159	88	26	
	106	80	323	198	585	392
					1901.	1900.
Total plans for twelve months from December 1, 1900, to November 30, 1901					1,914	670
Charts received and recorded					125	129
" " entered in chart book					48	32
Photographs received and recorded					216	149
Specifications written					38	31
Notices to mariners issued (comprising 354 subjects)					116	101
						(230 subjects.)

I wish again to refer to the large quantity of routine work involved in examining applications for water lots in public harbours, which is always tedious, and very often intricate, and which, if anything, increased in quantity during the past year. This routine work interferes with the prompt dispatch of more purely engineering work, and, being of a strictly legal character, often involves obscure legal points, which it is necessary, under existing conditions, to refer to the Department of Justice. I again suggest that an official should be appointed in the department, with some special legal knowledge, to whom the investigation of titles, the legal status of conflicting interests, and other legal and notarial work in the department could be entrusted.

The work connected with the issuing of notices to mariners has, during the past year, been very heavy, and I have given special attention to the issuing of sailing directions and hydrographic notes that would be of use to masters and pilots in diminishing the number of regrettable casualties on our shores.

1-2 EDWARD VII., A. 1902

Arrangements have been made to change the form of notices to mariners to be issued during the coming year, making them more compact and concise, and also giving fuller references for the correction of official documents.

During the past twelve months foreign notices were issued covering twelve items, relating to Newfoundland and the French Islands in the Gulf; one item relating to the Atlantic, eighty-three to the inland, and nine to the Pacific waters of the United States; as well as eighteen notices referring to transatlantic and transpacific subjects.

The usual annual edition of the list of lights and fog signals on our coasts, corrected to April 1, 1901, was issued on July 1, 1901.

PERSONAL INSPECTIONS.

During the past year, a very large proportion of my time was occupied in inspecting lighthouses, particularly on the great routes of navigation, including the Belle Isle and Cape Race routes to Montreal, the routes to Sydney and Louisbourg, and the routes to St. John, N.B. In each case my purpose was to ascertain what improvements could be made in existing aids to navigation, and what additions were required to bring the whole system up to modern requirements.

Appended are four special reports on the principal trips above mentioned, showing work recently done, now in progress, or in contemplation in the immediate future, looking to the improvements of our aids.

OTTAWA, July 24, 1901.

The Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to report that, in accordance with instructions, I proceeded to Halifax and joined the chartered steamer *Newfoundland* at that port on the 4th instant, for the purpose of inspecting aids to navigation between Canso and Bras d'Or lake, with a view of ascertaining what improvements are required, particularly in connection with the large traffic that has sprung up at the ports of Louisburg and Sydney.

I was accompanied on this inspection by Mr. C. A. Hutchins, superintendent of lights for the province of Nova Scotia, and Mr. Douglas Stevens, inspector of fog-alarm machinery.

I have submitted separate reports of my inspections of the several stations visited.

I beg herewith to submit merely a summarized report of improvements lately made to aids to navigation, or now in contemplation, on the route between Halifax and Marble mountain, via Canso and Bras d'Or :—

1. It has been decided to keep the conical buoy maintained at Brig rock and the whistling buoy maintained of Egg island in position all the year round, instead of removing them for the winter as heretofore.

2. *Liscombe*.—Two new buoys have been established in the approach to the harbour.

3. *Port Bickerton*.—A harbour light has been established.

SESSIONAL PAPER No. 21

4. *Charlo*.—Two range lights to lead into the cove have been established.

5. *Whitehead*.—The buoy marking South-west Bull rock has been changed from a wooden spar to an iron can, and an automatic whistling buoy has been established in the fairway to the harbour.

6. *Gannet Shoal* has been marked by an iron can buoy to guide through Andrew passage and into little Dover.

7. *Canso*.—I made a survey in this harbour, and, as a result of it, issued a notice to mariners, correcting sailing directions for entering the harbour. Arrangements are being made for the erection of range lights to guide into the south entrance of this fine harbour.

8. *Guysborough*.—A survey was made, so that the position of buoys and beacon could be placed on Admiralty charts and sailing directions.

9. *Point Tupper*.—At this point I recommended that a 7th order dioptric apparatus be substituted for the small reflector lamps now in use there.

10. *Jerseyman Island*.—The six lamps now in use here are to be replaced by a 7th order dioptric apparatus, which has been ordered from England.

11. *Petit de Grat*.—A Chance 7th order dioptric apparatus is recommended for this station to replace the old fashioned catoptric light now maintained.

12. *Ile Ronde*.—A 5th order modern quick flashing light has been ordered from Chance Brothers for this station to replace the fixed light heretofore exhibited. This should be a powerful and distinctive light, and a great improvement on existing conditions.

13. *Bourgeois Inlet*.—A site was surveyed for a new small harbour light projected for this point.

14. *Ile Ouetique*.—A 7th order dioptric illuminating apparatus was ordered from England for this station to replace the old catoptric lamps and reflectors now used.

15. *Poulamon*.—The new lighthouse just established on Hawk islet was inspected, and the keeper installed.

16. *Louisbourg*.—Arrangements were completed here for the erection and installation of a first class fog siren. The building is being erected by days' work, under the supervision of the agent. The machinery, built by Messrs. Northey, in Toronto, is being put in position, and it is hoped that this station will be in operation early in the new year.

With the range lights established by the Government on the east shore of the harbour, and the electric range lights maintained by the Dominion Iron and Steel Company near their wharves, the entrance to this fine harbour should now be perfectly easy and safe in any weather.

17. *Mainadiou*.—The keeper at this station is a very old man, and his replacement by a younger man and more vigorous man is recommended. The installation of a 5th order dioptric apparatus is also recommended here.

18. *Scattari*.—The light here revolves in $4\frac{1}{2}$ minutes, giving a flash every minute and a half. Until a modern dioptric light can be supplied to this station, the present

1-2 EDWARD VII., A. 1902

apparatus should be made to revolve more quickly. A duplicate boiler is being placed in the fog alarm building to prevent any chance of a break-down in the fog alarm.

19. *Lingan*.—The light here can be strengthened by changing the arrangement of the apparatus, and directions to carry this out will be given.

The keeper here is a very old man, and should be replaced by a younger and more vigorous keeper.

20. *Low Point*.—The light here is a fixed white light, but is an exceedingly strong one. It should be replaced by a modern quick flashing dioptric light.

I located a site for the proposed steam fog whistle, and took all steps necessary for preparing plans and specifications.

21. *Point Aconi*.—The light here was located to indicate the entrance to Little Bras d'Or. Since Little Bras d'Or has been spanned by a bridge, traffic by that route has almost entirely fallen off. The light would be much more serviceable if removed to the extremity of the point, and this is recommended.

22. *Point Aconi Can Buoy*.—The large steamers now entering Bras d'Or have asked that this buoy be moved to a point well outside the extremity of the shoal, to indicate their turning point. This can easily be done. I consider that it would be desirable to replace this buoy by a bell buoy or a whistling buoy.

23. *Dufus Point*.—Sites were selected for range lights here, to guide between the shoals at the entrance to Great Bras d'Or. When these lights are established, the lights at Black Rock point and Careys beach will be of little use.

24. *Grand Narrows*.—Steamers of the Dominion Coal Company carrying limestone from Marble mountain through Grand Narrows, complain of the difficulty of passing through the opening in the swing bridge, in consequence of the absence of guard piers or rubbing booms. It would be well that this point should be discussed between the Department of Railways and Canals, this department, and representatives of the Coal company.

25. *Marble Mountain*.—Range lights have been promised to guide into Clarkes harbour or Marble mountain, one to be put on the north point of Cameron island, the other on the hillside in the harbour.

Respectfully submitted,

WM. P. ANDERSON,
Chief Engineer.

OTTAWA, September 20, 1901.

The Deputy Minister of Marine & Fisheries,
Ottawa.

SIR,—I have the honour to report that, in accordance with instructions, I made an inspection of the lighthouse system between the strait of Belle Isle and Quebec, and also between Cape Race and Quebec, in accordance with a promise made to the Canadian Shipping interests last winter, with a view to ascertaining what improvements in the service could immediately be made.

SESSIONAL PAPER No. 21

I have submitted separate reports on each station, but, as requested, beg now to give a summarized list of improvements lately made to aids to navigation, or to be immediately carried out on these routes :—

1. *Belle Isle, north-east end.*—I surveyed a site here for a new lighthouse and fog alarm, and propose to erect an iron lighthouse with a keeper's wooden dwelling next year, to be followed by a steam fog alarm in the succeeding year. As it is very difficult to land supplies and procure water, this work will be tedious and expensive. Until a steam fog alarm can be established, explosive bombs can be used. These can be put in operation as soon as workmen reach the station.

2. *Belle Isle, south end.*—I made a survey of the whole end of the island for the use of Lloyds', who wish to establish a signal station at this point, and arranged with the keeper for maintaining such a station, when Lloyds' are ready to proceed with it. I found the sirens operated by air, compressed from a waterfall on the island, working in very good order. I have arranged for the extension of the water supply pipe to a lake above the dam from which it is now led. This will economize the consumption of water.

I am considering the possibility of installing an electric light plant here, to be run by the same engine which operates the compressed air plant. If this can be put in it will increase the power of the light and enable me to instal an occulting light instead of the fixed light now maintained.

3. *Point Amour.*—Made a survey of the station and of a lake behind the lighthouse, to ascertain if sufficient water power could be obtained to operate an electric light plant. I fear the supply will not be sufficient, but the light can be changed from fixed to occulting, without removing the existing illuminating apparatus.

4. In consequence of inclement weather, it was impossible for me to land on the east end of Anticosti, and I was obliged to postpone the location of a proposed additional lighthouse in this neighbourhood.

5. *Cape Rosier.*—At this station I found the fog whistle interrupted by the position of the smoke stack, and arranged to have the whole boiler turned end for end, so that nothing would interrupt the sound to seaward.

The illuminating apparatus here is a large French dioptric apparatus, showing a fixed light. It is too good to condemn, but the light certainly should have a distinctive characteristic, and I shall arrange with Messrs. Chance Brothers to supply an occulting screen, so as to change the character of the light; at the same time its intensity will be increased.

6. *Fame Point.*—I located the proposed fog alarm building here and started work on the foundations. It is hoped that early next season a Hamilton-Foster fog siren will be in operation at this station.

7. *Matane.*—I have recommended the installation of a fog alarm at this station, and made the necessary inspection for the placing of a building. I also gathered information with reference to strandings that had occurred in the vicinity, and shall prepare a notice to mariners, warning them of the strength of the current on this coast, want of allowance for which seems to have been the cause of the accidents.

8. *Metis.*—This station was inspected with a view to locating a fog alarm, but the surroundings are so unfavourable that I am compelled to recommend that no fog alarm

1-2 EDWARD VII., A. 1902

be built here. It will also be difficult to improve the light at this station, without building a new lighthouse to contain it.

9. *Father Point*.—The long promised siren machinery has been supplied for this station, and the construction of the necessary fog alarm building will be proceeded with as soon as the weather will permit it in the spring.

10. *Red Islet lightship*.—This vessel will be moved closer to the ship channel at the solicitation of the pilots.

11. *Cape Salmon*.—The fog alarm machinery at this station has been overhauled, and a stronger blast secured.

12. *Lower Traverse*.—The lightship marking the lower end of the Traverse of St. Roch has been moved to the point of St. Roch shoal, and the can buoy previously maintained there has been discontinued. The red buoy opposite the lightship has been changed from can to conical and enlarged.

The red buoy at the upper end of the Traverse has been replaced by a gas buoy.

It is proposed next season to begin work on the construction of a permanent lighthouse on a pier to replace the Lower Traverse lightship.

13. *Upper Traverse*.—The light shown from the permanent lighthouse at this station, will, on the opening of navigation, next spring, be changed from a fixed light to an occulting gas light.

13. *Bellechasse*.—An occulting light will be established at this station.

14. *Ste. Irénée*.—A light has been established on the Government wharf at this point on the north shore.

15. *Ste. Petronille*.—The long promised light at the west end of the island of Orleans was established this year. It is an occulting Pintsch gas light, and will be increased in intensity next spring.

16. *Quebec Range Lights*.—These red lights have been rearranged, because, in consequence of the erection of a new elevator, the back light in its old position was hidden.

17. *Orleans Channel*.—In the channel north of the island of Orleans two additional buoys were placed last season.

In entering the St. Lawrence by the route south of Newfoundland, the following work was done :—

18. *Cape Race*.—The blast of the fog whistle will be changed to render it more distinctive, and notes were taken for the ultimate improvement of the light, though the light now in operation should be visible to the horizon in any kind of clear weather.

19. *Cape Ray*.—A thorough inspection of the fog signal at this station was made, and an overhauling of the existing machinery has been recommended.

20. *Grand Etang*.—A harbour light has been established at this cove, on the west shore of Cape Breton.

21. *Bird Rocks*.—It is proposed to change the light at this station from a fixed light to an occulting light and to increase its intensity.

22. *Grand Entry*.—A harbour light was established here and the channel into the harbour buoyed.

SESSIONAL PAPER No. 21

I made a survey of the channel, and the change in the channel will be issued as a new edition of the plan by the Admiralty.

23. *Gulf explosive fog-alarms.*—Arrangements were completed for increasing the frequency with which the bombs were fired, from 20 minutes to 15 minutes, with instructions to the keepers to fire every five minutes whenever a vessel is heard in the vicinity of the station. This is about as frequently as it is safe to fire explosive signals.

The whole respectfully submitted,

WM. P. ANDERSON,
Chief Engineer.

OTTAWA, December 5, 1901.

The Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to report that during the present season I made several inspections of the ship channel between Quebec and Montreal, on some occasions being accompanied by Mr. F. W. Cowie, engineer for the Department of Public Works, and at other times being assisted by Mr. Boucher and Captain Koenig.

I am pleased to say that a great deal of work has been done in the way of improving aids to navigation in this channel, and that further important improvements are in progress or in contemplation at an early date.

I have submitted separate reports of several of these changes, but, in accordance with instructions, beg herewith to submit a synopsis thereof:—

1. Seven miles above Quebec a railway bridge is now in course of construction, the false work of which somewhat narrows the channel. This false work is kept lit by the bridge contractor, and at present is rather an aid than an impediment to navigation.

2. *Pointe à Basile.*—The range lights here were completed and put in operation. They are so far apart that they work very quickly, and form an admirable guide all the way up to Trembles shoal, marking a very favourable passage across St. Augustin shoal.

3. *St. Augustin shoal buoys.*—In consequence of the marking of the passage of St. Augustin shoal by the above range lights, and because pilots considered the turning marked too sharp, three or four can buoys, marking the best water over St. Augustin shoal, were removed, and were utilized to replace spar buoys at Point Aubin, Pouiller Paget and Platon point.

4. Trembles shoal gas buoy was, as usual, complained of by the pilots, and during the season two changes in the buoy were made in an endeavour to secure a steadier light, but without any great degree of success.

5. The light at Point St. Antoine was again raised 12 feet, to enable it to show over the trees down stream, but pilots keep complaining of its unsatisfactory nature.

6. To remedy difficulties encountered in this neighbourhood, the construction of three new lighthouses has been undertaken: two of them ranging down stream, to lead past the position of the Trembles shoal gas buoy, and one of these, with the third build-

1-2 EDWARD VII., A. 1902

ing, ranging up channel, leading clear of Pouiller Paget. These three new lighthouses will be ready for the opening of navigation next spring, and when they are put in operation the old light at St. Antoine point could be discontinued.

7. *Ste. Croix*.—It is proposed to make the existing light at Ste. Croix the front light of a range leading up from the point where the alignment will intersect that of the upper range at St. Antoine. A new lighthouse on the hill above Ste. Croix will be required to complete this lead.

8. *Barre à Boulard range lights*.—On the opening of navigation next spring it is proposed to change the colour of these lights from red to white, and to discontinue the old Platon lights and Richelieu islet light.

9. *Batture Simon*.—It is proposed to mark this by a gas buoy, which, used in conjunction with the Barre à Boulard range lights and with Cape Charles lower range should lead safely through this stretch.

10. *Ste. Emélie*.—The sector of the back light at this station was enlarged, so that the light might be utilized for vessels using the market wharf at that point.

11. *Cape Charles*.—The day beacon, which in one with the front light, led through Dos de Cheval cut, was replaced last year by a high steel lighthouse, and this new range of lights put in operation.

12. *Grondines Point*.—It is proposed next season to replace the day beacon by a lighthouse tower, but to do this, expensive pier foundations will be required to prevent damage to the buildings by ice.

13. *Grondines upper lights*.—To complete the system of lighting here it will be necessary to remove the present Grondines lights to the positions now occupied by the upper beacons.

14. *Batiscan*.—The trees obstructing the front light will be cut down; to do this it has been necessary to expropriate the land.

15. *Bécancour*.—The day beacon leading through Bécancour traverse has been rebuilt and made more conspicuous.

16. The Department of Public Works has nearly completed an improved channel between Cap St. Michel and Contrecoeur, which will be 450 feet in least width, by 30 feet deep at extreme low water.

In this 12 miles of channel, where formerly there were twelve different courses, the improved channel is in three straight courses. For the proper marking of the completed channel, six new lighthouses, disposed as three pairs of range lights, and two pairs of day beacons, all on high foundations to carry them above flood level, are required, and one old light can be discontinued. The lighthouses and beacons referred to are at present under construction and will be ready for the opening of navigation in the spring of 1902.

In the same strip twelve of the existing buoys will require to be rearranged and four new buoys provided. These buoys will be placed in their new positions on the opening of navigation in the spring of 1902 if the improved channel will then be ready for navigation.

SESSIONAL PAPER No. 21

17. *Pointe aux Trembles*.—A new skeleton steel tower was erected here in the autumn of 1900, to replace the old tower burnt down. Amongst other changes proposed by the Department of Public Works is a change in the axis of the channel marked by these range lights. If the contemplated improvement is carried out it will be necessary to discontinue the range lights at Pointe aux Trembles, and to establish a new range at the lower end of the cut, the back tower of which will be in Varennes village, and the front tower on Ile à l'Aigle.

18. In consequence of the loss in the ice of ship channel buoys last autumn, it will be necessary during the present winter to practically renew our supply of ship channel buoys.

The whole respectfully submitted,

WM. P. ANDERSON,
Chief Engineer.

DECEMBER 5, 1901.

The Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to report that, in accordance with instructions, I joined the steamer *Lansdowne* in St. John on October 24, 1901, and, accompanied by Mr. Harding, the agent of this Department at St. John, Mr. Kelly, the inspector of lights for New Brunswick, and Mr. Douglas Stevens, inspector of fog alarm boilers and machinery, I made a pretty general inspection of all aids to navigation in the Bay of Fundy.

This work was deemed necessary and important, in view of the increase in the use of St. John as a winter port, and also in view of the very great amount of traffic on both sides of the Bay of Fundy,

I have made special reports of my inspection of each lighthouse and fog alarm station, and would merely submit here a synopsis of improvements in aids to navigation that have been recently completed, or that are in contemplation to be carried out at an early date.

Beginning at the International boundary line between Maine and Canada, I shall follow the coast line of the Bay of Fundy :—

Cherry island.—Removal to this important turning point of the lighthouse heretofore maintained on Mulholland point, Lubeck narrows. This lighthouse has been found to be of little use where it now stands, since the narrow channel has been straightened and improved by the United States government. It is intended to supplement the lighthouse, when established on Cherry island, by a fog bell.

St. Andrews.—It is proposed to build a new lighthouse with pier on the shoal extending out from Navy island, and to use this instead of the lighthouse on the north sand bar, which does not now mark the dangerous point at the turn into the port of St. Andrews.

Navy Island.—The establishment of a can buoy, to mark the shoal off the eastern end, has been authorized.

1-2 EDWARD VII., A. 1902

Bliss Island.—The light at this station will be greatly improved by changing it in colour from red to white.

Letete.—A lighthouse will be built to be maintained at the existing fog alarm station at this point.

Dipper Harbour.—A bell buoy for the use of fishermen was established this year off Dipper harbour.

Musquash.—A similar bell buoy was, at the same time, established off Musquash harbour.

Partridge Island.—It is proposed to change the fog alarm by making the blasts given from it more frequent. The ship reporting station at this island has been improved by building a new lookout and flagstaff in a position where closer attention can be given to the work.

Anderson Hollow.—Some survey work was done between this and Grindstone island, having in view the correction of details on Admiralty chart No. 353.

Apple River.—A dioptric illuminating apparatus will be provided at this station, making the light of more uniform intensity in all directions.

Lurcher Shoal.—Plans are being prepared for the construction of a modern light-ship to mark this danger. In consequence of its exposed position and the heavy seas which prevail, a very staunch vessel with special equipment for mooring will be required. The ship will be provided with auxiliary power, modern lights, and first class fog alarm.

Peters Island.—The two lanterns have been reglazed with large plate glass, to remove interference with the light by sash bars.

Brier Island.—A group flashing light will be installed in this lighthouse instead of the fixed light now maintained.

Seal Island.—The fog alarm building will be moved to the south point of the island where it ought to have a much more extended range than in its present position. The machinery for this alarm will also be improved.

Baccaro.—An English quick flashing light has been ordered for this station to replace the fixed red light complained of.

Respectfully submitted,

WM. P. ANDERSON,
Chief Engineer.

Besides the tours of inspection on which I made the special reports above reproduced, I was absent from the office on the following work :—

In January, located new range lights in Big Bras d'Or, N.S. ; and tested Louisburg fog siren machinery at the Northey Co.'s shop, Toronto.

In March, attended Exchequer Court trial, respecting grounding of ss. *Arabia*, in the interests of the department.

In April, attended test of sub-marine fog bell in Boston harbour, and surveyed site for Louisburg fog siren building.

SESSIONAL PAPER No. 21

In May, surveyed south-east shoal and middle ground, Lake Erie, and on June 1, sank lighthouse caisson on middle ground (three trips).

In August, inspected the ship channel in company with Mr. Boucher and Mr. Cowie, to arrange for improved aids to navigation.

In October, inspected middle ground lighthouse foundation, and lighthouse and fog alarm machinery exhibit at Pan-American exhibition. Inspected and accepted Fame point fog alarm machinery in New York.

In December, attended trial of Pilot Gourdeau, before Quebec Harbour Commissioners.

REMOVAL OF OBSTRUCTIONS.

The small vote of \$1,000 for this service was exhausted by the removal of the brig *George* from Rivière du Loup; the owner being in indigent circumstances, the whole cost fell on the department. As before, every effort has been made to compel owners of wrecks to remove them without entailing expense on the public.

In the case of the steamer *Princess of Wales*, purchased from the Prince Edward Island Steam Navigation Co., by Mr. James V. Lantulum, of St. John, N.B., and partly broken up in Charlottetown harbour by him; the bottom, which was left on the beach, was carried by ice in 1897 into the dredged channel made for ferry steamers, and formed an obstruction to navigation.

As Mr. Lantulum did not remove the wreck when called upon, the harbour master had the work done, at a cost of \$611.82, and Mr. Lantulum was called upon to pay the amount, but objected to the cost. A settlement was arrived at by Mr. Lantulum paying \$348.74.

The following statement shows work done on wrecks, so far as it has come under the official notice of the department:—

Locality.	Obstruction.	Work done, &c.	Cost to Government
			\$ cts.
St. John Harbour, N.B.	Spars of schooner, sunk....	Towed out by Str. <i>Neptune</i>	20 00
St. John River, N.B.	Logs and snags in channel.	Removed by tow boat <i>Quodda</i>	75 00
Grand Lake, N.B.	Snags.	" Capt. Brannen.	23 00
Advocate Harbour, N.S.	Schr. <i>Anherst</i> , stranded....	" Messrs. A. C. & C. W. Elderkin.	6 00
Apple River, N.S.	Rock.	Removed by R. Field.	17 11
Petitdegrat, N.S.	Old schooner, sunk.	" James Sampson.	350 00
Charlottetown, P.E.I.	Schr. <i>Jamie M.</i> , beached.	" owners.	None.
Miramichi River, N.B.	Snag.	" Str. <i>Rustler</i>	10 00
New Richmond, P.Q.	Schr. <i>Manglower</i> , beached.	Raised and repaired by owner.	None.
Rivière du Loup, P.Q.	Brig <i>George</i> , sunk.	Removed by days' work.	1,354 41
Three Rivers, P.Q.	Sloop <i>St. Génèreux</i> , sunk.	" Antoine St. Pierre.	175 00
Sorel, P.Q.	Str. <i>Napierville</i> , beached.	" Sincennes Mc Naughton line.	None.
"	Scow, beached.	Removed by Sincennes Mc Naughton line.	"
Walkerville, Ontario.	Schr. <i>Richards</i> , stranded.	Removed by owners.	"
St. Clair River, Ont.	Schr. <i>Fontana</i> , sunk.	" U. S. Government.	"
Collingwood, Ont.	SS. <i>Pacific</i> , beached.	Towed out of harbour and beached.	"
"	SS. <i>City of Parry Sound</i> , beached.	"	"

1-2 EDWARD VII., A. 1902

CLOSE OF NAVIGATION.

Last year I drew attention to the desire on the part of shippers that we should leave out our aids to navigation, in the River St. Lawrence, so late that it was difficult to provide for their safety, after the last ship had passed.

This past season again the same demands were made, and the department was subject to much censure because some of the aids to navigation were removed from their stations earlier than shippers thought was necessary. Possibly in a few instances buoys or light vessels might have been left out a few days later, because after a very cold snap an unexpected week of soft weather intervened before the rivers finally froze up. However, in most cases aids were left out too late this year, and much loss to the public has resulted therefrom, and it will be extremely difficult to have the buoy service between Montreal and Quebec properly reorganized for the opening of navigation this year. All the buoys between Sorel and Three Rivers have been frozen into the ice, and will probably be lost. An effort will be made to save the steel buoys by sinking them at their moorings, but, undoubtedly the loss will be heavy, and all the spar buoys will be so damaged by ice as to be useless for further service.

The lightships in Lake St. Louis were frozen in, and a channel had to be sawn through the ice to bring them into Lachine.

I, therefore, repeat the recommendation I made last year, that it is necessary that the department should take in the buoys earlier than was done this season, and that it should be impressed upon shippers that it is impossible to maintain an efficient buoy service after ice begins to form on our coast, and if the necessities of commerce compel vessels to navigate later, they ought to so time their departures that they can get through critical points in daylight, without the help of buoys.

BUOYAGE.

The buoy service of the Dominion has been steadily improved from year to year by increasing the number of buoys, by replacing old buoys by new ones of larger size or better build, and by carefully checking the localities. Applications from mariners and others have received attention, many districts formerly buoyed have received additional buoys and in some cases districts have been buoyed for the first time, during the past year.

There are now about 350 districts, including harbours, bays, rivers and lakes, buoyed with over 3,100 buoys.

The Montreal ship channel buoy service was begun at an early date in 1901, and all the important buoys between Montreal and Quebec were in position on May 20. Necessary changes were made at many points with a view of improvement, and the placing of the buoys was satisfactorily completed, including additional buoys and changes, by June 20.

The *Shamrock* was kept constantly employed under the direction of Mr. U. P. Boucher, engineer in charge of the service, and means were employed by which the department was advised of any displacement of the buoys. The replacing of the buoys was promptly attended to by the crew of the *Shamrock*.

SESSIONAL PAPER No. 21

The lifting of the buoys in the fall could not be satisfactorily done in all parts of the channel, owing to the desire of the department to meet the wishes of owners and agents of ocean going steamers, who requested that the important buoys be allowed to remain in position until the last steamer left Montréal.

The ice made so rapidly that the *Shamrock* was frozen in at Three Rivers, while all the buoys above that point were still out. The buoys above Sorel were later lifted by hired tugs, but those on Lake St. Peter remain in the ice. An attempt will be made to recover the steel buoys by sinking them at their moorings, to prevent the ice in the spring from carrying them away. They can be grappled and lifted at the opening of navigation and replaced. This desire to accommodate shipping will entail very heavy expenditure in the spring, as the whole equipment practically requires renewing, and has already cost the department the sum of \$1,225 for tug hire.

All the large buoys on the more exposed portions of the coast and all the gas buoys in Quebec, whistling buoys, bell buoys and a large number of can and conical buoys are maintained by this department by utilizing government steamers as buoy tenders.

In Quebec, about 170 wooden and iron buoys and eleven gas buoys are so maintained; in Nova Scotia, twenty-two whistling buoys, 18 bell and 127 can and conical buoys; in New Brunswick, nine bell buoys, seven whistling, one bell boat and five can and conical buoys. Some of the signal buoys in the Yarmouth district are maintained by the New Brunswick agency and are included in the number above. In Prince Edward Island there are three signal buoys, and in British Columbia about sixty buoys are attended to by the department's steamer and twenty by the snag boat *Samson*. In Ontario four bell buoys and five gas buoys are maintained.

During the season of 1900, the steamer *Newfield* was wrecked, and consequently the department found it necessary to charter a steamer for lighthouse and buoy service in Nova Scotia, but owing to lack of equipment necessary for lifting and placing buoys on board of the chartered steamer, the service was not as satisfactorily done as by the *Newfield*. The large number of automatic and other steel buoys which mark dangers on the coast require large and more powerful steamers for this work. It is expected that additional steamers will be employed next year.

In some districts the harbour masters attend to the buoyage; in others the buoys are under the control of local harbour boards. In remaining cases a very large number of buoys are maintained under the contract system, the contractors undertaking to maintain the buoys according to a strict specification for a bulk sum per annum. The contracts usually run for a period of three years. There are now about two hundred contracts in force, some of which will terminate next spring. The office work in connection with the maintenance of the buoys, preparation of contracts, examination of accounts and other work is attended to by Mr. W. W. Stumbles. This involves an immense amount of detail.

Appended (inclosure B) is a list of the buoys in the Dominion under departmental control.

In addition to the buoys there are a large number of unlighted day beacons on our coasts, a list of which has not yet been prepared.

1-2 EDWARD VII., A. 1902

INTERNATIONAL CODE OF SIGNALS.

All signal stations in the Dominion of Canada, as well as Canadian government vessels, have been supplied with the revised code of signals and the British code list of vessels, and have been equipped with the additional flags that have been necessitated by this new code, and arrangements have been completed for adopting it, as follows :—

During the year 1901, either the new edition or the old was to be used, but on and after January 1, 1902, the new edition only is to be used.

To prevent any misunderstanding during the year 1901, as to whether the old or new code is being used, when signals are made by the new code, the code pennant is to be doubled, that is, the fly of the pennant, as well as the tack, is to be made fast to the halyards, and hoisted below a black ball or shape. On and after January 1, 1902, the code pennant will be hoisted in the ordinary way, without the black ball.

Signals for a pilot could be made during 1901 either by the old or new code, but in the event of using the later, the pennant must be hoisted, as notified above.

GEOGRAPHIC NAMES.

The annual report of the Geographic Board, with a list of all decisions, is published as a supplement to the annual report of this department. Two reports have already appeared, and a third is in preparation, which will contain a very large addition to the list of decisions.

The following decisions affecting lighthouses or points on shipping routes were embodied in notices to mariners :—

The orthography of the name of an island in northern waters of British Columbia was changed from 'Negai' to 'Nigei.'

The orthography of the large bay on the west coast of Vancouver was changed from 'Barclay' to 'Barkley.'

A reef off Lawyer islands, Chatham Sound, was named 'Client reef.'

Name of Crow harbour changed to 'Queensport.'

The orthography of 'Poulament' changed to 'Poulamon.'

The application of the names 'Active pass' and 'Plumper passage' corrected.

HYDROGRAPHY.

The hydrographic survey of the Canadian shores of the Great lakes has made fair progress during the past season. Mr. Stewart, assisted by Messrs. F. Anderson and R. E. Tyrwhitt, on the steamer *Bayfield*, continued the survey of the east shore of Lake Huron from Clark point to Cape Ipperwash, this completing the survey of Lake Huron. The steamer underwent slight repairs last spring. The boiler and hull now require attention, but for survey work she has been superseded by the twin screw schooner tug *Lord Stanley*, of Quebec, purchased from Messrs. Davie & Co., which will be fitted out during the coming winter.

SESSIONAL PAPER No. 21

Last winter two fair sheets of the work done between Cove island and Southampton, Ontario, were prepared and sent to the hydrographer of the Admiralty for engraving. This work has been engraved upon new editions of the charts of Lake Huron and Georgian bay.

In April last, the Admiralty issued two new coast charts, covering the work done in 1897, 1898 and 1899, between Cove island and False Detour channel.

On June 17, Mr. Stewart handed over the Lake Huron work to Mr. F. Anderson and proceeded to Lake Winnipeg, and began a hydrographic survey of it. He chartered the tug *Frank Benton* and completed an examination of the channel from Big island to Berens river, a distance of 80 nautical miles. To save delay and expense the map of the lake issued by the Geological Survey is being used as a basis for the new chart.

There yet remain to be surveyed the north and south wider portions of the lake. The north portion embraces an area of 5,000 and the south an area of 1,100 square miles. Two good seasons should suffice to make a very fair survey of these two parts.

Before laying up the *Bayfield*, Parry Sound was visited, and the rock struck by the *Arthur Orr*, in May last, found and buoyed. It is a small uncharted pinnacle lying dangerously near the Jones island range.

During the past year special attention has been paid to the publication in notices to mariners of all available information respecting hydrography, and several special notices have been prepared, indicating to masters and pilots the possibility of adopting courses and taking precautions, that would minimize danger of shipwreck.

Amongst the hydrographic information published may be mentioned the following:—

Atlantic coast.—Halifax harbour.—Warning respecting danger of crossing Army Rifle Range, issued by Chief Staff Officer. Uncharted rock, reported by Lieut. R. Stapleton-Cotton, R.N.

Lunenburg bay.—Hydrographic notes and particulars of voyage, by Captain A. Galloway, R.N.

Yarmouth harbour.—Hydrographic note by Captain A. Galloway, R.N.

Digby.—Hydrographic note by Captain R. Galloway, R.N.

Canso harbour.—Hydrographic notes from survey by undersigned.

Sydney harbour.—Hydrographic notes from survey by undersigned.

Cape Race.—Height of tower and light, corrected from survey by undersigned. Special warning respecting currents.

Gulf and River St. Lawrence.—Georgetown harbour.—Hydrographic notes, including positions of buoys in the harbour from report by Captain F. L. Campbell, R.N.

Cascumpeque.—Change in sailing directions, to suit changed channel, and re-arrangement of range lights, from information supplied by the provincial agent.

North point.—Wreck of small schooner adrift 40 miles distant, reported by the Collector of Customs at Gaspé.

Gulf Telegraph Service.—Two notices describing the extension of the line to Baie des Moutons and the completion of the line from Baie des Moutons to Chateau Bay,

1-2 EDWARD VII., A. 1902

also the successful installation of a cable to Belle Isle light station, from information from the Government Telegraph Service.

Belle Isle.—The establishment of the light station as a marine signal station and as a Lloyds' station.

Amour point.—Correction of geographical position of lighthouse.

Greenly island.—Correction of geographical position of lighthouse.

Mingan channel.—Rock reported by master of steamship *Wacouta*

St. Pancras coves.—Shoal reported by Mr. N. A. Comeau, and located and described by Commander W. Wakeham.

Matane.—Derelict reported by the hydrographer, London.

Beaujeu bank.—Regulations prohibiting anchorage reprinted.

Le Sault pass.—Particulars of false work of Quebec bridge, by Mr. M. P. Davis, contractor.

Lake St. Peter.—Two notices respecting depth and width of ship channel, and dredging in progress by Department of Public Works.

Inland—Macnair island.—Uncharted shoal located in river below Brockville, from information supplied from U.S. Hydrographer's office.

St. Lawrence river—Temporary survey buoys placed by Public Works, between Prescott and Kingston.

Toronto harbour—Hydrographic notes, from the Harbour Commissioners.

Port Maitland—Hydrographic notes, from an inspection by undersigned.

Rondeau harbour—Description of lights corrected by undersigned.

Pelee passage—Two warnings, respecting wreck of *Specular*, from information obtained from Captain Dunn. Telegraph cable relaid, from information from Mr. John F. Richardson, Government Telegraph Service.

Detroit river entrance—Rock reported by the Hydrographer, U.S. Navy.

Limokilm crossing—Water signals described by Hydrographer, U.S. Navy.

Off Bar point—Obstruction reported by Captain Peter Full.

River St. Clair—Wreck of *Foutana*: and buoys and piles marking her position removed.

Goderich—Hydrographic notes, from information supplied by Mr. Wm. J. Stewart.

Parry Sound approach—Shoal off Black rock reported, located and buoyed, from survey of officers of this department.

Battle island—Position of lighthouse on charts corrected.

Black bay—Position of wreck of steamer *St. Andrew*, located from information supplied by Captain Marin.

Victoria island—Position of lighthouse corrected, from information supplied by U.S. Hydrographic office.

SESSIONAL PAPER No. 21

Fort William—Hydrographic note, from information collected by undersigned.

Port Arthur—Hydrographic note, from information collected by undersigned.

Pacific coast—Esperanza inlet—Admiralty chart corrected by Captain C. Keppels, R.N.

Barkley sound—Uncharted rock described, and hydrographic notes made by the Hydrographer, London.

William head.—Mooring buoy removed from quarantine station, from information obtained from Captain Walbran.

Esquimalt harbour.—Rock reported by Captain Simpson, R.N. Dolphiu in Constance cove destroyed, reported by Captain Keppels, R.N.

Johnstone reef.—Amended description, by Captain Simpson, R.N.

Saanich inlet.—Tozier rock located by Captain Kilgore, U.S.R. Cutter *Rush*.

Ganges harbour. Uncharted shoal, located by Captain Walbran.

Active pass.—Correction of 'Pilot' respecting the arc of visibility of light. Correction of 'List of lights' respecting periodicity of fog-alarm.

Portier pass.—Rock struck by steamer *Boscowitz*.

Vancouver harbour.—Time gun established by Meteorological Service. Change in magnetic variation, reported by Captain W. Hay, R.M.S. *Aorangi*.

Nanaimo harbour.—Depth between Beacon rock and Carpenter rock. Position of middle bank pile beacon, and of No. 9 buoy, corrected by Captain Simpson, R.N. Uncharted rocks, south of Protection island, reported by Captain Walbran.

Beaver creek—Hydrographic notes, by Captain Walbran.

Ballinae islands.—Height of light, corrected on information from Captain Walbran.

Ballinae channel.—Dorcas rock, located by Captain Walbran.

Port Augusta.—Change in position of range flagstaff, and beacon, reported by Captain C. Keppels, R.N. This beacon was later replaced in its old position.

Discovery passage.—Correction of information respecting natives contained in 'British Columbia Pilot' by the undersigned.

Discovery passage.—Rocky patch, described by the hydrographer, London.

Broughton strait.—Hydrographic notes of, including description of rocks, by Captain Simpson, R.N.

Dryad point.—Description of the light buildings.

Penphrase passage.—Uncharted rock, reported by Captain Walbran.

Lawyer islands.—Hydrographic notes, and rocks, from a survey by Captain Walbran.

Skeena river.—Sailing directions for Middle passage to the mouth, compiled from a survey by Captain Walbran.

Skidegate inlet.—Sailing directions, amended by Captain Walbran.

Port Canaveral.—Uncharted rock, described by Captain Walbran.

SURVEY OF TIDES AND CURRENTS IN CANADIAN WATERS.

The report of Mr. W. B. Dawson on the progress of this survey is issued as a supplement to the annual report of this department.

It contains the complete results of the observations made in the season of 1900 throughout the Lower St. Lawrence. In accordance with the character of the tide as now ascertained, the tidal estuary of the St. Lawrence is divided into two regions, the upper part from Three River to the Traverse being referred to Quebec, and the lower part from the Traverse to Point de Monts, together with Chaleurs bay, being referred to Father Point. An abstract of the results obtained was issued as a Notice to Mariners in April, 1901, at the opening of navigation. Full information is now published in the tide tables for 1902, which include tide tables especially calculated for Father Point for reference. The relations between the current and the tide which are noted on the charts of the St. Lawrence, become practically available for the first time, now that the time of the tide itself has been ascertained; and the turn of the current at the principal points on the St. Lawrence can now be found by referring to the tide tables.

The tide levels on the Lower St. Lawrence and around the head of the Bay of Fundy are also given in this report, with reference to bench marks, which determine the low water datum of the charts. Another Notice to Mariners was issued in November, explaining the nature of the currents in the vicinity of Cape Race, Newfoundland. It was based upon personal inquiry made by the undersigned, and on information collected by the Tidal Survey in that region. Both these notices to mariners gave rise to correspondence and discussion, and their value to navigation is admitted and appreciated.

The principal tidal stations have been maintained in continuous operation during the year. These are situated at Quebec, Father Point, Belle Isle strait, St. Paul island in Cabot strait, Halifax, Yarmouth, and St. John, N.B. There are also two tidal stations on the Pacific coast; at Sand heads, a central point in the Strait of Georgia, and at Esquimalt in the Strait of Fuca. Observations of the tide have also been begun at Vancouver, and of the turn of the current in the First narrows at the entrance to that harbour. I am anxious to increase the number of stations on the Pacific coast from which simultaneous tidal records are obtained, so as to extend and improve the tables of tidal differences, but this cannot be done until the vote for the service is largely increased. It is evident that current observations are also desirable, for evidence sent us from various quarters shows that the currents reported in the British Columbia pilot are erroneous, and wrecks have possibly resulted from miscalculation thereof.

During the past season further tidal observations have been secured at Charlottetown, Pictou and Summerside, in Northumberland strait; and the turn of the current in that strait was observed at Pictou island, to bring the current into relation with the tide. Observations have also been obtained in Sydney harbour, Cape Breton island; and on the two sides of Cabot strait, near Cape North and Cape Ray, where the tidal undulation first enters the gulf area from the ocean. These observations are important, as it is this undulation which gives rise to all the tides in the gulf area and along the St. Lawrence.

The tide tables now issued by this survey are in three sets. (1) For Quebec, Father Point, Halifax and St. John, N.B., accompanied by information regarding the

SESSIONAL PAPER No. 21

tides and currents of the St. Lawrence, and tidal differences for the Bay of Fundy and the Atlantic coast of Nova Scotia. (2) For Charlottetown, Pictou and St. Paul island, with tidal differences for Northumberland strait and the south-west coast of the Gulf of St. Lawrence. These are now calculated for the whole year, for the benefit of winter navigation. (3) For Victoria, B.C., and the port of reference in the Strait of Georgia, with tidal differences for Esquimalt, Vancouver, New Westminster and other ports. These tide tables for British Columbia were first issued for 1901, and the greater part of the information in the new tables for 1902 is based upon further observations; the results being worked out promptly to be in time for them. These tide tables have met with much appreciation, and they fill a long felt want in the opinion of persons on the west coast who are qualified to judge. The issue has now been doubled, as the 500 copies printed last year were insufficient to meet the demand.

Considerable work has been done in improving the accuracy of the tide tables issued, by the analysis of further tidal record. Improvement is thus obtained for Quebec, St. Paul island and St. John, N.B.; with benefit to the regions which depend upon these, as ports of reference.

The total expenditure on this survey during the financial year 1900-1901, has been \$7,060.20. Of this amount, \$2,140.70 was expended on the analysis of new record, as above noted, which benefits the tide tables for all future years, and may thus be regarded as a permanent investment.

The whole respectfully submitted.

WM. P. ANDERSON,
Chief Engineer.

January 1, 1902.

[INCLOSURE A.]

DETAILED REPORT OF THE GENERAL SUPERINTENDENT OF LIGHT-
HOUSES ON CONSTRUCTION AND MAINTENANCE OF LIGHT-
HOUSES AND OTHER AIDS TO NAVIGATION UP
TO NOVEMBER 30, 1901.

To the Deputy Minister
of Marine and Fisheries.

SIR,—I have the honour to submit the usual annual report of work done in the construction and maintenance of aids to navigation for the year ended November 30, 1901.

Lighthouses, fog alarms, buoys, beacons, and other aids to navigation throughout the Dominion of Canada are administered by the Department of Marine and Fisheries. The construction of new buildings and the more important repairs are under my direct supervision, the maintenance of existing stations is controlled by the several agents of the department, and the periodical inspection of the stations is made by inspectors resident in the different provinces, the agents in Prince Edward Island and British Columbia fulfilling the double duties. Much of the information contained herein is compiled from the annual reports of these officers.

The numbers and distribution of the several aids to navigation throughout the Dominion are shown in the following table:—

District.	Light-stations.	Lights.	Keepers.	Fog-whistles and sirens.	Fog-horns.	Fog-bells.	Fog-guns or bombs.	Whistling-buoys.	Bell-buoys.	Gas-buoys.
Province of Ontario.....	203	267	187	2	12	4			5	5
Light ships.....	3	3								
Province of Quebec.....	126	176	149	4	8	1	8			12
Light ships.....	7	7		3						(4 with bells).
Province of Nova Scotia.....	189	203	200	10	6	2	1	22	18	
Fog alarms.....	3									
Light ships.....	1	1								
Province of New Brunswick.....	99	126	95	4	8	1	1	5	6	
Fog alarms.....	3									
Light ships.....	2	2				1				
Province of Prince Edward Island.....	39	66	45		1			3	1	
" British Columbia.....	30	35	32	1	6	6			1	
	705	886	708	24	41	15	10	30	31	17

* Lightships and fog alarms where there are no lights are in this column included in the total number of light stations in the Dominion.

Supplies for the lighthouse services are purchased in bulk, under contract, except in the case of articles of which only small quantities are required, in which case they are purchased locally in the open market. These supplies are distributed from the stores at each district headquarters, usually under the personal supervision of the inspectors of lights, who inspect the stations when delivering the supplies. They also arrange for all small ordinary repairs and periodical painting of the buildings. These routine duties are not alluded to in describing the repairs executed at the several stations.

Work of construction and extensive repairs are usually executed under contract; minor repairs are done under the lightkeepers' supervision, or by foremen employed in the several districts.

It has been usual to enumerate in this report most of the repairs undertaken at light stations, but details of repairs are herein omitted. Ordinary small repairs such as are required for the proper upkeep of the stations, have been made, usually under the supervision of the keepers, on authority from the several provincial agents.

Estimates for any unusual repairs, or items involving considerable expense, are submitted to the undersigned, and are authorized by the department from Ottawa before the work is undertaken. Full particulars respecting the cost of all repairs is contained in the Auditor General's report.

Light-keepers and fog alarm engineers are expected to make any small repairs that can be reasonably expected of unskilled workmen, without charge, and are also called upon to do all painting required at the stations, being allowed some assistance when the buildings are so high as to require hanging scaffolds.

ONTARIO LIGHTHOUSE DIVISION.

This division includes the lighthouses and other aids to navigation, in that part of the province of Quebec lying west of Montreal, all those in the province of Ontario, and those on Lake Winnipeg, in the province of Manitoba. It is under the direct management of the headquarters staff at Ottawa.

The number of lighthouses, lighted beacons and lightships maintained by the Dominion in the Ontario division, as above described, is 267, located at 203 different stations.

SESSIONAL PAPER No. 21

The number of lightkeepers in this division paid directly by the government is 187, but in several cases assistants are employed by keepers and paid by them out of the allowance made by the government for that purpose.

There are in Ontario two fog whistles, twelve steam fog-horns and four fog-bells, operated by machinery, all located at light-stations, as well as five bell-buoys and five gas-buoys.

Besides the lights maintained by this department as above described, there are in Ontario the following aids to navigation: three lights on swing bridges; a system of lights on the Murray canal, maintained by the Department of Railways and Canals, five pairs of range lights on the Detroit and St. Clair rivers and one lightship with steam fog-alarm in Lake Erie, maintained by the American vessel owners principally interested, thirteen wharf lights maintained by the municipalities or corporations to which the wharfs belong, and two range lights maintained by local interests at Pine Tree harbour.

Six of these last described stations are aided by this department to the extent of being furnished with the necessary oil for their maintenance.

A steamer is chartered yearly for the supply of the light-stations on the River St. Lawrence and the great lakes, between Montreal and the head of Lake Superior, and the lighthouses are supplied and the stations inspected on this trip, which occupies about seven weeks, by Mr. Patrick Harty, Superintendent of Lights. Mr. Harty also inspected the lights on the Ottawa river, but a few small lights on isolated waters including Lake Temiskaming, Lake Nipissing, Lake Simcoe and the Bay of Quinté, were not inspected. Mr. M. Kyle, local agent of this department at Rat Portage, having left the district, has been replaced as agent by Mr. John Nash, who has inspected the lights in Lake of the Woods from time to time, and who generally attends to the interests of this department throughout Rainy river district.

NEW AIDS TO NAVIGATION.

Rondeau.—A hand fog-horn was supplied, to answer the signals of vessels whenever heard from the station.

South-east shoal.—This danger, lying southeastward from Pelee spit, has been greatly dreaded by heavy draught American ships, especially since the dummy light was burnt, and although it was marked by the Canadian government by a gas buoy, they asked for a more conspicuous mark. Consequently I was instructed to proceed there with Mr. W. J. Stewart, our hydrographic surveyor: and on the 11th to 14th May, 1901, examined the shoal with a view to changing the site of the lighthouse designed for the middle ground to southeast shoal, if a suitable bottom could be found. A careful survey indicated nothing but a firm, fine sand bottom; no signs of rocky ground, as marked on United States government charts could be found: and there was evidence that the bottom was a shifting one. It was, therefore, manifest that the foundation prepared for the solid rock bottom of the middle ground would not answer for southeast shoal, and that it would be a very difficult and expensive undertaking to place a permanent light there. For this reason it was decided to complete the erection of the lighthouse on the middle ground as originally contemplated, and to discontinue the temporary light shown from the dummy from July 1, 1901.

The Lake Carriers' Association thereupon determined to establish and maintain a private lightship on southeast shoal, and in July, 1901, moored a vessel in 38 feet water, one mile southeastwardly from the southern extremity of the shoal. This vessel was on August 7 destroyed by fire; communicated, it is thought, from the boiler of the fog whistle, only a temporary installation on the improvised lightship.

In October, the association replaced the burnt vessel by the *Kewaunee*, a schooner rigged steamer, 107 feet long, adapted for use as a lightship by exhibiting a fixed white light from a cluster of three fifth-order lens lanterns hoisted around a high mast, and by sounding by hand, as a fog alarm, blasts of 20 seconds' duration every two minutes from the modoc or wildcat steam whistle of the boat. This vessel remained on the station until the close of navigation. The Lake Carriers' Association have asked the

1-2 EDWARD VII., A. 1902

United States government to undertake the maintenance of this aid to navigation, and as it is required wholly in the interests of American vessels, the United States government have asked the Canadian government to allow them to maintain a lightship in Canadian waters at this point.

The establishment of a lightship here rendered the continued maintenance of a gas buoy unnecessary, and it was, therefore, decided to utilize the gas buoy heretofore maintained on the southeast shoal at the southeast extremity of the Bar point dredged cut.

Pelee passage.—The work on this lighthouse, referred to last year, made fair progress, though the completion of the work was prevented by the prolonged strike in the iron trade, by the impossibility of securing prompt delivery of the steel tower, as well as by unavoidable delay in placing it consequent upon the necessity for examination of southeast shoal, as above described.

The foundation was successfully sunk in 13 feet of water on the north end of the Middle ground, January 1, 1901. It consists of a steel caisson in the form of a frustum of a cone, filled with concrete, surrounded by a polygonal timber cribwork rising 5 feet above the water. The concrete walls have been carried to their full height, 18 feet above water, and the erection of a steel tower on this foundation has been begun. It is intended to make this station fireproof throughout, and to make the light and fog alarm in all respects superior to anything on the lakes. To protect it against ice and waves the foundation will ultimately be surrounded by a submerged breakwater.

The work was, as before, done under the supervision of Mr. W. H. Noble, and an expenditure of \$26,362.85 was incurred, making total expenditure to date \$36,792.64.

During construction two temporary, fixed, white lights are shown from lens lanterns hoisted to the top of the work, and distant 40 feet N. 72° E., and S. 72° W., from each other. As the work progresses the lights are raised so that they always show over the completed portion.

Pelee passage buoys.—For the purpose of accurately defining the north edge of the Middle ground, three black spar buoys were in June, 1901, moored in 23 feet water, in an effort to induce vessels to change the course which they had been accustomed to take, and pass closer to the Middle ground than formerly.

These buoys, as well as the gas buoy, were maintained throughout the season of navigation. It is thought that, with the good light now shown from Pelee passage pier, it will be no longer necessary to maintain the gas buoy on that station.

Bar point cut gas buoy.—On October 15, 1901, the gas buoy theretofore maintained on southeast shoal was moved to the east or starboard side of the south end of the dredged channel off Bar point, at the mouth of Detroit river, a short distance southwardly from the most southerly of the red spar buoys marking that dredged channel.

The buoy is a cylindrical buoy painted red, surmounted by a red lantern from which a fixed white light is shown at an elevation of 9 feet above the water.

When the buoy was placed, mariners were requested to give it a good berth, as it was feared that from its position on the side of a narrow dredged channel thronged with shipping, there would be danger of collision, especially from towed barges. This fear was realized, as the buoy was run into three times between the date that it was put out and the close of navigation, and was finally removed for the winter with the whole of the lantern and upper work destroyed. It is doubtful if it will ever be possible to maintain a reliable gas buoy at that point.

Saugeen river.—A fixed green light has for one or two years past been maintained by the local fishermen upon the north bank of the river, north of the town of Southampton. It is situated E. $\frac{3}{4}$ S., 700 feet from the government light upon the pier at the entrance to the same river.

The light is 45 feet above the water and is hoisted on a mast 15 feet high, surmounting a white slatwork beacon 10 feet high.

The two lights in line, E. $\frac{3}{4}$ S., lead through the narrow dredged channel, in 8 feet most water, up to the end of the pier, which vessels must leave on the port hand when entering, and gradually steer for the south bank of the river to the wharfs. This private light is exhibited only during the fishing season, and the government assumes no responsibility for its maintenance.

SESSIONAL PAPER No. 21

Thornbury.—The light maintained on the outer end of the west breakwater pier, shown from a lantern on a mast, was removed to the east side of the pier, to form the front light of a range.

This light is fixed white, shown from a 7th order dioptric lens lantern hoisted on a mast, and elevated 32 feet above high water mark. It should be visible 7 miles from all points of approach by water.

A new light, to serve as the back light of a range, was established in July, 1901. It is shown from a pressed lens lantern, hoisted on a mast standing on the government reserve for harbour purposes, on the west side of Beaver river, in the town, at a point 376 feet S. by W. $\frac{1}{2}$ W. from the front range light above described.

The fixed white light is elevated 36 feet above the level of the bay, and should be visible 7 miles in the line of range. The mast has a wooden shed, painted drab, at its base, and is 29 feet high from the ground to the top of the mast.

The two lights in one bearing S. by W. $\frac{1}{2}$ W. lead in through the centre of the dredged channel to the entrance between the breakwater piers.

The post and shed for this back light were erected by Mr. Edward Rorke, at a cost of \$275.

Midland range.—Two range lights were put in operation on the 21st November, 1901, in the town of Midland.

The lights are fixed red incandescent electric lights shown from lamps on electric light poles, on the hill in the southwest part of the town.

The front light is elevated 30 feet above the ground, and 150 feet above the water level of the harbour. The front pole stands on the hillside, 100 feet north of Ottawa street, between Seventh and Eighth streets.

The back range light stands on Ottawa street, 1,320 feet S. 56° W. from the front light. The light is elevated 30 feet above the ground, and 190 feet above the water level of the harbour. The two lights in one, bearing S. 56° W., lead in from Midland point up to the wharfs in the harbour, clear to the southeastward of Midland Bay shoal.

An agreement with the Midland Electric Company to erect poles and put up the wires for \$150 was made and carried out. The cost of the electric light will be \$50 for the season of navigation.

Thessalon.—A hand fog horn has been supplied to this light station.

Gargantua.—A hand fog horn has been supplied to this light station.

Battle island.—A hand fog horn has been supplied to this light station.

Pie island.—A hand fog horn has been supplied to this light station.

CHANGES AND PRINCIPAL IMPROVEMENTS AT EXISTING STATIONS.

Lachine.—The use of a hand fog horn at this station has been discontinued.

Snake island.—The circular steel pier supporting the lighthouse tower at Snake island shoal, near Kingston, Lake Ontario, has had a timber work protection breakwater, 75 feet long, built around it. It has a pointed nose on the west side, and stands four feet above the water. A small boathouse stands on it at the side of the tower.

This work was done by day's labour, under the supervision of Mr. W. B. Lindsay, and under the foremanship of Mr. P. Asselstine, and cost \$4,919.34.

Salmon point.—The use of a hand fog horn at this station has been discontinued.

Toronto.—The front range lighthouse, maintained by the Harbour Commissioners on the Queen's wharf, was moved 40 feet from its former position to the extreme north-western corner of the wharf, and is now situated 215 feet S. W. by S. from the back or red light. The new line of range leads into the channel between the breakwaters through the axis of the buoyed channel, which is 200 feet wide.

A breakwater, 20 feet wide and 1,535 feet long, and not shown on the charts, exists on the northern edge of the shoal running from the island towards Queen's

1-2 EDWARD VII., A. 1902

wharf. It is parallel to and distant 354 feet from the wharf, of which the channel face is 902 feet long.

Port Dalhousie.—On 1st June, 1901, the light shown from the back range tower was changed from fixed red to occulting white, showing a bright light for 30 seconds, and eclipsed for five seconds alternately. The illuminating apparatus is catoptric, and the illuminant electricity. In the event of the electric power at any time failing temporarily, a fixed red light will be shown until the occulting light can again be put in operation.

At the same time the illuminating apparatus in the front tower was changed in character from catoptric to dioptric of the seventh order, and the illuminant from oil to electricity.

Port Colborne.—The inner range tower was in October, 1901, moved to a new position on the west side of the canal, 300 feet N.W. by W. $\frac{1}{5}$ W. from its former position on the east side of the harbour and now stands on a cribwork block 8 feet high, 2,090 feet N. by E. $\frac{1}{4}$ E. from the outer range tower on the old west pier head.

The light shown from the tower is fixed red, and should be visible 7 miles in the line of range. The illuminating apparatus is catoptric.

The new range leads into the harbour over the deepest water 110 feet clear of the new breakwater now under construction by the Department of Public Works, Canada. Lights should be left on port hand.

The work was done by the contractors for the harbour improvements, Messrs. Hogan & MacDonnell, under the supervision of Mr. L. Coste, resident engineer, Public Works Department, and cost \$608.

Mohawk island.—The use of a hand fog horn at this lightstation has been discontinued.

Rondeau.—To permit of repair to the outer end of the east breakwater pier at the entrance to the harbour, the front range lighthouse was temporarily moved landward 100 feet, and when the repairs were completed was replaced in its old position on 1st August last. This work was done by the Public Works Department.

Middle island.—The use of a hand fog horn has been discontinued.

Kingsville.—The fixed red light shown from the outer end of the east breakwater pier, which was temporarily discontinued on the 17th October, 1900, on account of repairs to the pier, was again put in operation on the 22nd July, 1901. The light is, as heretofore, shown from a lens lantern hoisted on a pole on the outer end of the pier.

Pelee spit.—The temporary light shown from the 'Dummy' was discontinued on 1st July, 1901.

Stag Island shoal.—The pole and shed standing on piles on the south end of this shoal, in the River St. Clair, from which a light was shown, were carried away by ice in the spring of 1901. Until a new permanent structure could be placed, a temporary light was shown from a lantern suspended 5 feet above the water on poles driven into the shoal about 50 feet north of the position of the mast. On the 12th July, 1901, this was replaced by a stronger light shown from a more permanent structure.

The light is shown from a pressed glass lens lantern hoisted on a mast, with a small shed at its base, the mast and shed painted white; they stand upon a platform built on a pile foundation. The platform is elevated 4 feet above the summer level of the river, and the mast is 11 feet high.

At the upstream end of the platform from which the light is exhibited a pile work icebreaker has been built, which it is hoped will protect the platform against further ice shoves.

The light is fixed white, elevated 14 feet above the level of the river. It should be visible 4 miles in every direction, except where obstructed by the mast.

The work was done by Mr. J. N. Gibb, of Wallaceburg, at a cost of \$275.

Chantry island.—The use of a hand fog horn at the light station has been discontinued.

Hilton.—The use of a hand fog horn by the wharfinger has been discontinued.

Southampton range.—The back lighthouse of the range leading into Southampton harbour has been moved 1,800 feet S.W. from its old position, and now stands on a low

SESSIONAL PAPER No. 21

gravel ridge on the east or main shore of the harbour. The range lights in line, bearing S. 4° 30' W., now lead to the opening into the breakwater with nowhere less than 16 feet on the alignment.

This change was made as a result of Mr. Stewart's hydrographic survey of Lake Huron, he having found a better channel than that marked by the alignment before the change was made. The removal cost \$139.

Warton.—The light shown from the outer end of the breakwater, at the head of Colpoj bay, was increased in power, by substituting for the pressed glass lens lantern heretofore used an anchor lens lantern showing a fixed red seventh order dioptric light.

Western islands.—It was necessary to greatly reinforce the buildings to withstand damage by waves. This work was done by day labour, under the foremanship of Mr. G. Dobson, and cost \$961.44.

Footes dock.—The lantern with a pressed lens, from which a fixed red light has heretofore been shown at this station, in Algoma park, River St. Mary, has been replaced by a larger and stronger lantern, showing a fixed red light from a dioptric apparatus of the 7th order.

Port Arthur.—On the night of October 15, 1901, the light shown from the light-house on the breakwater at the entrance to the inner harbour of Port Arthur, Thunder bay, was changed in colour from white to red, and will hereafter be maintained as a fixed red light, in order that it may readily be distinguished from the town lights.

Fort William.—For the same reason the range lights at the mouth of the Kaministiquia river were, August 1, 1901, changed in colour from white to red.

BUOYS AND BEACONS.

St. Lawrence survey buoys.—A number of temporary white spar buoys were placed in 1901, by the Department of Public Works of Canada, at various points in the St. Lawrence river, between Prescott and Kingston for the use of the engineers engaged in surveying that portion of the river.

A notice was issued explaining that these buoys were for survey purposes only, and were not intended as a guide to vessels, and mariners were requested not to interfere with them in any way.

Goderich buoys.—Outside the two breakwater piers protecting the channel leading into Goderich harbour, Lake Huron, a channel has been dredged 20 feet deep and 125 feet wide. This channel extends beyond the outer end of the breakwater piers to deep water, a distance of about 900 feet. To mark the sides of this dredged channel, spar buoys were established in April, 1901, two red buoys on the starboard side, and two black buoys on the port side of the channel. The middle of the dredged channel is a prolongation of a line drawn midway between the two breakwater piers.

When a notice to mariners describing these buoys was issued, extensive hydrographic notes respecting Goderich harbour, supplied by Mr. W. J. Stewart, who was then engaged on a hydrographic survey of Lake Huron, were also published.

Lone Rock.—The bell buoy disappeared late in September, 1901. No trace of it has been found, and it is probable that it was sunk at its moorings by a raft of logs which was driven ashore in the vicinity at that time.

Seguin bank gas buoy.—This was, on the opening of navigation in 1901, replaced with new moorings, and changed from conical to can in character by modifying the shape of the slatwork superstructure. The buoy with its cage is as heretofore painted black, and is surmounted by a red lantern, showing a white light occulted every six seconds. As has happened in previous years, the superstructure was carried away by ice and storm about the middle of November, 1901, and it is useless to attempt its maintenance in future after the ice begins to form.

Black Rock beacon.—This beacon, in the entrance to Parry Sound, was blown down by a gale in September, 1901. A contract has been let for the construction of a new beacon to replace it.

Black Rock Shoal buoy.—On May 3, 1901, the ss. *Arthur Orr* struck on a shoal

1-2 EDWARD VII., A. 1902

while entering Parry Sound, on the Jones island range. An examination of the locality, made by Mr. B. H. Fraser, of my office, disclosed the existence of a small patch with 16½ feet water on it, situated 1,150 feet S.W. by S. from Black rock, and he moored a black spar buoy 75 feet W.S.W. of this patch, in 5 fathoms. The neighbourhood was re-examined by Mr. W. J. Stewart, in charge of the Canadian Hydrographic Survey, and a small pinnacle rock with 16 feet water on it discovered. The rock lies S. 8° 30' W., 2,500 feet from Black Rock beacon, and 450 feet N.E. of Jones island range. The master of the ss. *Arthur Orr* is satisfied that this is the rock on which he struck.

The black buoy established by Mr. Fraser was moved to mark the newly discovered rock, as it was much nearer the alignment of the range lights.

Masters of vessels using this channel should keep the lights exactly in line, and reduce their speed between Red rock and Carling rock.

QUEBEC LIGHTHOUSE DIVISION.

This district extends from the entrance of the Strait of Belle Isle to Montreal, a distance of over 1,200 miles, and includes aids to navigation in the Richelieu river and Lake Memphremagog, as well as in the River St. Lawrence, Saguenay river, Chaleur bay, Gulf of St. Lawrence, Strait of Belle Isle, north and west coasts of Newfoundland and Labrador.

This division is under the control of Mr. J. U. Gregory, agent of the Department of Marine and Fisheries, at Quebec, who is also shipping master, attends to the requirements of the British Board of Trade in matters of shipwrecked and distressed seamen and casualties at sea, is receiver of wrecks, supervisor of wharfs, a fisheries officer for the province of Quebec, and superintendent of the signal service.

The agent's staff consists of Mr. L. A. Blanchet, chief clerk and accountant, and deputy shipping master; Mr. George D. O'Farrell, lighthouse inspector; Mr. Alphonse Hamel, clerk; and Mr. L. L. Dubé, storekeeper and wharfinger.

The workshops with a large stock of models of various kinds needed for the service are under Mr. Ernest Roy, master carpenter, and Mr. Narcisse Dufour, master-ship-smith. The gas works are under Mr. G. Bélanger.

The steamers at the disposal of this agency during the past year were the *Contest* which attended to gas and other buoys, as well as beacon service below Quebec as far as Father Point, and the steamer *Aberdeen* which supplied the lights in the River and Gulf of St. Lawrence, Strait of Belle Isle and Chaleur bay. The lights above Quebec are supplied by passenger steamers or by rail as proves most economical and convenient.

The buoys between Platon and Montreal are under the supervision of Mr. U. P. Boucher, as engineer, who has the steamer *Shumrock* allotted to him for this service.

There are in this division 176 lights, at 126 stations, 7 lightships, 3 of which are supplied with powerful steam fog whistles, one powerful first order siren blown by compressed air, 8 explosive bomb signal stations in connection with lights, 4 steam fog whistles and 8 steam fog horns; 12 gas buoys, 4 of which are supplied with bells, 170 wooden and iron buoys and 59 beacons.

NEW AIDS TO NAVIGATION.

Grand Entry.—A pole light was established last autumn at the entrance to this harbour, in the Magdalen islands. It stands on the north-west extremity of the sand spit, running northerly from the west extremity of Coffin island. The white pole is thirty feet high, and has a white shed with red roof at its base.

The light is a fixed red light, elevated twenty-nine feet above high water mark, and should be visible 4 miles in the approach to the channel; it is shown from a square lantern with a reflector.

The work was performed by Mr. C. W. Tidmarsh, at a cost of \$31.

SESSIONAL PAPER No. 21

Ste. Irène.—A light was put in operation on July 11, 1911, on the outer end of the government wharf here, in the county of Charlevoix, on the north shore of the River St. Lawrence below Quebec.

The light is a fixed light, showing red to the eastward or down stream, and white to the southward and westward. It is elevated 81 feet above high water mark, and should be visible seven miles. The illuminating apparatus consists of a small press of glass lens.

The light is shown from a small square lantern, built on the apex of the roof of the freight shed, on the outer end of the wharf. The freight shed is a wooden building painted drab, with a brown roof. The height, from the deck of the wharf to the ventilator on the lantern, is 31 feet.

The lantern was completed and the light installed by Mr. E. Gauthier of Ste. Jeanne, at a cost of \$80.27.

Ste. Petronille.—A lighthouse was put in operation October 1, 1911, on the west extremity of la pointe de l'anse du Fort, in the parish of Ste. Petronille, west end of the island of Orleans, River St. Lawrence, below Quebec, a short distance east of the Quebec and Orleans ferry wharf.

The lighthouse is a square wooden building with sloping sides, surmounted by a square wooden lantern, and is 34 feet high from its base to the vane on the lantern. It is painted in shades of light green.

The light is a Pintsch gaslight, occulted at short intervals and strengthened by a dioptric lens of the seventh order. It is elevated 33 feet above high water mark, and should be visible three miles from all points of approach by water.

The building was erected by day labour by workmen employed in the shops of the agency at Quebec, under the foremanship of E. Roy and the total expenditure on the station to date has been \$800.40.

Pointe à Basile.—The two range light buildings at this station on the south shore of the River St. Lawrence above Quebec, referred to in last year's report, have been completed and permanent lights put in operation.

The front range tower, standing on the high land of Pointe à Basile, 260 feet east from the extremity of the point, is a square wooden building with sloping sides, painted white, and surmounted by an octagonal lantern, painted red. The tower is 49 feet high from its base to the top of the ventilator on the lantern.

The light is a fixed white light, elevated 93 feet above high water mark, and should be visible for 15 miles from all points of approach by water. The illuminating apparatus is catoptric.

The back range buildings is a square wooden shed, 11 feet high, painted white, erected under a day beacon, and stands on a high hill 4,100 feet E. $\frac{1}{2}$ S. from the front range tower. The day beacon is rectangular, sited, 14 feet wide by 18 feet high, supported on two posts standing 30 feet above ground. It is painted white.

The light, shown from a window in the face of the building, is a fixed white light, elevated at an estimated height of 200 feet above high water mark, and should be visible 20 miles in the line of range. The illuminating apparatus is catoptric.

Cape Charles.—The day beacon at this point, which, in one with the front range lighthouse marks the axis of the ship channel through Batture Dos de Cheval (Horse-back bar), was taken down and replaced by a lighthouse tower.

The tower is square in plan, with sloping sides, and consists of a skeleton steel frame surmounted by an inclosed wooden watchroom, and a square wooden lantern. The steel frame is painted red, and the woodwork white. The building is sixty one feet high from the ground to the vane on the lantern.

The tower stands on the ground formerly occupied by the day beacon at the top of the steep cape, 1,250 feet S. 69° W. (S. 53° W. true) from the front range lighthouse.

The light is a fixed white catoptric light, elevated 145 feet above high water mark, which should be visible eighteen miles in, and over a small arc on each side of, the line of range.

The new light was put in operation for the first time August 1, 1901. This light in one with the front light of the old range, bearing S. 69° W., leads through the axis of

the dredged ship channel, from below black can buoy No. 73 Q, to the intersection of the alignment of these two lights with the alignment of the Ste. Emélie range lights.

The three lights at Cape Charles will be known as the front light, the lower back light, and this new light as the upper back light, respectively.

The steel work was provided by the Gould, Shapley & Muir Company, of Brantford, Ont., whose contract price was \$581. It was erected, and the building completed, under the supervision of Mr. E. Roy, foreman of works for the agency, at a cost of \$466.22.

CHANGES AND IMPROVEMENTS IN EXISTING AIDS.

Explosive signals increased in frequency.—From July 1, 1901, the cotton powder cartridges exploded as fog signals at the following light stations in the Gulf of St. Lawrence, provided therewith, viz.:—at *Bird rocks; Heath point, Anticosti; West point, Anticosti; Cape Gaspé; Pointe de Monts; Cape Chatte;* and *Father point* have been fired every 15 minutes, instead of every 20 minutes as theretofore, and in the event of a vessel's fog signal being heard by the man in charge of any station, in dangerous proximity to shore, an additional shot is immediately fired, and the firing continued at intervals of 5 minutes, until the vessel has passed the station. These are the same intervals as were adopted for Green Island, so that at all the eight stations in this agency, where bombs are used, the regulations are identical.

River Caribou.—This front range tower, which was destroyed by fire on July 7, 1900, was rebuilt and put in operation.

The tower is similar in every respect to the old one.

The back tower at this station was blown down on September 3, 1900, and is replaced by a light shown from a pole, with a diamond shaped day beacon attached.

The light is fixed white, elevated 32 feet above high water mark. The pole stands on the site of the destroyed tower.

The work of rebuilding this tower and of erecting the pole light, was performed by John Savard and Wm. Warren at a cost of \$127.27.

Red islet lightship was, on October 10, 1901, removed from her old position off the tail of Red island bank, to a new station about a mile southward, on the line of 20 fathoms on the south edge of the bank. It is claimed by St. Lawrence pilots that in this new position she will be of more service to heavy draught vessels coming up the river in foggy weather.

Lower Traverse lightship was, in 1901, moved up stream about $\frac{1}{2}$ mile in a south-westerly direction, to a point a little below the station of the black can buoy, marking the narrowest point in the Traverse, and known as the Point of St. Roch buoy. This buoy was withdrawn when the lightship was moved. This change was made at the solicitation of the pilots.

Quebec harbour.—A large elevator has been erected on the west side of the Princess Louise basin, and a marine tower, in connection therewith, has been erected on the cross wall, between the wet dock and the tidal basin. This marine tower intercepted the light from the two fixed red lights maintained on the Battery, at the foot of Ste. Famille street, which formed the back light of the Quebec harbour range. It was consequently necessary to discontinue, in November, 1900, the maintenance of these two fixed red electric arc lights and to establish a fixed red electric arc light on the east face of the above described marine tower, in their place.

This light is shown from an electric arc lamp suspended from brackets at a height of 103 feet above high water mark. The marine tower is 113 feet high from the top of the cross wall to the top of the roof. It is a wooden building, not painted, covered with galvanized iron.

The new back light is distant 1,690 feet W.S.W. from the front light on the N.E. corner of Princess Louise embankment, which has not been changed.

The two lights in one, bearing W.S.W., lead up the harbour to the Commissioners' wharf clear of Beauport bank on the starboard and Point Lévis shoal on the port hand.

SESSIONAL PAPER No. 21

St. Antoine.—The upper light, shown from an anchor lens lantern, hoisted on a pole above the permanent light to clear trees down stream, has been raised and is now 32 feet higher than the light shown from the tower, and 128 feet above high water mark.

Ste. Emélie.—The light shown from the back tower of this range, which previously was only visible in the line of range, has now been changed so as to show from all points of approach in the channel. This change has been made for the convenience of coasting steamers calling at Ste. Emélie wharf, in the mouth of Great Chêne river.

Pointe aux Trembles.—The back range lighthouse at this station, which was burnt down in October, 1899, was replaced last autumn by a new tower, erected on the site of the burnt one, 1,800 feet S. 48° W. (S. 34° 5' W., true) from the front range lighthouse, and the temporary light shown from a lantern hoisted on a pole, was discontinued, and the pole removed.

The light is a fixed, white catoptric light, elevated 68 feet above high water mark, and should be visible 14 miles in, and over a small arc on each side of, the line of range.

The tower is square in plan, with sloping sides, and consists of a skeleton steel frame, surmounted by an inclosed wooden watch room and a square wooden lantern. The steel frame is painted red, and the woodwork white. The building is 61 feet high, from the ground to the vane on the lantern.

The two lights in one, bearing S. 48° W., lead through the dredged channel between Ile aux Vaches and Ile à l'Aigle to the intersection of the alignment of Ile Ste. Thérèse upper range lights, which show the middle of the dredged channel past Pointe aux Trembles. The alignment of the Pointe aux Trembles lights is somewhat to the northwestward of the present axis of the channel which they mark, as the Department of Public Works proposes to widen the channel on its northwest edge. Both edges of the channel are conspicuously marked by buoys.

The lighthouse was erected by the department, under the supervision of Mr. E. Roy, at a cost of \$1,294.66.

Witch Shoal.—The lighthouse standing on a pier on this shoal in Lake Memphremagog, which was carried away by the ice in the spring of 1900, was replaced by a new building during the same summer.

The tower stands on the deck of the pier, which is five feet above the ordinary level of the lake. It is a square wooden building with sloping sides, surmounted by a square wooden lantern, and is painted white throughout. It is 23 feet high from the deck of the pier to the ventilator on the lantern.

The light is fixed white, elevated 22 feet above the ordinary level of the lake, and should be visible nine miles from all points of approach, except from the westward. The illuminating apparatus is dioptric, of the 7th order.

The building was erected by Mr. D. Mullins, of Magog, the contract price being \$420.

BUOYS AND BEACONS.

Grand Entry.—The entrance to the harbour is marked by thirteen buoys, placed under arrangement with the harbour master. These buoys were located and the channel through the bar surveyed by the undersigned, and a new edition of the admiralty plan, based thereon, was issued.

St. Roch Point.—On account of the change in position of the Lower Traverse light-ship, the black buoy, which was moored on the northwest edge of St. Roch shoals off St. Roch Point has been removed and will be discontinued.

Traverse Middle Ground.—An iron swift current conical buoy, painted red, has been placed on the centre of the southeastern edge of the middle ground, South Traverse, to replace a small wooden can buoy previously moored there.

Upper Traverse Gas Buoy.—On July 23, 1901, a cylindrical gas buoy was moored on the southwest end of the Middle ground, at the upper end of the Traverse of St. Roch, replacing the red cylindrical iron buoy which has heretofore marked the northwest side of the deep water channel at that point.

1-2 EDWARD VII., A. 1902

This buoy is moored in 28 feet of water. $4\frac{1}{2}$ cables N. W. $\frac{3}{4}$ W. from Upper Traverse lighthouse. It is painted red, and the bright gas light, elevated 10 feet above the water, is automatically occulted at frequent intervals.

Mariners were warned that in consequence of the velocity of the current in this channel it is not expected that the gas light will be effective. It is impossible to show a steady light from a buoy that is continually being careened and swung by a 7-knot current.

North Channel, Orleans.—A red wooden can buoy has been established in $2\frac{1}{2}$ fathoms on the east end of Batture des Islets, and a black wooden can buoy, in $2\frac{3}{4}$ fathoms, off Ste. Anne river, on the north edge of the shoal, $1\frac{1}{5}$ miles west of the black buoy previously maintained on the same shoal. Both these new buoys are in the channel north of the Island of Orleans.

St. Augustin Shoal.—The three can buoys numbered 17 Q, 19 Q and 20 Q, marking a natural channel at the eastern end of St. Augustin shoal were discontinued on September 2, 1901. The straight channel, recently marked by the Pointe à Basile range, gives a good straight safe course, with ample depth except for $1\frac{1}{2}$ hours at extreme low tide. At the present time the clear depth over the St. Augustin shoal is 27 feet in the new range at extreme low tide. Vessels of heavy draught should not attempt to pass St. Augustin shoal at extreme low water.

Point Aubin.—A black can buoy was substituted for black spar 21Q moored off this point.

Trembles Shoal Gas Buoy.—On the opening of navigation in the spring of 1901, a large cylindrical gas buoy with a conical superstructure in slatwork was placed on this station instead of the smaller spherical buoy, maintained on that station last year, but as it gave no more satisfaction to pilots than the other forms of buoys previously used, a spherical gas buoy, with an unusually high superstructure, holding the lantern 14 feet above the water, was on July 11, 1901, substituted for it. No gas buoy has given satisfaction here, as the strong current careens them so that the light cannot be seen at a distance.

Poullier Paget.—A black can buoy was substituted for black spar 47 Q, moored on this shoal.

Platon Point.—A black can buoy was substituted for black spar 49 Q, moored off this point.

Bécancour beacon.—This beacon, erected in 1899, was blown down, and has been replaced by a diamond shaped beacon of lattice work, ten feet long on each side, supported on a mast 50 feet high. The whole of the lattice work and the mast are painted black. This beacon stands 14,100 feet N. $64^{\circ} 15'$ E. from Ste. Angèle church.

The beacon in line with the spire of Ste. Angèle church shows the middle of the channel between Isle Bagot and Bécancour point.

Vessels going up the river should bring the beacon and church in one before reaching black spar buoy No. 23 C, and should keep them in one, bearing N. $64^{\circ} 15'$ E. until they near Bécancour bend red iron buoy No. 30 C. The work was done by the crew of the *Shamrock*, under Mr. Boucher's supervision.

Ile au Bour.—Black spar buoy 79 M, marking the south edge of the ship channel south of this island, has been temporarily moved 600 feet down stream, to permit of widening the dredged cut where it was previously moored. On the completion of the widening, the buoy will be again moved up stream to the south edge of the widened cut.

Ship channel buoys.—Several corrections were made in the published list of these buoys, embodying improvements carried out during the last two or three seasons.

NOVA SCOTIA LIGHTHOUSE DIVISION

This division, in charge of Mr. J. Parsons, agent of the department in this province, comprises 202 lighthouses, exhibiting 213 lights, 1 light vessel, 16 steam fog-alarms, 1 explosive fog-alarm station, 30 hand fog-horn stations, 2 fog-bells, 22 automatic whistling buoys, 18 automatic bell buoys, 127 iron or steel buoys, about 800 spar and

SESSIONAL PAPER No. 21

other small buoys, 10 stationary beacons, 17 life-saving stations, 3 humane establishments, 4 signal stations and 1 steamship.

The stations have been inspected by Mr. C. A. Hutchins, superintendent of lights, the boilers and machinery at the fog-alarm stations by Mr. D. Stevens, inspector of government steamboats, and the life-saving stations by Capt. B. Douglas, R.N.R., naval assistant.

All the automatic buoys (bell and whistling) have been placed and cared for by the *Newfoundland* and during part of the winter by the Dominion government steamer *Lansdowne*. About 50 of the spar buoys and 75 iron cans are placed and replaced directly by us; the others in the different harbours are cared for and kept in position by persons holding three year contracts obtained by public competition.

NEW AIDS TO NAVIGATION.

Victoria beach.—A lighthouse at this point, on the eastern side of Digby gut, was put in operation on July 8, 1901, to serve as a guide through the gut, as well as for the benefit of small vessels seeking a landing on the beach.

The building is a square wooden tower, with sloping sides, surmounted by a square wooden lantern, the whole painted white. The tower is 28 feet high from base to top of ventilator on lantern. It stands 100 feet back from the water's edge, in an easterly direction, on land 30 feet above high water mark.

The light is fixed white, elevated 52 feet above high water, and should be visible 12 miles from all points of approach by water. The illuminating apparatus is dioptric. The work was done under contract by Mr. John Roney, his contract price being \$497.

Grand passage.—A lighthouse was put in operation on January 12, 1901, on the north point of Brier island, to indicate the north entrance to Grand passage.

The light is a fixed red light elevated 62 feet above high water mark, and should be visible for 8 miles from all points of approach by water. The illuminating apparatus is dioptric, of the seventh order.

The lighthouse is a square, wooden building with sloping sides, painted white, surmounted by an octagonal iron lantern, painted red. It is 34 feet high from its base to the vane on the lantern. It was erected under contract by Mr. Frank H. Piper, of Westport, his price being \$897.50.

Baccaro, Sand spit, Shelburne, Carter island, Fort point, Liverpool.—Hand fog horns have been supplied these stations, to answer the fog signals of vessels, whenever heard in proximity.

Indian harbour.—A lighthouse was put in operation on May 20, 1901, on the south-eastern extremity of Paddy's head island, entrance to Indian harbour, on the eastern side of St. Margaret bay, county of Halifax, as a guide to small vessels seeking an entrance into Indian harbour through the channel between the southern extremity of Paddy's head island and Wreck island.

The building is a square, wooden tower, with sloping sides, surmounted by a square, wooden lantern, the whole painted white. The tower is 33 feet high from its base to the top of the ventilator on the lantern, and is situated 95 feet back in a north-westerly direction from the S.E. extremity of the island on land 10 feet above high water mark.

The light is a fixed white light, elevated 36 feet above high water mark, and should be visible 7 miles from all points of approach by water. The illuminating apparatus consists of a pressed glass lens.

This building was erected by the department by days' labour, under the supervision of Mr. Amos McLennan, as foreman of works, and cost \$728.24.

Port Bickerton.—A small harbour light was put in operation on October 10, 1901.

The building is a square wooden tower, with sloping sides, surmounted by a square wooden lantern, the whole painted white. The tower is 23 feet high from base to top of ventilator on lantern. It is erected near the western extremity of Barachois point, 100 feet back from the water's edge in a north-easterly direction, on land 25 feet above high water mark.

1-2 EDWARD VII., A. 1902

The light is fixed white, elevated 43 feet above high water mark, and should be visible 7 miles from all points of approach by water. The illuminating apparatus consists of a small, pressed glass lens.

The lighthouse was built by Mr. Emery Taylor, of Stillwater, N.S., whose contract price was \$500.

Charlo.—Two range lights were put in operation on October 10, 1901, at Charlo harbour, on the north-western side of Tor bay.

Each building is a square wooden tower, with sloping sides, surmounted by a square wooden lantern, the whole painted white, and each tower is 23 feet high from its base to the top of the ventilator on the lantern.

The front tower stands on ground 11 feet above high water mark, 50 feet back from the water's edge, on the extremity of the point on the west side of the harbour.

The light is a fixed white light, elevated 28 feet above high water mark, and should be visible 3 miles in, and over a small arc on each side of, the line of range. The illuminating apparatus is catoptric.

The back tower stands 742 feet N.W. $\frac{1}{2}$ W. from the front tower.

The light is a fixed white light, elevated 51 feet above high water mark, and should be visible 3 miles in, and over a small arc on each side of, the line of range. The illuminating apparatus is catoptric.

Vessels bound for Charlo harbour should keep Cole harbour red range lights in one until the alignment is intersected by that of the Charlo harbour range lights. From that point a course N.W. $\frac{1}{2}$ W. in the alignment of the Charlo harbour range lights will lead in clear of the reefs off Forsters island.

The buildings were erected by the department under the supervision of Mr. A. McLellan, at a cost of \$814.29.

Poulamon.—A lighthouse was put in operation on August 6, 1901, on Hawk islet, at the entrance to Poulamon bay, as a guide into the bay and through Lennox passage.

The lighthouse is a square wooden building, surmounted by a square wooden lantern rising from the middle of the cottage roof. The building and lantern are painted white. The lighthouse is 30 feet high from the base to the top of the ventilator on the lantern, and is located on the summit of the islet, on land ten feet above high water mark.

The light is a fixed white light, elevated 34 feet above high water mark, and should be visible seven miles from all points of approach by water. The illuminating apparatus is dioptric of the seventh order.

The work was done under contract by Mr. Peter McLean, of Cannes, and cost \$1,109.

Grand Etang.—A lighthouse was put in operation on July 15, 1901, at Grand Etang, on the western coast of the county of Inverness, Cape Breton. This is the harbour named Squirrel pond on the Admiralty charts.

The lighthouse stands on the breakwater on the southern side of the channel leading into the harbour, near its outer end.

The building is a square wooden tower, with sloping sides, surmounted by a square, wooden lantern, and is painted white, with the iron railings red. It is 23 feet high from the deck of the pier to the vane on the lantern. The pier rises 7 feet above high water mark.

The light is fixed red, elevated 24 feet above high water mark, and should be visible six miles from all points seaward. The illuminating apparatus is dioptric of the seventh order.

The lighthouse was built by Mr. James D. McDonnell, of Margaree, the contract price was \$291.

Margaree harbour.—The fixed white light with red sector, shown from the tower standing on the breakwater pier at the entrance to the harbour, was permanently discontinued on May 4, 1901, and the tower removed.

To replace the above discontinued light, two range lights were established on the south side of the harbour, and on the west side of the mouth of Margaree river, which in one, bearing S. by W., (S. 14° 20' E. true) lead into the harbour, at the mouth of the river, clear of the breakwater on the S.W. side of the mouth.

SESSIONAL PAPER No. 22

The front light is a fixed red light, elevated 75 feet above high water mark, and should be visible ten miles in, and over a small arc on each side of, the line of range. The illuminating apparatus is catoptric.

It is shown from a wooden tower, square in plan, with sloping sides, which stands 169 feet back from high water mark on the bank facing the entrance to the channel. The tower is 22 feet high from its base to the vane on the lantern, and is painted white.

The back range light is a fixed red catoptric light, elevated 105 feet above high water mark. It should be visible ten miles in, and over a small arc on each side of, the line of range. It is shown from a wooden tower, square in plan, with sloping sides, erected 215 feet, S. by W. (S. 14° 20' E. true) from the front tower. It is 33 feet high from its base to the vane of the lantern, and is painted white.

The buildings were erected by the department under the supervision of Mr. A. McLellan, at a cost of \$1,062.95.

IMPROVEMENTS AT EXISTING STATIONS.

Kingsport.—The lighthouse was temporarily moved off the wharf to permit of repairs, and a temporary pole light substituted for it.

Abbot harbour.—The light will in future be kept in operation all the year round, and not extinguished in winter, as heretofore.

Port Maitland (Green Cove).—The fixed red light shown from the outer end of the westerly breakwater, will hereafter be kept lit until December 31, each year, instead of being extinguished on November 15.

Cross island.—On June 15, 1901, the upper occulting light and lower fixed light, formerly shown from Cross island lighthouse, were replaced by a group-flashing revolving light.

The light is a white light, showing three bright flashes, with intervals of 15 seconds between their points of greatest brilliancy, followed by an eclipse of about 20 seconds' duration, the whole system completing a revolution in one minute. It is shown from a lantern surmounting the lighthouse tower, is elevated 100 feet above high water mark, and should be visible 15 miles from all points of approach by water. The illuminating apparatus is catoptric.

The new apparatus was constructed in the department's workshops in Ottawa, and was installed by the keeper, and cost \$600.

Cape Race.—On December 1, 1901, the fog whistle at this light-station was changed to give blasts of five seconds with intervals alternately of 15 and 35 seconds between them.

The height of the lighthouse tower, and of the light above the water, was checked and corrected by the undersigned.

Meagher Beach.—The light has been improved by replacing an old worn out lantern by a modern octagonal iron lantern, and by replacing the reflectors hitherto used by a fifth-order lens, which shows a more intense light than the old light, and a light of equal intensity all around the horizon. The lantern was made by the Victoria Foundry Co., of Ottawa, at a cost of \$300, and was erected under the foremanship of Mr. Amos McLellan.

BUOYS AND BEACONS.

Canning beacons.—Six day beacons have been established on the sides of the channel of Canard creek to indicate the best water in the approach to Canning, Kings county. Each beacon consists of three piles driven in a cluster and chained together at the top; they extend 10 feet above the surface of high water spring tides. There are two beacons on the port hand entering and four beacons on the starboard hand; the uppermost 5 feet of each beacon is painted; starboard beacons red; port beacons black; below the paint all the beacons are whitewashed.

The outermost beacon is a port beacon established at a sharp bend in the channel north eastwardly from Porter point; this beacon is surmounted by a barrel painted black.

The other beacons mark turns in the tortuous channel between the above described point and the wharfs in the village.

Avon river mooring buoy.—An iron can buoy was established in the spring of 1901, in mid-channel of the Avon River, Mines basin, to indicate the best channel, and also to serve as a mooring buoy for vessels.

The buoy is painted in alternate black and white vertical stripes, and is moored in about 7 fathoms of water, with a span and bridle, with two anchors placed athwart channel about 60 fathoms apart. From the buoy Horton bluff lighthouse bears S. by W., distant 1 mile.

Old Man ledge buoy.—The iron can buoy marking this ledge, east of the Tusket islands, at the entrance to the Bay of Fundy, has been moved, and in its present position is moored in 5 fathoms water $\frac{1}{2}$ mile E. by S. from the rock.

The buoy is painted black, with 'Old Man' marked on it in white letters.

From the buoy Peases island light bears N.W. by N. $\frac{3}{4}$ N., $1\frac{1}{2}$ miles; and Whitehead island (Argyle) light, E. by N., $6\frac{1}{2}$ miles.

St. Johns ledge bell buoy.—On February 1, 1901, the maintenance of this buoy was discontinued, as previously indicated.

Pubnico whistling buoy.—On February 1, 1901, a whistling buoy was established in position in 15 fathoms water, 6 miles S. W. by W. from Pubnico harbour light.

Bon Portage bell buoy.—On February 16, 1901, a bell buoy was established $1\frac{1}{2}$ miles S. $17^{\circ} 15'$ W. from Bon Portage light.

Lunenburg bay buoys.—These were accurately located and described in August, 1901, by Captain A. Galloway, R.N., H.M.S. *Tribune*.

Mahone bay buoys.—Five black and three red spar buoys, about 20 feet long, showing about 6 feet above water, have been established in Mahone bay. These buoys were placed by Mr. Keith Hudson, of Chester, at his own expense, but have been taken over by this department. They are now in charge of the harbour master at Chester, who has agreed to maintain them at a cost of \$20 per annum.

Brig rock buoy.—For many years past this buoy has appeared on the Admiralty charts as a bell buoy, although it has been replaced by a conical buoy. The necessary corrections have been made. In future an effort will be made to maintain this buoy on its station throughout the year.

Egg island whistling buoy.—Hereafter this buoy will be kept in position all the year round. It may possibly be necessary to remove it for a few weeks in the early spring every year, if it is threatened by the presence of drifting ice in the vicinity.

Liscomb buoys.—Two new buoys were, in 1901, established to mark shoals in the approach to Liscomb harbour, southeastern coast of Nova Scotia, viz.: An iron can buoy, painted black, moored in 10 fathoms off the eastern extremity of Liscomb shoal, three-quarters of a mile from the extremity of Liscomb point, which should be left on the port hand in entering; and an iron conical buoy, painted red moored in 8 fathoms, off the western extremity of Mackerel shoal. This buoy which should be left on the starboard hand in entering, replaces a wooden spar buoy heretofore maintained, but which has now been discontinued.

Southwest Bull buoy.—The wooden spar buoy, heretofore marking the southwest Bull Rock, which lies about three-fifths of a mile southwesterly from Whitehead island light, was replaced in the spring of 1901 by an iron can buoy. The buoy is painted black with S.W. Bull in white letters on the top, and is moored in ten fathoms of water, 1 cable S.E. from the rock.

Whitehead whistling buoy.—An automatic whistling buoy, on the Courtnay principle was established in June, 1901, off Whitehead Island light, in the county of Guysborough, as a fairway buoy for the guidance of vessels proceeding along the coast, or seeking an entrance into Whitehaven. The buoy is painted in alternate black and white vertical stripes, with Whitehead in black and white letters on the side, and is moored in about 30 fathoms water, $2\frac{1}{2}$ miles S. by W. from Whitehead Island lighthouse. The course in to Whitehaven will be N. five-eighth E. from the buoy; this will lead about $2\frac{1}{2}$ cables to the eastward of southwest Bull Rock buoy, last described.

Gannet shoal buoy.—An iron can buoy, painted black, was on June 26, 1901, established off Gannet shoal, on the southeastern coast of Nova Scotia. This buoy is

SESSIONAL PAPER No. 21

moored in 19 fathoms water, one quarter S.E. from the centre of the three fathom outer shoal, and is intended for the guidance of vessels bound through *Andre x* passage, or into little Dover. It will be maintained each year during the season of navigation, and taken up for the winter in December, and replaced again on the disappearance of ice on the coast in the spring.

Guy sborough.—The beacon and buoys entering this harbour were properly located.

Neil cove South point buoy.—A wooden spar buoy, painted black has been maintained since September, 1899, on the eastern end of the shoal extending eastward from South point, southerly from Neil cove, on the northeastern coast of Cape Breton. The buoy is moored in $7\frac{1}{2}$ fathoms water, and is taken up on the close of navigation every winter, and replaced again in the spring.

NEW BRUNSWICK LIGHTHOUSE DIVISION.

The New Brunswick division comprises all the lighthouses and other aids to navigation within the boundaries of the province, both on the Bay of Fundy and on the Gulf of St. Lawrence coast. The large buoys maintained by the government on the Nova Scotia coast of the Bay of Fundy are attended to by the steamer *Lansdowne*, under the direction of the New Brunswick agent, but are otherwise under the control of the Nova Scotia agent.

This division is under the charge of Mr. F. J. Harding, agent of the department at St. John, N.B.

The lights and other aids to navigation were inspected by Mr. John Kelly, inspector of lights.

There are in this agency 126 lighthouses, 2 lightships and 12 steam fog-alarms.

The number of keepers and engineers in connection with the lighthouses and fog-alarms, is as follows: 98 light-keepers, light-keepers and engineers of fog-alarms.

The method of supplying the lights varied in accordance with locations. The supplies for the St. John river, Grand lake and Washademoak lake lights were shipped by regular local steamers and a separate bill of lading furnished for each station.

The supplies for the Miramichi river lights were sent by the bay lightship and by regular lines of steamers or schooners trading to the different points.

The Bay of Fundy lights were supplied by the steamer *Lansdowne*, and those in the Chaleur bay district were supplied by rail. In all cases the supplies have been delivered in the most convenient and economical way.

IMPROVEMENTS AND CHANGES IN EXISTING AIDS.

Machias Seal island.—As a result of an inspection by the undersigned in October, 1901, it was found that the particulars respecting the lights and fog-alarms at this station, published in the list of lights, &c., were erroneous and might mislead. A notice to mariners giving correct information was therefore issued. A thorough overhauling of the station was made.

Gannet rock.—To admit of repairs to the revolving mechanism, it was found necessary to show a fixed white light from this station between September 1, 1901, and October 1, 1901, when the repairs were satisfactorily completed, and the light now shows as heretofore as a fixed white light varied by white flashes.

From July 1, 1901, the cotton powder fog signals are fired every fifteen minutes instead of every twenty minutes as previously, and in the event of a vessel's fog signal being heard by the keeper in dangerous proximity, an additional shot will immediately be fired, and the firing continued at intervals of five minutes until the vessel has passed.

Bliss island.—The light will be changed on January 15, 1902, from fixed red to fixed white, greatly increasing its range and usefulness.

Partridge island.—Arrangements have been completed for changing the present fog-alarm of one blast of 10 seconds in every minute to one blast of five seconds, with

alternate intervals of 20 and 30 seconds. The change will take effect on February 1, 1902.

Sand point.—On the opening of navigation in 1901, the entire superstructure above the iron framework, including the lantern of this lighthouse on the St. John river, was painted white, so as to make it a more conspicuous daymark against the background of dark fir trees than it was previously.

Williams landing.—The mast on the public wharf, from which a lantern light was shown was carried away by ice in the spring of 1901. Temporarily the light is shown from a lantern hoisted on a tree, standing on shore near the inner end of the wharf.

A new wharf is being built about a mile above Williams landing and it is in contemplation to remove the light to a new site near the wharf.

Gagetown.—On April 10, 1901, this fine new lighthouse, on the west shore of the River St. John, was carried away by the spring freshet.

A temporary fixed white light was shown from a lens lantern suspended from an elm tree standing within 20 feet of the site of the lighthouse. Later the lighthouse was replaced in position and the permanent light was again exhibited on June 22, 1901. The work of rebuilding the foundation, replacing and repairing the tower was executed by days' labour under the superintendence of the inspector of lighthouses, at a cost of \$268.73.

Zephyr rock lightship, was placed on her station in Shediac harbour during the autumn of 1900, and again, on October 1, 1901, and was maintained thereon until the close of navigation in 1901.

The lightship is moored in 19 feet water, 2 cables N.N.E. from Zephyr rock. She is a schooner with two masts and is painted blue with black bulwarks. Between the masts two white lights are exhibited with a perpendicular distance of 4 feet between them. The height of the lower light above the water is 21 feet, and the lights should be visible 8 miles.

In foggy weather a hand horn on deck answers signals from vessels.

This lightship is temporarily maintained during the dark nights of late autumn only principally to facilitate the entrance to Shediac of the mail steamer from Prince Edward Island.

Richibucto beach.—To make the range lights lead through the channels as at present existing through the bars outside the mouth of the river it has been necessary to rearrange them. On August 1, 1901, two new pole lights were established on the south beach.

The lights are fixed white, shown from pressed lens lanterns hoisted on poles, and should be visible three miles from all points of approach.

The front light is elevated 34 feet above high water mark. The mast is 26 feet high, and stands 112 feet back from the water, at a point 2,858 feet southeastwardly from the front light of the old range.

The back light is elevated 37 feet above high water mark. The mast is 37 high and stands 263 feet S. $\frac{1}{2}$ W. from the front one.

The two lights in one, bearing S. $\frac{1}{2}$ W., lead to the black can buoy in $4\frac{1}{2}$ fathoms that marks the southern limit of the anchorage outside the bar. They also lead between the buoys marking the channel over the bar which carries 12 feet water, to the red can buoy which marks the sharp turn of the channel to the westward inside the bar. After passing the turning buoy the course up the shore between the north and south beaches is N.W. by W. $\frac{3}{4}$ W. From this point up to the town the somewhat tortuous channel is marked by buoys.

At the same time that these range lights were established the red back light of the old Richibucto harbour range, on the same south beach, was discontinued, as that alignment gave only 2 feet water over the bar, but the front white light was maintained to guide up from the turn above described.

On October 8, two other range lights were established on the south beach to lead through the channel between the south beach and the sand bar extending eastward from the north beach.

The alignment of this new range leads from its intersection with that of the range lights established on August 1, 1901, for a distance of one mile, to a point where a turn is marked by a black spar buoy.

SESSIONAL PAPER No. 21

The front white light of the old range, which was retained in operation when the back light was put out, on August 1, was at the same time extinguished, so that the two pairs of ranges established in 1901 are alone in operation.

These changes were carried out under the supervision of Mr. John Kelly, inspector of lighthouses, by day labour, at a cost of \$90.46.

Miramichi bay lightship which was blown from her moorings on October 11, 1900, as mentioned in last year's report was replaced on her station only on May 25, 1901.

A bell operated by hand has been placed on the above lightship, and during fog will be rung rapidly for three seconds, and after a silent interval of one second will again be rung rapidly for three seconds, followed by a silent interval of one minute, thus giving a double ringing at minute intervals.

North Tracadie.—The channel at this gully, which has always given much trouble from its sudden and great changes, has shifted so far south from the alignment marked by the range lights, and is now so crooked, that it was found impossible to utilize the range lights to enter the gully. The front range light was consequently discontinued on September 16, 1901, until further notice. The back, or main light, is still continued in operation as a coast light, to indicate the position of the gully.

Miscou gully.—The mast from which the light is shown has been increased 9 feet in height.

The light shown from this mast has, since July 31, 1901, been increased in intensity by replacing the lantern with a pressed glass lens by a lantern with a dioptric lens of the seventh order.

The fixed white light is now elevated 54 feet above high water mark, and should be visible 11 miles from all points of approach to the entrance.

BUOYS AND BEACONS.

Woodward cove beacon.—A beacon was erected on November 15, 1900, on Big Round rock, Woodward cove, on the east shore of Grand Manan island. It consists of a spindle surmounted by an iron cage, is 27 feet high, and is painted black. The distance from high water mark on the shore of the main island out to the beacon is 984 feet.

Vessels entering Woodward cove, intending to take the channel between the beacon and the bar on the north side of the cove, should give the beacon a berth of 126 feet, leaving it on the port hand.

Big Duck island ledge buoy was changed from can to conical to conform to the regulations adopted by the International conference respecting the shapes of buoys.

Net rocks buoy was similarly changed.

Catherine cove beacon.—A beacon was erected on December 24, 1900, on the north extremity of the ledge on the south side of the entrance to Catherine cove, Letête passage.

The beacon consists of a wooden spindle, surmounted by a rectangular wooden top mark, the whole painted red. The spindle is 30 feet high, from base to top. It stands on the ledge, 8 feet back from high water mark, and should be given a berth of 36 feet by vessels passing up the channel to Catherine cove, which is the indentation on the main land between Mathew cove and Oak island.

Beaver harbour shoal buoy was changed from can to conical.

Bliss island reef buoy was similarly changed.

Dipper harbour.—A bell buoy of the United States Government pattern was established off this harbour, on September 18, 1901. The buoy is black, with 'Dipper Har.' in white letters on the deck.

Musquash harbour.—A similar bell buoy was at the same time placed in the mouth of this harbour. It is painted in alternate black and white vertical stripes.

Quaco buoys.—Hereafter the bell buoys marking Quaco ledge and Quaco reef, and the can buoy marking Quaco shoal, in the Bay of Fundy, will, if ice permits, be kept in position all the year round, instead of being removed for the winter as heretofore.

1-2 EDWARD VII., A. 1902

Heron island buoyage.—A black can buoy was, in June, 1901, established in 4 fathoms water off the eastern end of this island in Chaleur bay.

From the buoy Heron island lighthouse in one with Maguacha point bears N. 35° W., distant 2 miles, and the extremity of Black point bears S. 42° W.

A red spar buoy was also established in 3 fathoms water, off the western end of the same island.

From the buoy Heron island light in one with the west point of the island bears S. 50° E., distant 3·2 miles.

PRINCE EDWARD ISLAND LIGHTHOUSE DIVISION.

The division is under the charge of Mr. Artemas Lord, who is agent of the department at Charlottetown, and also acts as inspector of lights for the district which embraces the whole province. The general routine of the office work has been, as formerly, performed by the agent, assisted by Mr. H. W. Mutch, as clerk and messenger. The work of building new lighthouses and superintending the more extensive repairs at existing stations has been done under the personal superintendence of Mr. M. Walsh, as foreman of works. Under the agent's instructions, Mr. Walsh is also warehouseman for the lighthouse stores in Charlottetown.

There are in the division 66 lights at 39 stations, and one fog horn, under the charge of 45 keepers. There are three automatic whistling buoys and one bell buoy. The majority of lights are situated on headlands and serve the general purposes of navigation, the remainder being harbour lights intended particularly for the benefit of fishermen. There are thirty harbours buoyed under the system of three year contracts, and seven in which buoys are maintained by the department under the local harbour masters.

All the stations on the island were inspected by the agent on the annual supply trip last summer which was made on the D.G.S. *Brant*.

IMPROVEMENTS AND CHANGES AT EXISTING STATIONS.

Annandale.—The back range tower at this station, on Grand river, which was blown down by a gale on October 11, 1900, has been replaced by a new tower, situated 96 feet nearer the front range tower than the old one, on the same line of range. It stands upon the east side of a point locally know as Juniper point, N.W. by N. 4,244 feet from the front range tower.

It is an open framed, wooden, square tower with sloping sides, surmounted by an inclosed square wooden lantern. The side of the tower facing the channel is slatted. Both the tower and lantern are painted white. The height of the tower from the base to the vane on the lantern is 65 feet.

The light shown is a fixed white light, elevated 78 feet above high water mark, and should be visible 14 miles in the line of range. The illuminating apparatus is catoptric.

On the top of the front range tower (located in the village, 220 feet north from the shore of the river, and 312 feet N. 70° E. from the head of the public wharf) there has been erected a small slatted beacon 5½ feet high and 4 feet wide, on which is painted a white diamond 5½ feet by 4 feet, the remainder of the face of the beacon being painted red.

In consequence of the back range tower being moved eastwardly, the fixed red light, heretofore shown from a lantern on a mast on the north-west corner of Annandale wharf, has been discontinued: as the line of range of this light and the back range light would have been obstructed by buildings on the wharf.

This work, done under the supervision of Mr. Walsh, cost \$464.87.

Hasard point.—On January 1, 1902, the range lights will be changed from fixed red to fixed white catoptric lights.

The front light is elevated 45 feet above high water mark, and will be visible 12 miles in, and over a small arc on each side of the line of range.

The back light is elevated 125 feet above high water mark, and should be visible 17 miles in, and over a small arc on each side of, the line of range.

SESSIONAL PAPER No. 21

Leards range back light.—On October 23, 1901, the light shown from a dormer window of the house of the late Mr. Leard, in Crapaud harbour, was permanently discontinued, and the day beacon, which showed above the ridge of the house was taken down.

On the same date a new back range light was shown from a tower erected 200 feet behind or north of the above mentioned house, in the same line of range.

This light is fixed white, elevated 95 feet above high water mark, and should be visible 8 miles in, and over a small arc on each side of, the line of range. The illuminating apparatus is catoptric.

The tower is a square, pyramidal, wooden, open skeleton frame, having the front face covered with slats so as to form a day beacon, and is painted white. It is surmounted by an inclosed square wooden lantern painted white, and is 46 feet high from its base to the top of the ventilator on the lantern.

This change was made under Mr. Walsh's foremanship, and cost \$272.54.

Cascumpeque.—In consequence of a serious change in the position of the channel over the bar at the mouth of this harbour, caused by last winter's storms, it was found necessary in May, 1901, to discontinue the exhibition of the range lights maintained on the south sand hills, outside the main lighthouse.

Later the buildings were removed to Sandy island, on the north side of the entrance to the harbour, where they were put in operation on July 11, 1901, and will be known as the Sandy island range lights.

The front range tower now stands on the eastern edge of the island, a short distance back from high water mark.

It is a white, square, wooden tower, with inclosed sloping sides and is 22 feet high from its base to the ventilator on the lantern.

The fixed white catoptric light is elevated 20 feet above high water mark, and should be visible nine miles in, and over a small arc on each side of, the line of range.

The back range tower stands 364 feet W. by N. $\frac{1}{2}$ N. from the front range tower, and 125 feet northwardly from where the main light stood when on Sandy island. It is a building similar to the front one, and is 26 feet high. The fixed white catoptric light is elevated 24 feet above high water mark, and should be visible ten miles in the line of range.

To enter Cascumpeque harbour vessels should bring the main, or sea light, on the south sandhills, to bear W. $\frac{1}{2}$ N., and run in until the range lights on Sandy island above described are in one. They should keep this range in one until the red lights at Northport are in one, but care must be taken not to overrun the alignment of the red lights, as the intersection of the two alignments is very close to the shoal off Kildare point. This course will give 11 feet water over the bar, and 14 feet at the intersection of the two alignments.

The removal of the range lights was carried out under the foremanship of Mr. M. Walsh, at a cost of \$66.06.

BRITISH COLUMBIA LIGHTHOUSE DIVISION.

This division comprises all Canadian waters on the Pacific coast and the inland navigation systems of British Columbia, and is under the charge of Captain James Gaudin, agent of the department at Victoria, who also acts as inspector of lights.

There are in this province thirty light-stations, at six of which are steam fog-alarms, and at six others bells are rung by machinery. There are three beacon lights in Victoria harbour, and one similar light in Nanaimo harbour.

The lights are in charge of thirty-two light-keepers, some of whom supply assistance out of the salaries allowed.

The lights are supplied by the Dominion steamer *Quadra*, Capt. J. T. Walbran, master, and the fog-alarm machinery at the several stations was periodically inspected by the engineers of the *Quadra*.

NEW AIDS TO NAVIGATION.

Brothy ledge.—On March 19, 1901, the light shown from this beacon, at the entrance to Victoria harbour, was changed from fixed white to occulting white, visible for 40 seconds and eclipsed for 20 seconds, alternately. The light is shown from a group of incandescent electric lamps.

On the same date a fog horn, worked by the same electric current that operates the lamps, was established on the beacon. It stands in the inclosure below the light. In thick weather it will be sounded for 20 seconds, with silent intervals of 40 seconds, alternately, the horn sounding while the light is occulted and the horn being silent while the light is bright. On Sunday it will be impossible to sound the horn between sunrise and sunset owing to the electricity being shut off for overhauling purposes.

Lawyer islands.—A lighthouse was put in operation on November 28, 1901, on the northernmost island of the Lawyer group, on the eastern side of Malacca passage, southern entrance to Chatham sound.

The lighthouse stands on a site 10 feet above high water mark, on the western side of the island, 780 feet from its north-west end. It consists of a square wooden tower, rising from the western corner of a square wooden dwelling, surmounted by a polygonal iron lantern. The tower is 48 feet high from its sills to the vane on the lantern, and the whole building is painted white with the roof and lantern red.

The light is a fixed white light, elevated 55 feet above high water mark, and should be visible 13 miles, over an arc of 231° between the bearings of N. 73° W., through north and east to S. 22° E. Between the bearings of N. 73° W. and N. 65° W. the light will be obscured at intervals by trees. The illuminating apparatus is dioptric, of the fifth order.

While the *Quadra* was at this station installing the light, Captain Walbran had the opportunity of surveying the neighbouring rocks and channels. The result of his work was embodied in a notice to mariners, and is alluded to elsewhere.

The light buildings were erected by the department by day labour, under the foremanship of Mr. Joseph Dixon, with materials purchased in Vancouver and taken to the site by the *Quadra*. The total cost of establishing this important station was \$6,892.00.

Nanaimo.—The fixed red light, heretofore shown from the south extremity of the mine refuse dumps on Gallows point, was on December 31, 1901, to be discontinued, and a fixed red light established on the north edge of the mud flats, on the southern side of the channel opposite Gallows point.

The new light is elevated 18 feet above high water, and should be visible 3 miles from all points of approach by water. The illuminating apparatus is a pressed glass lens.

The light is shown from a small square wooden tower, 8 feet high, erected on a platform supported by piles. The tower is painted white and the remainder of the structure black. The piles on which the tower stands are in 6 feet at an ordinary low water.

From the light the spire of the Wesleyan church bears S. 57° W., distant 5,030 feet; and the westerly extreme of Protection island coal wharf and west tangent of Protection island (cliff about 10 feet high) in line bear N. 50° W.

The work of removal was done by the crew of the *Quadra*, under the supervision of Captain Walbran.

Hand fog horns established.—On September 15, 1901, there were established at the following lightstations on the Pacific coast, hand foghorns, which are used in answer to the fog signals of vessels whenever they are heard from the station:—

Ballinac islands.
Egg island.
Pointer island.

Dryad point.
Ivory island.

SESSIONAL PAPER No. 21

BUOYS AND BEACONS.

Darcy island shoal buoy.—A steel can buoy, painted black, has been established to mark the more easterly of the two shoals westward of Darcy island, in the south entrance to Sidney channel, Haro strait.

The buoy is moored in thirty six feet water on the east edge of the shoal, in the position occupied by the black spar formerly maintained on the shoal, and discontinued in 1898.

The buoy is liable to displacement by light draught local coasting steamers.

Sidney channel buoys.—The black spar buoy hitherto maintained on the more south-easterly of the two rocky patches off the north-west shore of Sidney island, in Sidney channel, has been replaced by a steel can buoy painted black. It is moored on the eastern edge of the shoal in twenty-four feet water.

A steel conical buoy painted red was at the same time substituted for the can buoy heretofore marking the north-western patch. It is moored in thirteen fathoms water close westward of the shoal and is $3\frac{3}{4}$ cables W. by S. from the black buoy.

The passage between these two buoys is not safe.

Sidney shoal buoys discontinued.—The maintenance of two red spar buoys, marking the outer edge of the shoal ground off the town of Sidney, on the east coast of Vancouver island, was discontinued.

Celia reef buoy.—A steel conical buoy, painted red, was last spring substituted for the can buoy theretofore marking this reef in Shute passage. The buoy is moored in nine fathoms water, 250 feet S. $\frac{1}{2}$ E. from the reef.

Gauges harbour.—The shoal on which the ss. *Horda* struck in May, 1901, in this harbour, was promptly examined by Capt. Walbran, and its eastern end marked temporarily by a small black buoy. In August, 1901, this temporary buoy was replaced by a steel can buoy, painted black.

Grappler reef buoy.—The red spar buoy marking this reef, in Houston passage, between Admiral and Kuper islands, has been replaced by a red can buoy, moored in seven fathoms on the S.W. extreme of the reef. As the ebb stream sets to the northward through this passage, the buoy at a future date will be changed in colour to black.

Portier pass buoyage.—A large steel can buoy surmounted by a lattice-work drum was in November, 1901, established as a fairway buoy off the east entrance to Portier pass, strait of Georgia coast of Vancouver island.

The buoy is painted white and black in vertical stripes, and is moored in twenty-two fathoms water.

From the buoy, Race point and the next point southward of Race point are in line; and Native point and the point eastward of Native point are in line.

The black can buoy heretofore moored off the south end of Canoe islet reef has been withdrawn.

A spar buoy, painted black, has been established on the northerly edge of Romulus rock, at the west entrance of the pass. The buoy is moored in four fathoms water.

Dorcus rock buoy.—In June, 1901, Captain Walbran located the rock off Dorcus point, Ballinac channel, on which the ss. *City of Navuimo* grazed, and marked it by a black spar buoy, moored in 24 feet on its northern edge.

Grassy point beacon.—In August, 1901, Captain C. Keppels, R.N., H.M.S. *Warspite*, reported that the beacon formerly N. 47° E. $3\frac{1}{10}$ cables from Grassy point, Barnes sound, had been moved to the south-eastward, and is now situated S. 89 $\frac{1}{2}$ ° E. 5 cables from the northern extremity of the point. This beacon has since been replaced in its old position, and now bears N. 47° E. distant $3\frac{1}{10}$ cables, from the northern extremity of the point.

The beacon consists of a single pile surmounted by a lattice work drum 6 feet in diameter by 6 feet high, the whole painted black and showing 12 feet above high water.

White islet beacon.—A wooden beacon, 30 feet in height has been erected on the western White islet, situated off Mission point, strait of Georgia. The beacon, surmounted by a lattice work drum 10 feet in diameter, is painted black with the exception of the seaward face of the drum which is painted white, the whole showing 45 feet above high water.

1-2 EDWARD VII., A. 1902

Hazel point buoy.—As a result of an examination of the locality by Captain Walbran, a red spar buoy was moored by him in five fathoms, $2\frac{1}{2}$ cables S.W. from the south point, now named Hazel point, of Smith island, Middle channel, mouth of Skeena, to mark the north-east limit of the Base sand. The buoy should not be passed to the westward, as the water shoals quickly in that direction.

The whole respectfully submitted.

WM. P. ANDERSON,
General Superintendent of Lighthouses.

January 1, 1902.

[Inclosure B.]

LIST OF BUOYS MAINTAINED BY THE DEPARTMENT OF MARINE AND FISHERIES IN CANADIAN WATERS IN 1901

ONTARIO.

No. of buoys.		No. of buoys.	
Amherstburg, including Bois Blanc.....	44	Niagara, bell buoy.....	1
Bay of Quinté (three contracts).....	32	Orillia.....	6
Bears Rump.....	1	Pancake Shoal, bell buoy.....	1
Burlington Bay.....	1	Parry Sound.....	24
Byng Inlet.....	7	" " gas buoys.....	3
Collingwood.....	14	Pembroke.....	20
Fiddlers Elbow.....	1	Point au Baril, 15 beacons and.....	4
Gananoque Narrows.....	5	Penetanguishene.....	10
Georgian Bay.....	11	Point Pelee, gas buoys.....	2
Goderich.....	4	Port Arthur.....	1
Green Shoal.....	1	Port Rowan.....	10
Grecian Shoal.....	1	Rainy River, 11 pairs beacons and.....	14
Grosse Point.....	6	Red Horse Rock.....	1
Kaministiquia.....	19	River Thames.....	7
Kingston.....	19	Rondeau.....	6
Little Current.....	6	St. Joseph Channel.....	4
Lake Nipissing.....	32	Sault Ste. Marie.....	20
Lake of the Woods, including bell buoy.....	145	" " canal approaches.....	25
Lake Simcoe.....	1	Seine River and Grassy Lake, 30 piles and.....	10
Lake Superior, including bell buoy.....	7	South Baymouth.....	4
Lone Rock, bell buoy.....	1	Stokes Bay.....	6
Midland.....	7	Surprise Shoal, bell buoy.....	1
Murray Canal and Presqu'île Bay.....	23	Tim Cap Shoal.....	2
North Sisters Rock, Ont.....	4	Trenton.....	11
Napanee.....	14	Waubashene.....	33

QUEBEC.

No. of buoys.		No. of buoys.	
Amherst Harbour.....	8	Matane.....	3
Bersimis and Outard Bay.....	10	New Richmond.....	4
Bonaventure.....	1	North Channel, Island of Orleans.....	10
Cap Chatte.....	1	Paspébiac.....	1
Cape Cove.....	1	Percé.....	2
Carleton Point.....	1	Richelieu Rapids, bushes.....	
Chicoutimi.....	13	Richelieu River (two contracts).....	47
Cock Point.....	1	Rivière des Prairies.....	10
Eschourie Rock.....	2	St. Adelaide de Pabos.....	1
Fox River.....	1	St. Ann River.....	1
Gaspé.....	5	St. Placide, stakes.....	40 or 50
Grand Entry.....	5	St. Thomas.....	8
House Harbour, Magdalen Islands.....	6	St. Lawrence River between Montreal and Quebec.....	258
Lachine and Lake St. Louis.....	23	Maintained by Agency, gas buoys.....	11
Lake St. Francis.....	36	" " smaller buoys.....	40
Little River West.....	1		

SESSIONAL PAPER No. 21

LIST of Buoys maintained by the Department of Marine and Fisheries, &c.—*Continued.*

NOVA SCOTIA.

	No. of buoys.		No. of buoys.
Advocate Harbour	5	Martins Brook	6
Apple River	8	Merigonish	6
Arichat	16	Marie Joseph	5
Argyle River and Sound	10	Montsollier	10
Avon River	6	McKinnon's Harbour	4
Barrington	35	Musquodoboit	7
Bear River	12	Northport	12
Beaver Harbour	2	North Sydney	5
Blandford	5	Parrsboro	7
Bridgewater	10	Petit de Grat	10
Canso and St. Andrew's Passage	28	Pictou	3
Cape Negro or North east Harbour	14	Popes Harbour	3
Cariboo	6	Port Felix	7
Chester, Martin Point	3	Port Hood	7
Cheticamp	12	Port Le Tour	11
Chezzecook and Petpiswick	6	Port Medway	9
Christmas Island and Barra Strait	11	Port Morien	2
Clarks Cove, West Bay	3	Pubnico	16
Clarks Harbour	17	Pugwash	8
Cockerwit pass and Wood's Harbour	15	Prospect, Lower	10
Cooks Cove, Toby Cove	4	River John	3
Crow Harbour	3	Roseway	3
Canning or Habitant Rr. (6 dolphins)		St. Anns	2
D'Escousse	8	St. Mary's River	8
Chester	5	St. Peters Bay	16
Digby and Annapolis	7	St. Peters Inlet	11
Dover	4	Smith's Island	1
Dipper Harbour	3	Ship Rock	1
East Bay, Bras d'Or	2	Sydney	2
Great Bras d'Or	7	Shulee	8
Gillis Point, Boulacett	1	Sambro	9
Guysborough	3	Shag Harbour	12
Hay Cove	8	Sheet Harbour	9
Harbour au Bouche (6 stakes)	4	Shelburne	10
Ingonish, South Bay	8	Ship Harbour	9
Isaacs Harbour	1	Tangier	1
Janvriu	4	Tatmagouche	18
Jeddore	11	Terrence Bay	3
Judique	1	Tor Bay	19
Ketch Harbour	13	Three Fathom Harbour	5
L'Ardoise	2	Tidnish	5
La Have	8	Tusket (3 spindles)	23
Lennox Passage	17	Upper Prospect	4
Little Narrows	10	Wallace	5
Liverpool	3	West Bay	3
Lockeport	6	Westport	3
Lunenburg	9	Weymouth	13
Lunenburg, Back Cove	9	Whitehead	9
Lunenburg, Middle South	16	West Dublin and Crooked Channel	13
Louisbourg	7	Yarmouth	50
Mahou	12	Maintained by Agency (whistling buoys)	22
Mahone Bay and Chester	12	" " (bell buoys)	18
Main à Dieu	6	" " (conical and can buoys)	127
Margaree Harbour	9		

1-2 EDWARD VII., A. 1902

LIST of Buoys maintained by the Department of Marine and Fisheries, &c.—*Continued.*

NEW BRUNSWICK.

	No. of buoys.		No. of buoys.
Bathurst	26	Marsh Point	1
Bay Verte	36	Miramichi	18
Beaver and Black's Harbour	9	Musquash	7
Bay du Vin	4	Negnac	19
Buctouche River	18	Nell's Harbour	1
Black Brook, Miramichi River	3	Napan River, 24 stakes	3
Black Land Gully	12	North-west Arm, Miramichi	6
Buctouche	16	Oak Bay and Restigouche	6
Campobello	10	Oromocto	7
Carquet	20	Petit Rocher	2
Cocagne, stakes, 50	11	Pisarinco	5
Dalhousie and Restigouche	10	Pokemouche	3
Digdequash	5	Quaco	28
Dipper Harbour	3	Richibucto and Albion	30
Dorchester	3	Richibucto, Kingston and Brown's Yard	11
Grande Anse	4	Shediac	19
Grand Lake and Salmon River	73	Shippegan	15
Grand Manan	30	St. Andrews	11
Great Shemogue	7	St. Croix Ledge	68
Harvey	7	St. John River	17
Letête and Back Bay	21	Tabus-intac	19
Lepreaux	3	Tracadie	3
Little Shemogue	6	Tynemouth Creek	2
Little Shippegan	12	Washalamoak	23
Magagnadavic	13	West Isles (4 spindles)	16
Maquapit and French Lakes	24	Maintained by Agency, signal buoys	10
		" " can and conical buoys	10

PRINCE EDWARD ISLAND.

	No. of buoys.		No. of buoys.
Bay Fortune	3	Miminegash	3
Beach Point	3	Little Channel	6
Bedeque	11	Montague	33
Brae Harbour	5	Murray Harbour	11
Cardigan, Lower	5	New London	6
Upper	11	Orwell and Vernon River	5
Casempec	14	Pinette	9
Charlottetown	42	Port Hill	7
Cove Head	2	Pownal	3
Crapaud	6	Rollo Bay	5
East River (Hillsboro')	17	Rustico	2
Egmont Bay	10	Savage Harbour	4
Egmont Bay, south, 8 stakes and	2	Souris	8
Georgetown	13	St. Peter's Harbour	11
Goose Harbour	2	Summerside	3
Grand River	12	Tracadie	1
Grand River, lot 14	8	West Point	1
Indian Rocks	1	Wood Island	3
Malpeque	16	Maintained by Agency, signal buoys	3

SESSIONAL PAPER No. 21

LIST of Buoys maintained by the Department of Marine and Fisheries, &c.—*Continued.*

BRITISH COLUMBIA.

		Description.	No. of Buoys			Description.	No. of Buoys
Benmohr Rock	Platform and cage	1	Village Point, Baynes Sd.	Spar	1		
Gossip Reef	Wooden can	1	Victoria Harbour	Wooden cage	2		
False Reef	Iron can	1	"	Spar	1		
Lighthouse Island	Conical	1	Esquimalt Harbour	"	2		
Point Grey	Iron can	1	"	Conical	1		
Six Fathom Patch	"	1	Nanaimo	Platform			
Hodgson Reef	"	1		wooden cage	8		
Horsewell Reef	Conical	1	Sand Heads, Fraser River	Bell l. iron	13		
Reef Point, M.I.	"	1	Black Rock	Spar buoy	1		
Clarke Rock	Wooden can	1	Rosdale Reef	Large steel buoy	1		
Ledge Point	Wooden spar	1	Johnson Reef	Small "	1		
Barnaby Reef	"	1	Celia Reef	Steel buoy	1		
Dall Patch	Cage	1	Virago Rock, Portier Pass	Spar buoy	1		
Alford Reef	Can	1	Indian Island	Can buoy	1		
Houston	"	1	First Narrows	Spar buoy	1		
Clayoquot Sd	Small can	2	West Rock	Large can	1		
Cortez Isd	Can	1	"	Spar	1		
Entrance Pt.	Spar	1	Canoe Islet	Can	1		
Miami Reef	Can with cage	1	" Pass	Spar	13		
Sparrowhawk Rock	Spar	1	Rosenfeldt Reef	Can	1		
Kelp Point, Baynes Sound	Conical	2	Pt. Saturna	Conical	1		
			Kootenay Lake	Platform	11		

SURVEY OF TIDES AND CURRENTS IN CANADIAN WATERS.

OTTAWA, December 6, 1901.

W. P. ANDERSON, Esq., C.E.,
Chief Engineer, Department of Marine and Fisheries.

SIR,—I have the honour to submit the following Report on the progress of this Survey. The principal tidal stations have been maintained in continuous operation throughout the year, and considerable progress has been made in the reduction of the results, and in the use made of them to improve the tide tables now regularly issued. The most important step in advance as regards the tide tables, has been the issue of the new tables for British Columbia, which have been received with the highest expressions of appreciation. These were issued as soon as the increased appropriations of last year made it possible to do so. During the season, tidal observations have been taken at Vancouver, and observations of the current at the First Narrows, forming the entrance to that harbour. The results have been worked out promptly for issue with the tide tables for 1902; as well as additional information from other sources, in those regions. The further information thus embodied in the tide tables will be of much service to navigation on our West Coast.

The tidal observations secured last season on the Lower St. Lawrence have been fully worked up; and the outcome is given in the present Report. To make the information immediately available to navigators it was issued in a preliminary form as a 'Notice to Mariners' in April last, before the opening of navigation on the St. Lawrence. These observations were so carried out as to make practically available for the first time the relations between tide and current previously determined during the progress of the Admiralty surveys of 1885 to 1889.

1-2 EDWARD VII., A. 1902

During this season, additional tidal observations have been taken in Northumberland Strait and in Cabot Strait. The observations in Northumberland Strait at Pictou, Charlottetown and Summerside, supplement those of 1896 and 1897; and will serve to extend the basis from which the tide tables for this region are calculated; and also to secure better tidal data for Summerside harbour. The tidal observations in Cabot Strait were taken with the object of obtaining the best tidal relation between St. Paul Island, and one or other side of the strait; because of the severe exposure at that station, and the difficulty of maintaining the gauge there. These relations with the two sides of the strait will also serve to define more correctly the nature of the oceanic tidal undulation at its entrance into the Gulf of St. Lawrence; as it is this undulation which gives rise to the whole of the tides in the Gulf area and throughout the St. Lawrence river.

Extended levels were taken in September around the head of Cumberland Basin, on the Bay of Fundy, with the object of reducing to the same basis of comparison a number of valuable observations of the extreme height of the tide which have been recorded at different points there in different years. The result of this work is given in the present report; and it is of the first importance with relation to the protection of the extensive dyked marshes in this region.

A considerable amount of tabulation from the tidal record already secured, has been done during the year; as noted below. This will be submitted to analysis as the means to do so will allow; in order to extend the basis from which the tide tables are calculated, which will be of permanent benefit in improving the accuracy of the tide tables in all future years. In the office work of this Survey, and in the erection of the summer tidal stations, I have had the assistance of Mr. R. Angus and Mr. S. C. Hayden.

The total expenditure on this Survey during the fiscal year from June 30, 1900, to June 31, 1901, was \$7,060.20. This total expenditure is classified as follows:—

(1.) General expenses; maintenance of the seven principal tidal stations, with repairs, heating and supplies; salaries of observers and assistants; office work and travelling expenses; \$2,910.35.

(2.) Summer tidal stations; on the Lower St. Lawrence in 1900, and in Northumberland Strait in the early part of the season (up to June 30), 1901; erection of gauges, salaries of observers, and inspection, \$1,503.25.

(3.) Tide tables; calculations and printing; analysis of further tidal record to improve their accuracy, which is of permanent benefit for all future years, \$2,646.60.

THE PRINCIPAL TIDAL STATIONS.

The seven principal stations in Eastern Canada, established by this Survey, are at Quebec, Father Point, Belle Isle Strait, St. Paul Island in Cabot Strait, Halifax, Yarmouth, N.S., and St. John, N.B. These have all been maintained in continuous operation throughout the past year, with some minor interruptions. The stations inspected this season by myself, were St. Paul Island, Halifax, Yarmouth and St. John, N.B. At all these stations, careful instrumental levels were taken to insure the continuity of the datum to which the height of the tide is referred; and at all four, auxiliary Bench marks were established for future reference. The detailed levels it is unnecessary to give at present; their eventual use being the determination of the low water datum, and mean sea level at these localities. Several adjustments and improvements were also made; to insure correct time for the observations; and for the barographs or self-recording barometers there used. The cribwork at Forteau Bay in Belle Isle Strait, also required repair, by a heavy sheathing of hardwood. The chief trouble has occurred at St. Paul Island from threatened chokage of the inlet to the tide pipes. This station was visited by Captain Douglas, R.N.R., early in the spring, to make sure that everything was in good working order before the comparative observations in Northumberland Strait were begun. This autumn, special inlet fittings have been made, in the hope of averting this chokage in future.

SESSIONAL PAPER No. 21

It was expected that the tidal gauge at Father Point could be moved this season onto the new wharf there, as a better site for it; but no further work was done this year in extending this wharf, which does not yet reach to low water mark.

REDUCTION AND TABULATION OF TIDAL RECORD.

In order to utilize the tidal record for the calculation of tide tables by the modern method of harmonic analysis, it is necessary that it should be tabulated in hourly ordinates, which give the height of the tide at each hour throughout the year. With this object in view, it is of primary importance to secure an uninterrupted record, day and night, during the course of the year. Every endeavour in the way of foresight and vigilance, is made to ensure this. The number of hourly ordinates throughout the course of a year is 8,760; and these must be reduced to a uniform datum and freed from time errors. The steps accordingly necessary to prepare the tidal record for analysis are as follows:—(1) Reduction to datum by comparison with a scale of feet or sight gauge, and with reference to the Bench-mark: and the ruling-in of the datum line on the tide-diagrams. (2.) Correction of the hour lines for the want of fit of the tide diagram around the cylinder, due to lap or shrinkage of the paper. This sometimes varies with the season. (3) Correction of time error due to the error and rate of the driving clock. (4.) Interpolation of any breaks in the tide curves. If these do not exceed a day in duration, they can be filled in with advantage on the tide-diagrams themselves, rather than by calculation in making the analysis. (5.) Examination of the record for storm-tides, or anything exceptional which should not be included in the analysis.

The tabulation of this character done during the twelve-month since last report, and the year from which the tide tables will be benefited thereby, may be stated concisely as follows:—

Victoria, B.C.—One year's tidal record, from May 1, 1896, to April 30, 1897: extending the basis of these tide tables from one to two years and benefiting them from 1902 onwards.

St. John, N.B.—Two years' tidal record, from May 15, 1896, to May 31, 1898: extending the basis of these tide tables from two to four years: and thus improving their accuracy from 1903 onwards: and benefiting the whole Bay of Fundy region which depends on them.

Quebec.—Two further years of tidal record from March 1, 1898, to March 15, 1900: extending the basis of calculation from four to six years, and thus benefitting the tide tables for Quebec and Father Point from 1903 onwards, as well as the whole tidal estuary of the Lower St. Lawrence, which depends indirectly upon these.

Halifax.—Three years, from December 14, 1896, to January 15, 1900, extending the basis from which these tide tables are calculated from one to four years of recent observations. This, together with four years of old observations, obtained between 1851 and 1861, will give a total basis of eight years observations for these tide tables, and thus benefit all the ports on the Atlantic coast of Nova Scotia which depend upon them.

St. Paul Island.—Two years, from May 20, 1899, to May 31, 1901: which will benefit the tide tables for the ports in Northumberland Strait, and the south-west side of the Gulf of St. Lawrence, which depend directly or indirectly on St. Paul Island.

The tabulation for these last two places has not yet been submitted to analysis: but this will be done as soon as the finances of the Survey will admit of it.

When these analyses are made, the tide tables for our three principal tidal harbours, Quebec, Halifax and St. John, will be based upon a longer period of observation than any other harbours in North America, with the exception of New York, where a tidal record of eleven years in all has been obtained, either at Sandy Hook or Governor's Island. It is highly desirable that the record be extended however: as the irregularities due to storm disturbance can only be got rid of by a long series of observations which eliminates them eventually by a process similar to averaging. There are also long period elements in the tide itself, which require to be determined: the longest, which is also of much importance, having a period of nineteen years. The periods of observation on which the tide tables for India are based, range from six to twenty-seven years.

PUBLICATION OF TIDE TABLES AND OTHER INFORMATION.

The publications of this Survey during the past year, have been reviewed in British and foreign periodicals, which is of service in making them widely known; and the new tide tables for British Columbia, issued for the first time for the year 1901, have been much appreciated.

Currents in the Gulf of St. Lawrence, including the Anticosti region, and Belle Isle and Cabot Straits.—The pamphlet with this title which was issued in June, 1900, gives in a condensed form, adapted for reference, the information derived from the investigations in the Gulf of St. Lawrence made by this Survey during the seasons of 1894, 1895 and 1896. It has now been reviewed in the following periodicals:—The *Geographical Journal*, London, December, 1900, gives a notice of it, half a page in length. The *Annalen der Hydrographie*, by Dr. Schott, Hamburg, gives an extensive summary occupying seven pages. It is noticed in the *Fortschritte der Oceanographie*, by Dr. Krummel, Kiel. The *Annales de Géographie*, Paris, gives a concise review. Also, two articles of three columns each, based upon this pamphlet, were prepared by me by request, and published in *Nature*, London and New York, January 24 and April 18, 1901.

Tide Tables for British Columbia.—These comprise complete tide tables for Victoria, B.C., and for Sand Heads in the Strait of Georgia, a locality centrally situated in that strait, and well suited as a reference station for the ports around it. Tidal differences for Vancouver, New Westminster and Nanaimo are given with these tables. They have met with so much appreciation that the demand for them has been greater than could be supplied, from an edition of 500 copies.

The Provincial Engineer for British Columbia, referring to the original erection by the Public Works Department of the tidal gauges at Victoria and in the Strait of Georgia, says: 'It is very gratifying to find that previous efforts are at last bearing fruit.' The Agent of this department at Victoria says: 'The publication of tide tables for this province has been a long-felt want.' The Resident Engineer of Public Works at New Westminster also remarks that they will fill a long-felt want, and asks for twenty-five or fifty copies: a request which could be only partially met. Mr. F. N. Denison, who is continuing the tidal observations at Victoria, writes: 'Your Victoria tidal predictions are almost perfect, as proved by plotting them upon the actual records; and are greatly admired and appreciated by those who have seen the comparison.' These tide tables have been reprinted one month at a time, by the *Times* and the *Colonist* of Victoria. The editor of the *Daily Province* of Vancouver, speaks of them as invaluable.

Improvements have been secured during the year by working out the relation of the tide at Esquimalt to Victoria, and also of New Westminster to Sand Heads, from simultaneous observations at those places. A similar relation was worked out for Baynes Sound, from six months of tidal record obtained there; which is of value in affording some knowledge of the run of the tide throughout the length of the Strait of Georgia; as this Sound is 80 miles from Sand Heads, and nearly as far north as the southern tide runs before meeting the contrary tide from the other direction. Observations have also been obtained for some months at Vancouver; and simultaneously with these, the turn of the current in First Narrows at the entrance to that harbour. The results of these observations have been worked out promptly, in time to issue with those above mentioned, to accompany the tide tables for 1902.

Quebec, Father Point, Halifax and St. John, N.B.—In this set, the accuracy of the tide tables for Quebec has been improved by extending the basis from which they are calculated for 1902, from two to four years of observation. This is an important improvement, in view of the full information now issued with these, for the whole of the tidal portion of the St. Lawrence, from Three Rivers to Gaspé. Accurate tide tables for Father Point have also been prepared, and issued for 1902 for the first time. These are calculated from the Quebec tide tables by the method described further on. Tidal differences are also given with these tables for the whole of the Bay of Fundy, based upon observations in that region, and for the Atlantic coast of Nova Scotia.

These tide tables were again supplied to the leading Canadian and British almanacs willing to publish them in whole or in part. An edition of 600 copies, reprinted from

SESSIONAL PAPER No. 21

Greenwood's Almanac and now including the Father Point tables, has been widely distributed. The various newspapers have also done something in the way of re-publishing these tide tables, or in giving the time of high water daily, much in the same way as in former years.

Charlottetown, Pictou and St. Paul Island.—These tide tables are of the same character as last year, and they again include the whole twelve months. An improvement in them will be obtained, when the observations taken in Northumberland Strait during this season, are worked out. The tidal relation of Charlottetown to Pictou, and of Pictou to St. Paul Island, will thus be more accurately determined; and also when the tabulation of the tidal record from St. Paul Island itself, is submitted to analysis, the improvement secured will benefit this set of tables which are dependent upon it as a principal station.

The time of high water for Charlottetown, taken from these tables, has been published a month at a time by the *Patriot*, the *Examiner* and the *Guardian*. The tide tables for Pictou have also been published in full by the *Advocate* one month at a time, and accompanied by the tidal differences for the dependent places in Northumberland Strait.

Ste. Croix bar.—Tide tables were again computed for this locality, and with them the difference in time for St. Augustin Bar is given. These tide tables are published in company with the tide tables for Quebec, by the Montreal Harbour Commissioners, in the publication they prepare annually for the information of the St. Lawrence pilots. The new information regarding the tides and currents of the Lower St. Lawrence, was also supplied in a condensed form for this publication.

Tadousac, Cacouna and Little Métis.—Tide tables for the months of July, August and September were again computed for these seaside resorts to meet the demand of the summer residents and tourists. This was done by a little extra work, without expense: as the tide tables were prepared in manuscript only, and posted at the leading hotels.

THE TIDAL ST. LAWRENCE AND ESTUARY.

In the season of 1900 an important series of simultaneous observations was secured, from Quebec to Point de Monts, 260 miles below; this being properly to be considered as the mouth of the St. Lawrence estuary. The tidal stations established and the record secured were:—

Quebec	Continuous record
Grosse Isle	May 4 to Oct. 15
L'Islet	" 12 to " 15
Orignaux Pt.	June 22 to Sept. 11
Rivière du Loup	" 30 to Oct. 17
Tadousac	July 6 to Sept. 15
Father Point	Continuous record
Cape Chatte	July 17 to Oct. 1

The two principal tidal stations in this region are Quebec and Father Point, and the first endeavour in reducing the observations was to find in what part of this region the tides could best be referred to Quebec, and in what part to Father Point. To ascertain this, trial comparisons were made for L'Islet and Orignaux Point, the time of the tide at these places being compared with Quebec on the one hand, and Father Point on the other. Without giving the resulting differences in detail, it was found that the upper part of the estuary as far as L'Islet could best be referred to Quebec, and that Orignaux Point and the Traverse and all points below, to the mouth of the estuary, could be referred to Father Point with greater accuracy than to Quebec. This corresponds with the natural features of the estuary; as the deep-water channel, which is 100 fathoms off Father Point, extends uninterruptedly to Orignaux Point, where it still has a depth of 20 fathoms. Above this the river becomes relatively shallower.

1-2 EDWARD VII., A. 1902

The tidal observations secured in 1896 at Carleton in Chaleurs Bay, and in 1897 at Chicoutimi at the head of the Saguenay, were also compared with Quebec and Father Point, to ascertain with which of these stations there was least variation in the difference of the time of the tide. The result showed that Carleton, and with it probably the whole of Chaleurs Bay, can better be referred to Father Point than to Quebec. On the other hand, Chicoutimi can best be referred to Quebec; this being probably due to the character of the tide, its form or type at the head of the long Saguenay estuary being more nearly similar to the tide at Quebec.

The results arrived at, from the reduction of all the observations, are given below; the localities above Quebec being still referred to it as before. The data for some additional localities are secured by a careful comparison with the values of the 'Establishments' in the Admiralty list. A further improvement in accuracy results from the extension of the basis for the Quebec tide tables themselves to a period of four years of continuous observation at that port. The value for South-west Point, Anticosti, is based upon a long series of simultaneous observations with Father Point.

Tidal Differences throughout the tidal estuary of the St. Lawrence; and for Chaleurs Bay.—These differences, when applied to the tide tables for Quebec and Father Point, give the time of high and low water at the places named, in Eastern Standard time, for the 75th meridian west of Greenwich.

LOCALITIES REFERRED TO QUEBEC.	DIFFERENCE TO BE APPLIED TO QUEBEC TABLES.		RISE OF TIDE.	
	For High Water.	For Low Water.	Springs.	Neaps.
	H. M.	H. M.	Feet.	Feet.
Three Rivers.....	Add 4 45	Add 6 15	1	.....
Champlain.....	" 4 12	" 5 33	3	2
Batiscan.....	" 3 41	" 4 51	3½	2
Cape Roche.....	" 2 44	" 3 50	6	4
Grondines.....	" 2 20	" 3 19	9	6
Point Platon.....	" 1 41	" 2 11	14½	9½
Ste. Croix.....	" 1 31	" 2 00	15	10
St. Augustin.....	" 0 46	" 0 52	16½	11
St. Nicholas.....	" 0 35	" 0 35	17	11½
QUEBEC.....	" 0 00	" 0 00	17½	12
St. Laurent.....	Sub. 0 16	Sub. 0 24	17½	14½
Berthier.....	" 0 40	" 1 00	17½	14
Grosse Isle.....	" 0 57	" 1 19	19	13
Beaujeu Channel.....	" 0 55	" 1 44	18½	13
L'Islet.....	" 1 15	" 2 05	18	13
Coudres Island.....	" 2 16	" 3 10	18	13
Murray Bay.....	" 2 52	" 3 50	17	12
Chicoutimi, at head of Saguenay.....	" 3 31	" 3 18	12	8

SESSIONAL PAPER No. 21

LOCALITIES REFERRED TO FATHER POINT.	DIFFERENCES TO BE APPLIED TO FATHER POINT TABLES.		RISE OF TIDE.	
	For High Water.	For Low Water.	Springs.	Neaps.
	H. M.	H. M.	Fect.	Fect.
Orignaux Point.....	Add 1 35	Add 1 48	17½	13
Rivière du Loup.....	" 0 56	" 0 59	16	10½
Brandy Pots.....	" 0 46	" 0 49	17	10
Tadoussac.....	" 0 32	" 0 36	17	10
Green Island.....	" 0 35	" 0 39	16	9½
Bic Island.....	" 0 05	" 0 08	14	8½
FATHER POINT.....	" 0 00	" 0 00	14	8½
Little Metis.....	Sub. 0 03	Sub. 0 03	13	8
Matane.....	" 0 05	" 0 05	11	7
Point de Monts.....	" 0 08	" 0 10	12	6
Cape Chatte.....	" 0 08	" 0 10	13	8
Gaspé Basin.....	" 0 03	.....	5	3
South-west Point, Anticosti Island.....	" 1 04	" 1 02	6	4
Carleton Point, Chaleurs Bay.....	Add 0 22	Add 0 16	8	5
Dalhousie ".....	" 0 33	" 0 27	9	6
Campbellton ".....	" 1 25	.....	10	7

Tide Tables for Father Point.—It is evident from this that it is necessary to have tide tables for Father Point itself, in order to be able to apply these differences. Heretofore, tide tables have been prepared in manuscript and posted at the lighthouse for the information of the pilots; but these tables were computed merely by means of constant differences of time with Quebec, for high water and low water respectively, as determined by the observations secured. There was, however, a considerable variation in these differences from their average value during the course of the month; especially in the time of low water which usually varies most in estuaries. This variation is shown in the following table, in which the results are all in Standard or absolute time. The method by which the limiting values of these differences is found, to eliminate exceptional values and make them truly comparative, has been explained in a paper communicated to the Royal Society of Canada, and need not here be given as it might be considered technical.

See *Character and Progress of the Tides in the Gulf and River St. Lawrence*—Transactions of the Royal Society of Canada, vol. III, 1897.

1-2 EDWARD VII., A. 1902

Father Point to Quebec.	Variation in the difference for High Water.		Range in the Difference.
	H. M.	H. M.	H. M.
One year.—1894, December 17, to 1896, January 31—601 simultaneous observations	3 45	4 43	0 58
One year.—1896, February 1, to 1897, January 31—649 simultaneous observations	3 44	4 41	0 57
LOW WATER.			
One year.—1896, February 1, to 1897, January 31—627 simultaneous observations	4 38	5 57	1 19
One year.—1897, February 1, to 1898, January 31—653 simultaneous observations	4 33	5 58	1 25

In the endeavour to obtain tidal differences for Father Point with less variation than the above, trial comparisons for a period of one month in the year 1900 were made with Wilhelmshaven, in Germany; Harwich, on the North Sea, and Portsmouth, on the English Channel. The tide at these harbours is similar to Father Point, in having nearly the same range; and it might, therefore, be expected that one of these differences might prove to be more nearly constant than the difference with Quebec. But this did not prove to be the case, which makes it unnecessary to give the results of these trials.

On making a close examination of the whole series of differences in the time of the tide at Father Point and Quebec, as observed during two complete years, it appeared that in the case of low water a double variation in the difference of time occurred; firstly, in the period of the synodic month with the moon's phases, and secondly, in the period of the anomalistic month with the moon's distance. The amount of these variations in the difference was ascertained by four series of analyses, in the periods of each of these months, and for high and low water, respectively.

In the case of High Water, the variation with the moon's phases is not great, and the variation with the moon's distance is only 2 minutes more or less than the mean value, and may be neglected. The time of high water can, therefore, be found from the Quebec tides by the following simple rule:—

Time of high water at Father Point, from high water at Quebec—

About the time of new or full moon, subtract	4h. 22m.
" " the moon's quarters " 	4h. 18m.

In the case of Low Water, the variation in the difference is large, and the outcome of the analyses which were made, is given in the table opposite, which is used for the calculation of the tide tables.

The following synopsis shows the proportion of the range in the difference for high water and for low water, which can be reduced to law, and which is allowed for by the use of this table. The greatest outstanding error which can occur at any time is *half* of the remainder unaccounted for, which includes weather disturbance, and the diurnal inequality occurring for a few days at the moon's maximum declination:—

	High Water.	Low W.
Father Point and Quebec—		
Range in the difference in the synodic month	5 m.	32 m.
" " anomalistic month	4 m.	25 m.
Diurnal inequality in the difference	14 m.	14 m.
Remainder unaccounted for (weather, &c.)	34 m.	11 m.
Total range in the difference (average as above)	57 m.	82 m.

SESSIONAL PAPER No. 21

TIME OF LOW WATER AT FATHER POINT, FROM LOW WATER AT QUEBEC.
TABLE OF DIFFERENCES IN TIME.

SYNODIC MONTH.				ANOMALISTIC MONTH.			
Moon's Phases.	No. of tide	Difference for Low Water.	Moon's Phases.	No. of tide	Difference for Low Water.	Moon's Distance.	No. of tide
Full Moon.....	8	H. M.	Apogee.....	26	Perigee.....	0
	15	5 11		25		1
	14	5 12		24		2
	13	5 13		23		3
	12	5 13		22		4
	11	5 14		21		5
	10	5 15		20		6
	9	5 15		19		7
	8	5 16		18		8
	7	5 16		17		9
	6	5 17		16		10
	5	5 17		15		11
	4	5 18		14		12
	3	5 18		13		13
	2	5 19		12		14
	1	5 19		11		15
	0	5 20		10		16
		5 20		9		17
		5 21		8		18
		5 21		7		19
		5 22		6		20
		5 22		5		21
		5 23		4		22
		5 23		3		23
		5 24		2		24
		5 24		1		25
		5 25		0		26
		5 25				
		5 26				
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		5 41				
		5 41				
New Moon.....	0		Perigee.....	0	Apogee.....	0
	1			1		1
	2			2		2
	3			3		3
	4			4		4
	5			5		5
	6			6		6
	7			7		7
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	91			91		91
	92			92		92
	93			93		93
	94			94		94
	95			95		95
	96			96		96
	97			97		97
	98			98		98
	99			99		99
	100			100		100

Total length of Anomalistic month 53:21 tide-intervals.

Total length of Synodic month 57:06 tide-intervals.

1-2 EDWARD VII., A. 1902

In using this table, the new moon is taken as the central point of the month, and the tide falling nearest to it in time is marked 0. The tides are then numbered successively from this in each direction; and the full moon will always fall between two numbers as indicated, since the number of tide-intervals in the synodic month is odd. In the same way, the moon's perigee is taken as the central point of the anomalistic month, and the numbering is carried both ways from it. For greater convenience in calculation a combined table was prepared from these two; by making the perigee fall successively upon each lunar day throughout the synodic month. In this way, a series of twenty-five 'types of month' were obtained, which covers all cases possible, with sufficient accuracy for practical purposes. These types are designated by the letters of the alphabet for reference. It is this combined table which is used in the Survey office for the calculation of the tides at Father Point from the Quebec tide tables; but it is not necessary to publish this here.

It is to be noted however, that a closer degree of accuracy has now been secured for the whole series of St. Lawrence tides; as the basis from which the Quebec tide tables themselves are calculated, has now been extended to four years of tidal observations. These observations afford 35,064 individual heights of the tide hour by hour; the whole of these being reduced to one uniform datum throughout, and corrected for all errors in time which occurred, from variation in the driving clock of the recording instrument.

The current in the Traverse.—A very good series of observations of the turn of the current in the Upper and Lower Traverse, were obtained in the season of 1900. This may be considered as the crucial point on the Lower St. Lawrence; as the currents there attain their greatest strength. Care was taken to secure correct time for the observations, by the use of a chronometer at the Pier in the Upper Traverse, and a time signal thence to the lightship in the Lower Traverse, in the manner described in last Report. There is no slack water at the turn of the current; but it veers completely round in turning. The time of the turn of the current was therefore taken as the moment at which the current in veering runs directly across its directions at flood or ebb, in the general line of the channel. The observations extended from May 16 to September 15. They were taken during daylight only, in the Upper Traverse; but in the Lower Traverse the swing of the lightship enabled both the day and night tides to be noted. The swing of the buoys at the opposite side of the channel was also observed; and from the double observations, the true time of the turn of the current in mid-channel was deduced.

On the Admiralty chart of the Traverse, the turn of the current is referred to the time of the tide at Orignaux Point; which was itself unknown however, until the present observations were taken by this Survey. Accordingly, a comparison was first made with Orignaux Point; but the observations there were of shorter duration than elsewhere, as they only extended from June 23 to September 11. Further, the time of the tide at Orignaux Point itself is referred to Father Point; and it was found that the difference in the time of the tide between these two places, was unusually free from variation, on account of the continuous deep channel which runs from the one to the other. The time of the turn of the current in the Traverse was therefore referred directly to the tide at Father Point; for which tide tables are now available. A similar comparison was also made with Quebec in the other direction; but the reference to Father Point was found much the better of the two. The Lower Traverse was selected for the comparison, because both day and night observations were obtained there. The great constancy in the monthly averages of the difference in time, appears from the following summary.

*See map of Lower St. Lawrence, Plate I.

SESSIONAL PAPER No. 21

Lower Traverse and Father Point. Observations for 3½ months.

Ebb Stream in Lower Traverse begins, after H. W. at Father Point :—

June 1 to 30.—56 observations.	Turn of current 3h. 35m. after H. W.
July 1 to 31.—50	" " " 3h. 32m. " "
Aug. 1 to 31.—58	" " " 3h. 34m. " "
Sept. 1 to 15.—29	" " " 3h. 34m. " "

General average 3h. 34m. " "

Flood Stream in Lower Traverse begins, after L. W. at Father Point :—

June 1 to 30.—53 observations.	Turn of Current 3h. 52m. after L. W.
July 1 to 31.—52	" " " 3h. 58m. " "
Aug. 1 to 31.—56	" " " 3h. 59m. " "
Sept. 1 to 15.—29	" " " 3h. 53m. " "

General average 3h. 56m. " "

The method of comparison with Father Point being established, an extensive series of observations of the turn of the current in the Upper Traverse was taken in hand for reduction. These had been made in former years, by Mr. E. Lebel, the light keeper of the lightship; and they have been preserved at the Quebec Agency. The time of the turn of the current is noted to the nearest quarter of an hour during the seasons of navigation from April to October in each year. On working these out, with reference to the tidal record at Father Point, for the two years 1896 and 1897, the following result was obtained for the turn of the current in mid-channel :—

From 684 observations in the two years. Ebb Stream in the Upper Traverse begins 3h. 13m. after High Water at Father Point.

From 679 observations in the two years. Flood Stream in the Upper Traverse begins 3h. 55m. after Low Water at Father Point.

When the difference in the time of the turn, in the Upper and Lower Traverse is allowed for, these observations corroborate those of 1900 as closely as can be expected from the way they were taken. This difference as found in 1900, is given below; and it is to be noted that the result is exact and independent of any small time error; as by the method of time signals the time was the same at both places, whether it was in accord with the absolute standard or not.

Upper and Lower Traverse.—Difference in time of turn of Current.

At High Water; from 149 observations. Ebb Stream begins in the Lower Traverse 22 minutes later than in the Upper Traverse.

At Low Water; from 135 observations; Flood Stream begins in the Lower Traverse 10 minutes later than in the Upper Traverse.

The current at L'Islet.—The observations taken here, are at the nearest locality to the point at which there is the least depth at low water throughout the whole Lower St. Lawrence between the ocean and Quebec. This is in the Beaujeu channel, seven miles above L'Islet. The observations were taken at the head of the long pier at L'Islet, by noting the time of the swing of a buoy anchored off its end. The turn of the current at the centre of the ship channel was found to be 15 minutes later than at the head of the pier, as nearly as this could be ascertained from shore observations. With this allowance, the turn of the current in the offing of L'Islet is as follows, in relation to the tide at Quebec, as observed simultaneously :—

From the average of 116 observations, the Ebb Stream in the offing of L'Islet, begins 57 minutes before High Water at Quebec.

From the average of 120 observations, the Flood Stream begins 1 hr. 19 min. before Low Water at Quebec.

Resulting relations between the turn of the current and the time of the tide.—When the latest Admiralty surveys of the St. Lawrence were made in 1885 to 1889 by Staff Commander W. F. Maxwell, the turn of the current was ascertained at a number of points with reference to the time of high and low water. The results of these determinations are given on the charts. But unfortunately the time of the tide itself was not known; as there were then no tide tables for the St. Lawrence to refer to, or any data by which it could be ascertained. It was not until the present tidal observations of 1900 were obtained and reduced, that data for the tide itself were secured. These observations therefore make the previous Admiralty determinations practically available to mariners for the first time. The localities for the tidal observations were carefully chosen with this object in view.

The division of the region into two parts in which the tides are referred to Quebec and Father Point respectively, has the further advantage of reducing the variation in the differences during the course of the month, to the least possible amount; which makes the constant differences now published, more closely accurate; because the variation is allowed for, by the method already described, in the calculation of the tide tables for Father Point itself. A further improvement will only be secured when an analysis of the tidal record at Father Point is made, and tide tables calculated independently and directly therefrom. The tidal relations with Father Point as now established, have in either case a permanent value, however.

The relations between current and tide as given on the charts, have been already published in a tabular form in the last Report, and need not be repeated. The final results are given in the table below; which to sum up, is based on the following information:—(1.) On time of the tide throughout the Lower St. Lawrence as ascertained by the simultaneous observations above referred to. (2.) On the relations between the currents and the tide as given on the Admiralty charts. The turn of the currents at L'Islet and in the Traverse however are based on observations by the Tidal Survey in 1900, as above explained. All results obtained by the use of this table, are in Eastern standard time, for the 75th meridian west of Greenwich.

Tidal Streams in offing of localities given.	Flood Stream begins after or before L.W.	Ebb Stream begins after or before H.W.	Duration of Flood stream.	Duration of Ebb stream.
After or before Low Water or High Water at Quebec:—	h. m.	h. m.	h. m.	h. m.
Quebec Harbour	1 10 after.	1 05 after.	5 00	7 30
St. Laurent	0 31 "	0 54 "	5 00	7 25
Berthier	0 10 "	0 25 "	5 05	7 20
Grosse Isle	0 19 before.	0 08 "	5 10	7 10
L'Islet	1 19 "	0 57 before.	5 30	6 50
After Low Water or High Water at Father Point:—				
In Upper Traverse	3 52 after.	3 13 after.	5 25	7 00
In Lower Traverse	3 57 "	3 35 "	5 45	6 45
Orignaux Point	2 18 "	2 45 "	5 55	6 30
In Brandy Pot Channel	2 04 "	1 46 "	6 05	6 20
Tadousac			6 08	6 15
Green Island			6 00	6 24
Bic Island			5 50	6 34

SESSIONAL PAPER No. 21

Gaspé Basin.—The relation of the tide in Gaspé Basin to South-west Point, Anticosti, was found in 1897 from observations during six days, September 10 to 16. The moon being full on September 10, these include the spring tides. The observations were direct readings on a scale of feet, taken by myself; the water in the Basin being very smooth. The readings were at intervals of 5 or 10 minutes, to accord with the secondary undulation which was pronounced; they were taken for an hour or more at high and low water; and afterwards plotted as tide curves. The resulting comparison with the simultaneous record at South-west Point, is as follows in standard time:—

From the six most concordant values, High Water in Gaspé Basin, 58 minutes later than at South-west Point; and Low Water, 43 minutes later.

Range of tide at Gaspé Basin, from 0·77 to 0·83 of the range at South-west Point. Average of eight values obtained, 0·81.

TIDE LEVELS AND BENCH MARKS ON THE LOWER ST. LAWRENCE.

The soundings shown on charts are always reduced to the level of Low Water at ordinary spring tides; and accordingly this level of the water is usually termed the Admiralty datum. In the more recent Admiralty surveys of the Lower St. Lawrence, from Quebec to the Saguenay, care has been taken to fix or establish this datum level, by referring it to a permanent Bench-mark. In this Survey also, the tide levels in our principal harbours as well as at the more important summer stations, are referred to permanent Bench-marks.

It may be excusable to emphasize the primary importance of Bench-marks in maritime matters, as well as for reference in the construction of harbour works; as this does not seem to be as fully appreciated by mariners and ship owners as it deserves to be. This will be best understood by considering the difficulty of re-determining the low water datum when it is not so recorded; and the uncertainty at best, in the result arrived at. But when the level of Low Water, as originally decided upon for the soundings on the chart, is once fixed with reference to a Bench-mark, it is always possible to ascertain whether exceptional tides fall below this datum level, and so reduce the soundings given. Questions relating to the grounding of vessels at low tide can thus be satisfactorily investigated. Any changes in the depths on shoals, or in their position and extent, can be correctly followed. Tidal observations taken at any later date can be reduced to the datum level of the chart itself, and the rise of the tide as given in a tide table will then show the draught available for vessels in addition to the chart soundings.

In placing wharf scales for the tide gauges erected last season, instrumental levels were taken to determine the height of the zero of the scale with relation to the Admiralty Bench mark and datum. These levels were always taken in two series, the one as a check upon the other, and the accuracy of the result was always within 0·01 of a foot in height.

If there were continuous levels along the St. Lawrence to connect these different Bench-marks, the tide levels could all be referred to one uniform datum. This would be of special interest in so large an estuary, which may fairly be considered as extending to Point de Monts, and thus to have a total length of 230 miles. It would then be possible to follow satisfactorily the actual levels of high and low water in their progress up the estuary, and the effect of storms in raising or lowering them.

The geodetic levels taken by Mr. Steckel, C. E., of the Department of Public Works, when they are worked out, will furnish a basis from which to obtain this result, and the tidal records now secured will then have additional interest from a physical point of view.

For the present we have adopted for the tide levels, an arbitrary vertical scale with its zero at 100·00 feet below the Bench-mark in each locality. This method avoids negative values, and this gives in the most convenient manner the true relative heights of all tide levels, including the datum itself.

It is to be noted that the storms which occurred during the season did not lower the low waters below their normal level, as their effect was to raise the water level as

1-2 EDWARD VII., A. 1902

a whole. The lowest low waters recorded are thus unaffected by them, and may be taken as normal in the sense of being due to astronomical conditions only, while on the other hand some of the high waters are exceptionally raised.

Quebec.—The low water datum at Quebec is thus defined by a note on the chart of Quebec harbour:—‘The soundings are reduced to the mean level of low water ordinary spring tides, or 28 feet below a Bench-mark cut in the stonework on the east side of the principal gateway to the Marine and Fisheries Department.’

The tide-levels of the recording gauge at the dry dock at Lévis, have been referred from the beginning to the Admiralty datum, as explained in previous reports. At the dry dock there are two scales of feet cut on the masonry, one outside and the other inside of the dock gate, which are intended to show the height of the water above the masonry sill of the dock. The level of the zero of the outside scale was re-determined with care in May last, and was found to be 7·78 feet below the Admiralty datum. The actual level of the sill of the dock is a fraction of an inch higher than this, as explained in Tidal Survey report of November, 1897.

The levels of the tides at Quebec, from May to October 15, 1900, are given below for comparison with the other tidal stations of that season.

Description.	Elevation. (Feet.)
Bench-mark at the Marine and Fisheries building in Quebec, as above described	100·00
Coping of the dry dock at Lévis; average level near the dock gate	96·78
Bench mark No. LXXIV, on the masonry of the dry dock, west side	94·58
Exceptional High Water, or storm tide, during a gale on September 12	92·30
Highest level of High Water which was undisturbed by storms, during the season from May 1 to October 15, 1900; on July 13	91·10
Admiralty datum, or low water at ordinary spring tides; 28 feet below the Admiralty bench-mark.	72·00
Lowest level of Low Water recorded during the season of 1900, on September 9.	71·85
Zero of the scale of feet cut on the masonry outside of the dock gate, 7·78 feet below Admiralty datum. Corresponding elevation	64·22

On the Admiralty chart of ‘The Traverse,’ the soundings are reduced to the level of low water at ordinary spring tides, the level being referred to two Bench-marks, one at Grosse Isle and the other at L’Islet. These Bench-marks are described below. Also the soundings in the West Narrows, Beaujeu Channel, are reduced to the level of low water ordinary springs, at 25 feet 4 inches below the base of the Crane Island light-house. (See note on Admiralty Chart No. 318.)

Grosse Isle.—At Grosse Isle there are two wharfs on the side of the island facing the channel of the river. The Admiralty Bench-mark is a ring bolt, let into the rock at high water mark, situated 200 feet west of the West Wharf. The level of low water at ordinary spring tides, to which the soundings on the chart of the Traverse are reduced, is at 21 feet 10 inches below this Bench-mark.

In using this ring bolt as a Bench-mark, the point taken for reference was the top of the eye through which the ring passes.

As the maximum range of the tide on the whole length of the St. Lawrence river occurs at Grosse Isle, the levels for extreme high and low water are given below. The longest tidal record was also obtained here, extending from May 4 to October 15.

SESSIONAL PAPER No. 21

Description.	Elevation. (Feet.)
Top of cap at outer end of West Wharf.....	103·38
Highest known High Water at the spring tides of February, 1894, as marked at the time and pointed out by Captain Langlois, who resides on the island. The more trustworthy marks give the level of this high water as 102·85 or 103·33. Best mean value.	103·01
Bench-mark—Top of eye of ring bolt, as above described. Elevation adopted.....	100·00
Highest level of High Water recorded during the season of 1900, on September 12.....	99·90
Highest level of High Water undisturbed by storms during the season of 1900.....	98·95
Admiralty Low Water datum, at 21 feet 10 inches below the ring bolt.....	78·17
Lowest level of Low Water recorded during the season of 1900, on September 9.....	77·80
Zero of Wharf Scale of tide gauge, at 23·78 feet below the ring bolt.....	76·22
Extreme Low Water, said to lay bare the surface of the mud at site of tide gauge near end of wharf. Corresponding elevation.....	72·90

The greatest known rise of the tide, in February, 1894, is thus 24·84 feet above Admiralty datum. This is of interest, as the tide here attains its maximum range on the St. Lawrence.

L'Islet.—The Admiralty Bench-mark is a 'broad arrow' cut into the face of a vertical rock, at 30 feet east of the inner end of the pier at L'Islet. The level of low water at ordinary spring tides, to which the soundings on the chart of the Traverse are reduced, is at 34 feet below this Bench-mark.

On the face of the same rock, a little lower down and to the westward, a copper bolt is let in horizontally, and is marked G.B.M. (Government Bench-mark) No. CLIV. The levels at L'Islet are as follows:—

Description.	Elevation. (Feet.)
Admiralty Bench-mark, as above. Elevation adopted	100·00
Copper bolt above described, cross-line at the centre	98·28
Highest level of High Water recorded during the season of 1900, on September 12.....	86·10
Highest level of High Water undisturbed by storms during the season of 1900	84·70
Admiralty Low Water datum, at 34 feet 0 inches below their bench-mark.. . . .	66·00
Lowest level of Low Water recorded during the season of 1900, on September 11	65·60
Zero of Wharf Scale of tide gauge.....	63·81

During the whole season, from May 12 to October 15, there were seven tides which fell to the level of the Admiralty datum, or went below it. None of these were more than 0·40 of a foot below datum, this being the lowest point reached, as shown above. This indicates the amount by which the chart soundings in the Traverse may be reduced at times.

Orignaur Point.—The Admiralty Bench-mark at this point, is a 'broad arrow' cut on a small vertical face of rock, facing the east; at a distance of 37½ feet west of

1-2 EDWARD VII., A. 1902

the inner end of the wharf. It is noted on Chart No. 314, entitled 'Orignaux Point to Goose Island,' that the datum to which the soundings are reduced is 27 feet 11.5 inches below this Bench-mark. As our tidal observations showed Low Water at spring tides to be several feet above this, the attention of the Admiralty was drawn to the discrepancy; and they furnished the corrected value of 23 feet 1½ inches, in May last. It is to be noted that this does not affect the accuracy of the chart soundings themselves; but only the level of the Bench-mark to which they are referred for record. The level of Low Water for this chart is also referred to a Bench-mark at St. Jean Port Joli, as there mentioned.

Description.	Elevation. (Feet.)
Top of cap at the head of the wharf at Orignaux Point	105.37
Bench-mark as above. Elevation adopted	100.00
Extreme High Water; said to reach the top of sheet piling protection, about nine feet below top of cap. Corresponding elevation	96.00
Highest level of High Water recorded during the season of 1900, on July 15 and August 11	95.70
Admiralty Low Water datum; at 23 feet 1½ inches below the bench-mark	76.88
Extreme Low Water; said to lay bare the mud at inside angle of wharf behind the head. Corresponding elevation	74.90
Lowest level of Low Water recorded during the season of 1900, on September 10	74.80
Zero of Wharf Scale of tide gauge	69.97

Rivière du Loup.—The Admiralty Bench-mark is a 'broad arrow' cut into a vertical face of rock, facing north; at 100 feet westward of the centre of the flag pole which stands on the highest ground of Rivière du Loup Point, near the wharf.

On Admiralty chart No. 313, entitled 'Saguenay river to Orignaux Point,' the level of low water at ordinary spring tides is at 24 feet 2 inches below this Bench-mark.

Description.	Elevation. (Feet.)
Bench-mark as above. Elevation adopted	100.00
Exceptional level of High Water during the gale of September 12	93.50
Highest level of High Water, undisturbed by storms, during the season of 1900, on July 14	92.25
Admiralty Low Water datum, at 24 feet 2 inches below the bench-mark	75.84
Lowest level of Low Water recorded during the season of 1900, on September 10	73.70
Zero of Wharf Scale of tide gauge	71.43

Father Point.—The Bench-mark established here by this Survey for reference in the tidal observations, is the head of a copper bolt, let into a level surface of solid rock at 43 feet to the east of the lighthouse. A constant datum level is maintained with reference to this Bench-mark, for the reduction of the tidal observations. For comparison, during this season, we need only give at present the levels of the highest and lowest tides observed, between May 1 and October 15.

SESSIONAL PAPER No. 21

Description.	Elevation. (Feet.)
Tidal Survey Bench-mark, as above.....	100·00
Exceptional level of High Water, during the gale of September 12.....	96·00
Highest level of High Water, undisturbed by storms, during the season of 1900.....	94·45
Low water datum, as adopted by this Survey, for the tidal observations.....	78·95
Lowest level of Low Water during the season of 1900, on September 10.....	78·50
Zero of Sight-gauge scale.....	77·19

Tadousac.—As there is no Bench-mark here it will be best to give the height of the tide on the wharf scale itself, to compare its range with the other stations.

Description.	Elevation. (Feet.)
Level of High Water during the gale of September 12.....	22·75
Highest level of High Water, undisturbed by storms, as recorded during the season of 1900, on September 11.....	21·60
Lowest level of Low Water during the season, on Sept. 10.....	2·70
Zero of Wharf Scale of tide gauge.....	0·00

Cape Chatte.—The height of the tide on the Wharf Scale itself, was as follows :—

Description.	Elevation. (Feet.)
Level of High Water during the gale of September 12.....	14·05
Highest level of High Water, undisturbed by storms, as recorded during the season of 1900, on August 11.....	13·45
Lowest level of Low Water during the season, on Sept. 10.....	0·50
Zero of Wharf Scale of tide gauge.....	0·00

The value for Low Water is approximate : the gauge being situated at the mouth of Cape Chatte river which is surrounded by bars which begin to show at low tide. The water near low tide does not therefore fall to its true level. The difference between the level at the gauge and the open water was found from several sets of observations from which a series of corrections at the lower levels of the tides, were deduced. The greatest difference at the lowest tides is five inches. A corresponding correction has therefore been made in the height here given to allow for this.

It may be of interest for comparison to give the greatest observed range during the season at these successive stations along the St. Lawrence. It is to be noted, however, that these do not give the progress of the same tidal undulation throughout the estuary. The ranges as shown below, are the differences between the lowest and the highest levels of the tide at each station, taken from the figures already given ; with the omission of tides disturbed by storms.

	Feet.
Cape Chatte—Greatest observed range ; season of 1900.....	12·95
Father Point “ “.....	15·95
Tadousac “ “.....	18·90
Rivière du Loup “ “.....	18·55
Orignaux Point “ “.....	20·90
L'Islet “ “.....	19·10
Grosse Isle “ “.....	21·15
Quebec “ “.....	19·25

As there are usually several high and low tides at nearly the same level during the season, a more rigorous comparison would only alter these values by a small fraction. The apparent irregularity at the three upper stations next to Quebec is due to the division of the river into two channels above Orignaux Point, and to the greater depth of the north channel which extends nearly to Grosse Isle. This explains also the relatively earlier arrival of the tide at Grosse Isle, as shown in the tidal differences.

TIDE LEVELS AT THE HEAD OF THE BAY OF FUNDY.

In order to compare the extreme tide levels at the head of the Bay of Fundy, it is first of all necessary to have a continuous datum plane for reference; as observations have been obtained around the head of Cumberland Basin, near Amherst, at Aulac, and at Sackville. In this district also, there occur the most extensive 'dyked marshes' in Nova Scotia, which cover many square miles: and the level of extreme tides is of the first importance for their protection.

An excellent datum for reference has been determined in this region by the Engineers of the Chignecto Marine Transport Railway, which still lies uncompleted. The line of this railway extends from the Fort Lawrence dock on Cumberland Basin, across the isthmus of Chignecto to Baie Verte, and its datum brings into relation the tide levels in the Bay of Fundy and the Gulf of St. Lawrence. The comparative levels resulting from the observations of these Engineers have already been published in the Tidal Survey Report of December, 1898, pages 29 to 32. To extend this datum around the head of Cumberland Basin from Amherst to Sackville, it was hoped that the Intercolonial railway levels could be made use of. These railway levels were originally taken with care, but unfortunately no permanent marks were placed to record them; and the original structures have all been altered since, or the grade on them has been raised. The only available method of re-determining the original datum, was to make use of the 'grade points' at the ends of cuttings. With this object, levels were run for about a mile along the Intercolonial from the Marine Railway, in October 1898; but after the most careful reduction and averaging, the result was still uncertain within the limits of fifteen inches, which was too wide a margin to be of any value.

It was accordingly decided this season, to run instrumental levels especially for the purpose, from the Bench-marks which still exist on the Chignecto Marine Railway, around the head of Cumberland Basin to Sackville. The only time that could be had for this, amid the press of the work proper to the season which had a prior claim, proved to be very windy; which in so flat a country greatly increased the difficulty. The Bench-marks referred to are on masonry culverts, but the stone is of a soft description and has now become so much weathered that they are difficult to find, even with a good description which was noted on the ground in 1898. A new Bench-mark was therefore cut on the engine-house at the Fort Lawrence dock, which was connected in elevation with the existing Bench-marks, and thus affords a good permanent mark as a record of the valuable tide levels of the Marine Railway.

The distance from this to Sackville is nine miles. This distance was subdivided into two lengths at Aulac, and on each sub-division the levels were run in the two directions to secure a check upon them. The limiting total errors on the subdivisions, were 0.03 and 0.02 of a foot from the mean values, and as these balanced one against the other the outstanding error on the whole distance was 0.01 of a foot, from the mean. The Bench-marks established by these levels are given below, with reference to the well-established datum of the Marine Railway.

The elevations of the Bench marks on the Marine Railway were found from a personal examination of the original profiles on which they are marked. They are within half a mile of each other; and the difference of elevation on the profile is 3.44 feet. But in September 1898, the true difference of level was found to be 3.41 feet; and in September 1901, from levels run three times from the one to the other, the difference at present is 3.39 feet. The discrepancy, now amounting to 0.05 of a foot, is apparently due to the cracking and settlement of the masonry of the culverts on which they are cut. Values are accordingly adopted for them which average this discrepancy; and

SESSIONAL PAPER No. 21

the averaged value thus obtained is used in establishing the new Bench-mark, and as a starting point for the extended levels around Cumberland Basin.

Bench-marks around Cumberland Basin, as established in 1901.—New Bench-mark on north end of engine house at Fort Lawrence dock, Chignecto Marine Railway. Cut on the string-course of yellow sandstone, at the foot of one of the brick pilasters. Elevation above the Marine Railway datum, 101·42.

Original Bench-mark at the west end of a masonry box culvert on the Marine Railway, at 2,120 feet south of the crossing of the Intercolonial railway. The bench-mark was made by dressing a small square on the top of the coping at the south-west corner. Elevation above the Marine Railway datum as shown on the original profile, 97·42. Elevation adopted, to average the discrepancy as explained above, 97·45.

Original Bench-mark on a masonry box culvert, on the north side of the Intercolonial railway track. This culvert is one of a pair at each side of the track, where the Marine Railway crosses it, to carry the water in the side ditches. A small square as above, on the south-west corner of the coping at the west end of the culvert. Elevation as shown on the original profile, 100·86. Elevation adopted, to average the discrepancy as explained above, 100·84.

On the masonry abutments of the Missiquash River railway bridge. East bridge seat, under the centre of the track ; elevation 99·16.

Ditto :—West bridge-seat ; elevation 99·28.

Bench-mark at Aulac. Head of a railway spike, in the top of an old cedar telegraph pole, cut short ; in swamp behind west end of platform, Aulac railway station ; at 65 feet from west side of station building, and 35 feet from the front of station platform. Elevation, 91·65.

On the masonry abutments of the Tantramar River railway bridge. East bridge-seat at the centre of the track ; elevation, 102·45.

Ditto :—West bridge-seat, elevation, 102·38.

Bench-marks at Sackville. Broad arrow cut on the masonry foundation at the south end of a white wooden house occupied by William Hicks. The house is north of the Sackville railway station, and is at 160 feet from the corner of the station road. Elevation of bench-mark, 99·86.

In Sackville station yard. Head of a railway spike in the top of an old cedar telegraph pole cut short ; which is beside fence on south side of station yard, at 190 feet east of railway station building, and nearly opposite east end of station platform. Elevation, 93·89.

Extreme levels of High Water and Low Water at the head of the Bay of Fundy.—As observed in Cumberland Basin at the Fort Lawrence dock at the south end of the Chignecto Marine Railway, and at Sackville ; and now reduced to the uniform datum of the Marine Railway for comparison.

The level of extreme High Water is of the first importance with reference to the dyked marshes, and last spring this was further emphasized by wash-outs on the Intercolonial railway, occasioned by the dykes being overflowed. It is chiefly important to know the highest level which it is possible for the tide to reach, when not affected by storm disturbance ; as this will recur periodically under conditions which admit of its prediction. Last autumn and this spring such tides have occurred. The highest levels reached were marked at Sackville, and also at the end of the Marine Railway on Cumberland Basin, when this locality was visited by me early in June. The wash of the recent high tides was then still visible, and the points reached by the water were shown to me by Mr. F. S. Hanford, who is in charge of the unfinished works of the Marine Railway, and resides there. These points were marked, and their elevation determined when the extended levels were taken in September.

A continuous series of observations of the heights of high and low water was made by the Engineers of the Marine Railway at Fort Lawrence dock, at the mouth of the Missiquash river, which extended from August to December, the year being probably 1893. These have already been published in the Tidal Survey Report of December, 1898, and are given in a diagram in Plate III therewith. The extreme values of high and low water then observed are now given again for comparison ; and it is to be noted that these extreme tides always occur in the autumn, which is included in the period

1-2 EDWARD VII., A. 1902

of these observations. In the following summary, such other observations as have been secured by this Survey are also noted, to make an embodiment of all the information extant. The extremes here given may be taken as limiting values for natural or astronomical tides, when unaffected by storm disturbance.

Levels of extreme High and Low Tides in Cumberland Basin, Head of Bay of Fundy.	Elevation above Marine Railway datum.	
	Feet.	
Sixty tide of October 5, 1869, which flooded the country during a heavy storm. Elevation reached. (The datum of the Chignecto Marine Railway is taken as 100 feet below this level.)	100.00	
Highest High Water observed at Fort Lawrence dock by the Engineers of the Marine Railway, during five months, August to December, probably in 1893. Occurred October 25	96.00	
Exceptional High Water of October 8, 1896, which overflowed the dykes at many places between Amherst and Sackville, and along the Petitcodiac River. Elevation at Fort Lawrence dock	96.13	
Exceptional High Water of November 7, 1900, day tide. During a period of light east wind which does not affect height. As marked at the time by Captain Chase at the wharf at Sackville, on the Tantramar River near its mouth.	96.68	
The High Water of October 9, 1900, also rose within two inches of this. Corresponding elevation	96.52	
High waters of April 20 and May 18, 1901; about equal in height. Midnight tides; which in May overflowed the dykes in places, causing a wash-out on the Intercolonial railway. Wind northerly and north-easterly at these dates, which does not affect height.		
(1.) At Fort Lawrence dock. Two independent points in this vicinity, marked by myself. Elevations of the tide at these points, 96.15 and 95.85, Mean	96.00	
(2.) At the wharf at Sackville, on the Tantramar River near its mouth. Two points marked at the time by Captain Chase. Elevations, 96.00 and 95.96, Mean	95.98	
Extreme High Water at Aulac, as indicated in September, 1901, by wash at Aulac River batardeau, at the crossing of the Intercolonial railway.	95.33	
From the continuous observations during four and a half months, at Fort Lawrence dock	Mean level of High Water throughout the month	89.00
	MEAN SEA LEVEL. (See Report of Dec., 1898, p.30).	70.76
	Mean level of Low Water throughout the month.	52.59
Reference level, taken as extreme Low Water, to which the Marine Railway soundings are reduced.	47.20	
Lowest Low Water observed at Fort Lawrence dock by the Engineers of the Marine Railway, during the five months, August to December. Occurred October 25 and November 24.	47.00	

Range of the Tide in the Bay of Fundy.—It is evident from the above figures, that although the range of the tide in the Bay of Fundy is remarkably great, it has been much exaggerated. The greatest ranges in the whole extent of the bay, occur in Cobequid Bay at the head of Minas Basin and in Cumberland Basin. The extreme end of Cobequid Bay, however, is cut off at low water by sand bars. The water is thus ponded in, and does not fall to the true level of low water; but remains at a level which is eighteen feet above this, according to the chart. Accordingly, the highest range that can be measured at any one point, is at Noel Bay. The range at spring tides and the rise at neap tides in these localities, as given in the Admiralty list, are as follows:—Noel Bay: springs $50\frac{1}{2}$, neaps $43\frac{1}{2}$ feet; Horton Bluff: springs 48, neaps 40 feet; Cumberland basin at Sackville: springs $45\frac{1}{4}$, neaps 38 feet.

1-2 EDWARD VII., A. 1902

OBSERVATIONS OF TIDES AND CURRENTS IN THE SUMMER SEASON OF 1901.

Summer stations in Northumberland Strait and Cabot Strait.—It has already been ascertained, that the tides in Northumberland Strait can best be calculated from the principal tidal station on St. Paul Island; and that for the Strait itself, Pictou is the best harbour of reference. The method adopted is therefore first to compute tide tables for Pictou by means of two series of variable differences from St. Paul Island, the series for high and low water being distinct from each other; and the variation being in accordance with the moon's declination, in the period of the draconitic or declination-month. (See Report of Tidal Survey, Dec. 1898, page 9.) From the Pictou tide tables, those for Charlottetown are next calculated by means of a constant difference of time; and tidal differences from Pictou are also given for other ports throughout the Strait.

The data for the main calculation for Pictou were obtained in 1896 and 1897, when the moon's declination had its maximum range. A further analysis of the differences in terms of the degree of declination was made, to allow for the diminished range in succeeding years; but the result was not sufficiently definite to be trustworthy. The present year was eminently suited however to obtain the supplementary observations required for the purpose; as the range of the moon's declination is now at its minimum, having arrived at exactly the opposite extreme since 1896. Better comparative data between Charlottetown and Pictou will also be secured by this season's observations.

The observations at Pictou were begun as early in the season as possible, the first record being secured on May 20. The gauge at Charlottetown was erected a few days later; and observations at Summerside, in Bedeque Bay, were begun on June 12. These last are intended to secure accurate tidal data for that port; as tide tables have already been published locally by the newspapers there, which are far from accurate. To meet the need, a preliminary result from one month of observations has been worked out immediately, in time to issue with the tide tables for 1902.

To show also the immediate advantage often resulting from tidal observations, it may be mentioned that the Engineers of the Hillsborough bridge now under construction, were taking special observations on a tide scale to ascertain the extreme range of the tide. When they found that the complete tide curves were being secured by this Survey on a self-registering gauge, these special readings were discontinued, and the desired values were supplied during the season by this Survey. The saving thus effected to the advantage of the bridge work, would amount to a large proportion of the outlay made by this Survey for the tidal observations secured at Charlottetown this season.

The object of the tidal observations in Cabot Strait was to obtain comparisons with St. Paul Island in case of any accident to that station, which is always possible because of its extremely exposed position. With this object, registering gauges were placed in Sydney harbour and at Port aux Basques, at the corner of Newfoundland near Cape Ray. It was found, however, that the character of the tide at Sydney was so exceptional, that it was not comparable with St. Paul Island; and accordingly, after one complete month of record had been secured there, the gauge was removed to Neil's Harbour; a point on the Atlantic side of Cape Breton Island, as near as practicable to its northern extremity.

The record secured in Sydney harbour will be valuable in determining a tidal difference for that port; and thus, also, in affording a check upon the tidal differences along the Atlantic coast of Nova Scotia eastward from Halifax. The City datum at Sydney was carried onward by instrumental levels, as far as the site of the gauge; which was placed at the Intercolonial Railway wharf, at Battery Point in the South Arm, and this will furnish the value of low water and mean sea level with reference to the City datum itself.

The two gauges at Neil's Harbour and Port aux Basques have afforded a comparison during several months which is simultaneous with the record at St. Paul Island. Port aux Basques is fairly well sheltered, but Neil's Harbour is only a harbour in name, as it has practically no protection from the open Atlantic; and much trouble was experienced in consequence from wave motion, notwithstanding the precautions taken to prevent this from complicating the recorded tide curves. It is proposed, however, to construct a break-water there during the coming season, which will make it a more suitable locality for

SESSIONAL PAPER No. 21

future observations, should these be indicated as desirable by this season's work. The distances of these localities each way from St. Paul Island are 35 miles westward and 68 miles eastward; the clear width of Cabot Strait itself being 75 miles.

A well established relation with one or other side of Cabot Strait will thus practically afford additional security to this principal station. These relations will also serve better to define the character of the main tidal undulation which here enters the Gulf area from the ocean. This in itself is of much importance, as it is this undulation which gives rise to all the tides throughout the Gulf area, as well as on the St. Lawrence, as far up as tidal influence is felt. This influence extends to a distance of 760 miles from its original entrance through Cabot Strait from the ocean.

The amount of tidal record secured this season for the purposes explained, at these localities, was as follows:—

St. Paul Island, permanent station, Cabot Strait...	Continuous record.
Pictou, N.S., in Northumberland Strait	..... May 20 to Nov. 15
Charlottetown, P.E.I.	“ “ 30 “ 15
Summerside, P.E.I.	“ June 12 “ 15
Sydney, Cape Breton (one month only)...	..... July 4 to Aug. 6
Neil's Harbour, C.B., Cabot Strait.....	Aug. 9 “ Oct. 30
Port aux Basques, Nfld.	“ July 9 “ 30

These stations were all equipped with self-registering tide gauges, with modifications to secure a scale adapted to the ranges of tide in these localities, and special details in their construction to meet local requirements which need not here be more fully described. Greater trouble also occurred from minor difficulties and accidents than in previous seasons; which necessitated much additional travel in the supervision of the stations. This also made it more difficult to find time for the extended levels in the Amherst region, and the inspection of the four principal tidal stations, which formed part of this season's programme.

Time.—At Pictou, Charlottetown and Summerside, correct time for the observations was obtained by means of the railway signals sent daily along the lines. On the Prince Edward Island railway however, it has been the custom to use time signals merely to insure uniformity throughout the Island in running the trains. Arrangements were therefore made to have this signal agree truly with standard time, as this was essential for accuracy in the tidal observations. Special time signals were secured when necessary; and time comparisons made as a check when the stations were visited.

At Sydney, the railway time signals could be depended upon; but at Neil's Harbour and Port aux Basques, special arrangements had to be made. The observer at Neil's Harbour was provided with a well-regulated watch belonging to the Survey, which was kept true by a telegraph signal every week from North Sydney. The observer at Port aux Basques was furnished with a chronometer carefully rated in advance; and the rate was further checked at the beginning and end of the season, by exchange of time with the St. John observatory.

Levels.—At Charlottetown and Pictou, Bench-marks were placed on permanent buildings and connected in level with those used during the observations of 1896, which establishes continuity in the datum for both series of observations. The Bench-mark at Charlottetown was also connected by the Engineers of the Hillsborough bridge, with their datum. At Summerside, the Admiralty Bench-mark recently established, was used; and as it is only fastened to timber piling, instrumental levels were carried to a block of buildings in the town, built of masonry and brickwork, on which a Bench-mark was established for greater security in future reference.

At Sydney, a new Bench-mark was cut on the Court-house, the nearest permanent building to the gauge site, at about half a mile distant. This Bench-mark was connected by instrumental levels with the scale of the tide gauge in the one direction, and the City datum in the other. At Neil's Harbour there was nothing of a permanent character which could be made use of, for reference levels. At Port aux Basques, a ring bolt let into the rock, at the head of the Government wharf, was made use of as a Bench-mark.

1-2 EDWARD VII., A. 1902

Careful attention was also given to ascertain the levels of extreme high water in previous years at the more important localities: good values for extreme low water being obtained during this season itself. When these levels are fully worked out, much information of permanent value will result.

Observations of Currents.—Observations of the more important currents were secured in the regions in which the tidal observations were taken. In Northumberland Strait the current was observed on the north side of Pictou Island during three months, by noting the turn of a spar buoy anchored $\frac{1}{4}$ mile from shore in four fathoms of water. This will give the time of the turn of this current in the open Strait with relation to the tide at Pictou, the port of reference.

The turn of the current in First Narrows, Vancouver, was observed during $6\frac{1}{2}$ months by the lightkeeper at Prospect Point: which will serve to make known the time of slack water by referring to the tide tables now issued. A preliminary result from one month's observations, was worked out in time for publication in the tide tables for 1902.

I have, Sir, the honour to remain,

Your obedient servant,

W BELL DAWSON,
In charge of Tidal Survey.

PART II

STATEMENT OF EXPENDITURE—STATEMENT OF REVENUE—METEOROLOGICAL SERVICE—MAGNETIC OBSERVATORIES—SIGNAL SERVICE—BOARD OF EXAMINERS OF MASTERS AND MATES—LIVE STOCK SHIPMENTS—STATEMENT OF WHARFS—LIFE-BOAT STATIONS—STATEMENT OF SICK MARINERS DUES—REWARDS FOR HUMANE SERVICE—STEAMBOAT INSPECTION—LIST OF LIGHT-KEEPERS AND LIGHT STATIONS.



APPENDIX No. 1.

GENERAL SUMMARY of Expenditure for Fiscal Year ended June 30, 1901.

Service.	Amount.	Total.
	\$ cts.	\$ cts.
Ocean and River—		
Maintenance and repairs to Dominion steamers.....	195,484 75	
Examination of masters and mates.....	3,730 25	
Rewards for saving life, &c.....	8,519 92	
Investigations into wrecks.....	1,022 65	
Registry of shipping.....	546 60	
Tidal service.....	7,060 20	
Removal of obstructions in navigable waters.....	1,000 00	
Winter mail service.....	2,093 93	
Marine biological stations.....	1,990 58	
Export cattle trade.....	2,746 84	
Unforeseen expenses.....	2,630 62	
		226,826 34
Lighthouse and Coast—		
Salaries and allowance of lightkeepers.....	213,396 67	
Agencies, rents and contingencies.....	15,732 00	
Maintenance and repairs to lights.....	264,304 28	
Construction of lights.....	48,401 92	
Construction of middle ground light, Pelee Passage.....	24,974 16	
Signal service.....	8,950 17	
Repairs to wharfs.....	1,261 06	
Salaries of extra employees.....	1,659 14	
Preparing Parliamentary returns.....	133 32	
		578,812 72
Scientific Institutions—		
Observatory, Toronto.....	2,438 90	
Meteorological service.....	71,643 86	
Hydrographic surveys.....	16,170 20	
		90,252 96
Marine Hospitals—		
Treatment of sick and disabled seamen.....	34,944 03	
Shipwrecked and distressed seamen.....	1,064 73	
		36,008 76
Steamboat inspection.....		29,247 59
Civil government salaries.....	58,699 32	
" " contingencies.....	10,077 63	
		68,776 95
Total Marine.....		1,029,925 32
FISHERIES.		
Salaries and disbursements of fisheries overseers, &c.....	111,760 67	
Fish-breeding.....	68,961 40	
Fisheries protection service.....	124,211 21	
Miscellaneous.....	27,833 79	
Fishing bounty.....	158,802 50	
		491,569 57
Total Marine and Fisheries.....		1,521,494 89

A. W. OWEN,
Accountant.

F. GOURDEAU,
Deputy Minister of Marine and Fisheries.

APPENDIX No. 2.

STATEMENT of Revenue of Marine and Fisheries Department for Fiscal Year ended
June 30, 1901.

Service.	—	Refunds.	Amount.
	§ cts.	§ cts.	§ cts.
Harbours, piers and wharfs.....	11,521 77	81 69	11,440 08
Dominion steamers.....	19,476 31	45 63	19,430 68
Winter mail service.....	105 60	9 00	96 60
Examinations, masters and mates.....	4,828 24	20 00	4,808 24
Fines and forfeitures.....	525 00	250 50	274 50
Cattle inspection.....			1,907 87
Steamboat inspection fund.....	33,815 37	1,090 80	32,724 57
" engineers' certificates.....			1,032 00
" inspection of barges.....			120 00
Sick mariners' fund.....	59,838 89	55 55	59,783 34
Marine registry searches.....			52 96
Signal station service.....			2,793 66
Shipping forms.....			117 92
Casual revenue, sundries.....			10,336 32
			144,918 74
FISHERIES.			
Ontario.....			717 35
Quebec.....			4,733 92
Nova Scotia.....	6,595 94	6 00	6,589 94
New Brunswick.....	10,150 40	9 20	10,141 20
Prince Edward Island.....			1,525 30
Manitoba.....	1,103 00	32 00	1,071 00
North-west Territories.....			816 55
British Columbia.....			52,960 35
Yukon Territory.....			406 00
			78,966 61
Licenses to United States fishing vessels.....			9,178 50
			88,145 11

RECAPITULATION.

Marine revenue.....	§ 144,918 74
Fisheries revenue.....	88,145 11
	<u>§ 233,063 85</u>

A. W. OWEN,
Accountant.

F. GOURDEAU,
Deputy Minister of Marine and Fisheries.

APPENDIX No. 3.

STATEMENT of Steamboat Inspection Dues collected during the Fiscal Year ended
June 30, 1901.

	Amount.		Amount.
<i>Ontario.</i>		<i>Nova Scotia.</i>	
	§ cts.		§ cts.
Amherstburg.....	31 80	Amherst.....	30 24
Belleville.....	41 04	Annapolis.....	23 76
Brockville.....	110 60	Arichat.....	10 28
Chatham.....	172 88	Baddeck.....	33 68
Collingwood.....	863 12	Barrington.....	5 96
Cornwall.....	67 32	Causo.....	28 56
Deseronto.....	182 04	Digby.....	19 60
Fort Erie.....	50 96	Halifax.....	2,915 40
Fort William.....	27 00	Kentville.....	504 60
Goderich.....	218 64	Liverpool.....	16 88
Hamilton.....	301 78	Lockeport.....	6 20
Kingston.....	1,666 20	Lunenburg.....	22 44
Lindsay.....	189 14	New Glasgow.....	10 04
Midland.....	131 08	North Sydney.....	241 28
Morrisburg.....	166 18	Parrsboro'.....	7 98
Napanee.....	9 64	Pictou.....	71 00
Niagara Falls.....	5 64	Port Hawkesbury.....	63 36
Ottawa.....	1,102 72	Sydney.....	62 84
Owen Sound.....	1,018 95	Windsor.....	39 74
Parry Sound.....	79 48	Yarmouth.....	434 80
Peterboro'.....	150 52		4,523 54
Pictou.....	273 24	<i>Manitoba.</i>	
Port Arthur.....	369 93	Winnipeg.....	467 36
Prescott.....	147 12	<i>British Columbia.</i>	
Rat Portage.....	342 68	Kaslo.....	176 04
St. Catharines.....	293 49	Nanaimo.....	34 86
St. Thomas.....	57 20	Nelson.....	728 12
Sarnia.....	490 40	New Westminster.....	598 36
Sault Ste. Marie.....	612 86	Vancouver.....	931 00
Simcoe.....	36 76	Victoria.....	3,955 72
Stratford.....	81 20		6,334 10
Toronto.....	2,013 68	<i>Prince Edward Island.</i>	
Wallaceburg.....	77 20	Charlottetown.....	345 64
Windsor.....	889 56	Summerside.....	15 52
	12,272 05		361 16
<i>Quebec.</i>		<i>North-west Territories.</i>	
Cookshire.....	24 56	Calgary.....	17 92
Montreal.....	3,622 68	Dawson.....	2,276 36
Quebec.....	1,439 32		2,294 28
St. Johns.....	53 72	Total.....	33,815 37
Sorel.....	163 16	Less—refunds.....	1,090 80
Stanstead.....	62 04	Grand total.....	32,724 57
Three Rivers.....	115 08		
	5,480 56		
<i>New Brunswick.</i>			
Bathurst.....	20 72		
Chatham.....	206 84		
Dalhousie.....	164 96		
Fredericton.....	34 68		
Moncton.....	6 20		
Newcastle.....	62 44		
Sackville.....	7 00		
St. John.....	1,488 60		
St. Stephen.....	91 48		
	2,082 32		

APPENDIX No. 4.

METEOROLOGICAL SERVICE.

METEOROLOGICAL OFFICE,

TORONTO, November 8, 1901.

Lt.-Col. F. GOURDEAU,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit the thirtieth annual report of the Meteorological Service of Canada, this report being for the fiscal year July 1, 1900, to June 30, 1901, with Appendices A and B, reports of the Quebec and St. John observatories.

The number of persons in receipt of pay from the Meteorological Service on June 30, for various duties performed in connection therewith was 163. Of this number twenty are employed in the central office, and with a few others at outside stations devote their whole time to the work. Others are occupied in observing during only a portion of each day and a third portion is employed only to attend to the display of storm signals when notified.

Since the issue of my last annual report the following stations have been opened.

BRITISH COLUMBIA.

- Class II.—Cranbrook, James Gill.
- “ II.—Nanaimo, Henry Good.
- “ II.—Duncan, E. F. Clark.
- “ II.—Saturna, Id., James Mair.
- “ II.—Kaslo, W. R. Smith (resumed).
- “ III.—Coquitlam, R. D. Irvine.

YUKON.

- Class I.—Dawson, T. A. Stewart.

NORTH-WEST TERRITORIES.

- Class II.—Calgary Exp. Station, P. T. Bone.
- “ III.—Big Hill Springs, W. J. B. Brown.
- “ III.—Northern, P. B. Anderson.

MANITOBA.

- Class II.—Swan River, James Davies.

ONTARIO.

- Class II.—Rocklyn, A. L. Dauard.
- “ III.—Westport, W. McNight (resumed).
- “ III.—Cayuga, James A. Nelles.

SESSIONAL PAPER No. 21

QUEBEC.

Class II.—Sherbrooke, Congregation de Notre Dame.

NOVA SCOTIA.

Class II.—Bridgetown, H. S. Davison (resumed).

NEWFOUNDLAND.

Class II.—N. W. River, Stuart Cotter.

The following stations have from various reasons ceased to report :—British Columbia—Revelstoke, Griffin Lake, Donald and Rosland. North-west Territories—Calgary (Walter Moodie). Manitoba—Portage la Prairie. Ontario—Renfrew, St. Anns, Bognor, Bancroft, Collingwood, Milbrook, Mattawa. Prince Edward Island—Murray River.

There have been no changes in the personnel of the staff at the central office. The work of the office, however, continues to increase. The storm signal stations are increasing year by year—the forecast bulletins issued during the past year have been more extensive and have covered a wider territory than ever before. This has meant more work for the forecast officials and more clerical work for those who tabulate results. The telephonic inquiries during the autumn and winter are now very numerous; vessel masters inquiring as to probable weather and advisability of leaving port and shippers of perishable goods, &c., as to the expediency of shipping.

Hitherto two telegraph operators have been regularly employed, one for day duty and one for night duty; any further increase in dissemination of the forecasts will necessitate having two men at work during the forenoon.

So well and faithfully have the majority of the members of the staff worked that considerable progress has been made towards bringing the publication of the annual reports nearer to date. That for 1898 has been issued, that for 1899 will soon be out of the printer's hands, and the manuscript for 1900 will be ready very shortly. Among the pressing needs of the central office are, increased office accommodation, two more assistants and higher pay to the majority of those employed.

That the character and extent of the work performed at the central office may be the better understood, it may be well to give a brief synopsis of the

GENERAL WORKING OF THE SERVICE.

There are now in the Dominion 312 meteorological stations using instruments which have been supplied by the government. The observers at 234 of these stations take the observations voluntarily, sending regular monthly returns to the central office, and to these persons is due the hearty thanks of the service. At 40 stations, lying chiefly in the far northern territories of Canada, and at lighthouses in the Gulf of St. Lawrence small gratuities are allowed observers. At 38 stations, distributed at nearly equal intervals throughout the Dominion, three or more observations are taken daily, and as the observers are paid salaries, promptness and careful attention to duty is insisted upon. From 34 of these stations two reports are daily telegraphed to Toronto to be used in the preparation of the daily weather chart. The telegraphic reports comprise the barometer readings reduced to sea level, the readings of the wet and dry thermometers, the direction and velocity of the wind, and state of the weather, the precipitation (if any), and with the morning report the minimum temperature of the preceding twelve hours, and with the evening report the maximum of the preceding twelve hours. Almost invariably all reports from stations between Lake Superior and Cape Breton are received in the Central Office by 8.30 a.m. and p.m., and are then forwarded with-

1-2 EDWARD VII., A. 1902

out delay to the United States Weather Bureau, at Washington, via Buffalo, N.Y., from which place some sixty United States Stations are in return sent to Toronto, together with the Canadian reports from Manitoba westward to British Columbia, which are turned over to the United States bureau at St. Paul, Minnesota. All reports are usually received shortly after 9.30, and the working chart is ready for the forecasting official by 9.45, and by 10 o'clock the isobars have been drawn and some of the forecasts telegraphed to their destination. The bulletin issued at night comprises a short synopsis of the weather during the past day and a general description of the existing meteorological conditions, then a list of the highest and lowest temperatures reported from about a dozen stations, followed by the forecasts for the various districts lying between Manitoba and the maritime provinces. These forecasts are for the 24 hours beginning the following 8 a.m., unless it be expressly stated that they cover a longer period. The same evening the telegraph company sends the bulletin to all points where are published morning newspapers, in which it is printed generally at the head of the column of local news, and then in the morning on the opening of the various telegraph offices throughout the Dominion the first message which goes over the wires is the daily forecast, which is posted up in a conspicuous place in every telegraph office. Up to the summer of 1894, the forecast based on the 8 p.m. chart was practically the only one issued, but since that time a second forecast covering the current and following day has been issued at 10 a.m. This is sent to nearly all ports both on the great lakes and on the seaboard, and it also appears in most of the afternoon papers published in the Dominion.

There are in the Dominion 73 stations at which cautionary and storm signals are displayed, 31 on the lakes, 40 in the maritime provinces, and 2 in British Columbia. The signals used are drums and cones—the cone alone being hoisted when but a moderate gale is expected, and both drum and cone together when it is thought that the storm will be heavy, the apex of the cone downwards indicates southerly and easterly directions, and upwards, northerly and westerly.

Each morning some 85 copies of the Weather Chart are made by means of a duplicating machine, the mimeograph, and supplied to the Toronto newspapers, to the Board of Trade, and to such business people who will engage to post them where they will be seen by the public.

Early last winter arrangements were made with the G.N.W. Telegraph Company whereby a more comprehensive weather bulletin than is issued to the majority of places should be published each forenoon simultaneously at Quebec, Montreal, Ottawa, Hamilton and London, containing the same information as had for some time previously been published in Toronto, St. John and Halifax. This bulletin in my opinion fills all actual requirements as regards supplying such meteorological information as is possible in the present state of the science of meteorology. Local weather maps are published fairly generally in the larger cities of the United States, but experience in Toronto indicates that but few persons take any real interest in the maps. The public, generally, desire simply the forecasts, which they are satisfied to accept from the trained official, realizing that he can almost invariably read the indications of the chart better than the amateur. It is very questionable whether the large cost entailed by publication of local weather maps, other than at the central office, would be warranted by their usefulness.

The Pacific division of this service inaugurated in 1898 continues under the local supervision of Mr. E. Baynes Reed. Reports from stations in the Canadian North-west Territories and Manitoba are, when collected at Winnipeg, wired in one message to Victoria, and in addition to these reports some eighteen reports are received from United States stations near the Pacific Coast. Reports from Barkerville, Kamloops and New Westminster are wired to Victoria at the same time as to Toronto.

Forecasts are issued at Victoria for the lower portion of Vancouver Island and the lower mainland of British Columbia, and I am pleased to be able to report that a fair degree of success has been achieved.

Dawson, Yukon, has been equipped as a telegraph reporting station, and it is hoped ere long to have bi-daily reports telegraphed to Toronto and Victoria. This station,

SESSIONAL PAPER No. 21

together with Port Simpson on the British Columbia coast, will be invaluable in forecasting for the North-west Territories, an extension of work which it is proposed to make as soon as possible.

FORECASTS AND STORM WARNINGS.

During the past year the number of heavy gales has not been excessive, but many of those which did occur were of unusual violence, noticeably those of September 11 and 15, October 1, November 10, 21 and 27, and December 5. Ample warning was given of the approach of these great storms, and no doubt many lives and much valuable property were thereby saved.

The storm of September 11 was the West India hurricane, which had, prior to this date, devastated Galveston, Texas. It was very severely felt from Ontario to the maritime provinces, but at points on the Bay of Chaleur and on the Gaspé coast, the warning was unfortunately not received owing to delay in transmission. The storm of September 15 was very heavy over the lakes, and on Lake Superior it is reported that mariners greatly esteemed the warning. The gale of October 11 was extremely heavy throughout the greater portion of eastern Canada. At Grand River, the C. K. Company did not heed the warning and neglected to remove a large consignment of fish, valued at several hundreds of dollars, from the wharf, and this was all washed away by the heavy seas and lost. On November 10, the *City of Monticello* went out in the face of the storm warning and was lost, thirty-one persons perishing. The gale of November 21 and 22 was very heavy from the lakes to the maritime provinces. It was in this storm that ss. *St. Olaf* was wrecked off Seven Islands and all on board perished.

During the year 1,313 warnings were issued from Toronto, and of these 1,135, or 86·4 per cent were verified.

Towards the close of last winter certain merchants and shippers of perishable goods in Toronto, who made a constant practice of telephoning to the Central Office for information as to probable temperature changes, were requested to report as to the use they made of the forecasts, and the following are some of the replies received:—

TORONTO, February 7, 1901.

R. F. STUPART,
Director Meteorological Service.

DEAR SIR,—We wish to tender our thanks to you and staff for the valuable services your office has rendered us by giving us a forecast of the weather, particularly in the winter season. By your timely warning, you have enabled us to hold over shipping orders, which would have proved an absolute loss had we forwarded goods.

Yours truly,

(Sgd.) COPELAND BREWING CO.,
THOS. B. TAYLOR, prop.

TORONTO, February 7, 1901.

R. F. STUPART,
Director Meteorological Service,
Toronto.

DEAR SIR,—We are, as you know, large handlers of apples, which each week we ship for export to Great Britain and have found the reports furnished by you to us of great value, as, of course, temperature and storms must be taken into account by us when we ship, as if we ship in extremely cold weather our apples are liable to freeze, or

1-2 EDWARD VII., A. 1902

should a heavy snowstorm take place in passage, they might be detained and greatly damaged. We are pleased to state that your information has aided us greatly, and we shall take the liberty from time to time to get your advice as to the probabilities to aid us in our business.

Yours very truly,

(Sgd.) M. H. PETERSON & CO.

TORONTO, February 7, 1901.

MR. R. F. STUPART,
City.

DEAR SIR,—*Re* facilities offered to us through the courtesy of the employees of the Observatory, I have found their services of great value. In regard to the information which we have received from them we have been able to rush cars of fruit through from New York, whereas without that information we would have stood to lose hundreds of dollars.

Yours respectfully,

(Sgd.) CHARLES KIMPTON.

TORONTO, February 7, 1901.

MR. R. F. STUPART,
Director of the Meteorological Department,
Toronto.

DEAR SIR,—Please accept our thanks for the prompt way in which you have answered our many inquiries as to the "probs."

As you are aware it is indispensable in our line of business to know when and where to ship green fruits in the winter season.

Your information, given readily and courteously, has been valuable to us and we take this opportunity of thanking you.

Yours very truly,

(Sgd.) HUSBAND BROS. & CO.

TORONTO, February 8, 1901.

R. F. STUPART, ESQ.,
Meteorological Department,
Toronto.

DEAR SIR,—Your advice from time to time as to weather probabilities has been invaluable to us in our importations and shipments of perishable products. We thank you very much for past favours and shall be glad to be able to get your advice in the future.

Yours very truly,

(Sgd.) F. SIMPSON & SONS.

SESSIONAL PAPER No. 21

TORONTO, February 7, 1901.

MR. R. F. STUPART,
The Observatory,
Toronto.

DEAR SIR,—We wish to express our appreciation of the kindly manner in which your staff have answered our many inquiries. We have found reports of considerable value to us in making shipments, owing to the perishable nature of our goods. The fact of your being situated in Toronto enables us to act promptly. Awaiting your further valued favours, we remain,

Yours, truly,

(Sgd.) CLEMES BROS.

TORONTO, February 7, 1901.

MR. R. F. STUPART,
Director Meteorological Service,
Toronto.

DEAR SIR,—We much appreciate the service rendered us by the Observatory officials here, in giving us the accurate temperature in different parts of the province and country. We are heavy importers and exporters of fruit and we have found the information given us, almost daily, of vast benefit in shipping. In fact we consider it extremely necessary to have this information in order to carry on our business satisfactorily during the winter season.

Yours respectfully,

(Sgd.) WHITE & CO.

TORONTO, February 7, 1901.

R. F. STUPART, ESQ.,
Director Meteorological Office,
Toronto.

DEAR SIR,—We beg to acknowledge the services your office have rendered us during the present and past seasons. Handling perishable goods in large quantities the value of which runs into considerable money, it is of vital importance to us to be posted as to what we may expect the weather to be, so as to guide us in making shipments to points in our own province, also in loading apples for export. In acknowledging the courtesy of your office in giving us information asked for, we would be pleased if you could arrange a service by which the merchants could be notified of any radical change likely to take place in the temperature, the same as merchants in New York in our line of business enjoy.

Yours truly,

(Sgd.) McWILLIAM & EVERIST.

In March a circular letter was addressed to some forty harbour masters in the Maritime Provinces requesting a report as to the usefulness of the storm warnings to the shipping. All who received letters replied, and all replies were satisfactory, and many of them highly so, and contained most flattering commendation of the work of the service. The following were among the replies :—

1-2 EDWARD VII., A. 1902

St. John, N.B., March 21, 1901.

'As to the storm warnings, in my opinion they are very useful and should be maintained as all ship-owners are greatly led by them and masters of small vessels are guided by them greatly.'

'I would suggest that there be more of them placed on the headlines and at all light stations for the benefit of our fishermen as the benefit to life and property would more than repay the cost of service and telephone. I would particularly suggest Cape Spencer and Musquash Head.'

(Sgd.) THOS. TRAYNOR,
Pilot.

Quarantine Station, St. John, N.B., March 18, 1901.

'Your efficient officer here, Mr. Hutchinson, has furnished me with a copy of your daily forecast for the past two years. They have been of such value to me that should they be withdrawn I would enter a very earnest protest against such proceeding, in fact I consider them invaluable and this in spite of the fact that you sometimes 'miss it.' As I live on an island at the entrance of St. John harbour the weather is a subject of very lively interest and my favourable opinion of your warnings and forecasts is the legitimate outgrowth of observation impelled by environment.

'I am also in a position to state to you the fact that the shipmasters ready for sea always consult your reports, and I have known ocean steamers and many coasting vessels to remain in port because the warning for a heavy gale was swinging from the yard arm of your signal pole at the custom house. There is no doubt in my mind that this has resulted in the saving of much property and many lives. I gratefully acknowledge the benefits which I have reaped from your service and sincerely wish you every success.'

(Sgd.) J. E. MARCH, M.D.

Canso, N.S., March 20, 1901.

'The daily forecasts are universally sought after by all sorts and conditions of people the year round, and this fact would seem to indicate their general usefulness,

'In regard to the storm warnings, up to the middle of January they are carefully watched more particularly by the local fishermen, who generally regulate the mooring and securing of their boats by the warnings. I have heard of several local fishermen saying that if they had not heeded the storm warning they would have lost their boats.'

(Sgd.) J. K. YOUNG.

International Steamship Company, St. John, N.B., March 20, 1901.

'We find your weather reports of the greatest benefit to us and do not know how we ever did without them. We are not able to specify any particular instance in which lives or property have been saved in consequence of your reports but have little doubt we should have been put to many an expense and detention to say nothing of disaster had we been deprived of the weather reports from Toronto and Washington.'

(Sgd.) WILLIAM G. LEE.

SESSIONAL PAPER No. 21

Fader & Co., Wholesale Fish Dealers, Halifax, N.S., March, 1901.

‘Your weather reports are very beneficial to the people on the coasts, especially to sailing vessels. There is no question but that much property and life is saved by the warnings of approaching storms.

‘It also gives us an idea when to hold a stock of fish. In stormy weather or boats can’t catch fish, and when we see that stormy weather is indicated we hold back a stock which we would not hold if the weather was fine. We have to keep a steady supply of fish; and we can assure you that we find the weather indications most beneficial to us. It is the first thing the writer reads on receiving the newspaper. We hope that you may continue to favour us in this part of the country with your weather reports.’

(Sgd.) FADER & CO.

Little Glace Bay, N.S., February 29, 1901.

‘In regard to the storm warnings they are very much sought for in the spring and fall by the fishermen. I have not seen any lives saved but know a good lot of fishing gear, such as lobster traps and net saved.’

(Sgd.) STEPHEN TURNER.

Royal Danish Consulate, Swedish and Norwegian Vice-Consulate, Imperial Russian Vice-Consulate, Halifax, N.S., February 22, 1901.

‘The storm warnings and daily forecasts issued by your service have been found most useful in my experience here. I have frequently to consult Mr. Allison and received from him most valuable information for masters of vessels intending to proceed to sea.’

(Sgd.) ISAAC H. MATHERS,
Royal Danish Consul and Vice-Consul for Sweden and Norway.

S. Cunard & Co., Halifax, N.S., February 23, 1901.

‘While we cannot give you any instances of where the storm warnings and daily forecasts issued by you have been the means of saving life and property which is hardly to be expected in the case of large steamers, we find the daily forecasts very useful and they are constantly referred to by vessel men and others.’

(Sgd.) S. CUNARD & Co.

Liscomb, N.S., March 6, 1901.

‘I have been a pilot for eighteen years for this port and have heard the captains of ships and vessels of all kinds express themselves as very favourable to this service, I know they have now become a great advantage to seafaring men and have known vessels to turn back when they saw the warning and thus escape heavy storms at sea. The forecasts for the past year have been so accurate, that fishermen as well as captains are almost governed by them, I believe it is a good service and trust it will be continued.’

LEWIS WILSON,
Harbour Master.

1-2 EDOUARD VII, A. 1902

Tignish, P.E.I., March 1, 1901.

'Storm warnings and daily probabilities of weather are very much looked for by captains of schooners and fishermen, also by firms interested in shipping who say they consider the service a great benefit.

'In regard to saving life, one case to my knowledge occurred on September 6 and 7, 1899, when storm drum was hoisted for a strong north-west gale, a large fleet of small fishing schooners were outside and on seeing the signal the most of them made for the harbour, and those that remained out had a very hard time of it, one was lost with all hands, and I have no doubt but for the signal others would have shared the same fate, as when the signal was hoisted, the weather had the appearance of fine, rather than a gale.'

(Sgd.) ANGO. J. GAUDET,
Signal Agent.

Port Hood, N.S., February 28, 1901.

'The storm warnings and daily forecasts issued by your service are very useful and I may say much sought after by captains of coasters and fishing vessels, and also by our own fishermen who have to go off some miles to the banks. I am aware of several instances where fishermen would have gone out to the banks fishing and perished in the storm only that they saw the storm signal up. In view of the fact that the Port Hood Coal Company intend shipping coal in large vessels from this port next summer, I think that storm warnings and daily forecasts will be more than ever sought after by captains.'

(Sgd.) GEORGE WATTS.

Parrsboro', N.S., February 26, 1901.

'The storm warnings and daily forecasts issued from your service are greatly sought after and are of great service to vessel men and others.

'There have been several vessels at different times loaded and ready for sea and on account of the storm warning did not leave for two or three days and by so doing missed a severe storm.

'There was a big storm on November 27, about two years ago and had it not been for the storm warnings and forecasts there is no doubt but several schooners would have been lost or badly wrecked and quite probable all hands perished and I am certain they are a great service to our port.'

(Sgd.) E. W. BEATTY,
Harbour Master.

SESSIONAL PAPER No. 21

METEOROLOGICAL SERVICE—Table showing the number of forecasts and percentage of fulfilment in each district, in each month and in the year July, 1900, to June, 1901, inclusive.

MONTH.	MANITOBA.				LAKE SUPERIOR.				GEORGIAN BAY.				LOWER LAKE REGION.				OTTAWA VALLEY.							
	Number of Forecasts.		Verified.		Number of Forecasts.		Verified.		Number of Forecasts.		Verified.		Number of Forecasts.		Verified.		Number of Forecasts.		Verified.					
	Number fully.	Number partly.	Number not.	Percentage.	Number fully.	Number partly.	Number not.	Percentage.	Number fully.	Number partly.	Number not.	Percentage.	Number fully.	Number partly.	Number not.	Percentage.	Number fully.	Number partly.	Number not.	Percentage.				
1900.																								
July.....	88	74	3	82.6	100	18	11	8.8	117	66	12	8	28.6	114	101	6	1	91.5	100	84	3	87.5		
August.....	85	70	4	84.7	106	53	14	7.8	107	63	4	10	88.8	106	90	5	11	87.3	99	80	8	90.9		
September.....	83	60	13	80.1	104	84	12	8	86.5	115	99	7	9	91.3	115	98	10	7	89.6	104	87	8	87.5	
October.....	89	75	8	88.8	108	98	7	3	94.0	127	113	6	8	91.3	128	113	9	6	91.8	119	103	14	82.4	
November.....	100	76	13	87.6	107	79	15	13	80.8	115	97	12	6	8	118	103	18	7	86.4	108	93	11	91.2	
December.....	88	74	6	82.6	100	18	11	8	87.5	117	66	12	8	28.6	117	66	14	6	88.4	104	93	11	84.6	
1901.																								
January.....	91	89	11	84.6	102	76	12	14	92.2	111	70	25	16	74.3	112	81	22	9	82.1	104	81	12	87.7	
February.....	87	82	16	86.4	90	70	12	8	84.4	111	81	17	13	80.6	113	87	14	12	83.2	97	71	10	87.7	
March.....	81	66	7	86.4	91	72	12	8	88.0	114	95	7	12	86.4	114	97	10	11	88.6	108	84	14	87.1	
April.....	86	70	8	80.2	88	73	13	8	88.1	94	76	10	8	86.2	94	73	10	11	83.0	95	76	7	87.7	
May.....	92	69	13	82.1	105	80	13	12	82.4	119	98	15	6	88.7	119	94	21	4	87.9	109	89	15	88.5	
June.....	84	56	21	74.2	101	77	18	6	85.1	109	88	14	7	87.2	111	88	21	8	83.3	100	84	10	89.0	
Totals.....	1,040	808	129	83.9	1,209	960	139	116	85.2	1,350	1,102	135	113	86.6	1,361	1,106	158	97	87.1	1,247	1,033	118	96	87.6

METEOROLOGICAL SERVICE—Number of forecasts and percentage of fulfillment in each district, in each month, and in the year July, 1900, to June 1901, inclusive.—Continued.

MONTH.	UPPER ST. LAWRENCE VALLEY.				LOWER ST. LAWRENCE VALLEY.				GULF.				MARITIME.				TOTAL.							
	Verified.				Verified.				Verified.				Verified.				Verified.							
	Number of forecasts.	Number fully.	Number partly.	Percentage.	Number of forecasts.	Number fully.	Number partly.	Percentage.	Number of forecasts.	Number fully.	Number partly.	Percentage.	Number of forecasts.	Number fully.	Number partly.	Percentage.	Number of forecasts.	Number fully.	Number partly.	Percentage.				
1900.																								
July.....	100	81	9	85.5	97	75	8	81.4	93	71	10	11	82.6	107	83	11	13	82.7	915	740	71	104	84.8	
August.....	99	82	4	84.8	113	93	9	86.3	113	95	10	8	88.5	115	94	14	7	87.8	943	791	66	86	87.4	
September.....	104	89	8	89.4	114	93	10	86.9	121	98	14	9	86.8	121	98	13	10	86.3	981	806	95	80	87.9	
October.....	118	101	11	90.3	107	85	10	84.1	113	95	8	10	87.6	125	108	12	5	91.2	1,034	891	85	58	90.3	
November.....	110	89	17	88.6	102	86	12	90.2	106	86	15	5	89.2	110	84	13	13	82.3	976	783	126	67	86.7	
December.....	103	81	16	86.4	94	80	9	89.9	98	82	5	11	86.2	121	99	12	10	86.8	942	772	100	70	87.3	
1901.																								
January.....	104	82	13	85.1	104	85	15	4	88.9	106	88	10	8	87.7	117	88	18	11	92.9	951	719	138	94	82.8
February.....	97	76	13	85.1	107	84	13	10	84.6	106	81	14	8	83.0	115	86	17	12	82.3	914	701	126	84	82.9
March.....	109	85	18	86.2	105	80	6	19	79.1	108	83	6	19	79.6	124	91	15	18	79.4	954	753	80	132	83.6
April.....	95	74	12	84.2	82	66	12	4	87.8	80	63	7	80.3	96	73	16	7	84.4	806	648	88	70	82.9	
May.....	109	86	17	86.7	106	82	15	9	84.4	105	78	18	9	82.9	106	68	24	14	75.5	970	741	131	75	81.5
June.....	98	82	16	88.8	97	71	8	82.5	96	80	20	8	81.3	122	85	27	10	80.7	918	693	159	66	84.2	
Total.....	1,246	1,008	148	86.8	1,228	980	137	111	85.4	1,244	990	138	116	85.1	1,379	1,037	192	130	83.0	11,304	9,044	1,294	966	85.7

SESSIONAL PAPER No. 21

LIBRARY.

The number of publications received during the year was 383, being for the most part annual, quarterly, monthly, weekly and daily reports and periodicals from the principal astronomical, meteorological and magnetical observations of the world.

PUBLICATIONS.

Eight hundred and sixty copies of the Annual Report, eight hundred and fifty copies of the Monthly Weather Review and eight hundred and fifty copies of the Toronto General Meteorological Register were distributed to all parts of the world. Five hundred and fifty copies of the Monthly Weather Chart were distributed to persons in Canada and the United States each month with eighty-five copies of the Daily Weather Chart were distributed each day.

UNITED STATES WEATHER BUREAU.

The Chief of the United States Weather Bureau has continued to interchange reports with this office and I desire to express my warm appreciation of the uniform courtesies that characterized all communications from that office.

INSPECTION OF STATIONS.

Early in the spring I received an invitation from the International Meteorological Committee to be present at the sessions of a magnetical and meteorological congress to be convened in Paris in September. The Honourable the Minister having been pleased by letter dated March 21 to accord me permission to attend this congress, I sailed from Canada on August 11 and arrived in England on the 20th. A large portion of the following ten days was spent at the British Meteorological Office and at Kew Magnetic Observatory, at both of which institutions I was afforded every opportunity of studying the methods employed, and at the latter institution especially was able to acquire information which will be of use to me at our Magnetic Observatory at Agincourt. During the first few days of September a visit was paid to the Royal Meteorological Institute of the Netherlands at Utrecht in connection with which there is, what is thought by magneticians of to-day to be, the nearest approach to a perfect magnetical observatory building in existence. It has been erected within the last two years at a large expenditure. The chief of that observatory is one of the greatest authorities on magnetism and my visit was both instructive and pleasant. The opening meeting of the Meteorological Congress was held on September 10 at the rooms of the Société d'Encouragement, 44 Rue des Rennes. More than thirty countries were represented at the Congress, and more than one hundred persons of various nationalities attended its sittings. There were delegates present from, I think, nearly all the European Countries; also from India, Australia, the Argentine Republic, Mexico, Philippine Islands, Japan, Egypt, the Azores, United States, &c. Professor Rüker, the president-elect of the British Association, presided over the Commission on Terrestrial Magnetism, which had presented to it the work being done by magnetic observatories throughout the world. The writer had the privilege of describing what had been done at Toronto, and showed magnetic records which indicated to the commission that the Agincourt Observatory is doing good work and is amply distant from the electric tramway lines. Toronto Magnetic Observatory was the first in the world to suffer from the tramway currents, but several of the most important observatories in Europe have since succumbed and others will doubtless follow. A more detailed account of the proceedings of the Congress have been furnished to the Department under date of February 8. I returned to Canada via St. John's, Newfoundland, and Halifax in order to inspect the meteorological stations at these places and also visited the stations at St. John, N.B., Chatham and Quebec.

1-2 EDWARD VII., A. 1902

Forty-two stations were inspected by Mr. B. C. Webber.

At Fort Simpson the exposure of the instruments is poor, and seemingly little interest is given to the work, the remuneration being considered altogether too small for the duties required. The chief station of British Columbia at Victoria is in thorough order and the work appears to be faithfully and zealously attended to. At Banff the spare barometer was placed in a suitable position convenient for the use of travellers, there being a constant demand for barometric comparisons at this station. Sulphur Mountain was ascended to the summit with a view of placing instruments there. The spot was considered suitable as a mountain station, but not accessible unless a trail be made, and it is possible under the circumstances that the National Park authorities may be successfully approached on the subject. At Regina, in view of the fact that the observers at the barracks are being so often changed, it is recommended that the work be handed over to the Department of Agriculture of the Northwest Territories, which department is actively engaged in the promotion of meteorological work in the Territories. At Fort William the signal station was in a disgraceful condition—the mast was almost heaved out of the ground, drum house broken to pieces, and signals green from exposure to the weather. Furthermore the agent had been deceased for many months, and the family considered it unnecessary to notify the central office of the fact. At Beatrice the barometer was repaired and adjusted. At Bissette, through the kind permission of the Canadian Pacific Railway authorities an electrical anemometer was placed on the roof of the railway station, a very fair exposure. The barometer was also cleaned. At Mattawa the agent of the Canadian Pacific Railway was instructed in the duties of observer, and a new rain gauge was supplied, but I think it highly improbable that he will attend to the duties gratuitously. At St. Andrews the mast will require a fresh coat of paint and the drum house will be repaired. At Grand Manan a new platform was found to be necessary to replace the one which had become rotten, and a stronger anemometer was required, the one in use being too fragile for such a windy point. The barometers were cleaned. The exposure for the thermometers is most indifferent. At St. John the work is conscientiously and well done as heretofore. Complaints are to hand that the new red storm lantern cannot be seen two miles away. Electricity should be substituted for coal oil at this and many other stations. At Pointe le Preaux all was in good order. At Digby the mast and drum house both needed repairing and the agent was told to attend more carefully to the storm reports. At Yarmouth the barometer was cleaned and a new drum and cone were supplied. At Halifax the red-light storm lantern cannot be used as on the code of signals, one red light means vessel in distress off the harbour, and a red and white light arrival of the Irish mail steamer, consequently Halifax and Camperdown will still use the old night storm signal lamps, namely, two white lights. The barometer was cleaned and an error in the minimum thermometer rectified. At Cheticamp the mast and drum house are to be painted and the stays tightened. At Port Hood the drum house is to be repaired and repainted. At Port Hastings a thin down haul rope is to be used for the lanterns. At Canso the mast was rotten, there was no drum house and no halliards and the drum and cone were both broken, furthermore the agent has been living in the United States during the last eighteen months and the work was farmed out. Matters could not have been in a much more unsatisfactory state. As this is one of the large shipping ports in the Maritime provinces, and where the storm signals are much appreciated, existing conditions were much to be deplored. The station will now be put in first class order and an agent appointed. At Port Morien it was found necessary to remove the mast as the bank on which it was placed was falling away. The drum house was likewise broken to pieces. A commanding position overlooking the harbour has been secured, everything will be put in first class order and in future the lanterns will be used. Glace Bay—a new mast was necessary at this place as the old one was rotten. The new site leased is not of the best, however there is little or no shipping at this point. Louisburg—The telephone placed in the agent's house greatly facilitated the work at this station. At North Sydney the mast required some slight repairs. Low Point needed a stronger anemometer, also the wires restrung. There is a fine exposure for wind here, the telegraph facilities are good and in many respects this would be a more desirable place for an observing station than Sydney. Sydney wind

SESSIONAL PAPER No. 21

exposure is useless owing to environments. All else in good shape and duties are faithfully attended to. At Pictou the painting of the mast can remain over till another season. At Charlottetown the instruments are now at the observer's residence, a position as good as heretofore. The wind vane was found faulty, also the anemograph; the mast and drum box also needed repairs. Georgetown—The new agent lives alongside the mast and everything is in good order. I instructed the agent fully in his duties. Souris—All in good order here. At Summerside the town council generously granted a site on the town wharf for the signal mast, the old position being most unsuitable; the cribwork on which the mast was placed was seriously damaged each spring by the action of the ice and was eventually destroyed. At Tignish the mast will be further strengthened, when it should last for some years. Point du Chene mast was in bad shape and will be repaired. Chatham—Instruments are still in same wretched exposure. The mast will stand moving, the best location being on the town wharf. Point Escuminac—The stand carrying the wind gauge required some little repairs, otherwise all was in first class order. Bathurst—A good mast replaces the one recently worn out. The observations have been no better attended to than heretofore, but more attention is promised to the work in future in view of the fact that maximum and minimum thermometer readings and precipitation only, are to be taken. There is little or no shipping at this place. Paspébiac—The mast is to be repainted, the drum house repaired, stays tightened and a new cone furnished. Grand River—The telegraph operator kindly attends to the clerical work at this station as our agent can neither read, write, or speak English; complaints were also received that the agent at times had refused to report for night duty but this he denies. The mast is to be repainted as it is much in need of it. Cape Despair—All fishing vessels bound to the banks have to pass this point. The position also commands the fishing villages of Cape Cove and Little Cape Cove; under these conditions I am favourable to the establishment of a storm signal station at Cape Despair. Perce—The stays of mast required some attention otherwise all was in very good order. Fox River—Instructed the new appointee in duties of storm signal agent. The premises are situated about two hundred yards farther down the slope nearer the seashore, a less desirable position than the one the mast is now in, consequently as there is no government land at Fox River and the agent has free access to the mast as it is placed there can be no object in its removal elsewhere. Gaspé—The red storm signal lamp cannot be used at this place as it would interfere with the red range light and when displayed be liable to cause vessels entering the harbour to run aground. The mast and drum house have been very well constructed and all is in good order. Dalhousie—All in good order at this station, the lamps however have a very new appearance considering they are supposed to have been in use for some years.

Mr. H. V. Payne inspected four stations.

An angle steel mast has been placed in position at Port Colborne, but at first some trouble was experienced from the stays not being strong enough and a collapse resulted, but the defect has been remedied and the structure is now safe and most satisfactory. A steel tower has also been erected at Midland, on a site overlooking the town and bay, the county deeding the land free to the service. The observations and signal work at this station are well attended to. On September 24 Amherstburg was visited; the agent was away and the signal work obviously is not properly attended to. The signals were in a dirty condition and partially unfit for use. On inquiry, it was discovered that the forecast bulletin was seldom posted at the wharf, and that vessel men had generally to go up to the town to the telegraph office for information as to the coming weather. The meteorological station at Pelee Island light house was inspected on September 26. The new observer here was evidently trying to do his best, but required instruction as to observing and keeping instruments in order. The signal mast and signals were in good order. There has been some idea of moving this signal station, as it was so far from the sailing course. This was partially correct when the 'Dummy Light' was in use, but being informed that it is the intention of the department to place the guiding light further south-east towards the 'middle ground,' making the sailing course much nearer the signal station, it is recommended that the present station be continued. Mr. Kingsford visited Parry Sound and the Algonquin Park. At the

1-2 EDWARD VII., A. 1902

former station the instruments were found to be in good order, and at the latter a promise was made by the chief ranger of the park that observations should be continued. The instruments were brought away from Burk's Falls, observations having been discontinued some time previously.

SEISMOLOGICAL OBSERVATIONS.

The Milne seismographs in Toronto and Victoria have been kept in operation throughout the year and have given satisfactory results. On an average, there are recorded about eleven quakes per month, large and small. The most important quakes of the year were recorded on October 9 and 29. The seat of the disturbance of the former was in Alaska and was felt there as a severe earthquake, much damage being done to property, the earth being in a constant tremor for six hours. On the 29th, the seat of disturbance was near Caracas, Venezuela; the city was greatly damaged, several churches were wrecked and the American and British legations suffered severely. Fifteen persons were killed. The records of Toronto and Victoria seismographs for the 7th, during the quake, show the amplitude of the pendulum swing to have been over 27 millimetres. The vibrations were so large that the pendulum swung off the recording paper. At Victoria the first appearance of the quake occurred at 12 h., 32.8 m., Greenwich mean time, and at Toronto the time was 12 h., 47.4 m., Greenwich mean time. The amplitude of the movements for the quake of the 29th for Toronto was 15.5 millimetres, and at Victoria the swing exceeded the width of the photographic paper over 27 millimetres. A detailed list of the disturbances registered for the year at both stations have been forwarded to Professor Milne for the report of the British Association for 1901. The principal disturbances recorded both at Victoria and Toronto were as follows: July 15 and 29; September 1, 8 and 15; October 9, 17 and 29; November 9; December 25; January 7 (originated at Ecuador); January 18; March 5; April 5; May 25 (originated in Java), and June 21.

TIME SERVICE.

During the year ending June 30, 1901, seventy-seven meridian observations for time were made with the transit instrument and six solar observations were taken. The position of the stars used were those given in the 'Berliner Jahrbuch.'

The collimation error of the transit instrument has been determined frequently, principally by micrometrical measurements on the collimating telescope. The azimuth, level and collimation errors have varied very little during the year.

Sunspot observations have been continued throughout the year with the equatorial telescope; maps of the sun's surface, four inches in diameter, showing the spots and faculæ markings, were made on 156 days, and of these, 100 days of no spots were recorded. The longest continuous period during which the sun's surface was clear of spots occurred from March 12 to May 15, 1901, inclusive. The most prominent periods of spots were from October 17 to 27, 1900, and from May 19 to 30, 1901.

The time exchanges with Montreal, Quebec and St. John have all been registered on the chronograph at Toronto. The errors of the Toronto clock and of the timepieces used by the different observatories elsewhere, are computed from the latest observations.

The mean time clock of the Toronto Observatory has continued to show absolute standard time of the 75th meridian. The method of keeping it to this adjustment has been described in the annual report for 1899.

The different electrical attachments to this clock and the sidereal clock continue to give great satisfaction.

Time has been given weekly to the magnetical observatory at Agincourt.

The time service under control of the meteorological service comprises in addition to the striking of the fire alarm bells in Toronto at 11.55 a.m. daily, comparisons with Montreal, the dropping of the time balls at Quebec and St. John, and the firing of a gun at Vancouver.

SESSIONAL PAPER No. 21

The following table shows the difference between the time by 'Standard Observer' and that given at the various exchanges—the sign + indicates that the time, as sent from the various observatories, is faster than that by the 'Standard Observer.'

The time of 'standard observer' is obtained by taking the arithmetical mean of the times as determined at Toronto and Montreal.

	Toronto.	Montreal.	Quebec.	Sr. John.
1900.	secs.	secs.	secs.	secs.
July 6.....	+0.07	-0.07	+0.11	
" 20.....	+0.26	-0.26	-0.28	+0.27
August 3.....	-0.22	+0.22	+0.26	-0.55
" 24.....	-0.09	+0.09	+0.67	+1.13
September 14.....	+0.07	-0.07	-0.13	+0.24
" 28.....	+0.04	-0.04	+0.35	-0.09
October 12.....	-0.23	+0.23	+0.18	
" 26.....	+0.08	-0.08	-0.82	+1.28
November 16.....	-0.24	+0.24	+0.40	+0.73
" 30.....	+0.54	-0.54	+1.19	+1.03
December 31.....	+0.29	-0.29	-1.50	+0.32
1901.				
January 18.....	+0.19	-0.19	+0.74	+0.03
February 8.....	-0.25	+0.25	+0.42	+0.17
March 22.....	+0.18	-0.18	+0.86	+0.32
April 12.....	-0.04	+0.04	-0.22	+0.72
" 29.....	-0.03	+0.03	-0.35	+0.96
May 17.....	-0.20	+0.20	-0.05	+0.90
" 31.....	-0.31	+0.31	-2.54	+1.08
June 14.....	-0.03	+0.03	+0.56	+0.77

All of which is respectfully submitted.

I have the honor to be, sir,
Your obedient servant,

R. T. STUPART,
Director.

APPENDIX A.

QUEBEC OBSERVATORY.

QUEBEC, July 30, 1901.

The Director,
Meteorological Service,
Toronto.

SIR,—I have the honour to transmit my annual report for the fiscal year ending June 30, 1901.

My duties at the observatory were the same as in past years.

All the meteorological observations were taken daily as heretofore.

The time was determined by means of the transit of standard stars every fine night, and also by the sun.

The time ball on the Citadel is in good working order, having been thoroughly repaired during the summer of 1900, and the same is now dropped by me from the top of the observatory.

1-2 EDWARD VII., A. 1902

Inquiries at the observatory respecting the conditions of the weather are continually increasing, and the weather bulletins received from the Central Office, Toronto, are very much appreciated by the public. They are posted at the principal places of the city and published in all the newspapers.

I have the honour to be, sir,
Your obedient servant,

(Sgd.) ARTHUR SMITH,
Director.

APPENDIX B.

ST. JOHN OBSERVATORY,
ST. JOHN, N.B., October 31, 1901.

R. F. STUPART, Esq.,
Director Dominion Meteorological Service,
Toronto, Ont.

SIR,—I have the honour to present my annual report on the St. John Observatory for the fiscal year ending June 30, 1901.

During the past year facilities of this observatory for transmitting time signals have been extended. A time signal is now sent every week day morning at 9 o'clock standard time of the 75th meridian over the wires of the Western Union Telegraph Co., and is used by the railways and others in the Maritime Provinces.

The transmitting clock was last year fitted with a break circuit attachment, which by reversing the points of the local relay transmits makes. The signals sent out by this clock are wholly automatic, and consist of a series of makes or dots and pauses in an open telegraphic circuit. Special signals have also, by request, been sent to the Royal Navy at Halifax, to North Sydney and Halifax for the British and French cable ships, to Mr. W. Bell Dawson, for the use of the Tidal Survey, and to others.

Observations of stars with the transit instrument are made as often as possible, to obtain the errors and rates of the Standard Sidereal clock. The Standard Mean Time clock is compared daily with the Sidereal, and where necessary brought to time by the adjustment of small weights on the pendulum bob.

The time ball has been dropped every week day throughout the year in the same manner as formerly reported.

The meteorological observations have been continued without change from my former report.

To meet urgent requests, steps are being taken to increase the issue of the forenoon weather bulletin. The information contained in this bulletin has proved of great value to mariners, shippers of perishable goods and others interested in weather conditions.

The bulletin is issued as promptly as practicable after receipt of the telegraphic reports, forecasts and conditions from Toronto, and is publicly posted that all interested may avail themselves of the latest information and probabilities of the near future, postal facilities are made use of in distributing the bulletin to adjacent places. It is also published in full by our evening papers, with the addition of a brief summary of the local meteorological conditions. Upon request special telephone messages are sent when important business demands immediate information before the bulletin can be issued.

The forenoon forecasts and all storm warnings are promptly telephoned to St. Martin, and I have been informed they are of great benefit to the mariners and

SESSIONAL PAPER No. 21

residents of that port. The storm signals are displayed at Quaco light house near St. Martin.

Inquiries are frequently made for reports from the office records to settle demurrage claims and claims from damage to the shipments of perishable goods.

I have the honour to be, sir,
Your obedient servant,

D. L. HUTCHINSON,
Director, St. John Observatory.

THE MAGNETIC OBSERVATORY.

TORONTO, November 8, 1901.

LT.-COLONEL F. GOURDEAU,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to report as follows upon the work of the magnetic observatory at Agincourt.

The building and site have proved admirably adapted for magnetic observations; it is now perfectly evident that the instruments have been removed far enough from electric tramways. Mr. Menzies continues to reside in the village of Agincourt, and besides keeping the photographic lights burning, winding the clocks, &c., makes weekly determinations of the dip and absolute declination; the absolute determinations of the horizontal component are made by myself.

Continuous photographic records of declination and horizontal force have been maintained throughout the year. The vertical force curves were continued until February 11, at which date the vertical force instrument was dismantled to make provision for the substitution of a Bifilar inclinometer. Hourly measurements of the values of these curves have been made and monthly abstracts of the same, wherein hourly, daily and monthly means are computed, and the daily maxima and minima with times of occurrence tabulated. Check observations are daily made by comparison with auxiliary eye reading scales attached to the magnetometers and readings of the daily maximum and minimum temperature of magnetic basement are made, together with daily comparisons of the clock which marks hourly divisions on the curves.

The observations for determining the absolute declination have been regularly carried on, simultaneous comparisons being made with the differential instrument. The usual determinations of the absolute horizontal force have been made and bifilar values deduced. Weekly observations of inclination have been taken with the new dip circle (No. 130, Dover) recently purchased, it being an exceptionally good instrument.

Continuous electrical anemograph records of the velocity and direction of the wind have been kept throughout the year. Daily minimum and maximum and incidental temperatures have been recorded as also the state of the weather and amount of rain and snowfall.

A weekly time exchange is made with Toronto and a record kept of the rates and errors of the clocks and chronometers.

There have been remarkably few disturbances of any magnitude during the time covered by this report. During the months of August, September, November, December and April the magnets were particularly quiet, the curves closely following the daily normal. The only noticeable exception to this was a sharp increase of force just before 16 o'clock of August 13, followed by an abrupt return to about normal. July, February, March and May show occasional disturbances, but none of sufficient amplitude to

1-2 EDWARD VII., A. 1902

call for remark. The largest disturbance of the year was almost continuous from the 24th to the 27th of October, the amplitude being about 28' for declination and a change of 0.000945 C.G.S. in horizontal force. A disturbance from the 22nd to 23rd January, showed an amplitude of 25' and .000720, and one on June 13, 22' and .000810 C.G.S. respectively for declination and bifilar.

The mean daily range of declination deduced from maximum and minimum hourly readings has been 8', and the mean daily range of horizontal force 0.000270 C.G.S. The months of October and June show the greatest proportion of disturbed days, irrespective of magnitude.

The magnetometer for determining the absolute declination has been remodeled and remounted at one end of a slate slab 6 feet long, 18 inches wide and $1\frac{1}{8}$ inches thick; the azimuth instrument for reading the collimating magnet being placed at the other extreme. The slate rests on and unites the two stone piers, which heretofore carried the magnetometer box and azimuth instrument respectively and is adjustable for level, also in azimuth to the extent of 4°. This arrangement insures greater stability and prevents possible small relative changes; it has so far given good results apparently reducing the slight discordance hitherto observed.

The bifilar inclinometer previously alluded to has been completed, being mounted on a slate slab resting on mural stone brackets, provided at the time the observatory was built. The instrument is ready for final adjustment and when so adjusted will give continuous photographic records similar to the other magnetometers.

The various optical parts formerly used to record vertical force movements have been adopted in the construction of a themograph, which will give a continuous photographic record of the magnetic basement temperatures under the same conditions as those existing in magnetometer boxes. This instrument is so arranged in scale value that the results of four days can be recorded on one paper. A series of comparisons has already been made with a standard thermometer to determine an accurate scale value. When these determinations are made it will furnish an accurate and continuous temperature correction for force instruments. The designing and all possible mechanical work on these instruments has been done at the observatory.

I have the honour to be, sir,
Your obedient servant,

R. L. STUPART,
Director.

APPENDIX No. 5.

SIGNAL SERVICE.

QUEBEC, December 3, 1901.

As in preceding seasons, reports have been received from the stations in the lower part of the river and gulf, recording the weather, wind, condition, location and movement of the ice during the winter and spring months, and during the season of navigation all inward and outward bound vessels as signalled when passing each station.

From the 1st to the 20th of April, three reports were obtained and forwarded to the Boards of Trade, Montreal, St. John, N.B., and Quebec, and to the Chamber of Commerce, Halifax, N.S., also to the press of Montreal and Quebec, to the agent of the department, Quebec, to the Custom House and Immigration Agent, to the agents of steamship lines, tug owners, to the pilots for below and above Quebec, also to Messrs. Henry Fry & Co., Lloyds' agents, Quebec.

From April 21 reports were received daily and forwarded as above.

The Chief Superintendent of the quarantine station at Grosse Isle is also supplied with full information as to the weather, wind and the incoming of all transatlantic or foreign vessels.

Information was supplied from the bureau here as in past seasons, to the agents at Anticosti, Magdalen Islands, Meat Cove, C.B., Cape Ray and Cape Race, Newfoundland, from April 13, as to weather, wind, movement and condition of the ice in the Gulf and River St. Lawrence up to Montreal, for the guidance of any vessel calling for information.

The quarantine doctor at Rimouski is also supplied with a report of the incoming mail steamers, name of station and hour of passing being given when vessel was first signalled.

Information as to wind, weather and ice in the vicinity of Anticosti, Magdalen Islands, Meat Cove, St. Pauls Island and Cape Ray, Newfoundland, is also sent to Pointe aux Esquimaux in March for the guidance of the sealing fleet.

Grosse Isle quarantine station reported all transatlantic vessels, which has proved very satisfactory to the shipping interests.

These reports are free to the department, being transmitted over the government telegraph line to Quebec.

All reports received of inward bound vessels were repeated to the pilot station at Father Point, so that pilots could be promptly advised of the locality of inward bound vessels.

LABRADOR AND STRAITS OF BELLE ISLE.

The first message I received from Belle Isle was dated August 21, this new section will prove a great boon to navigation and almost all the signal service system in this district, and is very highly appreciated by the shipping and others interested.

NAVIGATION.

LAST OUTWARD BOUND VESSELS—1900.

November 28.—The last Royal Mail steamer, the ss. *Lake Champlain* sailed on this date.

December 1.—The ss. *Loughrigg Holme* sailed on this date, also the *Bengore Head*.

December 2.—The ss. *Bray Head* sailed on this date.

December 3.—The ss. *Peliki* sailed on this date, last steamer to leave.

1-2 EDWARD VII., A. 1902

FIRST INWARD BOUND VESSELS—1901.

April 20.—The ss. *Jacona* arrived on this date ; first steamer to arrive.

April 21.—The ss. *Tiverton* arrived on this date.

April 25.—The ss. *Manchester Trader* arrived on this date.

April 27.—The Royal Mail steamer *Parisian* arrived on this date ; first mail steamer to arrive.

I have the honour to be, sir,
Your obedient servant,

JOHN U. GREGORY,
Agent, Department of Marine and Fisheries.

APPENDIX A.

Report on ice, &c., in the Straits of Belle Isle and Coast of Newfoundland, as noted by the agents of the department at Belle Isle, Cape Bauld, Cape Norman, Point Amour and Bird Rocks.

BELLE ISLE.

December 12, 1901.—First slab ice made its appearance from the west of the island. Very little ice appeared and vessels could have navigated the Straits very easily during this month. North-east and north-west winds mostly prevailing. About two icebergs seen daily.

January, 1801.—The first two weeks of this month was very cold, thick slab and large sheets of ice formed. It would have been difficult for any vessels to have passed through. North and north-west winds prevailing. The latter part of the month was mild with much rain. South and south-east winds prevailing. Ice all broken up. About 5 icebergs seen daily.

February, 1901.—This month was exceptionally mild, the thermometer averaging about 30 degrees. The ice all broke up and disappeared, bature ice all melted. Very heavy rain fell and the snow went away ; south and south-east winds prevailed. Vessels could have passed through the Straits as in summer. About fifteen icebergs seen daily.

March, 1901.—The straits were clear until about the 20th of the month and after that date, heavy ice came in and the straits were blocked with ice for the rest of the month. It would have been impossible for any vessel to have passed through. Variable winds prevailed. Many immense icebergs were sighted. About 40 icebergs seen daily.

April, 1901.—The straits were blocked with very heavy northern ice and icebergs to the west all this month, it would have been impossible to have passed through. There was open water to the east all month, north and north-west winds mostly prevailed. About 90 icebergs seen daily.

May, 1901.—The straits were clear several times during this month. There was considerable ice outside. The ice seemed very light to the south of Cape Bauld. Variable winds prevailed. On the 26th the steamer *Diana*, Capt. Blanford, arrived to land crew ; he reported hardly any ice outside to the south, but plenty along shore and all the bays blocked. About 130 icebergs seen daily.

June, 1901.—There would have been very little difficulty in passing through the straits this month although there were many scattered pieces of ice, heavy pans and many icebergs. A schooner that arrived here reported a great deal of ice along the south shore, after the 15th of the month, there was very little ice to be seen. About 160 icebergs seen daily.

CAPE BAULD, NEWFOUNDLAND.

As stated in previous reports, the distance from Belle Isle being but 14 miles, the observations as to wind, weather, &c., vary but little with the latter place.—

SESSIONAL PAPER No. 21

December 8, 1900.—First light slab ice made its appearance. Snow fell on several occasions.

February, 1901.—A large quantity of seals were seen in the water this month.

May, 1901.—On the 25th one steamer was seen crossing over to Belle Isle. On the 27th the steamer *Nimrod* passed in. On the 31st a schooner crossed over to Labrador.

June, 1901.—On the 8th, twenty schooners crossed over to Labrador.

CAPE NORMAN, NEWFOUNDLAND.

October, 1900.—First snow fell on the 4th instant. Snow fell on four occasions this month. Eleven icebergs were sighted.

November, 1900.—Snow fell on eight occasions and about four icebergs were seen daily.

December, 1900.—Snow fell on several occasions and north-east wind prevailed.

February, 1901.—Fourteen icebergs were sighted this month.

March, 1901.—About four icebergs were seen daily.

April, 1901.—About eighteen icebergs seen daily.

May, 1901.—About forty icebergs seen daily.

June, 1901.—About seventy-five icebergs seen daily.

POINT AMOUR.

December, 1900.—The first ice made its appearance on the 6th, along the shore. On the 19th a small string of slab ice was seen.

January, 1901.—From the 1st to the 25th of this month the strait was full of large heavy sheet ice, as far as could be seen. From the 25th to the 31st large lakes of water made their appearance.

February, 1901.—There was very little ice in the strait this month and what little there was seen was all broken up, the weather was very mild.

March, 1901.—There was very little ice to be seen until about the 24th, and then the strait filled up with very heavy ice, as far as could be seen.

April, 1901.—The strait was full of very heavy ice until about the 22nd, when the ice nearly all disappeared.

May, 1901.—There was much ice to be seen east of this station during the month. Strait was full of heavy field ice, as far as could be seen. On the 26th the steamer *Diana* went into Blanc Sablon.

June, 1901.—From the 1st to about the 12th, large strings of ice were seen, and numerous icebergs. For the rest of the month, scattered ice and a large quantity of icebergs were to be seen.

BIRD ROCKS.

January, 1901.—First ice made its appearance on the 29th, but there was very little to be seen this month.

February, 1901.—From the first to the 14th there was no ice to be seen anywhere. The keeper states that navigation was practicable until the end of this month as no heavy ice made its appearance.

March, 1901.—First heavy ice made its appearance on the 2nd, piles of ice gathered around the rock to an extent of about a quarter of a mile. During the whole of this month, heavy open ice was to be seen everywhere until the 30th, when it all disappeared. On the 11th two Newfoundland steamers were sighted working north through the ice. On the 13th two schooners and two steamers were sighted. On the 14th the steamer *Panther* called here from Newfoundland. On the 16th the steamers *Harlaw* and *Hope* were seen nine miles off.

1-2 EDWARD VII., A. 1902

APPENDIX B.
THERMOMETER Readings at Belle Isle, from December, 1900, to May, 1901

December, 1900.		January, 1901.		February, 1901.		March, 1901.		April, 1901.		June, 1901.		
1	16	10	10	12	15	34	32	37	30	1	27	31
2	27	25	18	14	14	33	30	29	31	2	31	37
3	29	29	19	16	15	30	10	30	29	3	33	38
4	18	18	16	10	10	30	24	34	31	4	35	39
5	17	21	10	5	5	32	34	40	36	5	36	41
6	19	25	10	5	5	34	38	37	37	6	32	31
7	22	23	8	10	7	35	37	31	36	7	32	34
8	24	22	10	15	21	32	15	31	33	8	30	32
9	19	22	10	4	4	32	10	30	34	9	31	37
10	19	25	16	4	8	31	7	27	27	10	31	40
11	18	26	20	5	6	32	10	30	25	11	37	42
12	14	23	9	5	11	34	25	30	30	12	34	42
13	14	3	3	10	4	33	26	26	30	13	36	45
14	15	26	20	13	13	34	32	37	30	14	37	45
15	15	26	14	5	5	33	30	34	31	15	34	41
16	10	16	9	4	5	30	29	37	32	16	39	46
17	5	8	15	23	29	31	24	37	30	17	40	43
18	5	10	20	10	32	32	34	37	31	18	34	46
19	18	18	19	16	15	30	27	41	35	19	36	40
20	16	22	18	16	10	31	15	30	30	20	34	43
21	16	24	10	4	20	30	10	32	31	21	36	37
22	10	10	10	5	5	21	10	30	35	22	32	37
23	1	12	10	5	5	26	18	39	34	23	34	40
24	8	12	10	15	20	10	20	31	30	24	34	35
25	12	24	20	26	30	24	31	37	32	25	35	42
26	12	16	15	26	26	13	33	30	30	26	34	43
27	16	21	13	37	35	15	30	34	33	27	32	39
28	10	11	8	26	34	14	36	42	37	28	34	46
29	10	10	1	36	34	31	38	37	30	29	37	45
30	2	16	16	29	32	29	36	38	31	30	40	46
31	12	14	14	26	34	31	36	34	31	31	35	46

I have the honour to be, sir, Your obedient servant,

J. U. GREGORY, Agent Department of Marine and Fisheries.

SESSIONAL PAPER No. 21

SIGNAL STATION, CITADEL.

HALIFAX, N.S.

J. PARSONS,
Agent Marine and Fisheries,
Halifax, N.S.

SIR,—I have the honour to forward herewith a return of the number of vessels reported at this station during the twelve months ending June 30, 1901.

The service has been carried out satisfactorily on the whole, considering the frequent changes of personnel of the signal staff, which cannot be avoided owing to regimental requirements.

My recommendation for a civilian to be employed at Camperdown as a permanent hand has not yet been acted on, and I again urge the necessity of this provision being made as it would undoubtedly improve the efficiency of the signal service.

I am, sir,
Yours faithfully,

(Sgd.) R. M. MACCORY,
Lieut. R. E., S. O. S.

1-2 EDWARD VII., A. 1902

PORT OF HALIFAX, N.S.,

PARTICULARS of Vessels Signalling during

YEAR AND MONTH.	ENGLISH MEN-OF-WAR AND TROOPERS.			FOREIGN MEN-OF-WAR.			STEAMERS, 1ST CLASS.			STEAMERS, 2ND CLASS.		
	Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.
1900.												
July.....	2	2	0	0	0	0	35	22	13	83	83	0
August.....	3	3	0	0	0	0	25	18	7	90	84	6
September.....	3	3	0	0	0	0	24	16	8	69	66	3
October.....	3	3	0	0	0	0	22	19	3	66	66	0
November.....	3	3	0	0	0	0	34	23	11	69	66	3
December.....	0	0	0	0	0	0	48	42	6	51	48	3
1901.												
January.....	1	1	0	0	0	0	40	33	7	58	47	11
February.....	0	0	0	0	0	0	44	38	6	37	24	3
March.....	2	2	0	0	0	0	34	26	8	54	45	9
April.....	3	3	0	0	0	0	33	30	3	37	30	7
May.....	1	1	0	0	0	0	33	26	7	50	40	10
June.....	4	4	0	0	0	0	17	14	3	65	62	3
Totals.....	25	25	0	0	0	0	389	307	82	729	671	58

SESSIONAL PAPER No. 21

SIGNAL SERVICE.

the Year ending June 30, 1901.

SHIPS.			BARQUES.			BARQUEN- TINES.			BRIGS.			BRIGAN- TINES.			SCHOONERS, 3-MASTED OR WEARING PRI- VATE SIGNALS.			MONTHLY TOTALS.		
Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.
0	0	0	5	5	0	2	2	0	0	0	0	3	3	0	5	4	1	135	121	14
0	0	0	7	7	0	1	1	0	0	0	0	3	3	0	7	7	0	136	123	13
1	0	1	6	4	2	1	0	1	0	0	0	0	0	0	2	2	0	106	91	15
0	0	0	4	3	1	3	3	0	0	0	0	0	0	0	8	6	2	106	100	6
0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3	2	1	111	96	15
0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	4	4	0	104	95	9
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4	1	104	85	19
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	72	9
0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	2	1	94	75	19
0	0	0	1	1	0	1	1	0	0	0	0	1	1	0	3	3	0	79	69	10
0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	2	2	0	92	75	17
0	0	0	6	5	1	3	3	0	3	3	0	3	3	0	7	7	0	104	97	7
1	0	1	39	35	4	11	10	1	3	3	0	10	10	0	49	43	6	1252	1099	153

R. M. MACRORY, Lieut. R. E.,
Superintendent of Signals.

SESSIONAL PAPER No. 21

29	"	Manchester Corporation	Manchester	320	357	6 96	..	..	..	..	..	..	..	..	..	..	..	..
30	"	Devona	London	..	564	8 46	..	..	..	..	..	..	..	..	..	..	..	..
31	"	Sylvania	Antwerp	..	..	0 55	..	..	..	..	..	..	..	..	..	..	..	..
32	"	Lord Iveagh	Cardiff	..	300	4 50	..	..	..	..	..	..	..	..	..	..	..	..
33	"	Arcadian	Glasgow	..	345	5 17	..	..	..	..	..	..	..	..	..	..	..	..
34	"	Montank	London	..	230	3 45	..	..	..	..	..	..	..	..	..	..	..	..
35	"	Lakonia	Glasgow	1,002	382	10 74	..	..	..	..	..	..	..	..	..	..	..	..
36	"	Montevidian	London	..	76	1 14	..	..	..	..	..	..	..	..	..	..	..	..
		Total for the Month	..	8,454	11,332	226 88	..	..	..	..	..	..	..	..	..	3,202,304	1,057,520	499
31	..	Same date, 1900	..	2,314	11,426	219 35	..	..	..	..	..	..	..	..	..	..	..	..
36	..	"	..	3,365	12,983	674	..	..	..	..	..	..	..	..	..	..	..	..
46	..	"	..	309	15,563	1,669	..	..	..	..	..	..	..	..	..	..	..	..
39	..	"	..	2,736	18,073	1,530	..	..	..	..	..	..	..	..	..	..	..	..

POPE & MORGAN,
Inspectors.

*750 for Imperial Government to Cape Town.

MONTREAL, May 31, 1901.

SESSIONAL PAPER No. 21

	67	Lycia	Bristol	299	4 50			12	
Total for June		8,011		11,033	215 79		3,604,344	492	1,465
Previously reported		8,454		11,332	226 88		3,262,204	499	1,441
Total for this season		16,455		22,365	442 67		6,866,548	991	2,906
Same date, 1900	67			25,577					2,510
" " 1899	75			28,837					7,802
" " 1898	82			28,899					1,733
" " 1897	81			37,011					

POPE & MORGAN,
Inspectors.

MONTREAL, June 30, 1901.

Record of Live Stock shipped from Port of Montreal during Month of July, 1901.

Number.	Date.	Steamer.	Destination.	SHEEP.		CATTLE.			HORSES.		SWINE.		Hay for Feed.	Grain for Feed.	Number of Men.	Cattle in bond for United States.	Horses for South Africa.
				Shipped.	Lost.	Pat.	Stocks.	Total.	Fees Collected.	Shipped.	Lost.	Shipped.						Lost.
	1901.																
68	July, 1	Rathlin Head.....	Belfast.....												1		
69	" 3	Arctican.....	Glasgow.....	160				400							20		
70	" 4	Bellona.....	Newcastle.....					258							10	72	
71	" 4	Lakonia.....	Glasgow.....	573				399							19	290	
72	" 4	Man. Corporation.....	Manchester.....	800				342							17		
73	" 6	Montagle.....	Bristol.....					355							15	261	
74	" 7	Huronia.....	London.....	910				437							17		
75	" 10	Livonian.....	Glasgow.....	350				401							14		
76	" 11	Marino.....	".....	596				358							19	02	*\$30
77	" 11	Montevideo.....	London.....	97				236							10		
78	" 11	Man. City.....	Manchester.....	431				296							14		
79	" 12	Lake Champlain.....	Liverpool.....												6		
80	" 13	Devonia.....	London.....	760				391							7	188	
81	" 14	Escalona.....	Newcastle.....					159							12	95	
82	" 14	Menon.....	Bristol.....	150				359							20		
83	" 14	Lord Iveagh.....	Cardiff.....	149				401							15		
84	" 17	Huronian.....	Glasgow.....												15		
85	" 18	Anarynthia.....	".....	642				401							22	100	
86	" 20	Corinthian.....	Liverpool.....	152				527							22	192	
87	" 20	Dregana.....	Bristol.....					309							12	150	
88	" 21	Man. Trader.....	Manchester.....	295				387							17	50	14,000
89	" 21	Gryvona.....	London.....	647				499							37	100	
90	" 24	Stellan.....	Glasgow.....					401							16		
91	" 24	Kastalia.....	".....	332				394							19	100	
92	" 25	Lord Charlemont.....	Cardiff.....	149				289							11	35	
93	" 25	Brazilian.....	London.....	632				217							12	104	
94	" 26	Lake Superior.....	Liverpool.....					300							14	59	
95	" 27	Montcalm.....	Bristol.....					350							14		
96	" 31	Ontaran.....	Glasgow.....	521				385							17		
97	" 31	Tritonia.....	".....	750				397							18	136	
98	" 31	Brolliviana.....	London.....					402							20		

SESSIONAL PAPER No. 21

103	Total for July	9,316	10,347	232	3,252,850	919,250	479	1,848	1,830
111	Previously Reported.....	16,465	22,395	486	6,806,568	2,057,655	391	2,306	1,550
132	Total to date.....	25,718	32,742	718	10,119,418	2,976,905	1,470	4,754	3,380
129	Same date, 1900.....	13,259	39,812	1,651				3,513	2,453
	" 1899.....	19,303	43,526	2,353				11,077	
	" 1898.....	7,363	11,885	3,665				4,343	
	" 1897.....	22,302	56,647	4,788					

POPE & MORGAN,
Inspectors.

* Per s.s. Rembrandt. † Per s.s. Indian.

MONTREAL, July 31, 1901.

SESSIONAL PAPER No. 21

147	Total for August.....	5,606	12,497	130	3,780,428	774,655	530	809	900
152	Previously reported.....	25,781	32,742	718	10,119,418	2,976,905	1,470	4,754	3,380
176	Total to date.....	31,387	45,239	848	13,899,846	3,751,660	2,000	5,563	4,280
174	Same date, 1900.....	16,395	56,498	2,248	.....	.....	.....	4,162	4,631
	".....	30,810	56,240	3,143	.....	.....	.....	11,636	.....
	".....	14,116	39,580	4,312	.....	.....	.....	4,532	.....
	".....	29,118	75,176	6,369	.....	.....	.....	8,942	.....

POPE & MORGAN,
Inspectors.

MONTREAL, August 31, 1901.

SESSIONAL PAPER No. 21

184	Total for September	4,301	12,515	111	4,470,008	701,975	521	429	950
186	Previously reported	31,387	45,239	848	13,899,846	3,751,560	2,000	5,563	4,280
214	Total to date	35,688	57,754	959	18,369,854	4,453,535	2,521	5,992	5,230
220	Same date 1900	23,686	70,216	2,421					
	" " 1899	43,758	63,434	3,695					
	" " 1898	21,447	72,421	4,909					
	" " 1897	42,423	91,396	7,938					

* 463 Liverpool, 297 Glasgow, + 469 Liverpool, 298 Glasgow.

POPE & MORGAN,
Inspectors.

MONTREAL, September 30, 1901.

1-2 EDWARD VII., A. 1902

Record of Live Stock shipped from Port of Montreal during Month of October, 1901.

Number.	Date.	Steamer.	Destination.	SHEEP.		CATTLE.		HORSES.		SWINE.		Grain for Feed.	Number of Men.	United States Cattle.	Horses for South Africa.
				Shipped.	Lost.	Fat.	Stockers.	Total.	Lost.	Rees collected.	Shipped.					Lost.	Shipped.	Lost.
	1901.														
162	Oct. 2	Montevideoan	London	115				200							
163	" 3	Man. Shipper	Manchester					565							
164	" 3	Kastalia	Glasgow	176				395		20				32	
165	" 4	Devonia	London	135				551		6					
166	" 5	Garth Castle	Havre	706				380						50	
167	" 6	Lord Aengh.	Cardiff					251						48	
168	" 7	Deganna	Bristol	201				120		1				51	
169	" 9	Nunuidian	Liverpool					402							
170	" 10	Tritonia	Glasgow					351							
171	" 10	Man. Trader	Manchester	149											818
172	" 10	Stellan	Cape Town					460						98	
173	" 11	Lake Manitoba	Liverpool					540						116	
174	" 12	Cornithian	"	609				93						85	
175	" 13	Brazilian	London					309							
176	" 13	Cervona	"					250							
177	" 15	Lycia	Bristol.												
178	" 16	Sarmatian	Liverpool & Glasgow					522		38					
179	" 16	Lakonia	Glasgow	169				401		15				52	
180	" 18	Lake Ontario	Liverpool					302		30				50	
181	" 19	Lord Charlemont	Cardiff					332						135	
182	" 22	Monteagle	Bristol					330							
183	" 24	Fremona	London	150				312							
184	" 25	Buenos Ayrean	Glasgow & Liverpool					454		32				50	
185	" 25	Lake Champlain	Liverpool					658							
186	" 25	Maena	Glasgow	373				399		18				51	
187	" 26	Etolia	London	770				172							
188	" 31	Arcadian	Glasgow					338		22					
189	" 31	Amarynthia	"					377		19					
190	" 31	Rosarian	London	1,877				36							
		Total for October		5,727				9,350		201				440	818
														488,990	
														3,192,245	

SESSIONAL PAPER No. 21

217	Previously reported.....	35,688	.....	57,754	.....	459	.....	18,389,854	4,453,535	2,521	5,912	5,230
215	Total to date.....	41,415	.....	67,701	.....	1,160	.....	21,562,099	4,912,495	2,961	6,810	6,048
260	Same date, 1900.....	29,411	.....	81,976	.....	2,710	.....	.....	.....	.....	5,603	3,751
263	" 1899.....	52,606	.....	75,373	.....	4,452	.....	.....	.....	.....	11,743	.....
	" 1898.....	28,900	.....	87,510	.....	5,381	.....	.....	.....	.....	5,261	.....
	" 1897.....	54,828	.....	103,681	.....	8,833	.....	.....	.....	.....	10,742	.....

* Liverpool, 260; Glasgow, 262 + Liverpool, 300; Glasgow, 245.

POPE & MORGAN,
Inspectors.

MONTRÉAL, October 31, 1901.

SESSIONAL PAPER No. 21

248	Same date 1900	34,838	92,180	2,833	5,688	3,751
239	" 1899	58,277	81,804	4,739	11,745	.....
298	" 1898	34,991	99,189	5,283	5,719	.....
304	" 1897	60,638	117,247	10,051	12,221	.....
242	" 1896	76,520	96,448	10,421	.....	.....
224	" 1895	210,607	94,972	13,303	.....	.....
229	" 1894	139,780	88,633	5,623	.....	.....
235	" 1893	3,743	83,322	1,066	.....	.....
260	" 1892	15,914	98,731	1,739	.....	.....

POPE & MORGAN,
Inspectors.

MONTREAL, November 23, 1901.

Record of Live Stock shipped from Port of Halifax, N.S., during Month of February, 1901.

Number.	Date.	Steamer.	Destination.	SHEEP.		CATTLE.		HORSES.		SWINE.		Lbs. Hay for Feed.	Lbs. Grain for Feed.	Number Men.
				Shipped.	Lost.	Shipped.	Stocks.	Total.	Lost.	Shipped.	Lost.			
18	Feb. 19	Manchester Trader.	Manchester	59	..	59	..	0 89	..	..	..	9,000	8,500	3

*This lot of cattle were intended to be shipped at St. John, N.B., but train was delayed by snow, and they did not arrive until after vessel had sailed. They were forwarded by rail to meet the vessel at this point.

GEO. McCKERON,
Deputy Port Warden.

Record of Live Stock shipped from Port of St. John, N.B., during Month of December, 1900.

1900.	Date.	Vessel.	Destination.	Sheep.	Cattle.	Horses.	Fees Collected.	Lbs. Hay for Feed.	Lbs. Grain for Feed.	Number Men.			
											Shipped.	Stocks.	Total.	Lost.	Shipped.	Lost.
1	Dec. 8	Alexes.	Glasgow	263	..	263	257	1 70	..	..	75,100	22,972	11
2	" 8	Lake Superior	Liverpool	1,263	124	2,115	7	10 00	..	..	93,150	36,118	15
3	" 9	Manch'r Commerce.	Manchester	426	29	243	1	8 28	..	..	103,855	32,684	13
		Lake Ontario.	Liverpool	329	3	281	2	5 87	..	..	76,350	26,830	13
		Concordia	Glasgow	360	..	360	1	5 40	..	..	97,661	28,808	11
		Montford	Liverpool	800	3	309	1	8 61	..	..	107,005	36,715	16
		Lake Champlain	"	..	..	..	..	0 65	..	13	3,265	1,590	1
		Total.	..	3,318	159	4,681	249	43 54	..	28	536,879	185,717	83

J. F. HARDING,

SESSIONAL PAPER No. 21

RECORD of Live Stock shipped from Port of St. John, N.B., during Month of January, 1901.

1901.											
8 Jan.	5.	Amaranythia	Glasgow	315	5	5 43	14	1	89,025	26,672	13
9 "	5.	Manchester Trader	Manchester	387	11	5 81			116,380	24,606	15
10 "	8.	Manchester Shipper	"	386		5 79			123,555	30,796	15
11 "	18.	Lake Superior	Liverpool	339		6 66			89,970	31,282	15
12 "	19.	Aleides	Glasgow	278	25	4 17			73,490	22,280	11
13 "	19.	Manchester City	Manchester	411		7 77			131,490	36,910	17
14 "	25.	Lake Ontario	Liverpool	249	5	3 81	2		59,895	18,500	10
				2,365	46	39 47	16	1	685,765	191,048	96

RECORD of Live Stock shipped from Port of St. John, N.B., during month of February, 1901.

15 Feb.	1.	Montfort	Liverpool	468	1	11 73			143,485	49,684	23
16 "	2.	Concordia	Glasgow	337	4	5 85			95,846	29,790	14
17 "	8.	Lake Champlain	Liverpool	284	1	5 06	16		74,765	24,500	12
18 "	11.	Manchester Import	Manchester	355	2	8 51	31	0	121,015	33,878	18
19 "	17.	Degama	Liverpool	213	0	7 70			77,835	29,612	12
20 "	17.	Amaranythia	Glasgow	364		4 36	18	0	103,150	31,252	15
21 "	17.	Manchester Trader	Manchester	298	2	6 02			115,070	32,880	15
22 "	22.	Lake Superior	Liverpool	396	2	9 35			110,155	39,740	19
23 "	28.	Solacia	Glasgow	345	0	6 43	17	2	93,240	27,760	15
		Total		3,061	16	66 61	85	2	457,561	391,096	143

RECORD of Live Stock shipped from Port of St. John, N.B., during month of March, 1901.

24 March	1.	Lake Ontario	Liverpool	416	2	7 81			169,010	57,800	18
25 "	2.	Manchester City	Manchester	415	2	13 78			165,075	54,375	23
26 "	16.	Concordia	Glasgow	350	8	5 25			95,090	27,920	14
27 "	22.	Lake Champlain	Liverpool	308	0	4 62			33,960	24,640	12
28 "	27.	Manchester Com.	Manchester	313	1	6 36			102,630	29,520	14
29 "	29.	Aleides	Glasgow	355	1	6 13	16	0	99,390	29,960	15
		Total		2,157	14	4 392	16	0	625,755	201,215	96

F. J. HARDING,

Record of Live Stock shipped from Port of St. John, N.B., during Month of April, 1901.

Number.	Date.	Steamer.	Destination.	SHEEP.		CATTLE.			HORSES.		SWINE.		Grain for Feed.	Hay for Feed.	Number Men	
				Shipped.	Lost.	Pat.	Stockers.	Total.	Lost.	Fees Collected.	Shipped.	Lost.				Shipped.	Lost.
	1901.															
30	April, 2	Man. Importer	Manchester	899	8	352		352			34		43,870	141,910	20	
31	" 5	Lake Superior	Liverpool	1,379		323		323					49,274	119,730	19	
32	" 10	Man. Corporation	Manchester			307		307					29,320	110,265	15	
33	" 11	Sudbom	Glasgow			324		324			34		29,414	97,685	15	
34	" 12	Lake Ontario	Liverpool	300		418		418	5				37,700	109,185	18	
35	" 20	Man. City	Manchester	1,344	3	412		412	1		16		51,300	161,820	23	
36	" 27	Concordia	Glasgow			356		356					39,338	109,376	15	
		Total for April		3,922	11	2,532		2,532	8		81		271,836	811,201	125	

E. J. HARDING,
agent.

St. John, N.B., April 30, 1901.

RECAPITULATION.

Cattle Shipments during Season of 1900-1901.

Months.	SHEEP.		CATTLE.				Fees Collected.	HORSES.		Hay for Feed.	Grain for Feed.	Number of Men.	
	Shipped.	L.	Fat.	Stockers.	Total.	Lost.		Shipped.	Lost.				
1900.							¢	cts.		Lbs.	Lbs.		
December.....	3,318	159	1,681	20	1,701	249	43	54	28	15	556,879	185,747	83
1901.													
January.....	634	.....	2,365	.....	2,365	46	39	49	16	1	685,765	191,048	96
February.....	3,281	72	3,061	.....	3,061	16	66	61	85	2	937,561	301,096	143
March.....	2,149	8	2,157	.....	2,157	14	43	92	16	.....	625,755	204,215	96
April.....	3,922	.....	2,552	.....	2,552	.....	62	09	84	.....	841,201	271,836	125
Totals.....	13,304	239	11,816	20	11,836	325	255	65	229	18	3,647,161	1,153,942	543

F. J. HARDING,
Agent.

ST. JOHN, N.B., June 6, 1901.

1-2 EDWARD VII., A. 1902

APPENDIX

STATEMENT of Expenditure by the Marine Department

	1868.	1869.	1870.	1871.	1872.	1873.
	£ cts.	£ cts.	£ cts.	£ cts.	£ cts.	£ cts.
Maintenance of lights—						
Above Montreal.....	40,561 28	42,306 69	46,289 05	44,054 01	57,609 16	61,036 47
Montreal District.....	23,053 56	25,762 54	21,669 49	22,453 52	22,369 00	31,143 14
Below Quebec.....	45,615 35	41,651 73	43,730 61	31,582 75	41,936 00	65,645 00
Nova Scotia.....	46,460 72	56,394 88	43,682 86	76,230 77	67,862 24	100,953 80
New Brunswick.....	20,488 00	23,893 00	27,485 14	20,542 29	23,369 12	29,266 85
Prince Edward Island.....						
British Columbia.....						13,207 09
Construction—						
Above Montreal.....	3,136 15		2,976 83	8,770 55	6,940 45	18,999 38
Quebec.....	7,323 75	7,492 59	1,543 06		57,818 35	39,303 87
Nova Scotia.....	22,041 42	6,905 80	18,967 23	10,948 31	34,760 12	90,181 79
New Brunswick.....			11,555 91	8,735 73	9,561 14	16,691 06
Prince Edward Island.....						
British Columbia.....						
Dominion steamers—						
Quebec.....	69,026 73	37,176 02	34,549 49	59,797 05	47,500 00	51,758 05
Nova Scotia.....	14,778 92	26,603 94	19,759 96	13,139 86	20,999 63	24,999 57
New Brunswick.....						
Prince Edward Island.....						
British Columbia.....					12,115 96	15,984 72
Examinations of masters and mates.....			908 12	1,407 66	4,312 07	6,466 18
Hudson's Bay expedition.....						
Investigations into wrecks.....			140 00		874 00	1,068 89
Marine Hospital, Québec.....	19,977 36	19,221 45	21,618 73	19,823 18	21,000 00	21,000 00
Marine hospitals.....	1,070 86	15,615 71	15,652 62	15,728 93	53,536 16	27,150 43
Meteorological service.....	8,200 00	8,950 00	8,950 00	9,379 82	12,618 15	18,830 54
Registration of Canadian shipping.....						
Removal of obstructions.....			2,350 07	1,000 00		
Rewards for saving life.....					2,284 32	1,975 13
Signal service.....						
Steamboat inspection.....	7,106 93	7,999 00	7,396 96	8,321 00	8,500 00	13,266 00
Survey, Georgian Bay.....						
Water Police, Montreal.....	27,445 35	10,238 71	9,323 31	8,030 00	10,000 00	14,453 87
" Quebec.....		12,633 59	9,038 62	9,370 73	10,348 00	18,200 00
Civil Government.....	15,083 88	18,064 25	19,401 05	20,220 96	22,644 52	25,336 04
Steam communication—						
Between Quebec and Maritime Provinces.....						
Between Prince Edward Island and Mainland.....						
Purchase of steamer to replace—						
Glendon.....						
Lady Head.....						
Winter mail service, P.E.I.....						
Tidal observations.....						
Gratuities.....						
Survey, Burrard Inlet.....						
Export cattle trade.....						
	371,070 56	360,899 90	367,129 11	389,537 12	518,958 49	706,817 92

SESSIONAL PAPER No. 21

No. 7.

from Confederation to June 30, 1901.

1874.		1875.		1876.		1877.		1878.		1879.		1880.		1881.		1882.	
§	cts.	§	cts.	§	cts.	§	cts.	§	cts.	§	cts.	§	cts.	§	cts.	§	cts.
60,798	75	71,937	18	68,344	18	65,421	00	73,175	11	74,587	78	65,518	61	65,541	21	71,048	50
20,939	13	15,000	00	12,999	48	15,998	00	15,996	00	14,917	95	16,523	88	14,326	36	21,643	05
102,056	09	110,362	00	98,792	93	89,980	41	96,904	00	93,178	61	96,703	87	89,781	29	91,098	66
114,711	91	114,344	51	143,125	56	128,496	00	132,888	95	120,951	33	116,189	60	128,918	59	137,846	15
53,459	04	60,119	02	62,551	61	50,998	00	58,989	00	57,499	92	61,252	82	63,921	90	66,073	00
3,357	71	12,584	64	13,730	53	11,817	00	16,986	66	12,158	72	15,288	47	12,997	36	16,985	72
18,519	50	15,983	72	17,175	97	15,853	00	18,948	78	15,152	73	15,576	99	17,570	72	17,803	00
24,461	86	14,286	65	13,320	40	16,267	98	7,207	96	11,993	75	13,297	81	14,180	02	13,581	00
41,950	82	19,325	00	24,336	47	12,945	29	12,776	47	4,154	58	7,797	75	7,539	76	3,731	31
51,867	94	43,898	63	42,214	55	25,550	00	13,500	00	17,386	97	7,069	01	7,757	52	13,355	00
31,572	60	8,842	97	17,819	85	7,083	82	12,028	13	22,598	14	4,985	53	4,578	52	2,253	80
				11,829	61	17,752	00	2,504	47	2,560	88	6,074	50	8,150	06	3,092	00
4,353	93	8,799	07	8,477	67	29	66							8,655	39	3,237	90
64,490	00	79,043	70	62,971	49	49,987	66	42,683	00	44,972	79	49,318	93	64,973	00	44,923	98
30,608	99	22,992	62	133,826	08	38,739	39	43,027	00	42,016	53	49,438	93	36,700	00	31,049	74
				16,241	26	61,782	63	28,933	63	16,332	65	14,429	52	15,139	95	23,911	97
10,555	67	41,796	74	10,156	56	16,095	90	12,193	40	7,460	68	9,733	34	11,788	09	8,504	61
4,520	19	5,696	62	4,672	08	4,050	00	4,249	76	4,250	12	4,253	43	3,888	41	3,982	00
2,313	31	366	00	466	41	342	65	500	00	1,691	00	676	73	310	48	863	19
20,456	45	21,994	75	23,795	85	19,965	97	19,987	50	20,791	77	12,991	23	19,964	33	19,938	12
45,986	87	37,111	67	37,155	72	42,449	55	37,487	10	37,445	57	35,040	00	32,218	94	33,162	45
36,700	59	33,580	00	45,560	03	44,871	38	46,050	24	45,706	13	45,554	51	46,163	54	47,464	07
272	30	1,096	46	412	06	842	14	1,435	10	239	26	257	75	607	43	2,013	28
		450	00			203	00	462	00	305	86	825	00	150	00	1,116	51
4,931	78	3,552	86	2,292	20	1,958	55	4,071	00	2,533	10	2,263	15	1,806	13	2,212	00
1,000	00																
10,291	58	12,200	00	13,081	86	13,073	01	13,228	38	13,076	46	11,854	34	12,211	65	14,835	00
12,370	86	13,395	00	14,090	00	13,524	29	14,062	00	13,462	71	13,131	06	21,953	26	21,994	74
26,526	66	24,500	00	27,136	68	21,482	08	23,498	06	23,023	26	22,034	48	13,497	81	20,221	82
30,087	23	31,326	18	32,789	18	32,304	12	32,682	50	36,610	19	35,083	95	36,447	50	36,789	46
15,000	00	10,000	00	10,000	00												
				750	00												
845,150	09	844,586	09	970,146	27	820,054	38	786,156	23	755,359	47	723,360	89	761,730	62	774,831	53

1-2 EDWARD VII., A. 1902

STATEMENT of Expenditure by the Marine Department

	1883.	1884.	1885.	1886.	1887.
	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.
Maintenance of lights—					
Above Montreal	70,116 68	70,788 27	70,697 89	85,713 98	75,690 74
Montreal District	22,260 32	22,946 43	23,262 94	33,289 28	16,735 49
Below Quebec	102,784 99	101,302 35	118,856 94	131,095 29	131,540 80
Nova Scotia	150,793 17	142,909 72	137,439 40	143,153 24	117,798 53
New Brunswick	75,946 92	86,670 70	92,130 28	76,046 63	96,425 28
Prince Edward Island	17,907 27	19,059 62	20,218 83	22,282 52	17,852 13
British Columbia	18,349 06	18,107 54	15,497 76	14,783 75	16,230 43
Cape Race					4,453 25
Construction—					
Above Montreal	9,782 27	18,432 63	27,977 42	36,678 16	18,383 20
Quebec	9,672 50	3,168 48	4,354 87	5,877 84	1,260 00
Nova Scotia	9,422 75	12,489 35	4,352 42	5,905 17	5,330 89
New Brunswick	1,022 57	2,868 70	7,667 42	2,421 66	5,280 75
Prince Edward Island	1,934 49	2,158 60	879 40		384 60
British Columbia	1,005 26	2,830 38	5,223 11	4,942 70	321 84
Queen's Printer					26 58
Dominion steamers—					
Quebec	45,156 13	43,019 13	51,092 98	51,485 03	50,714 52
Nova Scotia	37,841 07	27,726 60	42,921 27	30,283 27	32,287 10
New Brunswick				24,633 26	14,337 23
Prince Edward Island	19,680 00	19,539 52	33,962 54	20,927 58	19,987 07
British Columbia	25,484 00	16,111 83	12,485 07	13,430 69	10,809 07
Department					13,288 83
Examinations of masters and mates	4,021 20	5,580 79	6,656 44	5,239 28	4,858 98
Hudson's Bay expedition		480 69	71,374 69	35,217 10	14,762 61
Investigation into wrecks	875 64	830 12	385 15	592 63	520 14
Marine hospital, Quebec	19,998 53	19,990 34	19,996 68	16,047 95	19,706 96
Marine hospitals	29,880 78	31,401 30	45,371 29	32,229 02	32,545 35
Meteorological service	51,990 25	56,418 16	56,625 40	56,898 33	57,140 74
Registration of Canadian shipping	168 84	189 27	237 88	157 13	233 13
Removal of obstructions	35 80	342 76	2,259 21	1,237 34	4,190 83
Rewards for saving life	2,534 60	2,614 91	5,221 15	8,147 22	7,363 94
Signal service	3,365 33	6,704 17	3,881 05	4,622 00	5,082 17
Steamboat inspection	16,209 00	21,893 28	23,235 04	21,775 57	22,847 80
Hydrographic surveys	77 81	26,745 54	20,454 68	17,739 36	21,592 55
Water Police, Montreal	15,798 24	19,021 93	17,683 59	20,933 75	17,415 47
" Quebec	22,520 41	22,958 79	20,399 33	22,922 82	22,935 65
Civil Government	37,988 39	38,775 00	29,900 83	30,453 57	37,193 62
Steam communication—					
Between Quebec and Maritime Provinces					
Between Prince Edward Island and Mainland					
Repairs to wharfs					
Purchase of steamers to replace—					
Stanley	395 55	56,164 71	47,238 03		
Glendon				5,985 42	6,312 93
Lady Head					
Winter mail service, P.E.I.					
Tidal observations					
Gratuities					
Survey, Burrard Inlet					
Export cattle trade					
Survey, Bay of Quinté					
Relief of distressed Canadians					
Manning ships					
Widow of late A. Warner					
McDonald Bros					
Parliamentary Returns					
Investigating effect of Chicago drainage canal					
John McDonald					
Longitude, Montreal					
Marine biological station					
	825,010 82	927,241 61	1,129,901 14	980,120 59	917,557 31

SESSIONAL PAPER No. 21

from Confederation to June 30, 1901—Continued.

1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
85,588 70	72,721 23	81,035 65	93,180 72	87,033 61	87,598 15	78,090 69	82,541 16
17,510 17	12,285 79	118,750 70	122,471 89	116,531 27	120,404 19	124,348 80	124,763 81
108,278 67	112,690 20		139,916 83	148,815 26	150,445 26	137,339 73	140,977 53
133,009 92	140,197 15	61,608 91	61,089 31	66,886 69	71,079 46	59,917 96	69,654 16
73,465 49	78,285 79	16,968 80	19,000 46	17,069 98	16,819 64	15,569 39	17,976 67
14,796 62	19,118 51	16,411 49	19,595 22	26,858 68	24,413 27	27,240 77	21,734 18
19,604 63	16,877 12	.....				
5,124 20	7,358 01	.....				
6,341 97	8,623 76	23,863 09	9,796 28	21,704 05	8,766 62	12,581 15	2,699 40
2,287 86	12,203 06		3,723 14	809 27	10,097 18	4,743 13	3,004 14
5,533 48	6,039 91		4,596 94	1,965 16	4,381 21	3,194 77	4,737 03
1,542 61	2,966 36		208 16	1,845 35	1,271 15	115 45	1,597 80
.....	.....		410 00	1 56	.....	1,604 00	.....
5,918 00	1,890 00	14,417 25	9,478 81	2,958 61	6,356 43	180 83	.....
.....	40 14	.....				
150,659 19	126,629 33	114,956 20	111,437 05	145,899 61	163,097 46	178,183 97	169,661 64
	5,063 96	4,381 04	4,117 83	4,255 24	6,363 88	4,116 99	3,745 33
	165 00	.....	.....	.....	.....	.....	.....
	513 91	516 67	888 94	1,172 77	603 21	643 49	850 81
	18,777 62	18,643 14	10,279 08	751 75	.....	.....	.....
	30,667 67	33,089 20	31,450 03	33,303 37	34,106 83	35,757 07	38,403 94
	59,986 10	58,577 07	58,452 10	62,457 10	67,138 06	64,165 60	66,440 96
	897 02	179 21	647 52	1,297 07	462 59	1,476 19	394 00
	2,500 94	3,603 65	5,737 26	3,633 65	2,878 68	1,554 53	292 02
	6,825 48	5,503 44	8,150 92	4,952 20	6,398 93	7,432 64	8,014 67
1,441 59	5,092 54	4,976 80	4,700 79	5,014 42	5,040 58	4,668 93	
21,430 45	22,213 03	20,989 52	22,183 76	22,736 59	24,386 95	25,961 36	
19,424 14	17,808 46	17,969 23	17,677 51	16,451 10	17,542 11	31,461 76	
18,725 95	16,948 82	13,164 00	573 80	.....	.....	.....
18,553 57	14,698 68	8,620 61	7,279 85	6,161 60	5,436 23	.....
32,728 78	43,501 96	42,835 78	43,253 67	43,195 31	56,477 23	54,988 88	
.....	
.....	143,505 60	.....	.....	.....	84 90	1,007 67	824 38
.....
7,740 25	1,842 47	2,752 67	7,012 70	3,309 41	1,376 96	6,497 03	6,138 18
.....	.....	244 75	1,888 71	711 59	5,099 17	10,172 61	11,507 24
.....	200 00	80 00	1,025 00	.....	.....	3,261 32	.....
.....	.....	.....	1,690 12	2,580 45	.....	.....	.....
.....	.....	.....	520 85	1,411 57	1,711 73	1,350 83	2,268 74
.....	.....	.....	.....	.....	2,085 45	.....	.....
.....	.....	.....	.....	.....	.....	.....	7 30
.....	.....	.....	.....	.....	.....	.....	500 00
.....	.....	.....	.....	.....	.....	.....	160 00
.....	.....	.....	.....	.....	.....	.....	1,000 00
.....
.....
883,250 85	1,023,801 34	807,417 53	885,410 11	861,426 80	898,720 03	905,654 34	895,828 28

1-2 EDWARD VII., A. 1902

STATEMENT of Expenditure by the Marine Department from Confederation
to June 30, 1901—*Concluded.*

	1896.	1897.	1898.	1899.	1900.	1901.
	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.
Maintenance of lights—						
Above Montreal.....	87,256 28	80,961 06	87,841 22	92,751 23	82,810 92	93,708 16
Montreal District.....	124,143 66	126,186 00	116,279 88	136,134 79	122,112 42	132,147 88
Below Quebec.....						
Nova Scotia.....	123,234 65	124,671 19	126,386 00	65,072 35	122,414 86	142,359 01
New Brunswick.....	63,018 64	56,771 02	67,369 98	128,674 15	52,491 93	65,247 80
Prince Edward Island..	17,988 15	16,429 23	18,112 93	20,589 81	42,878 40	28,031 85
British Columbia.....	24,770 44	25,679 52	26,862 03	29,530 20	33,545 95	31,938 25
Cape Race.....						
Construction—						
Above Montreal.....	11,993 84	9,527 84	6,867 69	3,729 62	7,094 64	12,499 99
Quebec.....	3,300 00	296 26	3,649 90	37,838 80	40,319 03	17,060 03
Nova Scotia.....	1,842 94	61 71	4,067 99	3,123 16	4,884 22	12,832 69
New Brunswick.....	200 00	1 60	1,423 34	91 49		266 34
Prince Edward Island..		452 90	1,409 60	616 96	5,586 91	922 00
British Columbia.....	225 50	569 99	6,414 19	19,305 60		4,160 74
General account.....						660 03
Dominion steamers—						
Quebec.....						
Nova Scotia.....						
New Brunswick.....						
Prince Edward Island..	145,315 28	136,940 11	117,644 39	145,270 75	180,430 65	195,484 75
British Columbia.....						
Department.....						
Examinations of masters and mates.....	4,062 82	3,536 29	3,335 40	3,568 26	3,750 69	3,730 25
Hudson's Bay expedition..		19,091 32	27,050 66			
Investigation into wrecks..	483 98	565 25	312 77	982 17	773 06	1,022 65
Marine Hospital, Quebec..						
Marine hospitals.....	36,682 96	37,984 71	38,162 56	37,353 29	37,743 30	36,008 75
Meteorological service....	66,600 29	67,397 71	64,135 71	73,148 05	67,692 42	74,082 76
Registration of Canadian shipping.....	517 60	531 55	818 33	966 48	266 43	546 62
Removal of obstructions..	456 38	631 86	704 17	745 49	252 19	1,000 00
Rewards for saving life....	8,004 38	5,955 19	5,081 40	7,049 09	7,007 97	8,519 92
Signal service.....	5,338 76	5,986 12	4,993 88	6,907 49	5,906 83	8,950 17
Steamboat inspection.....	26,321 27	26,837 83	26,342 29	28,035 49	27,965 72	29,247 59
Hydrographic surveys....	15,099 63	12,352 99	15,306 66	13,664 97	12,600 98	16,170 20
Civil Government.....		74,891 37	74,644 05	72,833 97	63,331 61	68,776 95
Repairs to wharfs.....	2,644 69	1,795 56	1,618 97		697 87	1,261 06
Purchase of steamer Minto				144,365 26	41,951 88	
Winter mail service, P. E. I.	7,779 69	21,931 05	9,575 31	8,439 70	1,503 70	2,093 93
Tidal observations.....	9,627 45	13,166 20	3,081 45	5,186 35	4,372 18	7,060 20
Gratuities.....						
Export cattle trade.....	2,887 24		2,499 80	2,757 85	2,762 24	2,746 84
Manning ships.....	746 89					
Parliamentary returns....	291 08					133 32
Investigating effect of Chi- cago drainage canal....	2,500 00	*	*	*		1,659 14
John Macdonald.....	200 00					
Unforeseen expenses.....					3,452 21	2,630 62
Marine biological station..				5,709 10	739 61	1,990 58
	793,634 49	867,772 90	856,192 50	1,102,601 91	982,561 97	1,029,925 32

* Salaries temporary clerks.

SESSIONAL PAPER No. 21

APPENDIX No. 8.

STATEMENT relating to the Wharfs under the control of the Department, on June 30, 1901.

Locality.	Wharfinger.	Date of Appointment of Wharfinger.	Remuneration allowed.	Amount deposited to credit of Receiver General.
<i>Ontario.</i>				§ cts.
Cockburn Island.....	Alfred Monck.....	May 20, 1890.	25 p.c. of collections.....	46 34
Goderich.....	W. Marlton.....	Feb. 14, 1894.	25 " ".....	402 15
Hilton, St. Joseph Id., Algoma	E. Stubbs.....	June 20, 1898.	50 " ".....	125 57
Kingsville.....	A. E. Malott.....	Nov. 6, 1895.	25 " ".....	3 06
Morpeth.....	C. Stammers.....	Aug. 1, 1894.	25 " ".....	
North Bay.....	W. McKenzie.....	Oct. 9, 1900.	25 " ".....	3 66
Port Rowan.....	John Collett.....	May 2, 1898.	25 " ".....	
Richard's Landing, Algoma..	R. Armstrong.....	Mar. 11, 1899.	25 " ".....	298 49
Rondeau.....	W. R. Fellows.....	Dec. 17, 1888.	25 " ".....	83 65
Sault Ste. Marie.....	Geo. A. Boyd.....	April 9, 1897.	81 42 per month during season of navigation..	1,055 49
Southampton.....	Geo. McVittie.....	Aug. 16, 1895.	25 p.c. of collections.....	35 18
Summerstown.....	Under lease.....			
Thessalon, Algoma.....	F. Leightfield.....	May 28, 1897.	25 p.c. of collections.....	208 30
Warton.....	H. R. A. Ely.....	Dec. 10, 1890.	25 " ".....	100 60
			Total.....	2,272 49
<i>Quebec.</i>				
Agnes.....	L. A. Roy.....	Nov. 27, 1891.	25 p.c. of collections.....	
Anse St. Jean.....	F. Savoy.....	Mar. 13, 1895.	25 " ".....	84 40
Baie St. Paul.....	Vacant.....		25 " ".....	
Baie St. Paul, Isolated Block.	A. Simard.....	Aug. 25, 1891.	25 " ".....	139 65
Beauport.....	D. Giroux.....	Nov. 11, 1896.	25 " ".....	
Berthier.....	E. Gammond.....	July 5, 1897.	50 " ".....	48 95
Cap à l'Aigle.....	Jos. Guay.....	Oct. 7, 1896.	25 " ".....	38 86
Carleton.....	Jos. E. Cullen.....	Mar. 25, 1896.	850 per annum.....	17 85
Cascades.....	Moïse Leroux.....	Oct. 20, 1897.	25 p.c. of collections.....	
Cedars.....	J. Reay.....	April 29, 1898.	25 " ".....	
Chicoutimi.....	Thomas Tremblay.....	May 23, 1901.	25 " ".....	107 20
Coteau du Lac.....	M. St. Amour.....	Sept. 21, 1896.	25 " ".....	42 67
Coteau Landing.....	J. A. Prieur.....	May 25, 1897.	25 " ".....	
Echo Vale, Lac Megantic.	D. P. Matheson.....	May 16, 1894.	25 " ".....	
Esquimaux Point.....	Vacant.....			
Grand River.....	Geo. Beaudin.....	Nov. 16, 1896.	25 " ".....	165 38
Isle aux Grues.....	Jos. Painchaud.....	Feb. 17, 1890.	25 " ".....	0 75
Isle Perrot.....	Roger Leduc.....	Oct. 20, 1897.	25 " ".....	
Knowlton's Landing.....	L. Knowlton.....	Nov. 26, 1897.	25 " ".....	
Lacolle.....	R. J. Robinson.....	Mar. 8, 1894.	25 " ".....	8 25
Les Eboulements.....	M. Tremblay.....	Sept. 4, 1894.	25 " ".....	108 63
L'Islet.....	Octave Morin.....	Feb. 8, 1893.	25 " ".....	
Longueuil.....	Eusèbe Denicourt.....	May 15, 1901.	25 " ".....	28 36
Magog.....	Edward Addy.....	June 20, 1898.	25 " ".....	
Matane.....	Louis Durette.....	Aug. 25, 1900.	25 " ".....	93 03
Murray Bay.....	Elie Maltais.....	" 15, 1893.	25 " ".....	217 28
New Carlisle.....	John C. Hall.....	June 4, 1899.	25 " ".....	94 65
Percé.....	T. W. Flynn.....	Jan. 19, 1893.	25 " ".....	10 72
Port Daniel.....	C. Sweetman.....	Mar. 2, 1901.	850 per annum.....	30 74
Port Lewis.....	Sam. Carson.....	Sept. 21, 1899.	25 p.c. of collections.....	
Rimouski.....	Chas. LePage.....	July 24, 1894.	25 " ".....	

* Commission on collections not to exceed \$200 per annum.

1-2 EDWARD VII., A. 1902

STATEMENT relating to Wharfs, &c.—Continued.

Locality.	Wharfinger.	Date of Appointment of Wharfinger.	Remuneration allowed.	Amount deposited to credit of Receiver General.
<i>Quebec—Con.</i>				8 cts.
Rivière Ouelle.....	J. Hudon dit Beau- lieu.....	Nov. 28, 1892.	25 p.c. of collections.....	
Rivière du Loup.....	P. E. Tremblay.....	May 26, 1900.	25 " " " " " " " "	181 49
St. Amicet.....	S. Dupuis.....	Sept. 14, 1896.	25 " " " " " " " "	
St. Alphonse de Bagotville.....	Abel Tremblay.....	July 7, 1891.	25 " " " " " " " "	215 91
St. Jean d'Orleans.....	L. Lachance.....	Sept. 26, 1896.	25 " " " " " " " "	90 37
St. Jean Port Joli.....	J. Pelletier.....	" 14, 1896.	25 " " " " " " " "	
Ste. Cécile du Bic.....	Olivier Ouellette.....	Aug. 24, 1900.	25 " " " " " " " "	39 84
St. Laurent d'Orleans.....	Ed. Chabot.....	" 25, 1894.	25 " " " " " " " "	
St. Thomas de Montmagny.....	L. L. Dionne.....	Oct. 22, 1896.	25 " " " " " " " "	1 76
St. Zotique.....	J. M. Leroux.....	Sept. 21, 1896.	25 " " " " " " " "	
Tadousac.....	A. Christiansen.....	Oct. 20, 1897.	25 " " " " " " " "	104 67
Trois Pistoles.....	D. Dammour.....	May 10, 1886.	25 " " " " " " " "	
Valois Point.....	L. Gastonguay.....	Oct. 20, 1897.	25 " " " " " " " "	
Ville Marie.....	Jules, Maillard.....	Feb. 2, 1899.	25 " " " " " " " "	
Total.....				1,870 81
<i>Nova Scotia.</i>				
Arisaig.....	H. R. McAdam.....	Dec. 30, 1898.	25 p.c. of collections.....	17 00
Avonport.....	Robert Shaw.....	Nov. 23, 1888.	25 " " " " " " " "	1 29
Babbins Cove.....	Alex. Thomas.....	Oct. 20, 1897.	25 " " " " " " " "	
Barrington.....	J. H. Christie.....	Aug. 31, 1896.	25 " " " " " " " "	217 58
Bass River.....	Jotham Fulton.....	Jan. 6, 1898.	25 " " " " " " " "	
Bayfield.....	W. McDonald.....	Oct. 30, 1894.	25 " " " " " " " "	33 97
Belliveau Cove.....	St. Clair Thériéau.....	Nov. 24, 1892.	25 " " " " " " " "	87 06
Broad Cove.....	John Teal.....	June 12, 1893.	25 " " " " " " " "	
Broad Cove Marsh.....	Hugh McDonald.....	Oct. 19, 1892.	25 " " " " " " " "	
Brooklyn.....	F. T. Gardiner.....	" 20, 1892.	25 " " " " " " " "	
Canada Creek.....	Henry Dickey.....	Aug. 12, 1899.	25 " " " " " " " "	5 35
Cape Cove.....	J. A. Ellis.....	May 14, 1897.	25 " " " " " " " "	13 31
Centreville.....	Alfred Ward.....	" 29, 1897.	25 " " " " " " " "	101 77
Chipman's Brook.....	John Kirby.....	" 24, 1900.	25 " " " " " " " "	
Church Point.....	Chas. F. Belliveau.....	Aug. 20, 1892.	25 " " " " " " " "	109 67
Cranberry Head.....	Abram Thurston.....	Feb. 16, 1889.	25 " " " " " " " "	
Cribbens Pier, Antigonish Hr.....	A. R. Boyd.....	Oct. 2, 1895.	25 " " " " " " " "	
Delap's Cove.....	R. W. McCaul.....	Nov. 28, 1889.	25 " " " " " " " "	11 29
Descousse.....	John Pertus.....	Sept. 10, 1898.	25 " " " " " " " "	27 93
Digby.....	W. W. Hayden.....	April 20, 1897.	25 " " " " " " " "	2,163 09
Eagle Head.....	Nathan Leslie.....	Jan. 9, 1889.	25 " " " " " " " "	
East Bay.....	Donald McInnis (Ronald's son).....	April 5, 1886.	50 " " " " " " " "	
East River, Sheet Harbour.....	Malcolm McFarlane.....	May 20, 1890.	25 " " " " " " " "	
Grand Narrows, Victoria Co.....	F. X. McNeil.....	Nov. 11, 1896.	25 " " " " " " " "	
Grand Narrows, Cape Breton Co.....	Neil McNeil, jr.....	Aug. 6, 1898.	25 " " " " " " " "	
Grand Village.....	Vacant.....			
Hall's Harbour.....	T. A. Neville.....	Jan. 8, 1897.	25 " " " " " " " "	18 00
Hampton.....	Judson Foster.....	Aug. 25, 1888.	25 " " " " " " " "	19 58
Hantsport.....	Vacant.....			
Harbourville.....	Isaac Cook.....	May 28, 1897.	25 " " " " " " " "	28 11
Horton Landing.....	F. G. Curry.....	April 30, 1898.	25 " " " " " " " "	11 97
Iona, Grand Narrows.....	F. T. X. McNeil.....	June 8, 1891.	25 " " " " " " " "	
Irish Cove.....	Colin Cash.....	" 28, 1895.	25 " " " " " " " "	21 50
Jordan Bay.....	John Fredericks.....	Feb. 20, 1900.	25 " " " " " " " "	80 99
Kelly Cove.....	Jos. B. Huskins.....	April 11, 1899.	25 " " " " " " " "	
Little Narrows.....	Vacant.....			
Lismore.....	D. A. McKimmon.....	July 5, 1895.	25 " " " " " " " "	
Maitland, Hants Co.....	Vacant.....			
Maitland, Yarmouth Co.....	J. Ellis.....	Dec. 10, 1896.	25 " " " " " " " "	44 25
Margaretsville.....	C. S. McLean.....	May 7, 1897.	25 " " " " " " " "	107 86
Meteghan Cove.....	H. F. Robicheau.....	" 28, 1897.	25 " " " " " " " "	38 07
Meteghan River.....	D. D'Entremont.....	" 14, 1897.	25 " " " " " " " "	43 50
Militia Point.....	D. McIntosh.....	Aug. 25, 1892.	25 " " " " " " " "	

SESSIONAL PAPER No. 21

STATEMENT relating to Wharfs, &c.--*Continued.*

Locality.	Wharfinger.	Date of Appointment of Wharfinger.	Remuneration allowed.	Amount deposited to credit of Receiver General.
<i>Nova Scotia—Con.</i>				\$ cts.
Morden.....	John Redgate.....	Nov. 16, 1893.	25 p. c. of collections.....	2 34
Noel.....	Vacant.....		".....	
Northside, Boularderie.....	Dan. McKenzie.....	Nov. 26, 1897.	25 ".....	
Oak Point (Kingsport).....	Rent from Railway Company.....			200 00
Ogilvie.....	R. S. Armstrong.....	May 13, 1901.	25 p.c. of collections.....	11 62
Parrsboro'.....	Thompson Tipping.....	Nov. 26, 1888.	25 ".....	41 77
Parker's Cove.....	John A. Clark.....	June 26, 1901.	25 ".....	
Pickett's Wharf.....	Freeman Eaton.....	Aug. 2, 1899.	25 ".....	125 26
Pictou Island.....	Vacant.....			
Plympton.....	Wm. K. Smith.....	Aug. 8, 1890.	25 ".....	
Point Brulé.....	Alex. Craig.....	Dec. 26, 1898.	25 ".....	
Port George.....	Onthit Douglas.....	June 26, 1900.	25 ".....	86 34
Port Greville.....	Vacant.....			
Port Hood.....	Albert Macdonnell.....	May 22, 1900.	25 ".....	121 82
Port Joli.....	Jos. S. McAdams.....	Feb. 5, 1900.	25 ".....	
Port La Tour.....	David Sholds.....	Feb. 1, 1900.	25 ".....	14 31
Port Lorne.....	Freeman Beardsley.....	June 27, 1897.	25 ".....	33 13
Port Merien.....	John McAulay.....	Dec. 10, 1896.	7½ ".....	623 32
Salmon River, Digby Co.....	J. M. Deveau.....	Nov. 29, 1890.	25 ".....	
Salmon River, Halifax Co.....	H. J. Balcom.....	Feb. 17, 1899.	25 ".....	295 14
Saulniersville.....	John T. Saulnier.....	Aug. 25, 1888.	25 ".....	15 48
Tancook Island.....	Amos H. Stevens.....	Mar. 11, 1898.	25 ".....	
Tidnish.....	A. E. Sampson.....	Aug. 29, 1896.	25 ".....	16 50
Tracadie.....	J. M. Hall.....	Nov. 6, 1888.	25 ".....	
Tusket Wedge.....	Vacant.....			
Victoria.....	Amos West.....	Dec. 4, 1900.	25 p. c. of collections.....	10 00
Wallace.....	Vacant.....			
Wallace Harbour, South side.....	".....			
West Pubnico.....	Chas. C. D'Entremont.....	Mar. 28, 1898.	25 p. c. of collections.....	17 37
West River, Sheet Harbour.....	Malcolm McFarlane.....	Sep. 3, 1889.	25 ".....	
White Point.....	Elisha West.....	Jan. 9, 1889.	25 ".....	
White Waters.....	C. V. Anthony.....	Feb. 14, 1898.	25 ".....	
Total.....				4,817 54
<i>New Brunswick.</i>				
Anderson's Hollow.....	W. C. Anderson.....	Feb. 13, 1890.	25 p. c. of collections.....	17 71
Black River.....	Robt. McLeod.....	Mar. 28, 1898.	25 ".....	159 97
Buctouche.....	J. J. LeBlanc.....	May 2, 1892.	25 ".....	8 00
Campbellton.....	Alfred J. Venner.....	June 10, 1893.	25 ".....	239 64
Cape Tormentine.....	E. T. Allen.....	Oct. 20, 1897.	25 ".....	454 40
Clifton, Stonehaven.....	S. Payne.....	Nov. 9, 1894.	25 ".....	27 13
Cocagne.....	H. Bourgeois.....	Aug. 9, 1900.	25 ".....	
Dalhousie.....	W. J. Smith.....	June 27, 1891.	25 ".....	56 94
Edgett's Landing.....	Thos. Barnett.....	July 5, 1895.	25 ".....	3 62
Gardner's Creek.....	Robert Wallace.....	Dec. 11, 1899.	25 ".....	94 79
Hopewell Cape.....	Geo. D. Wilson.....	Apr. 10, 1899.	25 ".....	42 16
Kingston.....	P. Thibodeau.....	Jan. 31, 1901.	25 ".....	16 32
Neguac.....	B. Poirier.....	June 17, 1897.	25 ".....	
Quaco.....	Wellington Vale.....	Dec. 19, 1899.	25 ".....	
St. Louis.....	C. Frigand.....	Oct. 29, 1895.	25 ".....	
St. Mary's.....	M. J. S. LeBlanc.....	Mar. 1, 1897.	25 ".....	
St. Nicholas River, S. Welford.....	John Grant.....	June 26, 1901.	25 ".....	
Tracadie.....	Prospere Savoy.....	Sep. 23, 1899.	50 ".....	
Total.....				1,120 68
<i>Prince Edward Island.</i>				
Annandale.....	W. C. Jenkins.....	May 4, 1897.	25 p. c. of collections.....	32 55
Bay View.....	Joseph Harrington.....	Oct. 2, 1885.	25 ".....	4 39
Belfast.....	Jas. F. Halliday.....	Mar. 1, 1901.	25 ".....	102 22
Brush Wharf, Port Selkirk.....	Levi R. Ings.....	Sep. 18, 1885.	25 ".....	132 36

STATEMENT relating to Wharfs, &c.—*Concluded.*

Local ty.	Wharfinger.	Date of Appointment of Wharfinger.	Remuneration allowed.	Amount deposited to credit of Receiver General.
<i>Prince Edward Island—Con.</i>				\$ cts.
Campbell's Cove.....	Angus McIntyre.....	Oct. 17, 1888.	25 p. c. of collections.....	
Chapel Point.....	Roland McCormack.....	Sep. 18, 1885.	25 " " " " " " " "	1 86
Cuina Point.....	W. S. N. Crane.....	" 18, 1885.	25 " " " " " " " "	17 19
Clifton.....	John Gunn.....	May 24, 1900.	25 " " " " " " " "	
Cranberry, East River.....	James Hughes.....	Mar. 11, 1898.	25 " " " " " " " "	
Crapaud and Victoria Pier.....	E. McKinnon.....	July 7, 1897.	25 " " " " " " " "	95 21
Georgetown.....	James Bourke.....	" 2, 1885.	25 " " " " " " " "	4 52
Haggerty's Wharf, E. River.....	M. Burnett.....	Feb. 14, 1898.	25 " " " " " " " "	
Hickey's Wharf.....	Mark Webster.....	Oct. 22, 1896.	25 " " " " " " " "	
Higgin's Shore.....	G. G. Henry.....	Nov. 9, 1891.	25 " " " " " " " "	
Hurd's Point.....	R. Robblee.....	Oct. 6, 1888.	25 " " " " " " " "	14 48
Kier's Shore.....	W. Hodgson.....	June 10, 1895.	25 " " " " " " " "	69 09
Lambert.....	Wellington Johnston.....	May 3, 1900.	25 " " " " " " " "	
Lewis Point.....	J. G. Scrimigeour.....	Oct. 14, 1896.	25 " " " " " " " "	
McGee's Wharf, Abram's Mill.....	Norman Gallant.....	Nov. 9, 1891.	25 " " " " " " " "	
Mink River or Murray Harbour, North.....	Jas. P. Clow.....	Aug. 25, 1900.	25 " " " " " " " "	3 47
Murray Harbour, South.....	J. McKinnon.....	Jan. 27, 1896.	25 " " " " " " " "	
Nine Mile Creek.....	Edward Harrington.....	Oct. 29, 1885.	25 " " " " " " " "	
North Cardigan.....	Rodk. J. Steele.....	May 1, 1901.	25 " " " " " " " "	31 58
Pinette.....	Malcolm McLeod.....	Jan. 3, 1901.	25 " " " " " " " "	
Pownal.....	M. M. Haley.....	Oct. 13, 1896.	25 " " " " " " " "	54 99
Red Point.....	Arch. Smith.....	Apr. 3, 1900.	25 " " " " " " " "	11 12
St. Mary's Bay.....	John Dickson.....	Dec. 10, 1896.	25 " " " " " " " "	11 22
Souris.....	Angus McDonald, caretaker.....	Sep. 27, 1894.	25 " " " " " " " "	
South Rustico, Oyster Bed Bridge.....	D. Gallant.....	Feb. 23, 1895.	25 " " " " " " " "	5 48
Stevens and Montague.....	Wellington Johnston.....	May 3, 1900.	25 " " " " " " " "	
Sturgeon River.....	Bernard Kearney.....	Sep. 18, 1885.	25 " " " " " " " "	22 14
Tignish.....	A. J. Gaudet.....	Aug. 28, 1898.	25 " " " " " " " "	22 59
Vernon River.....	J. G. McKenzie.....	Oct. 19, 1885.	25 " " " " " " " "	101 55
Wood Island.....	Jas. Young.....	Apr. 10, 1899.	25 " " " " " " " "	11 55
			Total.....	749 56

RECAPITULATION.

Ontario.....	\$ 2,272 49
Quebec.....	1,870 81
Nova Scotia.....	4,817 54
New Brunswick.....	1,120 68
Prince Edward Island.....	749 56

Total wharfage dues collected and placed to credit of Receiver General..... \$10,831 08

ADD—Fees received by undermentioned harbour masters in excess of remuneration allowed:—

Harbour Master—St. John's, Que.....	\$ 129 50
" " Halifax, N. S.....	76 50
" " International Pier, N.S.....	164 00
" " Dalhousie, N.B.....	1 00
" " Chemainus, B.C.....	201 50
" " Victoria, B.C.....	36 50
	609 00

Total Revenue from Wharfs and Harbours..... \$11,440 08

SESSIONAL PAPER No. 21

APPENDIX No. 9.

STATEMENT of Sick Mariners' Dues collected for the fiscal year ended June 30, 1901.

<i>Quebec.</i>	§ cts.	<i>Nova Scotia—Continued.</i>	§ cts.
Gaspé	193 85	Kentville	28 74
Montreal	6,884 86	Liverpool	55 50
Paspébiac	266 38	Lockeport	14 68
Percé	105 36	Lunenburg	639 92
Quebec	5,639 98	North Sydney	1,559 50
Rimouski	436 64	Parrsboro'	658 86
St. Armand	21 46	Pictou	349 14
St. John	1,291 98	Port Hawkesbury	372 02
Sorel	28 72	Port Hood	11 76
Stanstead	22 22	Shelburne	123 86
Three Rivers	171 36	Sydney	5,894 54
Total	15,062 81	Truro	1 92
		Weymouth	136 22
		Windsor	668 38
		Yarmouth	547 40
		Total	22,502 05
<i>New Brunswick.</i>			
Bathurst	250 77	<i>Prince Edward Island.</i>	
Chatham	1,446 54	Charlottetown	421 06
Dalhousie	878 14	Summerside	120 74
Moncton	1,067 58	Total	541 80
Newcastle	934 00		
Sackville	287 20	<i>British Columbia.</i>	
St. John	6,356 28	Nanaimo	4,053 22
St. Stephen	135 70	New Westminster	110 08
Total	11,356 21	Vancouver	1,931 84
		Victoria	4,280 88
<i>Nova Scotia.</i>		Total	10,376 02
Amherst	557 36	Total	59,838 89
Annapolis	136 00	LESS—Refunds	55 55
Aricat	61 65	Grand total	59,783 34
Antigonish	2 36		
Baddeck	5 88		
Barrington	6 48		
Canso	212 92		
Digby	192 10		
Halifax	10,264 86		

APPENDIX No. 10.

REPORT OF LIFE-SAVING STATIONS.

NAVAL ASSISTANT'S OFFICE,

HALIFAX, N.S., December 4, 1901.

To the Deputy Minister of
Marine and Fisheries Department,
Ottawa.

SIR,—I have the honour to submit my annual report on the life-saving stations in the maritime provinces, Sable Island excepted, as being under the inspection of Mr. C. A. Hutchins, superintendent of light-houses in this province.

INSPECTIONS OF STATIONS.

The whole of the stations have been visited by me during the year ended June 30 last, from time to time, the stations at Port Mouton, Seal Island and Mud Island excepted. Other important duties and difficulty and expense of transport prevented my personally inspecting these three stations, but from the reports I have received from the officers in charge, and their known efficiency, I am satisfied they are maintained in the same excellent order as those I visited.

SERVICES AT WRECKS.

The only services actually rendered by the life-saving crews under my inspection, were performed by the coxswain and crew of the life-boat at Yarmouth, on June 27 last, when the life-boat, under the command of Mr. Albert Cain and her crew of six men, went off to the assistance of the barquentine *Argentine*, of Pictou, stranded on the Gannet Rock ledge at the entrance of the Bay of Fundy, and assisted in getting her afloat and into Yarmouth Harbour.

The services performed were very creditable and satisfactory, and the coxswain and his crew of six men were granted an honorarium of \$6 each by the Honourable the Minister.

DEVIL'S ISLAND.

Repairs at this station have been effected to the boat-house. They were much needed and have been executed at a comparatively small cost.

PICTOU ISLAND.

Repairs to the launching ways were found necessary at my visit in June last, and have been recently completed.

BLANCHE.

The lower part of the launching ways having been injured and displaced by bad weather, have been renewed by railway rails bolted down to the rocks, similar to the plan successfully adopted at Seal Cove, Grand Manan, last year.

SESSIONAL PAPER No. 21

YARMOUTH.

Similar repairs to those executed at Blanche have been effected at this station. They were much needed, as the old way had been destroyed, and owing to the great rise and fall at this station, and the comparative flatness of the beach, the distance between high and low waters at spring tides is very great.

HERRING COVE.

Repairs, the removal of outlying rocks, and the laying down of railway rails in lieu of wooden rollers, are much needed and are under consideration.

In conclusion, I beg to state that the service is in an efficient state, that the coxswain and crews are perfectly competent, and should disaster to shipping occur on the coast, the courage and zeal of the officers and men may be relied on.

Attached to this report is a list of the life-saving stations in the maritime provinces and in the great lakes; the latter are not under my inspection, but I give the particulars respecting them from records of the office.

I have the honour to remain, sir, your obedient servant,

BLOOMFIELD DOUGLAS, R.N.R.,
Naval Assistant.

1-2 EDWARD VII., A. 1902
LIFE Saving Stations maintained

Number.	Stations.	Established.	Coxswain.	Crew.	Coxswain's Salary.	Per annum.	Pay of Crew.
	Bay of Fundy—					\$	
1	Seal Cove.....	1898	F. Benson.....	7	75	\$1.50 per drill, and extra when engaged saving life.	
2	Yarmouth.....	1886	A. Cain.....	7	75	" " ..	
3	Mud Island.....	1887	J. Pitman.....		80	.....
4	Seal Island.....	1880	H. Hitchens... ..	7	250	\$100 each per annum.....	
	Atlantic Coast—						
5	Clark's Harbour.....	1900	J. M. Kenny....	7	75	\$1.50 per drill, extra when saving life.	
6	Blanche.....	1895	W. A. B. Smith.	7	75	" " ..	
7	Port Mouton.....	1889	J. Frowell.....	7	75	" " ..	
8	Duncan's Cove.....	1886	J. W. Holland..	7	75	" " ..	
9	Herring Cove.....	1885	J. Gorman.....	7	75	" " ..	
10	Devil's Island.....	1885	G. de Young... ..	7	75	" " ..	
11	Halifax.....	1900				No crew here.....	
12	White Head.....	1890	H. P. Munroe..	7	75	\$1.50 per drill, extra when saving life.	
13	Sable Island.....	1885	J. G. Soderberg. J. J. Ritecy.....		250 225	Paid as island staff.....	
14	Scatterie Island.....	1885	F. Martell....	7	75	\$1.50 per drill, extra when saving life.	
	Gulf of St. Lawrence—						
15	St. Paul's Island.....	1885	Supt. Humane Establishment.	3		\$300 each per annum.....	
16	Pictou Island.....		Alex. Currie....	7	75	\$1.50 per drill, extra when saving life.	
17	Cape Tormentine.....	1893	No organized crew.			.....
	Great Lakes—						
18	Wellington.....	1883	"			\$1.50 per drill, extra when saving life.	
19	Consecon.....	1898	W. A. Young... ..	7	75	" " ..	
20	Cobourg.....	1882	D. Rooney.....	7	75	" " ..	
21	Port Hope.....	1889	W. T. Clarke... ..	7	75	" " ..	
22	Toronto Island.....	1883	Wm. Ward.....	7	75	" " ..	
23	Port Rowan.....	1883	R. Clark.....	7	75	" " ..	
24	Port Stanley.....	1885	Wm. Berry.....	7	75	" " ..	
25	Point Pelee.....	1900	W. A. Grubb, jr.	No crew yet.		.....
26	Goderich.....	1886	J. R. Craigie....	7	75	\$1.50 per drill, extra when saving life.	
27	Collingwood.....	1885	P. Doherty.....	7	75	" " ..	

SESSIONAL PAPER No. 21

by the Dominion Government.

Description of Boat.	Cost.	Where Built.	Equipment.	Remarks.
	\$			
Beebe-McLellan surf-boat, self-bailing, 25 feet long.	250	Shelburne, N.S.	Full regulation	Iron rails laid in 1900.
Dobbin's pattern, self-bailing and self-righting, 25 feet long.	575	Dartmouth, N.S.	" ..	
Fishing boats and dories.....	80 pr.an.	.....	Ordinary	Kept by contract with fishermen.
Beebe-McLellan boat on east side, surf boat on west side.	375	Halifax, N.S....	Full regulation	
Beebe-McLellan, self-bailing, 25 feet long, low ends.	250	Shelburne, N.S..	" ..	Boat house and gear cost \$700.
Dobbin's pattern, self-righting and bailing, 25 feet long.	575	Dartmouth, N.S.	" ..	
" " ..	575	" ..	" ..	
" " ..	575	" ..	" ..	Lyle gun established here 1900.
" " ..	575	" ..	" ..	
" " ..	375	" ..	Ordinary	This is a spare boat which can be used with volunteer crew when required.
" " ..	575	" ..	Full regulation	Lyle gun.
Two Dobbin's self-righting and bailing boats and one Beebe-McLellan surf-boat, self-bailing.	1,100	Halifax, N.S. ...	" ..	Lyle gun and rocket apparatus kept here. Coxswains are under control of Superintendent of Humane Establishment.
Dobbin's pattern, 25 feet long, self-righting and bailing.	500	Dartmouth, N.S.	" ..	
Beebe-McLellan, self-bailing, 25 feet long, low ends	250	Shelburne	Full equipme't	Lyle gun added in 1900.
Dobbin's pattern, self-righting and bailing, 25 feet long.	575	Dartmouth	" ..	
Boats of winter mail service.	.....	.....	Ordinary.....	
Dobbin's pattern, self-righting and bailing.	750	Buffalo, N.Y....	Full equipme't	Removed from Poplar Point in 1900.
" " ..	750	" ..	" ..	Removed from Wellington in 1893.
" " ..	575	Goderich, Ont..	" ..	
" " ..	620	" ..	" ..	
" " ..	600	" ..	" ..	New boat 1895.
Surf boat	375	Buffalo, N.Y....	" ..	To be discontinued.
Dobbin's pattern, self-righting and bailing, 25 feet long.	575	Goderich, Ont..	" ..	Removed from Pelee Island in 1899.
" " ..	575	" ..	" ..	
" " ..	575	" ..	" ..	
Beebe-McLellan self-bailing surf-boat.	375	Collingwood....	" ..	New boat in 1896.

1-2 EDWARD VII., A. 1902

APPENDIX No. II.

REPORT OF THE CHAIRMAN OF THE BOARD OF STEAMBOAT
INSPECTION.CHAIRMAN'S OFFICE,
OTTAWA, November, 1901.To the Honourable
Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit the annual report of the Steamboat Inspection Service for the fiscal year ended June 30, 1901.

It contains the general work of the service during the period mentioned, giving the number of steamers inspected, with their gross tonnage, and the amount of tonnage dues and fees collected as known by the inspectors on account of inspection. Also a statement of the board meetings held, with the penalties enforced for violations of the Steamboat Inspection Act; and the casualties occurring as reported from the several divisions, with the reports as to the number of vessels lost or unfit for service in the several districts, and the number of new vessels added thereto.

In addition to the steamboats inspected at the port of Montreal, the hoisting gear and ship's tackle of 448 vessels, used for the purpose of loading and unloading those vessels, was also inspected by the steamboat inspectors of that port.

NUMBER of steam vessels reported as known by the inspectors of steamboats in the Dominion, and their gross tonnage for the year ended June 30, 1901; also the number of vessels inspected but not registered in the Dominion for same date:

DIVISION.	Total number of Dominion registered steamers.	Gross tonnage of Dominion registered steamers.	Number of steamers inspected but not registered in the Dominion.	Gross tonnage of steamers inspected but not registered in the Dominion.
West Ontario.....	387	80,315.00	33	17,231.00
Kingston.....	173	24,682.40	28	2,203.15
Montreal.....	222	24,320.05	Nil	.....
Quebec.....	139	34,630.00	"	.....
Nova Scotia.....	134	23,313.14	23	28,102.58
New Brunswick and Prince Edward Island.....	134	14,020.20	10	6,427.37
British Columbia and Yukon Territory.....	220	47,000.57	25	29,133.76
Manitoba and North-west Territories.....	127	7,202.36	2	1,101.00
	1,536	255,573.72	121	84,198.86

SESSIONAL PAPER No. 21

NUMBER of Dominion registered Steam Vessels inspected and their gross tonnage, with the amount of dues and fees collected on account of Steamboat Inspection, during the year ended June 30, 1901.

DIVISION.	Number of Dominion registered steamers inspected.	Gross tonnage of Dominion registered steamers inspected.	Amount of dues and fees collected on account of steamboat inspection.
			\$ cts.
West Ontario.....	320	76,597.00	7,991.34
Kingston.....	162	24,438.37	2,845.88
Montreal.....	178	22,479.05	2,808.52
Quebec.....	132	34,241.00	3,482.38
Nova Scotia.....	112	20,780.99	4,722.48
New Brunswick and Prince Edward Island.....	126	13,424.47	2,358.80
British Columbia and Yukon Territory.....	229	53,694.55	8,474.81
Manitoba and North-west Territories.....	101	6,652.19	1,037.15
Inspection of tow barges.....			120.00
Engineers' certificates.....			1,032.00
	1,360	252,307.62	34,873.36

BOARD MEETINGS.

A meeting of a quorum of the Board of Steamboat Inspection was convened at Kingston, September 26, 1900, for the purpose of examining candidates offering for the position of hull inspector at Kingston, the vacancy existing owing to the death of the late inspector on June 16.

The members composing the board were Capt. M. P. McElhinney, Ottawa, Dominion hull inspector; P. D. Brunelle, hull inspector of Quebec, and E. Adams, chairman. From the examinations taken of the six candidates offering, Mr. M. R. Davis, of Kingston, was recommended as the person appearing most qualified for the position, and was appointed thereto by Order in Council of December 4, 1900, with salary of \$1,000 per annum.

On October 5, 1900, a meeting of the board was convened at Toronto, composed of the following members: Capt. M. P. McElhinney, of Ottawa; P. D. Brunelle, Quebec; Wm. Evans, Toronto, hull inspectors; E. W. McKean and J. Dodds, boiler and machinery inspectors, Toronto; E. Adams, Ottawa, chairman.

The meeting was for the purpose of examining into the merits of a boat named the Oxford patent folding boat, recommended to be used on steamers for life-saving purposes, which was introduced to the department and attention requested thereto by Mr. G. H. Ellis, of Toronto. After a careful examination into the construction and adaptability for the purpose stated, the board unanimately were of opinion that the boat was not such as to warrant a recommendation of its adoption, in lieu of the present type of boat used for that purpose.

April 15, 1901.—A meeting of a quorum of the board was convened at Toronto, composed of the following boiler and machinery inspectors: J. Dodds and E. W. McKean, of Toronto; T. P. Thompson, Kingston; E. Adams, Ottawa, chairman.

The meeting was for the purpose of giving consideration to a request made to use steel stamped 54,000 pounds tensile strength in the construction of the cylindrical shells for boilers, and to calculate the allowable working pressure from the actual tensile strength, as found by making tests of the material.

The matter was given very careful consideration, and as part 1 of the rules defines the quality of steel 'to be so rated' in the construction of cylindrical shells for boilers,

1-2 EDWARD VII., A. 1902

to be of not less than 27 tons gross tensile strength ; this standard being in unison with the standard adopted for same purpose by the leading classification societies of Great Britain, and in view of such and not having any data sufficient to warrant them in recommending a departure from that as required by the rules, the board were unanimously of the opinion that under such conditions it would not be advisable nor prudent to so do, and a decision was rendered to that effect.

PROSECUTIONS WITH PENALTIES ENFORCED FOR VIOLATION OF THE STEAMBOAT INSPECTION ACT.

July 23, 1900.—At White Horse, Yukon Territory, the Collector of Customs imposed a fine of \$100 on steamer *Nome* for carrying more passengers on board than that allowed by her certificate, which amount was credited to the Receiver General, and bank receipts for same forwarded to the department August 7, 1900.

August 3, 1900.—Steamer *Starling* on arrival at the port of Nanaimo, B.C., and having a boat in tow with passengers on board, not having been certificated for that purpose, was seized by the Collector of Customs for violation of the Steamboat Inspection Act, section 43, who imposed on each vessel a penalty of \$50, which amount was deposited to the credit of the Receiver General, forwarding to the department drafts and deposit receipts for same.

September 26, 1900.—At Victoria, B.C., the Collector of Customs imposed a fine of \$100 on the steamer *Maude* of that port, for violation of section 42 of the Steamboat Inspection Act, by carrying passengers and not holding a certificate authorizing such. The fine was deposited to the credit of the Receiver General and bank deposit receipt forwarded to the department.

October 4, 1900.—Proceedings were taken at Rat Portage, Ont., against the master of the steamer *Balmoral*, on complaint of the steamboat inspector, that the safety valve on the boiler of said steamer had been tampered with, whereby the boiler was subjected to a greater pressure than that allowed by her certificate of inspection. The case was tried before the police magistrate at Rat Portage, whereby the master of the vessel was fined \$75 and costs, which was remitted to the department and received November 22, 1900.

April 18, 1901.—A complaint was lodged with the Collector of Customs at Sault Ste. Marie by the steamboat inspector, of finding the safety valve on steamer *R. A. McLean*, of Sault Ste. Marie, having been tampered with, to cause the boiler to be subjected to a greater pressure than that allowed by her certificate of inspection, on receipt of which the Collector of Customs imposed a penalty of \$50 and forwarded draft for same to the department subject to their approval, when he was informed, he should have imposed the full penalty allowed by law for such a grave offence, and to warn the master if the offence was repeated his certificate would probably be dealt with.

July 10, 1901.—Information was forwarded the department by the Collector of Customs, Victoria, B.C., with bank receipt for the sum of \$100, being a penalty he imposed under the 42nd section of the Steamboat Inspection Act, on the steam barge *Champion*, of Vancouver, for carrying passengers without holding a certificate of inspection authorizing such.

CASUALTIES.

The following are the casualties reported from the several districts as having occurred during the fiscal year ending June 30, 1901 :—

West Ontario Division.

September 20, 1900.—Steamer *St. Andrews*, of Owen Sound, en route to Fort William, ran ashore on Blanchard Island, Lake Superior, proving a total loss, as after pounding out the bottom, slipped off the rocks into deep water. No fatalities.

SESSIONAL PAPER No. 21

October 2, 1900.—Steamer *Dominion*, of St. Catharines, laid up for the fall and winter at Sandwich, Ont., was totally destroyed by fire; cause of fire unknown.

October 2, 1900.—Steamer *City of Owen Sound*, of Collingwood, engaged in the passenger and freight service between Collingwood and Sault Ste. Marie, while cargo was being discharged at Collingwood was totally destroyed by fire; cause of fire unknown.

November 7, 1900.—Tug *Hattie Vinton*, of Sault Ste. Marie, sprung a leak in Mamainse Harbour, north shore of Lake Superior, and sank, was abandoned, and is a total loss; no fatalities.

November 10, 1900.—Steamer *Arabian*, of Hamilton, en route down Lake Superior, in a severe gale, was driven ashore near Whitefish Point, Mich., U.S., was afterwards released and thoroughly repaired at Port Dalhousie, Ont.

November 21, 1900.—Steamer *A. H. Jennie*, of Toronto, in a severe gale, and endeavouring to make shelter in Pickering Harbour, Lake Ontario, foundered near the entrance to the harbour, and is a total loss; no fatalities.

November 27, 1900.—Steamer *Persia*, of St. Catharines, while being laid up for the winter at Toronto, took on fire, destroying the deck and upper works, including cabin and cabin furniture; the cause of the fire is unknown. During the winter the steamer was thoroughly repaired.

May 2, 1901.—The engine of the tug *Tecumseh*, of Sault Ste. Marie, became disabled near Gore Bay, north channel of Georgian Bay. A heavy sea running at the time, the steamer *Germanic* took her in tow, endeavouring to return to Gore Bay. The tug gradually filling with water, it was decided to abandon her. Three persons on board were rescued, but she suddenly sank, drowning the captain, his sister and a commercial traveller who was on board.

East Ontario Division.

June 9, 1901.—Steamer *James Swift*, of Kingston, while lying at the wharf in Ottawa, was partially destroyed by fire; cause of fire unaccounted for. One of the firemen was suffocated.

June 14, 1901.—Steamer *Hero* of Kingston, while lying at her dock in Belleville, was destroyed by fire, becoming a total loss; cause of fire unknown. No fatalities occurred.

Montreal Division.

July 25, 1900.—Steamer *Laurier*, of Montreal, was partially burnt at Vaudreuil wharf; cause of fire unknown.

November 16, 1900.—Steamer *Napierville*, of Montreal, while at anchor opposite Verchères, foundered, afterwards was raised and taken to Sorel, and during the ice shove in spring of 1901 she again went to the bottom, and became a total wreck.

November 29, 1900.—Steamer *Minnie Bell*, of Ottawa, was partially burnt in the canal at Ottawa, cause of fire unknown, loss about \$600, was afterwards repaired, and is now named the *Alva* of Ottawa.

Quebec Division.

November 21, 1901.—Steamer *St. Olaf*, of Quebec, encountered a snow storm, with a gale of east wind, and ran on an island called Boule, one of the Seven Islands in the Gulf of St. Lawrence, becoming a total loss, with all hands on board, who numbered twenty-nine people.

May 5, 1901.—Steamer *Polino*, of Quebec, while on a voyage to Newfoundland, when twenty-four hours out of Sydney broke her after crank shaft. Having a spare shaft on board, the same was fitted, when she proceeded on her voyage, arriving at Newfoundland on the eighth of the same month.

1-2 EDWARD VII., A. 1902

June 28, 1901.—The freight steamer *Victoria*, of Montreal and Chambly, took fire and burned while lying in Chambly basin, the crew having barely time to escape no cause assigned. No fatalities.

Nova Scotia Division.

November 4, 1900.—Steamer *Prince Edward*, when coming out of Barrington Harbour, struck a ledge and was beached to prevent sinking. Temporary repairs were made, when she proceeded to Halifax under her own steam, where placed in dry dock and permanent repairs effected.

March 15, 1901.—The paddle ferry-boat *Halifax* plying between Halifax and Dartmouth, broke the engine cross-head, which entailed the breaking of the guides, and bending piston rod. Caused by a hidden flaw in cross-head.

July 6, 1901.—Steamer *Louisa* when on a voyage from Sydney to Montreal, struck on Red Island shoal and sustained serious damage, she was taken to Quebec where temporary repairs were made, and afterwards brought to Halifax and placed in dry dock, where permanent repairs were effected.

July 8, 1901.—Steamer *Cape Breton* when on a voyage in River St. Lawrence, struck on a shoal and sustained damage to bottom, sufficient to cause tanks No. 1 and 2 to fill, the tops of tanks were shored down and ship proceeded to Halifax, where placed in dry dock and permanently repaired.

November 10, 1900.—Steamer *City of Monticello* of Liverpool, a steel side-wheel passenger vessel of 1,033 gross tons, engaged in the coasting trade, whilst on a voyage between St. John, N.B., and Yarmouth, N.S., having on board a general cargo of merchandise, and eight passengers, with a full crew of thirty-two persons, including officers and men, owing to a severe gale and heavy sea, foundered in about seventeen fathoms of water, about four miles west of Yarmouth harbour. The captain, two officers and twenty-six of the crew, with seven passengers were lost; only four persons surviving, which were saved in one of the ordinary boats. All the life-boats were smashed whilst being lowered, or foundered with all on board shortly after leaving the sinking ship.

New Brunswick and Prince Edward Island Division.

No casualties have occurred.

Manitoba and North-west Territories.

Steamer *Sultana* of Winnipeg, during a gale in the month of June was driven ashore at the mouth of the Saskatchewan River, north end of Lake Winnipeg; where she still remains.

Steamer *Red River* of Winnipeg, reported aground last year at George's Island, Lake Winnipeg; has become a total loss.

British Columbia and Yukon Territory.

August 24, 1900.—Steamer *Cutch* of Vancouver, on a voyage from Vancouver to Skagway, stranded on Horse Shoe reef, Stephen's passage, Alaska; becoming a total loss.

September 22, 1900.—Steamer *Nelson* of New Westminster, on a trip from Nelson to Kootenay landing, on Kootenay Lake, ran ashore about 2.30 a. m. under full speed, on a rocky point, whereby vessel was strained, and fore-foot and planking forward badly damaged, was afterwards hauled out at Nelson and repaired. Cause of accident, no officer on deck, and man at the wheel fell asleep.

September 24, 1900.—Steamer *Telephone* of New Westminster, while at her moorings, took fire and was totally destroyed.

December 8, 1900.—Steamer *Hattie Young* of New Westminster, while at Marsh's landing, Fraser River, took fire, burned to the water's edge and sank. No fatalities.

SESSIONAL PAPER No. 21

December 16, 1900.—Steamer *Alpha* of Vancouver, on a voyage from Victoria to Comox, for coal, to proceed to Japan, stranded in a strong gale and fog on Yellow Island, Baynes Sound, B.C. ; becoming a total loss. Master and eight of crew drowned, including three engineers.

January 2, 1901.—Steamer *Danube* of Victoria, on a voyage from Victoria to Skagway, in collision with an iceberg when off Lake Arm, Alaska ; damaged plates and frames on starboard bow, temporary repairs were made, and on return to Victoria had three new plates and several frames fitted.

May 6, 1901.—Steamer *Bessie* of Victoria, while lying at the wharf at Ladysmith, B.C., caught fire and burned to water's edge ; cause unknown ; no person on board.

May 10, 1901.—Steamer *Princess Louise* of Victoria, on a voyage to Skeena River, struck on a rock at east end of Thormanby Island, B.C., damaging her fore-foot and planking ; jettisoned cargo, and was then hauled off, proceeding to Vancouver, where placed on marine ways and repaired.

I am, sir,

Your obedient servant,

EDWARD ADAMS,
Chairman Board of Steamboat Inspection.

1-2 EDWARD VII., A. 1902

STEAM Vessels Inspected for the Year ended 30th June, 1901.

WEST ONTARIO DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Class of Vessel and where employed.
		1901.		\$ cts.	
John Hanlan.....		Not issued	37	7 96	Screw, Toronto Bay.
Hiawatha.....	300.....	July 5..	163	21 04	" St. Clair River.
Tepiakan.....	Fish'g tug	" 6..	29	7 32	" Lake Huron.
J. C. Clark.....		Not issued	145	19 60	" St. Clair River.
Comfort.....	40.....	July 7..	14	6 12	" Sombra and Maine City.
Euna.....	Tug.....	May 16..	6	5 48	" Chatham and Vicinity.
Vick.....	".....	" 16..	13	6 04	" " "
Scotia.....	40.....	July 10..	13	6 04	" Amherstburg & Bois Blanc Island
City of Dresden.....	100.....	" 10..	194	23 52	" Windsor & Lake Erie ports.
Annie Miles.....	Tug.....	" 19..	71	10 68	" Lakes.
Nautilus.....	".....	" 23..	9	5 72	" Welland Canal.
Osprey.....	Fish'g tug	" 24..	6	5 48	" Lake Erie.
Eleanor.....	".....	" 24..	26	7 08	" " "
Maxir.....	".....	" 25..	16	6 28	" " "
City of Ladysmith.....	".....	" 25..	35	7 80	" " "
Wm. Wilson.....	".....	" 25..	12	5 96	" " "
Lena.....	".....	" 25..	14	6 12	" " "
Hazard.....	".....	" 26..	34	7 72	" " "
The Belle.....	".....	" 26..	31	7 48	" " "
W. M. German.....	".....	" 26..	28	7 24	" " "
Ivey Alderson.....	".....	" 27..	39	8 12	" " "
R. C. Britton.....	Freight...	" 30..	213	22 04	" Duluth & Montreal.
Viola.....	Yacht ..	" 31..	68	10 44	" Lakes.
Ottawa.....	S.....	Aug. 3..	2431	202 48	" Duluth & Prescott.
Phoenix.....	Tug.....	" 14..	37	7 96	" Lake Huron.
Daisy.....	".....	" 14..	11	5 88	" " "
A. Chambers.....	Fish'g tug	" 15..	23	6 84	" " "
John Logie.....	".....	" 15..	37	7 96	" " "
Sea Shell.....	Tug.....	" 15..	7	5 56	" " "
Frank G. McAulay.....	Fish'g tug	Not issued	43	8 44	" " "
Mary Arnott.....	Tug.....	Aug. 16..	8	5 64	" " "
Earl.....	Fish'g tug	" 16..	18	6 44	" " "
Snowstorm.....	".....	" 21..	17	6 36	" Lake Erie.
Enterprise.....	".....	" 22..	18	6 44	" " "
Uncle Tom.....	".....	" 22..	8	5 72	" " "
Alert.....	Tug.....	" 22..	47	8 76	" " "
May B.....	Fish'g tug	" 23..	9	5 72	" " "
Swan.....	".....	" 23..	14	6 12	" " "
Belle.....	".....	" 23..	16	6 28	" " "
Jubilee.....	".....	" 23..	10	5 80	" " "
Ella.....	Yacht ..	" 24..	15	6 20	" " "
Eagle.....	Tug.....	June 11..	12	5 96	" Lake Huron.
W. J. Strong.....	".....	Not issued	41	8 28	" " "
C. M. Bowman.....	".....	" " "	88	12 04	" " "
Dredge Hackett.....	Dredge...	" " "	96	12 68	" Harbours on Lake Huron.
Urania.....	500.....	Sept. 20..	898	79 84	" Paddle, Lake Erie.
Lansdowne.....	200.....	" 24..	1571	133 68	" Windsor & Detroit.
Great Western.....	200.....	" 24..	1080	94 40	" " "
Frankie.....	Yacht.....	Oct. 11..	24	6 92	" Screw, Wallaceburg & Vicinity.
T. J. Collop.....	Freight...	" 11..	63	10 04	" " "
Ariadne.....	Tug.....	" 11..	38	8 04	" " "
W. S. Ireland.....	Freight...	Not issued	105	13 40	" " "
Willie Scagel.....	Tug.....	Oct. 12..	22	6 76	" " "
City of Mt. Clemens ..	Freight ..	" 13..	102	13 16	" " "
Harry Sewell.....	Tug.....	" 13..	25	7 00	" " "
Elite.....	Fish'g tug	" 22..	22	6 76	" Lake Huron.
Everard.....	".....	Not issued	25	7 00	" " "
Vixen.....	".....	" " "	68	10 44	" " "
M. G. McDonald.....	".....	Oct. 24..	29	7 32	" " "
Jas. McKeon.....	Tug.....	" 26..	36	7 88	" Thessalon & Vicinity.

SESSIONAL PAPER No. 21

STEAM Vessels Inspected, &c.—West Ontario Division—Continued.

BOILERS AND MACHINERY—Continued.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1901.		\$ cts.	
N. Dyment.....	Tug.....	Oct. 26..	59	9 72	Screw, Thessalon and Vicinity.
Alpha.....	"	" 27..	34	7 72	" " "
Killarney Belle.....	Fish'g tug.	Not issued	28	7 24	" Lake Huron.
Edgar P. Sawyer.....	Tug.....	Oct. 29..	52	9 16	" Soo and vicinity.
Camilla.....	40	" 29..	54	9 32	" " "
Hattie Vinton.....	Tug.....	" 29..	55	9 30	" " "
R. A. McLean.....	"	" 29..	30	7 40	" " "
W. A. Rooth.....	"	" 30..	52	9 16	" " "
Bertha Endress.....	"	" 30..	32	7 56	" Michipicoten River.
Gen. Weitzel.....	"	Nov. 1..	32	7 56	" Soo and vicinity.
W. S. Davis.....	"	" 1..	46	8 68	" " "
Glyn.....	"	" 2..	20	6 60	" " "
*Islander.....	"	Not issued	6	10 96	" " "
Huron.....	245	Sept. 24	1,052	92 16	Twin screw, Windsor and Detroit.
Ontario.....	"	Not issued	1,615	137 20	Paddle " "
		1902.			
Michigan—Coasting... {	500 } Mar. 20..	1,730	146 40	" "	
Lakeside Lake.....	349 } " 25..	348	35 84	Screw, Lake Ontario.	
Ada Alice.....	125 } April 2..	60	9 80	" Toronto Bay.	
Modjeska.....	801 } " 10..	678	62 24	Twin screw, Hamilton and Toronto.	
Macassa.....	616 } " 10..	459	44 72	" " "	
Lake Michigan.....	12 } " 10..	573	53 84	Screw, Quebec and Duluth.	
Seguin.....	20 } " 13..	818	73 44	" " "	
Dan'l Lamb.....	Dredge....	Not issued	253	"	Toronto Bay.
Tecumseh.....	Freight... April 16..	840	72 20	Screw, Quebec and Duluth.	
Hamilton.....	375 } " 17..	938	83 04	Paddle, Montreal and Hamilton.	
Ocean.....	125 } " 22..	684	62 72	Screw " Sarnia.	
Persia.....	150 } " 22..	757	68 56	" " Hamilton.	
D. R. VanAllen.....	Freight... " 22..	318	30 44	" " Duluth.	
Arabian.....	13 } " 24..	1,073	93 84	" Quebec and Duluth.	
Chippewa.....	2,000 } " 26..	1,514	129 12	Paddle, Lake Ontario.	
Toronto.....	1,000 } " 26..	2,779	230 32	" Toronto and Prescott.	
Corona.....	1,456 } " 26..	1,274	109 92	" Lake Ontario.	
Chicora.....	872 } " 26..	931	82 48	" " "	
Ongiara.....	244 } " 27..	98	12 84	Screw, Niagara River.	
Reginald.....	Tug..... " 29..	186	19 88	" Lakes.	
United Empire.....	295 } " 29..	1,961	164 88	" Windsor and Duluth.	
Monarch.....	330 } " 29..	2,017	169 36	" " "	
Myles.....	Freight... " 29..	1,199	100 92	" Duluth and Quebec.	
Armenia.....	" " 30..	467	42 36	" " "	
Tepiakan.....	Fish'g tug. May 1..	29	7 32	" Lake Huron.	
Wales.....	Tug..... " 4..	350	33 00	" Lakes.	
Saginaw.....	" " 4..	357	33 56	" " "	
United Lumberman... Freight... " 6..	399	36 92	" Montreal and Duluth.		
Juno.....	" " 6..	288	28 04	" " "	
Clinton.....	" " 7..	430	39 40	" all lakes.	
Home Rule.....	Tug..... " 7..	81	11 48	" " "	
Turbine.....	Yacht... " 7..	66	10 28	" " "	
Imperial.....	216 } " 8..	150	20 00	" Sarnia and Sandusky.	
Garden City.....	760 } " 13..	637	58 36	Paddle, Lake Ontario.	
Jessie L. McEdwards.. Tug... " 13..	21	6 68	Screw, Welland Canal.		
Mary R.....	" " 13..	44	8 52	" " "	
Chas. E. Armstrong... " " 14..	49	8 92	" " "		
Golden City.....	" " 14..	35	7 80	" " "	
Nellie Bly.....	Fish'g tug. " 14..	13	6 04	" Lake Ontario.	
Escort.....	Tug..... " 15..	40	8 20	" Welland Canal.	
M. R. Mitchell.....	" " 15..	40	8 20	" " "	
A. D. Cross.....	" " 15..	47	8 76	" " "	
Augusta.....	" " 16..	57	9 56	" " "	

* Dues and fees for 1899 and 1900.

1-2 EDWARD VII., A. 1902

STEAM Vessels Inspected, &c.—West Ontario Division—*Continued.*BOILERS AND MACHINERY—*Continued.*

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
Ell. Taylor	Tug	Not issued	34	7 72	Screw, Welland Canal.
Acacia	200	May 17..	107	16 54	" Hamilton and Burlington.
Primrose	900	" 17..	189	23 12	Paddle, Toronto Bay.
Thistle	345	May 17..	78	11 24	Paddle, Toronto Bay.
Arlington	100	" 17..	23	6 84	Screw " "
Mayflower	900	" 18..	189	23 12	Paddle " "
Shamrock	412	" 18..	154	20 32	" " "
John Hanlan	185	" 18..	37	7 96	Screw " "
Hiawatha	Yacht	" 18..	46	8 68	" " "
Luella	125	" 20..	38	8 04	" " "
A. J. Tymon	{ Coasting 448 } { Lake ... 300 }	" 20..	194	23 52	" Lake Ontario.
Island Queen	140	" 21..	623	6 84	" Toronto Bay.
City of Chatham	580	" 21..	341	35 28	" Chatham and Detroit.
Enna	Tug	" 21..	6	5 48	" " and vicinity.
Owen	Freight	" 22..	103	13 24	" Lakes.
Lincoln	{ Coasting 511 } { Lake ... 361 }	" 25..	337	34 96	" Buffalo and Lake Erie ports.
White Star—Coasting.	{ 468 } { 702 }	" 29..	451	44 08	Paddle " "
Kingston	1,000	June 6..	2,925	242 00	" Toronto and Prescott.
Urania	500	" 10..	898	79 84	" Lake Erie.
Pittsburg	500	" 11..	1,349	123 92	" Buffalo and Soo.
Hiawatha	300	" 19..	163	21 04	Screw; St. Clair River.
Annie Moiles	Tug	" 19..	71	10 68	" Lakes.
Clark Bros	200	" 26..	92	12 36	" Hamilton and Whitby.
Canada	492	" 27..	312	32 96	" Toronto and Niagara.
Electric	Yacht	" 27..	49	8 92	" Lakes.
Total			44,794	4,406 82	

JOHN DODDS,
Toronto.

SESSIONAL PAPER No. 21

STEAM Vessels Inspected, &c.—West Ontario Division—*Continued.*BOILERS AND MACHINERY—*Continued.*

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
A. H. Jennie.....	Freight...	Not issued	197	20 76	Screw, Lake Ontario.
Reliance.....	Tug.....	July 12..	311	29 88	" Georgian Bay.
City of Windsor.....	92.....	" 14..	511	48 88	" Collingwood and Sault Ste Marie.
Mazeppa.....	300.....	" 13..	146	19 68	" Owen Sound and vicinity.
Rosseau.....	Tug.....	" 17..	53	9 24	" Muskoka Lakes.
Jennie Wilson.....	".....	" 17..	7	5 56	" " "
Allena May.....	".....	Not issued	16	6 28	" " "
Ontario.....	".....	July 18..	11	5 88	" " "
Flyer.....	17.....	" 18..	4	5 32	" " "
Wapenas.....	Yacht.....	" 18..	5	5 40	" " "
Secret.....	".....	" 21..	9	5 72	" " "
Manolia.....	".....	" 19..	6	5 48	" " "
Wanda.....	".....	" 19..	12	5 96	" " "
Wawonaissa.....	".....	" 19..	7	5 56	" " "
Onagonah.....	20.....	" 20..	19	6 52	" " "
Southwood.....	Tug.....	" 20..	19	6 52	" " "
Ethel May.....	Yacht.....	" 20..	13	6 04	" " "
Islander.....	107.....	" 24..	165	21 20	" " "
Devenish.....	Yacht.....	" 21..	3	5 24	" " "
Kate Murray.....	Tug.....	" 23..	3	5 24	" " "
Empress Victoria.....	".....	Not issued	106	16 48	" Lakes at Huntsville.
Gem.....	40.....	July 26..	9	5 72	" " "
Phoenix.....	Tug.....	Not issued	29	7 32	" " "
Florence.....	".....	July 27..	27	7 16	" Lake of Bays.
Equal Rights.....	Yacht.....	" 27..	6	5 48	" " "
Mary Louise.....	40.....	" 28..	64	10 12	" " "
Advance.....	10.....	Aug. 9..	1,031	90 48	" Duluth and Quebec.
Agnes.....	".....	Not issued	14	6 12	" Roaches Point and Belle-Ewart.
Minota.....	Yacht.....	Aug. 14..	29	7 32	" Lake Simcoe.
Conqueror.....	40.....	" 15..	25	7 00	" " "
Annie C. Hill.....	Yacht.....	" 16..	14	6 12	" " "
Enterprise.....	305.....	" 16..	148	19 84	" Twin screw, Barrie and Orillia.
Islay.....	348.....	" 17..	175	22 00	" Screw, Barrie and Orillia.
Maple Leaf.....	Yacht.....	" 18..	12	5 96	" Muskoka Lakes.
Theresa.....	Tug.....	" 18..	26	7 08	" " "
*Evelyn.....	".....	" 22..	85	23 60	" Georgian Bay.
*Coponaning.....	".....	" 22..	18	12 88	" French River.
*Maggie McLean.....	".....	" 23..	37	15 92	" " "
*S. R. Norcross.....	".....	" 24..	20	13 20	" " "
Bobs.....	40.....	" 27..	38	8 12	" Parry Sound and vicinity.
*G. P. McIntosh.....	Tug.....	" 31..	58	19 28	" Georgian Bay. *
*Sea King.....	Fish'g Tug	" 31..	26	14 16	" " "
Sandford.....	Tug.....	" 31..	56	9 48	" " "
Sweet Mary.....	".....	Sept. 19..	13	6 04	" " "
Una.....	Yacht.....	" 19..	22	6 76	" " "
Maud S.....	Tug.....	" 19..	14	6 12	" " "
*Margherita.....	Yacht.....	" 19..	31	14 96	" " "
Bruce.....	Tug.....	" 20..	16	6 28	" " "
City of Owen Sound.....	247.....	" 21..	754	68 32	" Paddle, Collingwood to Sault St. Marie.
Cynthia.....	Fish'g Tug	Oct. 15..	35	7 80	" Screw, Georgian Bay.
Helen S.....	35.....	" 15..	86	11 88	" Collingwood and Algoma Mills.
E. Blake.....	Tug.....	" 16..	22	6 76	" Georgian Bay.
J. G. Gidley.....	".....	Not issued	57	9 56	" " "
Scotch Thistle.....	50.....	Oct. 16..	17	6 36	" Killarney and Algoma Mills.
Ethel.....	Fish'g Tug	" 17..	13	6 04	" Georgian Bay.
Georgia.....	Tug.....	" 17..	28	7 24	" " "
Maggie May.....	".....	" 17..	46	8 68	" " "
Gertrude A. Renney.....	Fish'g Tug	" 17..	14	6 12	" " "
Dolphin.....	Tug.....	" 17..	24	6 92	" " "
Fred Davidson.....	40.....	" 19..	43	8 44	" Killarney and Sault Ste. Marie.
B. M. Fraser.....	40.....	" 19..	50	9 00	" " " "

* Dues and fees for 1899 and 1900.

1-2 EDWARD VII., A. 1902

STEAM Vessels Inspected, &c., West Ontario Division.—Continued.

BOILERS AND MACHINERY—Continued.

NAME OF VESSEL.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1901.		8 cts.	
Uncle Jim.....	Fish'g Tug	Oct. 20..	11	5 88	Screw, Georgian Bay.
Edna Ivan.....	10	" 20..	54	9 32	" Killarney and Cockburn Island.
Stella.....	Fish'g. tug	" 22..	16	6 28	" Georgian Bay.
* P. S. Hiesordt.....	Tug.....	" 22..	45	7 70	" " "
* Fanny Arnold.....	31.....	" 22..	73	9 38	" Killarney and Sault Ste. Marie.
A. Wright.....		Not issued			" John's Island and vicinity.
Surprise.....	Fish'g. tug	Oct 24..	19	6 52	" Georgian Bay,
Despatch.....	Tug.....	" 24..	33	7 64	" " "
Mascot.....	Fish'g. tug	Not issued	21	6 68	" " "
James Playfair.....	"	"	26	7 08	" " "
Primrose.....	"	"	23	6 84	" " "
		1902.			
Algonquin.....	10.....	April 9..	1,806	152 48	" Prescott and Duluth.
Minnie M.....	561 coast'g 466 lake...)	" 17..	613	57 04	" Michipicoten and Sault Ste. Marie.
Philadelphia.....	40.....	" 17..	148	19 84	" Montreal and Duluth.
Erin.....	Freight...	" 17..	651	57 08	" " "
James Norris.....	Tug.....	" 18..	50	9 00	" Sault Ste. Marie and Vicinity.
Gordon Gauthier.....	Fish'g. tug	" 18..	26	7 08	" Lake Superior.
Fred. A. Hodgson.....	"	" 18..	63	10 04	" " "
W. J. Emerson.....	"	" 18..	28	7 24	" " "
Telegram.....	200.....	" 20..	198	23 84	" " "
John J. Long.....	60.....	" 22..	201	24 08	" Georgian Bay and Lake Huron.
Hugh S.....	Tug.....	" 22..	24	6 92	" Georgian Bay.
Saucy Jim.....	"	" 22..	93	12 44	" " "
Atlantic.....	300.....	" 23..	683	62 64	" Collingwood and Sault Ste. Marie.
City of Toronto.....	394.....	" 23..	782	70 56	" Paddle, Georgian Bay and all lakes.
Majestic.....	638.....	" 24..	1,578	134 24	" Screw, " " "
Germanic.....	500.....	" 24..	1,014	89 12	" " " "
City of Collingwood.....	407.....	" 24..	1,387	118 96	" " " "
City of Midland.....	413.....	" 24..	974	85 92	" " " "
Britannic.....	277.....	" 24..	428	42 24	" Paddle, Collingwood and Sault Ste. Maria
Athabasca.....	500.....	" 25..	2,269	189 52	" Screw, Owen Sound and Fort William.
Alberta.....	500.....	" 25..	2,282	190 56	" " " " "
Manitoba.....	500.....	" 25..	2,616	217 28	" " " " "
Rosedale.....	18.....	" 26..	1,507	128 56	" Prescott and Duluth.
Lillie Smith.....	Freight ..	" 25..	275	27 00	" Montreal and Duluth.
Hiram R. Dixon.....		Not issued	483	46 64	" Georgian Bay and Lake Huron.
Thos. Maitland.....	Tug.....	April 26..	107	13 56	" Georgian Bay.
Agnes.....	"	" 26..	23	6 84	" " " "
Rover.....	"	" 27..	51	9 08	" " " "
Mazepa.....	336.....	" 27..	146	19 68	" Owen Sound and Warton Bay.
S. Kneeland.....	Tug.....	" 29..	46	8 68	" Meaford and vicinity.
Dredge 9.....	Dredge ..	" 29..	187	19 96	" Georgian Bay ports.
Owaping.....	Tug.....	" 30..	256	25 48	" Screw, the lakes.
Lillie.....	"	" 30..	50	9 00	" Georgian Bay.
Severn.....	"	" 30..	44	8 52	" Collingwood and vicinity.
Metamora.....	"	May 1..	239	24 12	" Georgian Bay.
Magnolia.....	"	" 1..	376	34 36	" " "
Imperial.....	"	Not issued	36	7 88	" Sault Ste. Marie and vicinity.
		1901.			
Ossifrage.....	326.....	Oct. 31..	632	58 56	" Windsor and Duluth.
John Haggart.....	179.....	" 31..	202	24 16	" Sault Ste. Marie and Thessalon.
Island Belle.....	Tug.....	" 31..	31	7 48	" Georgian Bay.
Commodore.....	"	Not issued	40	8 20	" Sault Ste. Marie and vicinity.

* Tonnage dues paid at 6c. per ton in 1900.

" " " 10c. " 1899.

SESSIONAL PAPER No. 21

STEAM Vessels Inspected &c., West Ontario Division—Continued.

BOILERS AND MACHINERY—Continued.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Dues Paid	Class of Vessel and Where Employed.
		1902.		\$ cts.	
W. E. Gladstone	Tug	May 28	59	9 72	Screw, Georgian Bay.
Mizpah	Yacht	" 28	18	6 44	" " "
Joe Milton	200	" 28	93	12 52	" Lake Huron and Georgian Bay.
Signal	Tug	" 29	94	12 52	" Georgian Bay.
Laura Grace	"	June 6	86	11 88	" The lakes.
		1901.			
Viper	"	Oct. 31	34	7 22	" Georgian Bay.
Molly S	30	" 31	45	8 60	" Killarney and Thessalon.
		1902.			
Medora	344	June 11	299	31 92	" Muskoka Lakes.
Islander	107	" 11	165	21 20	" " "
Charlie M		Not issued	50	9 00	" " "
Kenzoa	267	June 11	225	26 00	" " "
Ahmic	34	" 12	43	8 44	" Muskoka Lakes.
Nymoca	40	" 12	25	7 00	" "
Mink	40	" 12	56	9 48	" "
Priscilla	Yacht	" 12	20	6 60	" "
Bertha May	Tug	" 12	20	6 60	" "
Queen of the Isles	"	" 13	40	8 20	" "
Rosseau	"	" 13	53	9 24	" "
Constance	40	" 14	52	6 16	" "
Siesta	Yacht	" 14	3	5 24	" "
Comet	Tug	" 14	20	6 60	" "
Muskoka	300	" 14	197	23 76	" "
Wanita	125	" 14	44	8 52	" Burk's Falls and Ahmic Harbour.
Wenonaw	107	" 14	161	20 88	Paddle and screw, Burk's Falls and Ahmic Harbour.
Glenrosa	Tug	" 15	63	10 04	Screw, Burk's Falls and Ahmic Harbour.
Emulator	"	" 15	25	7 00	" " "
Islay	348	" 17	175	22 00	" Barrie and Orillia.
Lorna Doone	Yacht	" 17	5	5 40	" Lakes Simcoe and Couchiching.
Longford	150	" 17	53	9 24	" Barrie and Orillia.
Soncil	Yacht	" 17	14	6 12	" Lakes Simcoe and Couchiching.
Waubawshene	Tug	" 18	97	12 76	" Georgian Bay.
J. C. Else	"	" 18	33	7 64	Paddle, Waubawshene and vicinity.
Mayflower		Not issued	26	7 08	Screw, Penetang and vicinity.
Gertie C	Tug	"	15	6 20	" Georgian Bay.
Tillie C	"	"	22	6 76	" Victoria Harbour and vicinity.
Charlton	"	June 18	389	36 12	" The lakes.
Superior	"	" 19	89	12 12	" "
Bertha		Not issued	18	6 44	" Parry Sound and vicinity.
Harold Gauthier	Fish'g Tug	June 20	9	5 72	" Georgian Bay.
James Storey	Tug	" 21	49	8 92	" "
Carlton	"	" 21	8	5 72	" "
Maggie May	"	" 21	46	8 68	" "
Bobs	40	" 21	38	8 12	" Parry Sound and vicinity.
Lorna Doone	26	" 21	26	7 16	" Point aux Baril and Moon River.
Pilot	Tug	" 21	70	10 60	" Georgian Bay.
Geraldine	40	" 22	65	10 28	" Penetang and Point aux Baril.
Dorothe	Yacht	" 22	8	5 72	" Parry Sound and vicinity.
Edna	110	" 22	55	9 40	" Penetang and Point aux Baril.
W. S. Oldfield	Tug	" 22	15	6 20	" Georgian Bay.
Emma	250	" 22	146	19 76	" Penetang and Point aux Baril.
Voyageur	Tug	" 25	44	8 52	" Georgian Bay.
City Queen	180	" 26	69	10 52	" Penetang and Point aux Baril.
Una	Yacht	" 26	22	6 76	" Georgian Bay.
Harvey Neelan	Tug	" 25	65	10 20	" "
Conqueror	"	" 26	25	7 00	" "

1-2 EDWARD VII., A. 1902

STEAM Vessels inspected, &c., West Ontario Division—*Continued.*BOILERS AND MACHINERY—*Continued.*

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Dues Paid	Class of Vessel and Where Employed.
		1902.		\$ cts.	
Home Rule.. . . .	Yacht.. . . .	June 27..	3	5 24	Screw, Georgian Bay.
John Lee, sr.. . . .	277.. . . .	" 27..	88	12 04	" Collingwood and Penetang.
Maud	40.. . . .	" 27..	40	8 20	" Penetang and Point aux Baril.
Masonic.. . . .	38.. . . .	" 27..	39	8 12	" " "
Siesta		Not issued	15	6 20	" Penetang and vicinity.
Shawanaga.. . . .	Tug.. . . .	June 28..	96	12 68	" Georgian Bay.
Torpedo	Yacht.. . . .	" 28..	8	5 64	" "
Roy	"	" 28..	6	5 48	" "
Mabel, G.. . . .	"	" 28..	10	5 80	" "
Totals			318 03	3,584 52	

E. W. McKEAN,
Toronto.

SESSIONAL PAPER No. 21

STEAM Vessels Inspected in Canada but Registered elsewhere for the Year ended
June 30, 1901.

WEST ONTARIO DIVISION.

BOILERS AND MACHINERY—*Concluded.*

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessels and where employed.
		1901.		§ cts.	
James Beard.....	66	July 5..	87	.....	Screw, Sarnia and Port Huron.
Chenango No. 1.	950	Aug. 21..	1,942	.....	Twin screw, all Lakes.
Transfer.....	233	Sept. 17..	1,511	.....	Paddle, Windsor and Detroit.
Michigan Central....	300	" 21..	1,522	.....	" "
Transport.....	256	" 19..	1,595	.....	" "
Wyandotte.....	904	" 20..	320	.....	Screw, Lakes Erie to Huron.
Ariel.....	226	" 21..	202	.....	" Walkerville and Detroit.
Fortune.....	427	" 21..	200	.....	" Windsor and Detroit.
Victoria.....	182	" 25..	192	.....	" "
Omer D. Conger....	398	Oct. 9..	347	.....	" Lakes Erie to Huron.
Grace Dormer.....	162	" 9..	66	.....	" Sarnia and Port Huron.
Welcome.....	266	" 10..	213	.....	" Port Huron and Windsor.
Mascotte.....	498	Nov. 1..	162	.....	Twin screw, Thessalon and Point Iroquis.
International.....	380	" 3..	144	.....	Screw, Bay Mills and Thessalon.
Grace Dormer.....		Not issued	66	.....	" Sarnia and Port Huron.
Omer D. Conger.....		" "	347	.....	" Lakes Erie to Huron.
		1902.			
Newsboy.....	381	April 19..	200	.....	" "
Promise.....	1,000	" 19..	473	.....	" "
Excelsior.....	250	" 20..	229	.....	" Windsor and Detroit.
Sappho.....	550	" 20..	224	.....	" Lakes Erie to Huron.
City of Toledo.....	1,120	May 3..	1,004	.....	Paddle, Toledo to Southampton.
Tashmoo.....	1,887	" 3..	1,344	.....	" Port Huron and Amherstburg.
Greyhound.....	1,353	" 7..	621	.....	" Sarnia and Toledo.
Pleasure.....	1,088	" 22..	490	.....	Screw, Amherstburg and Port Huron.
Arundell.....		Not issued	339	.....	" Detroit River.
America.... (Lake...)	765	May 27 }	486	.....	" Lake Erie.
(Coasting)	510				
Idlewild.....	800	June 10..	363	.....	Paddle, Toledo to Port Huron.
Puritan.....		Not issued	409	.....	Twin screw, Buffalo and vicinity.
Pearl.....	845	June 14..	553	.....	Paddle, Buffalo and Port Colborne.
Penn'slvania (Lake...)	1,000	" 14 }	747	.....	" Duluth and Prescott.
(Coasting)	711				
James Beard.....		Not issued	87	.....	Screw, Sarnia and Port Huron.
Frank E. Kirby.....	975	June 29..	533	.....	Paddle, Lake Erie and Detroit River.
		1901.			
Niagara.....	150	Oct. 31..	214	.....	Screw, Buffalo and Fort Erie.
Total.....			17,231	.....

JOHN DODDS,
E. W. McKEAN,
Toronto.

1-2 EDWARD VII., A. 1902

STEAM Vessels not Inspected for the Year ended June 30, 1901.

WEST ONTARIO DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	REMARKS. Why not Inspected and Class of Vessel.
Naiad.....	29	18	Screw, yacht.
Lady of the Lakes.....	19	7	" tug.
Cleopatra.....	104	71	" yacht.
Cambria.....	937	590	Paddle, passenger.
International.....	851	559	Twin screw, ry. car ferry.
Glenora.....	17	10	Screw, fishing tug.
Odessa.....	12	8	" passenger.
Luther Westover.....	127	80	Paddle, tug.
John Williams.....	14	10	Screw, "
Cecobe.....	11	8	" "
*Sea Gull, of Sarnia.....	41	36	" "
L. Shickluna.....	16	11	" "
Clara Hickler.....	42	32	" "
Sonntag.....	7	5	" yacht.
A. M. Petrie.....	20	13	" "
Albani.....	5	4	" "
Agnes C.....	20	10	" tug.
Yacht Maida.....	2	2	" "
Ida.....	21	6	" yacht.
Kathleen.....	110	72	" passenger.
Minitaga.....	73	29	" tug.
D. L. White.....	56	38	" "
Dalton McCarthy.....	54	37	" fishing tug.
Orcadia.....	26	18	" "
Heather Belle.....	20	13	" "
*C. W. Chamberlain.....	385	243	" freight.
*J. V. O'Brien.....	59	31	" passenger.
Annie M.....	33	22	" fishing tug.
*J. H. Jones.....	152	98	" passenger.
Port Elgin Queen.....	37	25	" tug.
*Oriole.....	75	48	" passenger.
*Nipissing.....	275	207	Paddle, "
*Marie.....	12	8	Screw, tug.
Sea Gull of Collingwood.....	9	6	" "
Beaver.....	29	12	" "
*Stilleto.....	14	10	" passenger.
Lillie May.....	10	7	" tug.
Ripple of Chatham.....	15	11	" "
Collingwood.....	5	4	" "
*Winnie.....	14	9	" "
Welcome.....	21	14	" "
A. V. Crawford.....	51	35	" "
Ida Bell.....	6	3	" fishing tug.
Ranger.....	8	5	" "
Nina.....	11	9	" tug.
Siesta.....	99	67	" yacht.
Creole.....	21	14	" fishing tug.
*Evelyn of Goderich.....	32	22	" "
*Geo. Swann.....	18	12	" "
*Huron.....	55	38	" tug.
Topsy.....	9	6	" passenger.
*Jno. R. Arnoldi.....	116	68	Dredge.
*Union.....	267	163	Paddle, passenger.
*Hope.....	170	116	Screw "
*Abino.....	8	5	" "
Adrelexa.....	15	10	" "
*Morning Star.....	5	3	" tug.
*M. A. Bennett.....	34	12	" "
Maybird.....	46	32	" freight.
Gordon Jerry.....	124	84	" "
E. Windsor.....	86	58	" "

Not running.

No application.

No application.

*Inspected since July 1, 1901.

SESSIONAL PAPER No. 21

STEAM Vessels not Inspected &c., West Ontario Division—*Concluded.*

BOILERS AND MACHINERY—*Concluded.*

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Remarks. — Why not Inspected and Class of Vessel.
*Herbert M.	26	18	Screw, tug.
St. George.	21	14	" "
Ocean Lily	3	2	" "
Iota.	6	4	" "
Walter Scott.	26	18	" "
A. Seamen.	76	52	" "
Rambler.	6	4	" "
*Arbutus.	49	34	" "
J. S. Blazier.	89	60	" "
*Sarah E. Day.	5	4	" fishing tug.
Advance.	72	49	" "
Shamrock.	14	10	" "
W. H. Siebold.	22	15	" "
Juno.	28	19	" "
Clucas.	28	19	" "
Sea Gull of Goderich.	19	13	" "
Laura M.	18	12	" "
*Halero.	8	5	" yacht.
Lillian.	5	4	" "
*Maid of the Mist.	62	33	" passenger.
Total.	5,534	3,593	

No application.

* Inspected since July 1, 1901.

JNO. DODDS,
E. W. McKEAN,
Toronto.

1-2 EDWARD VII., A. 1902

STEAM Vessels Inspected for the Year ended June 30, 1901

WEST ONTARIO DIVISION.

HULL INSPECTION.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and Where Employed.
		1901.		¢ cts.	
John Hanlan.....	185	Not gra't'd	37	7 96	Screw, Toronto Bay.
Scow No. 1.....	112	July 10.....		10 00	Scow "
Abino.....	40	" 13.....	8	5 64	Screw, Niagara River.
Arlington.....	100	" 14.....	23	6 84	" Toronto Bay.
Conqueror.....	40	" 16.....	25	7 00	" Lake Simcoe.
Enterprise.....	305	" 16.....	148	19 84	" "
Lady-smith.....	26	" 16.....	6	5 48	" "
Islay.....	348	" 17.....	175	22 00	" "
Longford.....	150	" 17.....	53	9 24	" "
Stiletto.....	30	" 18.....	14	6 12	Waubashene, Moose Point.
City Queen.....	180	" 18.....	69	10 52	" Pt. aux Baril, Penetang.
Maud.....	40	" 19.....	40	8 20	" "
John Lee, sr.....	(300 C.) (200 L.)	" 19.....	88	12 04	" Georgian Bay.
Mayflower.....	27	" 19.....	26	7 08	Waubashene and Pt. aux Baril.
Topsy.....	20	" 20.....	9	5 72	" Penetang Bay.
Advance.....	10	" 25.....	1,031	90 48	" All lakes.
R. C. Brittain.....	Freight	" 26.....	213	22 04	" Duluth and Prescott.
Dominion.....	"	" 28.....	478	43 24	" " " " " "
City of Chatham.....	580	" 30.....	341	35 28	" Chatham and Detroit.
Ottawa.....	8	Aug. 11.....	2,431	202 48	" Duluth and Prescott.
Juno.....	Freight	" 16.....	288	28 04	" Montreal and Duluth.
Scotia.....	40	" 20.....	13	6 04	" Amherstburg and Bois Blanc.
City of Dresden.....	100	July 30.....	194	23 52	" Windsor and Lake Erie.
Bobs.....	40	June 24.....	38	8 12	" Penetang and Pt. aux Baril.
Onaganoh.....	20	Aug. 28.....	19	6 52	" Muskoka Lakes.
Medora.....	344	Sept. 1.....	299	31 92	" "
Constance.....	40	" 1.....	52	9 16	" "
Islander.....	107	" 1.....	165	21 20	" "
Flyer.....	17	" 2.....	4	5 32	" "
Nymoca.....	40	" 2.....	25	7 00	" "
Mink.....	40	" 2.....	56	9 48	" "
Nipissing.....	215	" 1.....	275	30 00	Paddle "
Ahmic.....	34	Aug. 31.....	43	8 44	Screw "
Kenozha.....	267	" 28.....	225	26 00	" "
Charlie M.....	40	" 29.....	50	9 00	" "
Muskoka.....	309	Sept. 1.....	197	23 76	" "
Empress Victoria.....	108	Not issued	106	16 48	Huntsville and Portage.
Mary Louise.....	40	Sept. 2.....	64	10 12	" " Lake of Bays.
Gem.....	40	" 2.....	9	5 72	" Portage and Pt. Sydney
Wanita.....	125	" 4.....	44	8 52	" Magnetawan River.
City of Owen Sound.....	247	" 2.....	754	68 32	Paddle, Georgian Bay.
Great Western.....	200	Oct. 9.....	1,080	94 40	" Windsor and Detroit.
Huron.....	245	" 9.....	1,052	92 16	Screw "
Lansdowne.....	200	" 10.....	1,571	133 68	Paddle "
Scotch Thistle.....	30	" 16.....	17	6 36	Screw, Killarney, Algoma Mills.
Fred Davidson.....	40	" 19.....	43	8 44	" Killarney and Soo.
B. M. Fraser.....	40	" 17.....	50	9 00	" "
Helen S.....	35	" 15.....	86	11 88	" Collingwood, Algoma Mills.
Edna Ivan.....	10	" 20.....	54	9 32	" Killarney and Coburn Island.
Fannie Arnold.....	31	" 22.....	73	* 9 38	" Killarney and Soo.
Albert Wright.....		Not gra't'd			
Camilla.....	40	Oct. 25.....	54	9 32	" Soo River.
Bertha Endress.....	14	" 27.....	32	7 56	" Michipocoten River.
Telegram.....	200	" 30.....	198	23 84	" Soo and Peninsular Harbour.
Minnie M.....	(561 C.) (466 L.)	" 31.....	613	57 04	" Soo and Michipocoten.
City of Windsor.....	92	" 30.....	511	48 88	" Collingwood and Soo.

* Fannie Arnold paid ten cents per ton previous year and six cents this year to balance up.

SESSIONAL PAPER No. 21

STEAM Vessels Inspected, &c.—West Ontario Division.—Continued.

HULL INSPECTION.—Continued.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1902.		\$ cts.	
Lakeside	{ 524 C. } { 349 L. }	Mar. 27..	348	35 84	Screw, Lake Ontario.
		1901.			
Philadelphia	40.....	Oct. 16..	148	19 84	" Montreal and Duluth.
		1902.			
Erin.....	Freight	April 15..	651	57 08	" All Lakes.
Algonquin.....	10.....	" 20..	1,806	152 48	" "
Macassa.....	616.....	" 20..	459	44 72	" Toronto and Hamilton.
Ocean.....	125.....	" 23..	684	62 72	" Montreal and Sarnia.
D. R. Van Allan.....	Freight	" 22..	318	39 44	" All lakes.
Arabian.....	13.....	" 23..	1,073	93 84	" "
Ada Alice.....	125.....	" 23..	60	9 80	" Toronto Bay.
John J. Long.....	60.....	" 24..	201	24 08	" Georgian Bay.
City of Collingwood.....	407.....	" 24..	1,387	118 96	" All Lakes.
City of Midland.....	413.....	" 24..	974	85 92	" "
City of Toronto.....	294.....	" 25..	782	70 56	Paddle, Penetang and Soo.
Majestic.....	638.....	" 25..	1,578	134 24	Screw, All Lakes.
Germanic.....	500.....	" 25..	1,014	89 12	" "
Atlantic.....	300.....	" 26..	683	62 64	" Collingwood and Soo.
Britannic.....	277.....	" 26..	428	42 24	Paddle " "
Athabasca.....	500.....	" 29..	2,269	189 52	Screw, Owen Sound and Fort William.
Alberta.....	500.....	" 27..	2,282	190 56	" " "
Manitoba.....	500.....	" 29..	2,616	217 28	" " "
Lillie Smith.....	Freight.	" 29..	275	27 00	" Montreal and Duluth.
Island Queen.....	140.....	May 1..	23	6 84	" Toronto Bay.
Luella.....	125.....	" 1..	38	8 04	" "
Chicora.....	872.....	" 1..	931	82 48	Paddle, Lake Ontario.
United Empire.....	295.....	" 2..	1,961	164 88	Screw, Windsor and Duluth.
Monarch.....	350.....	" 2..	2,017	169 36	" " "
Armenia.....	Freight	" 2..	467	42 36	" All Lakes.
Miles.....	"	" 3..	1,199	100 92	" "
C. W. Chamberlain.....	"	" 3..	385	35 80	" "
Hiawatha.....	300.....	" 3..	163	21 04	" St. Clair River.
Michigan.....	500.....	" 4..	1,730	146 40	Paddle, Windsor and Detroit.
Imperial.....	216.....	" 3..	150	20 00	Screw, Sarnia and Sandusky.
Segum.....	20.....	" 3..	818	73 44	" All Lakes.
Ontario.....	500.....	Not issued	1,615	137 20	Paddle, Windsor and Detroit.
United Lumberman.....	Freight.	May 3..	399	36 92	Screw, All Lakes.
Lake Michigan.....	12.....	" 10..	573	53 84	" "
Acacia.....	200.....	" 10..	107	16 54	" Hamilton and Burlington.
Garden City.....	760.....	" 11..	637	58 96	Paddle, Toronto and Lake Ontario.
Ongiara.....	244.....	" 11..	98	12 84	Screw, Niagara River.
Corona.....	1456.....	" 13..	1,274	109 92	Paddle, Lake Ontario.
Chippewa.....	2000.....	" 13..	1,514	129 12	" " ports.
Shamrock.....	412.....	" 14..	154	20 32	" Toronto Bay.
Mayflower.....	900.....	" 14..	189	23 12	" "
Thistle.....	345.....	" 14..	78	11 24	" "
Primrose.....	900.....	" 14..	189	23 12	" "
John Haulan.....	185.....	" 14..	37	7 96	Screw " "
Hiram R. Dixon.....	300.....	" 1..	483	46 64	" Collingwood and Fort William.
Mazepa.....	336.....	" 1..	146	19 68	" Owen Sound and Warton.
		1901.			
Ossifrage.....	326.....	Oct. 31..	632	58 56	" Windsor and Duluth.
John Haggart.....	179.....	" 31..	202	24 16	" Soo and Thessalon.

1-2 EDWARD VII., A. 1902

STEAM Vessels Inspected &c., West Ontario Division—*Concluded.*HULL INSPECTION—*Concluded.*

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1902.		\$ cts.	
Lincoln.....	511.....	May 25..	337	34 96	Screw, Buffalo and Lake Erie.
Hope.....	300.....	" 27..	170	21 60	" Buffalo and Fort Erie.
Maid of the Mist.....	80.....	" 28..	62	9 96	" Niagara Falls.
Persim.....	150.....	" 28..	757	68 56	" Montreal and Hamilton.
White Star.....	(702 C.) (468 L.)	" 29..	451	44 08	Paddle, Buffalo and Lake Erie.
Toronto.....	1000.....	" 29..	2,779	230 32	" Toronto and Lake Ontario.
A. J. Tynon.....	(448 C.) (300 L.)	June 12..	194	23 52	Screw " "
		1901.			
Molly S.....	30.....	Oct. 31..	45	8 60	" Killarney and Thessalon.
		1902.			
J. H. Jones.....	250.....	June 20..	152	20 24	" Lake Huron and Georgian Bay.
Joe Milton.....	200.....	" 20..	93	12 52	" " " "
Lorna Doone.....	26.....	" 21..	26	7 16	" Point aux Baril and Moose Pt.
Edna.....	110.....	" 21..	55	9 40	" " " Penetang.
Bertha.....	.....	Not gra't'd	18	6 44	" " " "
Emma.....	250.....	June 22..	146	19 76	" " " "
Geraldine.....	40.....	" 24..	65	10 28	" " " "
Bobs.....	40.....	" 24..	38	8 12	" " " "
City Queen.....	180.....	" 25..	69	10 52	" " " "
John Lee, sr.....	(277 C.) (200 L.)	" 26..	88	12 04	" Penetang and Collingwood.
Masonic.....	38.....	" 26..	39	8 12	" " Point aux Baril.
Maud.....	40.....	" 26..	40	8 20	" " " "
Canada.....	492.....	" 27..	312	32 96	" Toronto and Niagara.
Modjeska.....	801.....	" 27..	678	62 24	" Toronto and Hamilton.
Pittsburg.....	500.....	" 28..	1,349	123 92	Paddle, Buffalo and Soo.
Kingston.....	1000.....	" 29..	2,925	242 00	" Toronto and Prescott.

WM. EVANS,
Hull Inspector.

SESSIONAL PAPER No. 21

STEAM Vessels inspected in Canada but Registered elsewhere for the Year ended
June 30, 1901.

WEST ONTARIO DIVISION.

HULL INSPECTION.

Name of Vessel.	Number of Passen- gers Allowed.	Date Certificate Expires.	Gross Tons.	Class of Vessel and where employed.
		1901.		
Annie F. O'Neil.....	40	July 13..	50	Screw, Niagara River.
Pearl.....	845	Aug. 13..	552	Paddle, Lake Erie.
Gazelle.....	512	" 14..	183	Screw, "
Puritan.....	725	" 14..	409	" "
Pennsylvania.....	1000 c 711 l	" 14..	747	Paddle "
Sappho.....	790	" 15..	224	Screw, Detroit River.
Greyhound.....	1,353	" 16..	621	Paddle, Sarnia and Toledo.
Excelsior.....	560	" 17..	229	Screw, Detroit River.
Victoria.....	182	" 17..	192	" " "
City of Toledo.....	1,120	" 17..	1,004	Paddle, Toledo and Southampton.
Promise.....	1,000	" 17..	473	Screw, Detroit River.
Fortune.....	427	" 17..	200	" " "
Ariel.....	226	" 18..	202	" " "
Transfer.....	233	" 18..	1,511	Paddle and Screw, Detroit River.
Transport.....	256	" 18..	1,595	" " " "
Michigan Central.....	300	" 18..	1,522	" " " "
Wyandotte.....	904	" 20..	320	" Lakes Erie and Huron.
Tushmoor.....	1,887	" 21..	1,344	Paddle, Detroit River.
Grace Dormer.....	162	" 22..	66	Screw, Sarnia and Port Huron.
Omer D. Conger.....	398	" 22..	347	" between Lake Erie and Huron.
James Beard.....	66	" 22..	87	" Sarnia and Port Huron.
Welcome.....	266	" 23..	213	" Port Huron and Windsor.
Idlewild.....	800	" 20..	363	Paddle, Toledo and Port Huron.
Shenango, No. 1.....	950	" 24..	1,942	Screw, Lake Erie.
Louise.....	154	" 24..	84	" "
International.....	380	Oct. 26..	144	" Bay Mills and Thessalon.
Mascotte.....	498	" 29..	162	" Pt. Iroquois and Thessalon.
Niagara.....	150	Nov. 9..	214	" Buffalo and Fort Erie.
America.....	765	May 27..	486	" " Lake Erie.

WILLIAM EVANS,
Hull Inspector.

1-2 EDWARD VII., A. 1902

STEAM Vessels not Inspected for the Year ended June 30, 1901.

WEST ONTARIO DIVISION.

HULL INSPECTION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Remarks. Why not inspected and class of Vessel.
Carlton.....	8	6	No application.
Odessa.....	12	8	"
I. C. Clark.....	145	99	Not running.
Adrelexa.....	15	10	No application.
Oriole.....	75	48	"
Wenonah.....	161	90	Not running.
Agnes.....	14	10	No application.
Rosedale.....	1,507	977	"
Comfort.....	14	12	"
Clark Brothers.....	33	22	Rebuilding.
Cambria.....	937	590	Not running.
Kathleen.....	110	72	"
Julian V. O'Brien.....			No application.

WILLIAM EVANS,
Hull Inspector.

SESSIONAL PAPER No. 21

STEAM Vessels Inspected for the Year ended June 30, 1901.

EAST ONTARIO DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1901.		\$ cts.	
Torpedo			197 69	20 84	Drill boat, Canal.
Iroquois			287 18	27 96	Spoon dredge "
Gilbert		July 3.	40 83	8 28	Screw, tug, River St. Lawrence.
Mand L		March 1.	14 05	6 12	" " canal and river.
Manita	150	July 11.	34 10	7 72	" Lindsay and Coboconk.
Calmet		" 12.	21 87	6 76	" pleasure yacht.
Alice Ethel	150	" 12.	71 75	10 76	Paddle, Bobcaygeon and Burleigh.
Mudine		" 12.	13 81	6 12	Screw, tug, Victoria and Peterboro'
Estorian	300	" 13.	139 39	19 12	Paddle, Victoria and Peterboro'.
Maple Leaf	25	" 13.	26 08	7 08	Screw, " "
Beaubocage		" 14.	129 00	15 32	Paddle, tug " "
Pearl	20	" 14.	6 39	5 48	Screw, Lakefield and Lindsay.
Beaver		" 16.	91 50	12 32	Paddle, Lindsay waters.
Crandella	400	" 16.	266 20	29 28	" Lakefield and Rosedale Lock.
Greyhound	40	" 16.	37 35	7 96	Screw, Victoria and Peterboro'
Comet	35	" 17.	7 60	5 64	" " "
Waterwitch		" 17.	17 70	6 44	" tug " "
Marie Louise		" 17.	32 19	7 56	" " " "
Stranger		" 18.	53 41	9 24	" " " "
Express	20	" 18.	3 90	5 32	" Lindsay and Port Perry.
Kawartha	20	" 19.	16 69	6 36	" Fenelon Falls and Kawartha.
Dauntless	10		3 38	5 24	" Lindsay waters.
Dawn	35		20 20	6 60	" " "
Kimrving		July 21.	145 40	16 60	" Lake and river.
Victoria	185	" 23.	58 10	9 64	" Trenton and Prescott.
Chance		" 23.	5 02	5 40	" pleasure yacht.
Wanda	30	" 24.	38 61	8 12	" Trenton and Morrisburg.
Lady of the Lake	38	" 25.	32 95	7 64	" Victoria and Peterboro'.
Estelle			8 23	5 64	" Naptha, pleasure yacht.
Majestic	185	July 27.	67 77	10 44	" Co's, Victoria and Peterboro'
Empress	200	" 27.	84 48	11 72	" " " "
Mayflower			5 99	5 48	Screw, Pleasure yacht.
Dickson			16 01	6 28	Paddle, Alligator tug.
Flash	10	July 28.	4 74	5 40	Screw, Cos. Victoria and Peterboro.
Sunbeam	210	" 28.	104 92	16 40	" " " "
Idle Hour	9	" 28.	2 40	5 16	" Lindsay and Stony Lake.
Victoria	12		3 90	5 32	" Cos. Victoria and Peterboro.
North Star	165	July 30.	39 60	8 20	" Rice Lake and tributaries.
Eclipse	40	" 30.	17 94	6 44	" " "
Beaver	75	" 30.	18 00	6 44	" " "
Rainbow	40	" 30.	25 92	7 08	" " "
City of Peterborough	300	" 31.	287 60	31 04	Paddle " " "
Wenonah		Aug. 7.	5 59	5 48	Screw, Pleasure yacht.
Geraldine		" 7.	17 90	6 44	" " "
John Haggart	250	" 7.	201 60	24 16	" Montreal and Kingston.
Maggie May		" 9.	29 03	7 32	" Canal and river.
Siesta		" 14.	14 96	6 20	" Pleasure yacht.
Hydra		" 14.	5 70	5 48	" Fish tug.
Vesta		" 14.	7 80	5 64	" Pleasure yacht.
Florence		" 15.	3 08	5 24	" " "
C. F. Dunbar		" 18.	32 86	7 64	" Tug, canal.
Beaver		" 20.	40 88	8 28	" " "
Quebec		" 21.	108 31	13 64	" Freight boat.
A. B. Cooke		" 21.	34 17	7 72	" Tug, canal.
Gracie	40	" 22.	19 50	5 88	Paddle, Cornwall and Dundee.
Mary Ellen		" 22.	20 22	6 60	Screw, Tug, canal.
Grenada	175	" 23.	57 00	9 56	" Kingston and Montreal.
Princess Louise		" 24.	26 36	7 08	" Tug, canal.
Ivy	35	" 24.	7 43	5 56	" Cornwall and Lake St. Francis.
W. J. Poupore		" 25.	16 54	8 76	" Tug, canal.

1-2 EDWARD VII., A. 1902

STEAM Vessels Inspected, &c.—East Ontario Division—*Continued.*BOILERS AND MACHINERY—*Continued.*

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
1901.				\$ cts.	
Jopl.....	40	Sept. 1..	10 54	5 88	Screw, Kingston and Prescott.
Aberdeen.....	40		12 65	6 04	" " Ottawa.
Kilbirnie.....		Sept. 12..	15 23	6 20	" Pleasure yacht.
Nellie.....			6 82	5 56	" Kingston and Ottawa.
Tropic.....	15		8 86	5 72	" " "
Commodore.....	25		3 06	5 24	" Carleton and Innesville.
Myra.....		Sept. 1..	73 21	10 84	" Tug, River St. Lawrence.
Dredge D. Stewart.....		" 1..	295 21	28 60	Spoon dredge, canal.
Umbria.....		" 1..	42 98	8 44	Screw, tug, canal.
John Hunter.....		" 1..	32 14	7 56	" " "
Dredge St. Lawrence.....		" 1..	258 10	25 64	Spoon dredge, canal.
Mona.....		" 1..	24 87	7 00	Screw, tug, canal.
Wm. Davis.....		" 1..	40 23	8 20	" " "
Mary.....		" 1..	61 52	9 88	" " "
Dredge Ottomac.....		" 1..	195 65	20 68	Elevator dredge, canal.
Alaska.....		" 1..	48 74	8 92	Screw, tug, River St. Lawrence.
C. H. Jones.....		" 1..	47 96	8 84	" " "
Hubert Larkin.....		" 1..	48 73	8 92	" " "
Thistle.....		Oct. 1..	36 02	7 88	" fishing tug.
D. P. Dey.....		Sept. 1..	11 26	5 88	" tug, canal.
Prince Edward.....			18 22	6 44	Paddle, Tyendinaga and Sophiasburg.
Frank.....			15 97	6 28	Twin screw, tug, River St. Lawrence.
1902.					
C. W. Janes.....		April 2..	47 96	8 84	Screw " " "
Hubert Larkin.....		" 2..	48 73	8 92	" " " "
Dredge L. X. L.....		" 2..	100 00	13 00	Spoon dredge, canal.
" Sir Hector.....		" 2..	355 39	33 40	" " "
Pierrepont.....	415	" 5..	251 98	28 16	Paddle, Trenton and Prescott.
Reliance.....	25	" 6..	239 14	27 12	Twin screw, all lakes and rivers.
Resolute.....	25	" 6..	371 86	37 76	" " "
Rescue.....	25	" 6..	52 29	9 16	Screw, Trenton and Prescott.
Ella Ross.....	300	" 6..	324 88	34 00	Paddle, Brighton and Prescott.
Deseronto.....	85	" 6..	54 37	9 40	Screw, Trenton and Prescott.
Hero.....	475	" 6..	342 12	35 36	Paddle, Trenton and Prescott.
Cuba.....	109	" 8..	931 13	82 48	Screw, all lakes and rivers.
Bannockburn.....	10	" 10	1619 56	137 60	" " "
India.....		" 10	976 49	83 08	" freight, all lakes.
Rosemont.....	10	" 11	1580 37	134 40	" all lakes and rivers.
David G. Thomson.....		" 11	185 05	19 80	" tug, River St. Lawrence.
Active.....		" 13	301 70	29 16	" " "
Glengarry.....		" 13	732 41	63 56	" freight, all lakes.
D. D. Calvin.....		" 16	749 53	65 00	" " "
Parthia.....		" 16	198 13	20 84	Paddle, tug, River St. Lawrence.
Wm. Johnston.....		" 17	94 72	12 60	Screw " " "
Bathnia.....		" 17	833 36	71 64	" freight, all lakes.
King Ben.....		" 18	145 36	16 60	" " River St. Lawrence.
Aberdeen.....		" 1	141 86	16 36	" " "
Water Lily.....		" 1	95 09	12 60	" " "
Chub.....		" 1	57 19	9 56	" " "
Nile.....		" 20	96 30	12 68	" " "
Ranger.....	15	" 20	13 83	6 12	" Trenton and Prescott.
James Swift.....	125	" 22	265 92	29 28	" Kingston and Ottawa.
Cheiftan.....		" 1	434 68	39 80	Paddle, tug, River St. Lawrence.
North King.....	525	" 24	872 95	77 84	" all lakes and rivers.
Rival.....		" 24	125 14	15 00	" tug, River St. Lawrence.
Orion.....		" 24	846 43	72 68	Screw, freight, all lakes.
Glide.....		" 25	77 90	11 24	" tug, River St. Lawrence.
Jessie Hall.....		" 25	56 54	9 56	" " "
Iona.....	15	" 26	231 53	26 56	" Lake Ontario and river.
Hector.....		" 26	20 64	6 68	" tug, River St. Lawrence.

SESSIONAL PAPER No. 21

STEAM Vessels Inspected, &c.—East Ontario Division—*Concluded.*

BOILERS AND MACHINERY—*Concluded.*

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Class of Vessel and where employed.
				1902.	\$ cts.
Valeria.....	40	April 26	51.55	9 16	Screw, Trenton and Prescott.
Saturn.....		" 27	883.09	75 64	" all lakes and rivers.
				1901.	
Aannie Barrett.....		Aug. 20	41.80	8 36	" tug, canal.
				1902.	
John Milne		May 1	108.53	13 72	" freight, Rideau Canal.
Arctic.....			100.51	13 08	" freight, lake and river.
Lloyd S. Porter.....		" 6	488.63	44 12	" " all lakes.
C. H. Merritt.....	350	" 6	121.58	17 76	" Brighton and Prescott.
America.....	698	" 10	520.53	52 24	Paddle, Trenton and Montreal.
Where Now.....		" 10	47.78	8 84	" pleasure yacht.
Ellen.....	40	" 14	25.10	7 00	" Kingston and Prescott.
H. F. Bronson.....		" 17	137.12	15 96	T.S. tug, River St. Lawrence.
Aletha.....	350	" 18	171.27	21 68	Screw, Trenton and Valleyfield.
Kismit.....		" 20	5.42	5 40	" pleasure yacht.
Madge.....		" 20	9.49	5 72	" " "
Annie Lake.....	40	" 20	18.52	6 52	" Brighton and Prescott.
Jessie Forward.....		" 20	5.64	5 48	" Pleasure yacht.
Skylark.....		" 21	43.29	8 44	" " "
Carmana.....		" 21	56.98	9 48	" " "
Armenia.....	200	" 22	109.99	16 80	" Trenton and Dickenson's La.
Reindeer.....	165	" 22	58.29	9 64	" Trenton and Prescott.
Varuna.....	240	" 23	134.04	18 72	" Brighton " "
Edmond.....		" 28	39.10	8 12	" tug, canal.
Rideau Queen.....	300	" 28	350.75	36 08	" Kingston and Ottawa.
Gladys.....		" 30	26.01	7 08	" pleasure yacht.
Argyle.....	800	" 31	700.29	64 00	Paddle, Lake Ontario and river.
Eva Belle.....		June 3	10.10	5 80	Screw, Fishing Patrol Boat.
Alexandria.....	600	" 10	863.15	77 94	Paddle, Charlotte and Quebec.
Rainbow.....	130	" 11	50.69	9 08	Screw, Rice Lake and Tribton.
Water Lily.....	150	" 11	53.93	9 32	" " " "
Kacymo.....		" 13	8.79	5 72	" pleasure yacht.
Iagara.....		" 13	7.43	5 56	" " "
Donnelly.....		" 14	318.91	30 52	Paddle, tug, River St. Lawrence.
City of Belleville.....	250	" 18	101.17	16 08	Screw, Kingston and Prescott.
Victoria.....	186	" 18	58.10	9 64	" Trenton and Prescott.
Brookville.....	358	" 19	190.75	23 28	" Kingston and Cornwall.
Antelope.....	40	" 19	24.98	7 00	" Trenton and Prescott.
Albani.....		" 20	37.83	9 64	" pleasure yacht.
Dortha.....		" 21	50.98	9 68	" " "
Kenneth.....		" 21	4.11	5 32	" " "
Corrella.....	18	" 21	3.81	5 32	" Kingston and Prescott.
Leone.....	25	" 20	4.26	5 32	" " " "
Lee.....	25	" 20	8.73	5 72	" " " "
Hlecillewaet.....		" 20	15.69	6 28	" pleasure yacht.
Total.....			24,438.37	2,845 88	

THOS. P. THOMPSON,
Steamboat Inspector.

1-2 EDWARD VII., A. 1902

STEAM Vessels Inspected in Canada but Registered elsewhere, for the Year ended
June 30, 1901.

EAST ONTARIO DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1901.		\$ cts.	
H. P. Bigelow.....	100	June 20..	46'00	Exempt	Screw, Trenton and Prescott.
Sirius.....	46	" 20..	22'00	" ..	" " Fort Covington.
Sophia.....	40	" 20..	16'36	" ..	" " River St. Lawrence and Ports.
Ramona.....	170	July 21..	57'07	" ..	" " Trenton and Prescott.
Algona.....	290	June 20..	92'06	" ..	" " Cape Vincent and Fort Covington.
		1902.			
New Island Wanderer.	400	April 10..	123'00	" ..	Screw, Kingston and Ogdensburg.
St. Lawrence.....	645	" 30..	312'90	" ..	Paddle, Kingston and Montreal.
New York.....	730	May 4..	294'87	" ..	" " Niagara River.
Empire State.....	750	" 8..	379'74	" ..	" " Kingston and Ogdensburg.
Capt. Visgar.....	110	June 25..	29'23	" ..	Screw " " "
Virginia.....	40	" 3..	21'72	" ..	" " Trenton " "
Idler.....			57'00	" ..	" " all lakes and rivers.
Ramona.....			57'07	" ..	" " Trenton and Prescott.
Gen'l. W. B. Franklin.	25	June 19..	11'35	" ..	" " " "
Spry.....	25	" 19..	4'39	" ..	" " Kingston and Ogdensburg.
Valetta.....	40	" 20..	27'84	" ..	" " Trenton and Ogdensburg.
Capt. Dave Waggoner.			19'25	" ..	" " " "
Nettie.....	25	June 20..	11'02	" ..	" " Kingston and Ogdensburg.
Island Belle.....	335	" 21..	89'77	" ..	" " " "
Henry Plumb.....	240	" 20..	92'78	" ..	" " " and Cornwall.
Outing.....	25	" 24..	15'87	" ..	" " Cape Vincent and Fort Covington.
Mary.....	300	" 20..	174'64	" ..	" " Kingston and Cornwall.
Crisco.....	65	" 20..	62'00	" ..	" " " "
Dean.....	22	" 20..	11'19	" ..	" " Cape Vincent and Fort Covington.
Massina.....	250	" 20..	89'67	" ..	" " " and Cornwall.
Sirius.....	46	" 20..	22'00	" ..	" " Trenton and Fort Covington.
H. F. Bigelow.....	100	" 20..	46'00	" ..	" " " and Montreal.
Sophia.....	40	" 20..	16'36	" ..	" " Lake coasting and R. St. L.
Total.....			2,203'15		

THOS. P. THOMPSON,
Steamboat Inspector.

SESSIONAL PAPER No. 21

STEAM Vessels not Inspected for the Year ended June 30, 1901.

EAST ONTARIO DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Remarks. — Why not Inspected and Class of Vessel.
Dolce	4 74	3 22	Screw, passenger; no application.
Rescue	7 23	4 92	" " " "
Mary Ethel	98 61	56 13	Paddle " "
Startled Fawn	25 49	17 34	Screw " "
Anna	7 89	6 49	" tug " "
Marmora	12 96	8 82	" passenger " "
Mabel C.	4 48	3 36	" yacht " "
Alberta	122 43	88 43	" freight " "
Dorothy	10 09	6 16	" passenger " "
Beaubocage	129 00	104 70	Paddle " hauled out.
Helen	1 82	1 24	Screw " no application.
Total	424 74	300 81	

THOS. P. THOMPSON,
Steamboat Inspector.

STEAM Vessels Inspected for the Year ended June 30, 1901.

EAST ONTARIO DIVISION.

HULL INSPECTION.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
				\$ cts.	
Cuba	109	April 8.	931 13	82 48	Screw, all lakes and rivers.
Pierrepoint	415	" 9.	251 98	28 16	Paddle, Trenton, Prescott.
India	Freight	" 10.	976 49	83 08	Screw, all lakes and rivers.
Reliance	25	" 12.	239 14	27 12	" " "
Rescue	25	" 12.	52 29	9 16	" Trenton, Prescott.
Ranger	15	" 12.	13 83	6 12	" " Picton.
Ella Ross	300	" 12.	324 88	34 00	Paddle, Brighton, Prescott.
Deseronto	85	" 12.	54 57	9 40	Screw, Trenton " "
Resolute	25	" 12.	371 86	37 76	" all lakes and river.
Hero	475	" 16.	342 12	35 36	Paddle, Trenton, Prescott.
Bannockburn	10	" 18.	1619 56	137 60	Screw, all lakes and rivers.
Rosemount	10	" 18.	1580 37	134 40	" " "
Glengarry	Freight	" 18.	732 41	63 56	" " "
D. D. Calvin	"	" 20.	749 53	65 00	" " "
Bothnie	"	" 23.	833 36	71 64	" " "
Orion	"	" 24.	846 43	72 68	" " "
Saturn	"	" 24.	883 09	75 64	" " "
James Swift	125	" 25.	265 92	29 28	" Kingston, Ottawa.
Iona	15	" 26.	231 53	26 56	" all lakes and rivers.

1-2 EDWARD VII., A. 1902

STEAM Vessels Inspected, &c.—East Ontario Division—*Concluded.*HULL INSPECTION—*Concluded.*

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1902		\$ cts.	
Valeria	135	April 27..	51·55	9 16	Screw, Trenton, Prescott.
North King	525	May 4..	872·95	77 84	Paddle, all lakes and rivers.
Lloyd S. Porter	Freight ...	" 6..	488·63	44 12	Screw, Lake Ontario and St. L. River.
America.. (Prescott...)	698 }	" 10..	529·53	52 24	Paddle, Trenton, Cape Vincent, Montreal.
Ellen	500 }	" 18..	25·10	7 00	Screw, Kingston, Prescott.
Aletha.. (Prescott...)	350 }	" 18..	171·27	21 68	" " Valleyfield.
Reindeer	240 }	" 27..	58·29	9 64	" Trenton, Prescott.
C. H. Merrit	350	" 27..	121·58	17 76	" Sault St. Marie, Thessalon.
Varuna	240	" 21..	134·04	18 72	" Brighton, Prescott.
Amie Lake	40	" 27..	18·52	6 52	" " "
Stranger.. (Prescott...)	150 }	" 24..	69·58	10 20	" Trenton, Montreal.
Rideau Queen	100 }	" 28..	350·75	36 08	" Kingston, Ottawa.
Richelieu	300	June 1..	125·56	17 04	Paddle, lake boating, Toronto to Oakville.
Argyle.. (Lake	530 }	" 7..	700·29	64 00	" lake and river.
Alexandria... (Lake	800 }	" 7..	863·15	77 04	" " "
Waterlily	450 }	" 10..	53·93	9 32	Screw, Rice Lake and tributaries.
Queen	600 }	" 12..	15·37	6 20	" Lake Nipissing "
Ladas	40	" 12..	54·47	9 32	" Collander and Chaudière.
Van Woodland	25	" 12..	37·49	7 96	" Lake Nipissing.
Booth	100	" 13..	346·55	32 76	Paddle, " "
Sparrow	40	" 14..	38·17	8 04	Screw, " "
Empress	40	" 15..	35·57	7 88	" " "
Fleur de Mai	25	" 15..	6·74	5 56	" " " Sturgeon River.
Verva	15	" 17..	54·54	9 40	" Wahnapatie Lake.
Victoria	40	" 18..	187·58	23 01	Paddle, Pembroke to Des Joachims.
D. B. Mulligan	400	" 18..	76·69	11 16	Screw, " to Allumette Island.
Antelope	40	" 24..	24·98	7 00	" Trenton and Prescott.
Victoria	185	" 24..	58·10	9 64	" " "
Brockville.. (Cornwall...)	240 }	" 24..	190·75	23 28	" Kingston to Cornwall.
Lee	358 }	" 24..	8·73	5 72	" " to Prescott.
Leone	25	" 24..	4·26	5 32	" " "
Corella	25	" 24..	3·81	5 32	" " "
City of Belleville	18	" 25..	101·17	16 08	" " "
International	250	" 25..	395·31	39 60	" Prescott and Ogdensburg.
Jubilee	150	" 25..	53·94	9 32	" Morrisburg and Waddington.
Armenia.. (Landing...)	40 }	" 28..	109·99	16 80	" Trenton, Dickenson Landing.
	200 }				

M. R. DAVIS,
Hull Inspector.

SESSIONAL PAPER No. 21

STEAM Vessels Inspected in Canada but Registered Elsewhere, for the Year ended June 30, 1901.

EAST ONTARIO DIVISION.

HULL INSPECTION.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessels and where employed.
		1902.		\$ cts.	
New Island Wanderer.	400	April 10..	123'00	Exempt.	Screw, Kingston, Cape Vincent and Ogdensburg.
St. Lawrence.....	645	May 6..	312'90	"	Paddle, " " " "
New York.....	730	" 8..	294'00	"	" Niagara River.
Capt. Visgar.....	110	" 25..	29'23	"	Screw, " Ogdensburg.
Virginia.....	40	June 8..	21'00	"	" Trenton, Ogdensburg.
Empire State.....	750	*	379'74	"	Paddle, Kingston and Ogdensburg.
Gen. W. B. Franklin..	25	June 24..	11'35	"	Screw, Trenton and Prescott.
Spry.....	25	" 24..	4'39	"	" Kingston and Ogdensburg.
Wm. Armstrong.....	25	" 25..	180'64	"	" Brockville and Prescott ferry.
Outing.....	25	" 25..	15'87	"	" Cape Vincent to Ft. Covington.
Crescoe.....	65	" 25..	62'00	"	" Kingston to Cornwall.
Mary { Cornwall..	200 }	" 25..	174'64	"	" " "
Dean { Prescott ..	300 }	" 25..	11'19	"	" Cape Vincent to Ft. Covington.
Hry. Plumb { Cornwall..	175 }	" 25..	92'78	"	" Kingston, Cornwall.
Massena { Prescott ..	240 }	" 25..	89'67	"	" Cape Vincent, Cornwall.
Sirius { Montreal ..	30 }	" 29..	22'78	"	" Trenton, Montreal.
H. P. Bigelow { Ogdnsburg..	46 }	" 29..	46'67	"	" " "
Sophia { Mont. ..	66 }	" 29..	16'36	"	" " "
Sophia.....	40	" 29..	16'36	"	" Lake Coasting and St. Lawrence River.

* Close of navigation, 1901.

M. R. DAVIS,
Hull Inspector.

1-2 EDWARD VII., A. 1902

STEAM Vessels Inspected for the Year ended June 30, 1901.

MONTREAL DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
1901.				\$ cts.	
Florida		July 3.	201	21 08	Twin screw, fr't. Montreal & Pierreville.
Lady of the Lake	700	" 4.	607	56 56	Paddle, passenger, Newport & Magog.
Annie C.	10	" 4.	6	5 48	Screw " " "
Massawippi	10	" 5.	4	5 32	" " Lake Massawippi.
John A.		" 5.	20	6 60	" tug, Lake Memphremagog.
Allie	10	" 13.	11	5 88	" passenger, Rideau Canal.
Frolic		" 13.	16	6 28	" pleasure yacht, Rideau Canal.
Prefontaine	40	" 16.	434	42 72	" ft. & pass., Montreal & Quebec.
Chaffey	40	" 20.	42	8 36	" pass., Lancaster and Valleyfield.
White Squall		" 20.	7	5 56	" pleasure yacht, St. Lawrence R.
Monaco		" 24.	10	5 80	" " " "
Argo	40	Aug. 2.	154	17 32	Pad., ft. & pas., Lake Temiscamingue.
Meteor	250	" 2.	299	31 92	Screw " " "
Dora	25	" 3.	48	8 84	" " " "
Little Roxy		" 3.	12	5 96	" tug " "
Clyde	25	" 4.	29	7 32	" pass. " "
Beaver		" 4.	13	6 04	Pad., warp tug " "
Mink		" 4.	14	6 12	" " " "
Comet		" 6.	144	16 52	Screw, tug " "
R. Hurdman	40	" 7.	93	12 44	" passenger, Lake Kippewa.
Otter		" 7.	21	6 68	Pad., warp tug " "
North River		" 7.	22	6 76	" " " "
Charlotte	30	" 8.	14	6 12	Screw, passenger " "
D. A. Martin	40	" 8.	78	11 24	" " " "
F. W. Avery		" 8.	14	6 12	Pad., warp tug " "
C. E. Read		" 9.	13	6 04	" " " "
Bonenfant	25	" 11.	31	7 48	Twin Screw, ferry, Charlemagne & Bout de L'Isle.
Majestic	400	" 13.	275	30 00	Screw, passenger, Richelieu River.
Adonis		" 13.	14	6 12	" pleasure yacht, Richelieu River.
Tiber	80	" 16.	1,736	146 88	" fr't. & pass., Gulf Ports.
Sandy		" 23.	29	7 32	" tug, Ottawa River.
Alexandria		" 28.	53	9 24	" pleasure yacht, Richelieu River.
Monitor		Sept. 7.	62	9 96	" tug, St. Lawrence River.
Monarque		" 7.	136	15 88	Pad., " " "
St. George		" 13.	17	6 36	" warp tug, Trembling Lake.
Wild Rose		Nov. 13.	10	5 80	Screw, pleasure yacht, St. Lawrence R.
1902.					
Longueuil	300	Apr. 4.	365	37 20	Pad., ferry, Montreal & Longueuil.
Cultivateur	751	" 4.	362	36 96	" " " St. Helen's Isl.
Honore		" 20.	22	6 76	Screw, tug, St. Lawrence River.
Rockland		" 22.	78	11 24	" " Ottawa River.
Archie Stewart		" 22.	80	11 40	" " " "
Dolphin		" 22.	70	10 60	" " " "
G. H. Nottor		" 22.	14	6 12	" " " "
Florence		" 22.	62	9 96	" " " "
G. H. Harris		" 23.	87	11 96	" " " "
Sir Hector		" 23.	40	8 20	" " " "
Hall	50	" 23.	247	27 76	" fr't. & pass., Montreal & Ottawa.
Hebron		" 23.	149	16 92	" freight, " Oswego.
Welshman	25	" 23.	156	20 48	" fr't. & pass., " Ottawa.
D. B. Mulligan	40	" 24.	77	11 16	" ferry, Pembroke & Desjardin.
E. H. Bronson		" 24.	285	27 80	Paddle, tug, Upper Ottawa.
Alex. Fraser		" 24.	320	30 60	" " " "
C. B. Powell		" 25.	272	26 76	" " " "
Hercules		" 25.	21	6 68	Pad., warp tug " "
Victoria	400	" 25.	188	23 04	" pass., Pembroke & Des Joachims.
Charlemagne		" 26.	76	11 08	Screw, tug, St. Lawrence River.
McNaughton		" 27.	137	15 96	" " " "
Virginia		" 27.	146	16 68	" " " "
Florence		" 27.	113	14 04	" " " "

SESSIONAL PAPER No. 21

STEAM Vessels Inspected, &c.—Montreal Division—*Concluded.*BOILERS AND MACHINERY—*Concluded.*

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Class of Vessel and where employed.
		1902.		\$ cts.	
Olive.....	60	April 29..	151	20 08	" frt. & pass., Montreal & Ottawa.
Harry Bate.....	40	" 29..	254	28 32	" " " " " "
Empress.....	800	" 29..	677	62 16	Paddle, pass., Ottawa & Grenville.
Sandy.....	29	" 29..	29	7 32	Screw, tug, Ottawa River.
Melbourne.....	155	May 1..	894	79 52	" frt. & pass., Montreal & Toledo.
Duchess of York.....	700	" 1..	490	47 20	Paddle, pass., Montreal & Carillon.
Nora.....	28	" 2..	28	7 24	Screw, tug, St. Lawrence River.
Princess.....	443	" 3..	526	50 08	Pad., frt. & pass., Montreal & Carillon.
Richelieu.....	419	" 3..	113	17 04	" " " " Valleyfield.
St. Laurent.....	257	" 4..	546	51 68	" " " " Berthier.
Garnet.....	200	" 7..	152	20 16	" " " " Valleyfield.
Chateauguay.....	450	" 9..	222	25 76	" " " " Chateauguay.
Filgate.....	273	" 10..	425	42 00	" " " " Cornwall.
Jessie.....	19	" 13..	19	6 52	Screw, tug, St. Lawrence River.
Sovereign.....	700	" 13..	637	58 96	Paddle, pass., Montreal & Carillon.
Mary.....	53	" 14..	53	9 24	Screw, tug, St. Lawrence River.
Robert Anglin.....	97	" 17..	97	12 76	Screw, freight, Ottawa River.
Ada.....	28	" 17..	28	7 24	" tug " " "
Victoria.....	300	" 17..	181	22 48	" pass., Ottawa & Thurso.
Beatrice B.....	40	" 18..	59	9 72	" ferry " Hull.
Juno.....	17	" 18..	17	6 36	" pleasure yacht, Deschene Lake.
G. B. Greene.....	600	" 18..	255	28 40	Paddle, pass. " "
Albert.....	269	" 18..	269	26 52	" tug " " "
Pattee.....	30	" 18..	30	7 40	Screw " " Chats Lake.
J. N. Murphy.....	173	" 20..	173	18 84	" " " " "
Hamilton.....	320	" 20..	320	30 60	Paddle " " " "
Samson.....	15	" 20..	15	6 20	" warp tug " "
Pembroke.....	194	" 20..	194	20 52	" " " Upper Ottawa.
*Flora.....	5	" 20..	5	21 60	Screw, pleasure yacht, Upper Ottawa.
Madawaska.....	15	" 21..	15	6 20	Paddle, warp tug, Chats Lake.
Amable du Ford.....	17	" 21..	17	6 36	" " " " "
Alva.....	27	" 22..	27	7 16	Screw, tug, Rideau Canal.
Emile.....	40	" 22..	12	5 96	" pass., Ottawa and Kettle Island.
Mansfield.....	15	" 22..	169	21 52	" ferry " Gatineau Pt.
Agnes.....	40	" 23..	29	7 32	" pass., Buckingham & High Rock.
Mildred.....	25	" 23..	15	6 20	" " " " "
Leon.....	15	" 23..	15	6 20	" " " Lievres River.
†Winona.....	12	" 24..	12	11 92	" tug, Ottawa River.
Ita.....	40	" 25..	247	27 76	" frt. & pass., Ottawa & Montreal.
R. B. Flower.....	15	" 25..	15	6 20	" tug, St. Lawrence River.
Island Queen.....	300	" 27..	98	12 84	" pass., Brighton & Prescott.
E. G. Laverdure.....	54	" 28..	54	9 32	" tug, Ottawa River.
Glide.....	40	" 29..	80	11 40	" ferry, Calumet & Hawkesbury.
T. Osborne.....	25	" 29..	25	7 00	" tug, Ottawa River.
Bonito.....	30	" 29..	17	6 36	" ferry, Calumet & L'Orignal.
Stranger.....	150	June 1..	65	10 20	" pass., Montreal & Trenton.
Paul Smith.....	300	" 3..	417	41 36	" excursion, St. Lawrence River.
Bonenfant.....	25	" 6..	31	7 48	Twin screw, ferry, Chateauguay & Bout de L'Isle.
Matilda.....	114	" 13..	114	14 12	Screw, tug, St. Lawrence River.
Nellie Reid.....	56	" 15..	56	9 48	" " " " " "
Maude.....	350	" 24..	269	29 52	Paddle pass., Montreal & Ottawa.
†Russell.....	77	" 25..	77	22 32	Screw, tug, Ottawa River.
†Aid.....	25	" 25..	25	14 00	Paddle " " " "
†Nokomis.....	25	" 25..	25	14 00	Screw, pleasure yacht, Ottawa River.
E. B. Eddy.....	78	" 26..	78	11 24	" tug, Montreal & Prescott.
Total.....			16,919	2,054 84	

*Paid fees for 1898, 1899, 1900 and 1901.

†Paid fees for 1900 and 1901.

WM. LAURIE.

1-2 EDWARD VII., A. 1902

STEAM Vessels Inspected for the Year ended June 30, 1901.

MONTREAL DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1901.		§ cts.	
Maggie R. King.....		Aug. 21..	27.13	7 16	Screw, tug, Lachine Canal.
Tim Doyle.....		Sept. 25..	14.84	6 20	" " "
		1902.			
Aberdeen.....		April 16..	86.58	11 96	" " Montreal harbour.
Courier.....		" 18..	12.48	5 96	" " "
Derrick No. 1.....		" 18..	100.00	13 00	Derrick " "
Derrick No. 3.....		" 18..	100.00	13 00	" " "
Dredge No. 3.....		" 19..	100.00	13 00	Dipper dredge " "
Robert MacKay.....		" 23..	128.58	15 32	Screw, tug " "
Dredge No. 2.....		" 23..	100.00	13 00	Dipper dredge " "
Dredge No. 4.....		" 23..	461.11	41 88	" " "
Derrick No. 4.....		" 24..	100.00	13 00	Derrick " "
Derrick No. 5.....		" 24..	100.00	13 00	" " "
Derrick No. 6.....		" 24..	100.00	13 00	" " "
St. Louis.....		" 26..	34.00	7 72	Screw, tug " "
Lucia.....		May 1..	41.07	8 28	" " Lachine Canal.
Dandy.....		" 1..	46.00	8 68	" " St. Lawrence River.
St. George.....		" 3..	67.85	10 44	" " Ottawa.
Dredge No. 1.....		" 7..	100.00	13 00	Dipper dredge, Montreal harbour.
Drill Boat.....		" 7..	100.00	13 00	Drill scow " "
Frank Perew.....		" 8..	43.02	...	Screw, tug, controlled by the Department of Railways and Canals.
St. Peter.....		" 8..	43.00	8 44	Screw, tug, Montreal harbour.
Plover.....		" 13..	40.30	8 20	" " Lachine Canal.
*W. P. Buckley.....		" 15..	26.83	14 32	" " Ottawa River.
Ida.....		" 15..	26.41	7 08	" " Lachine Canal.
Dredge T. F. M. No. 1.....		" 17..	100.00	13 00	Dipper dredge, rivers.
Fred.....		" 21..	24.06	6 92	Screw, tug, Lachine Canal.
Windermere.....		" 21..	31.17	7 48	" yacht, river.
May.....		" 27..	20.84	6 68	" tug, Lachine Canal.
Antelope.....		May 30..	82.84	11 64	" " Ottawa River.
Kate.....		June 5..	61.07	9 88	" " St. Lawrence River.
C. W. Dennis.....		" 7..	16.91	6 36	" " Soulanges Canal.
Queen.....	40	" 12..	15.37	6 20	" pass., Nippissing Lake.
Ladas.....	25	" 12..	54.47	9 32	" " Callandar & Chaudière.
Van Woodland.....	100	" 12..	37.49	7 96	" " Nippissing Lake.
Zephyr.....		" 13..	2.78	5 24	" tug, Nippissing Lake.
Booth.....	40	" 13..	346.55	32 76	Paddle, passenger, Nippissing Lake.
Nosbonsing.....		" 13..	24.53	7 00	Screw, tug, Nosbonsing Lake.
Sparrow.....	40	" 14..	38.17	8 04	" passenger, Nippissing Lake.
Empress.....	25	" 15..	35.57	7 88	" " " "
Shoofly.....		" 15..	9.99	5 80	" fishing tug " "
Verva.....	40	" 17..	54.54	9 40	" passenger, Wahmapitae Lake.
Fleur de Mai.....	15	" 18..	6.74	5 56	" " Nippissing Lake.
West Arm.....		" 18..	26.66	7 16	" tug " "
Sea Flower.....		" 18..	6.66	5 56	" fishing tug " "
Turtle.....		" 19..	33.12	7 46	" paddle alligator " "
Grain Elevator No. 2.....		" 21..	170.00	18 60	" " grain elevator, Montreal harb'r
Grain Elevator No. 4.....		" 21..	188.00	20 04	" " " "
Grain Elevator No. 7.....		" 21..	170.00	18 60	" " " "
Grain Elevator No. 12.....		" 21..	183.00	19 64	" " " "
Grain Elevator No. 13.....		" 22..	178.00	19 24	" " " "
Grain Elevator No. 9.....		" 22..	172.00	18 76	" " " "
Grain Elevator No. 14.....		" 22..	181.00	19 48	" " " "
Grain Elevator No. 16.....		" 22..	210.31	21 80	" " " "
Grain Elevator St. Lawrence No. 1.....		" 24..	83.00	11 64	" " " "
Grain Elevator No. 15.....		" 24..	212.60	22 04	" " " "

* W. P. Buckley fees and dues for 1900 and 1901.

SESSIONAL PAPER No. 21

STEAM Vessels Inspected, &c., Montreal Division—*Concluded.*

BOILERS AND MACHINERY—*Concluded.*

Name of Vessels.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1902.		§ cts.	
H. Larosée.....		June 24..	12.69	6 04	Screw. tug. Lachine Canal.
Robert Stoker		" 25..	13.72	6 12	" " " "
Grain Elevator No. 11.....		" 26..	169.00	18 52	" " grain elevator, Montreal harbor
Grain Elevator No. 1.....		" 26..	165.00	18 20	" " " "
Grain Elevator No. 6.....		" 26..	170.00	18 60	" " " "
Grain Elevator No. 10.....		" 26..	173.00	18 84	" " " "
Grain Elevator No. 8.....		" 27..	80.00	11 40	" " " "
Totals.....			5,560.05	753 68	

LOUIS ARPIN,
Steamboat Inspector.

1-2 EDWARD VII., A. 1902

STEAM Vessels not Inspected for the Year ended June 30, 1901.

MONTREAL DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	REMARKS. Why not inspected and class of vessel.
Ballantyne	14	6	Paddle, warp tug.
Quinze	32	26	Screw, tug.
Vesper	8	5	" yacht.
Mattawa	22	15	" passenger.
Lottie	10	8	" "
H. M. Mixer	30	9	" tug.
Hurtubise	46	42	" "
John Thompson	5	4	" "
H. Trudel	13	6	Paddle, warp tug.
Tit Willow	17	11	Screw, yacht.
Hiram Robinson	61	39	" tug.
Conqueror	233	24	Paddle "
Mahigua	20	19	Screw, passenger.
Marquis of Lorne	20	11	" ferry.
Robinault	332	192	" passenger.
Dredge No. 4	100		Dredge.
Dautless	8	5	Screw, passenger.
Maid of the Mill	8	6	" tug.
River Belle	14	11	" "
Shicklum	66	33	" "
Thurso	20	9	Paddle, ferry.
Union	75	66	Screw "
Clipper	4	3	" yacht.
Janet Craig	12	6	" ferry.
St. Michael	16	10	Paddle, tug.
Vesta	14	8	Screw, yacht.
Jeanne	16	6	" "
Owl	4	3	" "
Gertie	17	9	" tug.
Derrick No. 2	100		Derrick.
Elsie Ross	10	8	Screw, yacht.
Eileen	11	9	" tug.
Monaco	10	6	" yacht.
Elevator No. 5	80	47	Grain elevator.
Agnes McMahon	54	37	Screw, tug.
Laurier	19	13	" "
Weslemkoon	17	9	Paddle, warp tug.
Chummy	5	4	Screw, yacht.
British Lion	25	17	" tug.
Alyone	38	22	" yacht.
W. Ross	14	10	" tug.
Willie C	8	6	" "
Hudson	45	37	Paddle, passenger.
Thistle	2	2	Screw "
Ishaway	7	5	" yacht.
Chipmonk	20	13	" "
Dredge No. 4	100		Dredge.
Dredge No. 6	100		"
Totals	1,902	837	

Not running.

No application.

WM. LAURIE.
LOUIS ARPIN.

SESSIONAL PAPER No. 21

STEAM Vessels Inspected for the Year ended June 30, 1901.

QUEBEC DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.		Class of Vessel and where employed.
				§	cts.	
		1901.				
Amanda	Tug	July 5 ..	11	5 88		Screw, Quebec Harbour, tug.
Lenora	"	" 16 ..	6	5 48		" Seven Islands Bay "
Fearless	"	" 28 ..	10	5 80		" Pabos River "
Admiral	250	" 30 ..	682	62 56		Paddle, pass., Gaspé & Dahousie, N.B.
Oak Bay	Tug	" 31 ..	27	7 16		" tug, Restigouche River.
Bella	40	" 31 ..	43	8 44		" ferry, Cross Point & Campbell'n
Christiana	Tug	" 31 ..	57	9 56		" tug, Restigouche River.
Maggie Allard	"	" 31 ..	5	5 40		Screw " "
Le Brochu	"	Aug. 2 ..	19	6 52		" " Metapedia Lake.
Dauntless	"	" 6 ..	81	11 48		" " Bic and Montreal.
Beaver	"	" 8 ..	273	26 84		Paddle " "
Marie Louise	40	" 24 ..	6	5 48		Screw, ferry, Pointe à Bernard and Almaville.
Perishable	Tug	" 24 ..	10	5 80		Paddle, tug, on Lac à la Tortue.
Dredge, steam elevator	"	" 24 ..		5 00		Dredging iron ore in Lac à la Tortue.
Katheleen	"	"	280	27 40		Paddle, quarantine service.
Nit.	P. yacht	Aug. 30 ..	27	7 16		Screw, pleasure yacht, Sorel.
Daisy	Tug	June 29 ..				Owned by Public Works Department.
Foam	"	Sept. 1 ..	16	6 28		Screw, Quebec Harbour, tug.
Bella	"	" 4 ..	51	9 08		" " "
Queen	450	" 10 ..	357	37 36		" Quebec and Lévis, ferry.
Alpha	Tug	" 11 ..	20	6 60		" " Harbour, tug.
Johana B.	"	" 12 ..	17	6 36		" " " "
Maud	"	" 8 ..	50	9 00		Paddle, tug, attending dredge.
St. Pierre (dredge)	"	" 8 ..		5 00		Spoon dredge, Nicolet River.
Albatross (ex Loon)	P. yacht	Oct. 2 ..	21	6 68		Screw, pleasure yacht, Quebec.
Lebolon	40	" 27 ..	173	21 84		Paddle, pass., Mistassini and Roberval.
Kiskisink	P. yacht	" 13 ..	3	5 24		Screw, pleasure yacht, Lake Kiskisink.
Honfleur	Tug	" 16 ..	19	6 52		" tug, Lake St. John.
Arthur	"	" 17 ..	15	6 20		" " "
Marie Alma	"	" 18 ..	52	9 16		" " "
Marie Louise	"	" 18 ..				Public Works Dept., attending dredge.
Dredge	"	"				Clam-shell dredge.
Jubilee	30	Oct. 25 ..	25	7 00		Screw, pass., Woburn and Megantic station.
Campania	Tug	Sept. 26 ..	23	6 84		Screw, tug, Lake Megantic.
Tees	"	" 26 ..	5	5 40		" " "
Macannamac	P. yacht	" 25 ..	4	5 32		" pleasure yacht, Spider Lake.
Shamrock	"	June 7 ..				Owned by Dept. Marine and Fisheries. Laying buoys in river.
		1902.				
North	450	May 5 ..	349	35 92		Paddle, ferry, Quebec and Lévis.
South	450	" 1 ..	289	31 12		" " "
Campana	400	" 1 ..	1,697	143 76		Twin screw, pass., Montreal and Pictou, N.S.
Rhodo	150	" 1 ..	182	22 56		Paddle, mail tender Rimouski.
Polino	30	" 1 ..	807	72 56		Screw, pass and freight, Montreal and St. John, Newfoundland
John Pratt	Tug	"				Dept. Public Works, attending dredge.
St. Jean Iberville	"	"				" " "
Cartier	"	"				" " "
St. Francis	"	"				" " "
Emelia	"	"				" " "
Eureka	"	"				" " "
C. J. Bridges	"	"				" " "
Laprairie	350	May 1 ..	600	56 00		Paddle, ferry, Montreal & Laprairie.
Chambly	600	" 1 ..	535	50 80		" pass. " Chambly.
Berthier	600	" 1 ..	934	82 72		" " " Three Riv's
Carolina	600	" 1 ..	977	86 16		" " " Chic'timi.

STEAM Vessels Inspected, &c.—Quebec Division—Continued.

BOILERS AND MACHINERY—Continued.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1902.		\$ cts.	
Fire Fly.....	40	May 1..	214	25 12	Paddle, pass., Sorel and Berthier.
Quebec.....	800	" 1..	2,656	220 48	" " Montreal and Quebec.
Sorel.....	40	" 1..	158	20 64	" " " St. Thomas.
Terrebonne.....	450	" 1..	636	58 88	" " " Contrecoeur.
St. Antoine.....	Tug.....	" 1..	14	6 12	Screw, tug and pleasure yacht, Richelieu River.
Richard.....	25	" 1..	466	45 28	Screw, pass. and freight, Montreal and lakes.
Hochelaga.....	300	" 1..	419	41 52	Paddle, ferry, Montreal & Longueuil.
Saguenay.....	443	" 1..	992	87 36	" pass., Quebec and Chicoutimi.
Hudson.....	Tug.....	" 1..	158	17 64	" tug, Montreal and Quebec.
Sincennes.....	".....	" 1..	228	23 24	" " " "
Algerian.....	400	" 1..	914	81 12	" pass., Montreal and Toronto.
Julia.....	Used.....	" 1..	81	12 28	Twin screw, tug, Chambly and Sorel.
Activity.....	".....	" 1..	22	6 76	Screw attending dredge.
Nithsdale (dredge).....	".....	" 1..	.....	5 00	Spoon dredge.
Alice.....	".....	" 1..	37	7 96	Screw, Montreal harbour, tug.
W. C. Frances.....	".....	" 1..	67	10 36	" " " "
Rivière du Loup.....	40	" 1..	199	23 92	Pad., pass., Montreal and Rigaud.
Dauntless.....	Crew.....	" 1..	81	11 48	Screw, tug, Montreal and lakes.
Marie Josephine.....	".....	" 1..	117	17 36	" wrecking schooner.
City of London.....	100	" 7..	505	49 20	" pass., Quebec and Murray Bay.
St. Louis.....	555	" 7..	428	42 24	Pad., pass., Montreal and Ste. Anne.
Charlevoix.....	75	" 8..	212	24 96	Screw, pass., Quebec and Murray Bay.
Champion.....	602	" 3..	382	38 56	Pad., pass., Quebec and Berthier.
Orleans.....	530	" 5..	267	29 52	Screw, pass., Quebec and Id. of Orleans.
Greetlands.....	40	" 2..	1,090	95 28	" Montreal and foreign ports.
Atlantic.....	60	" 2..	565	53 20	" Montreal and Gaspé.
Etoile.....	591	" 14..	560	52 80	Pad., pass., Montreal and St. Anne.
M. F. Pearson.....	Crew.....	" 15..	.....	.....	Public Works Dept., screw, attending dredges.
Frontena.....	".....	June 15..	.....	.....	" " " "
Jessie Hume.....	".....	" 15..	.....	.....	" " " "
Caspian.....	400	" 1..	968	85 44	Pad pass., Montreal and Toronto.
J. H. Nashmith.....	Crew.....	May 1..	49	8 92	Screw, Montreal and harbour, tug.
Montreal.....	800	" 1..	2,068	173 44	Pad., pass., Montreal and Quebec
Bohemia.....	375	" 11..	1,107	96 56	" " " Toronto.
Canada.....	600	" 11..	1,768	149 44	" " " Chicoutimi.
Corsican.....	400	" 11..	946	83 68	" " " Toronto.
Trois Rivières.....	1,161	" 11..	1,552	132 16	" " " Ste. Anne.
Hosanna.....	185	" 11..	89	12 12	Screw, Montreal ferry.
Albatross (ex Loon).....	.....	" 16..	21	6 68	" pleasure yacht.
St. Croix.....	550	" 20..	506	48 48	Pad., pass., Montreal and Ste. Anne.
Florence.....	Crew.....	" 29..	133	15 64	Screw, steam wrecking sch. and Gulf.
Victoria.....	".....	" 30..	48	8 84	" tug, Quebec and Bic.
Frontenac.....	555	" 3..	304	32 32	Twin screw, St. Romuald and Quebec.
Bella.....	Tug.....	" 2..	51	9 08	Screw, tug, Montreal and Bic.
Savoy.....	25	" 1..	348	35 84	" pass., Quebec and Id. Anticosti.
Thos.....	Tug.....	June 16..	323	30 84	Pad., tug, Saguenay River.
Foam.....	".....	" 1..	16	6 28	Screw, Quebec harbour, tug.
Spray.....	".....	" 1..	24	6 92	" " " "
Hope.....	".....	" 1..	19	6 52	" " " "
Columbian.....	500	" 4..	884	78 72	" pass., Montreal and Toronto.
Rodolph.....	Tug.....	" 5..	116	14 28	" Quebec harbour, tug.
Douro.....	50	" 10..	432	42 56	" pass and ft., Quebec and Netas quan.
Beaver.....	Tug.....	" 10..	273	26 84	Pad., tug., Quebec and Montreal.
Diver.....	".....	" 18..	86	11 88	Screw, wrecking schooner.
St. Maurice.....	40	" 18..	45	8 60	Screw, pass., Piles and La Tuque.
St. Rock.....	Tug.....	" 24..	18	6 44	" Quebec harbour tug.
* High Rock.....	".....	" 18..	8	11 28	" tug, St. Maurice River.

* Dues and fees 1899 and 1900.

SESSIONAL PAPER No. 21

STEAM Vessels Inspected, &c—Quebec Division.—*Concluded.*

BOILERS AND MACHINERY—*Concluded.*

Name of Vessel.	Number of Passengers Allowed.	Dare Certificate Expires	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1902.		\$ cts.	
Ivan R.....	40	June 18..	18	6 44	Screw pass., Piles and LaTuque.
Florence.....	Tug..	" 18..	18	6 44	" tug " "
Maria Louise.....	25	" 20..	6	5 48	" ferry, Almaville & Shawenegan Falls.
* Perishable.....	Tug.....	" 20..	10	11 60	Pad., tug., Lake LaTortue.
Dredge.....	"	" 20..	1	5 00	"
Blandford.....	"	" 20..	65	10 20	Pad., tug., St. Maurice River.
Glasial.....	40	" 22..	109	16 72	Screw fer., Three Rivers and St. Angele
Bourgeois.....	40	" 22..	94	12 52	Pad., fer., Three Riv's and St. Gregoir'
Como.....	40	" 22..	75	11 00	" " Mashel.
Bella Ritchie.....	40	" 22..	69	10 52	" " Champlain.
Beatrice.....	Tug..	" 22..	40	8 20	Pad., tug, St. Maurice River.
St. George.....	"	" 25..	13	6 04	Screw, Quebec harbour, tug.
Alma.....	"	" 24..	12	5 96	Screw, tug, Quebec and Portneuf
Spartan.....	400	" 28..	946	85 68	Pad., pas., Montreal and Toronto.
Victoria.....	30	May 5..	196	23 68	Screw, pas., Montreal and Chambly.
Randolph.....	Tug.....	June 24..	17	6 36	" Quebec harbour, tug.
Batiscan.....	"	" 24..	40	8 20	Pad., tug., Quebec and Batiscan
† Dot.....	Tug.....	"	10	11 60	Screw, tug on Lake St. Francis.
† L'Armi.....	"	"	16	12 56	Tug, on Lake Aylmer.
Sarnation.....	"	"			Tug, owned by Public Works Dept.
† Forest.....	"	"	26	14 66	Tug, at Chicoutimi.
Total.....			34,241	3,482 38	

* Dues and fees 1899 and 1900.

† Dues and fees paid for 1900 and 1901.

STEAM Vessels not Inspected for the Year ended June 30, 1901.

QUEBEC DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Remarks. — Why not Inspected and Class of Vessel.
St. James.....	91	54	Str., laid up in Sorel.
Contest.....	331	90	" " running in charge of Marine Department.
Lilly H.....	19	13	" inspection not applied for.
Adriatic (ex Lévis).....	156	87	" not running.
Fabiola.....	81	55	" inspection not applied for.
St. Anne.....	14	10	" not running.
Nil.....	28	19	" " "
Alleghany.....	5	3	" " "
Ingomar.....	22	13	" inspected but not in commission.
L'Amie.....	16	8	Was laid up, but inspected since.
Honkedora.....	10	3	Str., inspected after 30th June, 1901.
Five Brothers.....	11	7	" not running.
Total..	780	362	

JAS. SAMSON,
Steamboat Inspector.

1-2 EDWARD VII., A. 1902

STEAM Vessels Inspected for the Year ended June 30, 1901.

QUEBEC AND MONTREAL DIVISION.

HULL INSPECTION.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
1901.					
Lady of the Lake.....	700	July 4..	607	56 56	Pad., pass., Newport & Georgeville.
Amy C.....	10	" 4..	6	5 48	Screw " " "
Missawappi.....	10	" 5..	4	5 32	" " waters of Lake Missawappi.
Marquis of Lorne.....	40	" 6..	29	6 60	" ferry, Ottawa & Hull.
Beatrice B.....	40	" 6..	59	9 72	" " " "
Allai.....	10	" 7..	11	5 88	" pass., on Rideau Canal.
Greenlands.....	40	" 9..	1,091	95 28	" pass. & ft., Montreal & for. ports.
Bonenfant.....	20	" 9..	31	7 48	" ferry, Bout de L'Isle & Charlem.
Como.....	40	" 21..	75	11 00	Pad. " Three Rivers & Nicolet.
Bourgeois.....	40	" 21..	94	12 52	" " " St. Grégoire.
Glacial.....	100	" 21..	109	16 72	Screw " " Ste. Angele.
Bella Ritchie.....	40	" 21..	69	10 52	Pad., pass. " Champlain.
Marie Louise.....	40	" 26..	99	12 92	" ferry, Chicoutimi & Ste. Anne.
Mistassini.....	40	" 27..	249	27 92	" " Roberval & Gd. Décharge.
Undine.....	Crew.	" 28..	17	6 36	Screw, tug, waters of Lake St. John.
Peribonca.....	40	" 28..	179	22 32	Pad., pass. " " "
Le Colon.....	40	" 28..	173	21 84	" " " " "
Arthur.....	Crew.	" 29..	15	6 20	Screw, tug " " "
Argo.....	75	Aug. 2..	154	17 32	Pad., pas. & frt., Gor. Ck. & B. des Peres
Meteor.....	250	" 2..	299	31 92	Screw " " " "
Dona.....	25	" 3..	48	8 84	" " " " "
Clyde.....	25	" 4..	29	7 32	" " " " "
R. Hurdman.....	40	" 7..	93	12 44	" " waters of Lk. Nipissing
Charlotte.....	30	" 8..	14	6 12	" " " Kippewa.
D. A. Martin.....	40	" 9..	78	11 24	" " Turtel Portage & St. Laur.
Chaffe.....	40	" 10..	42	8 36	" ferry, Valleyfield & Lancaster.
Napierville (ex Isle Heron).....	40	" 11..	546	51 68	Pad. " Verdun & Côte St. Cath.
Majestic.....	400	" 11..	275	30 00	Screw, pass., Burlington & Montreal.
St. Maurice.....	40	" 11..	45	8 60	" " Piles & La Tuque.
Admiral.....	250	" 30..	682	62 56	Pad., pass., Dalhousie & Gaspé Basin.
Bella.....	40	" 31..	43	8 44	Pad., ferry, Campbellton & Cross Pt.
Florida.....	Freight.	Sept. 3..	201	21 08	Screw, frt., Montreal & St. Thos. Pierrv
Fisher.....	59	" 8..	1,736	146 88	" pas. & frt., Montreal & Halifax.
Polaris.....	450	" 23..	533	56 64	" ferry, Quebec & Lévis.
Pilot.....	450	" 23..	426	42 08	" " " "
Queen.....	450	" 23..	367	37 36	" " " "
Arizona.....	Pl. yacht.	Oct. 15..	9	5 72	" " on Lake St. Joseph.
Jubilee.....	30	" 23..	25	7 00	" " " Mégantic.
1902.					
Rhoda.....	150	April 12..	182	22 56	Pad., mail tender, Rimonski.
Savoy.....	25	" 15..	348	35 84	Screw, pas. & frt., Quebec & Anticosti.
Polino.....	30	" 18..	897	72 56	" " Montreal & Picton.
Campana.....	400	" 20..	1,697	143 76	" " " "
Fire Fly.....	40	" 22..	214	25 12	Pad., ferry, Sorel & Berthier.
Terrebonne.....	450	" 22..	636	58 88	" pass. & frt., Montreal & Sorel.
Laprairie.....	350	" 22..	600	56 00	" ferry, Montreal & Laprairie.
Chambly.....	600	" 23..	535	50 80	" pas. & frt. " Chambly.
Sorel.....	40	" 23..	158	20 64	" ferry, Sorel & St. Thomas Pierrv
Quebec.....	800	" 23..	2,656	220 48	" pass., Quebec & Montreal.
Carolina.....	600	" 23..	977	86 16	" " Montreal & Chicoutimi.
Saguenay.....	443	" 24..	992	87 36	" " Quebec
Rivière du Loup.....	40	" 24..	139	23 92	" " Montreal & Rigaud.
Richard.....	25	" 24..	466	45 28	Screw, pas. & frt., Quebec & Up. Lakes
Cultivateur.....	750	" 25..	362	36 96	Pad., fry, Montreal & L'Isle, St. Hélène
St. Laurent (ex Five Brothers).....	375	" 26..	546	51 68	" pas. & frt., Montreal & Berthier
Melbourne.....	125	" 30..	894	79 52	Screw " " Toledo.
Longueuil.....	300	May 1..	365	37 20	Pad., ferry, Hochelaga & Longueuil.
Hochelaga.....	300	" 1..	419	41 52	" " " Boucherville
Algerian.....	400	" 2..	914	81 12	" pass., Montreal & Hamilton.
North.....	450	" 3..	289	31 12	" ferry, Quebec & Lévis.

SESSIONAL PAPER No. 21

STEAM Vessels Inspected &c., Quebec and Montreal Division—*Continued.*HULL INSPECTION—*Continued.*

Name of Vessel.	Number of Passengers Carried.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1902.		\$ cts.	
South.....	450	May 3..	349	35 92	Pad., ferry, Quebec & Lévis.
Orleans.....	530	" 4..	269	29 52	Screw, ferry, Quebec & Isl. of Orleans.
Etoile.....	590	" 4..	560	52 80	Pad., pass. & frt. Quebec & Montreal
St. Louis.....	555	" 4..	428	42 24	" " " "
Champion.....	612	" 4..	482	46 56	" " " and Berthier below.
Greetlands.....	40	" 4..	1,091	95 28	Screw " Montreal, foreign ports
Lord Stanley.....	30	" 4..	276	30 08	" pass., Montreal and Gulf ports.
Atlantic.....	60	" 6..	565	53 20	" " and frt. Montreal and Gaspé
Berthier.....	600	" 9..	934	82 72	Pad., pass. and frt. " Trois Rivières
Hamilton.....	375	" 10..	938	83 04	" " " and Hamilton
Charlevoix.....	75	" 13..	212	24 96	Screw " Quebec & Malbaie.
City of London.....	100	" 13..	516	49 28	" Quebec, Montreal & Malbaie
Bohemian.....	375	" 15..	1,197	96 56	Pad., pass. & frt., Montreal, Toronto.
Prefontaine.....	40	" 17..	434	42 48	Screw " Montreal and Quebec.
Victoria.....	40	" 21..	181	22 48	" " Ottawa and Thurso.
Emile.....	40	" 22..	12	5 96	" pas., Ottawa and Kettle Falls.
Empress.....	800	" 22..	677	62 16	Pad., " Ottawa and Grenville.
G. B. Green.....	600	" 22..	255	20 40	" " Aylmer & Deschêne Lake
Beatrice B.....	40	" 22..	59	9 72	Screw, ferry, Ottawa and Hull.
Mansfield.....	15	" 22..	169	21 52	" " New Edinburgh & Gat. Pt.
Agnes.....	40	" 24..	29	7 32	" " Buckingham & High Rk.
Mildred.....	25	" 24..	15	6 20	" " " " "
Léon.....	15	" 24..	15	6 20	" " High R. & N. D. de Leon.
Glide.....	40	" 24..	80	11 40	" " Calumet and Hawkesbury
Bonita.....	30	" 24..	17	6 36	" " " and L'Orignal.
Island Queen.....	300	" 25..	98	12 84	" " Brighton and Prescott.
Hosanna.....	185	" 25..	89	12 12	" " Montreal and Longueuil.
St. Croix.....	550	" 31..	506	48 48	Pad., pass. & frt. Quebec & Ste. Croix.
Corsican.....	400	Jan. 4..	946	83 68	" " Montreal and Hamilton.
Montreal.....	800	" 4..	2,068	173 44	" " " and Quebec.
Canada.....	600	" 4..	1,768	149 44	" " " " Chicoutimi.
Trois Rivières.....	1,161	" 4..	1,552	132 16	" " " St. A. de Beaupré.
Princess.....	443	" 11..	526	50 08	" pass., Montreal and Carillon.
Duchess of York.....	700	" 11..	490	47 20	" " " " "
Victoria.....	30	" 11..	196	23 68	Screw, pass. " and Chambly.
Welshman.....	25	" 11..	156	20 48	" pass. & frt. Montreal & Ottawa.
Olive.....	60	" 12..	151	20 08	" " Mont., Ottawa & Perth
Chateauguay.....	440	" 12..	222	25 76	Pad., pas., Montreal & Chateauguay.
Sovereign.....	700	" 12..	637	58 96	" " " and Carillon.
Bonenfant.....	25	" 13..	31	7 48	" ferry, Bout de l'Isle & Charleman.
Hall.....	50	" 13..	247	27 76	Screw, pass. & frt. Montreal & Ottawa.
Columbian.....	500	" 14..	884	78 72	" pass., Montreal and Toronto.
M. E. Hackett.....	40	" 19..	78	11 24	" tender in Port of Quebec.
Garnet.....	200	" 21..	152	20 16	Pad., pass., Montreal and Valleyfield.
Filgate.....	275	" 21..	425	42 00	" " " " Cornwall.
Glacial.....	40	" 22..	109	16 72	Screw, fry, Three Rivers & Ste. Angele
Bourgeois.....	40	" 22..	94	12 52	Pad., ferry " St. Gregoire.
Bella Ritchie.....	40	" 22..	69	10 52	" " " " Champlain.
Como.....	40	" 22..	75	11 00	" " " and Nicolet.
Spartan.....	400	" 27..	946	83 68	" pass., Montreal and Toronto.
Marie Louise.....	25	" 28..	6	5 48	Ser., fry, Almaville & Shaw-negan F.
Ste. Maurice.....	40	" 29..	45	8 60	" pass., Piles and La Tuque.
Ivan R.....	40	" 29..	18	6 44	" " " " "
Frontenac.....	555	May 4..	304	32 32	" ferry, Quebec and St. Romuald.
Caspian.....	400	" 7..	968	85 44	Pad., pass., Kingston and Toronto.
Ida.....	40	July 23..	247	27 76	Screw, pass. & frt. Montrl. & Chambly
Douro.....	50	" 31..	432	42 56	" " " Quebec & Tresbasqua

PIERRE D. BRUNELLE,
Hull Inspector.

1-2 EDWARD VII., A. 1902

STEAM Vessels not Inspected for the Year ended June 30, 1901.

QUEBEC AND MONTREAL DIVISION.

HULL INSPECTION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Remarks— Why not Inspected and Class of Vessel.
Laurier.....	18'66	12'69	Screw, passenger, not applied for inspection.
Allai.....	10'74	7'66	" " " " " "
Eagle.....	12'74	8'66	" " " " " "
St. Anne of M.....	14'27	9'70	" ferry, not in commission.
Marquis of Lorne.....	20'19	10'59	" " " " " "
Robinault.....	332'07	191'84	" passenger, not running this year.
Dama.....	54'58	37'11	" " " " " "
Thurso.....	20'07	9'09	Paddle, ferry " " " " " "

PIERRE D. BRUNELLE,
Hull Inspector.

SESSIONAL PAPER No. 21

STEAM Vessels Inspected for the year ended June 30, 1901.

NOVA SCOTIA DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessels and where employed.
1901.				\$ cts.	
L. Boyer.....	100	July 2.	60 00	9 80	Screw, tug, passenger, coasting.
Alpha.....	160	June 12.	61 20	9 88	" " " "
Pinafore.....		" 12.	25 86	7 08	" tug, coasting.
Millie R.....		" 13.	19 85	6 60	" " " "
Mable R.....		" 13.	15 20	6 20	" " " "
Centreville.....		" 14.	59 71	9 80	" " " "
Oneita.....		July 17.	14 96	6 20	" fishing boat coasting.
St. Michael.....	15	" 18.	39 20	8 12	" tug, pass., coasting.
Trusty.....	150	" 18.	57 60	9 64	" pass., La Have River.
Fairy.....		Jan. 1.	15 55	6 28	" water boat, Lunenburg Harb.
Maggie.....	37	July 18.	19 26	6 52	" pass., Lunenburg & South.
Gambrinus.....		" 20.	28 36	7 24	" tug, Halifax Harbour.
Ralph, E. S.....		" 21.	27 82	7 24	" fishing boat, coasting.
Fairy.....		" 24.	16 06	6 28	" water boat, Sydney Harbour.
Eleanor M. Cates.....		" 26.	58 81	9 72	" tug, coasting.
Vesta.....		" 25.	9 21	5 72	" " Mira River.
Lennox.....	18	" 27.	66 29	10 28	Paddle, ferry, Lennox passage.
Malcom Cann.....	115	" 27.	211 81	24 96	Screw, pass., coasting.
Eldon.....	39	" 27.	37 91	8 04	" pass., Strait of Canso.
Iona.....	30	Aug. 3.	54 27	9 32	" tug, pass., coasting.
Anticosti.....		" 11.	19 00	6 52	" " " "
Flash.....	15	" 11.	7 79	5 64	" pass., Halifax Harbour.
Commodore.....	30	" 14.	12 84	6 04	" pass. " "
Collector.....	75	" 21.	52 02	9 16	" pass. " "
Bessie & Harry.....		" 16.	22 00	6 76	" water boat " "
Henry Hoover.....	75	" 29.	54 64	9 40	" tug, pass. " "
Saloor.....		" 29.	44 93	8 60	" lighter " "
Mascotte.....	15	Sept. 13.	35 40	7 80	" pass. " "
Annie.....		Oct. 11.	42 12	8 36	" water boat " "
Elsie.....		" 1.	22 14	6 76	" tug, coasting.
Wilfrid C.....	60	" 24.	99 26	12 92	" pass. " "
Aid.....		July 17.	98 55	12 84	" tug " "
La Have.....		Oct. 13.	49 27	8 92	" " " "
Bridgewater.....	225	" 27.	207 79	24 64	" pass. " "
Pekin.....	16	Nov. 9.	84 91	11 80	" " " "
Yankee.....	40	" 13.	7 31	5 56	" " Yarmouth Harbour.
Wanda.....		" 13.	38 48	8 04	" tug, coasting.
Nereid.....		" 13.	12 24	5 96	" fishing boat, coasting.
Edna R.....		" 14.	49 66	8 92	" " " "
Westport.....	25	" 14.	80 09	11 40	" pass., Yarmouth & St. John.
Petrel.....		" 26.	345 76	32 68	Twin-screw, wrecking tug, coasting.
Goliah.....	15	" 1.	146 83	19 76	Screw, tug, pass., coasting.
Halifax.....	250	" 10.	338 42	35 04	Paddle, ferry, Halifax Harbour.
Mayflower.....		May 1.	392 05	36 36	Twin-screw, freight, coasting.
I. B. Hamblen.....	100	Dec. 19.	31 71	7 56	Screw, pass., Halifax Harbour.
1902.					
Newfoundland.....		Feb. 7.	918 75	78 52	" freight, coasting.
Harlaw.....	60	" 18.	451 36	44 08	" pass. " "
J. L. Nelson.....	20	March 9.	37 84	8 04	" " " "
Lenore.....		" 20.	15 23	6 20	" fishing boat, coasting.
Florence C.....		" 26.	38 98	8 12	" " " "
Louisburg.....		" 27.	1,815 60	150 28	" freight, foreign. "
Yarmouth.....	450	April 4.	1,451 92	124 16	" pass. " "
John L. Cann.....	125	" 5.	165 55	21 28	" " coasting Yarmouth Har
Island Gem.....	40	" 3.	15 62	6 28	" fishing boat, p., Harnmouth H.
Percy Cann.....	35	" 4.	80 06	11 40	" pass., Yarmouth Harbour.
Gertrude M.....	35	" 4.	47 58	8 84	" " " "
*La Tour.....	75	" 4.	154 43	40 64	" " " "
Shannon.....		" 17.	75 11	11 00	" tug, Yarmouth Harbour.
May Queen.....	25	" 17.	35 92	7 88	" pass., Pictou Harbour.

*Dues and fees for 1900 and 1901.

1-2 EDWARD VII., A. 1902

STEAM Vessels Inspected, &c., Nova Scotia Division—*Concluded.*BOILERS AND MACHINERY—*Concluded.*

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1902.		§ cts.	
Arcadia.....	37	April 17..	61 64	9 96	Screw, pass., coasting.
Marion.....	38	" 17..	10 30	5 80	" ferry, Pictou Harbour.
Cape Breton.....		" 22..	1,764 19	146 12	" freight, foreign.
Bonavista.....	50	" 18..	1,306 33	112 48	" pass. "
Coban.....	37	" 10..	1,063 30	93 04	" " "
Cacoma.....		" 23..	1,450 78	121 08	" freight, foreign.
Halifax.....	500	May 1..	1,738 45	147 04	" passenger, foreign.
W. M. Weatherspoon..		April 24..	59 29	9 72	" tug, coasting.
Helen May Butler.....		" 21..	66 98	10 36	" " "
Arieta.....		" 21..	26 50	7 16	" fishing boat.
Dartmouth.....	300	" 29..	311 23	32 88	Paddle, ferry, Halifax Harbour.
Lady Glover.....	15	May 6..	137 51	19 04	Screw, passenger, coasting.
Chester.....		" 8..	79 50	11 40	" tug, coasting.
Falmouth.....		" 8..	43 03	8 44	" " Avon River.
Avon.....	100	" 9..	64 66	10 12	" pass. "
Susie.....	80	" 9..	26 83	7 16	" " "
Douglas H. Thomas...	15	Jan. 1..	211 91	24 96	" " coasting.
Alameda.....	40	May 1..	62 59	10 04	" " "
Meadow Flower.....		" 22..	6 56	5 56	" water boat, Canso Harbour.
Vulcan.....		" 22..	18 40	6 44	" tug, coasting.
Active.....		" 22..	59 91	9 80	" " and fishing, coasting.
Vega.....	90	" 23..	132 22	18 56	" passen., Mulgrave and Sydney.
Merrimac.....	20	" 23..	85 80	11 80	" " Strait of Canso.
Acadia.....	225	" 24..	74 21	10 92	" ferry, Sydney Harbour.
Diamond.....		" 24..	22 65	6 84	" tug, "
Gladiator.....		" 24..	70 40	10 60	" " coasting.
Daisy.....		" 24..	10 74	5 88	" water boat, Sydney Harbour.
Zaidee.....		" 24..	18 63	6 44	" " "
C. M. Winch.....		" 25..	87 72	12 04	" tug, coasting.
Hygeia.....	190	" 25..	57 69	9 64	" ferry, Sydney Harbour.
Peerless.....	300	" 27..	94 27	12 52	" " "
Gipsy.....		" 25..	16 70	6 36	" tug, coasting.
Sea Bird.....		" 25..	41 28	8 28	" fishing boat, coasting.
Marion.....	400	" 27..	478 49	46 24	Paddle, passenger, coasting.
Blue Hill.....	140	" 27..	195 83	23 68	Twin screw, Bras d'Or Lakes.
Pastime.....	150	June 11..	67 71	10 44	Screw, passenger, Halifax Harbour.
Ulala.....		" 10..	13 70	6 12	" yacht, coasting.
Arbutus.....		" 11..	46 76	8 76	" tug, coasting.
Petrel.....	20	" 11..	6 36	5 48	" ferry, Halifax Harbour.
Beaver.....	160	" 12..	84 73	11 80	" passenger, coasting.
Glence.....	40	" 13..	32 21	7 56	" ferry, Annapolis River.
Freddie V.....		" 13..	26 69	7 08	" tug "
Centreville.....		" 14..	59 71	9 80	" " coasting.
Juno.....	40	" 14..	9 29	5 72	" ferry, Yarmouth Harbour.
Albatross.....		" 15..	31 38	7 48	" yacht, coasting.
Tourist.....	40	" 15..	4 42	5 32	" ferry Yarmouth Harbour.
Mearina.....	75	" 15..	32 46	7 56	" passenger, Annapolis Basin.
Boston.....	550	" 15..	1,694 50	143 52	" " foreign.
Dolphin.....		" 22..	8 07	5 64	" fishing boat, coasting.
Yuba.....	25	" 22..	12 04	5 96	" ferry, Barrington, passage.
Robbie Burns.....		" 25..	88 95	12 12	Twin screw, lighter, coasting.
Highland Mary.....		" 28..	73 73	10 92	" " "
Richelieu.....		" 4..	33 67	7 72	Screw yacht. "
Total.....			20,780 99	2,296 48	

JOHN P. ESDAILE,
Steamboat Inspector, Halifax, N.S.

SESSIONAL PAPER No. 21

STEAM Vessels Inspected in Canada but registered elsewhere, for the Year ended
June 30, 1891.

NOVA SCOTIA DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and Where Employed.
1901.				\$ cts.	
Ocamo	75	July 16..	1,826 54	154 16	Screw, passenger, foreign.
Pro Patria.....	60	" 21..	759 01	68 72	" "
Brucc	300	" 24..	1,154 59	100 40	" "
Erna	100	" 30..	1,530 11	130 40	" "
Orinoco	200	Aug. 8..	1,863 63	157 12	" "
Chebucto.....	232	" 8..	578 48	54 24	" ferry, Halifax harbour.
Tyrian.....	30	" 20..	1,038 57	91 12	" passenger, foreign.
Oruro	150	" 23..	1,919 07	161 52	" "
Beta	75	Sept. 12..	1,086 67	94 96	" "
Prince Edward	600	" 15..	1,413 74	121 12	Twin screw, "
Prince George	600	Nov. 15..	2,040 14	171 20	" "
Grand Lake	80	" 27..	895 89	79 68	Screw, "
1902.					
Glencoe	80	Jan. 9..	767 09	69 36	" "
Orinoco	140	Feb. 26..	2,486 49	296 88	" "
City of Ghent.....	60	Mar. 22..	198 64	23 92	" passenger, coasting.
Amelia.....	230	April 15..	356 54	36 56	" "
Britannic.....		" 30..	2,392 45	189 16	" freight, foreign.
Silvia	109	May 15..	1,707 70	144 64	" passenger, foreign.
Pawnee.....	450	" 25..	106 08	16 56	" " coasting.
Elaine.....	300	" 25..	272 08	29 76	" " "
Olivette.....	450	June 4..	1,678 17	142 24	" " foreign.
1901.					
Evangeline.....	160	Oct. 31..	78 74	11 32	Twin screw, passenger, coasting.
1902.					
Prince Arthur	600	June 14..	2,041 44	171 28	" " foreign.
Total.....			28,102 58	2,426 32	

JOHN P. ESDAILE,
Steamboat Inspector.

HALIFAX, N.S.

1-2 EDWARD VII., A. 1902

STEAM Vessels not Inspected for the Year ended June 30, 1901.

NOVA SCOTIA DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	REMARKS. Why not Inspected and Class of Vessel.
Tusket.....	3 04	2 00	Laid up, tug.
Alida.....	64 18	29 52	" "
Scotia.....	41 58	28 27	" "
Gem.....	4 69	2 12	" fishing boat.
Havana.....	470 18	245 86	" passenger.
Maple Leaf.....	129 06	81 31	" ferry boat.
Volunda.....	29 80	13 96	" yacht.
City of St. John.....	709 12	446 75	" passenger.
Jessie Gray.....	76 01	47 93	" lighter.
Bessie.....	10 54	5 74	" passenger.
Alpha.....	306 91	211 54	" "
Victor.....	9 62	6 41	" tug.
Lion.....	19 82	13 48	Not yet inspected, tug.
Dolphin.....	12 78	8 69	" " "
Star.....	6 07	4 13	" " passenger.
David Duncan.....	20 59	10 59	Laid up, tug.
Carrie.....	14 83	7 37	Not yet inspected, passenger.
Lunenburg.....	265 55	113 11	Laid up for new boiler, passenger.
Weymouth.....	153 93	105 83	" " " "
Rescue.....	124 09	84 92	Not yet inspected, tug.
Ida Lue.....	44 51	30 27	" " " "
A. C. Whitney.....	62 67	41 07	Laid up for new boiler, tug.
Zulieka.....	12 38	7 70	" " yacht.
Totals.....	2,591 86	1,538 57	

HALIFAX, N.S.

JOHN P. ESDAILE,
Steamboat Inspector.

SESSIONAL PAPER No. 21

STEAM Vessels Inspected for the Year ended June 30, 1901.

NOVA SCOTIA DIVISION.

HULL INSPECTION.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Remarks.
1901.					
L. Boyer.....	100	July 5..	60.00	9 80	Screw, pass. and tug, Halifax Harbour.
Star.....	15	" 6..	6.07	5 48	" ferry, Wallace River.
St. Michael.....	15	" 17..	39.20	8 12	" pass. & tug, Liverpool & shore p'ts
Maggie.....	37	" 17..	19.26	6 52	" " Lunenburg & South.
Trusty.....	150	" 18..	57.60	9 64	" " La Have River.
Carrie.....	40	" 19..	14.83	6 20	" pass., Chester and Mahone Bay
Eldon.....	39	" 25..	37.91	8 04	" " Strait of Canso.
Lennox.....	18	" 26..	66.29	10 28	Paddle, ferry, Lennox passage.
Malcom Cann.....	125	" 27..	211.81	24 96	Screw, pass., Mulgrave and coastwise.
Alpha.....	160	Aug. 7..	61.20	9 88	" " tug, Avon R. & Bay of F'y.
Commodore.....	30	" 14..	12.84	6 04	" excursion, Halifax Harbour.
Collector.....	75	" 20..	52.02	9 16	" " " " "
Henry Hoover.....	75	" 30..	54.64	9 40	" " " " "
Mascotte.....	15	Sept. 17..	35.40	7 80	" " " " "
Flash.....	15	Aug. 11..	7.79	5 64	" " " " "
Wilfred C.....	60	Oct. 24..	99.26	12 92	Screw, pass., Halifax and coast.
Bridgewater.....	225	" 26..	207.79	24 64	" " " " "
La Tour.....	70	Nov. 29..	154.43	20 32	" " Yarmouth and coast.
West Port.....	21	" 14..	80.09	11 40	" " " " "
Mayflower.....		May 1..	392.05	36 36	Twin screw, fr't., New Carlisle & Gaspié
Halifax.....	250	Nov. 6..	338.42	35 04	Paddle, ferry, Halifax and Dartmouth
Goliath.....	15	" 7..	146.83	19 76	Screw, pass. and tug, Halifax & coast.
1902.					
Newfoundland.....		Feb. 25..	918.75	78 52	" freight, Halifax and coast.
J. L. Nelson.....	20	Mar. 11..	37.84	8 04	" pass. & freight, Halifax & coast
1901.					
Iona.....	30	Aug. 2..	54.27	9 32	" tug & pass., Syd'y Har. & lakes
1902.					
Louisberg.....		Mar. 26..	1,815.60	150 28	" freight, Canadian and foreign.
John L. Cann.....	125	April 13..	165.55	21 28	" pass. & freig., Mulgrave & coast
Percy Cann.....	35	" 13..	80.06	11 40	" " Yarm'th & coast.
La Tour.....	70	" 16..	154.43	20 32	" " " " "
Gertrude M.....	35	" 13..	47.58	8 84	" " " " "
Yarmouth.....	450	" 15..	1,451.92	124 16	" " " " "
Coban.....	37	" 18..	1,063.30	93 04	" " home and foreign.
Bonavesta.....	50	" 18..	1,306.33	112 48	" " Canadian "
Cacouna.....		" 19..	1,450.78	121 08	" freight, " "
Harlaw.....	60	" 22..	451.36	44 08	" pass. & fr't., Halifax & coast.
Arcadia.....	37	" 26..	61.64	9 96	" " Pictou and coast.
Cape Breton.....		" 22..	1,764.19	146 12	" freight, Canadian and foreign.
May Queen.....	35	" 26..	35.92	7 88	" pass. & tug, Pictou Har. & R.
Marion.....	38	" 27..	10.30	5 80	" " " " "
Dartmouth.....	300	" 30..	311.23	32 88	Paddle, ferry, Halifax and Dartmouth
Halifax.....	500	May 1..	1,738.45	147 04	Screw, pass. & freight, Halifax & coast
Susie.....	80	" 8..	26.83	7 16	" excur. & tug, Bay of Fundy.
Avon.....	100	" 8..	64.66	10 12	" " " "
1901.					
Pekin.....	16	Oct. 9..	84.91	11 80	" freight & pass., Halifax & coast

1-2 EDWARD VII., A. 1902

STEAM Vessels Inspected, &c.—Nova Scotia Division—*Concluded.*HULL INSPECTION—*Concluded.*

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Remarks.
		1902.		8 cts.	
Douglas H. Thomas...	15	May 13...	211.91	24 96	Screw, freight & pass., Halifax & coast.
Lady Glover.....	15	" 6...	137.51	19 04	" " " "
Alameda.....	40	" 1...	62.59	10 04	Screw, pass. & freight minor waters of N. S. and P. E. I.
Acadia.....	225	" 22...	74.21	10 92	Sydney and North Sydney.
Peerless.....	300	" 24...	94.27	12 52	" " "
Hygeia.....	190	" 23...	57.69	9 64	" " "
Blue Hill.....	140	" 27...	195.83	23 68	Twin screw, pass., & freight, Baddeck and Grand Lakes.
Vega.....	90	" 28...	132.22	18 56	Screw, pass. and freight, Strait of Canso and Bras d'Or lakes.
Merrimac.....	20	" 28...	85.80	11 80	Screw, pass. and tug, Strait of Canso.
Petrel.....	20	June 11...	6.36	5 48	" ferry, Richmond & Dartmouth.
Beaver.....	160	" 12...	84.73	11 80	" pass. & freight, Canning & Bay of Fundy.
Glencoe.....	40	" 13...	32.21	7 56	Screw, ferry, Annapolis River.
Tourist.....	40	" 15...	4.42	5 32	" ferry, Yarmouth Harbour.
Island Gem.....	40	" 15...	15.62	6 28	" " " "
Marina.....	75	" 15...	32.46	7 56	" pass. and tug, Annapolis Basin
Juno.....	40	" 15...	9.29	5 72	" " Yarmouth Harbour.
Yuba.....	25	" 17...	12.04	5 96	" ferry, Barrington Passage.
Boston.....	550	" 19...	1,694.50	143 52	Screw, pass. & freight, Yarmouth and foreign.
Yankee.....	40	" 22...	7.31	5 96	Screw, erry, Yarmouth Harbour.
Pastime.....	160	" 28...	67.71	10 44	" excursion, Halifax Harbour.

S. R. HILL,
Inspector of Hulls and Equipment.

SESSIONAL PAPER No. 21

STEAM Vessels Inspected in Canada but Registered elsewhere, for the Year ended
June 30, 1901.

NOVA SCOTIA DIVISION.

HULL INSPECTION.

Name of vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessels and where employed.
		1901.		\$ cts.	
Ocamo.....	75	July 14..	1,826 54	154 16	Screw, pass. & ft., Canada & foreign.
Erna.....	100	" 16..	1,530 11	130 40	" " " "
Pro Patria.....	60	" 20..	759 20	68 72	" " " "
Bruce.....	300	" 24..	1,154 59	100 40	" " " "
Chebucto.....	232	Aug. 9..	578 48	54 24	" " " "
Orinoco.....	200	" 9..	1,863 63	157 12	" " " "
Tyrian.....	30	" 15..	1,038 57	91 12	" " " "
Oruro.....	150	" 22..	1,919 07	161 52	" " " "
Beta.....	75	Sept. 14..	1,086 67	94 96	" " " "
Prince Edward.....	600	" 16..	1,413 74	121 12	" " " "
Prince George.....	600	Nov. 13..	2,040 14	171 20	" " " "
Grand Lake.....	80	Dec. 1..	895 89	79 68	" " " "
		1902.			
Glencoe.....	80	Jan. 9..	767 09	69 36	" " " "
Orinoco.....	140	Feb. 27..	2,486 49	206 88	" " " "
City of Ghent.....	60	Mar. 29..	198 64	23 92	" " " "
Amelia.....	230	April 15..	356 54	36 56	" " " "
Silvia.....	109	May 14..	1,707 70	144 64	" " " "
Pawnee.....	450	" 25..	106 80	16 56	" " " "
Elaine.....	300	" 25..	272 08	29 76	" " " "
Olivette.....	450	June 4..	1,678 17	142 24	" " " "
		1901.			
Evangeline.....	160	July 31..	78 74	11 32	" " " "
		1902.			
Prince Arthur.....	600	June 20..	2,041 44	171 28	" " " "

STEAM Vessels not Inspected for the Year ended June 30, 1901.

NOVA SCOTIA DIVISION.

HULL INSPECTION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	REMARKS. Why not Inspected and Class of Vessel.
Havana.....	470 18	245 86	Laid up, screw, passenger and freight.
Maple Leaf.....	129 06	81 31	" paddle, ferry.
City of St. John.....	709 12	446 75	" " passenger and freight.
Bessie.....	10 45	5 74	" screw, passenger and tug.
Lunenburg.....	265 55	113 11	" " " freight.
Weymouth.....	153 93	105 83	" " " "
Ida Lue.....	44 51	30 27	Out of district, " tug.
A. C. Whitney.....	62 67	41 07	Laid up for repairs, screw, passenger.
Marion.....	478 49	269 27	" paddle, "

S. R. HILL,
Inspector of Hulls and Equipment, Halifax, N.S.

1-2 EDWARD VII., A. 1902

STEAM Vessels Inspected for the Year ended June 30, 1901.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and Where Employed.
1901.				\$ cts.	
Dirigo.....	40	July 3..	70 13	10 60	Screw, tug, St. John.
Waring.....		" 4..	28 74	7 32	" " " "
Victor.....	35	" 12..	45 51	8 68	Pad., " Campbellton.
Nellie H.....		" 13..	7 52	5 64	Screw, fish boat, Dalhousie.
Henrietta.....		" 13..	19 12	6 52	" tug " "
Frederick A.....	25	" 18..	31 11	7 48	" " Richibucto.
Calluna.....		" 18..	22 26	6 76	" " " "
Alice.....		" 19..	15 77	6 28	" " Buctouche.
Neptune.....	40	" 21..	71 15	10 68	" " St. John.
Lord Roberts.....		" 23..	55 98	9 48	" " " "
Amanda Green.....		" 30..	19 63	6 60	" " " "
Gracie Bell.....		Aug. 2..	10 52	5 88	" yacht " "
Dream.....		" 3..	44 51	8 60	" " " "
Nautilus.....		" 10..	26 58	7 16	" " St. Stephen.
Arbutus.....	86	" 10..	46 76	8 76	" pass. " "
William Aitken.....		" 16..	74 87	11 00	" tug, Charlottetown.
Elliot.....		Sept. 3..	367 50	34 36	" freight, " "
Mascott.....		" 11..	70 50	10 60	" tug, Chatham.
Springhill.....	100	" 22..	189 05	23 12	" " St. John.
Western Extension.....	280	" 27..	424 89	42 00	Paddle, ferry, St. John.
Aurora.....	200	" 27..	364 24	37 12	Screw, passenger, St. John.
Delta.....	40	Oct. 2..	19 93	6 60	" tug, Hillsboro.
Wenola.....		" 3..	25 10	7 00	" " Port Elgin.
Beryl Essie.....		" 3..	23 83	6 92	" " Tignish.
Vacuna.....		" 9..	9 52	5 80	" " Vanceboro.
Aberdeen.....	400	" 12..	243 86	27 52	Stern wheel, pass., St. John.
Kingsville.....		" 29..	36 59	7 96	Screw, tug, St. John.
Onangondy.....	208	Dec. 6..	294 75	31 60	Pad., ferry, " "
1902.					
E. Ross.....	40	Mar. 8..	29 63	7 40	Screw " " "
Nereid.....		" 13..	30 03	7 40	" tug " " "
Maggie M.....		" 15..	65 78	10 28	" " " "
Winnie.....		" 20..	12 46	5 96	" " " "
Hercules.....		" 25..	87 11	11 96	" " " "
Northumberland.....	350	" 28..	1255 46	108 40	Twin screw, pass., Charlottetown.
Princess.....	350	" 28..	541 79	51 36	Screw " " "
Jacques Cartier.....	300	" 29..	379 96	38 40	Paddle " " "
Hillsborough.....		" 29..	228 67	26 32	" ferry " "
Elfin.....	70	" 29..	122 42	17 76	" " " "
Fanchon.....	40	April 4..	110 61	16 88	" pass. and tug, St. John.
Hero.....		" 6..	127 63	15 24	" tug, St. John.
Fred Glasier.....		" 6..	10 39	5 80	Screw " " "
Admiral.....		" 6..	158 20	17 64	Pad. " " "
Lilly Glasier.....		" 6..	209 31	21 72	" " " "
Springfield.....	260	" 8..	232 73	26 64	Stern wheel, pass., St. John.
Storm King.....	40	" 8..	107 87	16 64	Screw, pass. and tug " "
David Weston.....	450	" 9..	765 15	69 20	Paddle, passenger " "
Victoria.....	956	" 9..	1001 93	88 16	" " " "
Captain.....		" 9..	68 43	10 44	Screw, tug, St. John.
Sea King.....		" 10..	128 63	15 32	" " " "
Hope.....		" 10..	305 77	29 48	Pad. " " "
Serena E.....		" 11..	24 94	7 00	Screw " Apple River, N.S.
Maggie Miller.....	150	" 12..	104 66	16 40	Paddle, ferry, St. John.
Hampstead.....	150	" 12..	234 52	26 80	Screw, pass. " "
G. R. King.....		" 11..	45 48	8 60	" tug " "
Star.....	300	" 12..	461 03	44 88	Paddle, pass. " "
Ernest.....		" 12..	12 58	6 04	Screw, tug " "
Clifton.....	200	" 12..	138 21	19 04	Stern wheel, passenger, St. John.

SESSIONAL PAPER No. 21

STEAM Vessels Inspected, &c.—New Brunswick and P. E. Island Division—Continued.

BOILERS AND MACHINERY—Continued.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Express.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.		Class of Vessel and where employed.
				\$	cts.	
		1902.				
Quiddy.....		April 12..	30.59	7	48	Paddle, tug, St. John.
Fannie.....		" 15..	33.44	7	64	Screw " "
Bismark.....	40	" 15..	49.04	8	92	Paddle " "
Wee Laddie.....		" 15..	16.60	6	36	Screw " "
Joseph.....		" 15..	53.75	9	32	" " "
Leader.....		" 15..	29.32	7	32	Screw, tug, St. John.
Wm. H. Murray.....	40	" 22..	72.55	10	84	" " "
Champion.....		" 22..	190.14	20	20	Paddle " "
Delta.....		" 22..	19.93	6	60	Screw, tug, Hopewell Cape.
May Queen.....	370	" 23..	539.40	51	12	Paddle, pass., St. John.
G. D. Hunter.....		" 26..	67.97	10	44	Screw, tug, St. John.
Marguerite.....	40	" 29..	19.66	6	60	" pass., St. Croix.
Flushing.....	140	May 8..	177.65	22	24	" pass., St. John.
Martello.....		" 8..	33.65	7	72	" tug, " "
James Holly.....		" 9..	31.21	7	48	" " "
Montague.....	75	" 13..	129.55	18	32	Paddle, ferry, Georgetown.
Electra.....	40	" 13..	106.96	16	56	Screw, pass. " "
Fred. M. Batt.....		" 14..	59.90	9	80	" tug, Charlottetown.
Scout.....		" 14..	9.00	5	72	" " "
T. A. Stewart.....		" 15..	35.94	7	88	Twin-screw, tug, Charlottetown.
Frank C. Batt.....	40	" 15..	32.90	7	64	Screw, ferry, Summerside.
Lillie.....	65	" 27..	71.64	10	76	" tug, St. John.
Peri.....		" 30..	11.77	5	96	" " "
Tangent.....		June 1..	35.74	7	88	Twin-screw, tug, St. John
Frederick A.....		" 3..	31.11	7	48	Screw " " "
Ada.....		" 4..	3.66	5	32	" yacht, Fredericton.
Meta.....		" 4..	5.05	5	40	" " "
Annie Carrier.....		" 4..	10.56	5	88	" tug " "
Carrie Knight.....		" 4..	5.88	5	48	" " "
Randolph.....		" 5..	8.71	5	72	Twin-screw, yacht, Fredericton.
Eva Johnson.....		" 5..	15.77	6	28	Screw, tug " "
Mildred.....		" 7..	40.11	8	20	" " " "
Viking.....	150	" 12..	127.70	18	24	" pass., St. Croix. "
Nellie H.....		" 20..	7.52	5	64	" fish boat, Dalhousie.
Henrietta.....		" 20..	19.12	6	52	" tug " "
Atlas.....		" 21..	15.75	6	28	" " " "
Borriboola Gha.....		" 21..	95.77	12	68	Paddle " " "
Mary Odell.....	90	" 21..	28.92	7	32	Screw, ferry " "
Victor.....		" 21..	45.51	8	68	Paddle, tug, Campbellton.
Florence.....		" 21..	19.33	6	52	Screw, yacht " "
Squirrel.....		" 21..	13.11	6	04	" tug, Dalhousie.
St. Lawrence.....		" 22..	50.82	9	08	" " Pathurst. "
Nyanza.....	150	" 22..	83.21	11	64	" " " "
Nelson.....	100	" 24..	64.34	10	12	" pass., Chatham.
Mascott.....		" 24..	70.50	10	60	" tug " "
St. George.....	200	" 24..	277.78	30	24	Paddle, tug " "
St. Isidore.....		" 24..	141.75	16	36	" " " "
Lina.....		" 25..	26.40	7	08	Screw, tug fish " "
Bridgetown.....		" 25..	14.66	6	20	" " " "
St. Andrew.....		" 25..	76.64	11	16	" " " "
Sybella H.....	40	" 25..	70.68	10	68	Paddle, ferry " "
Miranichi.....	100	" 25..	75.18	11	00	Screw, pass. " "
Sarcelle.....		" 25..	21.86	6	68	" tug " "
Grip.....		" 25..	7.18	5	56	" " " "
Eva.....		" 25..	18.01	6	44	" " " "
Wenonah.....		" 25..	9.02	5	72	" yacht " "
Jubilee.....		" 26..	16.52	6	36	" tug and fish, Chatham.
Edith.....		" 26..	21.55	6	76	" tug " "
St. Nicholas.....	100	" 26..	62.20	9	96	" " " "
Arthur.....		" 26..	4.99	5	40	" yacht " "
Wm. M.....		" 26..	29.11	7	32	" tug, Newcastle.
Lady Dufferin.....	40	" 27..	47.48	8	76	Paddle, ferry " "

1-2 EDWARD VII., A. 1902

STEAM Vessels Inspected, &c.—New Brunswick and P. E. Island Division—*Concluded.*BOILERS AND MACHINERY—*Concluded.*

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1902.		\$ cts	
Rustler.....	200	June 27..	105.54	16 16	Paddle, pass. Newcastle.
Laura.....	"	" 27..	13.55	6 12	Screw, tug "
Irene.....	"	" 27..	10.29	5 80	" " " "
Bessie.....	"	" 27..	5.18	5 40	" fish boat "
Zulu.....	"	" 27..	17.60	6 44	Paddle, tug "
Loyalist.....	"	" 27..	17.37	6 44	" " " "
St. Kilda.....	"	" 27..	55.64	9 48	" " Chatham.
Total.....			13,424.47	1,782.64	

W. L. WARING,
Steamboat Inspector.

STEAM Vessels Inspected in Canada but registered elsewhere for the Year ended June 30, 1901.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessels and where employed.
		1901.		\$ cts.	
Alice.....	25	Aug. 8..	12.14	5 96	Screw, passenger, Eastport.
General Leavitt.....	40	" 8..	22.65	6 84	" ferry "
Phantom.....	50	" 8..	38.28	8 04	" passenger "
Julius Wolff.....	25	" 9..	24.01	6 92	" " " "
Luce Brothers.....	50	" 9..	88.82	12 04	" " " "
Jeanette.....	105	" 10..	73.64	10 92	" " Calais.
		1901.			
St. Croix.....	400	Dec. 17..	1,993.58	167 52	" " Boston.
		1902.			
Cumberland.....	550	Mar. 1..	1,605.82	136 48	Paddle " "
Prince Rupert.....	850	May 27..	1,158.44	100 64	" " St. John.
State of Maine.....	550	June 10..	1,409.99	120 80	" " Boston.
Total.....			6,427.37	576 16	

W. L. WARING,
Steamboat Inspector.

SESSIONAL PAPER No. 21

STEAM Vessels not Inspected for the Year ended June 30, 1901.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Remarks.
			Why not Inspected and Class of Vessel.
Marrette	7.04	4.79	Out of district.
Lubec	50.94	25.47	Not applied for.
Alameda	62.59	49.16	Out of district.
Ada G	102.05	30.55	Laid up.
Southport	239.92	186.15	Not applied for.
Derby	11.66	8.66	Laid up.
.....	25.00	19.00	"
Lottie	5.00	.....	"
Electric	3.74	2.55	"
Arbutus	46.76	31.80	Out of district.
Calla	9.79	6.66	Laid up.
La Tour	154.43	98.70	Out of district.
Total	718.92	463.49	

W. L. WARING,
Steamboat Inspector.

1-2 EDWARD VII., A. 1902

STEAM Vessels Inspected for the year ended June 30, 1901.

NEW BRUNSWICK AND P. E. ISLAND DIVISION.

HULL INSPECTION.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
1901					
				8 cts.	
Dirigo.....	40	July 3..	70 13	10 60	Screw, pass., St. John.
Frederick A.....	25	" 18..	31 11	7 48	" " Richibucto.
Neptune.....	40	" 21..	71 15	10 68	" " St. John.
Arbutus.....	86	Aug. 10..	46 76	8 76	" " St. Croix River.
Elliott.....		Sept. 3..	367 50	34 36	" freight, coasting.
Spring Hill.....	100	" 22..	189 05	23 12	" pass., Basin of Minas.
Western Extension....	280	" 27..	424 89	42 00	Paddle, ferry, St. John.
Aurora.....	200	" 27..	364 24	37 12	Screw, pass., "
Delta.....	40	Oct. 2..	19 93	6 60	" " Hopewell Cape.
Aberdeen.....	400	" 12..	243 86	27 52	Stern wheel, pass., St. John.
Onagondy.....	208	Dec. 6..	291 75	31 60	Paddle, ferry, St. John.
1902					
E. Ross.....	40	March 8..	29 63	7 40	Screw, ferry, St. John.
Northumberland.....	350	" 28..	1,255 46	108 40	Twin scr., pass., Northumberland Sts.
Princess.....	350	" 28..	541 79	51 36	Screw, " " " "
Jacques Cartier.....	300	" 29..	379 96	38 40	Paddle, " " " "
Elfin.....	70	" 29..	122 42	17 76	" ferry, Charlottetown Harbour.
Fanchon.....	40	April 6..	110 61	16 88	" pass., St. John.
Storm King.....	40	" 8..	107 87	16 64	Screw, " " "
Victoria.....	956	" 9..	1,001 93	88 16	Paddle, " " "
Springfield.....	260	" 11..	232 73	26 64	Stern wheel, pass., St. John
Wm. H. Murray.....	40	" 12..	72 55	10 84	Screw, " " "
Hampstead.....	150	" 12..	234 52	26 80	" pass., St. John.
Clifton.....	200	" 12..	138 21	19 04	Stern wheel, pass., St. John.
Bismark.....	40	" 12..	49 04	8 92	Paddle, pass., " "
Maggie Miller.....	150	" 11..	104 66	16 40	" ferry, Millidgeville.
Star.....	300	" 15..	461 03	44 88	" pass., St. John.
David Weston.....	450	" 15..	765 15	69 20	" " " "
May Queen.....	370	" 22..	539 40	51 12	" " " "
Marguerite.....	40	" 29..	19 66	6 60	Screw, " St. Croix River.
Flushing.....	140	May 8..	177 65	22 24	" " St. John.
Montague.....	75	" 13..	129 55	18 32	Paddle, ferry, Georgetown, P.E.I.
Electra.....	40	" 13..	106 96	16 56	Screw, pass., Charlottetown, "
Frank C. Batt.....	40	" 15..	32 90	7 64	" ferry, Summerside, "
Lillie.....	65	" 27..	71 64	10 76	" pass., St. John.
Viking.....	150	June 12..	127 70	18 24	" " St. Croix River.
Mary Odell.....	90	" 20..	28 92	7 32	" " Dalhousie.
Nyanza.....	150	" 22..	83 21	11 64	" " Bathurst.
Nelson.....	100	" 24..	64 34	10 12	" " Chatham.
Miramichi.....	100	" 24..	75 18	11 00	" " " "
St. Nicholas.....	100	" 24..	62 20	9 96	" " " "
St. George.....	200	" 24..	277 78	30 24	Paddle " " "
Sybilla H.....	40	" 24..	70 68	10 68	" ferry " " "
Lady Dufferin.....	40	" 25..	47 48	8 76	" " Newcastle.
Rustler.....	200	" 25..	101 54	16 16	" pass., " "
Barge No. 6.....	250	" 25..	95 00	10 00	In tow " Millerton.

I. J. OLIVE,
Hull Inspector.

SESSIONAL PAPER No. 21

STEAM Vessels Inspected in Canada but Registered elsewhere, for the Year ended June 30, 1901.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND DIVISION.

HULL INSPECTION.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessels and where employed.
		1901.		s cts.	
General Leavitt.....	40	Aug. 8..	22.65	6 84	Screw, pass., Lubec, Me.
Alice.....	25	" 8..	12.14	5 96	" " Eastport, Me.
Phantom.....	50	" 8..	38.28	8 04	" " "
Luce Brothers.....	50	" 9..	88.00	12 01	" " "
Julius Wolff.....	25	" 9..	24.01	6 92	" " "
Jeanette.....	105	" 10..	73.64	10 92	" " Calais, Me.
St. Croix.....	400	Dec. 17..	1,993.58	167 52	" " Boston.
		1902.			
Cumberland.....	550	Mar. 1..	1,605.82	136 48	Paddle " "
State of Maine.....	550	June 10..	1,409.99	120 80	" " "
Prince Rupert.....	850	May 27..	1,158.44	100 64	" " St. John.

I. J. OLIVE,
Hull Inspector, &c.

STEAM Vessels not Inspected for the Year ended June 30, 1901.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND DIVISION.

HULL INSPECTION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	REMARKS. Why not Inspected and Class of Vessel.
Hillsborough.....	228.17	66.13	Not applied for, paddle.
Southport.....	239.92	156.13	" "
Wm. Aitken.....	74.87	51.19	" screw.
Eva.....	18.01	12.25	" "
Victor.....	45.51	28.67	" paddle.
Arbutus.....	46.76	31.80	" screw, left district.
Calla.....	9.79	6.66	" laid up.
Alameda.....	62.59	49.16	" left district.
La Tour.....	151.43	98.70	" "
Marietta.....	7.01	4.79	" "

I. J. OLIVE,
Hull Inspector, &c.

1-2 EDWARD VII., A. 1902

STEAM Vessels Inspected for the Year ended June 30, 1901.

BRITISH COLUMBIA DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1901.		\$ cts.	
Victoria.....	30	July 4	106.60	16 56	Ft. and pass., Trout Lake, B.C.
Idler.....	14	" 5	3.88	5 32	Passengers " "
Lardeau.....	17	" 5	9 60	5 80	" Columbia River.
Archer.....	40	" 5	15.32	6 20	" " "
Surprise.....		" 7	14 80	6 12	Tug, Kootenay Lake.
Halys.....		" 7	43.81	8 52	" " "
Hercules.....	50	" 7	64.68	10 20	Ft. and pass. " "
Ymir.....		" 8	69.74	10 60	Tug " "
Angerona.....		" 9	13.79	6 12	" " "
Red Star.....		" 9	14 81	6 20	" " "
Nelson.....	125	" 9	496.01	47 68	Ft. and pass. " "
Rossland.....	300	" 9	883.55	78 72	" Columbia River.
Moyie.....	250	" 10	834.81	74 80	" Kootenay Lake.
Proctor.....		" 10	43 12		Tug " "
Kootenay.....	300	" 10	1,117.09	97 36	Ft. and pass, Columbia River.
Lytton.....	100	" 11	451.66	44 16	" " "
Minto.....	250	" 11	828.91	74 32	" " "
Flirt.....		" 12	3 58	5 32	Yacht, Kootenay Lake.
Denver.....		" 12	8 51	5 72	" " "
Slocan.....	300	" 13	578.03	54 24	Ft. and pass., Slocan Lake.
Sandon.....	50	" 13	96.22	12 68	" " "
Alert.....	13	" 14	3 11	5 24	Passengers " "
International.....	300	" 15	525.55	50 08	Ft. and pass., Kootenay Lake.
Alberta.....	200	" 15	508.15	48 64	" " "
Kokanee.....	200	" 16	347.50	35 84	" " "
Marion.....	12	" 16	14 78	6 20	" " "
Illicillewaet.....	20	" 17	97.92	12 84	" Columbia River.
Columbia.....		" 17	49.84	9 00	Tug " "
Fawn.....		" 17	32.70	7 64	" " "
Duchess.....	40	" 19	145.48	19 60	Ft. and pass., Upper Columbia River.
Hyak.....	20	" 19	39.04	8 12	" " "
Selkirk.....		" 20	58.49	9 64	Yacht, Upper Columbia.
Pert.....		" 20	6 44	5 48	Freight " "
Aberdeen.....	250	" 21	554.04	52 32	Ft. and pass., Okanagon Lake.
Penticton.....		" 22	49.69	9 60	Tug. " "
Bermuda.....		" 28	72.03	10 76	" Coast, B.C.
Cutch.....	200	June 17	675.85	62 08	Ft. and pass. " "
Joan.....	400	Aug. 3	821.21	73 68	" " "
Clayoquot.....	12	" 11	87.18	11 96	" " "
Comet.....	12	May 27	85.26	11 80	" " "
Mamie.....	12	Aug. 14	89.60	12 20	" " "
Islander.....	500	" 7	1,495.09	127 60	" " "
Danube.....	300	" 27	886.89	78 96	" " "
Willipa.....	100	" 9	373.09	57 84	" " "
Staffa.....		June 26	51.30	9 08	Freight " "
Queen City.....	100	Sept. 12	391.21	39 28	Ft. and pass. " "
Mystery.....	20	" 17	64.80	10 20	" " "
Tees.....	125	" 22	679.15	62 32	" " "
Kaslo.....	500	" 27	764.77	69 20	" Kootenay Lake.
Ethel Ross.....	12	" 29	82.05	11 56	" Kamloops Lake.
Thompson.....	10	" 29	149.80	20 00	" " "
Nell.....	60	Oct. 11	207.97	24 64	" Coast, B.C.
* Water Lily.....		" 24	73.81	21 84	Water boat, Esquimalt.
Thistle.....		" 29	2 43	5 16	Fishing boat, Baynes Sound.
Charmer.....	500	Nov. 5	1,044.41	91 52	Ft. and pass., Coast, B.C.
Princess Louise.....	98	" 24	931.76	82 56	" " "
Delta.....		Dec. 7	25.20	7 00	Freight " "
Maude.....		Nov. 21	174.99	22 00	" " "

* Dues and fees for 1900 and 1901.

SESSIONAL PAPER No. 21

STEAM Vessels Inspected, &c.—British Columbia Division—*Concluded.*BOILERS AND MACHINERY—*Concluded.*

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1902.		\$ cts.	
Otter	70	Jan. 5..	365.97	37 28	Ft. and pass., Coast, B.C.
Sadie.....	25	" 9..	49.30	8 92	" " " "
Chieftain.....		" 26..	64.80	10 20	Tug " " "
Hope.....	12	" 28..	78.49	11 32	Tug and pass. " "
Daisy.....	15	Feb. 6..	60.19	9 80	Fug and passenger, Coast, B.C.
Barbara Boscowitz.....	125	" 7..	337.92	35 04	Freight and pass., " "
*Katie.....		" 11..	46.00	17 36	Freight " " "
*Pilot.....	22	" 12..	279.05	60 64	Tug and passenger " "
Alert.....		" 12..	43.81	8 52	Tug, Coast, B.C.
Valhalla.....	30	" 18..	153.23	20 24	Tug and passenger, Kootenay Lake.
Lorne.....	20	" 22..	287.96	31 04	" " Coast, B.C.
Selkirk.....	35	Mar. 6..	141.63	19 36	Freight " " "
Thistle.....	50	" 1..	222.36	25 76	" " " "
Amur.....	228	" 19..	907.17	80 56	" " " "
Czar.....		" 23..	152.18	17 16	Tug " " "
Clayoquot.....	50	" 21..	87.18	11 96	Frt. and passenger " "
Constance.....	12	" 20..	49.52	9 00	" " " "
Iroquois.....	40	Apr. 1..	195.49	23 60	" " " "
Westminster.....		" 3..	18.29	6 44	Tug, Skeena river.
Yosemite.....	500	" 4..	1525.03	130 00	Freight and passenger " "
J. L. Card.....		" 12..	141.06	16 28	Freight, Coast, B.C.
Alarm.....		" 15..	33.91	7 72	Tug " " "
R. P. Rithet.....	81	" 19..	816.69	73 36	Ft. and pass., Inland waters, B.C.
Oscar.....		" 24..	95.42	12 60	Freight, Coast, B.C.
Hazelton.....	156	" 25..	377.86	38 24	Freight and passenger, Skeena River.
Muriel.....		May 2..	44.13	8 52	Tug, Lowe Inlet.
Islander.....	500	" 7..	1495.09	127 60	Ft. & pass., Canadian & foreign ports.
Bristol.....	30	" 23..	1983.15	166 64	" " " "
Sunbury.....	10	June 1..	37.72	8 04	Tug and pass., Inland waters, B.C.
Mermaid.....	100	May 19..	128.55	18 32	Feiry, Nanaimo Harbour.
City of Nanaimo.....	500	June 3..	761.37	68 88	Freight and passenger, Coast, B.C.
Defender.....	30	" 5..	216.10	25 28	" " Fraser River.
Cleere.....		" 10..	35.94	7 88	Tug, Coast, B.C.
Bobs.....		" 11..	4.14	5 32	Yacht, Harrison Lake.
Tyce.....		" 12..	31.53	7 56	Tug, Fraser River.
Trader.....	20	" 11..	167.18	21 36	Freight and passenger, Coast, B.C.
Nagasaki.....		" 19..	15.13	6 20	Fishing tug, Fraser River.
Surprise.....		" 19..	19.60	6 60	" " " "
Wellington.....		" 19..	16.30	6 28	" " " "
May Queen.....		" 19..	14.10	6 12	" " " "
Totals.....			28861.55	2,980.96	

J. A. THOMSON,

Steamboat Inspector, Victoria, B.C.

1-2 EDWARD VII., A. 1902

STEAM Vessels Inspected in Canada but Registered Elsewhere, for the Year ended
June 30, 1901.

BRITISH COLUMBIA DIVISION.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1901.		\$ cts.	
City of Puebla.....	511	July 9..	2623·88	217 92	Ft. & pass., Canadian & foreign ports.
Garland.....	50	Aug. 10..	166·61	21 36	" " "
Rosalie.....	127	" 25..	318·51	33 52	" " "
Victorian.....	500	" 27..	1503·64	128 32	" " "
Mischief.....	22	" 30..	138 77	19 04	" " "
Dolphin.....	400	" 27..	824·26	73 92	" " "
Schome.....	350	Sept. 24..	692·46	63 36	" " "
Utopia.....	72	Oct. 5..	423·72	41 84	" " "
Senator.....	430	Dec. 15..	2409·60	200 72	" " "
		1902.			
State of California.....	400	Jan. 14..	2266·05	189 28	" " "
Farallon.....	98	Feb. 21..	749·96	68 00	" " "
Humboldt.....	321	Apr. 5..	1075·00	94 00	" " "
City of Seattle.....	592	May 8..	1411·05	120 88	" " "
Walla Walla.....	397	" 9..	3069·76	253 60	" " "
North Pacific.....	200	June 3..	488·73	47 12	" " "
Umatilla.....	424	" 13..	3069·76	253 60	" " "
Totals.....			21231 76	1826 48	

J. A. THOMSON,
Steamboat Inspector, Victoria, B.C.

STEAM Vessels not Inspected, for the Year ended June 30, 1901.

BRITISH COLUMBIA DIVISION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Remarks. Why not Inspected and Class of Vessel.
Willie.....	82·60	55·94	Freight and passenger. No application.
Mist.....	28·64	19·50	Tug. Laid up.
Casca.....	589·73	455·15	Fitting out. To be inspected, July.
Argenta.....	206·32	129·99	" " " "
	907·29	660·58	

J. A. THOMSON,
Steamboat Inspector, Victoria, B.C.

SESSIONAL PAPER No. 21

STEAM Vessels Inspected for the Year ended June 30, 1901.

VANCOUVER DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1901.		\$ cts.	
Clara		July 25..	144	19 52	Freight and passenger, Yukon River.
Columbian.....	200	" 22..	716	65 36	" " "
Emma Nott		" 23..	73	10 84	" " "
Ora	75	" 23..	101	16 08	" " "
Bonanza King	230	" 24..	466	45 28	" " "
Canadian	200	" 25..	716	65 31	" " "
Victorian	200	" 26..	716	65 28	" " "
Nora	75	" 27..	101	16 08	" " "
Eldorado	230	" 28..	466	45 28	" " "
Anglain	100	" 30..	161	20 88	" " "
Sybil	150	" 31..	622	57 76	" " "
Tyrrell	150	" 31..	678	62 24	" " "
Lightning	100	" 31..	557	52 56	" " "
B. S. Bailey	150	Aug. 2..	193	23 44	" " "
Clifford Sifton	150	" 4..	291	31 28	" " "
Gold Star	135	" 6..	168	21 44	" " "
Flora	75	" 7..	101	16 08	" " "
J. P. Light		" 8..	719	65 52	" " "
Zealandian	150	" 9..	180	22 40	" " "
Majorie	16	" 9..	20	6 60	" " "
Yukoner.....	200	" 10..	781	70 48	" " "
Joseph Clossett.....	20	" 16..	147	19 76	" " "
W. Ogilvie	39	" 18..	82	11 56	" " "
Mabel F.....		" 18..	10	5 80	Freight " "
Olive May.....		" 18..	86	11 88	" " "
Scotia	100	" 20..	100	13 00	Freight and passenger " "
Ruth	30	" 20..	52	9 16	" " "
Australian	200	" 23..	420	41 60	" " "
Kilbourne		" 23..	87	11 96	Tug " "
Gleaner	150	" 24..	242	27 36	Freight and passenger " "
Albion	30	Sept. 17..	88	12 04	Passenger, tug; B. C. waters.
Telephone	25	" 17..	81	11 48	Freight and passenger, Fraser River.
Lapwing		" 19..	151	20 08	Freight, B. C. waters.
Senator	30	" 11..	28	7 24	Tug and passenger, B. C. waters.
Belle	20	" 17..	67	10 36	" " "
Troubador.....		" 20..	18	7 88	Tug " "
Leonora		Oct. 2..	33	7 64	" " "
Etta White.....	15	" 3..	97	12 76	Tug and passenger " "
Blonde		" 3..	33	7 64	" " "
Fingal		" 8..	91	12 28	Freight " "
Flyer		" 12..	48	8 64	Tug " "
Hattie Young.....	40	" 8..	132	18 56	Freight and passenger, Fraser River.
Eva		" 19..	35	7 80	Tug, B. C. waters.
St. Clair		" 28..	68	10 44	" " "
Kildonan		Nov. 3..	51	9 08	" " "
Clansman		" 6..	72	10 76	Freight " "
Star		" 9..	14	6 12	Tug " "
Fraser		" 9..	36	7 88	" " "
Stampede		" 9..	12	5 96	" " "
Greenwood		" 13..	23	6 84	" " "
Hong Kong		" 13..	36	7 64	" " "
Lottie		" 14..	29	7 32	" " "
*Halifax		" 14..	28	7 24	" " "
*City of Columbia.....		Dec. 18..	26	*14 16	" " "
On Time		" 1..	11	*11 76	" " "
Minto	20		36	7 88	Passenger, Harrison River.
Sea Lion		Dec. 26..	6	5 48	Tug, B. C. waters.
Saturna		" 2..	22	6 76	" " "

* Dues and fee paid for 1899 and 1900.

1-2 EDWARD VII., A. 1902

STEAM Vessels Inspected, &c.—Vancouver Division—*Continued.*BOILERS AND MACHINERY—*Continued.*

Name of Vessel	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Remarks.
		1902.		\$ cts	
*Swan.....		Jan. 7..	17	11 36	Tug. B. C. Waters.
Active.....	30	" 17..	172	21 76	" & pass., B. C. Waters.
Albion.....	30	" 27..	58	12 04	" " " "
Robert Dunsmuir.....	40	Feb. 4..	232	26 56	Freight " " "
Comox.....	60	" 5..	101	16 08	" " " "
Defiance.....	39	" 8..	91	12 20	" " " "
Autolytus.....		" 8..	25	7 00	Tug " " "
Coputhan.....	75	" 17..	256	28 40	F. & pass., " " "
Alice.....		March 5..	35	7 80	Tug. " " "
Firefly.....		" 11..	46	8 68	" " " "
Beaver.....	150	" 18..	545	51 60	F. & pass., Fraser, R.
Stranger.....		" 18..	21	6 68	Tug. B. C. Waters.
Saga.....	70	" 18..	252	28 16	F. & pass., B. C. Waters.
Capilano.....	25	" 15..	231	26 48	" " " "
Native.....		" 25..	52	9 16	Tug, " " "
Delta.....		" 25..	15	6 20	" " " "
Fearless.....		" 25..	53	9 24	" " " "
Starling.....		" 25..	8	5 64	" " " "
Esperanza.....		" 25..	31	7 48	" " " "
Reliance.....		" 25..	36	7 88	" " " "
Vigilant.....		" 25..	29	7 32	" " " "
Royal City.....	40	" 25..	200	24 00	F. & pass., Fraser, R.
Surry.....	50	" 25..	263	29 04	" " " "
Iris.....		" 26..	38	8 04	Tug. B. C. Waters.
Valcan.....		" 26..	78	11 16	" " " "
Stella.....		" 26..	16	6 28	" " " "
City of Tipella.....		" 26..	19	6 52	" " " "
Lois.....		" 28..	25	7 00	" " " "
Tepec.....	15	" 28..	71	10 68	" & pass., B. C. Waters.
Champion.....		" 28..	100	13 00	Freight, " " "
Swan.....		April 4..	36	7 88	Tug, " " "
*Caledonia.....	150	" 8..	569	160 56	F. & pass. Skeena, R.
Strathcona.....	200	" 8..	596	55 68	" " " "
Florence.....		" 9..	30	7 40	Tug, B. C. Waters.
Nora.....		" 10..	19	11 52	" " " "
Vera.....		" 10..	6	5 48	" " " "
Monte Christo.....	60	" 10..	266	29 28	F. & pass., Skeena, R.
Lottie N.....		" 10..	34	7 72	Tug. B. C. Waters.
North Vancouver.....	200	" 10..	104	16 32	Pass. ferry, Burrard Inlet.
Comet.....		" 18..	85	11 80	Tug. B. C. Waters.
Winnifred.....		" 23..	13	6 04	" " " "
Gipsy.....		" 30..	10	5 80	" " " "
Erie.....		May 1..	27	7 16	" " " "
Welcome.....		" 1..	32	7 56	F. & pass., Harrison R.
Magnet.....		" 1..	24	6 92	Tug. B. C. Waters.
Chehalis.....		" 4..	54	9 32	" " " "
North Star.....		" 11..	8	5 64	" " " "
Transfer.....	120	April 26..	264	29 12	F. & pass., Fraser R.
Spray.....		May 11..	8	5 64	Tug. B. C. Waters.
Terra Nova.....		" 1..	47	8 76	" " " "
St. Clair.....		" 2..	68	10 44	" " " "
Uno.....		" 17..	12	5 96	" " " "
Lorelli.....		June 1..	32	7 56	Tug. Yukon, R.
White Horse.....	150	" 7..	387	86 96	F. & Pass., Yukon R.
Selkirk.....	50	" 1..	777	69 16	" " " "
Dawson.....	50	" 1..	779	69 32	" " " "
Yukoner.....	125	" 3..	781	70 48	" " " "
Sybil.....	125	" 10..	622	57 76	" " " "
Columbian.....	150	" 4..	716	65 31	" " " "
Canadian.....	150	" 4..	716	65 31	" " " "

* Inspection fee for 1900 and 1901.

† Paid for 1899, 1900 & 1901.

SESSIONAL PAPER No. 21

STEAM Vessels Inspected, &c.—Vancouver Division—*Concluded.*

BOILERS AND MACHINERY—*Concluded.*

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Remarks.
		1902.		\$ cts.	
Wilbur Crimmon.....	39	June 10..	168	21 44	F. & Pass., Yukon R.
Flora	70	" 10..	101	16 08	" "
Zealandian	75	" 10..	180	22 40	" "
Joseph Clossett.....	50	" 20..	147	19 76	" "
Ora	70	" 11..	101	16 08	" "
S. S. Bailey	100	" 11..	193	23 44	" "
Nora	70	" 11..	101	16 08	" "
Clifford Sifton.....	150	" 12..	291	31 28	" "
Victorian.....	150	" 12..	716	65 28	" "
Anglian	100	" 13..	161	20 88	" "
Eldorado	50	" 25..	466	45 28	" "
J. B. Light		" 19..	719	65 52	Freight, "
Monarch		" 27..	284	30 72	" "
Total.....			24,833	2,963 05	

F. M. RICHARDSON,
Steamboat Inspector, Vancouver.

STEAM Vessels Inspected in Canada but Registered Elsewhere, for the Year ended June 30, 1901.

VANCOUVER DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Class of Vessel and where employed.
				\$ cts.	
C. Hamilton.....	200	July 19..	595	55 76	Yukon River, freight and passenger.
Susie.....	250	" 20..	1,211	104 88	" " "
Leon.....	150	" 24..	692	63 36	" " "
Seattle No. 3.....	160	" 25..	548	51 84	" " "
Hannah.....	250	" 26..	1,211	104 88	" " "
Sarah.....	250	Aug. 3..	1,211	104 88	" " "
Louise.....	150	" 8..	718	65 44	" " "
Mainlander.....	200	Jan. 28..	595	48 40	Puget Sound "
Susie.....	250	June 20..	1,211	104 88	Yukon River "
Total			7,902	704 32	

F. M. RICHARDSON, R.N.R.,
Steamboat Inspector, Vancouver.

1-2 EDWARD VII., A. 1902

STEAM Vessels not Inspected, for the Year ended June 30, 1901.

VANCOUVER DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Remarks. Why not Inspected and Class of Vessel.
Clara T. Young.....	31	21	No application.
Danney.....	15	10	"
Dreadnaught.....	33	22	"
Sea Gull.....	3	2	"
Total.....	82	55	

F. M. RICHARDSON, R.N.R.,
Steamboat Inspector, Vancouver.

STEAM Vessels Inspected for the Year ended June 30, 1901.

BRITISH COLUMBIA DIVISION.

HULL INSPECTION.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1901.		\$ cts.	
Sea Gull.....	12	June 30..	2 52	5 24	Screw, passenger.
Cutch.....	200	" 17..	675 85	62 08	" freight and passenger.
Comet.....	12	May 27..	85 26	11 80	" " " "
Joan.....	400	Aug. 3..	821 21	73 68	Twin screw " " "
Clayoquot.....	12	" 11..	87 18	11 96	Screw " " "
Mamie.....	12	" 14..	89 60	12 20	" " " "
Islander.....	500	" 7..	1,495 09	127 60	Twin screw " " "
Lapwing.....		June 19..	150 73	20 08	Screw " " "
Willapa.....	100	Aug. 9..	373 69	37 84	" " " "
Danube.....	300	" 27..	886 89	78 96	" " " "
Senator.....	30	Sept. 11..	27 63	7 24	" " " "
Queen City.....	100	" 12..	391 21	39 08	" " " "
Tees.....	125	" 22..	679 15	62 32	" " " "
Albion.....	30	" 17..	88 11	12 04	" " " "
Telephone.....	25	" 17..	80 66	11 48	Stern wheel " " "
Mystery.....	20	" 17..	64 80	10 20	Screw " " "
Belle.....	12	" 17..	66 62	10 36	" " " "
Hattie Young.....	40	Oct. 8..	131 75	18 56	Stern wheel " " "
Etta White.....	15	" 3..	97 35	12 76	Screw " " "
Nell.....	60	" 11..	207 97	24 64	Twin screw " " "
Charmer.....	500	Nov. 5..	1,044 41	91 52	Screw " " "
Princess Louise.....	98	" 22..	931 76	82 64	Paddle " " "
Maude.....		" 21..	174 99	22 00	Screw " " "

SESSIONAL PAPER No. 21

STEAM Vessels Inspected, &c.—British Columbia Division—*Concluded.*HULL INSPECTION—*Concluded.*

Name of Vessel.	Number of passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1902.		\$ cts.	
Active.....	20	Jan. 3..	171·74	21 76	Screw, freight and passenger.
Otter.....	54	" 5..	365·97	37 28	" " "
Sadie.....	25	" 10..	49·30	8 92	" " "
Albion.....	30	" 17..	88·11	12 04	" " "
Daisy.....	15	Feb. 6..	60·10	9 80	" " "
Robert Dunsmuir..	40	" 4..	231·75	26 56	Twin screw " "
Hope.....	12	Jan. 28..	78·49	11 34	Screw " "
Comox.....	140	Feb. 5..	101·17	16 08	" " "
Defiance.....	39	" 8..	89·88	12 20	" " "
Barbara Boscowitz..	125	" 7..	337·92	35 04	" " "
Capilano.....	25	" 17..	231·14	26 48	" " "
Coquitlam.....	75	" 17..	256·33	28 48	" " "
Minto.....	20	" 10..	36·19	7 88	Stern wheel " "
Pilot.....	22	" 12..	279·05	60 64	Screw " "
Lorne.....	22	" 22..	287·96	31 04	" " "
Thistle.....	50	Mar. 1..	222·36	25 76	" " "
Selkirk.....	35	" 5..	141·63	19 36	" " "
Clayoquot.....	50	" 21..	87·18	11 96	" " "
Saga.....	150	" 18..	252·47	28 16	Twin screw " "
Constance.....	12	" 20..	49·52	9 00	Screw " "
Amur.....	128	" 19..	907·17	80 56	" " "
Royal City.....	40	" 25..	290·46	24 00	Stern wheel " "
Surrey.....	50	" 25..	263·26	29 04	Paddle " "
Transfer.....	120	" 26..	264·16	29 12	Stern wheel " "
Beaver.....	150	" 26..	545·44	51 60	" " "
Tepic.....	15	" 28..	70·87	10 68	Screw " "
Lois.....	10	" 28..	25·15	7 00	" " "
Iroquois.....	40	April 1..	195·44	23 60	" " "
North Vancouver.....	200	" 10..	103·83	16 32	" " "
Yosemite.....	500	" 4..	1,525·03	130 00	Paddle " "
R. P. Rithet.....	200	" 19..	816·69	73 36	Stern wheel " "
Hazelton.....	156	" 24..	377·86	38 24	" " "
Islander.....	590	May 7..	1,495·09	127 60	Twin screw " "
Chehalis.....	15	" 10..	53·75	9 32	Screw " "
St. Clair.....	25	" 21..	68·12	10 46	" " "
Bristol.....	30	" 22..	1,983·15	166 64	" " "
Mermaid.....	100	" 19..	128·55	18 32	Twin screw " "
Sunbury.....	10	June 1..	37·72	8 08	Screw " "
City of Nanaimo.....	500	" 3..	761·37	68 80	Twin screw " "
Defender.....	30	" 5..	216·10	25 28	Stern wheel " "
Trader.....	20	" 11..	167·18	21 36	Screw " "

R. COLLISTER,
Hull Inspector.

1-2 EDWARD VII., A. 1902

STEAM Vessels Inspected in Canada but Registered Elsewhere for the Year Ended
June 30, 1901.

BRITISH COLUMBIA DIVISION.

HULL INSPECTION.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1901.		\$ cts.	
City of Puebla.....	511	July 9..	2,623.88	217 92	Screw, Canadian and foreign ports.
Garland.....	50	Aug. 10..	166.61	21 36	" " "
Rosalie.....	127	" 25..	318.51	33 52	" " "
Victorian.....	500	" 27..	1,503.64	128 32	" " "
Mischief.....	22	" 30..	138.77	19 04	" " "
Dolphin.....	400	" 27..	824.26	73 92	Twin screw, " " "
Utopia.....	71	Oct. 5..	423.72	41 84	Screw, " " "
Schome.....	350	Nov. 14..	692.42	63 36	Paddle, " " "
Senator.....	430	Dec. 15..	2,409.60	200 72	Screw, " " "
		1902.			
State of California....	400	Jan. 14..	2,266.05	189 28	" " " "
Mainlander.....	200	" 24..	565.19	48 40	" " " "
Farallon.....	98	Feb. 21..	749.96	68 00	" " " "
Humboldt.....	321	April 5..	1,075.00	94 00	" " " "
City of Seattle.....	592	May 8..	1,411.05	120 88	" " " "
Walla Walla.....	397	" 9..	3,069.76	253 60	" " " "
North Pacific.....	290	June 7..	488.73	47 12	Paddle, " " "
Umatilla.....	424	" 13..	3,069.76	253 60	Screw, " " "

R. COLLISTER,
Hull Inspector.

STEAM Vessels not Inspected for the Year ended June 30, 1901.

BRITISH COLUMBIA DIVISION.

HULL INSPECTION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Remarks. Why not Inspected and Class of Vessel.
Willie.....	82.68	55.94	Tug, laid up.
Mist.....	28.64	19.50	Freight & passenger, to be inspected later.
Casca.....	589.73	435.15	Freight & passenger, to be inspected in July
Sea Gull.....	2.52	1.72	Passenger, no application.
Rothsary.....	553.11	348.66	Freight and passenger, laid up.

R. COLLISTER,
Hull Inspector.

SESSIONAL PAPER No. 21

STEAM Vessels Inspected for the Year ended June 30, 1901.

KEEWATIN, MANITOBA AND NORTH-WEST TERRITORIES DIVISION.

BOILERS, MACHINERY AND HULL INSPECTION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1900.		\$ cts.	
Mary Ann.....	40	July 3..	86.86	11 96	Screw, tug, Fort William.
W. J. Aikens.....	40	" 4..	41.82	8 36	" " "
Herbert.....		" 11..	21.13	6 68	" " "
Missanabie.....		Not issued	15.09		" " Missanabie.
Arcadia.....		July 11..	23.16	6 84	" fish tug, Lake Superior.
Nettie.....		" 12..	3.34	5 24	" " "
Maud C.....		" 12..	5.16	5 40	" " "
Rosey May.....		" 12..	3.64	5 32	" " "
Minota.....		" 13..	34.95	7 80	" " "
Ida.....		" 13..	19.37	6 52	" " "
Brothers.....		" 16..	17.50	6 44	" " "
James Mayhew.....		" 16..	16.94	6 36	" tug, "
Kate Marks.....		" 17..	54.15	9 32	" " "
Swan.....		" 18..	7.76	5 64	" " "
Georgina.....	25	" 19..	43.79	8 52	" pass. & freight, Lake Superior.
Wm. Cross.....	15	Aug. 1..	21.66	6 76	" tug, pass., Lake Wabigoon.
Wm. Whyte.....		" 2..	17.81	6 44	" " "
Galatia.....	25	" 2..	46.10	8 68	" pass. & freight "
Minneola.....		" 1..	9.20	5 72	" tug, Lake Manitou.
George Ward.....		" 3..	2.59	5 24	" " " Barrel.
Gladys.....		" 2..	2.60	5 24	" " " "
Rambler.....		" 3..	6.14	5 80	" " Lac des Mille Lacs.
Forester.....		" 3..	3.00	5 24	" " "
Circe.....		" 3..	2.83	5 24	" " "
Dolphin.....		" 4..	12.63	6 04	" " "
Siskiwett.....	25	" 9..	47.17	7 72	" " Lake Superior.
Rainy River Messenger.....		" 10..	5.90	5 64	" " Rainy River.
Otter.....		Not issued	78.99		Stern paddle, Saskatchewan River.
Minnow.....		Aug. 24..	9.52	6 60	" " "
Mountain Belle.....		Not issued	4.21		Screw, yacht, Banff.
Minnewauka.....		" "	4.61		" " "
Dolly.....		Aug. 29..	2.57	5 24	" passenger, Red River.
Princess.....	140	Sept. 10..	405.44	40 40	" pass. & freight, Lake Winnipeg
Manitou.....		" 17..	106.06	13 48	" freight, Lake Winnipegosis.
Mocking Bird.....		" 17..	38.02	8 04	" tug, "
Lady Ellen.....		" 21..	18.57	6 52	" " "
Isabelle.....		" 22..	60.90	9 88	" " "
Iona.....		" 22..	39.15	8 12	" " "
Majestic.....	40	Oct. 8..	135.22	18 80	" passenger, Rainy Lake.
Carrie L.....		" 9..	14.56	6 20	Side paddle, Seine River.
Agwinde.....	40	" 17..	307.41	32 56	Stern " pass. & frt., Rainy River.
Jenny Lind.....		Not issued	5.81		Screw, tug, Sturgeon Lake.
John Glen.....		Nov. 3..	14.07	6 12	Side paddle, White Fish Lake.
		1901.			
Argyle.....	150	April 4..	77.70	11 24	Screw, pass., Rat Portage & Kewatin.
Daisy Moore.....		" 23..	38.31	8 04	" tug, Lake of the Woods.
Spray.....		" 29..	8.98	5 72	" " "
Catherine S.....	35	" 29..	66.60	10 36	" " "
D. L. Mather.....		" 29..	103.32	13 24	" " "
Empress.....		May 1..	129.28	15 32	" " "
Clipper.....	40	" 4..	52.95	9 24	" pass., "
Rambler.....	30	" 4..	25.83	7 08	" " & tug "
Keenora.....	500	" 2..	486.34	46 88	" " & frt., Rat Portage and Fort Francis.
Heather Belle.....	20	" 2..	21.18	6 68	Screw, pass. & frt., Lake of the Woods.
Shamrock.....	40	" 2..	79.84	11 40	" " "
Ethel Banning.....		" 2..	37.54	8 04	" freight, "
Lotta S.....	30	" 4..	48.03	8 84	" pass. & frt., "

1-2 EDWARD VII., A. 1902

STEAM Vessels Inspected, &c.—Keewatin, Manitoba and North-west Territories
Division—*Concluded.*BOILERS, MACHINERY AND HULL INSPECTION—*Concluded.*

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1901		\$ cts.	
Phantom.....	40	May 4..	55·86	9 48	Screw, pass. & frt., Lake of the Woods
Pastime.....		" 30..	14·82	6 20	" private yacht, "
Squaw.....	35	" 4..	42·95	8 44	" pass. & frt. "
Kennina.....		" 4..	41·86	8 36	" tug, "
Princess.....	150	" 6..	405·44	40 40	" pass. & frt., Lake Winnipeg.
Frank Burton.....		" 6..	52·00	9 16	" tug, "
Sultana.....	20	" 27..	277·65	30 24	" pass. & frt., "
Idell.....		" 7..	53·92	9 32	Screw tug, Lake Winnipeg.
Fisherman.....		" 7..	44·22	8 52	" " " " "
Premier.....	60	" 8..	413·99	41 12	Screw, pass. & frt., Lake Winnipeg.
Highlander.....		" 9..	59·24	9 72	" freight, "
Rockett.....		" 9..	55·61	9 48	" " " " "
Lady of the Lake.....		" 9..	201·43	24 16	" " " " "
Chieftain.....		" 9..	60·85	9 88	" tug, " " "
City of Selkirk.....	75	" 8..	457·82	44 64	" pass. & frt., " " "
Gertie H.....	150	" 11..	90·95	9 28	Stern paddle, pass., Red River.
Miles.....		" 20..	63·04	10 04	Screw tug, Lake Winnipeg.
Balmoral.....		" 21..	36·94	7 96	" " " " "
Harry Montgomery.....		" 21..	3·65	5 32	" Red River.
Edna Brydges.....	40	" 22..	176·05	22 08	Screw, pass. & frt., Lake of the Woods
Ethel.....	15	" 23..	20·20	6 60	" " " " "
Queen.....		" 23..	31·65	7 56	" tug, " " "
Keewatin.....		" 25..	41·25	8 28	" " " " "
Nora.....		" 27..	20·33	6 60	" " Eagle Lake.
Cairo.....		" 27..	14·47		" " " " "
Irene.....	10	" 27..	9·71	5 80	" pass. & frt., Wabigon Lake.
Galatia.....	25	" 28..	46·10	8 68	" " " " "
Wm. Whyte.....		" 28..	17·81	6 44	" tug, " " "
Wm. Cross.....	15	" 29..	21·66	6 76	" pass. & frt., Lake Manitou.
Minneola.....		" 29..	9·20	5 72	" tug, " " "
Mikado.....	25	" 31..	24·92	7 00	" pass. & frt., Lake of the Woods.
Cruiser.....		June 5..	26·92	7 16	" tug, " " "
Agwinde.....	125	" 5..	307·41	32 55	Stern pad., pass. & frt., Rainy River.
Day Star.....		" 5..	12·52	6 04	Screw, priv. yacht, Lake of the Woods.
Mary Hatch.....		" 11..	121·18	14 68	" tug, " " "
Carry L.....		" 13..	14·56	6 20	Side paddle, frt. Seine River.
Gale.....		" 13..	2·62	5 24	Screw tug, Rainy Lake.
Undine.....	15	" 14..	9·46	5 72	" pass., " " "
Majestic.....	40	" 15..	135·22	18 80	" " " " "
Minnetonka.....		" 19..	68·24	10 44	" tug, Lake of the Woods.
Sport.....		" 19..	16·26	12 56	" " Winnipeg River.
Villeneuve.....		" 19..	27·58	7 24	" " " " "
Daisy.....		" 22..	26·33	7 08	" " Lake Winnipeg.
Viking.....		" 24..	17·00	6 36	" pass. & frt., Selkirk & Gimlie.
Hudson Bay Messenger.....		" 29..	8·00	5 64	" private yacht, Lake of Woods.
Total.....			6,652·19	1,037 15	

GEO. P. PHILLIPS,
Steamboat Inspector.

SESSIONAL PAPER No. 21

STEAM Vessels Inspected in Canada, but registered elsewhere, for the year ended
June 30, 1901.

KEEWATIN, MANITOBA AND NORTH-WEST TERRITORIES DIVISION.

BOILERS, MACHINERY AND HULL INSPECTION.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1902			
Argo	500	May 20.	1,089 00		Screw, (steel) Lake Superior, between Port Arthur and Duluth.
Seagull	40	June 14.	12 00		Screw, on Rainy Lake, passenger and freight.
Total			1,101 00		

STEAM Vessels not Inspected for the Year ended June 30, 1901.

KEEWATIN, MANITOBA AND NORTH-WEST TERRITORIES DIVISION.

BOILERS, MACHINERY AND HULL INSPECTION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Remarks. Why not Inspected and Class of Vessel.
Sparrow	49 28	27 90	Screw, pass., McKenzie River.
Wrigley	101 59	66 92	" " "
St. Alphonse	24 94	14 92	" " "
Graham	360 19	223 51	Stern paddle, pass., Slave River.
St. Joseph	27 06	16 06	Side " " "
Alpha	7 50	4 98	Screw, pass., Slave River.
Lillian B.	4 05	1 80	" " "
Athabaska	166 73	125 85	Stern paddle, pass., Athabaska River.
Lilly	1 61	1 01	Screw, not in commission.
May	11 08	7 12	Screw, tug, to be inspected.
Gem	11 08	7 20	" not in commission.
Sunbeam	2 86	1 94	" to be inspected.
Beaver	34 51	22 21	" " "
Ninsongus	7 60	5 20	Side paddle, " "
Widgeon	7 95	6 09	Screw, tug, not in commission.
Annie Mac.	13 42	11 10	" to be inspected.
Klondike	8 05	4 00	" at Prince Albert, did not visit there.
Northern Belle ..	6 78	3 85	" " "
Hazel	7 52	5 11	" to be inspected.
Maple Leaf	81 84	50 02	Screw, pass., " "
City of Alberton ..	67 72	42 04	" " "
Mohican	34 20	24 08	" " "
Josie	12 42	6 96	Screw, tug, not in commission.
Pearl	10 00	2 77	" " "
Gordon M.	3 01	2 02	" to be inspected.
Petrel	166 98	93 67	Screw, freight, not in commission.
Chieftain	36 26	24 64	Screw, tug, to be inspected.
Widgeon	2 29	1 56	" " "
Monarch	113 09	51 06	Side paddle, " "
Ospray	21 22	13 97	Screw, " "
Angler	16 16	10 99	" " "
Total	1,422 00	880 55	

GEO. P. PHILLIPS,
Steamboat Inspector.

1-2 EDWARD VII., A. 1902

WESTERN ONTARIO DIVISION.

STATEMENT of the Number of Steam Vessels added to the Dominion during the Year ended June 30, 1901; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where built; and where and how employed.

Name of Vessel.	Horse-power.	Class.	Wood, Iron or Steel.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and How Employed.
Islander.....	13 50	Screw.....	Composite	165	78	Gravenhurst, O	Muskoka lakes, passenger.
Phoenix.....	7 26	".....	Wood.....	29	20	Huntsville, O.	Lakes at Huntsville, tug boat
Theresa.....	2 13	".....	".....	26	18	Rosseau Falls, Ont.	Muskoka lakes " "
Bobs.....	6 00	".....	Composite	38	26	Parry Sound, O	Parry Sound & vicinity, pas.
J. G. Gidley ..	14 13	".....	Wood.....	57	39	Little Current, Ont.	Little Current " "
Edna Ivan.....	20 16	".....	".....	54	36	Goderich, Ont.	Georgian Bay, passenger.
Primrose.....	8 40	".....	".....	23	16	Owen Sound, O	" fishing tug.
W. J. Emerson..	5 63	".....	".....	28	19	Goderich, Ont.	Lake Superior " "
Hiram R. Dixon	52 18	".....	".....	483	282	Mystie, Conn.	Georgian Bay and Lake Huron, passenger.
Imperial.....	6 53	".....	".....	36	22	Buffalo, N.Y.	Sault Ste. Marie and vicinity, tug boat.
Ossifrage.....	61 71	".....	".....	632	303	Bay City, Mich	Windsor & Duluth, pass.
Commodore....	6 53	".....	".....	40	22	Manitowac "	Sault Ste. Marie and vicinity, tug boat.
Laura Grace...	16 13	".....	".....	86	58	Collingwood, O	Port Arthur and vicinity, tug boat.
Viper.....	3 67	".....	".....	34	19	Owen Sound, O	Georgian Bay, tug boat.
Molly S.....	10 66	".....	".....	45	27	".....	Little Current & vicinity, pas.
Torpedo.....	1 20	".....	".....	8	6	Toronto, Ont.	Penetang & vicinity, yacht.
City of Lady-smith.....	10 66	".....	".....	35	24	Hamilton, Ont	Lake Erie, fishing boat.
R. C. Britton..	13 33	".....	".....	213	149	Tando, Ohio..	All lakes, freight.
Ottawa.....	106 30	".....	Steel.....	2,431	1,344	Toronto, Ont.	" passenger & freight
May B.....	1 63	".....	Wood.....	9	5	Port Burwell, O	Lake Erie, fishing tug.
W. J. Strong..	4 80	".....	".....	41	28	Port Elgin, O	Lake Huron, tug.
Dredge Hackett	4 80	".....	".....	96	50	Wiarion, Ont.	Harbours on lakes, dredge.
Everard.....	6 00	".....	".....	25	17	Gore Bay, Ont.	Lake Huron, fishing tug.
N. Dymont....	10 00	Twinscr w	".....	59	40	Goderich, Ont.	Thessalon and vicinity, tug.
Glyn.....	3 33	Screw.....	".....	20	12	Richards Land-ing, Ont.	Sault Ste. Marie & vic' ty " "
Kingston.....	273 20	Paddle....	Steel.....	2,925	1,909	Toronto, Ont.	Toronto and Prescott, pass.
Total.....	669 87	.....	.....	638	4,569		

JOHN DODDS, }
E. W. McKEAN, } Toronto.

SESSIONAL PAPER No. 21

STATEMENT of the Number of Steam Vessels added to the Dominion during the Year ended June 30, 1901; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where built; and where and how employed.

EAST ONTARIO DIVISION.

Name of Vessel.	Horse-power.	Class.	Wood, Iron or Steel.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and How Employed.
Manita.....	8·16	Screw.....	Wood.....	34·10	23·19	Bobcaygeon ..	Passenger, counties Victoria and Peterboro'.
Pearl.....	0·83	"	"	6·39	4·35	"	"
Kawartha.....	1·87	"	"	16·69	11·36	"	Passenger, Fenelon Falls and Kawartha lakes.
Dauntless.....	0·83	"	"	3·38	2·31	"	"
Kinirving.....	4·03	"	"	145·40	69·70	Smith's Falls.	Freight, canal and river.
Lloyd S. Porter	42·66	"	"	488·63	379·45	Port Huron, U.S.	" Lake Ontario and River St. Lawrence.
Frank.....	3·27	Twinscr'w	"	15·97	3·06	Cardinal, Ont.	Tug, canal & River St. Law.
Annie Barrett..	6·53	Screw.....	"	41·89	17·89	Kingston, Ont.	"
Ellen.....	8·60	"	"	25·10	16·66	Rockport, Ont.	Passenger, R. St. Lawrence.
Aletha.....	22·50	"	"	171·27	89·98	Kingston, Ont.	"
Water Lily.....	2·70	"	"	53·93	36·68	Peterboro' ..	Pass., Rice L. & tributaries.
Kacymo.....	3·40	"	"	8·79	5·98	Kingston, Ont.	Pleasure yacht.
Niagara.....	5·00	"	"	7·43	5·05	"	"
Victoria.....	3·33	"	"	58·10	39·51	"	Pass., Trenton and Prescott.
Arctic.....	4·60	"	"	100·51	82·94	Grindstone Is-land, U.S.	Freight, R. St. Lawrence.
Total.....	117·31			1,177·58	788·11		

THOS. P. THOMPSON,
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels added to the Dominion, &c.—*Continued.*

MONTREAL DIVISION.

Name of Vessel.	Horse-power.	Class.	Wood, Iron or Steel.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and How Employed.
Fleur de Mai..	1·2	Screw....	Wood....	6·74	5·83	Sturgeon Falls	Lake Nipissing, passenger.
West Arm.....	4·8	"	"	26·65	23·95	"	"
Dredge T. F. M. No. 1.....	1·6	"	"	100·00	.....	Not known....	River, dredging.
Hercules.....	2·7	Paddle....	"	21·00	13·00	Pembroke....	Upper Ottawa, warp tug.
Comet.....	20·09	Screw....	"	144·42	98·21	Opimicau....	Lake Temiscaming, pass.
Jessie.....	6·5	"	"	19·00	12·92	Buffalo, N. Y..	St. Lawrence River, tug.
Florida.....	5·4	Twinscr'w	"	201·39	128·23	St. Thomas de Pierreville..	"
Allie.....	0·67	Screw....	"	10·74	7·66	Ottawa.....	Rideau Canal, passenger.
Monitor.....	14·4	"	Steel.....	61·59	39·13	Montreal.....	St. Lawrence River, tug.
	57·36			591·54	328·93		

WM. LAURIN,
LOUIS ARPIN,
Steamboat Inspectors.

1-2 EDWARD VII., A. 1902

STATEMENT of the Number of Steam Vessels added to the Dominion during the Year ended June 30, 1901; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where built, and where and how employed.

QUEBEC DIVISION.

Name of Vessel.	Horse-power.	Class.	Wood, Iron or Steel.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and How Employed.
Douso	61.46	Screw pass	Iron	432.57	200.57	1879, Bristol, Eng.	Pass. and ft., Quebec Natashquan Siding.
Victoria	13.4	" tug.	Wood	47.54	32.33	1901, Quebec.	Tug, Quebec and Bic.
Marie Louise ..	1.2	" pleas	"	5.66	5.01	1898, Three Rivers.	Pleas. yacht, Shawenegan Falls.
Jock	4.8	" tug.	"	30.59	20.80	1901, Montmagny, Que.	Tug, Quebec and Montmagny.
Jas. Paul	3.3	" .....	" .....	.....	20.00	1901, Sorel....	Tug, Montreal and Sorel.
Jno. H. Hackett	31.33	"	"	117.07	79.68	1900, Quebec..	" Montreal and Gulf.
Manicouagan...	3.33	"	"	28.20	19.11	1898, Bic.....	" Manicouagan River.
St. Charles	4.8	"	"	22.81	15.71	1901, Quebec..	" Quebec Harbour.
	123.62			704.27	393.01		

JOS. SAMSON,
PIERRE B. BRUNELLE,
Steam Boat Inspectors.

STATEMENT of the Number of Steam Vessels added to the Dominion, &c.—*Continued.*

NOVA SCOTIA DIVISION.

Name of Vessel.	Horse-power.	Class.	Wood, Iron or Steel.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and How Employed.
Millie K.	9.63	Screw	Wood	19.85	7.19	White Water, N.S.	Tug, coasting.
Mable R.	1.20	"	"	15.20	10.34	Lockport, N.S.	Tug, coasting.
Oneita	1.63	"	"	14.96	10.18	Shelburne, "	Fishing boat, coasting.
Iona	27.33	"	"	54.27	35.01	Liverpool, "	Tug and pass., coasting.
Pekin	16.60	"	"	84.91	57.74	Moser River, "	Passenger, coasting.
Yankee	1.20	"	"	7.31	2.90	Not known, US	" Yarmouth Harbour
Susie	8.16	"	"	26.83	15.74	Parrsboro, N.S.	" Avon river.
Total.	65.75			223.33	139.10		

JOHN P. ESDAILE,
Steamboat Inspector, Halifax, N.S.

SESSIONAL PAPER No. 21

STATEMENT of the Number of Steam Vessels added to the Dominion during the Year ended June 30, 1901, their Class and Horse-power, whether of Wood or Iron ; their Gross and Registered Tonnage ; where built, and where and how employed.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND DIVISION.

Name of Vessel.	Horse-power.	Class.	Wood, Iron or Steel.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and How Employed.
Lord Roberts	16'00	Screw, tug	Wood	53'98	38'07	St. John, N.B.	Tug, St. John Harbour and Bay.
Gracia Bell	1'04	" yacht	"	10'52	7'16	Not registered.	Yacht, St. John river.
Aurora	31'00	" pass.	"	364'24	182'59	Brooklyn, N.Y.	Passenger, St. John, Grand Manan.
James Holly	4'00	" tug	"	31'21	21'22	St. John, N.B.	Tug, St. John river.
Wenonah	2'07	" yacht	"	9'02	6'13	Chatham, "	Yacht, Miramichi river.
Wm. M.	12'07	" tug	"	29'11	19'80	Chatham, "	Tug, Miramichi river.
Scout	'67	" fishbt	"	9'00	.....	Not registered.	Fish-boat, Prince Edward Island.
Total	66'85			509'08	274'97		

W. L. WARING,
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels added to the Dominion, &c.—Continued.

BRITISH COLUMBIA DIVISION.

Name of Vessel.	Horse power.	Class.	Wood, Iron or Steel.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and How Employed.
Idler	2'00	Screw	Wood	3'88	1'94	Vancouver	Trout Lake, B.C., yacht.
Pert	1'09	"	"	6'44	4'38	Golden	Upper Columbia, freight.
Bermuda	19'00	"	"	72'03	48'99	Vancouver	B.C. waters, tug.
Kaslo	26'06	Stern wh'l	"	764'77	369'78	Kaslo	Freight and passengers, Kootenay Lake.
Otter	24'00	Screw	"	365'97	231'81	Victoria	Freight and passengers, B.C. waters.
Valhalla	36'05	"	"	153'23	34'11	Nelson	Freight and passengers, Kootenay Lake.
Hazelton	9'06	Stern wh'l	"	377'86	235'94	Victoria	Freight and passengers, Skeena River.
Defender	13'00	"	"	216'10	137'94	Langley	Freight and passengers, Fraser River.
Bobs	'5	Paddle	"	4'14	2'61	Vancouver	Harrison Lake, yacht.
Trader	19'00	Screw	"	167'18	113'69	"	Freight and passengers, B.C.
Total	151'02			2,131'60	1,180'40		

J. A. THOMPSON.
Steamboat Inspector.

VICTORIA, B.C.

1-2 EDWARD VII., A. 1902

STATEMENT of the Number of Steam Vessels added to the Dominion during the Year ended June 30, 1901; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where built, and where and how employed.

VANCOUVER AND YUKON DIVISION.

Name of Vessel.	Horse-power.	Class.	Wood, Iron or Steel.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and How Employed.
Welcome.....	2 04	Stern wh'l	Wood.....	32 43	20 44	Harrison Riv.	Harrison River, freight.
Minto.....	1 06	"	".....	36 19	22 80	"	" freight & pas.
Firefly.....	4 02	"	".....	46 30	29 70	Fraser.....	Fraser River, tug.
Terra Nova...	9 01	Screw.....	".....	47 09	32 63	Vancouver...	B.C. waters, tug.
Greenwood.....	2 01	"	".....	22 95	15 84	".....	"
Uno.....	1 06	"	".....	12 42	8 45	".....	"
Bermuda.....	16 09	"	".....	72 63	48 99	".....	"
Nancy.....	1 05	"	".....	5 85	1 87	".....	"
Eagle.....	10 07	"	".....	34 74	23 62	".....	"
Newera.....	8 03	"	".....	55 96	37 06	".....	"
Idler.....	1 09	"	".....	3 88	1 92	".....	"
Man Ping.....	8 00	"	".....	19 51	14 27	Hong Kong...	yacht.
Lottie N.	14 04	"	".....	34 11	24 02	Skeena River.	Skeena River, tug.
Saga.....	54 06	"	Iron.....	252 47	176 68	Sweden.....	B.C. waters, freight & pas
White Horse...	17 00	Stern wh'l	Wood.....	986 65	630 69	White Horse.	Yukon River,
Dawson.....	19 02	"	".....	778 75	490 62	".....	"
Selkirk.....	19 00	"	".....	777 24	489 67	".....	"
Prospector.....	9 06	"	".....	262 64	165 47	".....	"
WilburCrimmin	6 06	"	".....	168 20	105 97	Couperville...	"
Monarch.....	8 00	"	".....	284 33	179 13	San Francisco	"
Quick.....	2 04	"	".....	67 20	61 16	".....	"
Lorelei.....	1 06	"	".....	31 93	20 12	".....	Skagway, A.
Totals.....				4,032 87	2,600 50		

F. M. RICHARDSON, R.N.R.,

Steamboat Inspector.

VANCOUVER.

STATEMENT of the Number of Steam Vessels added to the Dominion, &c.—*Continued.*

KEEWATIN, MANITOBA AND NORTH WEST TERRITORIES DIVISION.

Name of Vessel.	Horse-power.	Class.	Wood, Iron or Steel.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and How Employed.
Agwinde.....	6 60	Stern pad.	Wood.....	307 41	143 13	Rat Portage...	Rainy River, pass. & frt.
Bertha.....	1 20	Screw...	".....	10 59	6 95	Rosport.....	Lake Superior, fish. tug.
Cecilia B.....	2 13	"	".....	13 65	8 75	Duluth, Minn.	Rainy Lake, tug.
Carrie L.....	1 30	Side pad.	".....	14 56	7 99	Mine Centre...	Seime River, tug & freight.
Day Star.....	0 53	Screw.....	".....	12 57	9 67	Rat Portage...	Lake of the Woods, pr.yac't
Dolly.....	0 53	"	".....	2 57	2 00	Winnipeg.....	Red River, passenger.
Highlander...	3 33	"	".....	59 24	39 11	Selkirk.....	Lake Winnipeg, fish. tug.
Manitou.....	6 66	Twinscr'w	".....	107 79	59 03	Winnepogosis.	Lake Winnipegosis, fr.&ps.
Rambler.....	0 83	Screw.....	".....	6 14	2 94	Duluth, Minn.	Lake Nipigon, frt. & tug.
Daisy.....	3 33	"	".....	26 33	7 37	Selkirk.....	Lake Winnipeg, fish. tug.
Viking.....	2 13	"	".....	17 00	11 17	".....	" pass. & frt.
Villeneuve...	2 70	"	".....	27 85	18 64	Rat Portage...	Winnipeg River, frt. & tug.
	31 27			605 65	316 75		

GEO. P. PHILLIPS.

SESSIONAL PAPER No. 21

STATEMENT of Steam Vessels lost, broken up or laid up, as unfit for service, in the Dominion during the Year ending June 30, 1901, and where and how employed.

WEST ONTARIO DIVISION.

Name of Vessel.	Where and how last employed.	Gross Tonnage.	Class of Vessel and Reason of Unfitness.
Bob Foote	Georgian Bay, fishing tug	39	Screw, dismantled.
City of Parry Sound	" passenger	491	" burned.
Gypsy	Muskoka Lakes, tug	20	" dismantled.
Sea Shell	Lake Huron "	7	" "
Phoenix	" "	37	" "
Hattie Vinton	Soo and vicinity "	55	" foundered.
Evangeline	" yacht	24	" dismantled.
Annie Clark	Lake Superior, fishing tug	51	" "
St. Andrew	All lakes, freight	1,113	" foundered.
Dominion	" "	478	" burned.
Gertrude	Toronto Bay, ferry	76	" dismantled.
Abeona	" yacht	46	" "
La Belle	Lake Huron, freight	75	" wrecked.
A. H. Jennie	Lake Ontario "	197	" foundered.
H. L. Lovering	Georgian Bay, tug	55	" dismantled.
Delight	" "	26	" burned.
Tecumseh	" "	10	" foundered.
Huron Belle	" "	27	" dismantled.
Queen	Lake Simcoe "	7	" foundered.
Maple Leaf	Muskoka Lakes "	12	" "
		2,846	

JNO. DODDS,
E. W. McKEAN,
Toronto.

STATEMENT of Steam Vessels lost, broken up or laid up, &c.—*Continued.*

EAST ONTARIO DIVISION.

Name of Vessel.	Where and how last employed.	Gross Tonnage.	Class of Vessel and Reason of Unfitness.
Pilgrim	River St. Lawrence, passenger.	262 49	Paddle, hull used up.
Caribou	" "	114 19	Screw " "
Transit	Prescott, car ferry.	140 81	T.-screw " "
Nellie Cuthbert	River St. Lawrence, passenger.	59 03	Screw " "
Eclipse	Peterboro, passengers	17 94	" lengthened and name changed.
C. F. Dunbar	Cornwall Canal, tug	32 86	" hull used up.
		657 32	

THOS. P. THOMPSON,
Steamboat Inspector.

1-2 EDWARD VII., A. 1902

STATEMENT of Steam Vessels lost, broken up or laid up, &c.—*Continued.*

MONTREAL DIVISION.

Name of Vessel.	Where and how last employed.	Gross Tonnage.	Class of Vessel and Reason of Unfitness.
Charlotte	Lake Kippewa, passenger.	14	Screw, unfit for service.
Wenoway	" Quinze "	99	Paddle "
Napierville	St. Lawrence River, ferry.	165	" "
Temiscauminguet	Lake Temiscauminguet, passenger	415	" dismantled.
		691	

WM. LAURIN,
LOUIS ARPIN.

STATEMENT of Steam Vessels lost, broken up or laid up, &c.—*Continued.*

QUEBEC AND MONTREAL DIVISION.

Name of Vessel.	Where and how last employed.	Gross Tonnage.	Class of Vessel and Reason of Unfitness.
Johanna B.	Quebec and Montmagny, tug.	17	Screw; old age, not worth repairing.
Victory	Palos River, towing	42	" completely used up.
St. Olaf	Quebec, Sydney, pass. & freight	305.27	" total loss on Seven Islands, Gulf of St. Lawrence, Nov. 25, 1900
Napierreville	Verdun and C. St. Cat'n, ferry.	165.44	Paddle, crushed by ice at Sorel.
		519.71	

JOS. SAMSON,
Steamboat Inspector.

PIERRE D. BRUNELLE,
Hull Inspector.

STATEMENT of Steam Vessels lost, broken up or laid up, &c.—*Continued.*

NOVA SCOTIA DIVISION.

Name of Vessel.	Where and how last employed.	Gross Tonnage.	Class of Vessel and reason of Unfitness.
Mic-Mac	Ferry, Halifax Harbour.	159.63	Paddle, broken up.

JOHN P. ESDALE,
Steamboat Inspector, Halifax, N.S.

SESSIONAL PAPER No. 21

STATEMENT of Steam Vessels lost, broken up or laid up, &c.—*Continued.*

NEW BRUNSWICK AND P. E. ISLAND DIVISION.

Name of Vessel.	Where and how last employed.	Gross Tonnage.	Class of Vessel and reason of Unfitness.
Nil			

W. L. WARING,
Steamboat Inspector, Victoria, B.C.

STATEMENT of Steam Vessels lost, broken up or laid up, &c.—*Continued.*

BRITISH COLUMBIA DIVISION,

Name of Vessel.	Where and how last employed.	Gross Tonnage.	Class of Vessel and reason of Unfitness.
Spratt's Ark	Freight, coast B. C.	307 88	Dismantled, to be broken up
Glad Tidings	Missionary Yacht	43 02	Laid up, to be fitted with new boiler.
Wm. Hunter	F. and P., Slocan Lake	50 67	" requires extensive repairs.
Rainbow	" coast B. C.	207 21	Dismantled.
Cutch	" "	675 85	Lost.
Alpha	" "	653 46	"
Bessie	Tug, coast B. C.	10 90	Burnt.
Marion	F. and P., Duncan River	14 78	Dismantled.
		1,963 77	

J. A. THOMPSON,
Steamboat Inspector.

STATEMENT of Steam Vessels lost, broken up or laid up, &c.—*Continued.*

VANCOUVER DIVISION.

Name of Vessel.	Where and how last employed.	Gross Tonnage.	Class of Vessel and reason of Unfitness.
Telephone	F. and pass., Fraser River	81	Stem wheel, burnt.
Hattie Young	" " "	132	" "
Ruth	" Atlin Lake	52	" "
Cutch	" coasting	676	Screw, wrecked.
San Juan	Tug, Skeena B.	21	" laid up.

F. M. RICHARDSON,
Steamboat Inspector, Vancouver.

1-2 EDWARD VII., A. 1902

STATEMENT of Steam Vessels lost, broken up or laid up, &c.—*Concluded.*

KEEWATIN, MANITOBA AND N. W. T. DIVISION.

Name of Vessel.	Where and how last employed.	Gross Tonnage.	Class of Vessel and reason of Unfitness.
Mary Ann	Tug, Fort William	86 86	Screw, tug, hull condemned, machinery taken out.
Una	Pass. and freig., Lake Wabigom	19 42	Stern paddle, condemned.
Forester	Tug, on Lac des Mille Lacs	3 00	Screw tug, hull condemned, machinery taken out.
Aurora	Pass & freight, Lake Winnipeg	224 50	Sid padl., pass. & freight, condemned.
Alma T.	Tug, White Fish Lake	15 78	Screw, tug, hull burnt.
Millie Howell	" Lake Winnipeg	24 11	" " hull condemned, machinery taken out.
Zena	" Lake Superior	6 66	Screw, tug, condemned.
Zephyr	" Lake of the Woods	19 27	" " hull condemned, machinery, taken out.
Red River	Freight, Lake Winnipeg	166 00	Wrecked on Lake Winnipeg.
		565 60	

GEO. PHILLIPS,
Steamboat Inspector.

SESSIONAL PAPER No. 21

LIST of Certificates of Competency and Temporary Certificates granted to Engineers of Steamboats, during the Year ended June 30, 1901.

Number of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1900.					\$ cts.
2723	July 5.	Joseph Peticleere	Temporary	Wisowasa, Ont.	North Bay	2 00
2724	" 5.	Fredk. Windsor	"	Callandau	Callandau	2 00
2725	" 5.	James Comolly	"	Niagara	Niagara	2 00
2726	" 10.	Fred. Van Norman	"	Rat Portage, Ont.	Rat Portage	2 00
2727	" 11.	Delamard B. Lowe	4th Class	Vancouver, B. C.	Vancouver	5 00
2728	" 12.	Richard Boyd	Temporary	Wauhaushene, Ont.	Toronto	2 00
2729	" 13.	Chas. Alfred Lawson	4th Class	Victoria, B. C.	Victoria	5 00
2730	" 16.	Mitchell Kenville	Temporary	Brockville, Ont.	Brockville	2 00
2731	" 16.	Robert Harmon	"	Lindsay	Lindsay	2 00
2732	" 16.	Alex. McLeod	"	Pictou, N. S.	Pictou	2 00
2733	" 18.	Fredk. Huck	"	Rockport, Ont.	Kingston	2 00
2734	" 18.	Chas. C. Pilkey	"	Orillia, Ont.	Orillia	2 00
2735	" 18.	Maxime Lapiere	"	Amherstburg, Ont.	Amherstburg	2 00
2736	" 19.	Horace Lee Waring	2nd Class, U.K.	St. John, N. B.	St. John	5 00
2737	" 19.	Chas. Cass Evans	4th "	Montreal, P. Q.	Montreal	5 00
2738	" 19.	Saml. Prior James	Temporary	Combermere, Ont.	Combermere	2 00
2739	" 24.	John A. Camber	"	Georgetown, P. Q.	Georgetown	2 00
2740	" 24.	Clovis Bellefeuille, jr.	"	Valleyfield "	Montreal	2 00
2741	" 24.	Theophile Bellefeuille	"	Rat Portage, Ont.	Rat Portage	2 00
2742	" 24.	Auguste Fortin	"	"	"	2 00
2743	" 30.	Joseph Asselin	4th Class	Montreal, P. Q.	Montreal	5 00
2744	" 31.	Vincent Robinson	Temporary	Gravenhurst, Ont.	Toronto	2 00
2745	Aug. 1.	Rosario Derry	"	Rat Portage "	Rat Portage	2 00
2746	" 1.	Adjutor Bégin	4th Class	Village Bienville.	Quebec	5 00
2747	" 4.	Albert L. Nickerson	4th "	Midland, Ont.	Midland	5 00
2748	" 14.	Rodney Patnote	Temporary	Penetang "	Toronto	2 00
2749	" 14.	George Fredk. Beaumont	"	Bracebridge, Ont.	Port Carling	2 00
2750	" 14.	George Martin	"	Ottawa, Ont.	Oliver's Ferry	2 00
2751	" 14.	Joseph G. Sampson	"	North Hatley, Ont.	North Hatley	2 00
2752	" 14.	Engene Bélanger, jr.	2nd Class, U.K.	Village Bienville.	Quebec	5 00
2753	" 14.	Adlore Gagnon	Temporary	Keewatin, Ont.	Rat Portage	2 00
2754	" 20.	Frank R. Massey	"	Rat Portage, Ont.	"	2 00
2755	Sept. 26.	Archd. P. McDonald	"	"	"	2 00
2756	" 26.	Alfred McDonald	"	"	"	2 00
2757	" 26.	Albert Openshaw	"	"	"	2 00
2758	" 26.	Arthur Bellefeuille	"	Three Rivers, P. Q.	Shawenegan	2 00
2759	" 26.	Martin L. Crandell	"	Port Perry, Ont.	Kingston	2 00
2760	" 26.	Wm. Hungerford	"	Lindsay, Ont.	Lindsay	2 00
2761	" 26.	Timothy Whitred	"	Hastings "	Hastings	2 00
2762	" 26.	Arthur Davis	"	Poole's Resort, Ont.	Kingston	2 00
2763	" 26.	Wm. F. McKenzie	3rd Class	North Sydney, N. S.	Halifax	5 00
2764	" 26.	Chas. Sauvageau	2nd "	Village Lauzon, P. Q.	Quebec	5 00
2765	" 26.	Etienne Dufresne	4th "	Levis, P. Q.	"	5 00
2766	" 26.	Riehd. John Smith	1st " U.K.	Halifax, N. S.	Halifax	5 00
2767	" 26.	L. Bruno Pintal	2nd "	Champlain, P. Q.	Sorel	5 00
2768	" 26.	Henri Gendron	4th "	Sorel, P. Q.	"	5 00
2769	Oct. 9.	James F. Paige	1st " U.K.	Truro, N. S.	Halifax	5 00
2770	" 11.	Chas. McLean	Temporary	Dryden, Ont.	Wabigoon	2 00
2771	" 22.	Wm. Rae	4th Class	Vancouver, B. C.	Vancouver	5 00
2772	" 22.	Adjutor Fortin	4th "	Levis, P. Q.	Montreal	5 00
2773	" 22.	Jos. Archd. Pickard	4th "	Toronto, Ont.	Toronto	5 00
2774	" 22.	Jas. E. Blackaller	4th "	Montreal, P. Q.	Montreal	5 00
2775	" 22.	Ureisse Hamelin	4th "	Three Rivers, P. Q.	Quebec	5 00
2776	" 22.	Rufus O. Zwicker	2nd Class, U.K.	Halifax, N. S.	Halifax	5 00
2777	" 22.	Alphonse Conet	2nd "	Montreal, P. Q.	Quebec	5 00
2778	" 22.	John Morris	1st Class U.K.	Brooklyn, N. Y.	Montreal	5 00
2779	" 22.	Robt. Wm. Hooper	1st Class	Halifax, N. S.	Halifax	5 00
2780	" 22.	Fred. A. Weddleton	3rd "	Yarmouth, N. S.	"	5 00
2781	" 22.	Wm. Burgoyne	Temporary	Fenlon Falls, Ont.	Kingston	2 00
2782	" 27.	Ernest Thivierge	"	Roberval, Q.	Roberval	2 00
2783	" 27.	Philias Dery	"	Mistassini, Q.	"	2 00
2784	" 29.	Wm. Powles	"	Tyendinaga, Ont.	Kingston	2 00
2785	" 31.	Malcolm McKimmon	4th Class	Vancouver, B. C.	Vancouver	5 00

1-2 EDWARD VII., A. 1902

LIST of Certificates of Competency granted to Engineers of Steamboats, &c.—*Con.*

Number of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was passed.	Fee.
						\$ cts.
1900.						
2786	Oct. 31.	Peter Brow.	Temporary	Lake Megantic.	Lake Megantic	2 00
2787	Nov. 9.	Andrew W. Lockerbie.	"	Michipicoten.	Michipicoten	2 00
2788	" 9.	Charles Taylor.	3rd Class.	Albion, B. C.	Victoria	5 00
2789	" 9.	Ralph D. Stevens.	4th "	Victoria, B. C.	"	5 00
2790	" 9.	John Moore.	4th "	Vancouver, B. C.	Vancouver	5 00
2791	" 9.	Alex. McLeod.	4th "	"	"	5 00
2792	" 21.	James Young.	4th "	Gore Bay, Ont.	Gore Bay	5 00
2793	" 21.	Wm. Terry.	3rd "	Manitoulin Island.	Little Current	5 00
2724	" 21.	Sam'l. Mack.	3rd "	Spanish River, Ont.	Spanish River	5 00
2795	" 27.	Jos. A. Crapeau.	4th "	Sorel, Q.	Sorel	5 00
2796	" 29.	Wm. J. Edwards.	4th "	Windsor, Ont.	Toronto	5 00
1901.						
2797	Jan. 3.	William Mallett	4th "	Yarmouth, N.S.	Halifax.	5 00
2798	" 3.	Jas. McDonald Denny	4th "	Victoria, B.C.	Victoria	5 00
2799	" 3.	William Godfrey	4th "	"	"	5 00
2800	" 3.	James Boyd	4th "	Toronto, Ont.	Toronto	5 00
2801	" 3.	Ulysses Bouchard.	4th "	Murray Bay, Q.	Quebec.	5 00
2802	" 3.	Lawrence Black	4th "	Brockville, Ont.	Kingston	5 00
2803	" 3.	Jas. W. Hazlett	4th "	Kingston, "	"	5 00
2804	" 3.	John Garand	4th "	Garden Island, Ont.	"	5 00
2805	" 4.	Edward, M. Garrity	3rd "	Waubanshene, Ont.	Toronto	5 00
2806	" 4.	Thos. A. Waterman	2nd " U.K.	Halifax, N.S.	Halifax	5 00
2807	" 4.	Patrick Jas. Hunt.	1st "	Brooklyn, N.Y.	St. John, N.B.	5 00
2808	" 4.	Christian C. Kurtz.	4th "	Nelson, B.C.	Victoria	5 00
2809	" 4.	James W. Hopwood	3rd "	Rat Portage, Ont.	Rat Portage	5 00
2810	" 4.	Alex. J. McIntyre.	3rd "	St. John, N.B.	St. John, N.B.	5 00
2811	" 4.	William J. Nabl.	3rd "	Arrowhead, B.C.	Victoria	5 00
2812	" 4.	James A. Gill.	3rd "	Victoria, B.C.	"	5 00
2813	" 4.	Daniel Sullivan	3rd "	"	"	5 00
2814	" 4.	William Tracy	Temporary	Barrie, Ont.	Toronto	2 00
2815	" 4.	Joseph Reynolds	4th Class.	Penetanguishere, Ont.	"	5 00
2816	" 16.	John A. Coleman.	4th "	Acton West, Ont.	"	5 00
2817	" 16.	Samuel Garrity	4th "	Garden Island, Ont.	Kingston	5 00
2818	" 16.	Wm. John Young	4th "	Pictou, Ont.	"	5 00
2819	" 16.	Julian Bourne	4th "	Vancouver, B. C.	Vancouver	5 00
2820	" 16.	James Anderson.	4th "	"	"	5 00
2821	" 16.	John Leonard	Temporary	St. John, N.B.	St. John.	2 00
2822	" 26.	Wm. A. Dawson	"	Napanee, Ont.	Kingston	2 00
2823	" 26.	Arthur Carhonneau.	4th Class.	Levis, Q.	Quebec	5 00
2824	" 26.	George D. Finn	4th "	Collingwood, Ont.	Toronto	5 00
2825	" 29.	James R. P. Gaudin.	3rd "	Victoria, B.C.	Victoria	5 00
2826	" 29.	John H. Ritchie.	3rd "	"	"	5 00
2827	" 29.	Ernest Goldthorp.	3rd "	Huntsville, Ont.	Toronto	5 00
2828	" 29.	Denis Gouin.	3rd "	Lachine Lock, P.Q.	Montreal.	5 00
2829	" 29.	Henry Wilson.	2nd " U.K.	Victoria, B.C.	Victoria.	5 00
2830	" 29.	Arthur J. M. Cardie	4th "	Vancouver, B.C.	"	5 00
2831	" 29.	Rich. J. Muchmore.	4th "	Kingston, Ont.	Kingston	5 00
2832	" 29.	Andrew Kerr.	4th "	Collingwood, Ont.	Toronto	5 00
2833	" 29.	Wm. Burgoyne.	Temporary	Fenton Falls, "	Kingston	2 00
2834	" 29.	James Gregg.	2nd Class.	Owen Sound, Ont.	Toronto.	5 00
2835	Feby. 9.	Robert Vince.	4th Class.	Kingston, Ont.	Kingston	5 00
2836	" 9.	Howard A. McKenzie.	1st Class. U.K.	Montreal, P.Q.	Montreal.	5 00
2837	" 11.	Percy C. T. Bonham	4th "	Owen Sound, Ont.	Toronto, Ont.	5 00
2838	" 11.	Wm. George Scott	3rd "	Bentwood, Ont.	"	5 00
2839	" 11.	Wm. Harman.	2nd "	Collingwood, Ont.	"	5 00
2840	" 11.	Wm. Andrew McWilliam.	2nd "	Kingston, Ont.	Kingston, Ont.	5 00
2841	" 13.	Jas. E. Readman.	3rd "	Victoria Harbour, Ont.	Toronto, Ont.	5 00
2842	" 13.	Jas. M. McMillan.	2nd " U.K.	Woodside Dartmouth, N.S.	Halifax, N.S.	5 00
2843	" 13.	Allert E. House.	2nd Class.	Midland, Ont.	Toronto, Ont.	5 00
2844	" 13.	Frank Krafie.	Temporary	Barrington Passage, N.S.	Halifax, N.S.	2 00
2845	" 13.	John Kennedy	2nd Class.	Garden Island	Kingston.	5 00
2846	" 21.	Joseph Reynolds.	Temporary	Penetanguishere.	Toronto.	2 00

SESSIONAL PAPER No. 21

LIST of Certificates of Competency granted to Engineers of Steamboats, &c.—*Con.*

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	When Examination was passed.	Fee.
1901.						8 cts.
2847	Feb. 22.	Wm. Eldred Brown.	3rd Class.	Vancouver, B.C.	Vancouver.	5 00
2848	" 22.	George Lemelin.	2nd "	St. Joseph de Levis.	Montreal.	5 00
2849	" 27.	John J. McLaren.	2nd "	U.K. Montreal, P.Q.	"	5 00
2850	" 27.	Jas. Harvey Brown.	1st "	Hamilton, Ont.	Hamilton	5 00
2851	" 27.	James McGregor.	3rd "	Toronto, Ont.	Toronto	5 00
2852	" 27.	Adjutor Roy.	3rd "	Village Lauzon.	Quebec.	5 00
2853	Mar. 7.	Wm. Gebbie Allan.	4th "	Victoria, B.C.	Victoria, B.C.	5 00
2854	" 7.	Wm. Alfred McLaren.	4th "	Owen Sound, Ont.	Toronto	5 00
2855	" 7.	Robert S. Bajus.	4th "	Kingston, Ont.	Kingston.	5 00
2856	" 7.	Joseph Guenard.	4th "	Village Lauzon, Q.	Quebec.	5 00
2857	" 7.	Louis Paré.	4th "	"	"	5 00
2858	" 7.	Mich. J. Toppings.	4th "	Westport, Ont.	Kingston.	5 00
2859	" 7.	Alex. Ouzilleau.	4th "	Village Lauzon, Q.	Quebec.	5 00
2860	" 7.	Ambrose Dunn.	4th "	Kingston, Ont.	Kingston.	5 00
2861	" 7.	Frank P. Maloney.	4th "	Sorel, P.Q.	Sorel.	5 00
2862	" 7.	John J. Davies.	4th "	Charlottetown, P.E.I.	St. John, N.B.	5 00
2863	" 7.	Richard P. Warren.	4th "	Collingwood, Ont.	Toronto	5 00
2864	" 7.	Jas. Foubister.	4th "	Kingston, Ont.	Kingston, Ont.	5 00
2865	" 7.	Wm. Henry Hartley.	4th "	"	"	5 00
2866	" 7.	Andrew E. Kennedy.	4th "	"	"	5 00
2867	" 7.	David Alex. Blue.	4th "	Collingwood, Ont.	Toronto, Ont.	5 00
2868	" 7.	John Wright.	4th "	Wolfe Island, Ont.	Kingston, Ont.	5 00
2869	" 7.	Charles F. Dobbie.	4th "	Halifax, N.S.	Halifax, N.S.	5 00
2870	" 9.	Hugh Andrews.	2nd "	St. John, N.B.	St. John, N.B.	5 00
2871	" 9.	George Boyd.	2nd "	Kingston, Ont.	Kingston, Ont.	5 00
2872	" 9.	Archibald Lees.	1st "	U.K. Victoria, B.C.	Victoria, B.C.	5 00
2873	" 9.	Squire Shires.	3rd "	"	"	5 00
2874	" 9.	Arthur Legendre.	3rd "	St. Tite des Caps.	Quebec.	5 00
2875	" 11.	Wm. James Davis.	4th "	Toronto, Ont.	Toronto	5 00
2876	" 11.	Jas. Esson Lunan.	4th "	Montreal, P.Q.	Montreal.	5 00
2877	" 11.	Alfred B. Davidson.	4th "	Toronto, Ont.	Toronto	5 00
2878	" 11.	Arthur S. Vigers.	4th "	Port Arthur, Ont.	Port Arthur.	5 00
2879	" 11.	John Wm. Johnston.	3rd "	Halifax, N.S.	Halifax.	5 00
2880	" 19.	Alex. F. McKenna.	3rd "	Vancouver, B.C.	Vancouver.	5 00
2881	" 19.	Reese Binch.	2nd "	Toronto, Ont.	Toronto	5 00
2882	" 19.	Jas. Howlett.	2nd "	Dartmouth, N.S.	Halifax	5 00
2883	" 19.	Robert McLeod.	4th "	Victoria, B.C.	Vancouver.	5 00
2884	" 19.	Joseph Dick.	4th "	Vancouver, B.C.	"	5 00
2885	" 19.	Thos. C. McFadden.	4th "	"	Peterboro.	5 00
2886	" 19.	George Crawford.	2nd "	Pictou, N.S.	Halifax, N.S.	5 00
2887	" 19.	Thos Theriault.	2nd "	Village Lauzon, P.Q.	Quebec.	5 00
2888	" 19.	Joseph Reynolds.	Temporary.	Penetanguishene, Ont.	Toronto	2 00
2889	" 19.	J. W. Jollimore.	"	Pictou, N.S.	Halifax	2 00
2890	" 19.	John J. Anderson.	4th Class.	Halifax, N.S.	"	5 00
2891	" 19.	Chas. E. LaVallee.	4th "	Toronto, Ont.	Toronto	5 00
2892	" 27.	Alfred F. Laurie.	2nd "	U.K. Montreal, P.Q.	Montreal.	5 00
2893	" 27.	Wm. A. Robertson.	1st "	" Halifax, N.S.	Halifax	5 00
2894	" 27.	Josias G. G. Simpson.	3rd "	Warton, Ont.	Toronto	5 00
2895	Mar. 27.	Thomas Renfrew.	4th Class.	Victoria, B.C.	Victoria, B.C.	5 00
2896	" 27.	David Brickneridge.	4th "	"	"	5 00
2897	" 27.	John Ferguson.	4th "	Warton, Ont.	Owen Sound, O.	5 00
2898	" 27.	Allan A. Ferguson.	4th "	Pictou, N.S.	Montreal, P.Q.	5 00
2899	" 27.	Telesphore Legault.	4th "	Oka, P.Q.	"	5 00
2900	" 27.	Clarence M. Lawrence.	4th "	Warton, Ont.	Owen Sound, O.	5 00
2901	" 27.	Zotique Larose.	4th "	St. Antoine de Bienville.	Quebec.	5 00
2902	" 27.	Hilaire Mercier.	2nd "	Village Lauzon	"	5 00
2903	" 27.	Horace H. Rutherford.	4th "	Owen Sound, Ont.	Owen Sound.	5 00
2904	April 2.	Neil McPhee.	4th "	Halifax, N.S.	Halifax.	5 00
2905	" 2.	L. R. Boulanger.	4th "	Quebec.	Quebec.	5 00
2906	" 2.	Herbert R. Stevens.	Temporary.	Bobcaygeon, Ont.	Kingston.	2 00
2907	May 6.	Arthur Davis.	"	Poole's Resort, Ont.	"	2 00
2908	" 6.	Emery Scott.	"	Keewatin, Ont.	Rat Portage.	2 00
2909	" 6.	Alfred McCall.	"	Rat Portage, Ont.	"	2 00
2910	" 6.	Gabriel Bellefeuille.	"	"	"	2 00

1-2 EDWARD VII., A. 1902

List of Certificates of Competency granted to Engineers of Steamboats, &c.—*Con.*

Number of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1901.					8 cts.
2911	May 6.	John Paul.....	Temporary	Newboro, Ont.....	Kingston.....	2 00
2912	" 6.	Oscar Earle.....	"	Smith's Falls, Ont.....	".....	2 00
2913	" 6.	F. H. Richardson.....	"	Richardsonville, N.B.....	Richardsonville.....	2 00
2914	" 6.	James R. Leblanc.....	"	Tusket Wedge, N.S.....	Halifax.....	2 00
2915	" 6.	Arthur McCann.....	"	Wallace, Ont.....	Wallace.....	2 00
2916	" 6.	James C. Barry.....	"	Lefroy, Ont.....	Toronto.....	2 00
2917	" 6.	Clowes Banks.....	"	St. Marys, N.B.....	St. John, N.B.....	2 00
2918	" 6.	Edgar P. Strang.....	"	Charlottetown, P.E.I.....	".....	2 00
2919	" 6.	Dougald Alex. McLeod.....	3rd Class	Collingwood, Ont.....	Collingwood.....	5 00
2920	" 6.	John Armstrong.....	3rd "	Vancouver, B.C.....	Vancouver.....	5 00
2921	" 6.	David J. Gulliver.....	3rd "	Douglastown, N.B.....	St. John, N.B.....	5 00
2922	" 6.	George Allan.....	3rd "	Victoria, B.C.....	Victoria.....	5 00
2923	" 6.	Walter G. Tatton.....	2nd "	North Head Grand Manan	St. John.....	5 00
2924	" 6.	Leunel Winchester.....	2nd "	Charlottetown, P.E.I.....	St. John, N.B.....	5 00
2925	" 6.	Wm. Christopher Vey.....	1st "	U.K. Victoria, B.C.....	Victoria.....	5 00
2926	" 7.	Ernest Harrison.....	4th "	Wallaceburg, Ont.....	Windsor, Ont.....	5 00
2927	" 7.	Wm. Lowery.....	4th "	Chatham, Ont.....	".....	5 00
2928	" 7.	Wm. H. Carefoot.....	4th "	Collingwood, Ont.....	Collingwood, O.....	5 00
2929	" 7.	Napoleon Mollere.....	4th "	Montreal, P.Q.....	Montreal, P.Q.....	5 00
2930	" 7.	Thomas Yielding.....	4th "	Vancouver, B.C.....	Vancouver.....	5 00
2931	" 7.	Carl A. McIntyre.....	4th "	".....	".....	5 00
2932	" 7.	Edwin H. M. Dean.....	1th "	Mayne Island, B.C.....	Victoria, B.C.....	5 00
2933	" 9.	John M. Donovan.....	Temporary	Rat Portage, Ont.....	Rat Portage.....	2 00
2934	" 9.	Walter D. Booker.....	"	".....	".....	2 00
2935	" 9.	Herbert Johnson.....	"	".....	".....	2 00
2936	" 9.	Chas. W. Fraser.....	"	".....	".....	2 00
2937	" 9.	Jas. D. Kelly.....	4th Class	Vancouver, B.C.....	Vancouver.....	5 00
2938	" 17.	John Edward Hill.....	2nd "	U.K. Victoria, B.C.....	Victoria.....	5 00
2939	" 17.	Gustav Oelkers.....	2nd "	Quebec.....	Quebec.....	5 00
2940	" 17.	Edgar L. Fawcett.....	4th "	Victoria, B.C.....	Victoria.....	5 00
2941	" 17.	George Greenshields.....	4th "	Nanaimo, B.C.....	".....	5 00
2942	" 17.	Clarence Gaul.....	Temporary	Ottawa, Ont.....	Montreal.....	2 00
2943	" 17.	Wm. Campbell.....	"	Pictou, N.S.....	Halifax, N.S.....	2 00
2944	" 17.	Peter G. Cavanagh.....	"	Perth, Ont.....	Montreal.....	2 00
2945	" 17.	Jonathan Hymers.....	"	Parry Sound, Ont.....	Parry Sound.....	2 00
2946	" 28.	Thos. W. Whitely.....	"	Sombra, Ont.....	Sombra, Ont.....	2 00
2947	" 30.	Clifton Kingsley.....	"	Rat Portage, Ont.....	Rat Portage.....	2 00
2948	" 30.	Eugene Charest.....	"	".....	".....	2 00
2949	" 31.	John Jas. Coones.....	"	Bridgenorth, Ont.....	Kingston.....	2 00
2950	" 31.	Daniel O'Donnell.....	"	Belleville, Ont.....	Belleville.....	2 00
2951	" 31.	John E. Ball.....	"	Caesarea, Ont.....	Lindsay, Ont.....	2 00
2952	June 7.	James Logan.....	"	Birdsall, Ont.....	Kingston, Ont.....	2 00
2953	" 7.	Thos. J. Mullen.....	"	L'Original.....	L'Original.....	2 00
2954	" 7.	Wm. Burns.....	"	Rat Portage, Ont.....	Rat Portage.....	2 00
2955	" 7.	Wm. E. Mayhew.....	"	".....	".....	2 00
2956	" 7.	Richard Whiteman.....	"	Vermillion Bay, Ont.....	Vermillion Bay.....	2 00
2957	" 7.	Charles McLean.....	"	Dryden, Ont.....	Dryden, Ont.....	2 00
2958	" 7.	Frank Edw. Backus.....	4th Class	Sault Ste. Marie, Ont.....	S't. Ste. Marie.....	5 00
2959	" 10.	Joseph Bark.....	Temporary	Cornwall, Ont.....	Kingston, Ont.....	2 00
2960	" 17.	Wm. E. Sproull.....	"	Pictou Landing, N.S.....	Pictou, N.S.....	2 00

SESSIONAL PAPER No. 21

APPENDIX No. 12.

STATEMENT giving Names and Stations of Light-Keepers, &c., in the Dominion.

ABOVE MONTREAL.

Name.	Station.	Appointed.	Salary.	
			\$.	cts.
Acton, Jas. A.	Burnt Island.	April 12, 1890.	250	00
Armstrong, John	Kanmistiquia River.	" 28, 1894.	200	00
Alexander, Andrew	Lamb Island.	May 1, 1897.	400	00
Aitken, Jas. H.	Stonehouse Point.	July 25, 1900.	250	00
Allard, Michel.	Lake St. Louis, Light-ship No. 3.	June 3, 1901.	300	00
Baker, Henry F.	Clapperton Island.	Dec. 2, 1895.	350	00
Boyd, Robert P.	Cole Shoal.	April 9, 1884.	250	00
Boyd, Wm. S.	Griffith Island.	May 14, 1889.	350	00
Butler, Silas L.	Port Dover.	July 15, 1897.	300	00
Baxter, Wm. I.	Brebeuf Island.	June 6, 1901.	375	00
Borron, Edward	French River.	Sept. 13, 1875.	500	00
Beaulieu, Octave.	Point à Cadieux.	July 26, 1892.	150	00
Boucher, François	Aylmer Island.	Nov. 17, 1882.	175	00
Bamford, Robert	Wilson's Channel, Algoma.	June 21, 1888.	250	00
Bertrand, Felix	Lower End Coulonge Lake.	Mar. 16, 1885.	100	00
Boyd, Wm. M.	Kagawong.	April 13, 1893.	72	00
Boyter, A. B.	Narrow, Island.	Jan. 3, 1898.	200	00
Brown, Adam	Red Rock, Parry Sound.	May 25, 1899.	450	00
Ball, J. H.	Manitoulin Island Light and Fog Alarm.	" 7, 1900.	600	00
Bowerman, H. R.	Michael's Bay, Algoma.	Mar. 16, 1901.	120	00
Butchart, Daniel.	Tobermoray.	Aug. 28, 1901.	130	00
Campbell, Thos.	Burlington Beach.	April 1, 1875.	350	00
Collins, Allen.	Christian Island.	Mar. 25, 1891.	425	00
Cross, Manly R.	Gananoque Narrows and Jack Straw Shoal.	Aug. 25, 1896.	480	00
Campbell, Robert.	Goderich.	June 9, 1886.	400	00
Currie, Geo.	Isle of Coves.	April 1, 1878.	650	00
Craig, Wm.	Thunder Cape.	May 17, 1892.	600	00
Cook, Seldon B.	Long Point Light and Fog Alarm.	June 9, 1897.	700	00
Campbell, John.	McTavish Point.	Nov. 18, 1896.	100	00
Clark, Arthur Geo.	Nottawasaga Island.	July 5, 1890.	500	00
Crevier, Dolphis	Point Claire.	May 11, 1888.	200	00
Cartier, H. J.	River Thames.	Oct. 19, 1884.	425	00
Cooper, John.	Port Arthur.	" 14, 1882.	300	00
Cosgrove, George.	Victoria Island, Lake Superior.	Nov. 14, 1889.	350	00
Columbus, Christopher	Penetanguishene and Whisky Island.	Mar. 18, 1893.	300	00
Conover, Forrest H. C.	Leamington.	April 24, 1883.	150	00
Cox, John	Morrison's or Hawley's Island.	June 22, 1887.	100	00
Chabot, Joseph.	Papineauville Range Lights.	" 17, 1897.	100	00
Connors, Frank.	Point Pleasant.	Oct. 13, 1898.	200	00
Chase, H. J.	Weller's Bay.	Nov. 4, 1898.	150	00
Crespin, Vital	Lake St. Louis, Light-ship No. 2.	June 3, 1901.	300	00
Davieux, Joseph	Corbay Point, Batchewana.	May 27, 1890.	350	00
Durnan, George.	Gibraltar Point.	" 31, 1854.	625	00
Davieau, Hyacinthe.	Michipicoten Island.	July 1, 1881.	400	00
Daoust, Desithée.	McKie's Point.	Sept. 22, 1893.	175	00
Davis, John H.	Pidgeon Island.	May 16, 1896.	350	00
Dick, Andrew	Point Porphyry.	Aug. 10, 1880.	400	00
Dutcher, Samuel.	Meaford.	May 7, 1877.	150	00
Darling, Thomas.	Nipissing, South-east Bay Beacon Light.	July 1, 1890.	60	00
Dixon, Joseph G.	Lake Rosseau.	" 21, 1890.	100	00
Dempsey, J. Frank	Potter's Island Pole Light.	June 14, 1892.	110	00
Demers, Wilbrod.	Caribou Island, Lake Superior.	May 10, 1899.	800	00

* Allowance \$10.

† Allowance \$100.

‡ Allowance \$50.

1-2 EDWARD VII., A. 1902

STATEMENT giving Names and Stations of Light-keepers, &c.—Continued.

ABOVE MONTREAL—Continued.

Name.	Station.	Appointed.	Salary.
			\$ cts.
Ead, Mrs. C.	Port Stanley	Aug. —, 1890.	300 00
Ely, Henry R. A.	Warton Pole Light	Sept. 14, 1891.	75 00
Felan, Maurice.	Oakville Pier	April 28, 1894.	150 00
Fortier, David H. A.	Port Colborne Range Lights and Fog Alarm.	" 11, 1865.	550 00
Fellowes, W. R.	Rondeau Harbour.	Dec. 18, 1888.	350 00
Filiatreault, Thomas	Coteau Landing.	May 27, 1890.	140 00
Fraser, John	Wind Mill Point.	Dec. 13, 1901.	180 00
Grignon, Xavier.	Beauharnois.	Mar. 16, 1885.	+200 00
Gloude, Benjamin.	Pointe Claire.	Sept. 7, 1872.	300 00
Gillespie, Wm	Wolfe Island.	Mar. 16, 1885.	250 00
Gauthier, Charles.	St. Placide.	May 1, 1874.	140 00
Gordon, Robert.	Cobourg Pier.	" 16, 1883.	180 00
Griffith, Alfred H.	Giant's Tomb.	Sept. 17, 1898.	250 00
Gorley, John, jr.	Manitowaning.	July 3, 1900.	150 00
Hackett, Mrs. A.	Bois Blanc.	June 27, 1901.	435 00
Hudgins, James M.	False Ducks.	April 28, 1894.	350 00
Hamilton, John	Hamilton's Island.	Sept. 3, 1873.	130 00
Hill, Thomas H.	Lancaster Pier.	July 1, 1877.	325 00
Haitze, Jean	Lonely Island.	May 11, 1885.	450 00
Hunter, David.	Port Dalhousie.	Oct. 29, 1879.	350 00
Hawkins, David B.	Peninsula Harbour.	Aug. 31, 1891.	400 00
Harvey, James.	Thessalon.	Nov. 22, 1897.	250 00
Hughes, Wm.	Red River Range Lights.	" 15, 1885.	250 00
Hamilton, Thos.	Pie Island, Port Arthur.	April 15, 1899.	75 00
Humes, David.	Stribling Point Range Lights.	Oct. 3, 1900.	*15 00
Johnson, Isaac S.	Cherry Island.	Nov. 5, 1883.	300 00
Jeffrey, Carson.	Nigger Island Shoal.	April 28, 1894.	200 00
Kinney, James.	Gore Bay	July 27, 1895.	350 00
Kennedy, James.	Allumette Island.	May 23, 1887.	100 00
Lambert, Wm. McGregor.	Chantry Island.	Oct. 1, 1880.	500 00
Labelle, Louis.	Deep River Island.	May 5, 1897.	100 00
Laberge, Alfred.	Green Shoal	Jan. 26, 1866.	‡240 00
Lamorandière, Pierre Régis de	Killarney.	Sept. 24, 1880.	400 00
Léger, Thomas.	Lachine Pier.	July 14, 1897.	250 00
Lamondin, Louis.	Byng Inlet.	" 30, 1901.	375 00
Lee, John	Southampton.	Oct. 7, 1882.	150 00
Lockerie, Andrew	Collingwood Harbour.	May 4, 1883.	300 00
Low, Robert	Thornbury	April 12, 1887.	80 00
Lowry, Robert M.	Port Elgin.	Mar. 14, 1896.	80 00
Lumsden, A.	Lake Teniscamingue Lights.	Oct. 6, 1890.	250 00
Lidwill, John R.	Pelee Island.	July 10, 1899.	300 00
Lawson, Colin P.	Middle Island.	Oct. 17, 1898.	240 00
Landon, John A.	Spectacle Shoal and Red Horse Reek	Nov. 27, 1901.	300 00
Mullin, Michael	South River, Muskoka.	May 8, 1900.	80 00
Munroe, John Jacob.	Lancaster Bar.	June 8, 1892.	280 00
Moreland, F.	Nine Mile Point	April 1, 1895.	200 00
Masson, Lucas H.	Pointe aux Anglais.	Sept. 4, 1897.	200 00
Mongeon, Charles A.	Way Shoal.	May 23, 1887.	100 00
Matheson, Norman	Cape Robert, Algoma.	Oct. 7, 1896.	350 00
Miller, John.	Port Credit	Dec. 16, 1897.	150 00
Morriseau, Jonathan.	Hooper's Point.	Mar. 24, 1898.	150 00
Manson, John	Colchester Reef	June 9, 1886.	600 00
Morriseau, Michael.	Rainy River, Algoma.	June 9, 1886.	**250 00
Martin, Wm. J.	Spanish River	July 5, 1890.	250 00
Malott, Albert E.	Kingsville Range Lights.	April 12, 1890.	150 00
Miron, Louis.	Gargantua.	Oct. 26, 1889.	450 00
Murray, Wm.	Barryfield Range Lights.	May 17, 1900.	150 00
Montgomery, Wm	Toronto Harbour, Eastern Channel.	Oct. 16, 1895.	300 00

* Per month during season of navigation. † Allowance \$60. ‡ Allowance \$10. ** Allowance \$30.

SESSIONAL PAPER No. 21

STATEMENT giving Names and Stations of Light-keepers, &c.—Continued.

ABOVE MONTREAL—Continued.

Name.	Station.	Appointed.	Salary.
			\$ cts.
Matheson, Daniel.....	Black Bear Island, Manitoba.....	June 22, 1889.	150 00
Magnusson, August.....	Gull Harbour, Lake Winnipeg.....	Sept. 19, 1898.	150 00
Mallette, B.....	Lake St. Louis Lightship No. 1.....	April 30, 1901.	250 00
Mason, F. E.....	Long Point, West End.....	June 3, 1901.	400 00
Manders, Samuel.....	Paquet Rapids.....	July 26, 1901.	100 00
McKillop, John.....	Campbell's Island.....	April 2, 1892.	150 00
McIntosh, John.....	Arnprior Island.....	" 2, 1892.	150 00
McKenzie, John.....	Owen Sound.....	July 14, 1873.	100 00
McDonald, Murdoch.....	Point Clark.....	Jan. 8, 1897.	375 00
McDonald, Amos.....	Salmon Point.....	July 12, 1897.	300 00
McKillop, Donald.....	St. Anicet Shoal.....	June 8, 1892.	230 00
McLaren, Allan J.....	Brown's or Knapp's Point.....	Feb. 11, 1896.	180 00
McKay, Chas. S.....	Battle Island.....	Aug. 27, 1877.	500 00
McIntosh, Daniel.....	South Bay Point.....	Oct. 1, 1881.	200 00
McKenzie, Wm.....	Strawberry Point.....	May 17, 1893.	300 00
McQuestion, Mrs. Maria.....	McQuestion Point.....	June 9, 1886.	100 00
McAulay, Donald.....	Saugeen River.....	March 16, 1899.	80 00
McDonald, Lauchlin D.....	Mississauga Island.....	May 16, 1896.	450 00
McCool, James.....	Fort William Beacon Light, Ottawa River.....	" 23, 1887.	90 00
McDevitt, Chas.....	Point au Baril.....	March 1, 1897.	300 00
McKay, John.....	Lyal Island.....	Oct. 27, 1884.	450 00
McLean, Arch.....	Owen Sound.....	Dec. 23, 1897.	126 00
McGaw, Thos.....	Kincardine.....	June 13, 1899.	350 00
McDougall, Neil.....	Squaw Island.....	April 25, 1901.	150 00
Norton, James S.....	Tomahawk Island.....	June 28, 1901.	150 00
Ouellette, Godfrey.....	Buckan's Point.....	May 1, 1884.	180 00
O'Brien, Matthew.....	Frenchman's Bay.....	Oct. 13, 1898.	125 00
O'Conner, P.....	Bishop's Bay, Algoma.....	April 13, 1899.	150 00
Purvis, John.....	Great Duck Island Light and Fog Alarm.....	March 9, 1898.	*500 00
Pettypiece, Stephen.....	Lime Kiln Crossing.....	May 11, 1888.	350 00
Prosser, John.....	Muskoka or Fox Island.....	Sept. 14, 1896.	250 00
Plunkett, H. E.....	Swampy Island, Lake Winnipeg.....	Oct. 12, 1884.	350 00
Proudfoot, Thos.....	Nebish, St. Mary's River.....	Nov. 4, 1898.	100 00
Root, Albert.....	Grenadier Island.....	Dec. 15, 1863.	250 00
Roddiel, Robert.....	Gull Island.....	March, 1872.	500 00
Rowe, Geo. Albert.....	Telegraph Island.....	Oct. 25, 1895.	200 00
Repentigny, Toussaint de.....	Ste. Anne de Bellevue.....	Feb. 28, 1881.	†125 00
Robillard, Honoré.....	Isle Perrot.....	Jan. 25, 1897.	100 00
Redmond, William H.....	Gravenhurst Narrows.....	June 18, 1894.	100 00
Rains, Evan.....	Shoal Point, Algoma.....	Nov. 24, 1884.	250 00
Rains, A. M.....	Sulor's Encampment.....	Aug., 1892.	‡ 7 00
Rains, W. W.....	Westfield Range Light.....	" 1892.	‡ 7 00
Ritchie, James.....	South Bay Range Lights.....	" 20, 1898.	150 00
Rowan, James.....	Victoria Island, Galetta.....	Dec. 3, 1898.	100 00
Richardson, Wm. J.....	Michipicoten Hr., Algoma.....	Sept. 27, 1900.	200 00
Richardson, Thos. J.....	Western Islands Light and Fog Alarm.....	June 27, 1901.	700 00
Sommers, Napoleon.....	Midland Range Lights.....	June 19, 1900.	150 00
Shannon, William.....	Gross Point.....	Sept. 27, 1866.	**425 00
Shannon, George.....	Assistant.....	" 27, 1866.	175 00
Seguin, Grégoire.....	L'Original.....	May 8, 1894.	100 00
Smithers, R. O.....	Mohawk Island.....	March 31, 1896.	400 00
Sutherland, Jno.....	Port Burwell.....	June 18, 1894.	225 00
Schofield, Fergus.....	Port Maitland.....	April 10, 1871.	350 00
Simpson, Hedley V.....	Presqu'Isle.....	May 11, 1888.	540 00
Smith, H. E.....	Presqu'Isle, Main Light.....	April 29, 1898.	350 00
Shepperd, Mrs. Wm., acting keeper.....	Sulphur Island, Range Light.....	Aug. —, 1890.	300 00
Sullivan, Silas.....	Baskin's Wharf.....	Dec. 22, 1896.	130 00
Sauvé, Honoré.....	Caron's Point.....	Feb. 16, 1889.	60 00
Stoneburner, John A.....	Conwall Canal, upper entrance.....	April 12, 1890.	100 00

* Allowance \$200 attending Fog alarm. † Allowance \$25. ‡ Per month while light in operation.

** Allowance \$10.

1-2 EDWARD VII., A. 1902

STATEMENT giving Names and Stations of Light-keepers, &c.—Continued.

ABOVE MONTREAL—Concluded.

Name.	Station.	Appointed.	Salary.	
			\$	cts.
Smith, Donald	Flower Pot Island	Nov. 8, 1897	300	00
Spencer, D. O.	Scotch Bonne-t.	Aug. 8, 1898	350	00
Scott, Guy J.	Point Peter, Light and Fog Alarm	June 6, 1901	650	00
Scott, Wm. J.	Corunna, Range Lights	April 23, 1901	120	00
Taylor, Ross	Stag Island, River St. Clair	July 13, 1900	150	00
Taylor, Edward	Parry Sound, Range Lights	June 3, 1901	350	00
Veech, Stannes	Nine Mile Point: light-keeper and engineer of fog alarm	Mar. 7, 1894	450	00
Valee, Charles	Hope Island	April 20, 1899	450	00
Wallace, John G.	Lindoe Island	July 1, 1881	250	00
Winthrop, Robert W.	Head of Dechène Rapids	April 13, 1891	100	00
Weightman, Wm.	North Sisters Rock, Algoma	Nov. 6, 1885	350	00
Wootton, Edward	Niagara, Fog Bell	July 11, 1887	50	00
White, Charles L.	Smug Harbour, Parry Sound	" 25, 1894	350	00
Webster, Chas.	Cabot's Head, Light and Fog Alarm	May 10, 1898	650	00
Whitmarsh, John	Snake Island	July 18, 1900	350	00
Weir, John C.	Belleville	April 4, 1901	200	00
Wemp, Daniel	Centre Brother Island	Jan. 9, 1901	200	00

BETWEEN MONTREAL AND QUEBEC AND BELOW QUEBEC.

Arcand, Elzéar	Cap de la Madeleine	May 17, 1892	80	00
Ayer, R.	Georgville, Lake Memphremagog	From year to year	*1	50
Arcand, Alfred	Seven Islands	May 20, 1898	324	00
Ascah, James	Fame Point, Gaspé Co.	Sept. 2, 1880	400	00
Beaudet, Fulgence	Lotbinière (1)	June 1, 1895	80	00
Beaudet, George	Lotbinière (2)	Jan. 4, 1883	80	00
Beaudet, Charles	Platon	Aug. 24, 1894	†120	00
Bourque, Peter	Bird Rocks	Nov. 27, 1896	1,300	00
Bouilliane, Pierre	Lark Islet	Sept. 1, 1872	200	00
Bertrand, Auguste	Macquereau Point	Dec. 21, 1877	300	00
Banville, Joseph	Matane	Feb. 1, 1897	†250	00
Bourget, F.	Percé Roadstead	Mar. 18, 1893	200	00
Breton, Narcisse	Point Rich	May 16, 1896	500	00
Bourget, Charles	Cape Despair	Nov. 1, 1897	‡400	00
Bisson, Wm.	Grand River	Oct. 22, 1896	‡150	00
Bergeron, George	River Valee	June 16, 1885	70	00
Bouchard, Louis	Cap au Saumon, Lighthouse and Fog Alarm	May 16, 1896	600	00
Beaulieu, Jos. Hudon dit	Point aux Originaux	April 7, 1875	250	00
Boucher, Louis	Isle aux Raisins	" 13, 1898	240	00
Belanger, H.	St. Thomas Wharf	" 4, 1898	80	00
Buold, Louis	Carleton Point	May 25, 1899	250	00
Boisvert, Alcide	Cape Charles	July 23, 1901	150	00
Baron, Amedée	Cap Charles	June 26, 1901	70	00
Bouchard, Geo.	St. Irénée	Aug. 31, 1901	40	00
Carignan, L. P.	Champlain Main Light	Oct. 1, 1892	80	00
Cornier, Wm.	Amherst Island	April 26, 1871	**300	00
Colton, P. J.	Belleisle	" 1, 1882	††1,100	00
Côté, Luc	Cape Châtte	Dec. 3, 1901	††300	00
Campbell, John W.	Cape Norman, Lighthouse and Fog Alarm	April 12, 1890	720	00
Costin, Eugène	Cape Rosier	Nov. 4, 1890	80	00
Chamberlain, H.	Oak Point, Range Lights	April 19, 1900	75	90
Collins, Geo. F.	Entry Island	Feb. 30, 1901	250	00
Chenel, John	Grand Entry, Mag. Island	July 4, 1901	50	00

*Per week. †Has also charge of Back Rock Range Light at \$5 per month. ‡Allowance \$100.

‡Allowance \$30. **Has allowance of \$50 for fuel, &c. ††Allowance \$100. †††Allowance \$200.

• A light-ship is maintained, under contract, at Peninsula Bank, Gaspé Basin. The present contractor is Thomas Kennedy, sr., of Douglastown, Gaspé County.

SESSIONAL PAPER No. 21

STATEMENT giving Names and Stations of Light-keepers, &c.—Continued.

BETWEEN MONTREAL AND QUEBEC AND BELOW QUEBEC—Continued.

Name.	Station.	Appointed.	Salary.
			\$ cts.
Chabot, Edouard	Pointe St. Laurent	Aug. 1, 1880	300 00
Chiasson, Edward	Étang du Nord	Oct. 22, 1896	350 00
Croteau, Telesphore	St. Croix, Front Range	Mar. 28, 1901	70 00
Dubreuil, Hector	Pointe aux Trembles	Feb. 18, 1897	130 00
Desmarais, Phileas	River St. Francis	July 2, 1897	*20 00
Duperie, Alfred J.	Pointe aux Jones	May —, 1873	40 00
Dubois, Octave	Flower Island, Strait of Belle Isle	Oct. 14, 1899	500 00
Demers, Alphonse	Pointe à Basil	Feb. 6, 1901	100 00
Danville, Elzéar	"	" 6, 1901	100 00
Electric Light Company	Roberval Beacon Light (2)	June —, 1898	60 00
Fournier, Alfred	Upper Traverse	April 14, 1900	600 00
Fugère, Léandre	Batiscon (1)	" 19, 1868	80 00
Fugère, Napoléon	" (2)	Jan. 10, 1887	80 00
Fiset, Jean H.	Lake St. Peter Light-ship No. 2	April 22, 1875	500 00
Fontaine, Edouard	Cape Bauld Lighthouse and Fog Alarm	Nov. 1, 1892	800 00
Faffard, Victor	Pointe de Monts	Aug. 1, 1889	†400 00
Fraser, Pierre T.	Red Island	April 12, 1890	†450 00
Fagot, George	Greenly Island Lighthouse and Fog Alarm	June 30, 1890	800 00
Ferland, Nap.	St. Petronelle	Sept. 3, 1901	150 00
Gervais, Ovila	Contrecoeur (1)	Mar. 1, 1877	100 00
Giguère, Denis	Lavaltrie	April 24, 1870	300 00
Galibois, Jean B.	Bellechasse	June 23, 1880	320 00
Gauthier, Jean	Martin River	Feb. 21, 1876	\$500 00
Goudreault, Jos. M.	River Caribou	—, 1874	40 00
Gauthier, Francis	Pointe aux Jones	April —, 1872	40 00
Goudreault, Abraham	Eboulements Pole Light	May 10, 1882	40 00
Grenier, Solomon	Newport	June 3, 1897	120 00
Guyon, Philip	Isle aux Prunes	Mar. 22, 1898	120 00
Hébert, Moïse M.	Cap de la Madeleine	May 11, 1888	80 00
Harvey, André	Chicotini Wharf	" 30, 1889	40 00
Huot, Joseph	L'Ange Gardien	Aug. 1, 1885	70 00
Heroux, Didié	Lake St. Peter Light-ship No. 3	April 13, 1898	400 00
Irvine, John	Red Island Light-ship	March 2, 1900	**500 00
Lafleche, Désiré	Lake St. Peter Light-ship No. 1	April 12, 1887	400 00
Lachapelle, Jean B.	Repentigny (2)	Feb. 1, 1861	75 00
Langlois, Antoine	River du Chêne	July 11, 1888	100 00
Laliberte, Arthur	Ste. Emelie, Front Range	Sept. 24, 1880	70 00
Lebel, Esdras	Lower Traverse Light-ship	April 21, 1900	††2,300 00
Leclerc, P. M.	Ste. Emelie, Back Range	" 8, 1899	80 00
Lavoie, M.	St. Fulgence	" —, 1893	70 00
Le Huguet, François	Gaspé Cape	Oct. 22, 1896	650 00
Lindsay, Wm.	Gaspé Wharf	June 14, 1900	42 00
Lindsay, Irénée	Green Island	Sept. 25, 1888	600 00
Loisel, John	Pointe Paspébiac	Aug. 27, 1894	150 00
Leclerc, A.	St. Antoine	Feb. 6, 1899	175 00
LeBlanc, Régis	White Island Light-ship	Jan. 11, 1878	††500 00
Lemaieux, Z.	South-west Point, Anticosti	July 19, 1900	600 00
Lachance, Louis	Port of St. John	Sept. 26, 1896	300 00
Leclerc, Geo.	Pillars, Abegonon Rock	July 30, 1901	650 00
Lavoie, P.	Anse St. Jean Wharf	" —, 1889	40 00
Levesque, Arthur	Kamouraska	Feb. 19, 1901	400 00
Moussan, François	Port St. Francis	Mar. 27, 1900	**30 00
Montplaisir, Antoine B.	Cap de la Madeleine	Aug. 6, 1877	175 00
Martineau, Valerie	Champlain Pole Light	" 2, 1889	60 00
Mercier, O.	Isle à la Baguette	" 31, 1883	150 00
Malo, Joseph	Isle Ste. Thérèse (1)	Feb. 1, 1897	130 00

* Per month. † \$200 for attending signal gun, &c. ‡ Allowance, \$50 for fuel, &c.

§ Allowance, \$25. †† Was in charge of Upper Traverse Light-ship from April 13, 1893.

** Allowance, \$1,900. ††† Allowance, \$2,300. *** A month during season of navigation.

1-2 EDWARD VII., A. 1902

STATEMENT giving Names and Stations of Light-keepers, &c.—Continued.

BETWEEN MONTREAL AND QUEBEC AND BELOW QUEBEC—Continued.

Name.	Station.	Appointed.	Salary.	
			\$	cts.
Menard, Denis	North of Halfway Point	Sept. 12, 1890.	170	00
Marchand, Ferdinand.	Pointe aux Citrouilles	April 27, 1896.	200	00
Martin, Paul.	St. Valentine	April 28, 1873.	150	00
Molson, Mrs. Alexander.	Molson's Island, Lake Memphremagog	From year to year	42	50
Malouin, Alfred	Anticosti, West Point	July 1, 1877.	+++450	00
Martin, Jule G.	Little Metis	Dec. 23, 1879.	+++300	00
Marceau, Louis	St. Francis	April 1, 1884.	75	00
Maltais, Eli	Murray Bay	May 10, 1882.	50	00
Mayraud, Eugene	Grondines (2)	May 28, 1901.	100	00
Morin, Hypolite	Pilgrims	April 29, 1898.	310	00
Marcotte, P. L.	Point Bleue, Lake St. John.	Nov. 28, 1898.	40	00
McWilliams, John J.	Father Point	June 1, 1876.	200	00
McLaren, Donald.	River du Moulin.	Sept. 19, 1889.	35	00
Nadeau, Alphonse.	Anticosti, South Point.	June 18, 1894.	800	00
Noel, Edouard	Richelieu Light, Lotbinière.	April 10, 1899.	150	00
Pelletier, Tancrède.	Egg Island.	July 1, 1901.	500	00
Paquin, Sylva	Point du Lac.	May 2, 1900.	100	00
Paul, Edouard	Isle de Grace.	Sept. 7, 1871.	*30	00
Pagé, Celestin	L'Islet Richelieu	Jan. 9, 1895.	150	00
Peters, D. E.	Witch Rock, Lake Memphremagog.	Oct. 31, 1901.	+4	00
Peters, J. H.	Green Point	From year to year	+1	50
Patterson, J. C.	Wadleigh	"	+1	50
Painchaud, Joseph	Crane Island.	Oct. 1, 1864.	320	00
Paquet, Pierre	St. Famille	" 19, 1885.	70	00
Postras, Alexander	Bersimis Range Light	Sept. 21, 1891.	100	00
Pedneau, Pierre.	Isle aux Coudres Pole Light	April 6, 1896.	40	00
Poulin, Alfred	Ste. Famille	" 26, 1898.	70	00
Pineault, Louis.	Bicquet Lighthouse and Fog Alarm	Oct. 6, 1900	700	00
Perrault, Henri.	St. Pierre les Becquets.	May 28, 1901.	70	00
Reeves, Samuel.	Isle Ste. Thérèse (2).	Oct. 12, 1870.	270	00
Rivet, Léon L.	Repentigny (1).	April 28, 1894.	75	00
Robinson, George L.	Ash and Bloody Islands	June 18, 1894.	200	00
Richard, Alphonse	Brandy Pots.	Oct. 7, 1878	400	00
Rennie, E. H.	Cape Ray Lighthouse and Fog Whistle.	" 19, 1884.	890	00
Roberge, C. Honoré.	St. Pierre Island.	" 19, 1885.	70	00
Rodrique, F. F.	Portneuf.	Jan. 22, 1858.	250	00
Racette, D.	St. Croix back range lights.	Feb. 10, 1900.	70	00
St. Onge, Thomas.	Contrecoeur	June 14, 1886.	75	00
Salvail, Omer.	Isle à la Pierre.	May 6, 1897.	220	00
Simard, Edward	Montée du Lac, and Cape Rouge Beacons.	Oct. 28, 1870.	400	00
Sasseville, F. J.	Cape Magdalen, Lighthouse and Fog Whistle.	June 9, 1886.	700	00
Simard, Arthur.	River Caribou	" 9, 1870.	40	00
St. Croix, George.	Plateau Rock	Oct. 22, 1896.	400	00
Savard, Jno.	River Caribou	"	40	00
Simard, H.	St. Anne de Chicoutimi	"	40	00
Trottier, Widow I.	Grondines (1).	Aug. 1, 1872.	100	00
Thurber, Mrs. Wm.	Ste. Croix.	March 28, 1901.	175	00
Tremblay, W. F.	Goose Cape	April 4, 1888.	250	00
Tremblay, Dorilas	Portneuf (2)	Feb. 18, 1875.	350	00
Tremblay, George.	River du Moulin.	Sept. 9, 1889.	35	00
Trudelle, Ambroise.	L'Ange Gardien.	Oct. 19, 1885.	70	00
Tremblay, Pitre	St. Alphonse Wharf	June 19, 1895.	40	00
Tremblay, Henry	Cape l'Aigle Pole Light.	Feb. 6, 1896.	40	00
Tremblay, Thomas.	Bay St. Paul.	Oct. 25, 1898.	250	00
Tremblay, P. E.	Harbour Light Rivière du Loup.	May 19, 1900.	70	00
Tremblay, Alexis.	Heath or East Point, Anticosti.	July 25, 1900	600	00
Vigneau, Placide.	Perroquet Island.	Sept. 19, 1892.	600	00
Vézina, Oliver	St. Pierre.	Oct. 28, 1897.	70	00
Whitman, Robert H.	Lacolle	May 14, 1883.	150	00
Wheeler, W.	Lead Mines, Lake Memphremagog	From year to year	+1	50
Wyatt, Thomas	Forteau Lighthouse and Fog Whistle.	Oct. 18, 1889.	†800	00

*Per month.

†Per week.

‡Allowance \$75.

‡‡Allowance \$20 for fuel and \$20 for horse.

‡‡‡Allowance \$250.

SESSIONAL PAPER No. 21

STATEMENT giving Names and Stations of Light-keepers, &c.—Continued.

NEW BRUNSWICK.

Name.	Station.	Appointed.	Salary.	
			\$	cts.
Arseneau, James	Dalhousie	Jan. 18, 1894	100	00
Archer, Wm.	North Tracadie	Nov. 7, 1872	275	00
Allain, Joseph	Hay Island, Beacon Light	May 21, 1895	150	00
Balmer, Matthew	Oak Point	April 27, 1900	80	00
Barbour, Jas. G.	Cape Enrage Lighthouse and Fog Signal	May 11, 1888	800	00
Bent, A. J. Percy	Cape Jourmain or Cape Tormentine	Jan. 25, 1901	300	00
Blacklock, Fred. G.	Cape Spencer	Mar. 5, 1888	400	00
Brown, Charles	Quaco	Nov. 25, 1884	400	00
Bradshaw, L. B.	Quaco Fog Alarm	Sept. 3, 1887	400	00
Brune, John David	Goose Lake	May 11, 1888	*250	00
Boudreau, Jos. B.	Petit Rocher	Feb. 26, 1896	150	00
Blakley, Lawrence	Harper's Point	Sept. 9, 1887	75	00
Bellmore, Fredk.	Dipper Harbour	Mar. 12, 1895	100	00
Belleveau, Philip T.	Folly Point	Nov. 29, 1897	175	00
Cochran, Fredk. M.	St. Martin's Wharf, Quaco	Mar. 25, 1892	100	00
Conley, John C.	Beaver Harbour	April 2, 1892	250	00
Cummings, Geo.	Campbellton Beacon Light	Jan. 1, 1880	100	00
Chapman, James	Baie du Vin Island	July 24, 1882	200	00
Crandall, D. H.	Grays Point, Pole Light	April 12, 1900	70	00
Carney, John	Perry Point	Sept. 25, 1900	80	00
Copp, Ed. J.	Anderson's Hollow	Jan. 14, 1901	100	00
Dixon, Elias C.	Pea Point	Nov. 16, 1898	250	00
Delaney, John	Grant's Beach	Oct. 7, 1880	125	00
Drake, Jeremiah	St. John Signal Station	Mar. 24, 1881	650	00
Dumaresq, Francis X.	Shippegan	Nov. 7, 1872	280	00
Dalzell, Geo. Y.	Swallow Tail	Mar. 18, 1893	400	00
Dutch, John	He-on Island	" 7, 1875	200	00
Dinsmore, Samuel G.	Big Duck Island Fog Alarm	July 5, 1886	550	00
DeGrace, John	Indian Point	June 4, 1889	150	00
Davidson, Warren P.	Southern Wolves	Jan. 14, 1897	500	00
Day, W. A.	Belyea's Point	Sept. 29, 1899	90	00
Egan, Edward	Bellonie's Point	May 17, 1892	100	00
Frawley, Frank	Point Lepreau Fog Alarm	June 15, 1898	450	00
Flewelling, M.	Flewelling's Wharf	April 12, 1890	80	00
Fanjoy, William	Fanjoy's Point	Dec. 15, 1897	80	00
Ferguson, W. G.	South Tracadie Gully	Mar. 23, 1898	150	00
Guptill, S. N.	Grand Harbour	Oct. 24, 1900	400	00
Gillard, John	Point DuChene Range Lights	June 13, 1888	90	00
Gillespie, David	Hillsborough Pier	Dec. 31, 1892	75	00
Gould, Francis T.	Point Brule Range Lights, Shediac	Jan. 13, 1889	40	00
		April 3, 1900		
Hendry, A. M.	Hendry Farm	" 25, 1899	80	00
Hayden, Michael	Pokemouche	Oct. 17, 1888	200	00
Henderson, Arthur	Midjie Bluff	" 5, 1894	200	00
Hamm, Chas. P.	Musquash	Jan. 14, 1879	300	00
Helms, Geo.	Petit Passage Fog Whistle	May 5, 1882	400	00
Hachey, Octave	Pokesudie Island	July 12, 1881	180	00
Hagan, E.	Ward's Point	April 12, 1890	80	00
Harvey, W. L.	Gannet Rock	May 29, 1898	700	00
Hannah, Mrs. B.	Spruce Point	Sept. 1892	120	00
Ingals, Turner	S.W. Head, Seal Cove	Dec. 4, 1900	500	00
Ingersoll, Colin J.	Machaus, Seal Isl. Light house & Fog alarm	Dec. 30, 1901	1,000	00
Kilpatrick, Joseph	Passamaquoddy Bay	Feb. 3, 1898	350	00
Lantaigne, Gervais	Caraquet Island	June 16, 1888	200	00
Leblanc, Charles P.	Cassie's Point	May 1, 1872	250	00
Looney, Thos. E.	Greenhead, St. John River	Oct. 14, 1896	200	00

*Allowance, \$12.

†Allowance, \$45.

‡Allowance, \$180.

1-2 EDWARD VII., A. 1902

STATEMENT giving Names and Stations of Light-keepers, &c.—*Continued.*NEW BRUNSWICK—*Concluded.*

Name.	Station.	Appointed.	Salary.
			\$ cts.
Mills, George.....	Lower Fox Island.....	June 23, 1897..	200 00
Morrison, Peter.....	Oak Point.....	" 24, 1882..	100 00
Morrison, Peter, jr.....	Portage Island.....	July 1, 1892..	200 00
Morrison, Duncan.....	Shebrake Island.....	Feb. 25, 1880..	300 00
Maillet, D. O.....	Indian Point, Buctouche.....	July 7, 1883..	150 00
Matheson, R. B.....	Newcastle.....	April 18, 1898..	100 00
McLaren, William.....	St. John Harbour.....	June 8, 1901..	350 00
McLeod, J. H.....	Bliss Island.....	Oct. 17, 1900..	300 00
McLennan, Kenneth.....	Escuminac Lighthouse and Fog Whistle.....	March 7, 1892..	750 00
McEwen, David.....	Middle Island.....	July 22, 1875..	300 00
McIntosh, Chas.....	Neguae Range Lights.....	Dec. 19, 1892..	109 00
McBaine, Alex.....	Cox's Point.....	May 6, 1898..	80 00
McMonagle, Miles.....	Oromocto Shoals.....	" 26, 1891..	80 00
McDonald, R. P.....	Musquash Island.....	Jan. 28, 1901..	80 00
McMann, Robert Harvey.....	McMann's Point.....	Nov. 2, 1901..	80 00
McNeil, Henry H.....	Dalhousie Beacon Lights and Douglas Island Light.....	Jan. 1, 1880..	150 00
McConnell, Robert.....	Miscou Gully.....	Sept. 9, 1887..	100 00
Nevers, George.....	Jemseg.....	Nov. 24, 1884..	80 00
Nobles, Israel.....	Belleisle Point.....	" 23, 1885..	80 00
Purvis, David.....	No Man's Friend.....	June 2, 1897..	80 00
Preston, S.....	Preston Beach.....	July 11, 1889..	125 00
Pendlebury, Wm. J.....	St. Andrews.....	April 10, 1889..	250 00
Pickett, Robert E.....	Parmer's Point.....	May 11, 1897..	80 00
Parker, Alvin.....	Mullholland's Point.....	June 13, 1901..	200 00
Palmer, E. B.....	Hampstead.....	Nov. 6, 1900..	80 00
Quinton, Wm. M.....	Mark's Point.....	April 12, 1890..	120 00
Russell, James R.....	Grindstone Island.....	Jan. 13, 1899..	700 00
Rivers, Robert.....	Miscou Light-house and Fog Whistle.....	April 24, 1877..	800 00
Robinson, John.....	Neguae Beach.....	June 30, 1895..	150 00
Richard, Peter F.....	Richibucto.....	May 30, 1895..	185 00
Robertson, Charles M.....	Robertson's Point.....	June 30, 1897..	80 00
Robertson, Meier.....	Shediac Island Beacons.....	Dec. 29, 1873..	253 00
Ross, Elijah.....	Negro Point.....	March 5, 1878..	400 00
Robichaud, Jude.....	Richibucto Beacon.....	Dec. 5, 1891..	225 00
Robicheau, Henry B.....	Dixon Point.....	June 21, 1884..	150 00
Roberty A.....	Belledune.....	Feb. 5, 1895..	100 00
Richards, D. L.....	Partridge Isd. Lighthouse and Fog Whistle.....	July 19, 1900..	800 00
Sutherland, Geo. A.....	Bathurst Harbour.....	March 20, 1882..	†200 00
Seely, Neil.....	Head Harbour Lighthouse and Fog Whistle.....	May 3, 1882..	800 00
Scott, Chas. F.....	Stonelhaven.....	July 20, 1885..	100 00
Thomas, Geo. H.....	Point Lepreau.....	Aug. 29, 1884..	400 00
Tatton, George T.....	Grand Manau Fog Whistle.....	Oct. 16, 1886..	550 00
True, Geo. Howard.....	Wilnot's Bluff.....	Sept. 11, 1899..	80 00
Upton, Robert.....	Bridge's Point.....	" 11, 1899..	80 00
Williston, Wm. W.....	Fox Island.....	May 31, 1873..	300 00
Wagner, Richard.....	Sand Point.....	June 7, 1883..	80 00
Williams, Forrest W.....	William's Wharf.....	May 11, 1897..	80 00

NOVA SCOTIA.

Amero, George D.....	Pubnico.....	Feb. 6, 1893..	240 00
Amirault, James.....	Sissiboo.....	July 11, 1899..	200 00

* Allowance \$300. † Allowance \$10.

SESSIONAL PAPER No. 21

STATEMENT giving Names and Stations of Light-keepers, &c.—Continued.

NOVA SCOTIA—Continued.

Name.	Station.	Appointed.	Salary.
			\$ cts.
Amero, Chas. A.	Whitehead Island	Nov. 9, 1897	300 00
Beamman, Edwin	Digby Pier	May 29, 1897	100 00
Burke, James	Main-à-Dieu	" 2, 1871	300 00
Bonner, George	Point Aconi	April 18, 1874	200 00
Burgess, Watson	Port l'Hébert	July 26, 1892	150 00
Boutillier, R. J.	Superintendent of Sable Island	Nov. 13, 1884	*600 00
Boutillier, Henry	Paddy's Head, Indian Harbour	June 6, 1901	100 00
Bollong, James	Pope's Harbour	Aug. 6, 1877	300 00
Bourgeois, Philip	Cheticamp Range Lights	May 23, 1898	150 00
Boudrot, Thomas	Hawk Island, Poulamon	June 19, 1901	200 00
Baker, Thomas	Pease Island	May 19, 1879	350 00
Burns, Wm. H.	Wedge Island	April 2, 1892	400 00
Brackett, Wm.	Herring Cove	Aug. 28, 1897	100 00
Belleveau, John H.	Belleveau's Cove	Feb. 16, 1889	80 00
Brownell, Luther	Cold Spring Head	Mar. 27, 1901	120 00
Brown, James	Canberry Head Fog Alarm	June 22, 1898	500 00
Buchanan, Angus A.	Neil's Harbour	Aug. 14, 1899	150 00
Buckman, Chas.	North Point, Brier Island	Jan. 7, 1901	200 00
Baird, Fredk.	Cariboo Island or Gull Roek	Dec. 30, 1901	300 00
Chiasson, German	Caveau Point Range Lights	Aug. 20, 1897	120 00
Chiasson, Joseph P.	Grand Entry, Inverness	May 21, 1901	60 00
Critchton, H. H.	Critchton's Head	" 6, 1874	200 00
Crooks, Deman	Liscombe	Oct. 6, 1894	300 00
Connington, Thomas	Louisburg Range Lights	" 26, 1897	150 00
Crowell, John	Seal Island Lighthouse and Fog Whistle	" 14, 1899	800 00
Campbell, Samuel C.	St. Paul's Island, Superintendent	July 17, 1897	†700 99
Campbell, J. O.	Port Mouton	April 29, 1898	300 00
Comeau, Louis C.	Meteghan River Wharf	Oct. 12, 1875	100 00
Campbell, John	Red Islands	Nov. 30, 1901	120 00
Croucher, George A.	Croucher's Island	Jan. 31, 1883	300 00
Clough, Daniel	Grandique Pole Light	July 4, 1884	70 00
Clory, Abraham	Glasgics Point Pole Light	" 25, 1894	150 00
Coolin, Joseph	Westhaver's Point	Aug. 5, 1885	250 00
Carey, James	Carey's Beach	" 18, 1886	60 00
Cameron, John	Beaver Point	Sept. 29, 1896	150 00
Campbell, John M.	Engineer Fog Alarm, St. Paul's Island	Oct. 26, 1898	400 00
Christian, John	Betty's Island	Dec. 12, 1899	500 00
Creelmann, Samuel	Porte-à-Pique	May 2, 1901	25 00
Doane, Isaac	Cape Sable	July 1, 1871	800 00
Duane, Wm.	Green Island	Oct. 30, 1871	500 00
Doody, James	Meagher's Beach, Lighthouse and Fog Whistle	Feb. 19, 1896	800 00
Dunne, James M.	Fort Williams	Oct. 26, 1859	260 00
Doane, John H.	Yarmouth Fourchu, Lighthouse & Fog Whistle	July 1, 1874	800 00
Doane, Joshua	Yarmouth Harbour	Feb. 23, 1874	‡350 00
Doyle, Edward	Mabou Range Lights	June 14, 1897	70 00
D'Entremont, W. H.	Abbott's Harbour	May 22, 1888	90 00
Dewis, F. H. P.	Cape d'Or	April 13, 1898	500 00
Daigle, Nicholas	Margaree, Outside Range	June 8, 1901	50 00
Ellis, Wm. E.	Amapolis, Pt. Prim or Digby L. H. & F. W.	March 8, 1875	800 00
Early, John	Margareville	Feb. 19, 1887	230 00
Fowler, James E.	Apple River Lighthouse and Fog Whistle	July 25, 1894	70 00
Fisher, Joel W.	Baccaro or Barrington	Aug. 8, 1883	400 00
Fulker, Wm. G.	Devil's Island	July 1, 1886	420 00
Firth, Charles M.	Coffin Island, Liverpool	June 30, 1880	400 00
Foster, Israel C.	Port Medway	Oct. 13, 1892	260 00
Foster, Samuel T.	Port Medway Breakwater	Feb. 17, 1899	100 00
Foster, Geo. M.	Port George	Nov. 5, 1897	100 00
Fraser, John A.	Callaghan's Island	Dec. 31, 1892	200 00
Faulkner, W. Y.	Burnt Coat	June 22, 1898	250 00
Findlay, John H.	Bull Point	Dec. 7, 1899	100 00
Giffin, Spencer H.	Country Harbour, Green Island	Sept. 18, 1883	400 00

*With board for self and family. †Allowance \$1,400. ‡Allowance \$30 per annum for fog bell.

1-2 EDWARD VII., A. 1902

STATEMENT giving Names and Stations of Light-keepers, &c.—Continued.

NOVA SCOTIA—Continued.

Name.	Station.	Appointed.	Salary.	
			§	cts.
Gilkie, Henry A.	Sambro	Jan. 8, 1877	800	00
Giffin, Ira L.	Holly Point, Isaac's Harbour	April 28, 1894	200	00
Gondock, Edward	Shelburne Sand Point	Dec. 3, 1880	280	00
Gardner, Frederick T.	Brooklyn Pier	Feb. 6, 1885	100	00
Gallant, Patrick	Little Loraine	Jan. 19, 1900	80	00
Goodwin, Jas. E.	Wood's Harbour	Aug. 27, 1900	200	00
Harpell, Jeremiah	Jeddore Harbour Range Lights	Jan. 21, 1901	150	00
Helm, William	Flint Island	July 31, 1883	450	00
Hopkins, Leslie	Bon Portage Island	Oct. 20, 1897	350	00
Huntley, Charles H.	Kingsport Pier	June 30, 1890	100	00
Hensbee, David S.	Crowe Harbour	Nov. 10, 1897	300	00
Hawley, Matthew	South Bay, Ingonish	May 13, 1897	140	00
Hardy, John	Gabarus	Nov. 22, 1890	200	00
Hemesey, W. P.	Highland Village Pole Light	April 6, 1899	25	00
Hinds, James	Victoria Beach	Mar. 7, 1901	100	00
Jackson, David	Ingonish Island	April 13, 1898	360	00
Johnson, Edward	Chebuco Head Lighthouse and Fog Whistle	May 14, 1872	800	00
Joyce, Simon	Seal Island Pole Light	July 4, 1884	100	00
Jamieson, Chas.	Cape St. Lawrence	Sept. 21, 1893	400	00
Jamieson, Geo. C.	Cole Harbour Range Lights	Oct. 21, 1898	120	00
Long, Joseph	Canso Harbour	Dec. 31, 1896	250	00
Leblanc, Severin	Fish Island	July 1, 1889	250	00
Lowden, David	Pictou Harbour Range Lights	" 12, 1897	150	00
LeVashe, Wm.	Arichat	Oct. 17, 1898	250	00
Lyons, John W.	Barrington Light-ship	June 18, 1897	500	00
Landry, Edward	Big Arrow Island	Feb. 23, 1897	200	00
Larkin, Ephraim	Shag Harbour, Stoddart's Island	Mar. 18, 1896	200	00
Livingstone, George S.	Advocate Harbour	May 8, 1884	250	00
LeBlanc, Benjamin	Tusket Wedge	Nov. 1, 1892	300	00
Morrell, B. H.	Brier Island	June 6, 1901	400	00
Morrison, Charles	Amet Island	Oct. 5, 1894	320	00
Morrison, M. D.	Black Rock Point	June 8, 1892	250	00
Muise, Marcellin	Chetichamp	Nov. 27, 1896	300	00
Misner, John E.	Fort Point	May 16, 1896	150	00
Moser, Samuel	Moser's Island	Nov. 6, 1885	450	00
Mullins, James	Mullins Point	June 8, 1892	250	00
Munro, William	Pictou	Nov. 22, 1890	460	00
Murphy, Michael	Pomket Island	Dec. 18, 1890	350	00
Mundell, Joseph	Sand Point	Oct. 18, 1869	400	00
Martell, John T.	Scatterie Lighthouse and Fog Whistle	July 30, 1897	800	00
Murray, John	Cape George	Nov. 3, 1882	200	00
Munroe, William L.	Three Top Island	Oct. 28, 1879	300	00
Mitchell, John W.	Jeddore Rock	Sept. 29, 1882	400	00
Mitchell, Wm. A.	Quaker Island	Feb. 19, 1896	300	00
Matheson, Murdoch	Whycoomah Pole Light	Sept. 11, 1884	60	00
Morrison, Widow	Freestone Pole Light	June 5, 1897	150	00
Mauger, John J.	Cape LaRonde	Nov. 16, 1898	300	00
McKay, H. G.	Bird Island	May 21, 1901	450	00
McNeil, Francis, S. H.	Iona	Nov. 16, 1901	120	00
Myrick, John	Cape Race, Newfoundland, Lighthouse and Fog Whistle	Nov. 1, 1897	1,000	00
McDonald, Robert	Cartier's Island or Lockport	Jan. — 1885	275	00
McRae, Roderick	Margaree or Sea Wolf Island	Feb. 3, 1898	400	00
McLellan, Rod'k.	Margaree Harbour, Inside Range	June 8, 1901	50	00
McKay, R.	North Canso	Feb. 4, 1882	350	00
McFarlane, Andrew	Pictou Island	June 8, 1892	400	00
McDonald, John A.	Port Hood	May 10, 1880	280	00
McDonald, James	Point Tupper	Mar. 15, 1870	300	00
McAskell, Donald	St. Anne's Harbour	June 26, 1889	140	00
McLean, H.	Gillis Point	Dec. 18, 1897	150	00
McRae, Hector	McKenzie Point, Plaster Harbour	Aug. 20, 1890	160	00
McLeod, Norman	Cape North, Money Point	Oct. 14, 1899	400	00

SESSIONAL PAPER No. 21

STATEMENT giving Names and Stations of Light-keepers, &c.—Continued.

NOVA SCOTIA—Continued.

Name.	Station.	Appointed.	Salary.	
			\$	cts.
McRae, Donald	Kidston's Island	May 17, 1892	200	00
McLeod, Angus	St. Esprit	Oct. 27, 1880	400	00
McDonald, Charles L.	Little Narrows	Jan. 17, 1896	120	00
McDonald, Norman	Marjorie's Isle Pole Light	July 4, 1884	100	00
McAskill, Kenneth	Jerome Point	" 30, 1901	250	00
McNeil, John C.	Piper's Cove	Dec. 18, 1897	120	00
McNeil, Laughlin	McNeil's Back Pole Light	Aug. 6, 1884	60	00
McFadyen, Malcolm	Mabou Range Light	April 17, 1891	50	00
McVickar, Archibald	Cow Bay Breakwater	July 3, 1896	70	00
McDonald, Donald	Clark's Harbour Pole Light	April 25, 1892	50	00
McNeil, John	Campbell's Island, Victoria Co.	May 22, 1900	160	00
McEachern, A. L.	Cape St. George	Sept. 8, 1898	450	00
McLeod, Murdoch	Pugwash	Dec. 10, 1897	250	00
McKenna, John L.	McNutt's Island, Shelburne Harbour L. H. & F. W.	Mar. 31, 1899	800	00
MacIntosh, James	Egg Island	July 28, 1899	500	00
McLellan, Ingersoll L.	Economy Pole Light	May 16, 1899	*6	00
McAdam, Hugh R.	Arisaig	Nov. 14, 1898	100	00
Nass, Henry	Lunenburg	Mar. 12, 1897	300	00
Nickerson, Byron	Negro Island	July 26, 1897	300	00
Nunn, George	Sydney South Bar	June 20, 1872	300	00
O'Brien, Chas. W.	Walton Harbour	Jan. 2, 1901	135	00
O'Leary, Wm.	Beaver Island	Feb. 22, 1900	350	00
O'Hara, Theodore	Port Bickerton	Jan. 26, 1901	150	00
Orchard, L. D.	Gull Rock	" 1, 1877	400	00
Payzant, Jason	Little Hope Island	Oct. 22, 1901	500	00
Pearl, Albert	Green Island	Dec. 29, 1873	500	00
Price, Philip	Louisburg	Nov. 8, 1897	350	00
Peters, John G.	Low Point	Oct. 1, 1865	460	00
Pettis, William	Farrsboro'	Dec. 6, 1888	340	00
Palmer, Howard	Wolfe Point	Oct. 14, 1899	250	00
Palmer, H. W.	Fort Point	May 22, 1878	200	00
Perry, John	Sheet Harbour	Dec. 17, 1878	500	00
Pinney, Elisha	Cape Sharp, Diligent River	July 6, 1893	250	00
Perry, Levi	North East Harbour Range Lights	June 17, 1899	200	00
Peters, John N.	Brier Island	" 6, 1901	400	00
Robinson, Charles	Black Rock	Mar. 16, 1885	330	00
Ruggles, Frank	Boar's Head	May 24, 1901	350	00
Robicheau, B. H.	Cape St. Mary's	July 5, 1886	350	00
Kathburn, S. M.	Horton Bluff	" 1879	250	00
Reid, George J.	Isle Haute	Oct. 18, 1889	500	00
Ross, Robert	George's Island	Jan. 18, 1876	250	00
Robblee, Jacob V.	Shafner's Point	May 29, 1897	150	00
Riley, Simon W.	Annapolis Royal	Mar. 7, 1892	100	00
Richards, Stephen C.	Charles Cove Guysboro'	Nov. 4, 1901	120	00
Smith, Eph.	Inner Pole Light Sambro Island	Jan. 3, 1900	20	00
Sullivan, James	Cape Canso, Cranberry Island, L. H. & F. W.	May 23, 1887	800	00
Scott, M. C.	Guysborough	April 19, 1884	220	00
Swinehammer, George	Peggy's Cove Point	Jan. 4, 1883	350	00
Spencer, Robert A.	Spencer's Point	April 1, 1870	125	00
Suthern, Edward W.	Westport	" 12, 1890	300	00
Saulnier, John H.	Church Point	Aug. 8, 1878	200	00
Sampson, C.	Onetique Island	Dec. 1, 1874	350	00
Strum, James A.	Westhaver Island	Sept. 23, 1888	200	00
Sollows, A. J.	Green Cove Pole Light	Dec. 28, 1900	75	00
Sampson, Theodore	South Beaver Harbour Pole Light	Oct. 15, 1892	80	00
Smith, Caleb	Salter's Head Beacon Light	June 21, 1888	60	00
Smith, William B.	Westhead Barrington	April 12, 1890	200	00
Simpson, John	Pictou Custom House Light	Dec. 10, 1901	100	00
Smeltzer, John D.	Hobson Island	April 10, 1900	300	00
Smith, John Young	Pages Island, Port La Tour	Jan. 17, 1901	150	00

* Per month during season of navigation.

1-2 EDWARD VII., A. 1902

STATEMENT giving Names and Stations of Light-keepers, &c.—Continued.

NOVA SCOTIA—Concluded.

Name.	Station.	Appointed.	Salary.	
			\$	cts.
Vigneau, George	Jerseyman's Island	Mar. 23, 1883	300	00
Vance, George	Masstown	June 29, 1898	25	00
Walsh, Peter	Lingish, C.B.	Oct. 22, 1901	200	00
Wolfe, Howard M.	Ironbound	June 22, 1895	250	00
Wells, James	Whitehead	Oct. 20, 1897	510	00
Winton, Robert B.	Guion Island	April 28, 1877	450	00
Wambold, James	Sheet Harbour Passage	May 11, 1887	50	00
Webb, Patrick	Harbour au Bouche	Feb. 19, 1896	250	00
Webber, James M.	Torbay	May 10, 1898	300	00
Wynacht, W. H.	Cross Island Lighthouse and Fog Whistle	April 13, 1898	800	00
Young, Uriah	Chester, Quaker Island	Feb. 15, 1884	400	00
PRINCE EDWARD ISLAND.				
Anderson, Albert	St. Peter's Harbour	July 25, 1900	130	00
Allen, Joel S.	Indian Point Pier	May 18, 1898	350	00
Arseneault, F. C.	Cape Egmont	April 20, 1900	200	00
Clark, Jesse	St. Andrew's Point, Inner Range	August 14, 1901	125	00
Champion, Wm.	Casumpec Harbour	October 25, 1897	160	00
Costain, Frederick	Mminegash, Rix Point Range Light	May 19, 1897	40	00
Connors, George	St. Andrew's Point, Outer Range	June 3, 1901	125	00
Fraser, John	Summerside Wharf	April 12, 1897	100	00
Gaudet, Agape	Tignish	August 30, 1897	130	00
Gillis, Donald	Point Prim	Decemb. 10, 1897	300	00
Hardy, Wm.	Little Channel	July 26, 1875	100	00
Howatt, Abner J.	Crapaud Outer Range Light	July 22, 1893	160	00
Harris, Wm.	Cape Bear	Novemb. 11, 1896	350	00
Kennedy, Alexander	Hazard's Inner Range Light	June 27, 1890	60	00
Kielly, John Andrew	Cove Head, Inner Light	Novemb. 27, 1900	90	00
(Vacant)	Crapaud Inner Range Light		100	00
Lewis, James	Brighton Beach Range Lights	March 1, 1899	100	00
Munn, Duncan	Little Sands	May 1, 1877	30	00
Morrison, John D.	Cardigan	August 15, 1901	100	00
McDonald, John W.	Tracadie	May 24, 1901	100	00
McRae, Daniel	Hazard's Outer Range Light	April 6, 1900	70	00
McDonald, Launchin	East Point Lighthouse and Fog Whistle	Feb. 23, 1897	600	00
McDonald, John	Orwell	June 25, 1879	80	00
McLeod, Jas. H.	New London	January 29, 1896	100	00
McDonald, Wm.	West Point	Decemb. 1, 1875	300	00
McKay, John	Wood Island	Septemb. 12, 1898	250	00
McDonald, Angus	Souris	Novemb. 13, 1880	300	00
McDonald, Jas. A.	Savage Harbour	July 11, 1889	100	00
McLeod, Lemuel	Murray Harbour Beach Light	Decemb. 21, 1897	50	00
McPherson, Daniel W.	Brush Wharf, Orwell, Range Lights	January 13, 1899	60	00
McNeil, Alex. S.	Block House, Charlottetown	March 25, 1901	340	00
Oulton, Robert T.	Savage Island, Casumpec	June 14, 1897	80	00
O'Brien, Patrick	Mminegash Range Light	May 14, 1897	60	00
Phee, James	North Cape	Septemb. 4, 1897	300	00
Penny, Robert	Murray Harbour, Penny's Light	Novemb. 11, 1897	50	00
Pino, Joseph N.	North Rustico	February 6, 1897	125	00
Ranaghan, Peter	Sea Cow Head	April 21, 1873	250	00

SESSIONAL PAPER No. 21

STATEMENT giving Names and Stations of Light-keepers, &c.—*Concluded.*PRINCE EDWARD ISLAND—*Concluded.*

Name.	Station.	Appointed.	Salary.
Robertson, Alfred.....	Annandale Range Lights	October 5, 1898..	\$ 100 00
Sinclair, Wm.....	Fish Island	March 8, 1897..	250 00
Stewart, Geo.....	Summerside Harbour Back Range Light.....	Septemb. 5, 1895	80 00
Steele, Colin.....	Panmure Island.....	June 3, 1901.....	250 00
Tuplin, Jas. C.....	Sandy Island, Cascumpec.....	May 5, 1897.....	300 00
Taylor, Chas.....	Darnley Basin Range Lights.....	June 14, 1897.....	60 00
Taylor, James W.....	St. Peter's Island.....	May 1, 1897.....	200 00
Wiggins, G. W. J.....	Darnley Point Range Lights.....	October 16, 1896.	100 00
Wright, Chas. L.....	Wright's Range Light, Crapaud.....	June 14, 1894.....	100 00

BRITISH COLUMBIA.

Brown, Wm. Henry.....	Ballinac Island.....	Oct. 3, 1901..	180 00
(Vacant).....	Discovery Island Lighthouse and Fog Whistle.....		900 00
Carpenter, C.....	Dryad Point Light.....	Nov. 7, 1899..	180 00
Crozier, James.....	Bare Point, Chemainus.....	June 12, 1897..	168 00
Clark, M. G.....	Entrance Island Lighthouse and Fog Whistle.....	Nov. 26, 1897..	900 00
Codville, James.....	Pointer Island.....	July 11, 1900..	360 00
Daykin, William P.....	Carmanah Point Lighthouse and Fog Whistle.....	Nov. 4, 1890..	1,200 00
Davidson, John.....	Cape Mudge.....	June 27, 1898..	360 00
Davies, John.....	Fiddle Reef, Victoria.....	Dec. 2, 1898..	*25 00
Eastwood, F. M.....	Race Rocks.....	Jan. 31, 1891..	1,200 00
Erwin, Walter.....	Point Atkinson Lighthouse and Fog Whistle.....	Oct. 5, 1889..	1,000 00
Forsythe, James.....	Ivory Island.....	Sept. 5, 1900..	500 00
Georgeson, Henry.....	Plumber Pass Lighthouse and Fog Whistle.....	July 21, 1884..	900 00
Georgeson, James.....	Saturna Island, East Point.....	Oct. 26, 1889..	550 00
Grove, John.....	Prospect Point.....	June 21, 1898..	300 00
Gallup, J. W.....	Balfour.....	Mar. —, 1900..	720 00
Gordon, Walter.....	Yellow Island.....	Sept. 27, 1901..	500 00
Harrison, S. G.....	Beren's Island.....	Nov. 4, 1897..	300 00
Harvey, Thos. W.....	Lawyer's Island.....	Oct. 22, 1901..	600 00
Jeffries, Alfred.....	Sister's Rock, Vancouver.....	April 30, 1901..	500 00
Jones, William D.....	Broekton Point, Burrard Inlet.....	Aug. 20, 1890..	300 00
Johnston, Capt. George.....	Fisgard.....	July 30, 1901..	500 00
McCull, Wm.....	Garry Point.....	Aug. 4, 1898..	*10 00
Patterson, Thomas.....	Cape Beale.....	Mar. 2, 1895..	†500 00
Richardson, John.....	Portlock Point Lighthouse and Fog Alarm.....	Dec. 2, 1895..	460 00
Scarlett, Robert.....	Egg Island.....	Aug. 22, 1900..	600 00

* Per month. † Allowance, \$700.

DEPARTMENT OF MARINE AND FISHERIES,
OTTAWA, November 6, 1901.

APPENDIX No. 13.

REPORT OF EXAMINERS OF MASTERS AND MATES.

HALIFAX, N.S., December 5, 1901.

To the Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—Owing to the lamented death of the late chairman, Captain W. H. Smith, R.N.R., on the 10th of May last, I have, under your instructions, the honour to submit, for the information of the Honourable the Minister of Marine and Fisheries, the annual report of the proceedings of the Board of Examiners of Masters and Mates, from June 30, 1900, to June 30, 1901, to the end of the fiscal year.

Examinations for candidates for Certificates of Competency Sea-going, were held as follows:—

At Halifax 11 times, at St. John 5 times, at Yarmouth 5 times, making 21 times in all.

There were also four examinations held at Victoria, B.C., the papers and problems having been sent to the chairman at Halifax for his inspection.

No examinations were held at Quebec during the twelve months. One candidate was prepared for examination there for master sea-going, but, owing to the late chairman having been prevented by illness from visiting that port, the applicant was sent to Halifax at government expense and examined by him here.

At Halifax eight applications were made for sea-going certificates of competency as master, and seven for master coasting and inland waters; eight sea going and six masters for coasting and inland waters received certificates. Fourteen applications were made for sea-going certificates as mate, and six for mates coasting; twelve sea-going and six coasting mates received certificates.

At St. John five applications were made for sea-going certificates of competency as master, and twelve for master coasting and inland waters; three sea-going and eleven masters for coasting and inland waters received certificates. Six applications were made for sea-going certificates as mate, and five for mates of coasting and inland waters; four sea-going and four coasting and inland mates received certificates.

At Yarmouth one application was made as a sea-going certificate as master and five for mates certificates; one master and one mate received certificates.

At Victoria three applications were made for sea-going certificates as masters and one for a mate's certificate, and all were successful.

It can, therefore, be seen that seventeen applications were made for master's certificates of competency sea-going, and twenty-six for mates' during the year; fifteen masters and eighteen mates received certificates, also nineteen applications for certificates as master competency coasting and inland waters, were made to the Board of Examiners, and eleven for mates' certificates; seventeen masters and ten mates received certificates.

Two certificates of service were issued through the Halifax office for master coasting, and nine renewal certificates.

The total number of certificates issued by the Department of Marine and Fisheries during the fiscal year, including competency, service and renewal, upon applications made to the Board of Examiners at Halifax, was 71, and fees to the amount of \$756 were collected and deposited to the credit of the Receiver General.

Amongst the applicants enumerated above, some have presented themselves a second or third time for examination, having previously failed to pass.

SESSIONAL PAPER No. 21

At Yarmouth, examinations for certificates for coasting and inland waters, are conducted by an examiner, Capt. J. E. Murphy, who also acts as instructor to the candidates for such certificates, as well as to those who desire to present themselves before the Board for sea-going certificates. He reports direct to the department in a similar manner to the examiners of coasting and inland officers at other ports.

Since the death in October, 1899, of the former member of the Board who resided at St. John, namely the late Captain William Thomas, all the applications for coasting and inland certificates at that port have been examined by the chairman at the time of his usual monthly visit to St. John, with the exception of a few who have been examined by Captain Murphy, there and at Yarmouth.

As the number of applicants for certificates has been very limited, and owing to the tonnage of ships of the modern type greatly exceeding the old class of vessel, masters and mates find less opportunity of employment. I see no difficulty in continuing, with the valuable assistance of Mr. Haliburton-Gilpin, the secretary, the present system, without interfering with my other duties in connection with the Tidal Survey and Life Saving Service.

From my experience in the past few months, two days per month at Yarmouth and St. John should in ordinary cases be sufficient to enable me to examine all the candidates presenting themselves at these ports.

I have the honour to be, sir,
Your obedient servant,

BLOOMFIELD DOUGLAS, R.N.R.,
Acting Chairman Board of Examiners of Masters and Mates.

APPENDIX No. 4

REWARDS FOR SAVING LIFE.

LIST of persons to whom rewards have been granted by the Government of Canada for the fiscal year ended June 30, 1901, for the gallant and humane services rendered in life-saving from shipwrecked vessels, or by British and Foreign Governments for similar services rendered by Canadian vessels in saving life from shipwrecked British and Foreign vessels for the same period.

Names and Designations of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward.
M. G. Nickerson, manager; J. E. Brown, captain; John Ernest, engineer; Joseph Brown, mate; Isaac Banks, cook; Isaac Hunt, deck-hand; S.G. Newell, purser; Everett Cleaveland, firemen; seamen of ss. <i>Gertrude M.</i> , of Clark's Harbour, N.S.	Service rendered in saving the lives of certain fishermen caught in the ice off Bon Portage.	Feb. 9, 1901.	To owner, \$35; to captain and engineer, \$2 each; mate, \$2; cook, deck-hand, purser and fireman, \$1.75 each.
Captain Albert E. Isserwood, of Port Francis, Ont.	Saving the lives of two men at Rainy River.	Mar. 23, 1900.	A life-saving medal.
Fred. C. Lahey, Robert Murray, William Scott, Edward Lahey, Richard Cline, Alfred Bennet, Robert Nicoll, and Ed. Kelly, volunteer crew of the Life-boat at St. John, N.B.	Rescuing the master and crew of the American schooner <i>Hazel Dell</i> , wrecked near Government Pier, St. John, N.B.	Dec. 2, 1899.	A gold life-saving medal to each of the men by the President of the United States.
Robert Armstrong, resident of Lower Barney's River, Picton Co., N.S.	Saving a person from drowning off the seashore at Barney's River, N.S.	Aug. 20, 1900.	A silver watch.
John Lawlor, Outer Basin, Quebec	Saving the firemen of ss. <i>Manchester City</i> from drowning, at Outer Basin, Quebec.	June 13, 1900.	A bronze medal.
Walter C. Hare, Henry Howler, Frederick C. Block, and Charles J. Peer, of Port Credit.	Bravery in the rescue of the crew of the schooner <i>Augusta</i> , near Port Credit, Ont.	Nov. 25, 1900.	A silver life-saving medal to each man.
John C. Webber, seaman, late of the ss. <i>Parklands</i> , of Hartlepool.	Saving the lives of three of the crew of the barque <i>Ada Barton</i> , of St. John, N.B.	Feb. 16, 1884.	\$14.60 being the equivalent of £3 sterling, the amount of the award.
Capt. D. Doxrud, master; John Daddow, chief officer; E. Peterson, boatswain; H. Loronsen, quarter master; Rudolph Kittle-son, M. O'Keefe, seaman of Belgian steamer <i>Rhinland</i> .	Rescuing the crew of the brigantine <i>Ida Maud</i> , of Liverpool, N.S.	Oct. 6, 1899.	A binocular glass to master, a gold watch to chief officer, a silver watch to each: boatswain and quarter master, and \$10 each to Messrs. Kettle-son and O'Keefe.
A. E. Tweddel, P. Lafranc, L. Chouinard, and W. Soucy, of St. Octave de Mévis, Quebec.	Rescued wrecked mariners at Pointe aux Senells.	Sept. 12, 1900.	A binocular glass to Mr. Tweddel, \$10 to each of the others.

Supplement to the Thirty-Fourth Annual Report of the Department of Marine and Fisheries
MARINE

THIRD ANNUAL REPORT

OF THE

GEOGRAPHIC BOARD OF CANADA

1901

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

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

1902

To The Hon. JAMES SUTHERLAND,
Minister of Marine and Fisheries.

The undersigned has the honour to submit the third report of the Geographic Board of Canada, containing all decisions up to June 30, 1901.

The annual reports will in future, as in the present issue, embrace the operations of the Board during the fiscal year, instead of the calendar year as was the case in the two previous publications. It is found that the greater part of the work of the Board must be carried on during the winter months, as most of the members are engaged during the summer in outside departmental duties, and, as a result, few meetings can be held between June and October. This interval may, therefore, be profitably employed in preparing the annual report and getting it printed and distributed.

The present report is chiefly a reprint of the last one, the supply of which has not met the increased demand. The Board has, therefore, decided to have an extra number printed with the addition of the names approved to date, and a much larger number will be asked for in future, so that the Board may be able to extend the distribution.

The Board has decided to adopt the system of listing names which seems to be generally conceded to be the best, by separating what are purely generic or descriptive terms, from the specific designations or actual names of geographical features. In some cases where it is necessary to use generics or descriptive terms as parts of names, they will appear in the same form of type as the other portion of the name.

A list of names alphabetically arranged for the Provinces and Territories to which they belong, will be added to future reports to facilitate reference for local purposes.

The spelling of some Indian names having been criticised, it is necessary to point out that the requirements of rules 1 to 4 provide that publication or long usage may in some instances prevail against the orthographic rules 15 and 16 for the rendering of such names, consequently many corrupted or objectionable forms must be retained, but in cases where such forms have not become too firmly fixed the Board considers that the latter rules should be applied, and all new names of native origin are rendered according to our rules, which are similar to those which have been adopted by other geographical organizations.

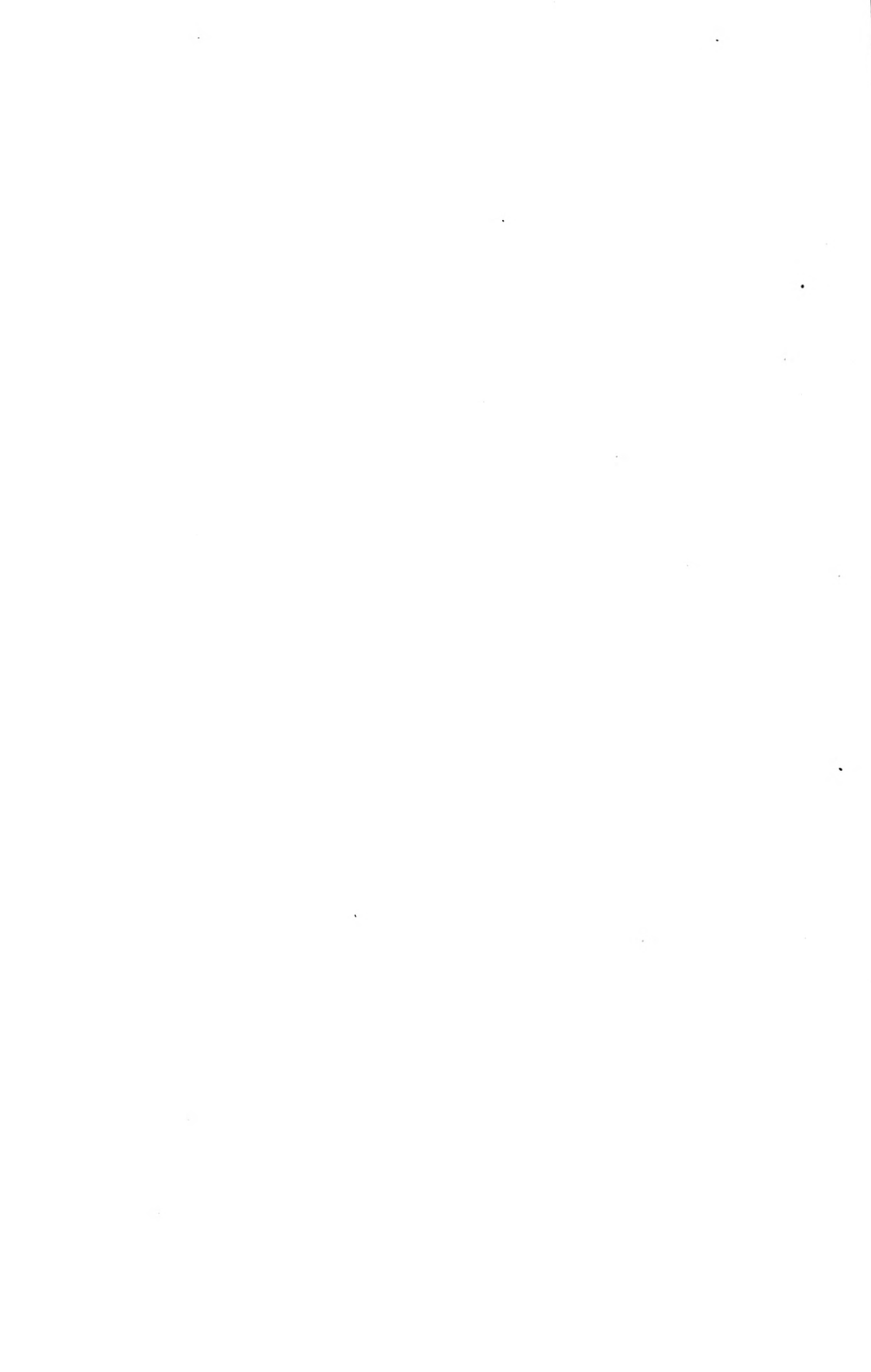
The Board has been in correspondence with the Royal Geographical Society of Australasia, to whom copies of the Board's publications have been supplied at the request of the Society, with a view to the adoption there of a system of nomenclature similar to that of the Royal Geographical Society, the Canada, and the United States Boards. It is interesting to note, that the difficulties found here in connection with geographical names are also met with at the antipodes.

During the past year nine meetings of the Board have been held.

No change has taken place in the organization of the Board since the date of the last report.

F. GOURDEAU,
Deputy Minister of Marine and Fisheries,
Chairman of the Board.

June 30, 1901.



ORDER IN COUNCIL.

THE CANADA GAZETTE.

OTTAWA, Saturday, June 25, 1898.

[3324]

AT THE GOVERNMENT HOUSE, AT OTTAWA,
SATURDAY, DECEMBER 18 1897.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, by and with the advice of the Queen's Privy Council for Canada, is pleased to create a 'Geographic Board' to consist of one member for each of the Departments of the Geological Survey, Railways and Canals, Post Office, and Marine and Fisheries, such member, being appointed by the Minister of the department; of the Surveyor General of Dominion Lands, of such other members as may from time to time be appointed by Order in Council, and of an officer of the Department of the Interior, designated by the Minister of the Interior, who shall act as secretary of the Board; and to authorize the Board to elect its chairman and to make such rules and regulations for the transaction of its business as may be requisite.

His Excellency is further pleased to order and direct, that all questions concerning geographic names in the Dominion which arise in the departments of the public service shall be referred to the Board, and that all departments shall accept and use in their publications the names and orthography adopted by the Board.

JOHN J. MCGEE,
Clerk of the Privy Council.

MEMBERS OF THE GEOGRAPHIC BOARD OF CANADA.

GOURDEAU, F.,	DEPUTY MINISTER OF MARINE AND FISHERIES, <i>Chairman</i> .
ANDERSON, W. P.,	CHIEF ENGINEER, Department of Marine and Fisheries.
BELL, DR. ROBERT,	ACTING DIRECTOR, AND GEOLOGIST, Geological Survey Department.
DAWSON, DR. S. E.,	KING'S PRINTER AND CONTROLLER OF STATIONERY.
DENNIS, J. S.,	DEPUTY COMMISSIONER OF PUBLIC WORKS, Regina, Assa., representing the Northwest Territories.
DEVILLE, E.,	SURVEYOR-GENERAL OF DOMINION LANDS.
DOWLING, D. B.,	ASSISTANT GEOLOGIST, Geological Survey Department.
INCH, DR. J. R.,	CHIEF SUPERINTENDENT OF EDUCATION, Fredericton, N.B., representing the province of New Brunswick.
JOHNSON, E. V.,	Department of Railways and Canals.
MACKAY, DR. A. H.,	SUPERINTENDENT OF EDUCATION, Halifax, N.S., representing the province of Nova Scotia.
MACMILLAN, HON. A.,	PROVINCIAL SECRETARY, Charlottetown, P.E.I., representing (ex-officio) the province of Prince Edward Island.
ROBERTSON, W. F.,	PROVINCIAL MINERALOGIST, Victoria, B.C., representing the province of British Columbia.
SENÉCAL, C. O.,	GEOGRAPHER AND CHIEF DRAUGHTSMAN, Geological Survey Department.
SMITH, W.,	Post Office Department.
WHITE, JAMES,	GEOGRAPHER, Department of the Interior.
WHITCHER, A. H.,	Department of the Interior, <i>Secretary</i> .

EXECUTIVE COMMITTEE :-

W. P. ANDERSON. J. WHITE, A. H. WHITCHER.

GEOGRAPHIC BOARD, CANADA

BY-LAWS.

I—OFFICERS OF THE BOARD.

The officers shall consist of a chairman (who shall be elected by ballot), of an executive committee of three to be nominated by the chair and approved by the Board, all of whom shall serve for one year or until their successors shall be chosen, and of the secretary.

II—DUTIES OF OFFICERS.

(a.) The chairman shall preside at the meetings and shall certify to the decisions of the Board. He shall appoint all committees not specially named by the Board. In his absence the Board shall have power to elect a temporary chairman.

(b.) The secretary shall keep minutes of the proceedings of the Board and shall record the decisions rendered, or other action of the Board upon cases submitted to it, with reference to the papers filed in each case. He shall maintain files of the original papers, or copies of them, that may be presented in each case, conveniently arranged for reference. He shall, under the instructions of the Board, conduct the general correspondence and shall receive communications presented for the consideration of the Board, transmitting them to the executive committee as their character may require or as may be hereafter provided.

(c.) The executive committee shall receive through the secretary all communications requiring decision by the Board, shall investigate the questions presented and, after securing information from all available sources, shall report to the Board with recommendations regarding them.

(d.) Before dealing with any name within a province represented upon the Board, such name shall be submitted to the representative of said province for examination and report.

III—MEETINGS.

The Board shall hold regular meetings on the first Monday in each month. Special meetings may be called by the chairman or by the executive committee. A majority of the Board shall constitute a quorum. The affirmative vote of a majority of all the members of the Board shall be required for the final decision in any case. All motions presented for the consideration of the Board shall be submitted in writing.

IV—REPORTS.

The Board shall submit an annual report of its work and decisions which shall be printed and communicated to all persons or bodies interested.

V—AMENDMENTS.

These by-laws may be amended at any regular or special meeting, by a majority vote of all the members of the Board, provided that copies of the proposed amendment have been sent by the secretary to the members of the Board at least twenty days previous to the time the vote is taken.

RULES OF NOMENCLATURE.

1. When the priority of a name has been established by publication, particularly when such publication has occurred in any standard or authoritative work or works, that name should, if possible, be retained.
2. When names have been changed or corrupted, if not too firmly established by local usage or otherwise, the original forms should be restored.
3. In cases where what was evidently originally the same word, appears with various spellings sanctioned by local usage or otherwise, these various spellings when applied to different features should be regarded as in effect different names, and as a rule it is inadvisable to attempt to produce uniformity.
4. As a rule the first published name should be retained, but where a choice is offered between two or more names for the same place or locality, all sanctioned by local usage, that which is most appropriate and euphonious should be adopted.
5. The possessive form should be avoided whenever it can be done without destroying the euphony of the name or changing its descriptive application. Where the possessive form is retained, the apostrophe should be dropped.
6. It is desirable to avoid the use of hyphens to connect parts of Indian names.
7. Names consisting of more than one word may be connected by hyphens or combined in one word as may be advisable.
8. It is desirable to avoid the use of the words city and town as parts of names.
9. The form 'canyon' may be used instead of 'cañon'.
10. The term 'brook' is considered preferable to 'creek' for designating small streams, and will be adopted in cases where the latter has not become too firmly fixed.
11. The Board suggests that the initial letters of generic or descriptive parts of geographical names, when used in reports or other documents, should not be capitals.
12. The use of alternative names should be discontinued where possible or not inconvenient.
13. Geographical names in foreign countries should be rendered in the form adopted by that country, except where there are English equivalents already fixed by usage.
14. French names in Canada are to be spelt according to the rules of the French language.
15. The spelling of native geographical names should represent, approximately, the true sounds of the words as pronounced in the native tongue.
16. The Board adopts the rules of the Royal Geographical Society for the orthography of geographical names, of which the broad features are as follows:—
 - (a) The vowels are to be pronounced as in Italian and the consonants as in English.
 - (b) Every letter is pronounced, and no redundant letters are introduced. When two vowels come together each one is sounded, though the result, when spoken quickly, is sometimes scarcely to be distinguished from a single sound, as in *ai, au, ei*.
 - (c) One accent only is used, the acute, to denote the syllable on which stress is laid. This is very important, as the sounds of many names are entirely altered by the misplacement of this 'stress'.

SESSIONAL PAPER No. 21a.

The following amplification of these rules explains their application :—

Letters.	Pronunciation and Remarks.	Examples.
a	<i>ah</i> , <i>a</i> as in <i>father</i>	Java, Bamána, Somali, Bari.
e	<i>eh</i> , <i>a</i> as in <i>fat</i>	Tel-el-Kebir, Oleleh, Yezo, Medina, Levúka, Peru.
i	English <i>e</i> ; <i>i</i> as in <i>carine</i> ; the sound of <i>ee</i> in <i>bet</i> . Thus, not <i>Feejee</i> but	Fiji, Hindi.
o	<i>o</i> as in <i>mote</i>	Tokyo.
u	long <i>u</i> as in <i>flute</i> ; the sound of <i>oo</i> in <i>boot</i> . <i>oo</i> or <i>ou</i> should never be employed for this sound. Thus, not <i>Zooloo</i> , but	Zulu, Sumatra.
	<i>All vowels are shortened in sound by doubling the following consonant</i> Doubling of a vowel is only necessary where there is a distinct repetition of the single sound.	Yarra, Tanna, Mecca, Jidda.
ai	as in <i>aiste</i> , or English <i>i</i> as in <i>ice</i>	Nunúá, Oosima,
au	<i>ow</i> as in <i>how</i>	Shanghai.
ao	is slightly different from above.....	Fuehau.
aw	when followed by a consonant or at the end of a word, as in <i>law</i> ...	Macao.
ei	is the sound of the two Italian vowels, but is frequently slurred over, when it is scarcely to be distinguished from <i>ei</i> in the English <i>eight</i> or <i>ey</i> in the English <i>they</i> .	Cawnpore.
b	English <i>b</i>	Beirút, Beilul.
c	is always soft, but is so nearly the sound of <i>s</i> that it should be seldom used.	Celebes.
	If <i>Celebes</i> were not already recognized it would be written <i>Selbes</i>	
ch	is always soft as in <i>church</i>	Chingchin.
d	English <i>d</i> .	
f	English <i>f</i> . <i>ph</i> should not be used for the sound of <i>f</i> . Thus, not <i>Hai-phong</i> , but	Hai-fong, Nafu.
g	is always hard. (Soft <i>g</i> is given by <i>j</i>).....	Galápagos.
h	is always pronounced when inserted.	
hw	as in <i>what</i> ; better rendered by <i>hw</i> than by <i>wh</i> , or <i>h</i> followed by a vowel, thus <i>Hwang ho</i> , not <i>Whang ho</i> , or <i>Hwang ho</i> .	Hwang ho, Ngan hwi.
j	English <i>j</i> . <i>Dj</i> should never be put for this sound.....	Japan, Jinchuen.
k	English <i>k</i> . It should always be put for the hard <i>c</i> . Thus, not <i>Coroa</i> , but	Korea.
kh	The Oriental guttural.....	Khan.
gh	is another guttural, as in the Turkish.....	Dagh, Ghazi.
l	} As in English.	
m		
n		
ng		has two separate sounds, the one hard as in the English word <i>finger</i> , the other as in <i>singer</i> . As these two sounds are rarely employed in the same locality, no attempt is made to distinguish between them.
p	As in English.	
ph	As in <i>loophole</i>	Chemulpho, Mokpho.
th	stands both for its sound in <i>thing</i> , and as in <i>this</i> . The former is most common	Bethlehem.
q	should never be employed; <i>qu</i> (in <i>quiver</i>), is given as <i>kw</i> When <i>qu</i> has the sound of <i>k</i> as in <i>quot</i> , it should be given by <i>k</i> .	Kwangtung.
r	} As in English.	
s		
sh		
t		
v		
w		
x		
y	is always a consonant, as in <i>yard</i> , and therefore should never be used as a terminal, <i>i</i> or <i>e</i> being substituted as the sound may require. Thus, not <i>Mikindánu</i> , <i>wánu</i> , but not <i>Kwánu</i> , but	Kikáyu.
z	English <i>z</i>	Mikindáni, wadi.
zh	The French <i>j</i> , or as <i>s</i> in <i>treasure</i>	Kwale.
	Accents should not generally be used, but where there is a very decided emphatic syllable or stress, which affects the sound of the word, it should be marked by an <i>acute</i> accent.	Zulu.
		Muzhdaha.
		Tongatábu, Galápagos, Paláwan, Sariwak.

DECISIONS.

In the following list of names, those approved by the Board are printed in small capitals. Names, and different forms of the same name, which have been discarded are also given: the former being printed in *italics* and alphabetically arranged with the adopted names, but the latter, when nearly like the adopted forms, are not repeated.

A

- ABATAGUSH: bay, at the south end of lake Mistassini, Que.
- Abbika.* See *Apika.*
- ABBOTT: mountain, south of Glacier station, C.P.R., B.C.
- ABITIBI: lake and river, south of James bay. The boundary line between Ontario and Quebec passes through the lake. (Not Abittibi nor Abittibbi.)
- ABLOVIK: bay, east shore Ungava bay, Ungava. (Not Ablorialik.)
- ACTIVE: pass, between Galiano and Mayne islands, in southern part of the strait of Georgia, B.C. (Not Plumper's.)
- ADAMS: creek, branch of Bonanza creek, Klondike river, Yukon.
- ADVANCE: reef, off Michael point, Manitoulin island, lake Huron, Ont.
- AFTON: mountain, south of mount Abbott, Selkirk range, B.C.
- AGOTAWEKAMI: lake, southeast of Abitibi lake, northwestern Quebec.
- AIABEWATIK: lake, east of Anzhekumming lake, Rainy R. district, Ont.
- AINSLIE: shoal, Manitoulin island, south of Girouard point, lake Huron, Ont.
- AIRY: mountain, east of mount Stanley, W. Kootenay, B.C.
- AISHHIK: lake and village, in southwest part of Yukon.
- AKOKOLEX: river, tributary to Columbia river between Revelstoke and Arrowhead, B.C. (Not Akotkolex.)
- AKOS: lake, at the head of Kamachigama river, Montcalm county, Que. (Not Akonse nor Akoney.)
- Akotkolex.* See *Akokkolex.*
- AKPATOK: island, Ungava bay, Ungava.
- Akpatok.* See *Aukpatuk.*
- AKULING: inlet, South of Markham bay, Hudson strait, Franklin. (Not A-ku-ling.)
- ALBURY: post village, in Ameliasburg township, Prince Edward county, Ont.
- AIKI: creek, tributary to Klondike river, Yukon.
- ALLEN: island, west of Beekman peninsula, Franklin.
- ALLGOLD: creek, tributary to Klondike river, Yukon.
- ALMA: creek, tributary to Klondike river, Yukon.
- ALSEK: river, in northwest part of Cassiar district, B.C. (Not Alseck nor Altsek.)
- ALUKPALUK: bay, southeast shore, Ungava bay, Ungava.
- AMELIASBURG: township in Prince Edward county, Ont.
- AMY: point, at north end of Gribbell island, Pacific coast, B.C.
- ANDERSON: channel, east of Beekman peninsula, Franklin.
- ANN: point, Upper Arrow lake, W. Kootenay, B.C. (Not Lone Tree.)
- ANSTRUTHER: lake, Anstruther township, Peterborough county, Ont. (Not Eagle.)
- ANUK: river, tributary to Stikine river, Cassiar, B.C.
- ANVIL: mountain, near chain of lakes, Dease river, B.C.
- ANWATAN: lake, east of Grand Lake Victoria, Pontiac county, Que.
- ANZHEKUMMING: lake, northeast of Manitou lake, Rainy R. district, Ont. (Not Upper Manitou.)
- APIKA: brook, flows into the head of lake Timiskaming, northwestern Quebec. (Not Abbika.)
- ARBUTUS: rock, south of cape Hurd, east coast of lake Huron, Ont.
- ARCHIBALD: bay, east of Chorkbak inlet, Hudson strait, Franklin.
- ARGYLE: creek, tributary to St. Mary river, E. Kootenay, B.C.
- ARGYLE: islands, northwest of Burke island, Bruce county, Ont.
- ARKANSAS: creek, tributary to Dominion creek, Indian river, Yukon.
- Arkll.* See *Kusawa.*
- AROSTOOK: river, tributary to St. John river, Victoria county, N.B. (Not Arostook.)
- ARTHUR SEAT: mountain near Nablin river, Cassiar, B.C. (Not Arthur's.)
- ASH: brook, northeast of Nozheiatik lake, Rainy R. district, Ont.
- ASHBY: lake, Ashby township, Addington county, Ont. (Not Island.)
- ASHE: inlet, south shore of Big island, Hudson strait, Franklin.
- ASHEGAMO: lake, south of lake Hill, Rainy R. district, Ont. (Not Tasheigama nor Bass.)
- ASHTON: point, Douglas channel, opposite Maitland island, B.C.

SESSIONAL PAPER No. 21a.

- ASHCAPMUCHUAN ; lake and river, tributary to lake St. John, Que.
- ASINITCHIBASTAT ; lake, west of Chibougamau lake, northwestern Quebec. (Not Asinite-bastat.)
- Askwahani.* See Eskwahani.
- ASSIWANAN ; lake, at headwaters of St. Maurice river, Champlain county, Que. (Not Asiwananan.)
- ASKITICHI ; lake, headwaters of Ashnapmuchiuan river, Chicoutimi county, Que.
- ASSINKEPATAKISO ; lake, near Atikwa lake, Rainy R. district, Ont.
- ASULKAN ; brook, falls, glacier, pass, and ridge ; in the Selkirk range, B.C.
- ATHAPAPUSKOW ; lake, west of Cranberry lake, Sask. (Not Athapuscow.)
- Atem.* See Atim.
- Atic-a-make.* See Atikameg.
- ATIK ; river, tributary to Migisgan river, below Millie lake, northwestern Quebec. (Not Atikosipi.)
- ATIKMAHIK ; lake, northeast of lake Timiskaming, Pontiac county, Que.
- ATIKAMEG ; lake, north of The Pas, Sask. (Not Atic-a-make.)
- Atikosipi.* See Atik.
- ATIKWA ; lake, southeast of Dryberry lake, Rainy R. district, Ont. (Not Deer.)
- ATIM ; river, flows into Manuan lake, upper St. Maurice, Champlain county, Que. (Not Atem.)
- ATLIN ; lake, Cassiar, B.C., and Yukon.
- ATLIN ; mountain and river ; Atlin lake, Cassiar, B.C.
- AUKPATUK ; fishing station, west coast of Ungava bay, Ungava. (Not Akpatok.)
- AULAC ; river, empties into Cumberland bay, Westmoreland county, N.B. (Not Au Lac.)
- AUSTRALIA ; creek, tributary to Indian river, Yukon.
- AVA ; inlet, north of Markham bay, Hudson strait, Franklin.
- AVALANCHE ; mountain, in the Selkirk range, B.C.
- AYLEN ; lake, Dickens township, Nipissing district, Ont. (Not Little Opeongo.)
- B**
- BACH ; mountain, southwest part of Yukon, near Hutshi lakes.
- BAD NEIGHBOUR ; rock, in main channel between lake Huron and Georgian bay, Ont.
- Bad.* See Bull.
- Bad Rice.* See Kaiashkomin.
- BAFFIN LAND ; eastern part of the provisional district of Franklin.
- Baie des Chaleurs.* See Chaleur bay.
- BAIE VERTE ; bay and village, Westmoreland county, N.B. (Not Bay Verte.)
- BAIN ; brook, in township 25, range 26 west of 5th meridian, B.C.
- BAIN ; rock, in middle of channel between Great and Outer Duck islands, lake Huron, Ont.
- BAKER ; creek, tributary to Yukon river, south of Klondike river, Yukon.
- BAKER ; island, between Nigger island and Trenton bay of Quinte, Ont.
- BAKER ; mountain, south of Howse pass, Rocky mountains, B.C.
- BALD ; creek, headwaters of Klondike river, Yukon.
- BALD ; island, in Weller bay, Ameliasburg township, Prince Edward county, Ont.
- BALDER ; mountain, west of Upper Arrow lake, W. Kootenay, B.C.
- BALFOUR ; mountain, on the summit line of the Rocky mountains.
- BANNOCK ; burn, tributary to Little Sloean river, W. Kootenay, B.C. (Not Bannock creek.)
- BANNOCK ; point, at north end of Upper Arrow lake, B.C.
- BAPTIST ; harbour, island, and rock, southeast of cape Hurd, east coast of lake Huron, Ont.
- BAPTISTE ; lake, Herschel township, Hastings county, Ont. (Not Kajjick Manitou.)
- BARCLAY ; C.P.R. station, Rainy R. district, Ont.
- BARK ; lake, Jones township, Renfrew county Ont.
- BARKLEY ; sound, on the southwest coast of Vancouver island, B.C. (Not Barclay.)
- BARNES ; creek, tributary to Whatshan river, W. Kootenay, B.C.
- BARREN ; brook, south of Eagle lake, Rainy R. district, Ont.
- BARRETTE ; lake, Methuen township, Peterborough county, Ont.
- BARRIÈRE ; lake, an expansion of the upper Ottawa, Pontiac county, Que.
- Bass.* See Asheigamo.
- Basquia.* See Pasquia.
- BATTLE ; brook, in township 24 range 26 west of 5th meridian, B.C.
- BAXTER ; river, flows into Waswanipi lake, northwestern Quebec.
- BAYS ; lake of, Ridout township, Muskoka district, Ont.
- BAYSIDE ; post village, Sidney township, Hastings county, Ont.
- Beacon.* See Inukshuktuyuk.
- BEADY ; creek, near outlet of Dease lake, Cassiar, B.C.
- BEAMENT ; island, southeast of Cavalier island, Bruce county, Ont.
- BEAR ; creek, tributary to Klondike river, B.C.
- BEARDWOOD ; lake, Brudenell township, Renfrew county, Ont.
- BEAR-GREASE ; river, upper Ottawa river, near O'Sullivan lake, Montcalm county, Que.
- BETRICE ; cape, east side of Lower Arrow lake, W. Kootenay, B.C. (Not Horil.)
- BETRICE ; lake, west of Sloean lake, W. Kootenay, B.C.
- BEAUMONT ; harbour, White strait, northeast side of Hudson strait, Franklin.
- BEAVER ; lake, south of Atlin lake, Cassiar, B.C.

- BEAVER**; portage, on Rupert river, below Nemiskau lake, northwestern Quebec.
- BEAVERHOUSE**; lake, southwest of Eagle lake, Rainy R. district, Ont.
- BEDFORD**; harbour, near Markham bay, Hudson strait, Franklin.
- BEDLINGTON**; custom house, Int. boundary, W. Kootenay, B.C. (Not Rykerts.)
- BEDROCK**; creek, tributary to Sixty-mile river, Yukon.
- BEECH**; point, Fitzwilliam island, lake Huron, Ont.
- BEEKMAN**; peninsula, north of Cornell Grinnell bay, Franklin.
- BEGBIE**; mountain, west of Columbia river, south of C.P.R., W. Kootenay, B.C.
- BELANGER**; bay and point, Manitoulin island near Grouard point, lake Huron, Ont. (Not West Belanger.)
- Belas.* See Lepreau.
- BELL**; river, flows from the height of land near Grand Lake Victoria, and empties into Mattagami lake, Que.
- BELLEVILLE**; city in Hastings county, Ont.
- BENDING**; lake, at head of Big Turtle river, Rainy R. district, Ont.
- BENNETT**; lake, B.C. and Yukon.
- BENNETT**; mountain, northwest of Stupart bay, Hudson strait, Ungava.
- BENSON**; creek, tributary to the north fork of Klondike river, Yukon.
- BENSON**; point, South bay, Manitoulin island, lake Huron, Ont.
- BERNARD**; lake, south of lake Bennett, Cassiar, B.C.
- BERRY**; lake, north of Lobstick bay, Rainy R. district, Ont.
- Best.* See Hatton.
- BIDDLE**; mountain, south of mount Lefroy, Rocky mountains, Alberta.
- BIG**; bay, an expansion of the bay of Quinte, lake Ontario.
- BIG**; island, in the bay of Quinte, lake Ontario. Big Island P. O. on north side of the island.
- Big.* See Inukhilligaluk.
- Big.* See Koksoak.
- BIG SALMON**; river, tributary to Lewes river, Yukon.
- BIRCH**; point, east of Walker point Manitoulin island, lake Huron, Ont.
- BIRD**; creek, branch of Ophir creek, Indian river, Yukon.
- BISEL**; mountain, west of Nordenskiöld river, Yukon.
- BISHOP**; cove, Boxer reach, Pacific coast, B.C.
- BISHOP**; island, at head of Frobisher bay, Franklin.
- BLACK**; creek, tributary to Sloko river, Cassiar, B.C.
- Black.* See Lynn.
- Black Bird.* See Seggemak.
- BLACKFISH**; bay, Radcliffe township, Renfrew county, Ont.
- BLACKFOX**; bend, Pelly river near Ketza river, Yukon.
- Black Sawbill.* See Kinnickoneship.
- BLAEBERRY**; river, tributary to Columbia river, between Donald and Moberly stations C.P.R., B.C.
- BLAKE**; point, southeastern end of Western Duck island, lake Huron, Ont. (Not Stony.)
- BLANCHE**; river, flowing into the head of lake Timiskaming, Nipissing district, Ont.
- BLANFORD**; bay, Markham bay, Hudson strait, Franklin.
- Bluberry.* See Memmin.
- BLUE GROUSE**; creek, tributary to Caribou creek, W. Kootenay, B.C.
- BLUE JAY**; creek, empties into Michael bay, Manitoulin island, lake Huron, Ont.
- BLUE**; river, tributary to Dease river, Cassiar, B.C.
- BLUNT**; peninsula, at entrance to Frobisher bay, Franklin. (Not Blunt's.)
- BOLGER**; lake, Burleigh township, Peterborough county, Ont. (Not Bolger's.)
- BONALD**; lake on Churchill river, Atha. (Not Moose.)
- BONANZA**; creek, tributary to Klondike river, Yukon.
- BONNEY**; island, north of Macdonald island, Hudson strait, Franklin.
- BONNEY**; mountain and glacier, Selkirk range, B.C.
- BOOM**; point, southern point of Cockburn island, lake Huron, Ont.
- BOOTH**; creek, tributary to St. Mary river, E. Kootenay, B.C.
- BOR**; a peak of the Vallhalla mountains, W. Kootenay, B.C.
- BOSANQUET**; harbour, Big island, Hudson strait, Franklin.
- BOSHKUNG**; lake, Stanhope township, Haliburton county, Ont.
- BO WELL**; river and mountain, Teslin river, Yukon.
- BOUCHETTE**; lake, an expansion of the upper Ottawa, Montcalm county, Que.
- BOULDER**; creek, branch of Bonanza creek, Klondike river, Yukon.
- Boulder.* See Osipasinni.
- BOULTER**; lake, McClure township, Hastings county, Ont.
- BOUNDARY**; creek, at crossing of Yukon river by the international boundary line.
- BOWMAN**; creek, west of Lower Arrow lake, W. Kootenay, B.C.
- BOXER**; reach, east of Gribbell island, Pacific coast, B.C.
- BRANTNOBER**; mountain, southwest part of Yukon.
- BRÉBEUF**; island, in the southern part of Georgian bay, Ont. (Not Brébœuf.)
- BREVOORT**; island, east of Beekman peninsula, Franklin.
- BREWER**; creek, tributary to Stewart river above Scroggie creek, Yukon.
- BREWERY**; creek, tributary to Wild Horse river, E. Kootenay, B.C.
- BRIGHT**; lake, McClintock township, Haliburton county, Ont.
- BRIGHTON**; township in Northumberland county, Ont.

SESSIONAL PAPER No. 21a.

- BROADBACK**; river, flows westward into Rupert bay, north of Nottaway river, northwestern Quebec. (Not Little Nottaway.)
- BROWNS**; creek, tributary to Fortymile river, near international boundary line, Yukon. (Not Brown, nor Brown's.)
- Brownwater.* See Coffee.
- BRUCE**; harbour, North bay, Hudson strait, Franklin.
- BRUSHY**; creek, flows into Christopherson lake, north western Quebec.
- BRYANT**; reef, tributary to Yukon river, south of Klondike river.
- BUCKEYE**; shoal, south of Jenkins point, Manitoulin island, lake Huron, Ont.
- BUCK-HILL**; river, tributary to Nipukatasi river, northwestern Quebec.
- BULL**; river, tributary to Kootenay river, north of Wardner, B.C. (Not Bad.)
- BULLER**; reef, south shore Manitoulin island, lake Huron, Ont.
- BURGESS**; mountain, Porcupine river, Yukon.
- BURGOYNE**; bay, south shore of Hudson strait, Ungava.
- BURKE**; island, south of Reid point, Bruce county, Ont.
- BURNET**; lake, west of Kennabutch lake, Rainy R. district, Ont.
- BURNHAM**; creek, tributary to Dominion creek, Indian river, Yukon.
- BURNS**; creek, tributary to Indian river, Yukon.
- BURNT BAY**; lake, south of Grand Lake Victoria, Pontiac county, Que.
- BURNT**; island, northerly, from Inner Duck Island, and separated from Manitoulin island by a very narrow channel, lake Huron, Ont. The south end of this island was called "Peninsular point" by Admiral Bayfield.
- BURNT ISLAND**; harbour, Manitoulin island, north of of Burnt island, lake Huron, Ont.
- BURNT**; river, Haliburton and Victoria counties, Ont.
- BURNTWOOD**; lake and river, tributary to Nelson river, Keewatin. (Not Wepiskow.)
- BURTON**; creek, tributary to Klondike river, Yukon.
- BURTON**; town on Columbia river, near north end of Lower Arrow lake, W. Kootenay, B.C. (Not Burton City.)
- BURWELL**; port, east shore of Ungava bay, Ungava.
- BUTLER**; bay, north of Cyrus Field bay, Franklin.
- BUTLER**; lake, south of Wabigoon lake, Rainy R. district, Ont. (Not Kabitsigweiak.)
- BUTTON**; islands, north of Gray strait, Ungava.
- BUZZARD**; lake, Burleigh township, Peterborough county, Ont.
- C**
- CACHE**; lake, in the Algonquin National Park, Ont.
- CAHILL**; lake, west of Slocan lake, W. Kootenay B. C.
- CALDER**; creek, branch of Quartz creek, Indian river, Yukon.
- CALDER**; lake, west of Manitou lake, Rainy R. district, Ont.
- CALF**; creek, headwaters of Klondike river, Yukon.
- CALF PASTURE**; point and shoal, Presqu'île peninsula, Brighton township, Northumberland county, Ont.
- CAMERON**; lake, northwest of Kagagi lake, Rainy R. district, Ont.
- Cabistachuan.* See Kabistachuan.
- CAMP**; lake, Finlayson township, Nipissing district, Ont.
- CAMPELL**; creek, tributary to Pelly river, Yukon. At the mouth of this stream is the site of Pelly Banks Post, abandoned in 1850.
- CAMPELL**; mountain, northwest of Dawson, Yukon.
- CAMPELL**; mountains, at upper waters of Liard river, Yukon.
- CAMPELL**; reef, southwest of Dorcas bay, Bruce county, Ont.
- CANNING** lake, Minden township, Haliburton county, Ont. (Not Canning's.)
- Canoe.* See Kamongus.
- CANOE**; lake, in the Algonquin National Park, Ont.
- CANYON**; creek, Dease river, near Dease lake, Cassiar, B. C.
- CANYON**; creek, branch of Quartz creek, Indian river, Yukon.
- CANYON**; hill, Lewes river, between lakes Laberge and Marsh, Yukon.
- CANYON**; lake, south of lake Lindeman, Cassiar, B.C. (Not Deep.)
- Captain John's.* See Foresters.
- CARAJOU**; river, tributary to Kimojevis river, Pontiac county, Que.
- CARBON**; creek, tributary to Indian river, Yukon.
- CARBON**; creek and point, east of Columbia river, between the Arrow lakes, B.C.
- Caribou.* See Meacham.
- Caribou.* See Steevens.
- CARBON**; district, mining division, and lake, in central B.C. (Not Caribou.)
- CARLETON**; lake, west of Manitou lake, Rainy R. district, Ont.
- CARMACK**; a fork of Bonanza creek, Yukon.
- CARMACK**; mountain, south of mount Cleveland, near Skagway river, B.C.
- Carroll.* See Macdonald.
- CARROLL WOOD**; bay, south shore Manitoulin island, lake Huron, Ont. (Not Woods.)
- CARROT**; river, empties into Saskatchewan river west of The Pas, Sask. (Not Root.)
- CARRYING PLACE**; village on the road of that name, Murray and Ameliasburg townships, Ont.
- CARSON**; lake, Jones township, Renfrew county, Ont.
- CARTER**; bay, east of Jenkins point, Manitoulin island, lake Huron, Ont.
- CARTIER**; mountain, east of Columbia river, south of C.P.R., W. Kootenay, B.C.
- CARTER**; rock, west of Greene island, and south of the west end of Manitoulin island, lake Huron, Ont.

- ascule*. See O Hara.
- CASSIAR; bar, Lewes river, south of Big Salmon river, Yukon.
- CASSIAR; creek, tributary to Yukon river above Forty-mile, Yukon.
- CASSIAR; district, a subdivision of British Columbia.
- CASSIAR; mountains, near the upper waters of Liard river, Yukon.
- CASTOR; mountain, northeast of mount Bonney, Selkirk range, B.C.
- CASTILIAN; shoal, southeast of Magnetic island and southwesterly from Cinder point, lake Huron, Ont.
- CAT; portage, on the lower part of Rupert river, northwestern Quebec.
- CATARACT; brook, tributary to Kicking Horse river, near Hector station, C. P. R., B.C. (Not Wapta creek.)
- CATARACT; rock, southwest of Porcupine point, Bruce county, Ont.
- CATCHACOMA; lake, Cayendish township, Peterborough county, Ont. (Not Ketchacoma.)
- CAVALIER; island, southwest of Ghegheto island, Bruce county, Ont. (Not Gull.)
- CAVE; rock, in Yukon river, east of international boundary line, Yukon.
- Chay-ke-quah-la-kung*. See Kekkek-wabi.
- CEDAR; island, west of Massasanga point, bay of Quinte, Ont.
- CHABATOK; Indian village on Kabistachuan bay, lake Mistassini, Que.
- CHAKWA; lake, at headwaters of St. Maurice river, Champlain county, Que.
- CHALEUR; bay, an inlet of the gulf of St. Lawrence, between Quebec and New Brunswick. (Not Bay of Chaleur nor Baie des Chaleurs &c.) If the French form is used it is to be "Baie de Chaleur."
- CHAMBERLAIN; island, southeast of Chorkbak inlet, Hudson strait, Franklin. (Not Crete.)
- CHANDINDU; river, tributary to Yukon river, between Dawson and Cudaby, Yukon.
- CHANNEL; point, northeast side of Cockburn island, lake Huron, Ont.
- CHANNEL; rock, off northwest side Fitzwilliam island, lake Huron, Ont.
- CHANTRY; island, southwest of Saugeen river, Bruce county, Ont. The surrounding shoal bank is named after the island.
- CHARLES; island, in Hudson strait, Ungava. (Not Katutok.)
- CHARLOTTE; lake, Brudenell township, Renfrew county, Ont.
- CHARLTON; bay, northeast of Leask point, Manitoulin island, lake Huron, Ont.
- CHASE; island, in Frobisher bay, Franklin.
- CHEBISTANONEKAU; river, upper waters of Waswamiipi river, northwestern Quebec.
- CHEHALIS; creek, flows into Gladys lake, Cassiar, B.C. (Not Che-halis.)
- CHESSAGI; river, northeast of Mattagami lake, northwestern Quebec. (Not Tshensagi.)
- CHEOPS; mountain, in the Selkirk range, B.C.
- CHIBOUGAMAU; lake and river, south of lake Mistassini, northwestern Quebec. (Not Chibougamou nor Chibougamoo.)
- CHIDLEY; cape, at north end of Labrador peninsula. (Not Chudleigh.)
- CHIEF; island, in upper part of lake Timiskaming, Que.
- CHIEFS; point, Amabel township, Bruce county, Ont.
- CHILKAT; inlet, lake and river, north of Lynn canal, Cassiar, B.C. (Not Chilcat.)
- CHILKOOT; inlet, lake, and pass, north of Lynn canal, Cassiar, B.C. (Not Chilcoot nor Chilcut.)
- CHIKOIDA; mountain and river, Nakina river, Cassiar, B.C.
- CHIMO; post on Koksoak river, Ungava. (Not Fort Chimo.)
- China Hat*. See Klemtu.
- Chisarouabrisi*. See Sassawatisi.
- CHINA; cove and reef, near Wreck point, at entrance to Georgian bay, Ont.
- CHIPUTNETICOOK; lakes, headwaters of St. Croix river, on western boundary of New Brunswick. (Not Chiputneticook nor Chiputneticook.)
- CHISHOLM; shoal, in Michael bay, south shore of Manitoulin island, lake Huron, Ont.
- CHISMAMA; lake, southeast of Teslin lake, Cassiar, B.C.
- CHOQUETTE; bar, in Stikine river, north of Iskut river, Cassiar, B.C. (Not Choquette's.)
- CHORKBAK; inlet, north shore of Hudson strait, Franklin. (Not Tchork-back.)
- CHRISTINA; bay, Manitoulin island, east side of Burnt island, lake Huron, Ont.
- CHRISTOPHERSON; lake, north of Grand L. Victoria, northwestern Quebec.
- CHRISTY; creek, east of Whatshan lake, W. Kootenay, B.C.
- CHUDLIASI; bay, east of Akuling inlet, Hudson strait, Franklin. (Not Chudli-a-si.)
- CHURCH; point, Markham bay, Hudson strait, Franklin.
- CHURCHILL; river, empties into Hudson bay, Atha. and Kee-watin. (Not Missimipi.)
- CIGAR; island, north of Chiefs point, Bruce county, Ont.
- CINDER; point, eastern side of Cockburn island, lake Huron, Ont.
- CINNAMON; creek, west of Lower Arrow lake, West Kootenay, B.C.
- CLARK; harbour, Cornell Grinnell bay, Franklin. (Not Frank Clark.)
- CLARK; lake, Dungannon township, Hastings county, Ont. (Not Clark's.)
- CLAY; river, north of Coffee river, northwestern Quebec.

SESSIONAL PAPER No. 21a.

- CLEAR; creek, tributary to Stewart river, Yukon.
Clear. See Smooth Rock.
Clearwater. See Teggau.
- CLEARWATER; river, tributary to Stikine river, Cassiar, B.C.
- CLEFT ROCK; lake, west of Manitou lake, Rainy River district, Ont.
- CLEMENTS LAND; north of Cyrus Field bay, Franklin.
- CLEVELAND; mountain at headwaters of Skagway river.
- CLINTON; creek, near Cudahy, Yukon.
- CLIO; bay and point, Kitimat arm, B.C.
- COAL; creek, tributary to Yukon river, below Forty-mile, Yukon.
- COBAN; river, tributary to Waswanipi river, below Otehisk river, northwestern Quebec. (Not Cabane.)
- COCKBURN; island, west of Manitoulin island, lake Huron, Ont.
- COFFEE; river, west of Shabogama lake, northwestern Quebec. (Not Brownwater.)
- COGLE; pass, at head of St. Mary river, between E. and W. Kootenay, B.C.
- COLD; brook, tributary to Gizzard river, northwestern Quebec.
Cold. See Kississing.
- COLE; point, northwest point of Big island, bay of Quinte, lake Ontario. (Not Cole's.)
- COLLIE; mountain, south of mount Baker, and northwest of mount Balfour, Rocky mountains, B.C.
- COLMER; cape, at entrance to Crooks inlet, Hudson strait, Franklin.
- COLUMBIA; river, Kootenay district, B.C.
- COMPASS; lake, Burleigh township, Peterborough county, Ont.
- CONE; hill, near mouth of Clinton creek, Yukon.
- CONE; mountain, near Stikine river, north of Scud river, Cassiar, B.C.
- CONE; point, on the west side of lake Evans, northwestern Quebec.
- CONSOLATION; creek, empties into west end of Gladys lake, Cassiar, B.C.
- CONY; creek, near mount Woden, W. Kootenay, B.C.
- COOPER; lake, an expansion of Marten river, Rupert river, northwestern Quebec.
- COOPER; mountain, near Hutshi lakes, Yukon.
- COPEWAY; lake, Lake township, Hastings county, Ont.
- COPPER; creek, Hackett river, east of Egnell, Cassiar, B.C.
- CORISANDE; bay, east of Porcupine point, Bruce county, Ont.
- CORMORANT; lake, northwest of Moose lake, Sask.
- CORNET; ground, southwest of Greenough point, Bruce county, Ont.
- CORNWALL PARK; a summer resort on east extremity of Big island, bay of Quinte, Ontario.
- CORSAIR; reef, west of Reid point, Bruce county, Ont.
- COSTE; island, Kitimat arm, B.C.
- COTTONWOOD; river, tributary to Dease river, Cassiar, B.C.
- COUGAR; brook and mountain, in the Selkirk range, B.C.
- COUGAR; creek, tributary to Little Sloean river, W. Kootenay, B.C.
- COUNTESS WARWICK; sound, north shore Frobisher bay, Franklin.
- COVE; island, in entrance to Georgian bay from lake Huron, Ont. (Not Isle of Coves.)
- COVE ISLAND; ground, off northwest side of Cove island, Georgian bay, Ont.
- COW; island, in the bay of Quinte, east of Belleville, Ont.
- COWAN; river, north of Cormorant lake, Sask.
- CRAB; cove, south of Red bay, Bruce county, Ont.
- COX; lake, Burleigh township, Peterborough county, Ont. (Not Cox's.)
- CRANBERRY; creek, near north end of Upper Arrow lake, W. Kootenay, B.C.
- CRANBERRY; lake, on Grass river, west of Reed lake, Sask.
- CRANBROOK; town in E. Kootenay, B.C.
- CRATER; creek, a feeder of Quiet lake, Yukon.
- CRATER; lake, southwest of lake Lindenman, Cassiar, B.C.
- CRESTON; railway station and junction, W. Kootenay, B.C.
Crest. See Chamberlain.
- CROOKED; creek, tributary to Stewart river, Yukon.
- CROOKS; inlet, northeast shore of Hudson strait, Franklin. (Not Ka-lik-took-duag.)
- CROS; lake, north of Pipestone lake, Nelson river, Keewatin.
- Crow.* See Kakagi.
- Crow harbour.* See Queensport.
- CROW; portage, on Rapid river, east of lake Evans, northwestern Quebec.
- CROW; river, Hastings and Peterborough counties, Ont.
- CUDAHY; post on Yukon river, northwest of Dawson.
- CUMBERLAND; peninsula and sound, in southeastern part of the district of Franklin. (Not Northumberland inlet, Hogarth sound, nor Penny gulf.)
- CUMMING; point, Gribbell island, Pacific coast, B.C.
- CYRUS FIELD; bay, north of Loks Land, Franklin. (Not Cyrus W. Field.)

D

- DAGO; creek, tributary to Little Sloean river, W. Kootenay, B.C.
- DALTON; range of mountains near Dezadeash lake, southwest Yukon.
- DALY; mountain, southeast of mount Balfour, Rocky mountains, B.C.
- DANE; island, east of Lyal island, Bruce county, Ont.
- DAVE; bay, south side of Great Duck island, lake Huron, Ont.

- DAVENPORT; creek, flows into west end of Gladys lake, Cassiar, B.C.
- DAVIS; creek, branch of Walker creek, at international boundary, west of Dawson, Yukon.
- DAVIS; lake, Lutterworth township, Haliburton county, Ont. (Not Davis'.)
- DAWSON; mountain and glacier, southeast of mount Bonney, Selkirk range, B.C.
- DAWSON; peak, near Teslin lake, Yukon.
- DAWSON; point, at the head of lake Timiskaming, Ont.
- DAWSON; point, at the northerly end of Promise island, Pacific coast, B.C.
- DAWSON; range of mountains, at the confluence of Lewes, Pelly, and Yukon rivers, Yukon.
- DAWSON; town, capital of Yukon territory, on Yukon river, at mouth of Klondike river. (Not Dawson City.)
- DEADWOOD; creek, tributary to Yukon river, below Dawson, Yukon.
- DEAN; bay and spit, east of Dominion point, Manitoulin island, lake Huron, Ont.
- DEASE; lake and river, tributary to Liard river, Cassiar, B.C.
- DECEPTION; bay, south shore of Hudson strait, Ungava. (Not Foster's Harbour nor Shedlin.)
- Deep.* See Canyon.
- DEEPWATER; lake, northeast of lake Timiskaming, Pontiac county, Que.
- Deer.* See Atikwa.
- DEER PARK; mountain, P.O., and landing to important mining district, east of Lower Arrow lake, W. Kootenay, B.C. (Not Deer mountain.)
- DEPOT; creek and mountain, Dease river, Cassiar, B.C.
- DEMERS; a peak of the Valhalla mts., W. Kootenay, B.C. (Not DeMers.)
- DENMARK; lake, south of Atikwa lake, Rainy R. district, Ont.
- DENVER; creek, tributary to St. Mary river, E. Kootenay, B.C.
- DENVER; mountain, west of Slocan lake, W. Kootenay, B.C.
- DESERONTO; town in Tyendinaga township, Hastings county, Ont.
- DESERT; point, northeast end of Great Duck island, lake Huron, Ont. (Not Sand.)
- Despatch.* See Dispatch.
- DEVILLE; mountain, Tatonduk river, Yukon.
- DEWDNEY; mountain, Porcupine river, Yukon.
- DEZADEASH; lake, southwest Yukon, at head of Kaskawulsh river.
- Devil's Head.* See Minnewanka.
- DIAMOND; island, west of Jubilee island, Hudson strait, Franklin.
- DIAMOND; lake, Herschel township, Hastings county, Ont.
- DIANA; bay, west of Cape Hopes Advance, Hudson strait, Ungava.
- DIBBLE; creek, tributary to Bull river, E. Kootenay, B.C.
- DICKEY; lake, Lake township, Hastings county, Ont. (Not Dickey's.)
- DINORWIC; lake and C.P.R. station, Rainy R. district, Ont. (Not Little Wabigoon.)
- DIOX; creek, tributary to Yukon river, near Dawson.
- DISCOVERY; creek, tributary to Last Chance creek, a branch of Hunker creek, Klondike river, Yukon.
- Discovery.* See Plumper.
- DISSELLA; lake, south of Chismaina lake, Yukon.
- DISPATCH; island, in Columbia river near south end of Upper Arrow lake, W. Kootenay, B.C. (Not Dispatch.)
- Dixie.* See O'Donnel.
- DIXON; lake, Limerick township, Hastings county, Ont. (Not Dixon's.)
- DOCTOR; island, south shore of Hudson strait, Ungava.
- DOCTOR; island, between Russell island and Tobermory harbour, at entrance to Georgian bay, Ont.
- DOCTOR; lake, on Churchill river, Atha.
- DOGROSE; creek, tributary to Klondike river, Yukon.
- DOKDAON; creek, tributary to Stikine river near Clearwater river, Cassiar, B.C.
- DOME; mountain, west of Cudahy, near international boundary, Yukon.
- DOME; mountain, southwest of mount Scott, near lake Evans, northwestern Quebec.
- DOMINION; bay and point, east of Melville point, Manitoulin island, lake Huron, Ont.
- DOMINION; creek, tributary to Indian river, Yukon.
- DONJER; river, tributary to White river, Yukon.
- DONKIN; mountain and pass, southeast of mount Bonney, Selkirk range, B.C.
- DORCAS; bay, east coast of lake Huron, Bruce county, Ont.
- DOROTHY; island and narrows, Devastation channel, B.C.
- DOTTY; lake, Finlayson township, Nipissing district, Ont. (Not Dotty's.)
- DOUGLAS; channel, between Hawkesbury island and the mainland, Pacific coast, B.C.
- DOUGLAS; harbour, King George sound, Hudson strait, Ungava.
- DRAG; lake, Dudley township, Haliburton county, Ont.
- DRUMMOND; island, west of Cockburn island, lake Huron, Ont.
- DRYAD; point, northeast part of Campbell island, Seaforth channel, Pacific coast, B.C. (Not Turn.)
- DRYBERRY; lake, northeast of Berry lake, Rainy R. district, Ont.
- DRYDEN; C. P. R. station, Rainy R. district, Ont.
- Duck.* See Sissipuk.
- DUCKIE; lake, northwest of Chismaina lake, Yukon.
- DUDIDONTU; river, near Sheslay river, Cassiar, B.C.
- DUNN; island, near Pearson island, lake Huron, Ont. (Not Grant.)
- DUNVEGAN; a post of the H. B. Co., on Peace river, Athabaska. (Not Fort Dunvegan.)
- Duger.* See Waddell.

SESSIONAL PAPER No. 21a.

DYKE HEAD; point on south shore of Hudson strait, Ungava. *Eightmiib.* See Tatsho.

DYMENT; C. P. R. station, Rainy R. district, Ont.

E

EAGLE; bay, at the south end of Grand Lake Victoria, Pontiac county, Que.

EAGLE; cove and point, Cove island, at entrance to Georgian bay, Ont.

EAGLE CRAG; mountain near Stikine river, north of Iskut river, Cassiar, B.C.

Eagle. See Anstruther.

EAGLE; lake and river, Rainy R. district, Ont. C.P.R. station at crossing of river.

EAGLE NEST; mountain on lower part of Lewes river, below Little Salmon river, Yukon.

EAGLE; pass, on C.P.R. west of Revelstoke, B.C.

EAGLE; mountain peak, Selkirk range, B.C.

EAGLE; river, tributary to Bear river, B.C.

EAGLE ROCK; lake, northeast of Kaopskikamak lake, Rainy R. district, Ont.

EARL PATCHES; shoals south of Russel island, at entrance to Georgian bay, Ont.

EARN; river, tributary to Pelly river, north of Glenlyon mountains, Yukon.

East Belanger. See Girouard.

EAST; bluff, west of Gabriel strait, Franklin. (Not Innarulligang.)

EAST; lake, Harburn township, Haliburton county, Ont.

East. See Nelson.

EAST SISTER; shoal, south of Yeo island, entrance to Georgian bay, Ont.

Eatchepashi. See Etchipotchi.

ECHIAMAMISH; river, tributary to the east branch of Nelson river, Keewatin. (Not Echanamish nor Echiamamish.)

ECHO; island, east of Cove island, at entrance to Georgian bay, Ont.

EDITH; lake and river, Big Island, Hudson strait, Franklin.

EDGAR; lake, southeast of Taku arm, Cassiar, B.C.

EDMONTON; town and railway station in northern Alberta. (Not Fort Edmonton.)

EDNA; point, east of Burnt island, forms the eastern boundary of Christina bay, lake Huron, Ont.

EEL; lake, southwest of Opatatika lake, near the western boundary of Quebec.

EELS; lake, Cardiff township, Haliburton county, (Not Eel.)

EFFINGHAM; lake, Effingham township, Addington county, Ont. (Not Little Weslemcon.)

EGAN; brook and lake, tributary to York river, Hastings county, Ont. (Not Jamieson's.)

EGNELL; creek, post, and mountain, Sheslay river, Cassiar, B.C. (Not Egnelle nor Egnell's.)

Egypt. See Macdonald.

EIDER; islands, west coast Ungava bay, Ungava.

ELBOW; lake, on Grass river, northwest of Reed lake, Sask. (Not Ithenotosquan nor The Elbow.)

ELBOW; mountain at bend in lower part of Stikine river, Cassiar, B.C.

ELDORADO; creek, tributary to Bonanza creek, Yukon.

ELIZABETH; bay, in south part of lake Olga, northwestern Quebec.

ELK; river, tributary to Kootenay river, E. Kootenay, B.C.

Emerald. See Louisa.

EMERALD; lake, northwest of Field station C. P. Ry, B.C.

EMIL; creek, tributary to Nello river, Klondike river, Yukon.

EMILIA; island, Douglas channel, west of Maitland island, B.C.

EMILY MAXWELL; reef, south of Fitzwilliam island, lake Huron, Ont.

EMMA; island, northwest of Big island, Hudson strait, Franklin. (Not High.)

ENSLEY; creek, tributary to Yukon river, north of Indian river, Yukon.

ESKWAHANI; lake between the headwaters of Ottawa and Gatineau rivers, Berthier county, Que. (Not Askwahani.)

ETCHIPOTCHI; river, tributary to Waswanipi river, northwestern Quebec. (Not Eatchepashi.)

ETHEL; lake, south of Mayo brook, Stewart river, Yukon.

EUREKA; creek, tributary to Indian river, Yukon.

EVA; point, Devastation channel, Pacific coast, B.C.

EVANS; creek, west of Slocan lake, W. Kootenay, B.C.

EVANS; lake, between the Nottaway and Rupert rivers, northwestern Quebec.

EVELYN; island, east of Warren island, Bruce county, Ont.

EVERETT; reefs, at entrance to Timber bay, Manitoulin island, lake Huron, Ont.

EXPANSE; lake, an expansion of the upper Ottawa river, Pontiac county, Que.

F

FAGAN; ground, southwest of Yeo island, at entrance to Georgian bay, Ont.

FAIRBANK; bluff, on Yukon river below Cudahy, Yukon.

FAIRNESS; headland, at entrance to Markham bay, Hudson strait, Franklin.

FALLS; creek, west of Slocan lake, W. Kootenay, B.C.

FALSE DETOUR; channel, between Cockburn and Drummond islands, lake Huron, Ont. The international boundary passes through this channel.

FANTAIL; lake and river, west of Taku arm, Cassiar, B.C. (Not Otter.)

FAREWELL; cape, at the south end of Promise island, Pacific coast, B.C.

- FARQUART : lake, Harcourt township, Haliburton county, Ont.
- FARB : creek, flows into lake Timiskaming, upper Ottawa, Ont.
- FAY : river, tributary to Klondike river, Yukon.
- FEUZ : a peak of mount Dawson, Selkirk range, B.C.
- FIFE : creek, northwest of Whatshan lake, W. Kootenay, B.C.
- Fifteen-mile.* See Jennings.
- FILE : lake and river, north of Reed lake, Sask.
- FILE-AXE : lake on the height of land, southeast of lak - Mistassini, Que.
- FINLAYSON : lake and river, near the upper waters of Pelly river, Yukon. (Not Tle-tlan-a-tsoots.)
- FIRE : valley, west of Lower Arrow lake, W. Kootenay, B.C.
- Fish.* See Norbury.
- Fish.* See Incomappleux.
- FISHER : bay, northwest of Wakeham bay, Hudson strait, Ungava.
- FISHER : bay, northeast of Inner Duck island and north of Queen point, Manitoulin island, L. Huron, Ont.
- FISHER : creek, tributary to Wild Horse river, E. Kootenay, B.C.
- FISHER : harbour, north of Big island, Hudson strait, Franklin.
- FISHER : lake, east of Dryberry lake, Rainy R. district, Ont.
- FISHER : lake, at the western boundary of Quebec between Abitibi and Timiskaming lakes.
- FISHER : mountain, east of Kootenay river, E. Kootenay, B.C.
- FISHERMAN : cove, at the north end of Gil island, Pacific coast, B.C.
- FISHING : islands, extending from Chiefs point to Pike point, Bruce county, Ont. (Not Ghegheto.)
- FISHTAIL : lake, Harcourt township, Haliburton county, Ont. (Not Fish Tail.)
- FITZWILLIAM : channel and island, at the entrance to Georgian bay, Ont.
- FIVE-FINGER : rapid, in Lewes river, below Norden-skjold river, Yukon.
- FLAT : brook, tributary to Illecillewaet river, B.C.
- FLAT : creek, tributary to Klondike river, Yukon.
- FLETCHER : island, in Frobisher bay, Franklin.
- FLETCHER : lake, McChntoek township, Haliburton township, Ont. (Not Fletcher's.)
- FLINT : lake, north of Kakagi lake, Rainy R. district, Ont.
- FLORENCE : river, north of Wedding river, north-western Quebec.
- FLORENCE : river, tributary to Klondike river, Yukon.
- FOAMFALL : river, tributary to Ashuapmuchuan river, Chicoutimi county, Que.
- FOG : lake, west of Manitou lake, Rainy R. district, Ont.
- FOOTPRINT : lake and river, north of Threepoint lake, Keewatin. (Not Squirrel nor Weir.)
- FORELEG : bay, in Atikwa lake, Rainy R. district, Ont. (Not Little Jackfish.)
- FORESTERS : island in the bay of Quinte, Ont. (Not Captain John's island.)
- Fort Chimo.* See Chimo.
- Fort Dunvegan.* See Dunvegan.
- Fort Edmonton.* See Edmonton.
- Fort Macleod.* See Macleod.
- FORT NELSON : river tributary to Liard river, Cariboo, B.C. (Not Nelson.)
- Fort Selkirk.* See Selkirk.
- Fort Steele.* See Steele.
- Fort Vermilion.* See Vermilion.
- FORTYMILE : river and town, near Cudlary, Yukon.
- Foster's.* See Deception.
- FOSHALL : creek, west side of Upper Arrow lake, W. Kootenay, B.C.
- Four-mile.* See Lakit.
- FOX : island, in Weller bay, Ameliasburg township, Prince Edward county, Ont.
- FOX : islands, Gordon bay, Franklin. (Not West Fox.)
- FOX : mountain, in the Selkirk range, B.C.
- Fox.* See Gordon.
- FRANCES : lake and river, in southeast Yukon.
- FRASER : lake, Carlow township, Hastings county Ont. (Not Fraser's.)
- FRASER : reach, northeast of Princess Royal island, Pacific coast, B.C.
- FRECHETTE : bay, bank, and point, near Misery bay, Manitoulin island, lake Huron, Ont.
- Freda.* See Freya.
- FREDERICK : lake, southwest Yukon, west of Kusawa lake.
- FRESNO : creek, tributary to Yukon river, below Dawson, Yukon.
- FREYA : a spur of the Valhalla mts, W. Kootenay B.C. (Not Freda.)
- FRIDAY : creek, branch of Sulphur creek, Indian river, Yukon.
- FRITZ : landing, on east side of Lower Arrow lake, W. Kootenay, B.C.
- FROBISHER : bay, in the southeast part of the district of Franklin. (Not Lumley inlet &c.)
- FROUDE : bay, northeast of McKim bay, Manitoulin island, lake Huron, Ont.

G

- GABRIEL : island, in Frobisher bay, Franklin. (Not Gabriell.)
- GABRIEL : strait, between Resolution island and the mainland, Franklin. (Not Tudjakdjodusirn.)
- GALENA : bay, at north end of Upper Arrow lake, W. Kootenay, B.C. (Not Thumb.)
- GALENA : creek, tributary to Yukon river, below Indian river, Yukon.

SESSIONAL PAPER No. 21a.

- Galiano.* See Nigei.
- GAMSKAGAMIK** ; lake, south of lake Hill, Rainy R. district, Ont. (Not Painkiller.)
- GAOTANAGA** ; lake, west of Grand L. Victoria, Pontiac county, Que.
- GARDEN ISLAND** ; lake, north of Matchimaniou lake, northwestern Quebec.
- GARDNER** ; canal, Devastation channel, Pacific coast, B.C. (Not Gardiner.)
- GARNET** ; creek, tributary to Dominion creek, Indian river, Yukon.
- GASPEREAU** ; lake and river, tributary to Salmon river, Queens and Sunbury counties, N.B. (Not Gaspereaux.)
- GASPEREAU** ; river, flows into Baie Verte, Westmoreland county, N.B. (Not Gaspereaux.)
- GASPESIA** ; shoal, southeast of Walkhouse point, Manitoulin island, lake Huron, Ont.
- GAT** ; point, west part of Cove island, at entrance to Georgian bay, Ont.
- GATACRE** ; point, south shore of Manitoulin island, lake Huron, Ont.
- GAUDIN** ; point, Devastation channel, Pacific coast, B.C.
- GAUJEWIAGWA** ; lake, east of Anzhekunning lake, Rainy R. district, Ont.
- GEIKIE** ; glacier, north of Dawson glacier, Selkirk range, B.C.
- GEIKIE** ; lake, east of lake Evans and south of Marten river, northwestern Quebec.
- GENESTA** ; reef, south of Maiden island, south shore Manitoulin island, lake Huron, Ont.
- GENS DE TERRE** ; river, tributary to Gatineau river, Ottawa county, Ont. (Not Jean de Terre.)
- GEORGE** ; river, flows into Ungava bay, Ungava. (Not Kangerthialuksoak.)
- GEORGIAN** ; bay, the northeastern portion of lake Huron, Ont.
- GERTRUDE** ; point, Douglas channel, near Kitkiata, Pacific coast, B.C.
- thegheto.* See Fishing.
- GHOST** ; lake, north of Wabigoon lake, Rainy R. district, Ont.
- GIG** ; point, north part of Cove island, at entrance to Georgian bay, Ont.
- GILBERT** ; C. P. R., station, Rainy R. district, Ont.
- GIL** ; island, northwest of Princess Royal island, Pacific coast, B.C. (Not Gill.)
- GILPHIE** ; reef, off Pine Tree harbour, Bruce county, Ont.
- GIMLI** ; a peak of the Valhalla mountains, W. Kootenay, B.C.
- GIROCARD** ; point, north of Western Duck island and west of Rickley harbour, L. Huron, Ont. (Not East Belanger.)
- GIZZARD** ; river, tributary to Bell river, northwestern Quebec.
- Glacier.* See Peyto.
- GLACIER** ; creek, a branch of Gold creek, Yukon.
- GLACIER CREST** ; mountain in the Selkirk range, B.C.
- GLACIER** ; lake, near Howse pass, Rocky mountains, Alberta.
- GLACIER** ; mountain, near lower part of Stikine river, north of Elbow mountain.
- GLADMAN** ; mountain, on Yukon river near international boundary, Yukon.
- GLADSHHEIM** ; a peak of the Valhalla mountains, W. Kootenay, B.C.
- GLADSTONE** ; creek, east of Lower Arrow lake, W. Kootenay, B.C.
- GLADYS** ; lake and river, southwest of Teslin lake, Cassiar, B.C. (Not Sucker lake, nor North river.)
- GLASGOW** ; island, in North bay, Hudson strait, Franklin.
- GLAVE** ; mountain, near upper waters of Chilkat river, Cassiar, B.C.
- GLENCOE** ; island, northwest of Stratheona islands, Hudson strait, Franklin.
- GLENLYON** ; mountains and river, Pelly river, Yukon.
- GLENORA** ; town on Stikine river, below Telegraph creek, Cassiar, B.C.
- GLYCERINE** ; rock, South bay, Manitoulin island, L. Huron, Ont.
- GNAT** ; creek, tributary to Klondike river, Yukon.
- GOAT CANYON** ; creek, tributary to Caribou creek, W. Kootenay, B.C.
- Goat.* See Teresa.
- GOAT** ; river, at south end of Kootenay lake, W. Kootenay, B.C.
- GOATFELL** ; railway station, W. Kootenay, B.C.
- GOBEIL** ; island, north of Coste island, Kitimat arm, B.C.
- GOD'S MERCIE** ; islands of, northeast shore of Hudson strait, Franklin. This name also applied at one time to the islands now known as "Middle Savage".
- GOLD** ; creek, tributary to Sixtymile river, Yukon.
- GOLDBOTTOM** ; creek, branch of Hunker creek, a tributary to Klondike river, Yukon.
- GOLDEN** ; creek, branch of Henderson creek, north of Stewart river, Yukon.
- GOLDEN HORN** ; mountain near Lewes river, west of lake Marsh, Yukon.
- GOLDEN** ; valley, southeast of Pike bay, Bruce county, Ont.
- GOLDFINCH** ; lake, upper waters of Lievre river, St. Maurice county, Que.
- GOLD-RUN** ; creek, tributary to Dominion creek, Indian river, Yukon.
- GOOSE** ; point, south shore Manitoulin island, lake Huron, Ont.
- GORDON** ; bay, west of Chorkbak inlet, Hudson strait, Franklin. (Not Fox.)
- GORDON** ; brook, west of Lower Arrow lake, W. Kootenay, B.C.
- GORDON** ; mountain, northwest of mount Balfour, Rocky mountains.
- GORDON** ; mountain, near Stikine river, south of Telegraph creek, Cassiar, B.C.
- GORMAN** ; lake, Brudenell township, Renfrew county, Ont.

1-2 EDWARD VII., A. 1902

- GOVAN : brook, Bruce harbour, Hudson strait, Franklin.
- GRACE : lake, Dudley township, Haliburton county, Ont.
- GRAND LAKE VICTORIA : upper waters of Ottawa river, Pontiac county, Que.
- GRAND MANAN : island, Charlotte county, N. B. (Not Menan.)
- Grand Manitoulin.* See Manitoulin.
- GRANITE : creek, tributary to Caribou creek, W. Kootenay, B.C.
- GRANITE : creek, a feeder of Quiet lake, southeast Yukon.
- Grant.* See Dunn.
- GRANTHAM : shoals, southeast of Todman reef, Manitoulin island, lake Huron, Ont.
- GRANT : point, southwest point of Maitland island, Pacific coast, B.C.
- GRAPE : island, in Muscote bay, northeast of Huff island, bay of Quinte, Ont.
- GRASSETT : C.P.R. station, Algoma dist., Ont. (Not Grasset.)
- Grass.* See Kiskitto.
- GRASS : river, tributary to Nelson river, Keewatin and Sask.
- GRASSY : point, in northeast part of Sophiasburg township, Prince Edward county, Ont.
- Grassy River lake.* (See Stanawan.)
- GRAVEL : point, at eastern side of Great Duck island, lake Huron, Ont.
- GRAY : mountain, north of lake Bennett, Yukon.
- GRAY : strait, between Labrador peninsula and Button islands.
- GRAY WOLF : mountain, north of Valhalla mountains, W. Kootenay, B.C.
- GREAT BEAVER : lake, at headwaters of St. Maurice river, Champlain county, Que.
- GREAT DUCK : island, largest of the Duck island group, south of Manitoulin island, lake Huron, Ont.
- GREEN : creek, branch of Sulphur creek, Indian river, Yukon.
- GREEN : mountain, southwest of Ross peak, Selkirk range, B.C.
- GREEN : point, northeast extremity of Sophiasburg township, Prince Edward county, Ont.
- GREEN : point, Manitoulin island, north of Impe^r Duck island, lake Huron, Ont.
- GREENAN : lake, Jones township, Renfrew county, Ont. (Not Greenan's.)
- GREENE : island, northwest of Western Duck island, lake Huron, Ont. (Not Green's.)
- GREENE ISLAND : harbour, Manitoulin island, lake Huron, Ont.
- GREENS : glacier, in the Selkirk range, B.C.
- Greens.* (See Terminal.)
- GREENOUGH : bank, harbour, and point, southeast of Pine Tree harbour, Bruce county, Ont.
- GREENWOOD LAND : at head of Frobisher bay, Franklin. (Not Greenwood's.)
- GRIBBELL : island, between Ursula channel and Verney passage, Pacific coast, B.C.
- GRIFFIN : bay, southwest shore Frobisher bay, Franklin.
- GRIMROSS : islands, in St. John river, Queens county, N.B. (Not Grimrose.)
- GRIMSTHORPE : lake, Grimsthorpe township, Hastings county, Ont. (Not Wolf.)
- GRINNELL : glacier, southwest shore of Frobisher bay, Franklin.
- GRIZZLY : bluff, near the mouth of Teslin river Yukon. (Not Grizzly Bear Bluff.)
- GRIZZLY : mountain, in the Selkirk range, B.C.
- GROVE : island, northeast of Huff island, bay of Quinte, Ont.
- GRUNDY : creek, east of Kootenay river, north of Steele, B.C.
- GRYPHON : lake, southwest of Wall-eye lake, Rainy R. district, Ont.
- GULL : lake, east of Pelly lakes, Yukon.
- Gull.* See Cavalier.
- Gull.* See Mississauga.
- GUN : lake, north of Nahlin river, Cassiar, B.C.
- GUNTER : lake, Cashel township, Hastings county, Ont. (Not Gunter's.)
- GYRFALCON : islands, south coast Ungava bay, Ungava.

II

- HABEL : mountain, southwest of mount Collie, Rocky mts, B.C. (Not Hidden.)
- HACKETT : river, tributary to Sheslay river, Cassiar, B.C.
- HAECKEL : hill, near the confluence of Lewes and Takhini rivers, Yukon.
- HAGGART : creek, tributary to Johnston creek, McQuesten river, Yukon.
- HAIR CUTTING : lake and river, at headwaters of St. Maurice river, Champlain county, Que.
- HALCYON : health resort, P.O. and wharf, W. Kootenay, B.C. (Not Halcyon Hot Springs.)
- HALCYON : mountain, east of Upper Arrow lake, W. Kootenay, B.C.
- HALDANE : mountain, near Mayo brook, Stewart river, Yukon.
- HALE : creek, near south end of Taku arm, Cassiar, B.C.
- HALIBURTON : lake, Harburn township, Haliburton county, Ont.
- HALL : mountain, west of Upper Arrow lake, W. Kootenay, B.C.
- HALL : peninsula, in southeast part of the district of Franklin.
- HALL : river, Teslin lake, Cassiar, B.C.
- HALSEY : point, at the entrance to Douglas channel, Pacific coast, B.C.
- HAMMOND : point, east of Jenkins point, Manitoulin island, lake Huron, Ont.
- HANCOCK : hills, east of lake Laberge, Yukon.

SESSIONAL PAPER No. 21a.

- HANNAH**; bay, south end of James bay, northwestern Quebec.
- Hannah Bay.* See Harricanaw.
- HANNAH**; point, South bay, Manitoulin island, lake Huron, Ont.
- HANSEN**; lake, east of Kootenay river, north of Steele, B.C.
- Harbour.* See Rawson.
- HAROLD**; mountain, on lower part of Stikine river, Cassiar, B.C.
- HARPER**; mountain, in the Ogilvie range, north of Klondike river, Yukon.
- HARRICANAW**; river, flows into Hannah bay (south end of James bay), northwestern Quebec. (Not Hannah Bay river.)
- HARRIS**; creek, branch of Ophir creek, Indian river, Yukon.
- HARRIS**; lake, southwest of Manitou lake, Rainy R. district, Ont.
- HARRY**; lake, Lawrence township, Haliburton county, Ont. (Not Harry's.)
- HART**; mountain, near Sixtymile river, southwesterly from Dawson, Yukon.
- HARTZ**; creek, tributary to Tabltan river, Cassiar, B.C.
- HÄSLER**; a peak of montt Dawson, Selkirk range, B.C.
- HASTINGS**; county, north of the bay of Quinte, Ont.
- HATCHAU**; lake, Hackett river, Cassiar, B.C. (Not Macha.)
- HATIN**; lake, near upper part of Koshin river, Cassiar, B.C.
- HATTON**; headland, at south end of Resolution island, Franklin. (Not Cape Best.)
- HAVEN**; cape, Clements Land, Franklin. (Not Siggia.)
- HAWK**; lake, and H. L. station C. P. R., Rainy R. district, Ont.
- HAWK CLIFF**; lake, west of Eagle lake, Rainy R. district, Ont.
- HAWKESBURY**; island, north of Princess Royal and Grubbell islands, Pacific coast, B.C.
- HAY**; lake, Sabine township, Nipissing district, Ont.
- HAYES**; river and peak, Teslin lake, Cassiar, B.C.
- HEALY**; lake, south of Kusawa lake, Yukon.
- HEART**; creek, east of Lower Arrow lake, W. Kootenay, B.C.
- HEART**; mountains, east of Sheslay river, Cassiar, B.C.
- HEBBDEN**; brook, near C. P. R., Rainy R. district, Ont. (Not Hedden's.)
- HECATE**; strait, Pacific coast, B.C.
- HECTOR**; island, northeast of Macdonald island, Hudson strait, Franklin. (Not Khartum.)
- HECTOR**; lake, west of Manitou lake, Rainy R. district, Ont. (Not Large Trout.)
- HECTOR**; mountain, between Bow river and Pipestone creek, Rocky mountains, B.C.
- HEIGHT-OF-LAND**; lake, northeast of Mattagami lake, northwestern Quebec.
- HEIDMAL**; a spur of the Valhalla mountains, W. Kootenay, B.C.
- HELA**; a peak of the Valhalla mountains, W. Kootenay, B.C.
- HELEN**; lake, at headwaters of Bow river, Alberta.
- HELEN**; point, Douglas channel, near Kitkiata, Pacific coast, B.C.
- HENDERSON**; creek, tributary to Yukon river, below Stewart river, Yukon.
- HENDERSON**; harbour, south of Crooks inlet, Hudson strait, Franklin.
- HENRIETTA**; creek, tributary to Last Chance creek, a branch of Hunker creek, Klondike river, Yukon.
- HENSLEY**; bay, south shore of Manitoulin island, lake Huron, Ont.
- Herb.* See Wekusko.
- HERMIT**; mountain, in the Selkirk range, B.C.
- HERMIT**; range of mountains in the Selkirks, B.C.
- HERSCHELL**; island, west of Cockburn island and northeast of Kitchener island, lake Huron, Ont.
- HESTER**; creek, branch of Hunker creek, Yukon.
- Hewson.* See Hughson.
- Hidden.* See Habel.
- HIGH FALL**; creek, tributary to Koksoak river, south of Chino, Ungava.
- High.* See Emma.
- HIGHWOOD**; river, tributary to Bow river, Alberta. (Not High.)
- HILDA**; a peak of the Valkyr mountains, W. Kootenay, B.C.
- HILL**; lake, east of Kakagi lake, Rainy R. district, Ont.
- HILL**; lake, on Minago river, Sask.
- HOBSON**; island, in Mabone bay, Lunenburg county, N.S. (Not Hobson's Nose.)
- HOBER**; creek, tributary to Little Sloean river, W. Kootenay, B.C.
- Hogarth.* See Cumberland.
- HOGG**; creek, tributary to Moyie river, E. Kootenay, B.C.
- HOMAN**; river, at south end of lake Bennett, Cassiar, B.C.
- HOOKER**; pass, at head of St. Mary river, between E. and W. Kootenay, B.C.
- HOOLE**; canyon and river, upper part of Polly river, Yukon.
- Hootalinqua.* See Teslin.
- HOPES ADVANCE**; bay, west coast of Ungava bay, Ungava.
- HOPES ADVANCE**; cape, south shore of Hudson strait, Ungava. (Not Cape of Hopes Advance nor Prince Henry Foreland.)
- HOPKINS**; bay and point, east of Baptist island, east coast of lake Huron, Ont.
- HOPKINS**; lake, southeast of Aishilik lake, Yukon.
- HOPKINS**; point, Devastation channel, Pacific coast, B.C.
- Horn.* See Beatrice.

1-2 EDWARD VII., A. 1902

- HORN**; cape, east side of Upper Arrow lake, W. Kootenay, B.C.
- HORSE**; point, in eastern part of Ameliasburg township, Prince Edward county, Ont.
- HORSESHOE**; bay, west side of Great Duck island, lake Huron, Ont.
- HOTALUH**; mountains, between Stikine and Tazilla rivers, Cassiar, B.C.
- Hovsten*. See Hughson.
- HOWSE**; pass, Rocky mountains. (Not House.)
- HUDSON**; bay and strait, an inland sea and passage communicating with the Atlantic. (Not Hudson's.)
- HUDSON**; lake, Cardiff township, Haliburton county, Ont. (Not Hudson's.)
- HUFF**; island, in Muscote bay, bay of Quinte, Ont. (Not Huff's.)
- HUGH**; mountain, east of lake Evans, northwestern Quebec.
- HUGHES**; brook, flows into Barritt bay, Eagle lake, Rainy R. district, Ont. (Not Hughes creek.)
- HUGHES**; range of mountains, east of Kootenay river, E. Kootenay, B.C.
- HUGHSON**; bay, east of Providence bay, Manitoulin island, lake Huron, Ont. (Not Husten, Housten nor Hewson.)
- HUNGERFORD**; point, south part of Manitoulin island lake Huron, Ont.
- HUNGRY**; bay, a shallow bay on the northeast side Big bay, bay of Quinte, Ont.
- HUNGRY**; peak, at head of St. Mary river, between E. and W. Kootenay, B.C.
- HUNKER**; creek, tributary to Klondike river, Yukon.
- HUNTRESS**; reef, southwest of Johnston point, Bruce county, Ont.
- HURD**; cape, most westerly point of Bruce county, Ont. Cape Hurd channel is west of the cape.
- HURON**; lake, one of the five great lakes of the St. Lawrence basin, Ont.
- HURRICANE**; river, tributary to Nakina river, Cassiar, B.C.
- Husten*. See Hughson.
- HUTCHISON**; creek, east of Lower Arrow lake, W. Kootenay, B.C.
- HUTSHI**; lakes, west of lake Laberge, Yukon.
- HUTSHIKU**; bluff, on Lewes river, below Rink rapid, Yukon.
- HUTSIGOLA**; lake, south of Teslin lake, Cassiar, B.C. (Not Hutsigula.)
- HVLAND**; hill, east of Hutsigola lake, Cassiar, B.C.
- HYNDMAN**; bay, at southwestern end of Cockburn island, lake Huron, Ont. (Not Sand.)
- ILLECILLEWAET** mining division, river and town, Kootenay, B.C. (Not Illicilliwaet, Illecilliwaet, nor Illicillewaet.)
- ILLES**; brook, a feeder of Frances lake, Yukon (Not Il-es-too-a.)
- INCOMAPLEUX**; river, empties into Upper Arrow lake, B.C. (Not Fish.)
- INDEPENDENCE**; creek, tributary to Stewart river, Yukon.
- INDIAN**; island, northeast of Murray canal entrance to the bay of Quinte, Ont.
- INDIAN**; harbor, point, and reef, south of Fitzwilliam island, lake Huron, Ont.
- Indian Pear Island*. See Saskeram.
- INDIAN**; river, tributary to Yukon river, south of Klondike river, Yukon.
- INGALL**; lake, southwest of Wabigoon lake, Rainy river district, Ont.
- INGERSOLL**; mountain, west of Columbia river, W. Kootenay, B.C.
- INGRAM**; mountain, north of Kusawa lake, Yukon
- INKLIN**; river, tributary to Taku river, Cassiar, B.C.
- INKSTER**; rock, at S. Baymouth, Manitoulin island, lake Huron, Ont.
- Innarulligang*. See East Bluff.
- INNER DUCK**; island, northeastern island of the Duck island group; off the southern side of western end of Manitoulin island, lake Huron, Ont.
- INONOKLIN**; creek, west of Lower Arrow lake, W. Kootenay, B.C. (Not Sanderson.)
- INUKSHILIGALUK**; point, south coast Ungava bay, Ungava. (Not Big Rock.)
- INUKSHUKTUUK**; point, south coast Ungava bay, Ungava. (Not Beacon.)
- IRISHMAN**; creek, tributary to Moyie river, E. Kootenay, B.C.
- IRVING**; bay, Crooks inlet, Hudson strait, Franklin
- ISABELLA**; lake, northeast of Peyto lake, Alta.
- ISERHOFF**; river, flows into Waswanipi lake, northwestern Quebec.
- Island*. See Ashby.
- ISLANDS**; lake of, southeast of Abitibi lake, Pontiac county, Que.
- Isle of Cores*. See Cove.
- Ithnotosquan*. See Elbow.
- ITTIMENOKTOK**; cape, east shore Ungava bay, Ungava.
- IVAN**; point, Manitoulin island, east of Burnt island, lake Huron, Ont.

J

- JACK**; lake, Burleigh township, Peterborough county, Ont. (Not Jack's.)
- Jackman*. See Pritzler.
- JAMES**; cape, east of Archibald bay, Hudson strait, Franklin.
- JAMES**; island and reef, between Fitzwilliam and Yeo islands, Georgian bay, Ont.

SESSIONAL PAPER No. 21a.

- JAMIESON : lake, Dunganion township, Hastings county, Ont. (Not Jamieson's.)
- Jamieson's.* See Egan.
- JANET : lake, between Stewart river and Mayo brook, Yukon.
- Jean de Terre.* See Gens de Terre.
- JENKINS : point, east of Providence bay, Manitoulin island, lake Huron, Ont.
- JENNIE GRAHAM : shoal, the most southerly shoal off Great Duck island, lake Huron, Ont.
- JENNINGS : river, near south end of Teslin lake, Cassiar, B.C. (Not Fifteenmile.)
- JENSEN : creek, tributary to Dominion creek, Indian river, Yukon.
- JIM : creek, tributary to Yukon river, below Indian river, Yukon.
- JOEL : river, tributary to Klondike river, Yukon.
- JOHNSON : lake, Havelock township, Haliburton county, Ont. (Not Johnson's.)
- JOHNSTON : creek, tributary to McQuesten river, Yukon.
- JOHNSTON : creek, west of Lower Arrow lake, W. Kootenay, B.C.
- JOHNSTON : harbour and point, southeast of Porcupine point, Bruce county, Ont.
- JONES : shoal, south of Labrador reef and south-westerly from Belanger point, lake Huron, Ont.
- JORDAN : lake and river, Hastings county, Ont.
- JORDAN : river, flows into Frobisher bay, Franklin.
- JORDAN : river, tributary to Columbia river near Revelstoke, W. Kootenay, B.C.
- JOSEPH : creek, tributary to St. Mary river, E. Kootenay, B.C.
- JOY : bay, south shore of Hudson strait, Ungava.
- JUBILEE : island, north of Chamberlain island, Hudson strait, Franklin.
- JUBILEE : mountain, near north end of Atlin lake, Yukon.
- JULIAN : point, east of Chorkbak inlet, Hudson strait, Franklin.
- JUNO : point, south of Pine Tree harbour, Bruce county, Ont.
- JUNNUSUKSOAK : inlet, east shore Ungava bay, Ungava.
- K**
- KABAGUSKI : lake, south of Sasakwei lake, Rainy R. district, Ont. (Not Mud.)
- KABAKWA : lake, Stanhope township, Haliburton county, Ont. (Not Kah-bah-bah-quah.)
- KABISTACHUAN : bay, at the south end of lake Mistassin, Que. (Not Cabistachuan.)
- Kabustigveiak.* See Butler.
- KABONA : lake, south of Matchimanito lake, north-western Quebec.
- Kag-ish-a-bog-a-uog.* See Kasshabog.
- KAGIWIOSA : lake, east of Dinorwic lake, Rainy R. district, Ont.
- KAHA : creek, tributary to Koshin river, Cassiar, B.C. (Not Kalak.)
- Kah-bah-bah-quah.* See Kabakwa.
- Kah-shah-gah-wig-a-uog.* See Kashagawi.
- KABTATE : river, tributary to lower part of Sükine river, Cassiar, B.C.
- Kabuch.* See Katonche.
- Kahwanbojeraganog.* See Kawagama.
- KALASHKOMIN : lake, north of Wabigoon lake, Rainy R. district, Ont. (Not Bad Rice.)
- Kaïjick Manitou.* See Baptiste.
- KAJAKANIKAMAK : lake, southeast of Abitibi lake, Pontiac county, Que.
- KAKABONGA : river, flows into Lac des Rapides, east of Grand L. Victoria, Pontiac county, Que. (Not Kakebonka.)
- KAKAGI : lake, east of Sabaskong bay, lake of the Woods, Ont. (Not Crew.)
- KAKASHE : river, tributary to Kapitachuan river, upper Ottawa, Montcalm county, Que.
- Kakebonka.* See Kakabonga.
- KAKETSA : mountain, south of Egnell, Cassiar, B.C. (Not Koketsa.)
- KAKINNOZHANS : lake, near Manitou lake, Rainy R. district, Ont.
- KAKUCHIYA : river, tributary to Dudidontu river, Cassiar, B.C.
- Ka-lik-took-duog.* See Crooks.
- KALZAS : lake, between Macmillan and Stewart rivers, Yukon.
- KAMACHIGAMA : lake and river, tributary to the upper Ottawa, Montcalm county, Que.
- KAMANATOGAMA : lake, southeast of Saganaga lake, Rainy R. district, Ont.
- KAMANISKEG : lake, Bangor township, Hastings county, Ont.
- KAMINASSIN : lake, south of Dinorwic lake, Rainy R. district, Ont.
- Kaminawaiskagouak.* See Minnawaiskag.
- KAMINNI : lake, northwest of Manitou lake, Rainy R. district, Ont. (Not Kaminess-ipekok.)
- KAMITSGAMAK : lake, on Ribbon river, upper St. Maurice, Champlain county, Que.
- KAMONGUS : lake, near Manitou lake, Rainy R. district, Ont. (Not Canoe.)
- KAMPIGUKARATOKA : river, tributary to Migiskan river, north-western Quebec.
- KAMSHIGAMA : lake and river, north of Shabogana lake, northwestern Quebec.
- Kangerthang.* See Newell.
- Kangerthialuksoak.* See George.
- KANIAPISKAU : river, tributary to Koksoak river, Ungava. (Not Wauguash.)
- Kaniapiskau.* See Keniapiskau.
- KANIKAWINIKI : lake, upper Ottawa river, east of Grand L. Victoria, Pontiac county, Que. (Not Kaniqonika nor Kanekquaneka.)
- KANIMITTI : river, flows into Shoshokwan river, a tributary of the upper Ottawa, Pontiac county, Que. (Not Kanimittikoshkwa.)

- KANOTAIKAU ; lake, at headwaters of Rupert river, northwestern Quebec.
- KANSIO ; lake and river, tributary to Kekok river, northwestern Quebec.
- KAOPSKIKAMAK ; lake and river, southeast of Manitou lake, Rainy R. district, Ont.
- KAOSKAUTA ; lake, northwest of Manitou lake, Rainy R. district, Ont. (Not Kaoskowlakok.)
- KAPEMITCHIGAMA ; lake, at the sources of Ottawa river, Joliette county, Que. (Not Kapemebhigama.)
- KAPESAKOSI ; lake, west of Manitou lake, Rainy R. district, Ont. (Not Kapesakosikok.)
- KAPIKITEGOITCH ; lake, headwaters of Ashuapmunchuan river, Chicoutimi county, Que.
- KAPITACHUAN ; lake and river, tributary to the upper Ottawa, northwestern Quebec. (Not Kapitashewinna nor Kapitajewin.)
- KAPITAGAMA ; lake, southeast of Abitibi lake, Pontiac county, Que.
- KAPITSWE ; lake, at headwaters of St. Maurice river, Champlain county, Que.
- KASHAGAWI ; lake, Stanhope township, Haliburton county, Ont. (Not Kah-shah-gah-wig-e-mog.)
- KASHAGAWIGAMOG ; lake, Dysart township, Haliburton county, Ont.
- KASKAWULSH ; river, tributary to Alsek river, Yukon and B.C.
- KASSHABOG ; lake, Methuen township, Peterborough county, Ont. (Not Kag-ish-a-bog-a-mog.)
- KATE ; point, at upper end of lower Arrow lake, W. Kootenay, B.C.
- KATES NEEDLE ; mountain near Stikine river, opposite Porcupine creek, Cassiar, B.C.
- KATHERINE ; lake, at headwaters of Bow lake, Rocky mountains, Alta.
- KATIN ; creek, tributary to Nakina river, Cassiar, B.C.
- KATONSCHÉ ; lake, upper Ottawa river, east of Grand L. Victoria, Pontiac county, Que. (Not Kabueh.)
- KATRINA ; creek, tributary to White river, Yukon.
- KATSEKAHIN ; river, at the head of Chilkat inlet.
- KATTAKTOK ; cape, east shore Ungava bay, Ungava. *Katukok.* See Charles.
- KAWAGAMA ; lake, Sherborne township, Haliburton county, Ont. (Not Kahweambejewagamog.)
- KAWASACHUAN ; lake and river, near Grand L. Victoria, Pontiac county, Que. (Not Kawasajewan nor Kawasajewan.)
- KAWASBEGAMUK ; lake, southeast of Dinorwic lake, Rainy R. district, Ont. (Not Long.)
- Kawashibonagawanuk.* See Washebenaga.
- KAWASKISGAT ; lake, headwaters of Lièvre river, St. Maurice county, Que. (Not Kawasgisguegat.)
- KAWASTAGITA ; bay, at the northerly end of Grand L. Victoria, Pontiac county, Que.
- KAWAWIA ; lake, southeast of Manitou lake, Rainy R. district, Ont. (Not Oval.)
- KEGLO ; bay, east shore Ungava bay, Ungava.
- KEKER ; river, tributary to Migiskan river, northwestern Quebec.
- KEKEKO ; lake, southeast of Abitibi lake, Pontiac county, Que.
- KEKEKWA ; lake, near Eagle lake, Rainy R. district, Ont.
- KEKO ; river, tributary to Manuan river, upper St. Maurice, Champlain county, Que.
- KEKEKWAIB ; lake, Stanhope township, Haliburton county, Ont. (Not Cay-ka-quah-be-kung.)
- KELVIN ; lake, an expansion of Nottaway river, northwestern Quebec.
- KEMPT ; lake, upper waters of Manuan river, St. Maurice county, Que.
- Ken-ne-ses.* See Kennisis.
- KENIAPISKAU ; lake, north of Opatawaga lake, northwestern Quebec. (Not Kaniapiskau.)
- KENNABUTCH ; lake, east of Dinorwic lake, Rainy R. district, Ont. (Not Kennabuch.)
- Ken-ne-big.* See Kennibik.
- KENNEWAPEKKO ; lake, south of Sagana lake, Rainy R. district, Ont.
- KENNIBIK ; lake, Dudley township, Haliburton county, Ont. (Not Ken-ne-big.)
- KENNICOTT ; lake, at head of Hackett river, Cassiar, B.C.
- KENNISIS ; lake, Haycock township, Haliburton county, Ont. (Not Ken-ne-ses.)
- Kenogauissic.* See Larch.
- KENOZHE ; lake, north of Dinorwic lake, Rainy R. district, Ont. (Not Kinoje.)
- KERNERTUT ; cape, southeast shore of Ungava bay, Ungava.
- KERSEY ; point, at northerly end of Maitland island, Douglas channel, Pacific coast, B.C.
- Ketchacum.* See Catchacoma.
- KETCHUM ; lake, northeast of Egnell, Cassiar, B.C.
- KETZA ; river, tributary to Pelly river, above Ross river, Yukon. (Not Kitza.)
- KEWAGAMA ; lake, southeast of Abitibi lake, Pontiac county, Que.
- Khartum.* See Hector.
- KIASK ; river, south of Kamshigama river, northwestern Quebec.
- Kickendatch.* See Kikendatch.
- KID ; creek, tributary to Goat river, W. Kootenay, B.C.
- KIEMAWISK ; lake, northwest of Grand Lake Victoria, northwestern Quebec.
- KIKENDATCH ; Indian village, upper St. Maurice river, Champlain county, Que. (Not Kirkendatch nor Kikendatch.)
- KILDALA ; arm, near Kitimat arm, Pacific coast, B.C.
- KILLARNEY ; village, on west side of Lower Arrow lake, W. Kootenay, B.C.
- KILVERT ; lake, south of Hawk lake, Rainy R. district, Ont.
- KIMBALL ; lake, Livingstone township, Haliburton county, Ont. (Not Kimball's.)
- KINGCOME ; point, on the northeast part of Princess Royal island, Pacific coast, B.C.

SESSIONAL PAPER No. 21a.

- KING GEORGE: sound, south shore of Hudson strait, Ungava.
- KING; mountain, on Tatonduk river, Yukon.
- KINGSCOTE: lake, Bruton township, Haliburton county, Ont.
- KINNICKONESHIP: lake, near Manitou lake, Rainy R. district, Ont. (Not Black Sawbill.)
- KINNYU: lake, Rainy R. district, Ont.
- KINOJEVIS: lake and river, tributary to the upper Ottawa, Pontiac county, Que. (Not Kinojeviskaskatik.)
- Kinoje.* See Kenozhe.
- KIPLING; reef, west of Middle Duck island, lake Huron, Ont.
- Kirkendatch.* See Kikendatch.
- KIRK; island, in the northerly part of lake Evans, northwestern Quebec.
- Kiskopkechewans.* See Minnehaha.
- KISKITTO: lake, north of L. Winnipeg, Sask. (Not Grass nor West Niskitogisew.)
- KISKITTOGISU: lake, north of L. Winnipeg, Sask. (Not Big Reed nor Niskitogisew.)
- KISSEYNEW: lake, south of Kississing lake, Sask. (Not Lobstick.)
- KISSISSING: lake and river, tributary to Churchill river, Athab., Keewatin, and Sask. (Not Cold, Kissino, nor Takipy.)
- KITCHENER: island, west of Cockburn island and southeast of Drummond island, lake Huron, Ont. (Not Little Cockburn.)
- KITCHENER; railway station, W. Kootenay, B.C.
- KITCHIGAMA: river, tributary to Nottaway river, northwestern Quebec. (Not Michigama.)
- Kitigtung.* See Lady Franklin.
- KITIMAT; arm, north of Douglas channel, Pacific coast, B.C.
- KITKIATA; Indian village at Douglas channel, Pacific coast, B.C. (Not Kit-kia-tah.)
- KITTY; shoal, south of Great Duck island, and southwesterly from Mary shoal, lake Huron, Ont.
- Kitza.* See Ketzä.
- KLEHINI: river, tributary to Chilkat river.
- KLEMTU: passage and Indian village, Pacific coast, B.C. (Not Klemtoo nor China Hat.)
- KLOKHOK; river, tributary to Takhini river, Yukon.
- KLONDIKE: river, tributary to Yukon river, Yukon. (Not Klondyke, Clondyke nor Throinduck.)
- KLONDIKE: village at mouth of Klondike river, opposite Dawson.
- KLOOTCHMAN; canyon, on Stikine river, south of Clearwater river, Cassiar, B.C. (Not Kluchman.)
- KLOTASSIN; river, tributary to White river, Yukon.
- KLOTZ; mountain, Tatonduk river, Yukon.
- KLANE; lake and river, in southwest Yukon. (Not Kluahne.)
- KLICHINI; river, flowing out of lake Frederick into lake Dezadeash, Yukon.
- KLUKSHU; lake and river, tributary to Alsek river, Yukon.
- KNUKWAN; village at confluence of Chilkat and Klehini rivers.
- KNEELAND; bay, southwest shore Frobisher bay, Franklin.
- KNIFE; islands, west of Shute point, Bruce county, Ont.
- KODERN; river, tributary to White river, Yukon.
- Koketsu.* See Kaketsu.
- KOKOMENHANI; lake, at headwaters of Rupert river, northwestern Quebec. (Not Kokamenhani.)
- KOKOMIS; lake, southwest of Grand Lake Victoria, Pontiac county, Que.
- KOKSOAK; river, flowing into Ungava bay, Ungava. (Not Big nor South.)
- KOLFAGE; island, south of Pike point, Bruce county, Ont.
- Koos-ka-nax.* See Kuskanax.
- KOOTENAY; district, lake and river, in southeastern B.C. (Not Kootenai, Kootanie, &c.)
- KORIKDUARDU; inlet, east of Chorkbak inlet, Hudson strait, Franklin. (Not Ko-riek-du-ar-du.)
- KOSHIN; river, tributary to Nahlin river, Cassiar, B.C.
- KUKUKAUU; lake, west of Manitou lake, Rainy R. district, Ont.
- KUSAWA; lake, southwest of lake Laberge, Yukon. (Not Arkell.)
- KUSHOG; lake, Stanhope township, Haliburton county, Ont. (Not Kahi-wah-she-be-mah-gog.)
- Kuswah.* See Surprise.
- KUSKANAX; creek, east side of Upper Arrow lake, W. Kootenay, B.C. (Not Koos-ka-nax.)
- KUTHAI; lake, discharges into Silver Salmon river, Cassiar, B.C.
- Kwichpak.* See Yukon.
- KYAK; bay, west coast Ungava bay, Ungava.

L

- LABERGE; lake, in southern part of Yukon. (Not Labarge nor Lebarge.)
- LABRADOR; reef, south of Belanger point, Manitoulin island, lake Huron, Ont.
- LABRADOR; reef, north of cape Chidley, Labrador peninsula.
- LADUE; creek, tributary to White river, below Katrina creek, Yukon.
- LADY BEATRICE; lake, northeast of Mattagami lake, northwestern Quebec.
- LADYBIRD; mountain, north of Columbia river, W. Kootenay, B.C. (Not Lady Bird.)
- LADY FRANKLIN; island, east of Clements Land, Franklin. (Not Kitigtung.)
- LAKE; creek, tributary to Stewart river, Yukon.
- LAKETON; post on Dease lake, Cassiar, B.C.
- LAKIT; creek, east of Kootenay river, north of Sterle, B.C. (Not Four-mile.)
- L'AMABLE; brook and lake, Dugannon and Faraday townships, Hastings county, Ont.

1-2 EDWARD VII., A. 1902

- LAMB; creek, tributary to Moyie river, E. Kootenay, B.C.
- LAMBERT; shoal, northwest of Saugoen river, Bruce County, Ont.
- LANDING; lake, north of Sipiwesk lake, Keewatin.
- LANSLOWNE; mountain, west of lake Marsh, Yukon.
- LANSING; river, tributary to Stewart river, Yukon.
- LAPIE; river, tributary to Pelly river, below Ross river, Yukon.
- LARCH; river, tributary to Koksoak river, Ungava. (Not Kenogamissee.)
- Lardo.* See Purity.
- Large Trout.* See Hector.
- LARRY; rock, south of Great Duck island, and west of Kitty shoal, lake Huron, Ont.
- LAST-CHANCE; creek, branch of Hunker creek, Klondike river, Yukon.
- LAURA; creek, tributary to Klondike river, Yukon.
- LAURA; mountain, near lower Stikine river, north of Iskut river, Cassiar, B.C.
- LAURIER; mountain, east of lake Laberge, Yukon.
- LAZY; lake, east of Kootenay river, north of Steele, B.C. (Not Rock.)
- LEAF; bay, lake, and river, south coast of Ungava bay, Ungava. (Not Nepihjee river.)
- Laberge.* See Laberge.
- LEASK; bay and point, South bay, Manitoulin island, lake Huron, Ont.
- LEE; bank, north of Saugoen river, Bruce county, Ont.
- LEFROY; mountain, on summit line of the Rocky mts., southwest of Laggan, Alta.
- LEON; settlement on east side of Upper Arrow lake, W. Kootenay, B.C. (Not Leon Hot Springs.)
- LEFORD; point, Markham bay, Hudson strait, Franklin.
- LEOTTA; creek, tributary to Klondike river, Yukon.
- LEPREAUX; basin, harbour, point, river, and village, Charlotte county, N.B. (Not Lepreaux, nor Belas basin.)
- LÈVE; lake, Radcliffe township, Renfrew county, Ont.
- LEWES; river, tributary to Yukon river, Yukon. (Not Lewis.)
- LEWIS; creek, east of Kootenay river, north of Steele, B.C.
- LIARD; river, tributary to Mackenzie river, B.C., Mackenzie, and Yukon. (Not Mountain.)
- LILY; bay, upper Ottawa river, northwest of Grand L. Victoria, Pontiac county, Que.
- LILY; glacier, north of mount Swanzy, Selkirk range, B.C.
- LIMESTONE; lake, Mayo township, Hastings county, Ont.
- LINDEMAN; lake, south of lake Bennett, Cassiar, B.C. (Not Linderman nor Lyndeman.)
- LINE; lake, southwest of Eagle lake, Rainy R. district, Ont.
- LINKWATER; creek, tributary, to Kootenay river, near Int. boundary, E. Kootenay, B.C. (Not Meadow.)
- LISCOMB; harbour and post village, Guysborough county, N.S. (Not Liscombe.)
- LITTLE ATLIN; lake, between Atlin lake and lake Marsh, Yukon.
- LITTLE BLANCHE; creek, branch of Quartz creek, Indian river, Yukon.
- LITTLE; bluff, northeast of Hungerford point, Manitoulin island, lake Huron, Ont.
- LITTLE BOSHUNG; lake, Minden township, Haliburton county, Ont.
- Little Cockburn.* See Kitchener.
- LITTLE-DEW; creek, branch of Hunker creek, Yukon.
- Little Grant.* See Pearson.
- Little Green.* See Stevens.
- Little Jackfish.* See Foreleg.
- LITTLE MADAWASKA; river, east side of Algonquin National Park, Ont.
- Little (or South Miminigash.)* See Roseville.
- Little Mistassini.* See Mistassimis.
- Little Nottaway.* See Broadback.
- Little Opongo.* See Aylen.
- LITTLE; rock, southwest of Phoebe point, Fitzwilliam island, lake Huron, Ont.
- LITTLE ROGERS; lake, northeast of lake Timiskaming, Pontiac, county, Que.
- LITTLE SALMON; river, tributary to Lewes river, Yukon.
- LITTLE SLOCAN; river, tributary to Slocan river, W. Kootenay, B.C.
- LITTLE TAHLTAN; river, tributary to Tahlitan river, Cassiar, B.C.
- Little Wabigoon.* See Dinoiwic.
- Little Weslameoon.* See Effingham.
- LLEWELLYN; glacier, south of Atlin lake, Cassiar, B.C.
- LOBSTER; lake, Airy township, Nipissing district, Ont.
- LOBSTICK; bay, east of the lake of the Woods, Rainy R. district, Ont. (Not Lob-stick.)
- Lobstick.* See Kisseynew.
- LOGAN; mountain, east of Frances lake, Yukon.
- LOKS LAND; at entrance to Frobisher bay, Franklin. (Not Lok's.)
- LOMBARD; creek, tributary to Indian river, Yukon.
- LONELY; bay, east of Dominion point, Manitoulin island, lake Huron, Ont.
- LONELY; river, outlet of Obikoba lake, Pontiac county, Que.
- Long Tree.* See Ann.
- LONG; point, extends into the central portion of lake Evans, northwestern Quebec.
- LONG; point, in southern part of Tyendinaga township, Hastings county, Ont.
- Long.* See Kawashegamuk.
- Long.* See Methy.
- Long.* See Mountain.
- LOOKOUT; mountain, in the Selkirk range, B.C.

SESSIONAL PAPER No. 21a.

- Loon.* See Mang.
- LOOP**; brook, tributary to Illecillewaet river, near "The Loop," C.P.R., B.C.
- LORETTA**; island, north of Hawkesbury island, Pacific coast, B.C.
- LORNE**; mountain, west of lake Marsh, Yukon.
- LOUCES**; lake, Burleigh township, Peterborough county, Ont. (Not Louck's.)
- LOUISA**; lake, Lawrence township, Haliburton county, Ont. (Not Emerald.)
- LOUISE**; lake, west of Laggan station, C.P.R., Alberta.
- LOUIS**; point, south end of Coste island, Kitimat arm, B.C.
- LOUGHEED**; bay, point, and reef; east of Dominion point, Manitoulin island, lake Huron, Ont.
- LOWER ARROW**; lake, an expansion of Columbia river, W. Kootenay, B.C.
- LOWER SAVAGE**; islands, Gabriel strait, Franklin
- LUBBOCK**; bay, west of Markham bay, Hudson strait, Franklin.
- LUBBOCK**; river, flows into Atlin lake from Little Atlin lake, Yukon.
- LUCAS**; channel, island, and reef, entrance to Georgian bay, Ont.
- LUCKY**; creek, branch of Allgold creek, Klondike river, Yukon.
- LUKE**; creek, tributary to St. Mary river, E. Kootenay, B.C.
- Lumley.* See Frohisher.
- LYAL**; island and reef, southeast of Greenough point, Bruce county, Ont.
- LYNN**; point, Manitoulin island, northwest of Greene island, lake Huron, Ont. (Not Black.)
- Lynx.* See Selby.
- ## M
- MCCALLUM**; island, southeast of Beament island, Bruce county, Ont. (Not Snake.)
- MARTHUR**; mountain, west of Columbia river, south of C.P.R., W. Kootenay, B.C.
- MACAULAY**; lake, Airy township, Nipissing district, Ont. (Not McCauley's.)
- MACAULAY**; spit, off the southeastern end of Imer Duck island, lake Huron, Ont.
- MCCARTHY**; point, southeast side of Fitzwilliam island, lake Huron, Ont.
- Macha.* See Hatchau.
- MCLINTOCK**; mountain peak, and river, between lake Marsh and Teslin river, Yukon. (Not McClinton.)
- MCCONNELL**; peak and river, Nisutlin river, Yukon.
- Macoostigan.* See Makustigan.
- MCCORMICK**; creek and landing, near foot of Lower Arrow lake, W. Kootenay, B.C. (Not McCormack.)
- MCDAME**; creek, tributary to Dease river, Cassiar, B.C.
- MCDONALD**; creek, flows into southern part of Upper Arrow lake, W. Kootenay, B.C.
- MCDONALD**; island, northwest of the islands of God's Mercie, Hudson strait, Franklin. (Not Egypt.)
- MCDONALD**; lake, Havelock township, Haliburton county, Ont. (Not Macdonald's.)
- MCDONALD**; mountain, in the Selkirk range, B.C. (Not Carroll.)
- MCDONALD**; brook, in township 23, range 26 west of 5th meridian, B.C. (Not McDougall.)
- MCEVOY**; lake, northeast of Finlayson lake, Yukon.
- MCFADDEN**; lake, McClintock township, Haliburton county, Ont. (Not McFadden's.)
- MCGAW**; point, at entrance to S. Baymouth, Manitoulin island, lake Huron, Ont.
- MCGRATH**; mountain, near lower part of Stikine river, north of Iskut river, Cassiar, B.C.
- MCHUGH**; brook, flows into Dinorwic lake, Rainy R. district, Ont. (Not McHugh's creek.)
- MCKAY**; reach, between Princess Royal and Gribbell islands, Pacific coast, B.C.
- MCKAY**; rock, southwesterly from Fulwood point, Cockburn island, lake Huron, Ont.
- MCKEE**; creek, north of O'Donnel river, Cassiar, B.C.
- MCKENZIE**; lake, Nightingale township, Haliburton county, Ont. (Not McKenzie's.)
- MACKENZIE**; mountain, east of Columbia river, south of C.P.R., W. Kootenay, B.C.
- MCKIM**; bay, west shore of South bay, Manitoulin island, lake Huron, Ont. (Not McKimm.)
- MCLELAN**; rock, in Fitzwilliam channel, lake Huron, Ont.
- MCLELAN**; strait, northeast shore Ungava bay, Ungava. (Not McLean.)
- MACLEOD**; town and railway station in southern Alberta. (Not Fort Macleod.)
- MCLEOD**; mountain, west of Dease lake, Cassiar, B.C.
- MCMASTER**; lake, Jones township, Renfrew county, Ont. (Not McMaster's.)
- MACMILLAN**; C.P.R. station, Rainy R. district, Ont.
- MACMILLAN**; mountains, and river tributary to the Yukon, Yukon.
- MCMULLEN**; mountain, east of Columbia river, south of C.P.R., W. Kootenay, B.C.
- MENAB**; point, south of Chantry island, Bruce county, Ont.
- MENEVIN**; lake, Murchison township, Nipissing district, Ont. (Not McNevin's.)
- MCPHERSON**; lake, north of Frances lake, Yukon.
- MQUESTEN**; river, tributary to Stewart river, Yukon. (Not McQuestion.)
- MAD**; reef, between Greenough point and Lyal island, Bruce county, Ont.
- MADAWASKA**; river, flows into Chats lake, an expansion of Ottawa river, Ont.
- MAGGIE**; lake, Finlayson township, Nipissing district, Ont. (Not Maggie's.)
- MAGNETIC**; island and reef, southeastern side of Cockburn island, lake Huron, Ont.

1-2 EDWARD VII., A. 1902

- MAIDEN; island, south shore Hudson strait, Ungava. (Not Maiden Paps.)
- MAIDEN; island, east of Michael point, Manitoulin island, lake Huron, Ont.
- MAIKASKAGI; river, north of Waswanipi river, northwestern Quebec.
- MAIN; channel, between Cove island and 'Bad Neighbour' rock, entrance to Georgian bay, Ont.
- MAITLAND; island, Douglas channel, north of Hawkesbury island, Pacific coast, B.C.
- MAKUSTIGAN; lake, south of Wetetwagami lake, northwestern Quebec. (Not Macoostigan.)
- MALE; lac du, at headwaters of St. Maurice river, Que.
- MALONEY; mountain, northwest of Aishihik lake, Yukon.
- MANASAN; river, tributary to Burntwood river, Keewatin. (Not Munosahn.)
- MANAWAGONISH; island, in St. John harbour, N.B. (Not Manawoganish.)
- MANG; lake, west of Kawawia lake, Rainy R. district, Ont. (Not Loon.)
- MANITOBA; ledge, off west side of Yeo island, entrance to Georgian Bay, Ont.
- MANITOBA; reef, north of Great Duck island, lake Huron, Ont.
- MANITOU; creek, flows into Michael bay, Manitoulin island, lake Huron, Ont.
- Manitoulin gulf.* See South bay.
- MANITOULIN; island, near north end of lake Huron, Ont. (Not Grand Manitoulin.)
- MANITUMEIG; lake, west of Manitou lake, Rainy R. district, Ont.
- MANN; island, in upper part of lake Timiskaming, Que.
- MANOMIN; lake, west of Winnange lake, Rainy R. district, Ont. (Not Unamimnikan.)
- MANUAN; lake and river, tributary to the upper St. Maurice, Champlain county, Que. (Not Manouan.)
- Manwanian.* See Paint.
- MAPLE; point, at the northeast end of Gil island, Pacific coast, B.C.
- MARGARET; lake, northeast of Turquoise lake, Alta.
- MARIA; lake, northwest of Tuya lake, Cassiar, B.C.
- MARION; west of Glacier station, C. P. R., B.C.
- MARK; creek, tributary to St. Mary river, E. Koote, bay, B.C.
- MARKHAM; bay, northeast shore of Hudson strait, Franklin.
- MARKOT; mountain, north of Observation peak, Rocky mts., Alta.
- MARSH; lake, southern part of Yukon, near Bennett and Tagish lakes.
- MARSHALL; lake, near Skagway river.
- MARTEN; river, tributary to Rupert river, northwestern Quebec.
- MARY; creek, tributary to Teslin river, near McClinton peak, Yukon.
- MARY; point, Boxer reach, Pacific coast, B.C.
- MARY; shoal, south of Great Duck island, lake Huron, Ont.
- MASCABIN; point, at north entrance to Passamaquoddy bay, N. B. (Not Mascarim.)
- Mashamengoose.* See Mitchinamekus.)
- MASSASAUGA; point, west of Horse point, Ameliasburg township, Prince Edward county, Ont.
- MATASHI; river, headwaters of Gatineau river, Berthier county, Que.
- MATCHIMANITO; lake, southwest of lake Millie, northwestern Quebec.
- MATSATU; river, tributary to Nahlin river, Cassiar, B.C.
- MATTAGAMI; lake and river, tributary to Nottaway river, northwestern Quebec.
- MATTAWA; lake, at headwaters of St. Maurice river, Champlain county, Que.
- MATTAWAGOSIK; lake, south of Abitibi lake, northwestern Quebec. (Not Mattawagosig.)
- MATTHEW; creek, tributary to St. Mary river, E. Kootenay, B.C.
- MAUNOIR; butte, near confluence of Lewes and Teslin rivers, Yukon.
- MAUS; creek, east of Kootenay river, south of Steele, B.C. (Not Mouse.)
- MAYFLOWER; island, at entrance to Thomas bay, Manitoulin island, lake Huron, Ont.
- MAYNE; island and post village, in southern part of the strait of Georgia, B.C.
- MAYO; brook and lake, tributary to Stewart river, Yukon.
- MEACHAM; creek, tributary to St. Mary river, E. Kootenay, B.C. (Not Caribou nor Whitefish.)
- Meadow.* See Ripple and Linkwater.
- MEADOW; creek, branch of Sulphur creek, Indian river, Yukon.
- MEANDER; brook, south of Eagle lake, Rainy R. district, Ont.
- MEGGISI; lake, southeast of Anzhikumming lake, Rainy R. district, Ont. (Not Small Trout.)
- Megiskun.* See Migiskan.
- Mcholland.* See Mulholland.
- Mejomanusc.* See Mitchinamekus.
- MELDRUM; point, northwestern end of Manitoulin island, lake Huron, Ont. (Not Mildram nor Mildrum.)
- MELVILLE; point, south of Srigley bay, Manitoulin island, lake Huron, Ont.
- Menan.* See Manan.
- MENDENHALL; river, tributary to Takhini river, between Kusawa and Laberge lakes, Yukon.
- MENIKWESI; lake, west of Kawawia lake, Rainy R. district, Ont.
- Menjobagusc.* See Mitchinamekus.
- MENNIN; lake, southeast of Dinorwic lake, Rainy R. district, Ont. (Not Blueberry nor Shallow.)
- MERIGOMISH; post village, Pictou county, N.S. (Not Merigomishe.)
- MESKWATESSI; lake, east of Atikwa lake, Rainy R. district, Ont.

SESSIONAL PAPER No. 21a.

- METABETCHOUAN**; P.O., river, and township, Chicoutimi county, Que. (Not Metabeehouan.)
- METHUEN**; reef, south shore Manitoulin island, lake Huron, Ont.
- METHY**; lake, on Burntwood river, Keewatin. (Not Long.)
- MICHAEL**; bay and point, south shore of Manitoulin island, lake Huron, Ont.
- Michagama*. See Kitchigama.
- MICHAUD**; creek, tributary to Klondike river, Yukon.
- MICHAUD**; creek, west of Lower Arrow lake, W. Kootenay, B.C.
- MICHIE**; mountain, east of lake Marsh, Yukon.
- MIDDLE**; creek, tributary to Tahltan river, Cassiar, B.C.
- MIDDLE DUCK**; island, south of Inner Duck island, lake Huron, Ont.
- MIDDLE**; mountain, near lower part of Stikine river, south of Porcupine creek, Cassiar, B.C.
- MIDDLE SAVAGE**; islands, northwest of Pritzler harbour, Hudson strait, Franklin. (Not Islands of God's Mercie, eastern.)
- MIDDLETON**; island, at the mouth of Broadback river, Rupert bay, northwestern Quebec.
- MIDDLETON**; mountain, southeast of lake Evans, northwestern Quebec.
- MIGISKAN**; river, flows westerly from the height of land near the sources of St. Maurice river into Shabogama lake, northwestern Quebec. (Not Megiskun, Mekiscan, Metchiskan nor Metiscan.)
- MIKWASACH**; lake, upper waters of Waswanipi river, northwestern Quebec. (Not Wikwasashi.)
- Mildrum*. See Meldrum.
- MILES**; canyon, on Lewes river, above Whitehorse rapid, Yukon.
- MILLER**; creek, tributary to Sixtymile river, Yukon.
- MILLER**; point, western entrance point of Robinson cove, Big island, bay of Quinte, Ont. (Not Miller's.)
- MILLIE**; lake, northeast of Matchimanito lake, northwestern Quebec.
- MILTON**; bank, southeast of Wells shoal, Bruce county, Ont.
- MILTON**; point, between Lonely and Loughheed bays Manitoulin island, lake Huron, Ont.
- MIMINEGASH**; river and village, west coast of Prince Edward Island. (Not Big or North Mimingash, nor Miminegash.)
- MINAGO**; river, empties into Cross lake, Sask. (Not Pine.)
- MINDEMOYA**; river, empties into Providence bay, Manitoulin island, lake Huron, Ont.
- MINERAL**; creek and town, north of Caribou creek, W. Kootenay, B.C.
- MINERS**; range of mountains near lake Laberge, Yukon.
- MINETTE**; bay, Kitimat arm, Pacific coast, B.C.
- MINK**; reef, Manitoulin island, northwest of Steevens island, lake Huron, Ont.
- MINNAWEISKAG**; lake, south of Dimorwic lake, Rainy R. district, Ont. (Not Kaminnawaiskagwok.)
- MINNEHAHA**; lake, north of Peak lake, Rainy River district, Ont. (Not Kiskopkechewans.)
- MINNEWANKA**; lake, in the Rocky Mountains Park of Canada, Alberta. (Not Devil's Head.)
- MINNIE BELL**; creek, tributary to Flat creek, Klondike river, Yukon.
- MINNITAKI**; lake and C. P. R. station, Rainy River district, Ont. (Not Minnetakie.)
- MINT**; creek, branch of Hunker creek, Klondike river, Yukon.
- MINTO**; mountain, west of Atlin lake, near north end, Cassiar, B.C.
- MIRAMICHI**; river, empties into Miramichi bay, Northumberland bay N.B. (Not Mirimichii.)
- MISERY**; bay and point, south shore Manitoulin island, lake Huron, Ont.
- MISHOMIS**; lake, southwest of Grand Lake Victoria, Pontiac county, Que.
- MISKATLA**; Indian village on Douglas channel, opposite Maitland island, Pacific coast, B.C. (Not Mis-ka-tla.)
- MISKITTENAU**; lake, at headwaters of Rupert river, northwestern Quebec.
- MISKWABI**; lake, Dudley township, Haliburton county, Ont. (Not Mis-quah-be-nish.)
- MISSAGUASH**; river, empties into Cumberland bay, Westmoreland county, N.B. (Not Missiguash, Missiquash, nor Misseguash.)
- Missinippi*. See Churchill.
- MISSISSEW**; river, tributary to Grass river, Sask.
- MISSISSAGI**; bay, island, river, and strait, at north end of lake Huron, Ont. (Not Mississauga.)
- MISSISSAGUA**; brook and lake, Peterborough county, Ont. (Not Gull lake.)
- MISTA**; a peak of the Valkyr mountains, W. Kootenay, B.C.
- MISTASSINI**; a large lake of northwestern Quebec.
- MISTASSINIS**; lake, east of lake Mistassini, Que. (Not Little L. Mistassini.)
- MITCHENAMERUS**; lake and river, headwaters of Lièvre river, tributary to the Ottawa, Que. (Not Masham-ngoose, Mejomanguse, nor Menjogabuse.)
- MITSHTO**; river, tributary to Grass river, below Wekusko lake, Keewatin.
- MOBERLY**; creek, west of Lower Arrow lake, W. Kootenay, B.C.
- MOIRA**; river, flows into the bay of Quinte, near Belleville, Ont.
- MOKWAWASTUK**; lake, at headwaters of Marten river, northwestern Quebec. (Not Mokwahwastuk.)
- MOLAR**; mountain, northeast of mount Hector, Rocky mountains, Alta.
- MONDONAK**; lake and river, upper waters of Manuan river, Champlain county, Que.
- MONELL**; reef, at entrance to Wood bay, Manitoulin island, lake Huron, Ont.
- MONKY**; point, southerly part of Hawkesbury island, Pacific coast, B.C.
- MONGUS**; lake, near Manitou lake, Rainy R. district, Ont.
- MONK**; lake, Cardiff township, Haliburton county, Ont.

- MONMOUTH; lake, Monmouth township, Haliburton county, Ont.
- MONQUART; river, tributary to St. John river, Carleton county, N.B. (Not Munquart nor Manquart.)
- MONROE; creek and lake, near Moyie lake, E. Kootenay, B.C.
- MONTANA; creek; tributary to Yukon river, above Dawson, Yukon.
- MONTROSE; cape, Markham bay, Hudson strait, Franklin.
- MONUMENTAL; island, southeast of Clements Land, Franklin.
- MOODY; point, Boxer reach, Pacific coast, B.C.
- Moonshine.* See Uphill.
- MOORE; lake, Lutterworth township, Haliburton county, Ont. (Not Moore's.)
- MOOSE; creek, tributary to Fortynile river, near international boundary, Yukon.
- MOOSE; lake, north of Cedar lake, Sask.
- Moose.* See Ronald.
- MOOSEHORN; lake, west of Grand L. Victoria, Pontiac county, Que.
- MOOSESKIN; creek and mountain, near mouth of Klondike river, Yukon.
- Moonic.* See Moyie.
- MORLEY; river, Teslin lake, Yukon.
- MORRISON; mountain, on Yukon river, near international boundary, Yukon.
- MOSES OATES; cape, Charles island, Hudson strait, Ungava.
- Mouse.* See Maus.
- MOSQUITO; creek, tributary to Columbia river, W. Kootenay, B.C.
- MOSQUITO; creek, tributary to Bonanza creek, Yukon.
- MOUNTAIN; lake, southwest of lake Lindeman, Cassiar, B.C. (Not Long.)
- Mountain.* See Liard.
- Mountain.* See Watchi.
- MOYIE; lakes, river, and town, in southwestern part of E. Kootenay, B.C. (Not Mooyie.)
- MUCHUYA; creek, tributary to Kakuchuya river, Cassiar, B.C.
- MUD; glacier, northeast of mount Purity, Selkirk range, B.C.
- Mud.* See Kabagukski.
- MUHIGAN; river, empties into Sipiwesik lake, Sask. (Not Wolf nor Wolf Rand.)
- MULHOLLAND; point, Campobello island, Charlotte county, N.B. (Not Mulholland's, Meholland, nor Mehollan.)
- MULVEY; creek, tributary to Slocan river, W. Kootenay, B.C.
- MUMMERY; mountain, west of Blaiberly river, Rocky mountains, B.C.
- Munoshan.* See Manasan.
- MUNROE; creek, flows into Gladys lake, Cassiar, B.C.
- MURCHISON; cape, southeast end of Brevoort island, Franklin.
- MURPHY; harbour and point, south shore of Manitoulin island, lake Huron, Ont.
- MURRAY; canal, in Murray and Brighton townships, connects bay of Quinte with Presqu'île bay, Ont.
- MURRAY; hill, in the town of Trenton, Ont.
- MURRAY; point, Markham bay, Hudson strait, Franklin.
- MURRAY; township in Northumberland county, Ont.
- MUSCOTE; bay, off Big bay, southwest side of the bay of Quinte, Ont.
- MUSKOKA; lake and river, Muskoka district, Ont.
- MUTCHMORE; point, south shore Manitoulin island, lake Huron, Ont.
- MYERS; point, Sidney township, Hastings county, Ont.

N

- NAHLIN; river, tributary to Inklin river, Cassiar, B.C.
- NAHONI; mountains, and lakes (upper, lower and middle), at headwaters of Porcupine river, Yukon. (Not Nahone.)
- NAJAN; river, tributary to St. Maurice river, above Manuan river, Champlain county, Que.
- NAXINA; river, tributary to Taku river, Cassiar, B.C.
- NAKONAKE; river, tributary to Sloko river, Cassiar, B.C.
- NAKUSP; creek, railway terminus, and town, east side of Upper Arrow lake, W. Kootenay, B.C. (Not Na-Kusp.)
- NAMAWASH; lake, upper Ottawa river, northwest of Grand L. Victoria, Pontiac county, Que.
- NAMEGOS; lake, south of Matchimanitou lake, Montcalm county, Que. (Not Nemegos.)
- NAMEGOSIS; lake, south of Matchimanito lake, Montcalm county, Que. (Not Nemegosis.)
- NAMEW; lake, northeast of Cumberland lake, Sask. (Not Sturgeon.)
- NAPOLEON; mountain, in the Selkirk range, B.C.
- NARES; lake, between Bennett and Tagish lakes, Yukon.
- NARCHILLA; brook, flows into McPherson lake, Yukon.
- NATCHIPOTCHI; lake, at the head of Etelipotchi river, Waswanipi river, northwestern Quebec. (Not Natchiposhii.)
- NAUMULTEN; mountain, east of head of Lower Arrow lake, W. Kootenay, B.C.
- NAUYATS; island, southeast shore Ungava bay, Ungava.
- NAWAPITECHIN; river, tributary to Kinojevis river, Pontiac county, Que. (Not Nawaspiteshins.)
- NEDLICK; lake, empties into Koksoak river, Ungava.
- NELLO; river, headwaters Klondike river, Yukon.
- NELLY; point, on the northwest part of Princess Royal island, Pacific coast, B.C.
- NELSON; lake, west of Edgar lake, Cassiar, B.C.
- Nelson.* See Fort Nelson.

SESSIONAL PAPER No. 21a.

- NELSON**; lake, on Churchill river, north of Burntwood lake, Keewatin. Nelson House a post of the H. B. Co. is on the east side of the lake.
- Nemegos**. See Namegos.
- Nemegosis**. See Namegosis.
- NELSON**; river, flows from lake Winnipeg into Hudson bay, Keewatin. The two channels by which it drains the lake are, east branch and west branch. (Not East river and West river.)
- NEMEIBENNUK**; lake, west of Anzhekumming lake. Rainy R. district, Ont. (Not Sucker.)
- NEMIKACHI**; lake, upper waters of Lièvre river, St. Maurice; Que. (Not Nemicachingue.)
- NEMISKAU**; lake, in northwestern Quebec, north of lake Evans. Rupert river flows through this lake. (Not Namiska.)
- NEMO**; creek, west of Slocan lake, W. Kootenay, B.C.
- Ne-na-tik-go**. See Ninatigo.
- Nepigon**. See Nipigon.
- Nepühjcc**. See Leaf.
- NEPTUNE HEAD**; point, at entrance to Stupart bay, Hudson strait, Ungava.
- Net Setting**. See Setting.
- NEWAGAMA**; lake, southeast of Abitibi lake, Pontiac county, Que.
- NEWELL**; sound, southwest shore of Frobisher bay, Franklin. (Not Kangerflung.)
- NEWTON**; fiord, Frobisher bay, Franklin. (Not Tornait.)
- NEW ZEALAND**; creek, tributary to Indian river, Yukon.
- NICTAU**; village at the forks of Tobique river, Victoria county, N.B.
- NICTOR**; lake, headwaters of Little Tobique river, Restigouche county, N.B.
- NIGEL**; island, near northwest end of Vancouver island, B.C. (Not Galiano.)
- NIGGER**; island, between Belleville and Trenton, bay of Quinte, Ont.
- NIGGER**; narrows, bay of Quinte, Ont. (Not Nigger Island narrows.)
- NIKABAU**; lake and river, headwaters of Ashuapmucuan river, Chicoutimi county, Que.
- NILES**; mountain, southeast of mount Balfour, B.C.
- NINATIGO**; lake, Stanhope township, Haliburton county, Ont. (Not Ne-na-tik-go.)
- NIORD**; mountain, west of Slocan lake, W. Kootenay, B.C.
- NIPIGON**; bay, lake, river, and C.P.R. station, Thunder Bay dist., Ont. (Not Nepigon nor Neepigon.)
- NIPMENANSI**; river, a tributary of Shoshokwan river, upper Ottawa, Que. (Not Nipmenane.)
- NIPPLE**; mountain, east of Frances lake, Yukon.
- NIPUKATASI**; river, flows into a long lake southeast of lake Evans, northwestern Quebec. (Not Nipukatase.)
- Niskitogisew**. See Kiskittogisu.
- NISLING**; river, tributary to White river, east of Wellesley lake, Yukon. (Not Tahite.)
- NISUTLIN**; river, a large feeder of Teslin lake, Yukon. *Noddawai*. See Nottaway.
- NOEL**; harbour, Crooks inlet, Hudson strait, Franklin.
- NOGOLD**; creek, tributary to Stewart river Yukon.
- NORBURY**; lakes, east of Kootenay river, south of Steele, B.C. (Not Fish.)
- NORDENSKIÖLD**; river, tributary to Lewes river, Yukon.
- NORNS**; mountains, southeast of Airy mountain, W. Kootenay, B.C.
- NORTH**; bay, east of White strait, Hudson strait, Franklin.
- NORTH**; channel, between Manitoulin island and the north shore of lake Huron.
- NORTH**; lake, Harburn township, Haliburton county, Ont.
- North**. See Gladys.
- NORTHEAST**; bay, Shaboganna lake, northwestern Quebec.
- North Forland**. See Queen Elizabeth.
- NORTHPORT**; village, Sophiasburg township, Prince Edward county, Ont.
- NORTHPORT**; shoal, middle ground northeast of Northport, bay of Quinte, Ont.
- NORTH STAR**; hill, north of St. Mary river, E. Kootenay, B.C.
- Northumberland**. See Cumberland.
- NOTTAWAY**; river, flows from Mattagami lake into Rupert bay, (pt. of James bay), northwestern Quebec. (Not Noddawai nor Nodway.)
- NOZHEMATIK**; lake, east of Anzhekumming lake, Rainy R. district, Ont.
- NUNIKANI**; lake, Sherborne township, Haliburton county, Ont. (Not Numnekang.)

O

- OAK**; lake, Methuen township, Peterborough county, Ont.
- OBASKA**; lake, north of Grand L. Victoria, Pontiac county, Que. (Not Obiska.)
- OBATOGAMAU**; lake, at the height of land south of Chibougamau lake, northwestern Quebec.
- OBIDUAN**; lake, at headwaters of St. Maurice river, Champlain county, Quebec.
- OBIKOBA**; lake, northeast of lake Timiskaming, Pontiac county, Que.
- O'BRIEN**; creek, at international boundary, west of Cudahy, Yukon.
- OBSERVATION**; butte, near Gun lake, north of Nahlin river, Cassiar, B.C.
- OBSERVATION**; peak, east of Peyto lake, Alta. (Not Mount Observation.)
- OCTOPUS**; creek, east of Lower Arrow lake, W. Kootenay, B.C.
- ODELLACH**; river, tributary to Tobique river, Victoria county, N.B. (Not Otelloch.)
- ODIX**; mountain, west of Upper Arrow lake, W. Kootenay, B.C.

- O'DONNELL ; river, empties into east side of Atlin lake, Cassiar, B.C. (Not Dixie creek.)
- OGILVIE ; post on Yukon river, near mouth of Sixty-mile river, Yukon.
- OGILVIE ; range of mountains, and river, in north-west Yukon.
- OGILVIE ; valley, north of lake Laberge, Yukon.
- O'HARA ; lake, west of mount Lefroy, Rocky mountains, B.C. (Not Cascade.)
- OLDMAN ; rock, Yukon river, between Cudahy and international boundary, Yukon.
- OLDWOMAN ; rock, Yukon river, near Oldman rock, Yukon.
- OLGA ; lake, southeast of Mattagami lake, north-western Quebec.
- OLGA ; river, northwest of Crooks inlet, Hudson strait, Franklin.
- OLIVE ; mountain, northeast of mount Gordon, Rocky mountains, Alberta.
- OMANEK ; island, east shore Ungava bay, Ungava.
- OMINECA ; mining district, mountains, and river, in eastern part of British Columbia. (Not Omenica, nor Omeneca.)
- ONATAMINI ; brook, flows into Wekusko lake, Sask. (Not Onataminihewi.)
- ONDERDONK ; point, Ameliasburg township, Prince Edward county, Ont.
- ONKAMMIS ; lake, at headwaters of St. Maurice river, Champlain county, Que.
- Opamiska.* See Opemiska.
- OPASATIKA ; lake, south of Abitibi lake, Pontiac county, Que.
- OPATAWAGA ; lake, northeast of Mattagami lake, northwestern Quebec. (Not Opiwatakan.)
- OPAWIKA ; river, tributary to Waswanipi river, north-western Quebec.
- OPEMISKA ; lake, west of Chibougamau lake, upper waters of Waswanipi river, northwestern Quebec. (Not Opamiska.)
- OPEONGO ; lake and river, in southeast part of Algonquin National Park, Ont. (Not Great Opeongo lake.)
- OPHIR ; creek, tributary to Indian river, Yukon.
- OPIKWAN ; lake, upper waters of Ottawa river, Pontiac county, Que. (Not Opequanne nor Opequon.)
- Opiwatakan.* See Opawataga.
- ORCHAY ; river, tributary to Pelly river, west of Ross river, Yukon.
- OSBOURNE ; bay, Eagle lake, Rainy R. district, Ont. (Not Osbourne's.)
- OSIPASINI ; lake, east of Kakagi lake, Rainy R. district, Ont. (Not Boulder.)
- OSISKO ; lake, southeast of Abitibi lake, Pontiac county, Que.
- OSKELANEO ; lake, at headwaters of St. Maurice river, Champlain county, Que.
- O'SULLIVAN ; lake, at headwaters of Ottawa river, Montcalm county, Que.
- O'SULLIVAN ; river, flows through Puskitamika lake into Waswanipi lake, northwestern Quebec.
- OTAKUS ; lake, north of Berry lake, Rainy R. district Ont. (Not Otakoose.)
- OTANABI ; lake, upper waters of Ottawa river, north-west of Grand L. Victoria, Pontiac county, Que.
- OTCHISK ; river, tributary to Waswanipi river, north-western Quebec.
- Otelloch.* See Odellach.
- OTTAWA ; creek, tributary to Dominion creek, Indian river, Yukon.
- OTTAWA ; lake, at headwaters of Ottawa river, Joliette county, Que.
- Otter.* See Fantail.
- OUTER DUCK ; island, east of Great Duck island, the most southerly of the Duck islands, lake Huron, Ont.
- Oval.* See Kawawia.
- OVERFLOW ; lake, on Olga river, Hudson strait, Franklin.
- OWEN ; channel and island, between Manitoulin and Fitzwilliam islands, lake Huron, Ont.
- Ox ; point, the western extremity of point Anne Thurlow township, Hastings county, Ont.
- OXDRIFT ; C.P.R. station, Rainy R. district, Ont.
- OX TONGUE ; lake and river, Haliburton county, Ont. (Not Ox Tongue.)

P

Painkiller. See Gamskagamik.

PAINT ; lake, on Grass river, west of Wintering lake, Keewatin. (Not Manuminan.)

PAISLEY ; point, Douglas channel, west of Maitland island, Pacific coast, B.C.

PAKONSIGANE ; river, upper waters of Manuan river, St. Maurice county, Que.

PAKWAHIGAN ; lake, on Grass river, Sask. (Not Sandy.)

PALMER BAR ; creek, tributary to Moyie river, E. Kootenay, B.C.

PAPINEAU ; brook and lake, Wicklow township, Hastings county, Ont.

PARKER ; creek, tributary to Klondike river, Yukon.

PARKER ; island and landing, south of Shute point, Bruce county, Ont.

PARRYWOOD ; C.P.R. station, Rainy R. district, Ont.

PARSONS ; mountain peak, west of Skagway.

PASIMINIKANA ; lake, at headwaters of St. Maurice river, Champlain county, Que.

PASKAGAMA ; lake, upper waters of Migiskan river, northwestern Quebec.

PASQUIA ; river, empties into Saskatchewan river, below Carrot river, Sask. (Not Basquia nor Basquiau.)

PAUDASH ; brook and lake, Cardiff township, Haliburton county, Ont.

PAUGH ; lake, Sherwood township, Renfrew county, Ont.

PAUKTORVIK ; island, southwest shore Ungava bay, Ungava.

PAYNE ; lake and river, emptying into Ungava bay, Ungava. (Not Tasurak.)

SESSIONAL PAPER No. 21a.

- PEAK; lake, southwest of Dinorwic lake, Rainy R. district, Ont.
- PEARSON; island, west of Belanger point and east of Greene island, lake Huron, Ont. (Not Little Grant.)
- PEAVINE; creek, tributary to Moyie river, E. Kootenay, B.C.
- Pee-pee-ke-wah-be-kung.* See Pipikwabi.
- PELLY; mountains, lakes, and river, Yukon.
- PENNASSI; river, west of Manitou lake, Rainy R. district, Ont.
- PEN; lake, Nightingale township, Haliburton county, Ont.
- PENCIL; lake, Cavendish township, Peterborough county, Ont.
- Penny.* See Cumberland.
- PERCY; lake, Harburn township, Haliburton county, Ont.
- PERELESHIN; mountain, near Stikine river, between Anuk and Scud rivers, Cassiar, B.C.
- PERLEY ROCK; mountain spur, near Terminal peak, Selkirk range, B.C.
- PERRY; creek, tributary to St. Mary river, E. Kootenay, B.C.
- PERRY; ridge, west of Slocan river, W. Kootenay, B.C. (Not Perry's.)
- PERSEVERANCE; island, west of Fitzwilliam island, lake Huron, Ont.
- PERTHES; point, in north part of Tagish lake, Yukon. (Not Perther's.)
- PETERSON; range of mountains, northwest of lake Laberge, Yukon.
- PEYTO; lake, northeast of mount Baker, Alta. (Not Peyto's nor Glacier.)
- PHILIP; river, empties into Northumberland strait, Cumberland county, N.S. (Not Phillip.)
- PHOEBE; point, northwest pt. of Fitzwilliam island, lake Huron, Ont.
- PHOTOGRAPH; mountain, Kitimat arm, Pacific coast, B.C.
- PICHENNINIS; brook, south of Eagle lake, Rainy R. district, Ont.
- PICTURE NARROWS; lake, west of Manitou lake, Rainy R. district, Ont.
- PIEROMONTA; river, a feeder of Kempt lake, St. Maurice county, Que.
- PIJOUYAN; lake and river, tributary to Waswanipi river above Opawika river, northwestern Quebec. (Not Pijou Wyan.)
- PIKE; lake, mountain, and river, south of Atlin lake, Cassiar, B.C.
- PILOT; lake, Burleigh township, Peterborough county, Ont.
- PILOT; point, southeast corner of Gribbell island, Pacific coast, B.C.
- PINGHEO-NECK; lake, at headwaters of Rupert river, north of lake Mistassini, Que.
- Pine.* See Minago.
- Pine.* See Shingwak.
- PINE; point, Weller bay, Ameliasburg township, Prince Edward county, Ont.
- PINEROOT; river, flows into Athapapuscow lake, Sask.
- PINE TREE; harbour and point, southeast of Johnston harbour, Bruce county, Ont.
- PINGSTON; creek, west of Upper Arrow lake, W. Kootenay, B.C.
- PIPESTONE; lake, south of Cross lake, Nelson river, Keewatin.
- PIPIKWABI; lake, Stanhope township, Haliburton county, Ont. (Not Pee-pee-ke-wah-be-kung.)
- PISKAHEGAN; river, tributary to Magaguadavic river, Charlotte county, N.B. (Not Piskehagan nor Paskekegan.)
- PITOPIKO; lake, an expansion of Manuan river, upper St. Maurice, Champlain county, Que. (Not Pitopieco.)
- PITT; creek, tributary to St. Mary river, E. Kootenay, B.C.
- PITTS; mountain, southwest of the junction of Yukon, Lewes, and Pelly rivers, Yukon.
- PIOVER; islands, west coast Ungava bay, Ungava.
- Plumper's.* See Active.
- PLUMPER; passage, channel between Discovery island and Chain islands, Haro strait, B.C. (Not Discovery.)
- POKER; creek, branch of Walker creek, near international boundary, Yukon.
- Pokkattawagan.* See Pukkatawagan.
- POLLUX; mountain, east of mount Bonney, Selkirk range, B.C.
- POPLAR; point, near the mouth of Rupert river, northwestern Quebec.
- PORCUPINE; creek, tributary to Stikine river, south of Anuk river, Cassiar, B.C.
- PORCUPINE; creek, tributary to Skagway river.
- PORCUPINE; point and reef, southeast of cape Hurd, Bruce county, Ont.
- PORCUPINE; river, tributary to Yukon river, northwestern Yukon.
- PORTAGE; bay and point, east of Gatacre point, Manitoulin island, lake Huron, Ont.
- PORTAL; peak, east of mount Baker, Alta. (Not Mount Portal.)
- PORT BICKERTON; a seaport town in Guysborough county, N.S. (Not Port Beckerton.)
- PORTER; creek, tributary to Indian river, Yukon.
- PORTER; landing, at north end of Dease lake, Cassiar, B.C. (Not Porter's Landing.)
- PORTOBELLO; stream, empties into French lake, Sunbury county, N.B. (Not Porto Bello nor Portobella.)
- POTTER; point, Ameliasburg township, Prince Edward county, Ont.
- POULAMON; bay, Richmond county, N.S. (Not Poulament nor Poulamond.)
- POVERTY; lake, Monmouth township, Haliburton county, Ont.
- POWER; lake, east of Anzhokumming lake, Rainy R. district, Ont.

1-2 EDWARD VII., A. 1902

- PRATT; mountain, northwest of the elbow of Stikine river.
- PREJEVALSKY; point, lake Bennett, Yukon. (Not Prejevalski.)
- PRESQU'ILE; bay, peninsula, and point, lake Ontario, near southeast corner of Northumberland county.
- PRESCALE; river, tributary to St. John river, Carleton county, N.B. (Not Presqu'ile.)
- PRIAM; lake, west of Manitou lake, Rainy R. district, Ont.
- PRINCE EDWARD; county, between lake Ontario and the bay of Quinte, Ont.
- Prince Henry Foreland.* See Hopes Advance.
- Prince of Wales.* See Wales.
- PRITZLER; harbour, northeast shore Hudson strait, Franklin. (Not Pritzler's nor Jackman sound.)
- PROMISE; island, at the entrance to Douglas channel, Pacific coast, B.C.
- PROUD-SITTING; lake, at headwaters of St. Maurice river, Champlain county, Que.
- PROVIDENCE; bay and point, south shore Manitoulin island, lake Huron, Ont.
- PROVOKING; lake, in the Algonquin National Park, Ont.
- PTARMIGAN; creek; flows into large lake of Pelly group of lakes, Yukon.
- PUDDING; burn, tributary to St. Mary river, E. Kootenay, B.C.
- Puke-towocin.* See Setting.
- PUKKATAWAGAN; lake and river, Churehill river, Atha. (Not Pokkattawagan nor Puk-a-ta-wagan.)
- PULWOOD; point, southwestern side of Cockburn island, western boundary of Hyndman bay, lake Huron, Ont.
- PUNICHAN; bay in the southern end of lake Mistassini, Que.
- PURVIS; bank, northwest of Greene island, lake Huron, Ont.
- PURITY; glacier and mountain, Selkirk range, B.C. (Not Lardo.)
- PUSKITAMIKA; lake, south of Waswanipi lake, northwestern Quebec.
- PYRAMID; creek, tributary to St. Mary river, E. Kootenay, B.C.
- Q**
- QUARRY; point, Manitoulin island, lake Huron, Ont.
- QUARTZ; creek, branch of McDame creek, Dease river, Cassiar, B.C.
- QUARTZ; creek, tributary to Indian river, Yukon.
- QUEBEC; creek, tributary to Yukon river, below Dawson, Yukon.
- QUEEN ELIZABETH; foreland, southeast point of Loks Land, Franklin. (Not North Foreland.)
- QUEEN; point, forms the western boundary of Walkhouse bay, Manitoulin island, L. Huron, Ont.
- QUEENSPORT; harbour, Guysborough county, N.S. (Not Queen's Port nor Crow harbour.)
- QUESNEL; lake, mining division, river, and village^e Cariboo, B.C. (Not Quesnelle.)
- QUIET; lake, northeast of Teslin lake, Yukon.
- QUINN; creek, branch of Sulphur creek, Indian river, Yukon. (Not Quin.)
- QUINTE; bay of lake Ontario, almost separating Prince Edward county from the mainland of Ontario. (Not Quinté.)
- QUINZE; lae des, an expansion of the upper Ottawa river, Pontiac county, Que.
- R**
- RABBIT; mountain, south of Rapid river and east of lake Evans, northwestern Quebec.
- RAGGED; bight, northeast of cape Hurd, east coast of lake Huron, Ont.
- RAGGED; lake, in the Algonquin National Park, Ont.
- RAINY; creek, tributary to Moyie river, E. Kootenay, B.C.
- RALEY; point, north of Clio bay, Kitimat arm, Pacific coast, B.C.
- RAMSAY; river, flows into Crooks inlet, Hudson strait, Franklin.
- RAPIDES; lae des, upper Ottawa river, southeast of Barrière lake, Pontiac county, Que.
- RATHEUX; bay and point, east of Jenkins point, Manitoulin island, lake Huron, Ont.
- RAWSON; harbour and island, southeast of Chamberlain island, Hudson strait, Franklin. (Not Harbour island.)
- RED; bay, south of Golden valley, Bruce county, Ont.
- RED DEER; lake and river, tributary to lake Winnipegosis, Sask.
- RED DAN; reef, southeast of Birch point, Manitoulin island, lake Huron, Ont.
- REDDING; creek, tributary to St. Mary river, E. Kootenay, B.C.
- REDNERSVILLE; village and wharf, Ameliasburg township, Prince Edward county, Ont.
- REDSTONE; brook and lake, Guilford township, Haliburton county, Ont.
- REED; lake, on Grass river, northeast of lake Winnipeg.
- REEDER; lake, northwest of the mouth of Carrot river, Sask.
- REEVES; harbour, Big island, Hudson strait, Franklin.
- REID; mountain, southeast of lake Evans, northwestern Quebec.
- REID; point, south of Red bay, Bruce county, Ont.
- REINDEER; creek, tributary to Yukon river, south of Indian river, Yukon.
- REMINGTON; creek, tributary to Indian river, Yukon.
- RESOLUTION; island, at entrance to Frobisher bay, Franklin. (Not Tudjakdjuan.)
- Resolution.* See Warwick.

SESSIONAL PAPER No. 21a.

- RESTIGOUCHE** ; county and river, in northern New-Brunswick. (Not Ristigouche.)
- REVELSTOKE** ; town on C.P.R. at the western crossing of Columbia river, B.C.
- RIBBON** ; river, tributary to Manuan river, upper St. Maurice, Champlain county, Que. (Not Rivière au Ruban.)
- RICHTHOFEN** ; island and valley, lake Laberge, Yukon. (Not Richtofen.)
- RICKETT** ; harbour, eastern side of Cockburn island and southwesterly from Cinder point, lake Huron, Ont.
- RICKLEY** ; harbour, Manitoulin island, west of Burnt island, and north of Western Duck island, lake Huron, Ont.
- RIDGEWAY** ; creek, tributary to Moyie river, E. Kootenay, B.C.
- RINDA** ; a spur of the Valhalla mountains, W. Kootenay, B.C.
- RINK** ; rapid, in Lewes river, below Tatchun river, Yukon.
- RIORDON** ; point, Boxer reach, Pacific coast, B.C.
- RIPPLE** ; creek, tributary to Moyie river, E. Kootenay, B.C. (Not Meadow.)
- RIPPLE** ; reef, west of Lyal island, Bruce county, Ont.
- RIXON** ; rock, near North point, at entrance to Georgian bay, Ont.
- ROBERT** ; lake, Marten river, above Tesekau lake, northwestern Quebec.
- ROBERT** ; point, Markham bay, Hudson strait, Franklin.
- ROBERTS** ; bay, in South bay, Manitoulin island, lake Huron, Ont.
- ROBERTSON** ; creek, tributary to Little Slocan river, W. Kootenay, B.C.
- ROBERTSON** ; mountain, near Stikine river, north of Iskut river, Cassiar, B.C.
- ROBINSON** ; cove, Big island, bay of Quinte, Ont.
- ROBINSON** ; sound, northeast of Cornell Grinnell bay, Franklin. (Not Robinson's.)
- ROB ROY** ; creek, tributary to Dominion creek, Indian river, Yukon.
- ROBSON** ; town and railway station, on Columbia river, W. Kootenay, B.C.
- ROCK** ; lake, Nightingale township, Haliburton county, Ont.
- Rock.* See Lazy.
- ROGERS** ; lake, northeast of lake Timiskaming, Pontiac county, Que.
- ROGERS** ; mountain peak, Selkirk range, B.C.
- Root.* See Carrot.
- ROSE** ; lake and river, at headwaters of Nisutlin river, Yukon.
- ROSE** ; pass, at head of St. Mary river, between E. and W. Kootenay, B.C.
- ROSEBUD** ; creek, tributary to Stewart river, Yukon.
- ROSEVILLE** ; village in Prince county, P. E. I. (Not Little or South Miminigash, nor Miminigash.)
- ROSS** ; island, between the east and west branches of Nelson river, Keewatin.
- ROSS** ; mountain peak, Selkirk range, B.C.
- ROSS** ; river, tributary to Pelly river, Yukon.
- ROSSMORE** ; village in Ameliasburg township, Prince Edward county, Ont.
- ROUTE** ; lake, west of Manitou lake, Rainy R. district, Ont.
- ROWAN** ; lake, northeast of Kakagi lake, Rainy R. district, Ont.
- Ruban.* See Ribbon.
- RUBY** ; creek, tributary to Indian river, Yukon.
- RUBY** ; creek and mountain, west of Surprise lake, Cassiar, B.C.
- RUBY** ; mountains, east of Columbia river, between the Arrow lakes, W. Kootenay, B.C.
- RUDYARD** ; reef, west of Queen point, Manitoulin island, lake Huron, Ont.
- RUPERT** ; bay and river, James bay, northwestern Quebec. Rupert House, a post of the H. B. Co., is at the mouth of the river.
- RUSSEL** ; creek, tributary to Little Slocan river, W. Kootenay, B.C.
- RUSSEL** ; island and reef, southeast of Cove island, at entrance to Georgian bay, Ont.
- RUTH** ; lake and river, west of Nakina river, and south of Chikoida mountain, Cassiar, B.C.
- Rykerts.* See Bedlington.

S

- SABLE** ; river, southeast of Chiefs point, Bruce county, Ont.
- Sackawatisi.* See Sassawatisi.
- SADDLE** ; mountain, near confluence of Stikine and Anuk rivers, Cassiar, B.C.
- SADDLE** ; mountain, west of Upper Arrow lake, W. Kootenay, B.C.
- SADDLEBACK** ; island, northwest of Pritzler harbour Hudson strait, Franklin.
- SAGANAGA** ; lake, south of Dinorwic lake, Rainy R. district, Ont.
- Sah-wah-mish-she.* See Sawamishe.
- ST. ANDREWS** ; seaport town, Charlotte county, N.B. (Not St. Andrew's.)
- SAINTE CYR** ; mountain, north of Quiet lake, Yukon.
- ST. EUGÈNE** ; mission on St. Mary river, E. Kootenay, B.C.
- ST. MARY** ; lake, Ridout township, Muskoka district, Ont. (Not St. Mary's.)
- ST. MARY** ; lake and river, tributary to Kootenay river, East Kootenay, B.C. (Not Torrent.)
- ST. MAURICE** ; river, a large tributary of the St. Lawrence, Que.
- ST. NORA** ; lake, Stanhope township, Haliburton county, Ont.
- ST. STEPHEN** ; town on St. Croix river, Charlotte county, N.B. (Not St. Stephen's.)
- SALMON** ; island, north side of Big bay, bay of Quinte, Ont.

- SALMON; river, flows into Big bay, bay of Quinte, Ont.
- SALT; point, Presqu'île peninsula, Brighton township, Northumberland county, Ont.
- Salt.* See Way.
- Sand.* See Desert.
- Sand.* See Hyndman.
- SANDERSON; point, west side of Lower Arrow lake, W. Kootenay, B.C.
- Sanderson.* See Ionoaklin.
- Sandy.* See Pakwahigan.
- SANDY-BEACH; lake at headwaters of St. Maurice river, Champlain county, Que.
- SANGRIDA; a peak of the Valkyr mountains, W. Kootenay, B.C.
- SAPPHIRE; col. between 'The Dome' and mount Castor, Selkirk range, B.C.
- SARBACH; mountain, north of Howse pass, Rocky mountains, B.C.
- SASAKWEI; lake, southwest of Peak lake, Rainy R. district, Ont. (Not Summit.)
- SASKERAM; lake, near the mouth of Carrot river, Sask. (Not Indian Pear Island.)
- SASSAGANAGA; lake, northeast of lake Timiskaming, Pontiac county, Que.
- SASSAWATISI; lake, at head waters of Manuan river, Champlain county, Que. (Not Sackawatesie nor Chisnouataisi.)
- SATASHA; lake, west of Nordenskiöld river, Yukon.
- SATURN; rock, southwest of Greenough point, Bruce county, Ont.
- SAUGEEN; peninsula, the northwestern portion of Bruce county, Ont.
- SAUGEEN; river, empties into lake Huron at Southampton, Bruce county, Ont. (Not Saugink.)
- SAUGUM; creek, east of Kootenay river, north of Steele, B.C. (Not Six-mile.)
- SAUNDERS; reef, near Misery bay, Manitoulin island, lake Huron, Ont.
- Savage.* See Upper Savage.
- SAWAMISHI; lake, Stanhope township, Haliburton county, Ont. (Not Sah-wah-mis-she.)
- SAWBACK; range of mountains west of Stikine river, Cassiar, B.C.
- SAWYER; pass at head of St. Mary river, between E. and W. Kootenay, B.C.
- SAXON; island, south of Shute point, Bruce county, Ont.
- SAYYEA; creek, tributary to upper Liard river, Yukon. (Not Sayia.)
- SCALPING KNIFE; mountain, east of Columbia river, W. Kootenay, B.C.
- SCOTCHIE; reef, at South Baymouth, Manitoulin island, lake Huron, Ont.
- SCOTT; mountain, near Rapid river and east of Rabbit mountain, east of lake Evans, northwestern Quebec.
- SCOUT; reef and spit, southwest of Burke island, Bruce county, Ont.
- SCROGGIE; creek, tributary to Stewart river, Yukon.
- SCUD; river, tributary to Stikine river, Cassiar, B.C.
- SEA; lake, Murchison township, Nipissing district, Ont.
- Seal.* See Tisiriuk.
- SEAMAN; reef at entrance to Wood bay, south shore Manitoulin island, lake Huron, Ont.
- SEASHELL; rock, west of Lyal island, Bruce county, Ont.
- SEGGEMAK; lake, southeast of Saganaga lake, Rainy R. district, Ont. (Not Black Bird.)
- SEKULMUN; lake, west of Aishihik lake, Yukon.
- SELBY; lake, east of Anzhekumming lake, Rainy R. district, Ont. (Not Lynx.)
- SELKIRK; N.W. Mounted Police post, at the mouth of Lewes river. The site of the old fort of the H. B. Co. is on the opposite bank of the river. (Not Fort Selkirk.)
- SELWYN; river, tributary to Yukon river, west of Lewes river, Yukon.
- SEMENOF; hills, at confluence of Lewes and Big Salmon rivers, Yukon. (Not Semenow.)
- Scpewesk.* See Sipiwesk.
- SERPENTINE; lake, Anstruther township, Peterborough county, Ont.
- SETTING; lake and river, Grass river, Keewatin and Sask. (Not Net Setting nor Puke-lowogein.)
- SHABOGAMA; lake and river, northwestern Quebec. (Not Shabokama.)
- SHAKES; creek, tributary to Stikine river, south of Glenora, Cassiar, B.C.
- SHAKWAK; valley, west of lake Dezadeash, Yukon.
- SHALLOW; lake, between Bernard and Tutshi lakes, Cassiar, B.C.
- Shallow.* See Mennin.
- SHAMROCK; bank, southeast of Gatacre point, Manitoulin island, lake Huron, Ont.
- SHAMUS; river, flows into Matchimanito lake, northwestern Quebec.
- SHANNONVILLE; village in Tyendinaga township, Hastings county, Ont.
- SHECAKE; island, South bay, Manitoulin island, lake Huron, Ont.
- Shedui.* See Deception.
- SHEEP; mountain and lake, east of Tatonduk river, Yukon.
- SHELDON; lake, Lutterworth township, Haliburton county, Ont. (Not Sheldon's.)
- SHERBROOKE; lake, northwest of Hector station C.P.R., B.C.
- SHERWOOD; point, Presqu'île bay, Brighton township Northumberland county, Ont. (Not Sherwood's.)
- Shesheingwann.* See Shoshokwan.
- SHESLAY; river, tributary to Inklin river, Cassiar, B.C.
- SHIELDS; landing, on west side of Lower Arrow lake, W. Kootenay, B.C.
- SHINGWAK; lake, north of Cameron lake, Rainy R. district, Ont. (Not Pine.)
- SHIP; bank, in Owen channel, lake Huron, Ont.

SESSIONAL PAPER No. 21a.

- SHIP**; island, northeast from Horse point, Ameliasburg township, Prince Edward county, Ont.
- SHOAL**; point, in Presqu'île bay, Brighton township, Northumberland county, Ont.
- SHOGOMOC**; lakes and river, tributary to St. John river, York county, N.B. (Not Shegomoc nor Shogamoc.)
- SHONGWASHU**; lake, east of Saganaga lake, Rainy R. district, Ont. (Not Shongwashoucheneibewin.)
- SHOSHOKWAN**; lake and river, tributary to upper Ottawa river, east of Grand Lake Victoria, Montcalm and Pontiac counties, Que. (Not Shoshonquon nor Shesheinquann.)
- SHUTE**; point, on east shore of Stokes bay, Bruce county, Ont.
- SIBERT**; point, at southeast entrance to Pine Tree harbour, Bruce county, Ont.
- SIDNEY**; township, in Hastings county, Ont.
- SIFTON**; lake, south of Shabogama lake, northwestern Quebec.
- SIFTON**; mountains, west of lake Laberge, Yukon. *Siggia*. See Haven.
- SILVERHORN**; mountain, northeast of Peyto lake and south of lake Isabella, Rocky mountains, Alta.
- SIMCOE**; bank and point, at entrance to Providence bay, Manitoulin island, lake Huron, Ont.
- SIMMONS**; creek, tributary to Stewart river, below Scroggie creek, Yukon.
- SIMON**; bay and point, at entrance to Greenough harbour, Bruce county, Ont.
- SIMON**; lake, south of Obaska lake, northwestern Quebec.
- SIMPSON**; lake and mountains, between Liard and Frances rivers, Yukon.
- SIMPSON TOWER**; mountain, west of Frances lake, Yukon. (Not Simpson's.)
- SIMS**; bay and island, South bay, Manitoulin island, lake Huron, Ont. (Not Simms.)
- SIPWESK**; lake, north of Cross lake, Nelson river, Keewatin. (Not Sepewesk.)
- SIR DONALD**; mountain and glacier, in the Selkirk range, B.C. (Not Syndicate peak.)
- SISIPUK**; lake, on Churchill river, Atha. (Not Duck.)
- Siz-mile*. See Saugum.
- SIXTY**; creek, branch of Henderson creek, Yukon.
- SIXTYMILE**; river, tributary to Yukon river, Yukon.
- SKAGWAY**; river and town, at head of Taiya inlet. (Not Skaguay nor Shkagway.)
- Skirmish*. See Wild Horse.
- SLATE**; creek, tributary to Klondike river, Yukon.
- SLATE**; pass, between headwaters of Klondike and McQuesten rivers, Yukon.
- SLEEPY**; river, flows into Obaska lake, northwestern Quebec.
- SLOCAN**; town and railway station, at south end of Slocan lake, W. Kootenay, B.C. (Not Slocan City.)
- SLOKO**; inlet, lake, mountain, and river, Cassiar, B.C. (Not Slocoh.)
- SMALL DUCK**; creek, tributary to Sock creek, Klondike river, Yukon.
- Small Trout*. See Meggisi.
- SMITHFIELD**; bridge, middle bridge of Murray canal, in Murray township, Northumberland county, Ont.
- SMITH**; point, southwestern point of Cockburn island, lake Huron, Ont.
- SMITH**; rock, in Fitzwilliam channel, lake Huron Ont.
- SMOKEHOUSE**; island, north of Chiefs point, Bruce county, Ont.
- SMOKE**; lake, in the Algonquin National Park, Ont.
- SMOKE**; point, in Weller bay, Ameliasburg township, Prince Edward county, Ont.
- SMOOTH-ROCK**; lake, south of Manitou lake, Rainy R. district, Ont. (Not Clear.)
- SNAKE**; island, north of Cedar island, bay of Quinte, Ont.
- Snake*. See McCallum.
- SNOW-CAP**; mountain, west of lower part of Stikine river, Cassiar, B.C.
- SNOWSLIDE**; creek, tributary to Caribou creek, W. Kootenay, B.C.
- SNOWY**; mountain, east of Stikine river, near the elbow, Cassiar, B.C.
- SOCK**; creek, tributary to Klondike river, Yukon.
- SODA**; creek, flows into an upper branch of Hunker creek, Yukon.
- SOLMES**; island, east of Telegraph island, bay of Quinte, Ont.
- SOLMESVILLE**; post village, Sophiasburg township Prince Edward county, Ont.
- SOPHIASBURG**; township in Prince Edward county, Ont.
- SOSKUMIKA**; lake, an expansion of Nottaway river, near Mattagami lake, northwestern Quebec.
- SOURCE**; lake, in the Algonquin National Park, Ont.
- SOUTH**; bay, near southeast end of Manitoulin island, lake Huron, Ont. (Not Manitoulin Gulf.)
- SOUTH BAYMOUTH**; town site, Manitoulin island, lake Huron, Ont.
- SOUTHAMPTON**; village, at the mouth of Saugeen river, Bruce county, Ont.
- South*. See Koksok.
- SOUTHWEST**; bay, in lake Evans, northwestern Quebec.
- SOYERS**; lake, Minden township, Haliburton county, Ont.
- SPICER**; harbour and island, east of Bedford harbour, Hudson strait, Franklin.
- SPIRIT**; creek, tributary to Wild Horse river, E. Kootenay, B.C.
- SPROAT**; mountain, north of Upper Arrow lake, W. Kootenay, B.C.
- SQUARE**; bay, east of Dominion point, Manitoulin island, lake Huron, Ont.
- Squirrel*. See Footprint.
- SRIGLEY**; bay, south shore Manitoulin island, lake Huron, Ont.
- STAFFORD**; rock, north of Western Duck island, lake Huron, Ont.
- STAKE**; creek, flows into Quiet lake, Yukon.

- Stainforth.* See Staniforth.
- STANAWAN ; lake, southwest of Dinorwic lake, Rainy R. district, Ont. (Not Grassy River lake.)
- STANFORTH ; point, at the entrance to Gardner canal, Pacific coast, B.C. (Not Stainforth.)
- STANLEY ; a spur of the Valkyr mountains, W. Kootenay, B.C.
- STAR ; creek, branch of Hunker creek, Yukon.
- STEELE ; chief town of E. Kootenay B.C. Railway station of same name 7 miles south of town. (Not Fort Steele.)
- STEEVENS ; island, north of Greene island and south of Manitoulin island, lake Huron, Ont. (Not Cariboo nor Little Green.)
- STEPHEN ; lake, north of Kakagi lake, Rainy R. district, Ont.
- STEPHEN ; mountain, near Field station, C. P. R., B.C.
- STEVENS ; creek, north of Whatslan lake, W. Kootenay, B.C.
- STEWART ; lake, west of Parrywood station C.P.R., Rainy R. district, Ont.
- STEWART ; rock, in Owen channel, lake Huron, Ont.
- STEWART ; river, tributary to Yukon river, Yukon.
- STIKINE ; river, Cassiar, B.C. (Not Stickeen nor Stikeen, etc.)
- STIMUKOKTOK ; cape, east shore Ungava bay, Ungava.
- STOKES ; bay and river, in Bruce county, Ont.
- STONEBURGH ; cove, Weller bay, Ameliasburg township, Prince Edward county, Ont. (Not Stoneburgh's.)
- STONY ; creek, tributary to McClintock river, Yukon.
- STONY ; lake, Burleigh township, Peterborough county, Ont.
- STONY ; point, Presqu'île bay, Brighton township, Northumberland county, Ont.
- Stony.* See Blake.
- STOPLOG ; lake, Burleigh township, Peterborough county, Ont. (Not Stop Log.)
- STORMY ; lake, Glamorgan township, Haliburton county, Ont.
- STRAGGLE ; lake, Harcourt township, Haliburton county, Ont.
- STRATHONA ; island, west of Crooks inlet, Hudson strait, Franklin.
- STUPART ; bay, south shore of Hudson strait, Ungava.
- Sturycan.* See Namew.
- Sucker.* See Gladys.
- Sucker.* See Nemeibemuk.
- SUGARLOAF ; mountain, near Stikine river, north of Iskut river, Cassiar, B.C.
- SULLIVAN ; hill, north of St. Mary river, E. Kootenay, B.C.
- SULLIVAN ; mountain, west of Dease lake, Cassiar, B.C.
- SULPHUR ; creek, tributary to Indian river, Yukon.
- SUMMIT ; C.P.R. station, Rainy R. district, Ont.
- SUMMIT ; lake, south of lake Bernard, Cassiar, B.C.
- Summit.* See Sasakwei.
- SUNSHINE ; creek, east of Lower Arrow lake, W. Kootenay, B.C.
- SUNSHINE ; lake, northeast of Manitou lake, Rainy R. district, Ont.
- SURPRISE ; lake, east of Atlin lake, Cassiar, B.C. (Not Kusiwah.)
- SWAN ; island, in Columbia river, between Upper and Lower Arrow lakes, W. Kootenay, B.C.
- SWANZY ; mountain and glacier, east of mount Bonney, Selkirk range, B.C.
- SWEDE ; creek, tributary to Yukon river, above Dawson, Yukon.
- Sweet Herb.* See Wekusko.
- SWISS ; peaks of the Selkirk range, B.C.
- SYLVIA GRINNELL ; river, flows into Frobisher bay, Franklin.
- SYNDICATE ; lake, west of Manitou lake, Rainy R. district, Ont.
- Syndicate.* See Sir Donald.
- SYRINGA ; creek, tributary to Columbia river, south of Lower Arrow lake, W. Kootenay, B.C.

T

- TACHÉ ; C.P.R. station, Rainy R. district, Ont.
- Tacho.* See Tatsho.
- TACKLE ; creek, tributary to Wild Horse river, E. Kootenay, B.C.
- TAGISH ; lake and P.O., east of lake Bennett, Yukon.
- TAHLTAN ; lake and river, tributary to Stikine river, Cassiar, B.C.
- Tahte.* See Nisling.
- TAIBI ; lake, south of Mattagami lake, northwestern Quebec.
- Tukipy.* See Kississing.
- TAKHIN ; river, tributary to Chilkat river, near Chilkat inlet.
- TAKHINI ; river, flows through Kusawa lake, into Lewes river, Yukon.
- TAKU ; river, northwest Cassiar, B.C.
- TAKU ; arm, Tagish lake, Yukon, and Cassiar, B.C.
- TALAHA ; bay, Taku arm, Tagish lake, Cassiar, B.C.
- TALLAN ; lake, Chandos township, Peterborough county, Ont. (Not Tallan's.)
- TALTMAN ; lake, south of lower Pelly river, Yukon.
- TANGAMONG ; lake, Lake township, Hastings county, Ont. (Not Tangamongue.)
- TANTALUS ; butte, near confluence of Lewes and Nordenskiöld rivers, Yukon.
- TANZILLA ; river, tributary to Stikine river, Cassiar, B.C.
- TARTE ; bay, in Kitimat arm, Pacific coast, B.C.
- Tasheigama.* See Asheigama.
- TASSO ; lake, Finlayson township, Nipissing district, Ont.

SESSIONAL PAPER No. 21a.

- Tasurak.* See Payne.
- TATCHUN**; river, tributary to Lewes river, between Rink and Five-finger rapids, Yukon. (Not Tatchum.)
- TATONDUK**; river, tributary to Yukon river, Yukon. (Not Tatonduc.)
- TATSHENSHINI**; river, tributary to Asek river, Cassiar, B.C., and Yukon.
- TATSHO**; mountain, south of Dease lake, Cassiar, B.C. (Not Tacho.)
- TATSHO**; creek, tributary to Tanzilla river, Cassiar, B.C. (Not Eightmile.)
- TATTIKI**; bay, in Taku arm of Tagish lake, Cassiar, B.C. (Not Tatiki.)
- TAWINA**; creek, tributary to Silver Salmon river, Cassiar, B.C.
- TAY**; river, tributary to Pelly river, above "The Detour," Yukon.
- TAYE**; lake, southeast of Hutshi lakes, Yukon.
- TAYLOR**; reef, Misery bay, Manitoulin island, lake Huron, Ont.
- Tchork-back.* See Chorkbak.
- TEA**; lake, in the Algonquin National Park, Ont.
- TECUMSEH**; cove, Cove island, at entrance to Georgian bay, Ont.
- TEGGAU**; lake, southeast of Winnange lake, Rainy R. district, Ont. (Not Clearwater.)
- TELEGRAPH**; creek, tributary to Stikine river, below Tahltan river, and village of T. C., Cassiar, B.C.
- TELEGRAPH**; island, in the bay of Quinte, Ont.
- TELEGRAPH**; narrows, a contraction of the bay of Quinte at Telegraph island, between Tyendinaga and Sophiasburg townships, Ont.
- TERESA**; island, in Atlin lake, Cassiar, B.C. (Not Goat.)
- TERMINAL**; peak, Selkirk range, B.C. (Not Greens peak.)
- TERRACE**; ridge, on Porcupine river, northeast of mount Dewdney, Yukon.
- TERRY**; point, at southeast entrance to Johnston harbour, Bruce county, Ont.
- TESEKAU**; lake, an expansion of the lower part of Marten river, above Cooper lake, northwestern Quebec. (Not Tesaycau.)
- TESLIN**; lake and river, in southern part of Yukon. (Not Hootalinqua nor Teslin-too.)
- THE DOME**; mountain, northeast of mount Bonney, Selkirk range, B.C.
- The Elbow.* See Elbow.
- THE KNOB**; mountain, near Stikine river, north of Iskut river, Cassiar, B.C. (Not "Knob.")
- THE NARROWS**; in South bay, Manitoulin island, lake Huron, Ont.
- THE NEEDLES**; narrows, in Lower Arrow lake, W. Kootenay, B.C.
- THE OVERLOOK**; mountain, in the Selkirk range, B.C.
- THE PAS**; a post of the H. B. Co., and post office, near the mouth of Carrot river, Sask.
- THE RAMPART**; ridge between mount Afton and "The Dome," Selkirk range, B.C.
- THE RIDGE**; bar, in Owen channel, lake Huron, Ont.
- THE STEEPLES**; mountains, east of Kootenay river, B.C.
- THE THREE GUARDSMEN**; mountains, south of Aishihik lake, Yukon.
- THE WART**; hill, at mouth of Koksoak river, Ungava.
- THIBAULT**; shoal, runs south from Manitoulin island to Inner Duck island, lake Huron, Ont.
- THIBERT**; creek, at north end of Dease lake, Cassiar, B.C.
- THISTLE**; creek, tributary to Yukon river, above White river, Yukon.
- THISTLE**; reef, in Portage bay, Manitoulin island, lake Huron, Ont.
- THOMAS**; bay and point, near South Baymouth, Manitoulin island, lake Huron, Ont.
- THOMAS**; river, flows into north end of Frances lake, Yukon. (Not Too-flas.)
- THOMSON**; lake, Lake Township, Hastings county, Ont. (not Thomson's.)
- THOR**; mountain, west of Upper Arrow lake, W. Kootenay, B.C.
- THREE FORK**; river, flows into Wabigoon lake, from the south, Rainy R. district, Ont.
- Thron-diuck.* See Klondike.
- Thumb.* See Galena.
- THURLOW**; township in Hastings county, Ont.
- TIGER**; brook, tributary to rivière des Quinze, northwestern, Quebec.
- TILLEI**; lake, north of Frances lake, Yukon. (Not Til-e-i-tsho.)
- TIMBER**; bay, east of Providence bay, Manitoulin island, lake Huron, Ont.
- TIMBER BAY**; shoal, Timber bay, Manitoulin island, lake Huron, Ont.
- TISIRIUK**; lake, empties into Leaf river, Ungava. (Not Seal.)
- TISKU**; river, tributary to Chilkat river, near Chilkat inlet.
- Tlet-tlan-a-tsoots.* See Finlayson.
- TOBERMORY**; harbour, at northwest extremity of Saugeen peninsula, Ont.
- TODMAN**; reef at mouth of Thomas bay, Manitoulin island, lake Huron, Ont.
- TOMKINSON**; point, Ursula channel, Pacific coast, B.C. (Not Tomkinsin.)
- Toochi.* See Tutshi.
- TOO-FLAT**; creek, tributary to Klondike river, Yukon.
- Toohoolitas.* See Tuhulitas.
- TOO-MUCH-GOLD**; creek, tributary to Klondike river, Yukon.
- Too-flas.* See Thomas.
- Tornait.* See Newton.
- Torrent.* See St. Mary.
- TOWER**; creek, tributary to St. Mary river, E. Kootenay, B.C.
- TOWER**; peak, north of Quiet lake, Yukon.

TRACY; creek and town, east of Kootenay river, north of Steele, B.C.

TRADING; lake, Ridout township, Muskoka district, Ont.

TRAVERS; lac de, at headwaters of St. Maurice river, Champlain county, Que.

TRENTON; town at the western end of the bay of Quinte, Ont.

TRENT; river, empties into the bay of Quinte at Trenton, Ont.

TRIVET; point, on northerly part of Princess Royal island, Pacific coast, B.C.

TROUT; creek, branch of McDame creek, Dease river, Cassiar, B.C.

TSETELUI; lake, at headwaters of Kakuchuya river, Cassiar, B.C. (Not Tseteloui.)
Tshensagi. See Chensagi.

Tudjakdjuan. See Resolution.

Tudjakdjudusirn. See Gabriel.

TUHULTAS; inlet, north of Cyrus Field bay, Franklin. (Not Toohoolitas.)

TULIP; creek, east of Lower Arrow lake, W. Kootenay, B.C.

TUMMEL; river, tributary to Pelly river, Yukon.

TUNAGAMIK; lake, at headwaters of Ottawa river, Joliette county, Que.

TUNUSSAKSUK; point, east shore of Ungava bay, Ungava.

TUPPER; mountain, Selkirk range, B.C.

Turn. See Dryad.

TURNER; mountain, east of Stikine river and north of Iskut river, Cassiar, B.C.

TURNING; island, near southerly point of Cove island, at entrance to Georgian bay, Ont.

TURQUOISE; lake, east of mount Balfour, Alta.

TURTLE; point, northerly part of Gil island, Pacific coast, B.C.

TUSTLES; lake, north of Frances lake, Yukon. (Not Tus-tles-tu.)

TUTESHETA; creek, tributary to Tahltan river, Cassiar, B.C. (Not Tuteshita.)

TUTSHI; lake and river, southeast of lake Bennett, Cassiar, B.C. (Not Toochi nor Tutchi.)

TUTTLE; point, at entrance to Stupart bay, Hudson strait, Ungava.

TUVALIK; Indian village, west coast of Ungava bay, Ungava.

TWELVE O'CLOCK; point, at the eastern entrance to Murray canal, Murray township, Northumberland county, Ont.

TWO-BIT; creek, east of Lower Arrow lake, W. Kootenay, B.C.

TWO RIVERS; lake of, in the Algonquin National Park, Ont.

TYENDINAGA; township in Hastings county, Ont.

TYERS; river, tributary to Frances river, near Frances lake, Yukon.

U

UIVAKSOAK; cape, east shore Ungava Bay, Ungava. (Not Uirvaksok.)

UNAHINI; river, tributary to Tatshenshini river, Yukon.
Unaminnikon. See Manomin.

UNGAVA; a provisional district, and large bay, north-eastern Canada.

UNGER; island, in bay of Quinte, at mouth of Napanee river, Ont. (Not Unger's.)

UPHILL; lake, northeast of Manitou lake, Rainy R. district, Ont. (Not Moonshine nor Kasakachewiwak.)

UPPER ARROW; lake, an expansion of Columbia river, W. Kootenay, B.C.

Upper Manitou. See Anzhekumming.

UPPER SAVAGE; islands, east of Big island, Hudson strait, Franklin. (Not Savage.)

URD; a peak of the Valhalla mountains, W. Kootenay, B.C.

URSCULA; channel, east of Gribbell island, Pacific coast, B.C.

UTO; mountain peak, Selkirk range, B.C.

V

VALHALLA; mountains, west of Slocan lake, W. Kootenay, B.C. (Not Val Halla.)

VALKYR; mountains, east of Lower Arrow lake, W. Kootenay, B.C. (Not Valkyriur.)

VANCOUVER; creek, tributary to McQuesten river, Yukon.

VAN HORNE; brook and glacier, west of mount Purity, Selkirk range, B.C.

VAN HOUTEN; creek, east of Lower Arrow lake, W. Kootenay, B.C. (Not Van Hooven.)

VERMILION; a post of the H. B. Co., on Peace river, Athabaska. (Not Fort Vermillion nor Vermillion.)

VERMILION; bay, Eagle lake, Rainy R. district, Ont. (Not Vermillion.)

VERNEY; passage, between Hawkesbury and Gribbell islands, Pacific coast, B.C.

VERTICAL; mountain, east of Kootenay river, E. Kootenay, B.C.

VICTORIA; creek, tributary to Wild Horse river, E. Kootenay, B.C.

VIGILANT; rock, east of Grantham shoals, Manitoulin island, lake Huron, Ont.

VINGOLF; mountain, west of Slocan lake, W. Kootenay, B.C.

VOLUNTEER; spit, between Walker and Birch points, Manitoulin island, lake Huron, Ont.

VON WILCZEK; valley, on Lewes river, above Pelly river, Yukon.

Vulture. See Winnange.

SESSIONAL PAPER No. 21a.

W

- WABANONI**; river, flows into Obaska lake, north-western Quebec. (Not Wabimoni.)
WABASKUS; lake, southeast of Abitibi lake, Pontiac County, Que.
WABI; bay and creek, at the head of lake Timiskaming, Ont.
WABIGOON; lake, river, and C.P.R. station, Rainy River district, Ont. (Not Wabigwunn.)
WABISHKOK; lakes, south of Kiskeynew lake, Sask.
WADDELL; bay, Frobisher bay, Franklin. (Not Maurice sound.)
WADSWORTH; lake, Tudor township, Hastings county, Ont.
WAGAN; river, tributary to Restigouche river, Madawaska county, N.B. (Not Waagan.)
WAGOSH; bay and reef, near Pulpwood point, Cockburn island, lake Huron, Ont. (Not Wabgoosh.)
WAGWABIKA; lake, headwaters of Lièvre river, St. Maurice county, Que. (Not Wagwabeya.)
WAKEHAM; bay, southeast of Wales sound, Hudson strait, Ungava.
WAKONICHI; lake, south of lake Mistassini, north-western Quebec. (Not Wahwanichi nor Wakinichi.)
WALBRAN; point, north end of Loretta island, Devastation channel, Pacific coast, B.C.
WALES; cape, island, and sound, south shore of Hudson strait, Ungava. (Not Prince of Wales.)
WALKER; creek, north of Sixtymile river, near international boundary, Yukon.
WALKER; point, south shore Manitoulin island, lake Huron, Ont.
WALKHOUSE; bay and point, Manitoulin island, north-east of Inner Duck island, lake Huron, Ont.
WALLACE; rock, near S. Baymouth, Manitoulin island, lake Huron, Ont.
WALLBRIDGE; point, Ameliaburg township, Prince Edward county, Ont.
WALLENGER; creek, tributary to Wild Horse river, E. Kootenay, B.C.
WALL-EYE; lake, south of Eagle lake, Rainy River district, Ont.
WANDERER; shoal, southwest of Lyal island, Bruce county, Ont.
WAPAGENS; lake, east of Anzhokumming lake, Rainy R. district, Ont.
WAPICHTIGOW; river, tributary to Burntwood river, Keewatin.
Wapta. See Cataract.
Wapta. See Kicking Horse.
WAPUS; lake and river, north of Kakagi lake, Rainy R. district, Ont. (Not Wapoose.)
WAPUSANAN; lake, upper waters of Ottawa river, north of Grand Lake Victoria, Pontiac county, Que.
WARD; inlet, Frobisher bay, Franklin. (Not A. H. Ward.)
WARDNER; town, on Kootenay river, south of Bell river, E. Kootenay, B.C.
WARNER; bay and point, east of Hopkins point, east coast of lake Huron, Ont.
WARREN; island, south of Beament island, Bruce county, Ont.
WARWICK; cape, east end of Resolution island, Franklin. (Not Resolution.)
WASHAEMOAK; river, tributary to St. John river, Queens county, N.B. (Not Washademoac nor Washedemoak.)
WASHEIBEMAGA; lake, southeast of Saganaga lake, Rainy R. district, Ont. (Not Kawashibemagagamak.)
WASHEKA; lake, upper Ottawa, Pontiac county, Que. (Not Waskega.)
WASKIK; lake, southwest of Sipiwesik lake, Sask. (Not Waskiktepigoo.)
WASWANIP; lake and river, tributary to Nottaway river, northwestern Quebec.
WATCH; lake, northeast of Reeder lake, Sask. (Not Mountain.)
WATSON; river and valley, north of lake Bennett, Yukon.
Wauguash. See Kaniapiskau.
WAY; point, southwest of Potter point, Ameliaburg township, Prince Edward county, Ont. (Not Salt.)
WEAVER; creek, tributary to Moyie river, E. Kootenay, B.C.
WEDDING; river, tributary to Bell river, northwestern Quebec.
WEESE; creek, Brighton township, Northumberland county, Ont. (Not Weese's.)
WEGGS; cape, south shore of Hudson strait, Ungava.
Weir. See Footprint.
WEISEBENO; lake, near Manitou lake, Rainy R. district, Ont.
WEKUSKO; lake, Grass river, east of Reed lake, Sask. (Not Herb nor Sweet Herb.)
WELCOME; lake, Lawrence township, Haliburton county, Ont.
WELLER; bay, lake Ontario, near west end of the bay of Quinte. (Not Weller's.)
WELLESLEY; lake, west of White river, Yukon.
WELLS; shoal, southeast of Lyal reef, Bruce county, Ont.
WEMISTAGOSEW; river, upper waters of Waswanipi river, northwestern Quebec.
Wepiskow. See Burntwood.
WESKETAHIN; village, near the mouth of Unabini river, Yukon.
WESLEMKOON; lake, Ashby township, Addington county, Ont.
WEST; bay, the western extremity of lake Evans, northwestern Quebec.
West. See Nelson.
West Belanger. See Belanger.
WESTBOURNE; bay, North bay, Hudson strait, Franklin.
WEST DUCK; reef, northwest of Western Duck island, lake Huron, Ont.
WESTERN DUCK; island, west of Inner Duck island and northwesterly from Great Duck island, lake Huron, Ont.

- West Fox.* See Fox.
- West Niskitogiscw.* See Kiskitto.
- WEST SISTER; shoal, south of Yeo island, at entrance to Georgian bay, Ont.
- WETENAGAMI; lake and river, tributary to Opawika river which flows into Waswanipi river, northwestern Quebec.
- WETTIGO; lake, south of Nemiskau lake, northwestern Quebec.
- WEYMONTACHI; Indian village, at the mouth of Manuan river, upper St. Maurice, Que. (Not Weymontachingue.)
- WHALE; river, flows into Ungava bay, Ungava.
- WHARTON; harbour, south of Markham bay, Hudson strait, Franklin.
- WHATSHAN; lakes and river, west of Lower Arrow lake, W. Kootenay, B.C.
- WHEATON; river, flows into west side of lake Bennett, Yukon.
- WHEELER; reef, southwest of Kitchener island, lake Huron, Ont.
- WHETSTONE; lake, Lake township, Hastings county, Ont.
- WHIPPLE; mountain, east of the elbow of Stikine river, Cassiar, B.C.
- WHITE; cliff, northeast of Hungerford point, Manitoulin island, lake Huron, Ont.
- WHITE; mountain, north of Atlin lake, Yukon.
- WHITE; pass, at head of Skagway river, Cassiar, B.C.
- WHITE; river, tributary to Yukon river, above Stewart river, Yukon.
- WHITE; strait, between Big island and the mainland, Hudson strait, Franklin.
- WHITE BEAR; bay, northeast of Markham bay, Hudson strait, Franklin.
- WHITE BEAR; lake and river, at headwaters of Gatineau river, Champlain County, Que.
- Whitefish.* See Meacham.
- WHITEGOOSE; river, tributary to Migiskan river below Paskagama lake, northwestern Quebec.
- WHITE GROUSE; creek, east of Whatshan lake, W. Kootenay, B.C.
- WHITEHORSE; rapid, Lewes river, below Miles canyon, Yukon. (Not White Horse.)
- WHITESWAN; river, flows into south end of Teslin lake, Cassiar, B.C.
- WHITLEY; bay, northwest of Burgoyne bay, Hudson strait, Ungava.
- WIKWASKOPAK; lake, northwest of Grand L. Victoria, northwestern Quebec.
- WILD; bight, in west side of Fitzwilliam island, lake Huron, Ont.
- WILD HORSE; river, tributary to Kootenay river, near Steele, E. Kootenay, B.C. (Not Skirmish.)
- WILLIAM SMITH; cape, northeast shore Ungava bay, Ungava.
- WINAWLASH; lake, southwest of Grand L. Victoria Pontiac county, Que.
- WINDY; arm of Tagish lake, Yukon.
- WINNANGE; lake, north of Dryberry lake, Rainy R. district, Ont. (Not Vulture.)
- WINTERING; lake, west of Landing lake, Keewatin.
- WITCHAI; lake, on lower Grass river, Keewatin. (Not Stinking lake.)
- WODEN; a peak of the Valhalla mountains, W. Kootenay, B.C.
- WOLF; creek, tributary to Klondike river, Yukon.
- Wolf.* Grimsthorpe.
- Wolf.* See Mulhigan.
- Wolf Rand.* See Mulhigan.
- Woods.* See Carroll Wood.
- WORTHINGTON; creek, west of Lower Arrow lake, W. Kootenay, B.C.
- WOTINIMATA; lake, northeast of Matchimanito lake, northwestern Quebec.
- WRECK; point, southwest of Tobermory harbour, east coast of lake Huron, Ont.
- WRIGHT; creek, near west end of Surprise lake, Cassiar, B.C.
- WRIGHT; creek, tributary to Blanche river, lake Timiskaming, Ont.
- WRIGHT; sound, between Gribbell and Gil islands, Pacific coast, B.C.
- WUSKATASKO; brook, tributary to Grass river, Sask.

Y

- YAHK; mountain, river, and railway station, in southwestern part of E. Kootenay, B.C.
- YAWNINGSTONE; lake, northwest of Cormorant lake, Sask.
- YEO; channel, island, and spit, at entrance to Georgian bay, Ont.
- YETH; creek, tributary to Inklin river, Cassiar, B.C.
- YORK; river, tributary to Madawaska river, Hastings and Renfrew counties, Ont. (Not York branch of Madawaska.)
- YORK; sound, southwest shore Frobisher bay, Franklin.
- YOUELL; island, east of Hopkins point, east coast of lake Huron, Ont.
- YOUNGS; point, in Weller bay, Ameliasburg township, Prince Edward county, Ont.
- YUKON; river, northwest Canada, and Alaska. (Not Youcon, Youkon, Kwichpak, etc.)
- YUKON; a territorial division of northwest Canada.

Z

- ZEMAWDZA; Indian village, Kitimat arm, Pacific coast, B.C. (Not Ze-mawd-za.)
- ZENAZIE; creek, south of Gladys lake, Cassiar, B.C.
- ZINKAN; island, Pine Tree harbour, Bruce county, Ont.
- ZWICK; island, in the bay of Quinte, Ont.

LIST OF VESSELS

LISTE DES NAVIRES

LIST OF SHIPPING

ISSUED BY THE

DEPARTMENT OF MARINE AND FISHERIES

BEING A

LIST OF VESSELS

ON THE

REGISTRY BOOKS OF THE DOMINION OF CANADA

ON THE

31st DAY OF DECEMBER

1901



OTTAWA

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

1902

LISTE DES NAVIRES

ÉMISE PAR LE

MINISTÈRE DE LA MARINE ET DES PÊCHERIES

ÉTANT UNE

LISTE DES NAVIRES

INSCRITS SUR LES

LIVRES D'ENREGISTREMENT DU CANADA

LE

31^e JOUR DE DÉCEMBRE

1901



OTTAWA

IMPRIMÉ PAR S. E. DAWSON, IMPRIMEUR DE SA TRÈS EXCELLENTE
MAJESTÉ LE ROI

1902

REPORT ON SHIPPING.

To the Honourable

JAMES SUTHERLAND,

Minister of Marine and Fisheries.

SIR,—I have the honour to submit herewith the Eleventh List of Shipping issued by this Department, being a list of the vessels whose names remained on the registry books of the Dominion of Canada on the 31st day of December, 1901, giving the name of each ship, her official number, the port at which she was then registered, her rig, where she was built, the year in which she was built, her register dimensions and her register tonnage. In the case of steamers, the list shows the gross tonnage as well as the net tonnage of each steamship. The list also shows the name and address of the owner of each vessel, but in cases where there are more than one owner, the name and address of the managing owner, if known, is given.

The total number of vessels remaining on the register books of the Dominion on the 31st December, 1901, including old and new vessels, sailing vessels, steamers and barges, was 6,792, measuring 664,483 tons register tonnage, being an increase of 57 vessels and an increase of 4,949 tons register, as compared with 1900. The number of steamers on the registry books on the same date was 2,177 with a gross tonnage of 298,421 tons. Assuming the average value to be \$30 per ton, the value of the registered tonnage of Canada, on the 31st December last, would be \$19,934,490.

The number of new vessels built and registered in the Dominion of Canada during the last year was 335, measuring 34,481 tons register tonnage. Estimating the value of the new tonnage at \$45 per ton, it gives a total value of \$1,551,645 for new vessels.

A statement follows, showing the number of vessels and number of tons on the register books at the different ports of registry in the Dominion, on the 31st December last, along with a comparative statement of the tonnage from 1874 to 1901. A statement is also published of the number of vessels built and registered in the Dominion during the last year, and a comparative statement of the number of new vessels built and registered from 1874 to 1901, both inclusive. A comparative statement is also given of the tonnage of the Maritime States of the world.

RAPPORT SUR LA MARINE MARCHANDE.

A l'Honorable JAMES SUTHERLAND,

Ministre de la Marine et des Pêcheries.

MONSIEUR,—J'ai l'honneur de présenter la onzième liste de la marine publiée par ce département, étant une liste de vaisseaux dont les noms sont inscrits sur les registres de la Puissance du Canada au 31 décembre 1901, donnant le nom de chaque vaisseau, son numéro officiel, le port où il fut enregistré, son grément, l'année qu'il fut bâti, ses dimensions enregistrées et son tonnage enregistré. La liste, dans le cas des vaisseaux mûs par la vapeur, montre le tonnage brut ainsi que le tonnage enregistré de chaque vaisseau. La liste donne aussi le nom et l'adresse du propriétaire de chaque navire, mais dans les cas où il y a plus d'un propriétaire, le nom et l'adresse du propriétaire gérant sont donnés s'ils sont connus.

Le nombre total des navires inscrits sur les registres du Canada, au 31 décembre 1901, comprenant les vieux et les neufs, les voiliers, les navires à vapeur et les barges, était de 6,792 d'un tonnage de 664,483 tonneaux enregistrés, ce qui forme une augmentation de 57 vaisseaux et une augmentation de 4,949 tonneaux enregistrés pour l'année 1901 comparée à 1900.

Le nombre de steamers portés sur les registres à la même date était de 2,177, d'un tonnage brut de 298,421 tonneaux. En calculant sur le pied d'une moyenne de \$30 par tonneau, la valeur du tonnage enregistré au Canada le 31 décembre dernier serait de \$19,934,490.

Le nombre des navires construits et enregistrés au Canada, l'année dernière, a été de 335 de 34,481 tonneaux enregistrés. En estimant la valeur du nouveau tonnage à \$45 le tonneau, on a une valeur totale de \$1,551,645 pour les navires neufs.

On trouvera ci-joint un état indiquant le nombre de vaisseaux, le tonnage enregistré aux différents ports d'enregistrement du Canada, au 31 décembre dernier, avec un tableau comparatif du tonnage de 1874 à 1901. Un état est aussi publié donnant le nombre de vaisseaux construits et enregistrés au Canada l'année dernière et un tableau comparatif des vaisseaux construits et enregistrés de 1874 à 1901 inclusivement. Un tableau comparatif est aussi donné du tonnage des puissances maritimes de l'univers.

STATEMENT showing the number of Vessels and number of Tons on the Registry Books of the Dominion of Canada, on the 31st December, 1901.

PROVINCE OF NEW BRUNSWICK.

ETAT indiquant le nombre des navires et leur tonnage, inscrits sur les registres du Canada, le 31 décembre 1901.

PROVINCE DU NOUVEAU BRUNSWICK.

Name of Port. Nom du Port.	Total Number of Sailing Ships and Steamers. Voiliers et vapeurs.	Number of Steamers. Nombre de vapeurs.	Gross Tonnage of Steamers. Tonnage brut des vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. Total de tonnage net.
Chartham.....	333	41	1,800	7,201
Dorchester.....	5	Nil.	Nil.	1,661
Moncton.....	14	1	20	2,700
Richibucto.....	18	4	129	2,772
Sackville.....	10	3	65	546
St. Andrews.....	151	7	591	3,103
St. John.....	384	70	7,698	57,310
Total.....	115	126	10,303	75,295

PROVINCE OF NOVA SCOTIA—PROVINCE DE LA NOUVELLE-ECOSSE.

Aulicrest.....	5	Nil.	Nil.	138
Amapolis.....	47	1	32	4,894
Arichat.....	94	1	66	3,684
Barrington.....	47	1	48	1,548
Canso.....	20	Nil.	Nil.	425
Digby.....	112	3	124	5,685
Guysboro'.....	18	Nil.	Nil.	731
Halifax.....	428	57	7,162	19,952
Liverpool.....	79	4	239	6,830
Lambenburg.....	304	5	407	27,468
Maitland.....	17	Nil.	Nil.	12,910
Parrsboro'.....	129	2	216	29,367
Pictou.....	56	19	1,045	5,023
Port Hawkesbury.....	77	2	43	2,384
Port Medway.....	20	1	138	2,070
Shelburne.....	81	3	68	4,556
Sydney.....	100	13	802	6,482
Truro.....	1	Nil.	Nil.	122
Weymouth.....	35	1	21	2,813
Windsor.....	109	14	2,603	55,595
Yarmouth.....	201	26	4,750	22,569
Total.....	1,980	153	17,764	214,560

PROVINCE OF QUEBEC—PROVINCE DE QUÉBEC.

Amherst (Magdalen Islands).....	14	Nil.	Nil.	473
Gaspé.....	32	1	709	1,889
Montreal.....	570	204	63,816	95,798
Paslobiac.....	11	3	88	863
Quebec.....	638	143	22,192	43,641
Total.....	1,265	351	86,805	142,664

SESSIONAL PAPER No. 21b

STATEMENT showing the number of Vessels and number of Tons on the Registry Books,
etc.—*Continued.*ETAT indiquant le nombre des navires et leur tonnage, inscrits sur les registres,
etc.—*Suite.*

PROVINCE OF ONTARIO—PROVINCE DE L'ONTARIO.

Name of Port. Nom du Port.	Total Number of Sailing Ships and Steamers. Voiliers et vapeurs.	Number of Steamers. Nombre de vapeurs.	Gross Tonnage of Steamers. Tonnage brut des vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. Total de tonnage net.
Amherstburg.....	10	6	101	160
Belleville.....	19	15	352	639
Bowmanville.....	2	Nil.	Nil.	282
Brockville.....	23	22	478	300
Chatham.....	22	15	585	699
Cobourg.....	5	1	23	489
Collingwood.....	69	67	7,129	5,269
Cornwall.....	2	2	16	32
Deseronto.....	17	12	870	1,497
Dunnville.....	1	Nil.	Nil.	57
Goderich.....	35	27	871	1,295
Hamilton.....	49	41	6,114	5,926
Kingston.....	169	84	11,102	23,471
Lindsay.....	42	22	283	1,472
Napanee.....	1	Nil.	Nil.	122
Oakville.....	1	Nil.	Nil.	26
Ottawa.....	363	199	19,449	28,338
Owen Sound.....	13	49	5,374	3,975
Peterborough.....	36	32	1,035	916
Pictou.....	21	11	2,884	3,602
Port Arthur.....	22	21	3,262	2,131
Port Burwell.....	7	5	53	140
Port Colborne.....	2	2	92	61
Port Dover.....	12	7	201	590
Port Hope.....	50	30	2,351	4,545
Port Rowan.....	5	2	35	271
Port Stanley.....	7	7	1,115	691
Prescott.....	40	18	1,252	7,169
Rat Portage.....	8	8	485	253
Sarnia.....	34	23	8,210	7,931
Saugeen.....	11	10	527	408
Sault Ste. Marie.....	32	28	1,697	3,511
St. Catharines.....	94	56	4,557	11,633
Toronto.....	294	220	21,327	19,982
Wallaceburg.....	28	16	1,206	1,865
Whitby.....	3	Nil.	Nil.	514
Windsor.....	56	27	7,343	6,555
Total.....	1,635	1,076	110,400	145,227

PROVINCE OF PRINCE EDWARD ISLAND—PROVINCE DE L'ILE DU PRINCE-EDOUARD.

Charlottetown.....	180	21	3,966	14,729
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STATEMENT showing the number of Vessels and number of Tons on the Registry Books,
etc.—Concluded.

ETAT indiquant le nombre des navires et leur tonnage, inscrits sur les registres,
etc.—Fin.

PROVINCE OF BRITISH COLUMBIA—PROVINCE DE LA COLOMBIE-BRITANNIQUE.

Name of Port. Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Number of Steamers. — Nombre de vapeurs.	Gross Tonnage of Steamers. — Tonnage brut des vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.
New Westminster.....	154	93	7,028	9,501
Vancouver.....	255	116	15,594	14,901
Victoria.....	267	142	35,843	37,700
Total.....	676	351	58,465	62,102

PROVINCE OF MANITOBA—PROVINCE DU MANITOBA.

Winnipeg.....	130	88	6,751	7,445
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YUKON DISTRICT—DISTRICT DU YUKON.

Dawson City.....	11	11	3,967	2,463
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SUMMARY—SOMMAIRE.

New Brunswick.....	915	126	10,303	75,293
Nova Scotia.....	1,980	153	17,764	214,560
Quebec.....	1,265	351	86,805	142,664
Ontario.....	1,635	1,076	110,400	145,227
P. E. Island.....	180	21	3,966	14,729
British Columbia.....	676	351	58,465	62,102
Manitoba.....	130	88	6,751	7,445
Yukon District.....	11	11	3,967	2,463
Grand Total.....	6,792	2,177	298,421	664,483

SESSIONAL PAPER No. 21b

COMPARATIVE STATEMENT showing the Number of Vessels and Number of Tons on the Registry Books of the Dominion of Canada, on the 31st December, in each Year, from 1874 to 1901, both inclusive.

ETAT COMPARATIF montrant le nombre de navires et le tonnage net inscrits dans les livres de registres du Canada, pendant l'année expirée le 31 décembre, dans chaque année, de 1874 à 1901, les deux comprises.

Provinces.	1874.		1875.		1876.		1877.		1878.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	1,144	294,741	1,133	307,926	1,154	324,513	1,133	329,457	1,142	335,965
Nova Scotia....	2,787	479,669	2,786	505,144	2,867	529,252	2,961	541,579	3,003	553,368
Quebec	1,837	218,946	1,831	222,965	1,902	228,502	1,951	248,399	1,676	248,349
Ontario	815	113,008	825	114,900	889	123,947	926	131,761	958	135,440
P. E. Island....	312	48,388	335	50,677	338	50,692	342	55,547	322	54,250
B. Columbia....	35	3,611	40	3,685	40	3,809	43	3,479	51	4,482
Manitoba			2	178	2	178	6	246	17	1,161
Total.....	6,930	1,158,363	6,952	1,205,565	7,192	1,260,893	7,362	1,310,468	7,169	1,333,015
	1879.		1880.		1881.		1882.		1883.	
New Brunswick	1,135	340,491	1,097	336,976	1,087	333,215	1,065	308,980	1,107	315,906
Nova Scotia....	2,975	552,159	2,977	550,448	3,025	558,911	3,026	546,778	3,037	541,715
Quebec	1,975	246,025	1,889	233,341	1,830	224,936	1,754	215,804	1,739	216,577
Ontario	1,006	136,987	1,042	137,481	1,081	139,998	1,112	137,061	1,133	140,972
P. E. Island....	298	49,807	288	45,931	273	45,410	248	41,684	241	49,446
B. Columbia....	60	4,701	63	5,049	74	6,296	84	7,687	94	9,046
Manitoba	22	1,924	21	1,992	24	2,130	23	2,783	24	2,778
Total.....	7,471	1,332,094	7,377	1,311,218	7,394	1,310,896	7,312	1,260,777	7,375	1,276,440
	1884.		1885.		1886.		1887.		1888.	
New Brunswick	1,096	308,132	1,060	288,589	1,042	269,224	1,027	255,126	1,009	239,332
Nova Scotia....	2,942	544,048	2,988	541,832	2,929	526,921	2,845	498,878	2,851	485,709
Quebec	1,623	202,842	1,631	203,635	1,650	232,556	1,586	189,064	1,498	178,520
Ontario	1,184	142,387	1,223	144,487	1,248	140,929	1,275	139,548	1,330	139,502
P. E. Island....	234	39,213	227	36,040	225	30,658	225	29,031	218	26,586
B. Columbia....	116	11,403	123	11,834	134	11,900	149	12,789	167	14,249
Manitoba	55	5,722	63	5,439	65	5,578	71	5,871	69	5,744
Total.....	7,255	1,253,747	7,315	1,231,856	7,293	1,217,766	7,178	1,130,307	7,142	1,089,642
	1889.		1890.		1891.		1892.		1893.	
New Brunswick	1,013	218,873	981	209,460	969	193,193	946	181,779	1,010	156,086
Nova Scotia....	2,855	464,431	2,793	464,194	2,778	461,758	2,731	425,690	2,715	396,263
Quebec	1,455	168,500	1,399	164,003	1,404	162,330	1,408	162,638	1,426	161,121
Ontario	1,352	141,839	1,312	138,738	1,345	138,914	1,347	141,750	1,370	146,665
P. E. Island....	224	25,506	231	26,080	195	23,316	196	22,706	188	20,970
B. Columbia....	176	15,241	196	16,021	246	19,767	298	23,448	315	21,900
Manitoba	77	6,091	79	6,475	78	6,197	81	6,118	89	6,534
Total.....	7,152	1,040,481	6,991	1,024,974	7,015	1,005,475	7,097	964,129	7,113	912,539

2 EDWARD VII., A. 1902

COMPARATIVE STATEMENT showing the Number of Vessels and Number of Tons on the Registry Books of the Dominion of Canada, &c.—*Continued*.

ÉTAT COMPARATIF montrant le nombre de navires et le tonnage net inscrits dans les livres de registres du Canada, etc.—*Fin*.

Provinces.	1894.		1895.		1896.		1897.		1898.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	1,063	136,257	975	122,417	934	115,566	923	103,584	903	89,257
Nova Scotia	2,710	371,432	2,683	343,853	2,639	317,526	2,204	283,056	2,167	262,176
Quebec	1,427	160,520	1,451	158,776	1,469	158,649	1,489	158,077	1,378	144,447
Ontario	1,480	148,525	1,508	148,609	1,525	146,522	1,424	135,349	1,452	134,180
P. E. Island	191	19,650	190	19,323	174	16,549	174	15,812	178	15,979
B. Columbia	336	26,155	346	25,988	363	26,622	364	28,604	444	40,304
Manitoba	98	6,715	106	7,397	115	7,934	115	7,272	121	7,439
Total	7,245	809,624	7,262	825,776	7,279	789,299	6,684	731,754	6,643	693,782

	1899.		1900.		1901.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	920	86,288	927	78,708	915	75,293
Nova Scotia	2,121	243,457	2,121	226,817	1,980	214,560
Quebec	1,375	144,586	1,247	138,136	1,265	142,664
Ontario	1,488	135,234	1,610	141,112	1,635	145,227
Prince Edward Island	171	14,669	176	14,251	180	14,729
British Columbia	488	44,415	515	51,095	676	62,102
Manitoba	126	9,108	128	7,147	130	7,445
Yukon District	9	1,604	11	2,268	11	2,463
Total	6,698	679,352	6,735	659,534	6,792	664,483

SESSIONAL PAPER No. 21b

LIST of Ports at which Vessels may be Registered, showing the Number of New Vessels Built and Registered in the Dominion of Canada, during the Year ended 31st December, 1901.

LISTE des ports auxquels les navires peuvent être enregistrés, et indiquant le nombre des nouveaux navires construits et enregistrés au Canada, pendant l'année expirée le 31 décembre 1901.

PROVINCE OF NEW BRUNSWICK.
PROVINCE DU NOUVEAU BRUNSWICK.

Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.
Chatham	14	322
Dorchester	Nil.	Nil.
Moncton	1	353
Richibucto	2	31
Sackville	Nil.	Nil.
St. Andrews	Nil.	Nil.
St. John	8	435
Total	25	1,141

Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.
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PROVINCE OF ONTARIO—PROVINCE DE L'ONTARIO.

Amherstburg	Nil.	Nil.
Bellefleur	2	6
Bowmanville	Nil.	Nil.
Brockville	Nil.	Nil.
Chatham	Nil.	Nil.
Cobourg	Nil.	Nil.
Collingwood	Nil.	Nil.
Cornwall	Nil.	Nil.
Doscarco	Nil.	Nil.
Dumville	Nil.	Nil.
Goderich	2	46
Hamilton	1	4
Kingston	10	1,107
Lindsay	4	19
Morrisburg	Nil.	Nil.
Napanee	Nil.	Nil.
Oakville	Nil.	Nil.
Ottawa	8	193
Owen Sound	4	77
Peterborough	4	53
Pictou	Nil.	Nil.
Port Arthur	3	81
Port Bywell	Nil.	Nil.
Port Colborne	Nil.	Nil.
Port Dover	Nil.	Nil.
Port Hope	1	5
Port Rowan	Nil.	Nil.
Port Stanley	1	22
Prescott	Nil.	Nil.
Rat Portage	6	233
Sarnia	1	58
Saugueny	1	5
Sault Ste. Marie	1	107
St. Catharines	4	345
Toronto	9	301
Wallaceburg	Nil.	Nil.
Whitby	Nil.	Nil.
Windsor	Nil.	Nil.
Total	62	2,665

PROVINCE OF NOVA SCOTIA—PROVINCE DE LA NOUVELLE ECOSSE.

Amherst	Nil.	Nil.
Annapolis	5	849
Aricbat	13	295
Barrington	2	39
Canso	4	58
Digby	13	535
Guysboro'	Nil.	Nil.
Halifax	3	67
Liverpool	8	1,872
Lunenburg	39	4,178
Maitland	2	612
Parsonsboro'	13	2,494
Pictou	1	85
Port Hawkesbury	1	11
Port Medway	2	467
Shelburne	8	855
Sydney	4	56
Truro	Nil.	Nil.
Weymouth	2	297
Windsor	4	1,398
Yarmouth	9	561
Total	133	14,669

PROVINCE OF QUEBEC—PROVINCE DE QUEBEC.

Amherst (Magdalen Is-lands)	1	13
Gaspé	Nil.	Nil.
Montreal	20	6,556
Paspébiac	Nil.	Nil.
Quebec	22	852
Total	43	7,421

PROVINCE OF PRINCE EDWARD ISLAND—PROVINCE DE L'ILE DU PRINCE EDOUARD.

Charlottetown	6	589
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LISTS of Ports at which Vessels may be Registered, showing the number of new Vessels built and registered, &c.—*Concluded.*

PROVINCE OF BRITISH COLUMBIA.

LISTE des ports auxquels les navires peuvent être enrégistrés et indiquant le nombre des nouveaux navires construits et enrégistrés, etc.—*Fin.*

PROVINCE DE LA COLOMBIE-BRITANNIQUE.

Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Total Net Tonnage of Sailing Ships and Steamers — Total de tonnage net.	Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.
New Westminster.....	19	872	SUMMARY—SOMMAIRE.		
Vancouver.....	10	2,753			
Victoria.....	33	4,103	New Brunswick.....	25	1,141
Total.....	62	7,728	Nova Scotia.....	133	14,660
PROVINCE OF MANITOBA—PROVINCE DU MANITOBA.			Quebec.....	43	7,421
Winnipeg.....	3	112	Ontario.....	62	2,665
YUKON DISTRICT.			Prince Edward Island.....	6	589
Dawson City.....	1	165	British Columbia.....	62	7,728
			Manitoba.....	3	112
			Yukon district.....	1	165
			Total.....	335	34,481

SESSIONAL PAPER No. 21b

STATEMENT showing the Tonnage of each of the Maritime States of the World compiled from the Répertoire Général for 1901-1902.

TABLEAU du tonnage des navires de chacun des Etats maritimes du globe, extrait du Répertoire Général pour 1901-1902.

Nationality.	Steamers.	Gross Tonnage of Steamers.	Net Tonnage of Steamers.	Sailing Vessels.	Net Tonnage of Sailing Vessels.	Total Net Tonnage.
	Vapeurs	Tonnage brut des vapeurs.	Tonnage net des vapeurs.	Voiliers	Tonnage net des voiliers.	Tonneaux.
British, including Canada and the Colonies	7,902	12,847,436	7,944,095	7,310	2,360,243	10,304,338
American	794	1,376,254	916,753	3,820	1,462,123	2,318,876
German	1,350	2,463,416	1,561,078	1,210	545,807	2,106,885
Norwegian	866	794,337	507,158	2,047	885,938	1,393,096
French	850	1,123,429	547,895	1,745	413,364	961,259
Italian	351	674,673	435,426	1,550	511,653	947,079
Canadian (664,483)						
Russian	659	565,533	347,375	2,713	503,320	850,695
Spanish	489	745,274	459,793	623	191,875	561,668
Swedish	672	439,430	314,572	1,656	293,290	607,862
Dutch	318	514,493	330,132	686	121,817	451,949
Danish	377	440,882	256,631	889	131,096	387,727
Grecian	150	221,143	139,187	928	181,610	320,797
Japanese	511	539,743	338,354	1,524	171,821	510,175
Turkish	107	100,116	58,861	917	176,931	235,792
Austrian	243	473,652	294,960	123	27,954	322,804
Brazilian	228	144,343	91,465	345	77,052	168,517
Chilian	50	64,136	39,243	94	43,698	82,941
Belgian	164	177,427	121,684	9	2,445	124,129
Portuguese	44	47,727	29,443	242	56,719	86,162
Argentine	101	62,997	38,770	152	38,112	76,882
Hawaiian				9	2,049	2,049
Peruvian	5	6,377	4,253	55	23,129	27,382
Chinese	27	30,773	17,788	13	1,753	19,541
Uruguay	25	13,398	10,037	62	19,983	30,020
Roumanian	28	24,981	14,757	24	4,354	19,111
Egyptian	9	5,666	3,530	6	1,481	5,011
Mexican	24	13,396	7,957	48	8,761	16,718
Nicaragua	2	783	420	18	10,032	10,452
Guatemala				13	2,330	2,330
Siamese	4	1,260	697	12	4,088	4,785
Venezuelan	10	3,821	2,043	17	2,590	4,633
Arabian				5	4,281	4,281
Haytian	5	2,122	893	12	1,948	2,841
Montenegrian	1	69	30	16	3,647	3,677
Colombian	1	881	457	5	1,118	1,575
Zanzibar	2	2,478	1,656			1,656
Persian	1	838	579	1	608	1,187
Bolivian				2	1,527	1,527
Bulgarian	2	1,977	1,295	2	182	1,477
San Domingo				9	1,479	1,479
Corean	3	1,545	1,168			1,168
Costa Rica	3	1,120	686	2	551	1,237
Sarawak	2	709	439	1	347	786
Liberian	2			3	916	916
Ecuador				1	257	257
Tunisian	1	75	11	3	565	576
San Salvador				3	514	514
Borneo	1	363	235			235
Paraguay	1	282	232			232
Servian	1	264	112			112
Honduras	3	1,920	1,185	2	199	1,384
Cuban	40	32,228	20,584	132	12,240	32,824
Unknown	27	19,268	11,926	61	11,681	23,607
Colorada				1	354	354
Total	16,454	23,982,927	14,875,845	29,121	8,169,812	23,045,657

2 EDWARD VII., A. 1902

COMPARATIVE STATEMENT of New Vessels Built and Registered in the Dominion
1901, bothETAT COMPARATIF des nouveaux navires construits et enrégistrés au Canada,
les deux

Provinces.	1874.		1875.		1876.		1877.		1878.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick.....	90	42,027	65	33,483	61	31,040	54	31,158	56	27,368
Nova Scotia.....	175	84,180	177	67,106	194	58,771	219	47,980	166	49,784
Quebec.....	73	29,796	103	22,825	51	17,800	62	19,253	46	10,870
Ontario.....	50	10,797	53	7,760	47	5,397	28	3,316	30	2,409
Prince Edward Island.....	88	24,634	83	19,838	62	14,571	62	17,026	38	10,382
British Columbia.....	5	276	.....	.....	1	121	2	204	2	45
Manitoba.....	.....	.....	.....	.....	.....	.....	3	48	1	15
	481	183,010	481	151,012	416	127,700	430	118,985	339	100,873
Add new vessels built in Canada which proceeded to the United Kingdom under a Governor's pass without being registered.....	6	7,746	.....	.....	3	2,721	2	1,943	1	663
Add new vessels which left Quebec for registration in Germany.....	.....	.....	.....	.....	1	180	.....	.....	.....	.....
Total.....	487	190,756	481	151,012	420	130,901	432	120,928	340	101,536

Provinces.	1888.		1889.		1890.		1891.		1892.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick.....	32	2,530	50	4,792	35	5,572	43	6,269	21	1,873
Nova Scotia.....	116	12,965	126	19,645	150	33,997	130	35,528	105	16,446
Quebec.....	23	2,669	27	3,759	25	4,880	46	4,290	34	2,620
Ontario.....	62	5,095	45	3,259	41	4,917	44	2,662	34	3,684
Prince Edward Island.....	12	1,412	12	1,503	12	2,008	5	1,000	9	967
British Columbia.....	18	448	12	840	15	876	41	2,364	46	2,887
Manitoba.....	1	11	8	548	7	218	3	122	6	296
Yukon District.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	264	25,130	280	34,346	285	52,378	312	52,145	255	28,773
Add new vessels built in Canada which proceeded to the United Kingdom under a Governor's pass without being registered.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Add new vessels which left Quebec for registration in Germany.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	264	25,130	280	34,346	285	52,378	312	52,145	255	28,773

SESSIONAL PAPER No. 21b

of Canada during the Year ended 31st December, in each Year, from 1874 to inclusive.

pendant l'année expirée le 31 décembre, dans chaque année, de 1874 à 1901, comprises.

1879.		1880.		1881.		1882.		1883.		1884.		1885.		1886.		1887.	
Vessel ^s .	Tons.	Vessel ^s .	Tons.	Vessel ^s .	Tons.	Vessel ^s .	Tons.	Vessel ^s .	Tons.	Vessel ^s .	Tons.	Vessel ^s .	Tons.	Vessel ^s .	Tons.	Vessel ^s .	Tons.
43	19,667	63	18,896	57	18,259	66	16,820	72	21,163	46	12,888	31	7,736	34	4,931	18	2,909
126	39,208	126	31,257	150	40,465	117	26,711	202	35,765	178	42,032	162	24,707	93	20,948	87	12,310
29	7,421	33	8,219	56	5,673	26	6,785	42	6,191	32	3,815	29	4,556	27	2,683	28	2,888
42	2,464	44	3,610	54	5,111	55	4,369	34	4,311	58	4,116	45	4,509	52	2,675	66	2,993
20	5,279	21	3,339	15	4,351	15	3,508	17	3,343	21	5,189	11	1,707	12	1,318	7	601
5	788	...	...	2	85	8	1,531	5	849	15	675	6	648	7	154	9	376
...	...	1	100	3	116	1	289	2	125	37	3,336	13	320	3	98	8	430
265	74,227	288	65,441	337	71,060	288	60,113	371	71,099	387	72,411	240	44,179	229	32,267	223	22,516
...	...	...	...	...	...	1	1,029	...	...	...	...	...	...	...	...	...	...
265	74,227	288	65,441	337	71,060	289	61,142	374	71,099	387	72,411	240	44,179	229	32,267	223	22,516
1893.		1894.		1895.		1896.		1897.		1898.		1899.		1900.		1901.	
Vessel ^s .	Tons.	Vessel ^s .	Tons.	Vessel ^s .	Tons.	Vessel ^s .	Tons.	Vessel ^s .	Tons.	Vessel ^s .	Tons.	Vessel ^s .	Tons.	Vessel ^s .	Tons.	Vessel ^s .	Tons.
119	2,819	40	2,534	27	714	24	627	33	1,738	31	790	31	798	22	762	25	1,141
111	15,989	128	8,721	89	4,762	97	7,704	54	4,259	67	4,962	92	7,191	117	9,416	133	14,600
53	4,220	55	4,412	49	4,335	36	3,969	49	4,227	51	4,139	35	5,943	50	4,301	43	7,421
49	4,126	64	3,157	52	3,732	38	1,757	59	3,859	46	1,872	52	3,419	78	3,734	62	2,665
3	634	3	183	1	196	3	111	3	226	5	372	3	56	3	106	6	589
19	944	25	1,900	18	1,709	22	1,465	25	2,429	72	12,228	51	2,734	43	3,837	62	7,728
8	608	11	356	14	822	7	512	16	365	6	159	13	554	3	169	3	112
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	61	1	165
362	28,440	326	21,243	259	16,270	227	16,146	231	17,094	278	24,522	277	21,098	297	22,326	335	34,481
362	28,440	326	21,243	259	16,270	227	16,146	231	17,094	278	24,522	277	21,098	297	22,326	335	34,481

PART I
STEAM VESSELS

PARTIE I
VAPEURS

PART I.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, December 31, 1901.

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, 31 décembre, 1901.

Abbreviations: J.O., Joint owners. M.O., Managing owner. (a) Register closed during 1902 while list was in preparation. (b) Vessel reported to be sold.

Official number. N ^o de matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'inscription.	Where Built. Lieu de construction.	How Propelled. Mode de propulsion.	Register Dimensions.			Tonnage Registers	Owner, or Managing Owner, and Address. Amateur ou amateur gérant, et adresse.	
					Dimensions.					
					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
			Build— Construction.			Feet.—Pcs.—Inches. Pieds.—Pouces.—Lignes.				
88,639	A. B. Cook	St. Catharines	1885 Port Robinson, Ont.	Screw	A hellice	51 1	12 0	6 6	31	23 James Lampton, Welland, Ont.
75,821	A. C. Whitney	Halifax	1873 Boston, U.S.A.	"	"	76 0	17 5	5 6	63	41 Halifax Tow Boat Co., Ltd., Halifax, N.S.
97,011	A. D. Cross	St. Catharines	1897 Port Colborne, Ont.	"	"	49 0	16 0	8 9	47	32 Mrs. Ida M. Armstrong, Port Colborne, Ont.
77,820	A. H. Jennie	Toronto	1882 Port Rowan, Ont.	"	"	119 0	21 1	9 3	197	121 Agnes M. Fitchell, Toronto, Ont.
(a) 97,517	A. J. Goddard	Victoria	1898 Lake Bennett, B.C.	Stern wheel Fairrière.	Rome à	50 0	10 6	3 0	87	55 Henry A. Munn, Victoria, B.C.
100,638	A. J. Tynon	Toronto	1892 Toronto, Ont.	Screw	A hellice	130 5	21 6	8 7	191	132 A. J. Tynon, <i>et al.</i> , Toronto, Ont.
100,335	A. M. Petrie	Hamilton	1892 Hamilton, Ont.	"	"	50 0	10 0	4 9	20	13 Miss Alice M. Petrie, Guelph, Ont.
96,873	A. V. Crawford	Port Stanley	1891 Goderich, Ont.	"	"	72 0	15 7	7 2	51	35 Mrs. Ella B. Boone, Toronto, Ont.
90,767	A. Chambers	Goderich	1888 " "	"	"	55 7	14 0	5 2	23	16 Dominion Fish Co., Ltd., Winnipeg, Man.
71,211	A. Seaman	Toronto	1873 Buffalo, U.S.A.	"	"	69 5	15 2	7 2	76	52 J. V. Crawford, Wharfm, Ont.
92,740	Albion	"	1889 Toronto, Ont.	"	"	89 0	15 7	5 5	16	31 Albert E. Gooderham and T. J. Blackstock, J.O., Toronto, Ont.
103,227	Aberdeen	Ottawa	1891 Paisley, Scotland, G.B.	"	"	180 0	31 1	16 9	674	236 The Minister of Marine and Fisheries, Ottawa, Ont.

SESSIONAL PAPER No. 21b

100,659	Aberdeen	Kingston	1894	Westport, Ont.	"	"	51 0	8 1	4 2	13	9	Wm. Harty, Kingston, Ont.
100,886	Aberdeen	St. John, N.B.	1894	St. John, N.B.	Stem wheel Funnels	Route à Paroisse	140 2	22 0	1 0	244	137	The Star Line Steamship Co., Gagetown, N.B.
103,554	Aberdeen	Montreal	1895	Sorel, Que.	Screw—A	Indices	79 3	18 3	9 0	87	53	Harbour Commissioners, Montreal, Que.
94,924	Aberdeen	Pictou, Ont.	1894	Pictou, Ont.	"	"	99 6	22 0	8 7	142	87	A. W. Hophorn, Pictou, Ont.
100,148	Aberdeen	Winnipeg	1892	Batheloni, N.W.T.	Stem wheel— Funnels	Route à	58 6	42 3	3 8	26	26	John G. Oliver, Batheloni, N.W.T.
100,675	Aberdeen	Vancouver	1893	Vernon, B.C.	"	"	146 2	29 9	6 8	554	349	Canadian Pacific Railway Co., Montreal, Que.
97,007	Albion	St. Catharines	1894	Fort Erie, Ont.	Screw—A	Indices	41 3	10 3	3 8	8	5	Mrs. Maria Ball, Niagara, Ont.
100,395	Arcadia	Hamilton	1893	Hamilton, Ont.	"	"	92 4	19 4	6 6	107	73	M. O. Mathews, M.O., Hamilton, Ont.
92,488	Arcadia	Windsor, N.S.	1887	Hantsport, N.S.	"	"	72 0	21 3	6 8	74	67	Jas. Fauglar, Halifax, N.S.
96,891	Arcadia	Ottawa	1880	Pennsylvania, U.S.A.	"	"	182 5	23 6	18 7	520	351	The Minister of Marine and Fisheries, Ottawa, Ont.
111,652	Arcton	Montreal	1894	Poughkeepsie, U.S.A.	"	"	46 0	9 5	4 1	11	8	Andrew F. Gault, Montreal, Que.
100,186	Active	"	1875	Montreal, Que.	"	"	129 3	21 2	10 9	302	190	Montreal Transportation Co., Montreal, Que.
94,894	Active	Vancouver	1889	New Westminster, B.C.	"	"	116 0	20 7	10 3	172	149	B. C. Mills, Timber & Trading Co., Ltd., Vancouver, B.C.
99,648	Active	Halifax	1895	Dysart, G.B.	"	"	72 3	16 8	8 5	60	22	E. C. Whitman, Canso, N.S.
100,367	Activity	Quebec	1892	Levis, Que.	"	"	44 6	12 8	5 2	22	9	J. D. Cameron, Quebec, Que.
88,665	Ada	Chatham, N.B.	1881	Chatham, N.B.	"	"	32 0	6 3	3 0	4	2	Mrs. Susan M. Glasier, Lincoln, Sumbury Co., N.B.
90,539	Ada	Montreal	1886	Montreal, Que.	"	"	61 2	15 0	5 6	29	19	Chas. Ogilvie, Ottawa, Ont.
606,149	Ada	Victoria	1871	Burrard Inlet, B.C.	Wheels	A routes	82 0	19 0	5 5	71	57	C. Lee, New Westminster, B.C.
107,110	Ada	"	1890	Vancouver, B.C.	Screw—A	Indices	23 8	8 5	2 8	4	3	Jas. R. Jamieson, Victoria, B.C.
75,642	Ada Alice	Toronto	1879	Port Dalhousie, Ont.	"	"	65 5	13 2	4 0	60	41	Joseph Goodwin, Toronto, Ont.
74,457	Ada G	St. John, N.B.	1867	Lancaster, St. John Co., N.B.	Wheels—A	routes	107 0	19 4	7 0	102	31	Parker Glasier, Lincoln, Sumbury Co., N.B.
111,545	Addino Padlock	"	1901	Rexton, N.B.	"	"	72 6	22 7	5 7	103	65	Wm. A. Pitt, Rexton, N.B.
107,401	Adelaide	Montreal	1888	Morris Heights, U.S.A.	Screw—A	Indices	30 0	6 0	2 8	3	2	L. R. Dowker, Montreal, Que.
107,373	Adèle	Sydney	1890	U. S. A.	"	"	76 5	13 6	6 3	38	23	Arthur J. Moxham, Sydney, N.S.
92,536	Adironack	Montreal	1887	Berthier, Que.	"	"	40 0	9 3	5 4	12	8	Joseph H. Dansereau, Verdieres, Que.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc. *Suite.*

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'inscription.	Built— Construct.	Where Built. Lieu de construction.	How Propelled. Mode de propulsion.	Register Dimensions. Dimensions.				Tonnage. Registered Gross Tons.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	ft. mths. ft. mths. ft. mths.		
71,236	Admiral	Port Stanley	1880	Petersville, Ont.	Wheels—A ones.	15 6	10 3	3 3	3 3	9	8 Peter G. Carpenter, Sombra, Ont.
88,306	Admiral	Quebec	1880	Wilmington, U.S.A.	"	176 0	29 0	17 6	682	108	North American Transportation Co., Ltd., Quebec, Que.
72,247	Admiral	St. John, N.B.	1876	Portland, N.B.	"	119 6	22 0	5 7	138	100	Parker Glasser, Lincoln, Sumbury Co., N.B.
103,566	Adonis	Montreal	1890	Kingston, Ont.	Screw—A helice	61 4	11 1	1 1	1 1	11	10 J. E. Tressider, Montreal, Que.
90,702	Adrelexa	St. Catharines	1886	Port Robinson, Ont.	"	66 0	10 2	3 6	15	10	James Scott, Toronto, Ont.
111,182	Adriatic	Quebec	1900	Levis, Que.	"	97 9	20 0	8 5	136	87	Leone C. Webster, Quebec, Que.
88,632	Advance	Toronto	1881	St. Catharines, Ont.	"	175 0	35 3	15 0	1031	358	Jas. Carruthers, Toronto, Ont.
	Advance	Kingston	1862	Bedford Mills, Ont.	"	66 3	10 6	7 1	11	11	F. Smith, Toronto, Ont.
90,775	Advance	Windsor, Ont.	1886	Windsor, Ont.	"	18 8	15 1	1 0	72	49	Wm. A. Kennedy, Manitowlin, Ont.
103,903	Advance	Victoria	1889	Whatcom, U.S.A.	"	51 0	11 0	1 1	36	21	Carlisle Canning Co., Ltd., Victoria, B.C.
85,365	Agnes	Montreal	1883	Buckingham, Que.	"	56 8	12 1	1 1	29	20	G. Bodwell, Buckingham, Que.
85,325	Agnes	Owen Sound	1881	Meaford, Ont.	"	50 0	13 7	6 0	23	16	A. E. Hay, M.O., Owen Sound, Ont.
107,362	Agnes	Toronto	1898	Toronto, Ont.	"	55 0	9 2	3 9	11	10	Thos. Ellis, Reach's Point, Toronto, Ont.
103,637	Agnes C.	Sault Ste. Marie	1887	Green Bay, U.S.A.	"	47 0	9 0	5 6	20	10	W. H. Plummer, Sault Ste. Marie, Ont.
77,499	Agnes McMahon	Ottawa	1879	St. Catharines, Ont.	"	96 0	15 3	6 1	81	17	Israel Clement, Montreal, Que.

SESSIONAL PAPER No. 21b

111,752	Agwvide	Rat Portage	1900	Rat Portage, Ont.	Stem wheel Farrère	Roué à l'avoine	22 5	4 0	307	13	Kainy River Nav. Co., Ltd., Rat Portage, Ont.
103,672	Ahmic	Toronto	1896	Gravenhurst, Ont.	Screw—A helice	61 0	12 8	1 6	43	29	Muskoka & Georgian Bay Nav. Co., Gravenhurst, Ont.
92,295	Aid	Ottawa	1886	Hull, Que.	Wheels—A roues	65 0	18 0	3 6	25	15	J. A. Cameron, Thurso, Que.
97,017	Aid	Liverpool	1891	Liverpool, N.S.	Screw—A helice	79 2	24 4	7 5	99	67	Wm. Brooks, Liverpool, N.S.
88,600	Alameda	Yarmouth	1881	Arcadia, N.S.	"	66 6	13 0	1 3	63	49	A. Strang, Cape Traverse, P. E. I.
107,257	Alameda	New Westminster	1898	Lake Bennett, B.C.	Stem wheel— Farrère	50 0	12 0	2 5	32	20	John J. MacKenzie, Lake Bennett, B.C.
103,181	Alarm	Victoria	1893	Georgetown, B.C.	Screw—A helice	52 0	13 8	7 0	34	23	Jas. Hunter, Victoria, B.C.
85,719	Alaska	Prosscott	1884	Buffalo, N.Y.	"	61 8	15 3	4 8	49	36	Wm. J. Murphy, Morrisburg, Ont.
107,673	Alaska	Quebec	1899	St. Nicholas, Que.	"	73 4	21 7	5 3	51	15	J. B. Peters, Quebec, Que.
83,040	Albani	Brookville	1882	Sorel, Que.	"	78 6	13 6	7 0	58	39	W. H. Goustick, Brookville, Ont.
100,622	Albani	Port Dover	1892	Simcoe, Ont.	"	36 6	7 6	5 0	5	4	Ed. Norquay, Port Dover, Ont.
103,655	Albatross	Yarmouth	(1891 1898)	Belliveau's Cove, N.S. Rehault	"	75 0	12 0	5 6	31	18	E. M. Lovitt, Yarmouth, N.S.
96,712	Albert	Ottawa	1888	Aylmer, Que.	"	147 5	12 2	7 9	296	198	Upper Ottawa Improvement Co., Ottawa, Ont.
88,539	Albert	Hamilton	1891	Hamilton, Ont.	"	21 6	5 0	2 6	1	1	Henry W. Harrison, Hamilton, Ont.
103,103	Albert	Montreal	1899	St. Laurent, Que.	"	42 0	6 0	2 7	3	2	Adolphe Pepin, St. Aime, Que.
77,915	Albert Wright	Kingston	1873	Port Hope, Ont.	"	57 0	12 6	7 9	29	21	W. H. Plummer, Sault Ste. Marie, Ont.
85,765	Alberta	Montreal	1883	Whittemish	"	263 5	38 2	23 3	2982	152	Canadian Pacific Railway Co., Montreal, Que.
103,618	Alberta	Kingston	1886	Cape Vincent, U.S.A.	"	102 5	18 2	7 0	122	88	A. R. Hinchey, Cape Vincent, U.S.A.
103,296	Alberta	New Westminster	1893	Bonner's Ferry, Idaho, U.S.A.	Stem wheel— Farrère	110 0	23 0	6 0	508	320	The International Trading Co., Ltd., Calgary, N.W.T.
107,716	Albion	Vancouver	1899	Vancouver, B.C.	Screw—A helice	79 2	18 2	8 3	88	60	The Albion Cannery Co., Ltd., Vancouver, B.C.
103,961	Alexander	Montreal	1890	Chicago, U.S.A.	"	76 2	11 0	6 4	38	22	H. M. Molson, Montreal, Que.
100,096	Alexander	St. John, N.B.	1892	St. John, N.B.	"	36 7	9 1	4 3	15	10	Henry Eagle, Clatham, N.B.
92,121	Albert	Prosscott	1886	Morrisburg, Ont.	"	61 0	14 1	5 0	50	35	Dept. of Public Works, Ottawa, Ont.
90,639	Albert	St. Catharines	1886	Port Robinson, Ont.	"	58 1	15 0	7 2	47	32	De Witt Carter, M. O., Port Colborne, Ont.
85,769	Albert	Montreal	1879	St. John's, Que.	"	40 3	7 2	3 1	4	2	Louis H. Hebert, St. John's, Que.

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Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built— Construct.	Where built. Lieu de construction.	How propelled. Mode de propulsion.	Register Dimensions.			Tonnage.	Owner, or Managing Owner and Address. Armateur ou armateur-gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
111,586	Alert	Peterborough	1891	Lakefield, Ont.	Screw	67 0	11 0	5 2	56	39 Wm. H. White, Lakefield, Ont.
107,529	Alert	Victoria	1849	New Denver, B.C.	"	31 5	6 7	3 0	3	2 Willis F. Cook, New Denver, B.C.
107,515	Alert	"	1848	Lambertau, B.C.	"	31 0	8 0	1 0	7	5 John J. MacKenna, Lake Bennett, B.C.
91,807	Alert	"	1889	Victoria, B.C.	"	62 0	15 1	6 5	11	26 Andrew Haslam, Nanaimo, B.C.
107,718	Albion	Kingston	1901	Kingston, Ont.	"	107 1	19 7	5 5	171	90 Mrs. Martha Roys, Kingston, Ont.
96,898	Alexander Fraser	Ottawa	1890	Pepperake, Ont.	Wheels	140 0	11 0	7 5	320	171 Upper Ottawa Improvement Co., Ottawa, Ont.
85,768	Alexandria	Pictou	1883	Montreal, Que.	"	173 7	39 6	8 1	863	508 Arthur W. Hepburn, Pictou, Ont.
100,568	Alexandria	Halifax	1889	Scot., Que.	"	79 2	13 8	1 2	31	23 Frederick Perrin, Halifax, N.S.
88,528	Allie	Hamilton	1887	Hamilton, Ont.	"	28 0	6 2	3 1	3	2 M. B. Thomas, M.O., Dundas, Ont.
80,774	Alfred Wilson	Summit	1879	Port Franks, Ont.	"	45 0	12 7	3 5	33	22 D. Sutherland, Chatham, Ont.
71,669	Algerian	Montreal	1874	Kingston, Ont.	Wheels	175 3	27 1	9 9	914	576 Montreal Safe Deposit Co., Montreal, Que.
111,806	Algonia	Sault Ste Marie	1901	Toronto, Ont.	Screw	101 0	36 3	11 0	157	107 Robt. A. Lyon, Sault Ste. Marie, Ont.
111,763	Algonia	Kingston	1901	Kingston, Ont.	"	36 6	8 1	3 1	5	3 Davis Dry Dock Co., Ltd., Kingston, Ont.
95,051	Algonquin	Port Arthur	1888	Yoker, Scotland	"	245 0	10 1	20 6	1806	1172 The St. Lawrence & Chicago Steam Nav. Co., Ltd., Toronto, Ont.

SESSIONAL PAPER No. 216

Name	Year	Port of Origin	Company	Length	Breadth	Depth	Displacement	Speed	Power	Notes
103,883 Alice	1896	Ottawa	Aylmer, Que.	31 0	8 3	3 0	31 0	8 3	3 0	2 A. Wheelan, Aylmer, Que.
111,862 Alice	1901	"	Kippewa, Que.	62 0	12 6	1 8	62 0	12 6	1 8	18 Patrick Kelly, Kippewa, Que.
92,674 Alice	1888	Pictou, N.S.	"	42 8	11 7	4 1	42 8	11 7	4 1	11 W. H. Irving, Buctouche, N.B.
103,236 Alice	1891	Montreal	Sorel, Que.	70 7	17 5	7 6	70 7	17 5	7 6	46 Sincennes McNaughton Line, Ltd., Montreal, Que.
107,723 Alice	1900	Vancouver	Vancouver, B.C.	66 8	12 6	1 2	66 8	12 6	1 2	21 S. K. Champion <i>et al.</i> , Vancouver, B.C.
80,909 Alice Brooks	1882	Owen Sound	Port Elgin, Ont.	40 6	11 5	5 4	40 6	11 5	5 4	11 Edward Brooks, Port Elgin, Ont.
59,223 Alfreda	1861	Halifax	Philadelphia, U.S.A.	79 1	18 0	6 2	79 1	18 0	6 2	30 Ed. Brownell, Porter's Lake, N.S.
100,757 Aligator	1893	Toronto	Pine Lake	31 0	11 5	3 1	31 0	11 5	3 1	1 F. Baker, Barrie, Ont.
107,337 Alberta May	1897	"	Wadker's Point, Ont.	47 5	7 6	3 1	47 5	7 6	3 1	11 H. Walker and Chas. J. Smith, J.O., Walker's Point, Ont.
100,411 Allie	1890	Ottawa	Brookville, Ont.	40 0	8 0	3 0	40 0	8 0	3 0	11 S. A. W. Jones and T. M. Jones, Ottawa, Ont.
100,369 Alona	1891	Quebec	Portneuf, Que.	36 0	10 0	5 0	36 0	10 0	5 0	12 S. A. LeMay, Portneuf, Que.
92,692 Alona T.	1889	Winnipeg	Rat Portage, Ont.	35 0	8 3	3 1	35 0	8 3	3 1	11 Ontario & Western Lumber Co., Ltd., Rat Portage, Ont.
71,241 Alonida Covell	1868	Toronto	Buffalo, U.S.A.	32 5	9 0	1 3	32 5	9 0	1 3	6 Nathaniel Dickey and John Gindy, J.O., Toronto, Ont.
107,476 Alonida	1899	Port Arthur	Port Arthur, Ont.	30 0	10 0	3 7	30 0	10 0	3 7	1 A. W. Nuttall, Port Arthur, Ont.
107,924 Alpha	"	New Westminster	Juncenau, Alaska, U.S.A.	30 0	8 5	6 0	30 0	8 5	6 0	7 Cariste Racine, Bennett, B.C.
71,413 Alpha	1874	Vancouver	Summerside, P.E.I.	129 6	22 6	17 1	129 6	22 6	17 1	212 Dominion Atlantic Ry. Co., London, Eng.
100,730 Alpha	1898	Quebec	Cheverry, N.S.	72 6	18 2	7 2	72 6	18 2	7 2	12 A. H. Peters, Quebec, Que.
111,495 Alpha	1900	"	Levis, Que.	47 5	12 2	4 9	47 5	12 2	4 9	7 Achille Bernier, Levis, Que.
111,417 Alva	1901	Ottawa	Ottawa, Ont.	50 0	13 2	1 6	50 0	13 2	1 6	22 Henry E. Shaver, Ottawa, Ont.
103,211 Anable du Pond	1891	"	Amprion, Ont.	11 6	16 1	3 3	11 6	16 1	3 3	11 H. F. McLachlin <i>et al.</i> , Amprion, Ont.
59,929 Ananda	1868	Quebec	Island of Orleans, Que.	32 0	11 0	5 0	32 0	11 0	5 0	7 Hyacinthe Beaulieu, Levis, Que.
79,977 Ananda Greene	1877	St. John, N.B.	Charleton, N.B.	41 6	12 5	5 2	41 6	12 5	5 2	13 Alex. B. Holly, St. John, N.B.
100,662 America	1895	Kingston	Kingston, Ont.	153 2	33 2	6 1	153 2	33 2	6 1	206 The St. Lawrence River Steamboat Co., Kingston, Ont.
100,400 Ampere	1891	Hamilton	Hamilton, Ont.	31 3	7 0	1 6	31 3	7 0	1 6	3 Allan Marshall, Hamilton, Ont.
98,973 Anour	1890	Victoria	Standerland, G.B.	246 0	28 1	17 9	246 0	28 1	17 9	967 Canadian Pacific Navigation Co., Ltd., Victoria, B.C.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
					ft. mths.	ft. mths.	ft. mths.		
111,916	Amv	Toronto	1901 Cornwall, Ont	Screw—A helice	55 2	15 7	7 2	40	Rudolph Macdonald, Toronto, Ont.
92,368	Anderson	Collingwood	1888 Midland, Ont	"	42 0	11 0	5 6	16	H. James Clark, Warton, Ont.
96,993	Angerona	New Westminster	1891 New Westminster, B.C.	"	48 0	7 0	1 5	11	Chas. W. Bask, Balfour, B.C.
92,708	Angler	Winnipeg	1891 Selkirk, Man.	"	47 0	13 8	5 2	16	Dominion Fish Co., Ltd., Winnipeg, Man.
107,512	Anglian	Victoria	1898 Tushin Lake, B.C.	Steam wheel—Roue à Pâmoie.	85 6	20 6	4 5	161	Canadian Development Co., Ltd., Victoria, B.C.
	Anglo-Saxon	Port Hope	1868 Port Perry, Ont	Wheels—A roues	68 5	13 6	5 0	69	Ontario Bank, Toronto, Ont.
103,051	Antia	Halifax	1894 Tusket-Wodge, N.S.	Screw—A helice	55 9	12 9	6 1	27	Andrew King, Halifax, N.S.
85,718	Anna	Prescott	1885 Cardinal, Ont	"	41 0	8 0	3 5	8	F. E. Gilbert, Cardinal, Ont.
92,345	Anne Marie	Quebec	1886 Lake St. Joseph, Que	"	37 8	9 6	3 1	8	S. D. Gillies, Carleton Place, Ont.
103,431	Annie	Ottawa	1886 Carleton Place, Ont	"	25 1	6 4	2 0	1	E. A. Dunlop <i>et al.</i> , Penabroke, Ont.
100,222	Annie	Halifax	1892 Dartmouth, N.S.	"	56 6	11 0	6 8	42	Peter-Andry, Halifax, N.S.
107,717	Annie-Barrett	Kingston	1901 Kingston, Ont	"	58 4	13 8	7 6	42	Mrs. Annie Penbergast, Kingston, Ont.
100,592	Annie C.	Montreal	1891 New York, U.S.A.	"	37 5	8 0	3 2	6	N. A. Beach, Georgetown, Que.
107,366	Annie G. Hill	Toronto	1890 Owen Sound, Ont	"	36 0	8 6	3 6	14	John Forsyth, Barrie, Ont.

85,493	Annie Clark	Collingwood	1884	Collingwood, Ont.	"	72.0	15.9	7.1	51	31	Dominion Fish Co., Ltd., Winnipeg, Man.
71,140	Annie Craig	Port Dover	1879	Port Burwell, Ont.	"	78.0	16.6	5.3	80	18	Eugene O'Keefe, Toronto, Ont.
103,276	Annie Currier	St. John, N.B.	1897	Oromocto, N.B.	"	42.1	8.8	3.7	11	7	John W. Currier, Oromocto, N.B.
83,458	Annie Lake	Belleville	1894	Belleville, Ont.	"	61.1	9.8	3.5	19	13	J. C. Lake, Belleville, Ont.
103,885	Annie Laurie	Ottawa	1890	Sturgeon Falls	"	36.5	8.3	3.0	3	3	T. Reynolds, North Bay, Ont.
107,165	Annie M.	Collingwood	1900	Collingwood, Ont.	"	56.0	12.0	6.3	33	22	H. Deany " " " " " "
107,173	Annie Mc	Port Arthur	1897	Port Arthur, Ont.	"	33.0	7.8	2.1	13	11	Mrs. Mary Ann Clarke, Collingwood, Ont.
96,851	Annie Molson	Sarnia	1865	East Sarniaw, Mich., U.S.A.	"	81.0	17.0	7.7	71	19	Thomas McLeod, Port Arthur, Ont.
96,857	Annie Siemens	Owen Sound	1889	Port Franke, Ont.	"	41.0	10.0	1.0	19	13	The Routele Towing & Wrecking Co., Ltd., Sarnia, Ont.
92,252	Antelope	Montreal	1887	Montreal, Que.	"	82.1	18.4	7.2	83	57	D. Anderson, Montreal, Que.
92,398	Antelope	Kingston	1889	Kingston, Ont.	"	60.5	11.5	1.8	20	11	John A. Davis, Escomb, Ont.
107,153	Autie	Vancouver	1891	Sattle, U.S.A.	"	30.8	7.0	3.0	1	3	H. H. Hayden, Vancouver, B.C.
96,939	Autie	Halifax	1891	Sable River, N.S.	"	54.0	13.6	5.6	19	16	John A. Neville, Halifax, N.S.
100,391	Arabian	Hamilton	1892	Hamilton, Ont.	"	178.6	31.0	13.6	1073	770	J. R. Fairgreve, M.O., Hamilton, Ont.
92,612	Arbutus	Wallaceburg	1887	Wallaceburg, Ont.	"	63.0	11.8	7.0	49	31	Walfrid Vandusen, Leons' Head, Ont.
90,898	Arbutus	Laverpool	1889	Yarmouth, N.S.	"	61.0	11.9	6.0	17	32	Acadia Wood Pulp & Paper Co. Ltd., Halifax, N.S.
85,555	Arcadia	Pictou, N.S.	1884	"	"	68.0	16.7	6.1	62	12	Mrs. Elizabeth Beatrice, Pictou, N.S.
103,917	Archer	Victoria	1897	Arrowhead, B.C.	"	19.5	13.0	1.0	15	10	The Kootenay Lumber Co., Ltd., Kootenay, B.C.
107,823	Archie	Ottawa	1900	Victoria, B.C.	"	57.0	7.1	3.8	1	3	Thomas E. Wood, Victoria, B.C.
96,718	Archie Stewart	Ottawa	1890	Ottawa, Ont.	"	81.5	18.8	7.3	80	50	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
94,330	Arctic	Pictou	1893	Grandstone Island, U.S.A.	"	96.3	19.3	7.6	101	83	Mrs. Agnes M. Britnell, Toronto, Ont.
107,825	Argentina	Victoria	1900	Kaslo, B.C.	Whorok—A routes	92.2	20.3	1.2	206	130	Robert Irving, Kaslo, B.C.
85,336	Argo	Ottawa	1882	Tomscamangee Lake, Que.	"	125.0	39.1	8.1	151	96	Alex. Lamson, Stanley Ave., N.E., Ottawa, Ont.
103,636	Argo	Sault Ste. Marie	1895	Owen Sound, Ont.	Screw	27.0	10.0	1.0	7	4	Catharine Bell, Owen Sound, Ont.
92,722	Argosy	Toronto	1883	Toronto, Ont.	"	21.5	5.3	2.5	1	1	John E. Thompson, Toronto, Ont.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c. *Continued*

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc. *Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						ft. mts. ft. in.	ft. mts.	br.	tons.	
83,189	Argos	Ottawa	1881	Lockeport, N.S.	Screw—A helice	55 0	13 0	6 1	27	The Minister of Customs, Ottawa, Ont.
107,220	Argyle	Rat Portage	1900	Kewatin, Ont.	"	59 5	46 0	5 4	78	53 Clifford Lewis, Kewatin, Ont.
91,926	Argyle	Pictou	1879	Pictou, Ont.	Wheels—A roues	185 1	26 0	9 7	709	374 Lake Ontario Navigation Co., Ltd., Pictou, Ont.
83,708	Ariadne	Wallaceburg	1885	Wallaceburg, Ont.	Screw—A helice	63 0	13 6	5 2	38	26 Asst Ribble, Dresden, Ont.
103,234	Ariel	Montreal	1890	Lachine, Que.	"	56 5	8 2	2 8	11	7 A. Barabé, DesChailions, Que.
111,570	Ariel	Toronto	1900	Harrison, N.J., U.S.A.	"	25 9	6 2	2 8	3	2 John H. Mason, Toronto, Ont.
100,565	Arizona	Quebec	1892	Quebec, Que.	"	10 0	7 3	3 2	9	6 Quebec & Lake St. John Railway Co., Quebec, Que.
71,292	Arlington	Toronto	1878	Harwood, Ont.	"	61 0	13 0	4 0	23	16 Toronto Ferry Co., Ltd., Toronto, Ont.
71,299	Armenia	Deseronto	1876	Pictou, Ont.	"	100 0	18 0	7 0	110	85 The Rathburn Co., Deseronto, Ont.
74,388	Armenia	Kingston	1873	Charlham, Ont.	"	176 2	25 0	11 5	467	318 R. J. Gaskin, Kingston, Ont.
74,088	Arrow	Halifax	1876	Halifax, N.S.	"	12 5	9 1	5 0	10	8 Rodrick Macdonald, Halifax, N.S.
90,780	Arrow	Victoria	1880	Seattle, U.S.A.	"	36 0	10 5	3 8	12	6 H. G. Holman, Vancouver, B.C.
100,680	Arrow	New Westminster	1865	Revelstoke, B.C.	"	36 6	9 1	3 1	5	3 C. W. Vanderberg, Nakusp, B.C.
75,697	Arthur	Quebec	1878	Three Rivers, Que.	Wheels—A roues	63 7	11 9	4 8	33	2 L. John Papist, Three Rivers, Que.

SESSIONAL PAPER No. 21b

103,367	Arthur.....	1895	Roberval, Que.	Screw—A helice.....	43 5	10 6	3 8	15	12	E. Niquet, Roberval, Que.
103,582	Arthur.....	1825	Chatham, N.B.	"	10 0	8 3	1 8	5	31	J. P. M. Rudlock, Chatham, N.B.
103,098	Arthur.....	1890	Sorel, Que.	Wheels—A roues.....	90 3	19 4	4 8	78	36	Tourville Lumber Mills Co., Montreal, Que.
100,667	Aryan	1895	Kingston, Ont.	Screw—A helice.....	30 4	6 1	2 5	2	2	M. R. Davis, Kingston, Ont.
92,691	Athabasca.....	1888	Athabasca Landing, N.W.T.	Wheels—A roues.....	146 0	28 4	1 0	167	105	The Hudson Bay Co., London, England.
85,761	Athabasca.....	1883	Kelvinlaugh, Que.	Screw—A helice.....	262 8	38 2	23 3	2269	1545	Canadian Pacific Railway Co., Montreal, Que.
85,491	Atlantic.....	1883	Owen Sound, Ont.	"	117 0	30 0	11 0	683	12	Northern Navigation Co. of Ontario, Ltd., Collingwood, Ont.
111,487	Atlantic.....	1879	Philadelphia, U.S.A.	"	133 6	28 2	9 6	563	283	Loane C. Webster, Quebec, Que.
92,713	Atlas.....	1890	Port Elgin, N.B.	"	46 0	12 1	4 8	16	11	Pescott Lumber Co., New Mills, N.B.
85,109	Augusta.....	1883	Port Robinson, Ont.	"	66 0	16 0	6 4	57	31	Mrs. Louisa C. Halliwell, St. Catharines, Ont.
66,063	Aurelia.....	1869	Buffalo, U.S.A.	"	56 0	11 9	6 6	32	19	Robert Weddell, Trenton, Ont.
107,918	Aurora	1893	Brooklyn, U.S.A.	"	114 8	26 6	10 9	364	183	The Grand Manan Steamboat Co., Ltd., Grand Manan, N.B.
53,887	Aurora	1866	Point Lewis, Que.	Wheels—A roues.....	107 8	21 0	7 1	125	79	Jos. Blondin, Laclaire, Que.
90,112	Aurora	1885	Icelandic River, Man.	"	121 0	19 2	8 1	225	111	Wm. Dewar, Selkirk, Man.
107,325	Australian.....	1899	Lake Bennett, B.C.	Stern wheel—Roue à l'hélice.....	115 0	21 8	4 0	422	308	Gaundian Development Co., Ltd., Victoria, B.C.
103,156	Autolyens.....	1895	Vancouver, B.C.	Screw—A helice.....	53 1	10 0	5 5	25	17	Jas. A. McNaig, Vancouver, B.C.
91,721	Avon	1888	Hantsport, N.S.	"	78 6	15 6	10 0	65	41	G. W. Churchhill and John Churchhill, Hantsport, N.S.
107,597	B. M. Frasor.....	1900	Owen Sound, Ont.	Screw—A helice.....	69 0	17 0	7 8	50	31	T. C. Sims, Little Current, Ont.
107,715	Bailey	1899	Lake Bennett, B.C.	Stern wheel—Roue à l'hélice.....	110 0	21 7	5 0	193	132	British Yukon Navigation Co., Ltd., Victoria, B.C.
107,299	Balmoral.....	1899	Rat Portage, Ont.	Screw—A helice.....	55 5	10 0	3 6	37	23	L. Bellefleur, Rat Portage, Ont.
102,093	Bannockburn.....	1893	Middleborough.....	"	245 0	40 1	18 1	1620	1035	Montreal Transportation Co., Montreal, Que.
111,825	Barbara	1901	Vancouver, B.C.	"	32 0	11 7	4 8	15	10	Geo. E. McDonald, Vancouver, B.C.
83,451	Barbara Boscowitz.....	1883	Victoria, B.C.	"	119 0	23 0	10 0	338	233	The Boscowitz Steamship Co., Ltd., Victoria, B.C.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, etc. *Continued.*

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrit sur les registres, etc. *Suite.*

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				Lieu de construction.	Mode de propulsion.			Breadth. Largeur.	Depth. Profondeur.	(Tons. Brt.) Registers.		
							ft. mths. ft. mths.	ft. mths. ft. mths.	ft. mths. ft. mths.			
103,915	Barrio-Peada-Gha.	Chatham, N. B.	1899	Dalhousie, N. B.	Wheels	A routes.	106 0	19 0	4 8	96	60	George Modiat, Dalhousie, N. B.
103,631	Baskatong	Ottawa	1895	Baskatong, Que.	Wheels	A routes.	36 5	16 0	3 4	13	8	John Gilman, Ottawa, Ont.
80,728	Bariscan	Québec	1880	Québec, Que.	Wheels	A routes.	67 9	16 0	4 1	40	17	Évan-John Price, Québec, Que.
61,153	Bayfield	Toronto	1861	Buffalo, U.S.A.	Screw	A helices.	110 0	18 5	9 3	150	91	The Minister of Marine and Fisheries, Ottawa, Ont.
71,118	Beatrice	Collingwood	1877	Collingwood, Ont.	Wheels	A routes.	63 0	12 3	5 6	31	21	Wm. J. Keays, Sarnia, Ont.
100,865	Beatrice	Québec	1893	Three Rivers, Que.	Wheels	A routes.	61 5	13 9	5 2	40	27	A. Baptist, Three Rivers, Que.
107,919	Beatrice	St. Catharines	1900	Dunnville, Ont.	Screw	A helices.	35 8	6 6	5 0	7	5	Daniel Dushwood, Dunnville, Ont.
103,886	Beatrice B.	Ottawa	1897	Ottawa, Ont.	Wheels	A routes.	61 8	16 5	7 0	59	13	T. G. Brigham, Ottawa, Ont.
77,912	Beauboungé	Port Hope	1878	Bobaygeon, Ont.	Wheels	A routes.	92 0	21 6	1 4	129	101	Mosson Boyd, Bobaygeon, Ont.
83,116	Beaver	Port Hope	1883	Gore's Landing, Ont.	Screw	A helices.	73 0	12 0	1 0	18	12	Thomas Harris, Gore's Landing, Ont.
77,559	Beaver	Québec	1873	Stord, Que.	Wheels	A routes.	112 0	21 5	9 0	273	161	John C. Kaine, Québec, Que.
92,705	Beaver	Winnipeg	1890	Norman, Ont.	Screw	A helices.	48 0	11 1	1 7	31	23	E. W. Brydges, Rat Portage, Ont.
83,157	Beaver	Belleville	1892	Belleville, Ont.	Screw	A helices.	61 3	15 3	7 3	41	21	John Bonar, Cornwall, Ont.
100,978	Beaver	Vancouver	1892	New Westminster, B.C.	Wheels	A routes.	26 0	6 8	3 0	3	2	London & Pacific Gold Fields Co., Ltd., London, Eng.

SESSIONAL PAPER No. 21b

100,428	Beaver	Ottawa	1893	Stamox, Ont	Wheels—A rones	36 0	16 0	3 2	13	6, A. Lamson, Ottawa, Ont
107,782	Beaver	"	1899	Francisburg, Que	Stern wheel—Roue à l'arrière	17 4	16 7	1 2	16	" " "
100,748	Beaver	Windsor, N.S.	1897	Canning, N.S.	Screw—A helice	80 0	21 0	7 1	87	13, A. Potter, Canning, N.S.
107,096	Beaver	Victoria	1898	Victoria, B.C.	Stern wheel—Roue à l'arrière	140 0	28 0	5 1	545	314 Canadian Pacific Navigation Co., Ltd., Victoria, B.C.
100,408	Beaver	Hamilton	1896	Kingston, Ont	Screw—A helice	32 0	6 0	3 0	3	2, W. J. Briggs, Hamilton, Ont
107,464	Beaver	Lindsay	1897	Lindsay, Ont	"	78 0	11 5	1 5	42	58, John Carow, Lindsay, Ont
107,691	Beaver	Toronto	1899	Midland, Ont	"	51 0	11 0	5 2	29	12, John Chew and Thos. Chew, J. O., Midland, Ont.
73,915	Beaver	Quebec	1873	Sorel, Que	Wheels—A rones	68 7	16 0	3 8	61	32, Wm. Gerrard Ross, St. Nicholas, Que.
94,892	Bella	Victoria	1888	Victoria, B.C.	Screw—A helice	31 5	8 1	3 8	8	6, John Clayton, Bella Bella, B.C.
89,719	Bella	Paspébiac	1900	Cross Point, Que	Wheels—A rones	32 6	22 1	5 0	13	29, J. L. MacDonald, Cross Point, Que.
83,415	Bella Fair	Port Hope	1881	Babaygon, Ont	Screw—A helice	50 0	7 0	1 0	7	5, W. D. Kelley, Bridgenorth, Ont
103,631	Bella Ritchie	Ottawa	1895	Quyon, Que	Wheels—A rones	87 7	21 0	6 1	69	12, A. Brunette, Sorel, Que.
85,674	Belle	New Westminster	1884	New Westminster, B.C.	Screw—A helice	75 0	15 1	6 7	67	15, B. C. Mills, Timber & Trading Co., Vancouver, B.C.
71,481	Belle	Owen Sound	1876	Wentford, Ont	"	37 0	9 5	1 0	7	5, John R. Bell, Hobart, nt
97,403	Belle	Port Burwell	1896	Port Burwell, Ont	"	41 0	11 5	5 0	15	7, G. A. Brown, Port Burwell, Ont.
85,746	Belle	Quebec	1883	Quebec, Que	"	68 3	16 0	6 6	51	35, Exam-John Price, Quebec, Que.
100,624	Belle (The)	Port Dover	1899	Port Dover, Ont	"	66 5	13 1	6 5	31	18, Edward Harris, Port Dover, Ont.
90,817	Belle-Amelia	Port Hope	1883	Cobourg, Ont	"	39 0	8 0	3 2	1	3, G. W. Deuel, Trenton, Ont
103,237	Belle-Drummond	Montreal	1891	Montreal, Que	"	56 0	12 0	5 1	30	20, Mrs. Arabella D. Drummond, Radnor, Porges, Que.
111,576	Bellelta	Toronto	1901	St. Joseph, Mich., U.S.A.	"	21 0	5 0	2 0	2	1, Alfred G. Peasey, Toronto, Ont.
88,700	Bellisla	St. John, N.B.	1881	Galais, Maine, U.S.A.	Stern wheel—Roue à l'arrière	86 5	18 8	1 8	156	98, The Bellisla Steamboat Co., Ltd., Springfield, King's Co., N.B.
111,532	Bermuda	Vancouver	1900	Vancouver, B.C.	Screw—A helice	77 1	17 9	7 0	72	49, Joseph A. Russell, Vancouver, B.C.
96,913	Bertha	Kingston	1891	Kingston, Ont	"	51 1	10 0	3 1	18	12, F. Montgomery, Parry Sound, Ont.
111,828	Bertha	Vancouver	1901	Vancouver, B.C.	"	35 0	10 2	1 5	11	8, Philip N. Thompson, Vancouver, B.C.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c. *Continued.*

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
					ft. mths ft. in. ft. in. mths ft. in.				
71,229	Bertha Endress	St. Ste. Marie	1876 Two Rivers, Wis., U.S.A.	Screw	42 0	11 0	5 6	32	H. A. Duceau, St. Ste. Marie, Ont.
90,578	Bertha May	Toronto	1886 Gravenhurst, Ont.	"	43 5	11 0	4 5	26	Chas. Mickle, Gravenhurst, Ont.
	Berthier	Montreal	1870 Sorel, Que.	Wheels	181 2	28 1	8 6	931	Montreal Safe Deposit Co., Mont- real, Que.
71,679	Bertie E.	Amherstburg	1891 Wyandotte, U.S.A.	Screw	29 0	7 0	4 0	8	F. S. Wright, Leamington, Ont.
107,361	Bevyl. Essie	Sackville	1898 Tidnish, N.S.	"	42 2	14 0	6 1	21	D. M. Jackson, Tidnish, N.S.
92,401	Bessie	Chatham, N.B.	1886 Newcastle, N.B.	"	35 0	7 5	1 0	5	Timothy W. Crocker, Newcastle, N.B.
100,697	Bessie	Pictou, N.S.	1896 Pictou, N.S.	"	35 4	8 2	1 0	10	Newcomb N. Bentley, Wolfville, N.S.
111,589	Bessie	Peterborough	1901 Racine, Wis., U.S.A.	"	48 3	4 3	2 3	1	James R. Dodsworth, Lakefield, Ont.
107,522	Bessie	Victoria	1886 Tacoma, U.S.A.	"	11 5	10 2	3 5	11	Thomas W. Fletcher, Victoria, B.C.
94,849	Bessie Ardella	St. Andrews	1891 West Isles, N.B.	"	51 5	11 7	4 6	17	G. C. Pendleton, West Isles, N.B.
77,846	Bessie & Harry	Halifax	1880 Halifax, N.S.	"	46 0	12 8	6 2	22	Peter Judge, Halifax, N.S.
73,031	Bienvenu	Quebec	1875 Pointe aux Trembles, Que.	Wheels	111 0	25 0	8 0	648	Zephirin Arpin, Lévesque, Que.
103,851	Bijou	Halifax	1895 Pictou, N.S.	Screw	25 0	5 5	2 3	2	Col. H. B. Kingscott, Halifax, N.S.
92,665	Birdie Jones	Ottawa	1885 Hull, Que.	"	28 3	5 4	2 7	2	A. W. Jones, Ottawa, Ont.

SESSIONAL PAPER No. 21b

64,608	Pismank	St. John, N. B.	1872	St. Mary's, York Co., N. B.	Wheels	A rones	65 3	12 0	1 0	19	10	Archibald Fitz Randolph, Fredericton, N. B.
111,608	Blair of Athol	New Westminster	1900	Athl, B. C.	Screw	A helice	51 0	9 0	1 5	11	7	Jos. G. Morrison, Athl, B. C.
97,121	Blandford	Quebec	1890	Quebec, Que.	Wheels	A rones	67 3	14 3	4 6	65	27	Nazaire Letendre, Sorel, Que.
96,989	Blonde	New Westminster	1891	New Westminster, B. C.	Screw	A helice	56 0	12 2	5 6	33	23	B. C. Gold Trust, Ltd., Vancouver, B. C.
97,653	Blue Hill	Halifax	1887	East Boston, U.S.A.	"	"	135 0	18 0	7 0	196	98	Victoria Steamship Co., Ltd., Beuloeil, N. S.
80,960	Bluebell	Pictou, Ont.	1888	Kingston, Ont.	"	"	48 5	8 9	3 6	12	8	Hiram A. Galvin, Kingston, Ont.
92,306	Bob Footo	Collingwood	1888	Collingwood, Ont.	"	"	52 0	12 9	6 8	39	27	Dominion Fish Co., Ltd., Winnipeg, Man.
107,599	Bobs	Owen Sound	1900	Toronto, Ont.	"	"	66 0	10 5	5 0	38	26	The Parry Sound Lumber Co., Ltd., Parry Sound, Ont.
111,506	Bobs	St. John, N. B.	1900	St. Joseph, Mich., U.S.A.	"	"	15 2	1 8	1 8	1	1	Wm. Walker, Fredericton, N. B.
111,545	Bobs	Toronto	1900	Toronto, Ont.	"	"	36 0	9 0	1 0	9	6	George Gooderham, Toronto, Ont.
111,512	Bobs	Vancouver	1901	Vancouver, B. C.	Wheels	A rones	36 0	8 0	2 0	1	3	Lacy Fader, Vancouver, B. C.
107,396	Bohemian	Montreal	1873	Montreal, Que.	"	"	195 1	27 8	9 0	107	618	Montreal Trust & Deposit Co., Montreal, Que.
72,666	Bonanza	Vancouver	1875	Victoria, B. C.	Screw	A helice	92 0	26 0	6 3	109	71	S. K. Champion, Vancouver, B. C.
107,851	Bonanza King	Dawson	1898	Dukle Harbour, Alaska, U.S.A.	Stern wheel	Rones à l'Original	110 3	31 3	5 8	166	260	The British Yukon Nav. Co., Ltd., Dawson, Yukon Territory.
87,366	Bonavista	Montreal	1881	Newcastle-on-Tyne, Eng.	Screw	A helice	240 1	33 5	18 3	130	837	Dominion Coal Co., Ltd., Montreal, Que.
77,497	Bonito	Ottawa	1879	Hull, Quebec	"	"	53 4	10 8	1 0	17	12	J. Lee, L'Original, Ont.
100,125	Bonnechere	"	1893	Sorel, Ont.	Wheels	A rones	35 0	16 0	3 0	13	6	H. F. McLaughlin, Amprior, Ont.
107,650	Booth	"	1899	Wisawasa, Ont.	Stern wheel	Rones à l'Original	110 0	39 0	8 0	347	218	John R. Booth, Ottawa, Ont.
98,385	Boston	Yarmouth	1890	Lighthouse, Glasgow, G. B.	Screw	A helice	245 0	36 1	20 0	1695	731	Dominion Atlantic Ry. Co., London, Eng.
100,661	Bothnia	Kingston	1895	Garden Island, Ont.	"	"	178 1	37 8	12 3	833	178	Pennsylvania Coal Co., Ltd., Montreal, Que.
100,370	Bougeois	Quebec	1892	Three Rivers, Que.	Wheels	A rones	108 0	20 0	5 8	91	59	C. Bougeois, sr., Three Rivers, Que.
88,757	Brace	Hamilton	1881	Hamilton, Ont.	Screw	A helice	21 0	5 4	2 0	9	6	Joseph Brace, Hamilton, Ont.
107,758	Brand	Ottawa	1899	Charlottetown, P. E. I.	"	"	100 1	19 1	8 5	142	58	Minister of Marine & Fisheries, Ottawa, Ont.
100,681	Brant	New Westminster	1892	New Westminster, B. C.	"	"	31 0	7 0	3 0	19	13	Alex. Bowthrott, Vancouver, B. C.

ALPHABETIC. List of Canadian Registered Steam Vessels on Registry Books, Ac. *Continued.*

LISTE ALPHABÉTIQUE de vapeurs canadiens inscrits sur les registres, etc. *Suite.*

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'inscription.	Where Built. Lieu de construction.	How Propelled. Mode de propulsion.	Register Dimensions.			Tonnage	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
					Feet, inches, F., inches, Ft., inches.				
96,722	Bridgetown	Chatham, N.B.	1889 Chatham, N.B.	Screw—A helice	12 3	9 1	1 5	15	10 Margaret E. Prackeur, Chatham, N.B.
96,081	Bridgewater	Halifax	1889 Dunbarton, G.B.	"	120 0	20 0	9 0	208	The Coastal Steam Packet Co., Ltd., Bridgewater, N.S.
73,624	Bristol	Victoria	1876 Stockton-on-Tees, Eng.	"	278 0	38 3	21 0	1983	J. Dunsinuir, Victoria, B.C.
111,440	British Lion	Ottawa	1900 Ottawa, Ont.	"	35 0	15 5	6 2	42	17 Hiram Easton, Merrickville, Ont.
100,188	Brittanic	Collingwood	1886 Sorel, Que. 1892 Rebuilt	Wheels—A roues	156 8	25 6	9 2	128	The Northern Navigation Co. of Ontario, Ltd., Collingwood, Ont.
103,221	Britannia	Ottawa	1888 Hull, Que.	Screw—A helice	35 8	7 9	3 0	4	3 Samuel Bingham, Ottawa, Ont.
107,421	Brockville	Brockville	1898 Toronto, Ont.	"	105 0	21 5	5 7	191	The Brockville Nav. Co., Ltd., Brockville, Ont.
92,615	Brothers	Port Arthur	1886 Port Arthur, Ont.	"	39 1	9 8	5 8	18	R. E. Nuttall, Pt. Arthur, Ont., & E. T. Morrow, Pt. William, Ont.
83,145	Bruce	St. Catharines	1882 Thorold, Ont.	"	41 0	12 0	5 2	16	10 Chas. Martin, Midland, Ont.
72,679	Brunette	Victoria	1878 San Francisco, U.S.A.	"	35 0	6 8	2 7	3	2 Robt. Ward & Co., Ltd., Victoria, B.C.
91,992	Brunette	New Westminster	1890 New Westminster, B.C.	"	60 0	13 5	6 0	37	Brunette Saw Mills Co., Ltd., New Westminster, B.C.
107,157	Burpee	Vancouver	1898 Toronto, Ont.	Stern wheel—Roue à l'arrière.	45 6	9 5	2 6	9	6 Isaac Burpee, St. John, N.B.
97,155	Burt	"	1890 Victoria, B.C.	Screw—A helice	66 3	13 8	5 7	50	Wm. McPherson, Vancouver, B.C.
92,612	Patcher Boy	Port Arthur	1879 Bay City, Mich., U.S.A.	"	95 6	20 6	6 6	215	116 Victoria Harbour Lumber Co., Ltd., Victoria Harbour, Ont.

SESSIONAL PAPER No. 21b

100,195	Bute	Vancouver	1890	New Westminster, B.C.	"	"	28 6	6 7	2 6	4	3 E. E. Evans, Vancouver, B.C.
83,458	Buzz	Victoria	1881	Victoria, B.C.	"	"	45 6	9 4	3 3	13	7 Alex. Ewan, New Westminster, B.C.
92,661	C. B. Powell	Ottawa	1887	Pembroke, Ont.	Wheels - A rones	"	139 0	36 0	7 2	272	172 The Upper Ottawa Improvement Co., Ottawa, Ont.
107,485	C. E. Ainsworth	Sault Ste. Marie	1901	Sault Ste. Marie, Mich., U.S.A.	Screw - A helice	"	81 6	18 4	7 1	76	48 Dominion Fish Co., Ltd., Winnipeg, Man.
103,211	C. E. Read	Ottawa	1891	Simcoo, Ont.	"	"	42 0	16 2	3 4	13	8 W. H. Hurdman, Ottawa, Ont.
92,457	C. F. Doular	St. Catharines	1871	Eric, Penn., U.S.A.	"	"	47 3	13 0	5 0	33	22 James Prendergast, Cornwall, Ont.
78,039	C. H. Merritt	Toronto	1883	Chatham, Ont.	"	"	85 0	24 0	6 5	122	83 A. M. Clark, M.O., Marysborough, Ont.
69,330	C. J. Brydges	Montreal	1874	Buffalo, U.S.A.	"	"	62 2	16 0	8 0	39	21 The Department of Public Works, Ottawa, Ont.
107,491	C. M. Bowman	Sauguenay	1897	Port Elgin, Ont.	"	"	92 0	18 5	9 0	88	60 C. M. Bowman and W. J. Strong, Southampton, Ont.
97,432	C. S. Parnell	Quebec	1891	Quebec, Que.	"	"	41 9	11 9	4 3	17	9 M. DeLaney, Quebec, Que.
89,574	C. W. Chamberlain	Windsor, Ont.	1881	Walkerville, Ont.	"	"	127 0	26 6	9 7	385	243 Chas. Beck, Penetanguishene, Ont.
71,212	C. W. Dennis	Toronto	1874	Buffalo, U.S.A.	"	"	41 5	10 5	5 0	17	8 The Minister of Public Works, Ottawa, Ont.
88,308	C. W. Jones	Quebec	1885	Levis, Que.	"	"	56 5	14 8	6 8	48	30 R. D. Weddell, Trenton, Ont.
107,733	C. Here	Kingston	1899	Kingston, Ont.	"	"	49 3	8 2	3 7	7	5 Mrs. Barbara Davis, Kingston, Ont.
87,993	Caconda	Montreal	1881	Newcastle-on-Tyne, Eng.	"	"	230 0	35 4	16 4	1451	931 Dominion Coal Co., Ltd., Montreal, Que.
107,415	Caledonia	Vancouver	1898	New Westminster, B.C.	Wheels - A rones	"	112 4	30 1	4 0	569	359 Hudson Bay Co., London, Eng.
97,411	Calla	St. Andrews	1891	West Isles, N.B.	Screw - A helice	"	32 0	9 6	1 5	10	7 Fred. W. Richardson, West Isles, N.B.
100,010	Callender	Toronto	1892	North Bay, Ont.	"	"	20 0	6 6	2 1	2	1 Isaac Dallery, Fairbank, York Co., Ont.
91,797	Calluna	Richibucto	1893	Richibucto, N.B.	"	"	55 0	13 0	6 1	22	15 Mrs. Annie A. Robertson, Richibucto, N.B.
103,921	Cabnet	Peterborough	1895	Boycegreen, Ont.	"	"	54 0	8 1	4 0	22	15 Mossom M. Boyd, Boycegreen, Ont.
74,297	Cambria	Port Arthur	1887	Levis, Que.	Screw - A helice	"	171 8	23 3	10 7	937	390 G. M. Biggs, Toronto, Ont.
100,021	Camilla	Toronto	1890	Roach's Point, Ont.	Wheels - A rones	"	68 0	12 5	6 8	51	37 D. L. McKimoy, Copper Cliff, Muskoka, Ont.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Feet.	Feet.	Feet.			
51,616	Campana	Quebec	1873	Glasgow, G.B.	Screw—A hélice	240	8	20	7	1637	The Quebec Steamship Co., Ltd., Quebec, Que.
100,860	Canapua	"	1843	Lake Megantic, Que.	"	48	1	13	2	23	16 G. M. Stearns, Lake Megantic, Que.
	Canada	Montreal	1866	Sorel, Que.	Wheels—A roues	218	0	31	2	1708	Montreal Safe-Deposit Co., Mont- real, Que.
100,322	Canada	Hamilton	1872	Hamilton, Ont.	Screw—A hélice	135	2	24	2	557	366 J. S. Nesbit, Samia, Ont.
71,101	Canada	Toronto	1874	Wallaceburg, Ont.	"	123	2	24	1	312	The Victoria Park Steamboat Co., Ltd., Toronto, Ont.
90,605	Canada	Atlantic Transfer.	1881	Coteau Landing, Que.	Wheels—A roues	171	0	70	0	619	395 Montreal Lighterage Co., Mont- real, Que.
107,691	Canadian	Victoria	1898	Victoria, B.C.	Steam wheel Larrivet.	146	5	33	1	716	455 Canadian Development Co., Ltd., Victoria, B.C.
103,245	Canadian	Montreal	1883	Sorel, Que.	Screw—A hélice	61	3	9	7	22	15 Renu Godin, Sorel, Que.
107,088	Canard	Ottawa	1896	Ottawa, Ont.	"	21	7	4	1	2	P. J. B. Belanger, <i>et al.</i> , Ottawa, Ont.
100,808	Canuck	St. John, N.B.	1900	Racine, Wis., U.S.A.	"	16	3	4	3	1	Robert Thomson, St. John, N.B.
80,757	Cape Blau Bay	Quebec	1881	St. Laurent, Isle d'Or- leans, Que.	"	37	8	11	0	5	7 E. Huot, Montreal, Que.
97,808	Cape Breton	Montreal	1890	Hylton, G.B.	"	238	0	37	5	1761	109 Dominion Coal Co., Ltd., Mont- real, Que.
100,203	Capitano	Vancouver	1892	Vancouver, B.C.	"	120	0	22	2	231	157 G. T. Leegg, Vancouver, B.C.
107,296	Capital	Ottawa	1898	Ottawa, Ont.	"	30	0	6	0	2	1 John Harper, <i>et al.</i> , Ottawa, Ont.

SESSIONAL PAPER No. 21b

100,026	Caponaming.....	Toronto	1888	French River, Ont	.....	41.6	11.1	5.0	18	The Ontario Lumber Co., Toronto, Ont.
64,585	Captain.....	St. John, N.B.	1871	Indiantown, St. John, N.B.	.....	72.0	16.6	8.2	68	Archibald Tapley, St. John, N.B.
100,420	Carleton.....	Ottawa	1893	Carleton Place, Ont.....	.....	82.2	25.3	5.0	68	S. J. McLaren, M.O., Ottawa, Ont.
92,358	Carlton.....	Hamilton	1878	Westport, Ont	.....	40.0	8.2	2.3	8	W. F. Thomson, Parry Sound, Ont.
92,559	Carnauna.....	Bellefleur	1889	Sorel, Que	.....	90.0	15.5	5.3	56	T. S. Carman, Bellefleur, Ont.
111,863	Carnita.....	Ottawa	1901	Carleton Place, Ont.....	.....	39.0	9.8	3.6	9	Mrs. Eliza J. McKinsey and Co., W. Leach, North Bay, Ont.
78,012	Caro.....	Winnipeg	1883	Toronto, Ont.....	.....	38.0	7.8	3.9	14	J. S. Whiting, Rat Portage, Ont.
100,648	Caroline.....	Victoria	1887	Victoria, B.C.	.....	26.0	7.2	3.0	3	Reuben Alason and John Sinclair, J.O., Comox, B.C.
111,912	Caroline.....	Toronto	1900	Mon River, Ont.....	.....	38.5	9.7	4.0	12	Charles Martin, Midland, Ont.
80,620	Carrie.....	Lunenburg	1880	Yarmouth, N.S.	.....	50.0	12.0	4.8	15	Leander C. Manning, Chester, N.S.
88,536	Carrie.....	Hamilton	1889	Hamilton, Ont.....	.....	29.0	6.6	3.2	3	C. Crawford, Hamilton, Ont.
96,958	Carrie Knight.....	St. John, N.B.	1884	Seabate, Mass, U.S.A.	.....	29.8	6.8	2.1	6	A. FitzRandolph, Fredericton, N.B.
111,756	Carrie L.....	Rat Portage	1900	Bell City, Ont.....	.....	50.0	12.8	3.5	16	Sam. Lonsbury, Bell City, Ont.
.....	Carriella.....	Toronto	1869	Barrie, Ont.....	.....	70.0	12.0	4.5	35	D. Long, Orillia, Ont.
103,919	Casca.....	Victoria	1898	Victoria, B.C.	.....	140.0	30.5	5.0	590	Otto R. Bremer, London, Ont.
.....	Caspian.....	Kingston	1846	Kingston, Ont.....	.....	171.4	25.0	10.0	1034	Lake Ontario & Bay of Quinte Steamboat Co., Kingston, Ont.
103,472	Cassiar.....	Vancouver	1890	Ballard, U.S.A.	.....	120.6	29.0	6.9	508	Gordon T. Legg, Vancouver, B.C.
103,654	Catherine S.....	Winnipeg	1896	Rat Portage, Ont.....	.....	66.0	13.5	5.5	67	John Short, Rat Portage, Ont.
92,432	Cecede.....	Toronto	1886	Bark's Falls, Ont.....	.....	31.7	7.2	3.3	11	The Muskoka & Nipissing Nav. Co., Gravenhurst, Ont.
100,549	Centreville.....	Digby	1898	Centreville, N.S.	.....	67.4	18.1	7.0	66	A. Boutilier, Centreville, N.S.
72,565	Ceres.....	Kingston	1875	Kingston, Ont.....	.....	77.7	26.0	9.1	147	The Montreal Transportation Co., Montreal, Que.
97,453	Clawo.....	Victoria	.....	Norway	.....	23.0	6.0	2.1	3	U. E. Dickenson, Nanoose Bay, B.C.
71,083	Chaffey.....	Montreal	1875	Portsmouth, Ont.....	.....	59.0	14.0	6.0	42	H. Sicotte, Valleyfield, Que.
92,351	Challenger.....	Quebec	1886	Levis, Que.....	.....	88.8	20.2	9.7	108	The Minister of Agriculture, Ottawa, Ont.
.....	Chambly.....	Montreal	1871	Sorel, Que.....	.....	153.1	24.3	7.8	535	Montreal Safe-Deposit Co., Montreal, Que.

ALPHABETIC List of Canadian Registered Steam Vessels on Registry Books, &c. *Continued.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Register Bmt.		
						ft. poucs.	ft. poucs.	ft. poucs.	tons		
80,917	Champion	St. John, N.B.	1880	Portland, St. John, N.B.	Wheels—A roues.	121 6	24 1	6 2	190	120	Archibald Tapley, St. John, N.B.
	Champion	Port Hope	1868	Lindsay, Ont.	"	91 5	15 1	5 3	112	80	Cleo, Crandell, Lindsay, Ont.
163,975	Champion	Quebec	1897	Levis, Que.	"	143 5	25 6	7 8	182	301	La Cie Maritime et Industrielle de Levis, Levis, Que.
167,728	Champion	Vancouver	1900	Vancouver, B.C.	Screw—A hélice.	85 0	19 7	6 8	100	68	Sampel K. Champion, Vancouver, B.C.
163,143	Chance	Ottawa	1895	Ottawa, Ont.	"	131 1	7 1	3 6	5	2	John Hewton, Kingston, Ont.
100,180	Charlemagne	Montreal	1891	Montreal, Que.	"	87 3	18 6	7 6	76	52	The Charlemagne & Lac Ontario Lumber Co., Ltd., Montreal, Que.
97,008	Charles E. Armstrong	St. Catharines	1894	St. Catharines, Ont.	"	56 0	13 8	7 5	49	33	E. Armstrong, Port Colborne, Ont.
77,583	Charlesvoix	Quebec	1874	Buffalo, U.S.A.	"	100 0	18 2	7 0	212	144	Antoine Gagnon, Quebec, Que.
163,676	Charlie M.	Toronto	1897	Levis, Que.	"	54 5	11 0	5 0	50	30	Chas. Mickle, Gravenhurst, Ont.
80,746	Charlotte	Ottawa	1880	Quebec, Que.	"	37 0	10 3	3 6	14	9	P. Kelly, Kippewa, Que.
	Charlotte	Montreal	1876	Montreal, Que.	"	68 1	14 4	6 1	59	36	Thos. Gauthier, Montreal, Que.
163,909	Charlotte	Victoria	1896	Quesnelle, B.C.	Stem wheel—Roue à l'arrière.	111 4	20 6	4 6	217	77	John Irving, Victoria, B.C.
88,622	Charlton	Windsor, Ont.	1862	Chicago, U.S.A.	Screw—A hélice.	135 0	19 4	10 1	389	265	Victoria Harbour Lumber Co., Ltd., Victoria Harbour, Ont.
100,793	Clarnier	Victoria	1886	San Francisco, U.S.A.	"	200 0	42 0	12 9	1044	497	Canadian Pacific Nav. Co., Ltd., Victoria, B.C.

SESSIONAL PAPER No. 21b

103,089	Chateaugay	Montreal	1891	Montreal, Que	Wheels—A routes	133 8	20 2	7 1	222	119	R. Lang, et al., Chateaugay, Que.
75,843	Chebucto	Halifax	1865	Dartmouth, N.S.	"	86 7	20 0	9 0	108	65	Wm. E. Spruell, Pictou Landing, N.S.
103,165	Chehalis	Vancouver	1897	Vancouver, B.C.	Screw—A hellice	59 3	13 0	6 5	54	37	G. T. Legg, M.O., Vancouver, B.C.
91,738	Chester	Windsor, N.S.	1890	Hantsport, N.S.	"	80 5	17 0	9 0	80	36	G. W. Churchill and John Churchill, Hantsport, N.S.
53,588	Chicora	Halifax	1864	Liverpool, G.B.	Wheels—A routes	221 0	26 0	10 9	931	540	Niagara Navigation Co., Ltd., Toronto, Ont.
80,756	Chicoutimi	Toronto	1881	Bienville, Levis, Que	"	92 9	19 5	6 3	110	70	Victoria Park Steamboat Co., Ltd., Toronto, Ont.
71,178	Chictrain	Kingston	1874	Garden Island, Ont.	"	136 8	24 1	9 4	435	197	The Calvin Co., Ltd., Garden Is-land, Ont.
92,698	Chieftain	Winnipeg	1889	Big Forks, Rainy River, Ont.	Screw—A hellice	52 0	12 0	5 4	40	27	F. W. Coates, Fort Frances, Ont.
91,820	Chieftain	Victoria	1890	Victoria, B.C.	"	79 5	16 5	7 8	65	39	Robert Cunningham, Port Essing-ton, B.C.
107,726	Chinook	Vancouver	1900	Vancouver, B.C.	Auxiliary schooner— Corlette auxiliaire.	46 8	12 3	6 9	22	15	Rev. H. C. Nixon, Deunian Island, B.C.
92,560	Chipmunk	Montreal	1888 (1898)	Montreal, Que	Screw—A hellice	73 7	10 2	7 0	37	25	G. W. Fader, Montreal, Que.
100,753	Chippewa	Toronto	1893	Hamilton, Ont.	Wheels—A routes	308 5	36 3	12 5	1514	764	Niagara Navigation Co., Ltd., Toronto, Ont.
83,103	Christina	Richibucto	1886	Mission Point, Que.	"	70 3	17 2	5 5	57	36	W. Glover and K. Shivers, Camp-bellton, N.B.
100,756	Club	Toronto	1893	Broné, Ont.	Screw—A hellice	71 5	18 3	5 7	57	39	Wm. E. VanVlaek, Pictou, Ont.
107,089	Chumney	Ottawa	1898	Hull, Que	"	46 0	9 2	3 0	5	4	Capital Sand & Brick Co., Ottawa, Ont.
96,713	Cirassian	"	1886	Aylmer, Que.	"	46 5	9 0	2 5	8	5	Alfred Bourgeau, Aylmer, Que.
97,117	Circe	Collingwood	1889	Collingwood, Ont.	"	28 0	7 0	3 0	3	2	C. W. Tobey, Collingwood, Ont.
111,561	City Queen	Toronto	1900	Midland, Ont.	"	70 5	15 7	4 5	69	42	A. L. Nickerson and C. T. Nickerson, J.O., Midland, Ont.
107,291	City of Alberton	Winnipeg	1897	Fort Frances, Ont.	"	62 0	14 0	1 3	67	39	Walter Ross, Rat Portage, Ont.
111,919	City of Bala	Toronto	1901	Bala, Ont.	"	76 3	12 7	4 8	74	47	John Burgess, Bala, Ont.
71,094	City of Belleville	Prescott	1878	St. Catharines, Ont.	"	80 7	15 4	7 0	101	69	Can. Pacific Car. & Passenger Transfer Co., Ltd., Prescott, Ont.
92,731	City of Chatham	Toronto	1888	Toronto, Ont.	"	125 6	28 5	9 0	341	252	Chatham Navigation Co., Chat-ham, Ont.
91,766	City of Colling-Owen Sound	Colling-Owen Sound	1893	Owen Sound, Ont.	"	213 0	34 0	12 6	1387	893	Northern Navigation Co. of On-tario, Ltd., Collingwood, Ont.
103,157	City of Columbia	Vancouver	1893	Seattle, U.S.A.	"	39 8	11 8	3 6	26	17	M. DesBrisay, Vancouver, B.C.
.....	City of Dresden	Windsor, Ont.	1872	Windsor, Ont.	"	93 0	21 0	8 9	194	124	Chas. D. Shurley, Blenheim, Ont.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross Regist. Tonn.	Net Regist. Tonn.	
63,145	City of Ghent.	Halifax	1871	Great Grimshy, G.F.	Screw—A helice.	135 9	20 4	9 7	199	119	Robert Pickford, Halifax, N.S.
80,589	City of Guelph.	Toronto	1880	Barrie, Ont.	Wheels—A roues.	41 6	8 3	3 0	11	7	George Sheenan and John Davidson, J.O., Guelph, Ont.
107,912	City of Ladysmith.	St. Catharines	1900	Hamilton, Ont.	"	69 6	16 0	5 2	35	24	Charles Ross, Port Maitland, Ont.
92,390	City of London.	Montreal	1888 1892	Kingston, Ont.	Screw—A helice.	100 0	27 0	7 8	516	294	The Montreal & Cornwall Nav. Co., Ltd., Cornwall, Ont.
97,111	City of Madland.	Collingwood	1890	Owen Sound, Ont.	"	176 4	28 3	10 7	971	662	Northern Navigation Co. of Ontario, Ltd., Collingwood, Ont.
90,698	City of Mount Clemons.	St. Catharines	1880	Mount Clemons, U.S.A.	"	95 0	21 8	6 0	102	69	Jas. W. Steinhoff, Wallaceburg, Ont.
96,995	City of Nanaimo.	Victoria	1891	Vancouver, B.C.	"	159 0	32 0	9 4	761	538	Esquimalt & Nanaimo Railway Co., Ltd., Victoria, B.C.
107,508	City of Owen Sound.	Owen Sound	1897 1900	Montreal, Que. Owen Sound, Ont.	Wheels—A roues.	129 3	24 3	10 6	754	444	T. M. Kirkwood, Toronto, Ont.
71,166	City of Peterboro.	Peterborough	1876	Peterborough, Ont.	Screw—A helice.	100 0	19 2	6 2	290	161	Peterborough Navigation Co., Peterborough, Ont.
59,286	City of Saint John.	Gaspe	1870	Carleton, N.B.	Wheels—A roues.	159 9	27 1	9 8	709	417	Dominion Alliance Ry. Co., Ltd., London, Eng.
100,134	City of Selkirk.	Winnipeg	1892	Selkirk, Man.	Screw—A helice.	143 7	23 0	9 1	458	311	The Dominion Fish Co., Ltd., Winnipeg, Man.
100,029	City of Stratford.	Toronto	1874	Port Ballouise, Ont.	"	32 4	8 8	2 7	4	3	Andrew J. Jeffrey, Stratford, Ont.
103,896	City of Tipella.	New Westminster	1890	Seattle, U.S.A.	"	43 6	9 6	3 3	19	12	The Provincial Canning Co., Ltd., Vancouver, B.C.
94,769	City of Toronto.	Owen Sound	1895	Owen Sound, Ont.	Wheels—A roues.	150 0	24 0	9 2	782	492	The Northern Navigation Co. of Ontario, Ltd., Collingwood, Ont.

SESSIONAL PAPER No. 21b

91,843	City of Windsor.....	1883	Detroit, U.S.A.....	Screw—A helice.....	117 0	24 8	11 0	511	316	D. L. McKinnon, Sudbury, Ont.
96,762	Chausman.....	1890	Port Hawkesbury, N.S.....	"	59 0	10 9	6 6	23	16	Robert Stevenson, Wallace, N.S.
107,711	Clansman.....	1899	Vancouver, B.C.....	"	82 0	17 2	6 8	72	49	Annie Mackenzie, Vancouver, B.C.
74,382	Clara.....	1877	Barrie, Ont.....	"	41 0	8 0	.....	12	8	William Penn Jaynes, Barrie, Ont.
90,798	Clara W. Young.....	1888	New Westminster, B.C.....	"	51 5	13 2	5 2	31	21	A. Ewen, New Westminster, B.C.
91,984	Clark Bros.....	1890 1901	Vancouver, Ont.....	"	80 0	16 2	5 5	92	38	Mrs. Mary Clark, Toronto, Ont.
103,480	Claycoque.....	1896	Ballard, U.S.A.....	"	75 7	16 0	6 0	87	51	A. Magnus, Victoria, B.C.
103,470	Cleeve.....	1897	New Westminster, B.C.....	"	56 6	12 1	6 3	36	21	The Cleeve Canning & Cold Storage Co., Ltd., Vancouver, B.C.
100,755	Cleopatra.....	1893	Hamilton, Ont.....	"	113 5	16 9	9 2	104	71	A. E. Gooderham and T. G. Blackstock, J.O., Toronto, Ont.
107,528	Clifford Sifton.....	1899	Lake Bennett, B.C.....	Stern wheel Propeller	120 0	21 0	4 5	291	181	Dominion Steamboat Line Co., Ltd., Victoria, B.C.
90,750	Clifton.....	1885	Hampton, N.B.....	"	91 1	18 0	1 4	138	87	A. B. Mabey, St. John, N.B.
72,451	Clinton.....	1874	St. Catharines, Ont.....	Screw—A helice.....	138 0	23 8	12 0	430	292	James Matthews, Toronto, Ont.
83,031	Clipper.....	1880	Brockville, Ont.....	"	31 8	7 0	2 8	4	3	A. Thompson, Ottawa, Ont.
107,497	Clipper.....	1897	Rat Portage, Ont.....	"	69 5	12 0	4 3	53	32	H. F. Kendall <i>et al.</i> , Rat Portage, Ont.
77,779	Clucas.....	1882	Godrich, Ont.....	"	60 0	13 8	5 7	28	19	Dominion Fish Co., Ltd., Winnipeg, Man.
59,863	Clyde.....	1868	Levis, Que.....	Wheels—A rones.....	111 7	23 5	9 4	592	373	John S. MacLean, Halifax, N.S.
96,711	Clyde.....	1888	Baie de Pores, Que.....	Screw—A helice.....	61 5	13 5	3 4	29	26	A. Lumsden, Ottawa, Ont.
94,898	Clyde.....	1889	Vancouver, B.C.....	"	80 0	16 0	6 0	68	46	J. B. Newcomb, M. D., Vancouver, B.C.
86,971	Coburn.....	1882	Sunderland, G.B.....	"	230 0	33 1	16 0	1063	689	Black Diamond S.S. Co., Ltd., Montreal, Que.
71,465	Cobocouk.....	1876	Fanelon Falls, Ont.....	Wheels—A rones.....	80 8	15 8	5 0	163	86	Mrs. C. McFadden, Fanelon Falls, Ont.
96,863	Collector.....	1891	Parliament, N.S.....	Screw—A helice.....	63 8	20 8	5 5	52	35	Louis Heber, Halifax, N.S.
80,911	Colonel By.....	1868	Ogdenburg, U.S.A.....	"	45 0	9 2	3 9	9	6	P. Eligh, Brackett's Landing, Ont.
103,892	Columbia.....	1896	Nakusp, B.C.....	"	77 0	14 5	6 4	50	34	C. P. Railway Co., Montreal, Que.
107,091	Columbian.....	1898	Victoria, B.C.....	Stern wheel Propeller	146 5	33 4	1 7	716	455	Canadian Development Co., Ltd., Victoria, B.C.
71,405	Connect.....	1876	Chatham, Ont.....	Screw—A helice.....	55 0	11 0	1 6	22	15	R. E. Moore, and W. Vandusen, J. O., Harriston, Ont.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc. Suite.

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built Construit.	Where Built. Lieu de construction.	How Propelled. Mode de propulsion.	Register Dimensions. Dimensions.			Tonnage Registered. Imprimé.	Owner, or Managing Owner, and Address. Armateur ou armateur-gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
92,450	Comet.....	Toronto.....	1887	Milford Bay, Ont.....	Screw—A helice.....	60 0	11 5	5 0	29	14 Robert J., Robert and Frank Strood, J. O., Milford Bay, Ont.
96,982	Comet.....	Vancouver.....	1891	New Westminster, B.C.....	".....	77 0	16 0	7 7	85	59 B. C. Mills, Timber & Trading Co., Ltd., Vancouver B.C.
94,939	Comet.....	Port Hope.....	1895	Lake Scugog, Ont.....	".....	45 0	8 0	1 2	8	3 Josiah Ball, Fesserton, Ont.
111,446	Comet.....	Ottawa.....	1900	Opemican, Que.....	".....	99 4	18 7	7 5	144	98 Alex. Lamson, Ottawa, Ont.
94,799	Comet.....	Richibucto.....	1901	Rexton, N.B.....	Wheels—A roues.....	51 0	9 5	3 7	21	14 John D. Walker, Bass River, N.B.
90,523	Comfort.....	Chatham, Ont.....	1891	Rondeau, Ont.....	Screw—A helice.....	43 0	13 0	3 3	14	12 T. W. Whiteley and W. W. Stover, J. O., Sombra, Ont.
107,487	Commodore.....	Sault Ste. Marie.....	1885	Manitowag, U.S.A.....	".....	59 0	14 5	7 3	40	22 Joseph Ganley, Sault Ste. Marie, Ont.
.....	Commodore.....	Port Hope.....	1867	Lindsay, Ont.....	Wheels—A roues.....	96 0	16 8	5 0	175	110 George Crandell, Lindsay, Ont.
97,067	Commodore.....	Halifax.....	1891	Charlottetown, P.E.I.....	Screw—A helice.....	48 2	9 8	5 0	13	8 William N. Wickwire, Halifax, N.S.
103,450	Commodore.....	Ottawa.....	1895	Carleton Place, Ont.....	".....	36 2	8 2	3 0	3	3 John Moore, Carleton Place, Ont.
75,699	Commodore Holi- well.....	Quebec, Que.....	1878	Quebec, Que.....	".....	31 4	9 3	4 2	19	3 Thomas Fitzgerald, Quebec, Que.
71,614	Comox.....	Montreal.....	1875	Sorel, Que.....	Wheels—A roues.....	95 0	17 2	5 2	75	47 H. Hauchin, Champlain, Que.
100,292	Comox.....	Vancouver.....	1891	Vancouver, B.C.....	Screw—A helice.....	101 0	18 1	5 2	101	60 G. T. Legg, Vancouver, B.C.
63,816	Conqueror.....	Montreal.....	1871	Renfrew, G.B.....	Wheels—A roues.....	136 6	21 7	11 8	233	24 Simeon McNaughton Line, Ltd., Montreal, Que.

SESSIONAL PAPER No. 21b

52,680	Conqueror	Quebec	1865	"	"	136	5	20	2	11	6	199	15 Frank Ross, Quebec, Que.
90,576	Conqueror	Toronto	1886	Toronto, Ont.	Screw—A helice	60	0	13	8	5	5	25	17 E. Adamson, Toronto, Ont.
88,540	Constance	Hamilton	1885	Greenock, G. B.	"	18	0	5	0	2	2	1	1 Jas. Turnbull, Hamilton, Ont.
100,412	Constance	Ottawa	1891	Owen Sound, Ont.	"	115	6	19	6	11	2	185	126 The Minister of Customs, Ottawa, Ont.
91,899	Constance	New Westminster	1890	Victoria, B.C.	"	66	0	14	4	6	9	50	29 Alex. Ewen, New Westminster, B.C.
103,686	Constance	Toronto	1898	Gravenhurst, Ont.	"	82	0	13	0	5	0	52	35 G. H. Homer and R. Wade, J.O., Gravenhurst, Ont.
61,996	Contest	Quebec	1872	Quebec, Que.	Wheels—A rones	132	3	23	0	10	5	274	104 Julien Chabot, Lewis, Que.
100,245	Capitlan	Vancouver	1895	Lewis "	"	120	0	22	0	9	6	256	166 G. T. Legg, Vancouver, B.C.
92,115	Cora	Toronto	1887	Toronto, Ont.	Screw—A helice	32	3	7	5	3	2	4	3 Oliver B. Sheppard, Toronto, Ont.
97,165	Coral	Victoria	1891	Cowichan Lake, B.C.	"	51	4	14	7	5	0	25	17 Wm. Sutton, Victoria, B.C.
103,673	Corona	Toronto	1896	Toronto, Ont.	Wheels—A rones	270	3	32	4	12	5	1274	649 Niagara Navigation Co., Ltd., Toronto, Ont.
88,240	Corolla	Brockville	1889	Brockville, Ont.	Screw—A helice	30	8	7	2	3	4	4	3 M. Kenville, Brockville, Ont.
	Corsican	Montreal	1870	Montreal, Que.	Wheels—A rones	179	2	27	0	11	2	946	502 Montreal Safe-Deposit Co., Montreal, Que.
107,890	Courier	Montreal	1900	Montreal, Que.	Screw—A helice	36	9	9	3	6	2	12	8 Harbour Commissioners of Montreal, Montreal, Que.
96,987	Courser	New Westminster	1892	New Westminster, B.C.	Stem wheel—Rones and 125 0	14	5	3	5	3	5	161	101 G. H. Cooper, New Westminster, B.C.
91,935	Crandella	Port Hope	1891	Lindsay, Ont.	Wheels—A rones	122	0	20	0	6	5	266	170 G. Crandell, Lindsay, Ont.
103,675	Credo	Toronto	1897	Midland, Ont.	Screw—A helice	50	0	11	0	5	0	21	14 Mrs. Donald A. Anderson, Victoria Harbour, Ont.
111,533	Crescent	Vancouver	1896	Vancouver, B.C.	"	28	6	7	7	2	6	3	2 Wesley Newton, Vancouver, B.C.
107,796	Crocket	St. John	1894	St. John, N. B.	"	36	5	7	3	3	6	5	3 Hon. J. Israel Tarte, Ottawa, Ont.
75,431	Cruiser	Toronto	1877	Portsmouth, Ont.	"	83	2	14	6	6	5	55	24 The Cruiser Club, Toronto, Ont.
78,014	Cruiser	Winnipeg	1880	Keewatin, Ont.	"	39	5	10	0	3	9	27	16 Keewatin Lumbering & Mfg. Co., Ltd., Hamilton, Ont.
75,791	Crusader	Ottawa	1874	Ottawa, Ont.	"	28	6	6	6	3	2	3	2 Robert Neil, Hull, Que.
71,153	Chaba	Hamilton	1875	Kingston, Ont.	"	177	0	26	0	11	5	931	599 Montreal & Chicago Merchants Steamship Co., Ltd., Toronto, Ont.
77,889	Clackoon	Quebec	1878	Chicoutimi, Que.	"	31	5	9	0	2	8	6	4 Answorth, Sturton, Chicoutimi, Que.
75,558	Cultivateur	Montreal	1874	Sorel, Que.	Wheels—A rones	170	0	26	5	8	0	362	228 Montreal Safe-Deposit Co., Montreal, Que.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c. *Continued.*

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc. *Suite.*

Official Number. Numero matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built—Constructé.	Where Built. Lieu de construction.	How Propelled. Mode de propulsion.	Register Dimensions. Dimensions.			Tonnage Tonnage Gross Register Gross Register	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et Adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						FEET.	FEET.	FEET.		
100,113	Curlew.....	Ottawa.....	1892	Owen Sound, Ont.....	Screw	116.3	19.8	11.3	158	96 The Minister of Marine and Fisheries, Ottawa, Ont.
100,663	Curlew.....	Bellefleur.....	1895	Kingston, Ont.....	"	35.2	7.0	2.9	9	6 H. A. Cartwright, Belleville, Ont.
100,770	Curlew.....	Toronto.....	1891	Toronto, Ont.....	"	29.0	6.6	3.1	3	5 F. H. Gooch, Toronto, Ont.
102,255	Cygne.....	Montreal.....	1892	Orleans Island, Que.....	"	48.1	7.6	2.8	12	8 W. J. Chapman and P. G. Cavanagh, Perth, Ont.
103,579	Cynthia.....	Collingwood.....	1897	Collingwood, Ont.....	"	60.0	11.9	6.4	35	21 Dominion Fish Co., Ltd., Winnipeg, Man.
107,866	Cynthia (The).....	Montreal.....	1900	Racine, Wis., U.S.A.....	"	18.0	1.5	2.0	1	1 F. Adams Briggs, Waterloo, Que.
103,907	Czar.....	Victoria.....	1897	Victoria, B.C.....	"	101.0	21.5	11.0	452	93 James Dunsmuir, Victoria, B.C.
96,706	D. A. Martin.....	Ottawa.....	1889	Kippewa, Que.....	"	81.0	16.0	6.0	78	57 A. Lamson, Ottawa, Ont.
103,887	D. B. Mulligan.....	".....	1897	Pembroke, Ont.....	"	81.3	22.7	5.6	77	46 John Ryan, Pembroke, Ont.
72,575	D. C. West.....	Kingston.....	1874	Clayton, U.S.A.....	"	80.4	13.8	5.0	60	32 J. Fleming, Toronto, Ont.
83,298	D. D. Calvin.....	".....	1883	Garden Island, Ont.....	"	166.0	32.0	15.1	750	183 The Calvin Co., Ltd., Garden Island, Ont.
78,007	D. L. Mather.....	Winnipeg.....	1882	Keewatin, Ont.....	"	92.0	19.0	8.0	103	70 Keewatin Lumbering & Manufacturing Co., Ltd., Hamilton, Ont.

SESSIONAL PAPER No. 21b

103,375	D. L. White	Collingwood	1896	Midland, Ont.	"	"	62 0	13 0	6 8	56	38	Wm. White, Midland, Ont.
71,134	D. P. Day	Port Dover	1875	Buffalo, N.Y., U.S.A.	"	"	35 1	11 0	4 0	11	6	The Canadian Construction Co., Montreal, Que.
71,104	D. R. Van Allen	Toronto	1874	Chatham, Ont.	"	"	136 0	26 0	10 0	318	216	S. Rogers, Toronto, Ont.
97,419	D. Alton-McCarthy	Collingwood	1893	Collingwood, Ont.	"	"	66 0	14 0	6 4	54	37	Dominion Fish Co., Ltd., Winnipeg, Man.
74,333	Daisy	Pictou, N.S.	1877	Fisher's Grant, N.S.	"	"	40 6	10 8	4 0	11	7	Edward Malcolm, Port Malcolme, N.S.
88,375	Daisy	Victoria	1885	Conroy, B.C.	"	"	71 0	14 4	5 6	60	41	Victoria Lumber & Manufacturing Co., Ltd., Chicomains, B.C.
103,049	Daisy	Ottawa	1890	Carleton Place, Ont.	"	"	30 2	6 2	2 0	2	1	Claude McLaughlin, Amprior, Ont.
100,657	Daisy	"	"	Alexandria Bay, U.S.A.	"	"	39 0	6 1	3 1	2	2	G. B. Magee, Merrickville, Ont.
100,465	Daisy	Quebec	1893	Quebec, Que.	"	"	41 6	11 0	1 5	15	10	Minister of Public Works, Ottawa, Ont.
103,658	Daisy Moore	Winnipeg	1884	Ohio, U.S.A.	"	"	57 0	12 0	5 2	38	21	The Dominion Fish Co., Ltd., Winnipeg, Man.
91,881	Dana	Quebec	1889	Sorel, Que.	"	"	91 8	15 2	4 1	55	37	A. Mergier, Les Escoumains, Que.
51,656	Dandy	Montreal	1861	Buffalo, N.Y.	"	"	48 0	13 0	5 6	46	15	Sinclair's, McNaughton Lane, Ltd., Montreal, Que.
62,279	Dandy	Victoria	1869	Govan Scot., G.B.	"	"	215 6	27 7	20 7	887	564	Canadian Pacific Nav. Co., Ltd., Victoria, B.C.
90,889	Dartmouth	Halifax	1888	Yarmouth, N.S.	"	Wheels—A routes	136 0	28 4	10 7	311	196	The Dartmouth Ferry Commission, Dartmouth, N.S.
64,967	Dartless	Quebec	1871	Pointe Levis, Que.	"	Screw—A helice	82 0	18 4	9 5	81	35	The Canadian Forewig & Export Co., Ltd., Montreal, Que.
90,579	Dartless	Toronto	1884	Gravenhurst, Ont.	"	"	44 6	8 0	4 5	8	5	S. C. Macdonald, Dunville, Ont.
107,874	Dartless	Lindsay	1900	Bobaygeon, Ont.	"	"	28 0	6 4	3 1	3	2	Thomas Robson, Fencoln Falls, Ont.
111,599	Dartless	New Westminster	1901	New Westminster, B.C.	"	"	92 0	20 5	9 5	128	89	Jos. Meyer, M.O., New Westminister, B.C.
85,306	David G. Thomson	Montreal	1883	Kingston, Ont.	"	"	103 3	17 3	9 8	182	75	Montreal Transportation Co., Montreal, Que.
90,661	David Duncan	Weymouth	1882	Halifax, N.S.	"	"	48 5	10 8	6 0	21	11	Leander M. Bellis, M.O., Weymouth, N.S.
54,398	David Weston	St. John, N.B.	1866	Carleton, St. John, N.B.	"	Wheels—A routes	176 3	27 5	8 2	765	552	The Star Line Steamship Co., Gagetown, N.E.
91,829	Dawn	Port Hope	1888	Lakefield, Ont.	"	Screw—A helice	48 0	10 4	6 5	20	16	S. Purser, Half's Bridge, Ont.
107,836	Dawson	Victoria	1901	White Horse, Yuk. Terr.	"	Stern wheel—Roue a l'arriere	167 0	34 0	4 5	779	491	The British Yukon Nav. Co., Ltd., Victoria, B.C.
111,755	Day Star	Rat Portage	1894	Owen Sound, Ont.	"	Screw—A helice	34 5	6 9	3 8	43	10	The Presbyterian Foreign Mission Committee, Rat Portage, Ont.
107,491	De St. Juste	Quebec	1893	St. Laurent, Isle of Orleans, Que.	"	"	37 5	7 7	3 3	5	1	Jean-Baptiste E. Lefebvre, Quebec, Que.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
					ft. mths. ft. mths. ft. mths.				
111,597	Defender.....	New Westminster.....	Langley, B.C.....	Steam wheel Panneau	85 0	16 5	4 0	216	157, Henry West, Langley, B.C.
107,717	Defiance.....	Vancouver.....	Tacoma, U.S.A.....	Screw—A helice.....	62 0	16 0	5 1	90	61, John A. Gates, Vancouver, B.C.
61,134	Delisle.....	Montreal.....	Buffalo, N.Y., U.S.A.....	"	62 4	14 8	7 4	46	17 The Dept. of Public Works, Ottawa, Ont.
100,644	Delta.....	Victoria.....	Victoria, B.C.....	"	47 5	9 5	4 4	15	10 Victoria Canning Co. of B. C., Ltd., Victoria, B.C.
90,805	Delta.....	"	Ladner's Landing, B.C.....	"	54 0	14 0	1 3	25	17 Jos. Quadros, Victoria, B.C.
90,618	Delta.....	Moncton.....	Hillsboro, N.B.....	"	34 5	12 8	1 9	20	12 Edward Kinzie, River Side, N.B.
103,310	Denver.....	Vancouver.....	New Westminster, B.C.....	"	36 0	8 5	3 8	9	6 C. P. Ry. Co., Montreal, Que.
78,042	Derby.....	Chatham, N.B.....	Chatham, N.B.....	Wheels—A roues.....	50 5	7 7	3 1	12	9 J. C. Miller, Derby, N.B.
103,889	Derby.....	Ottawa.....	Ottawa, Ont.....	Screw—A helice.....	35 8	9 1	3 0	3	3 C. C. Stackhouse, Ottawa, Ont.
107,422	Derry Carne.....	Brockville.....	Racine, Wis., U.S.A.....	"	15 5	4 5	2 8	3	2 W. D. Morris, Ottawa, Ont.
75,911	Deseronto.....	Deseronto.....	Deseronto, Ont.....	"	62 4	12 0	1 6	55	37 The Radham Co., Deseronto, Ont.
71,150	Despatch.....	Goderich.....	Buffalo, N.Y., U.S.A.....	"	71 5	15 3	5 6	33	22 J. H. McMillan, Gore Bay, Al- gona, Ont.
95,986	Despatch.....	New Westminster.....	Revelstoke, B.C.....	Wheels—A roues.....	54 0	10 8	4 5	37	23 Columbia & Kootenay Steam Nav. Co., Ltd., Nelson, B.C.
103,297	Despatch.....	"	Seattle, U.S.A.....	Screw—A helice.....	33 6	9 0	2 9	7	5 The Alberta & B. C. Exploration Co., Ltd., London, England.

SESSIONAL PAPER No. 21b

92,729	Devenish	Toronto	1886	Toronto, Ont.	"	"	32.8	6.3	3.3	3	2	W. Paquet, Wood Township, Simcoe Co., Ont.
100,695	Diamond	Pictou, N.S.	1891	Pictou, N.S.	"	"	43.3	12.4	5.6	23	15	H. J. Lewis, Edwardsville, N.S.
100,594	Diane	Montreal	1891	Sorel, Que.	"	"	65.3	19.0	4.8	23	16	H. Beauchemin, Sorel, Que.
103,930	Dickson	Peterborough	1896	Simcoe, Ont.	Wheels	A rones	28.6	10.0	3.3	16	10	The Dickson Co., Peterborough, Ont.
61,617	Dirigo	St. John, N.B.	1872	Carleton, St. John, N.B.	Screw	A helice	66.2	17.5	9.1	70	48	H. J. Olive, St. John, N.B.
53,906	Diver	Quebec	1869	St. Thomas, Que.	"	"	72.5	23.5	8.1	86	59	Pierre Bégin, Quebec, Que.
100,664	Doler	Kingston	1894	Gananoque, Ont.	"	"	42.3	7.4	2.9	5	3	J. W. Church, Gananoque, Ont.
107,219	Dolly	Winnipeg	1900	Winnipeg, Man.	"	"	24.0	7.0	3.0	3	1	A. J. McPherson, Dauphin, Man.
90,711	Dolphin	Halifax	1886	Dartmouth, N.S.	"	"	39.6	12.0	1.5	13	9	The Maritima Clay Works, Ltd., Pugwash, N.S.
80,680	Dolphin	Ottawa	1881	Montreal, Que.	"	"	71.1	18.5	8.1	70	37	Ottawa Transportation Co., Ltd., Ottawa, Ont.
92,411	Dolphin	Toronto	1871	E. Cowes, I. of W., Eng.	"	"	50.0	10.0	1.3	13	9	The Savanagh Lumber Co., Ltd., Penetanguishene, Que.
90,710	Dolphin	Montreal	1887	Port Dalhousie, Ont.	"	"	37.0	6.1	3.0	6	5	John T. Nicholson, Montreal, Que.
103,068	Dolphin	Yarmouth	1896	Yarmouth, N.S.	"	"	31.0	9.6	1.0	8	1	H. L. McKinnon, Yarmouth, N.S.
107,596	Dolphin	Owen Sound	Unknown	Unknown	"	"	49.0	12.5	5.1	21	17	The Rathbarn Co., Deseronto, Ont.
111,322	Dolphin E	Toronto	1904	Bayonne City, U.S.A.	"	"	36.0	6.8	2.2	6	1	Miss Minnie McVicar, Paris, Ont.
83,119	Donnison	Port Hope	1884	Lindsay, Ont.	Wheels	A rones	79.0	11.0	1.5	46	29	Francis Burke, Lindsay, Ont.
90,707	Donnison	Windsor, Ont.	1868	St. Catharines, Ont.	Screw	A helice	435.0	25.8	11.4	478	304	Mrs. Henrietta Peck, Windsor, Ont.
90,536	Dominion	Chatham, Ont.	1890	Chatham, Ont.	"	"	95.0	21.0	5.0	138	91	David Flook, Chatham, Ont.
107,408	Don	Victoria	1898	Victoria, B.C.	"	"	27.8	7.8	3.5	4	3	E. Dickinson, Victoria, B.C.
103,154	Donny	Vancouver	1895	Vancouver, B.C.	"	"	38.6	10.2	1.5	15	10	Mrs. Emma A. Robertson, Vancouver, B.C.
96,710	Dora	Ottawa	1889	Opequian Lake, Que.	"	"	61.6	13.0	5.5	48	11	Alex. Lumsden, Ottawa, Ont.
111,761	Doreau	Kingston	1897	Kingston, Ont.	"	"	31.2	5.6	3.0	3	2	Mrs. Electa Stevenson, Gananoque, Ont.
111,562	Dorothe	Toronto	1900	Penetanguishene, Ont.	"	"	33.0	8.1	3.3	8	6	Peter Payette, Penetanguishene, Ont.
96,861	Dorothy	Prescott	1888	Kingston, Ont.	"	"	38.4	7.1	3.1	10	6	Mrs. A. E. Holmes, Montreal, Que.
100,397	Dorthea	Brookville	1891	Hamilton, Ont.	"	"	71.0	42.6	1.8	51	35	Geo. T. Falford, Brookville, Ont.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc. *Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Feet.	Feet.	Fathoms.		
88,292	Dob.	Quebec	1881	Quebec, Que.	Screw	33.8	9.5	4.0	10	7 D. Champoux, D'Israeli, Wolfe Co., Que.
103,229	Dob.	Ottawa	1891	Kingston, Ont.	"	31.0	7.0	3.0	2	R. W. Stephens, Ottawa, Ont.
103,212	Dobie.	"	1888	Carleton Place, Ont.	"	25.1	5.2	2.1	1	Mrs. Jeanne F. Ferguson, North Bay, Ont.
92,733	Doughlas	Toronto	1888	Midland, Ont.	"	30.4	7.9	4.2	5	The Georgian Bay Consolidated Lumber Co., Waukegan, Ont.
98,039	Douglas	Victoria	1881	Renfrew, Scotland	"	21.0	25.0	11.7	7.0	John J. Alexander, Mazzatlan, Mexico.
101,291	Douglas H. Thomas	Sydney	1870	U.S.A.	"	116.5	21.0	13.0	212	The Dominion Coal Co., Ltd., Gloucester Bay, N.S.
78,459	Doonto.	Quebec	1879	Bristol, G.B.	"	17.3	29.1	17.4	432	Alexander Fraser, Quebec, Que.
91,997	Dreadnaught.	Vancouver	1890	New Westminster, B.C.	"	82.0	13.0	5.5	33	F. S. Fraser, Vancouver, B.C.
88,235	Dream	Ottawa	1886	Kingston, Ont.	"	50.6	10.3	4.2	12	The Minister of Customs, Ottawa, Ont.
92,356	Dream	St. John, N.E.	"	Newark, U.S.A.	"	63.9	11.1	5.0	45	W. H. Thorne, St. John, N.E.
100,299	Dream	Vancouver	1892	Vancouver, B.C.	Wheels	40.0	16.0	3.5	29	William Brand, Vancouver, B.C.
90,890	Dredress	Victoria	1888	Golden, B.C.	"	81.6	17.3	4.6	145	F. P. Armstrong, Golden, B.C.
103,342	Duchess of York.	Montreal	1895	Montreal, Que.	"	156.8	25.3	9.4	490	Ottawa River Navigation Co., Montreal, Que.
111,412	Dundaff	Ottawa	1899	Hull, Que.	Screw	30.5	6.9	3.6	2	P. Waters, Hull, Que.

SESSIONAL PAPER No. 21b

83,068	E. B. Eddy	Prescott	1881	Hull, Que	"	"	98 0	20 7	8 0	781	3	Prescott Elevator Co., Ltd., Prescott, Ont.
96,705	E. G. Laverdure	Ottawa	1889	Ottawa, Ont	"	"	66 6	13 7	5 0	54	49	A. Simpson, Ontario Bank, Ottawa, Ont.
103,445	E. H. Bronson	"	1865	Pembroke, Ont.	Wheels—A	routes	140 7	43 7	7 7	285	180	The Upper Ottawa Imp. Co., Ottawa, Ont.
100,883	E. Ross	St. John, N.B.	1894	St. John, N.B.	Screw—A	helice	41 9	15 3	5 1	30	20	J. Leonard, St. John, N.B.
80,778	Eagle	Sarnia	1875	Buffalo, U.S.A	"	"	43 8	12 3	5 0	14	9	A. Miller, Port Elgin, Ont.
92,304	Eagle	Collingwood	1887	Collingwood, Ont	"	"	44 0	9 0	4 6	12	9	W. R. Jowett, Bayfield, Ont.
107,694	Eagle	Toronto	1898	Port Severn, Ont.	"	"	34 5	8 3	3 5	10	7	James Moreau, Port Severn, Ont.
111,549	Eagle	New Westminster	1901	Vancouver, B.C.	"	"	48 5	14 5	6 0	35	24	N. J. Mayhew, Vancouver, B. C.
94,306	Earl	"	1890	"	"	"	72 0	15 0	7 0	75	50	The Dominion Government, Ottawa, Ont.
90,527	Earl	Chatham, Ont.	1893	Mitchell's Bay, Ont	"	"	53 5	10 0	5 0	18	14	J. B. McLeod and Robt. Dobson, J. O., Southampton, Ont.
111,587	Echo	Peterborough	1901	Peterborough, Ont.	"	"	27 0	6 7	3 0	5	3	John S. M. Alexander, Peterborough, Ont.
80,656	Ecl. Arpin	Montreal	1879	St. John's, Que.	"	"	38 0	8 2	3 5	6	4	Ecl. Arpin, St. John's, Que.
96,815	Edgar P. Sawyer	Sault Ste. Marie	1886	Buffalo, U.S.A	"	"	49 0	13 8	5 0	52	0	W. E. Shuyth, Rydal Bank, Ont.
85,515	Edith	Toronto	1883	Toronto, Ont.	"	"	22 0	5 4	2 2	2	1	J. P. Clark, Toronto, Ont.
103,901	Edith	Victoria	1897	Victoria, B.C.	"	"	67 0	14 0	5 5	42	26	The B. C. Canning Co., Ltd., London, Eng.
103,933	Edith	Chatham, N.B.	1897	Chatham, N.B.	"	"	56 0	12 3	5 9	22	15	Royal Trust Co., Montreal, Que.
92,721	Edith May	Toronto	1887	Port Sandfield, Ont.	"	"	64 5	12 2	4 8	45	31	G. H. Homer and R. Wade, J.O., Gravenhurst, Ont.
77,635	Edmond	Kingston	1879	Bedford Mills, Ont.	"	"	56 4	12 1	6 8	39	23	B. Tott, Bedford Mills, Ont.
103,698	Edna	Sault Ste. Marie	1891	Collingwood, Ont.	"	"	31 0	10 0	3 0	9	7	Robt. Douglas, Sault Ste. Marie, Ont.
107,368	Edna	Toronto	1898	Parry Sound, Ont.	"	"	64 0	11 5	5 7	55	30	Mrs. Carrie E. Pratt, Parry Sound, Ont.
100,406	Edna	Hamilton	1899	Hamilton, Ont	"	"	36 6	9 3	3 9	12	8	Thomas H. Lawry, Hamilton, Ont.
103,379	Edna Brydges	Winnipeg	1885	Rat Portage, Ont	"	"	75 0	17 5	6 1	176	120	Rainy River Navigation Co., Ltd., Rat Portage, Ont.
107,135	Edna Ivan	Goderich	1900	Goderich, Ont.	"	"	79 2	16 0	7 2	51	36	James Purvis and Alex. Purvis, J.O., Gore Bay, Ont.
100,321	Edna R.	Vermouth	1892	Vermouth, N.S.	"	"	67 0	15 6	5 6	50	24	The Mud Island Lobster Co., Ltd., Vermouth, N.S.
85,426	Edward Blake	St. Catharines	1884	Welland, Ont.	"	"	48 7	12 2	4 9	22	15	Thos. Combn, Thorold, Ont.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c. *Continued*LISTE ALPHABÉTIQUE des vapeurs canadiens inscrit sur les registres, etc. *Suite.*

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						Length. Longeur.	Breadth. Largeur.	Depth. Profondeur.		
						ft. mths. ft. mths.	ft. mths.	ft. mths.		
163,213	Eileen	Ottawa	1893	Moose Creek, Ont.	Screw—A helice	41 8	9 8	3 2	11	9 Mrs. Stella Ann Kelly, Montreal, Que.
92,462	Elden	Pictou, N.S.	1887	Pimette, P.E.I.	"	49 3	15 9	5 7	38	21 W. H. Faint, Port Hawkesbury, N.S.
107,852	Eldorado	Dawson	1898	Seattle, U.S.A.	Stern wheel Proue à Panne.	140 3	31 3	5 8	166	260 E. C. Miller, Dawson, Yukon Territory.
97,017	Eleanor	St. Catharines	1895	Port Maitland, Ont.	Screw—A helice	56 0	12 0	5 8	26	18 E. Martin, Port Maitland, Ont.
69,111	Eleanor M. Cates.	Sydney	1869	U.S.A.	"	73 0	16 5	7 9	59	46 R. H. Cann, Lonsburg, C. B., N.S.
90,878	Electra	Charlottetown	1872	Acadia, N.S.	Wheels—A roues	85 9	16 9	8 2	107	78 Three Rivers Steamship Co., Georgetown, P.E.I.
92,449	Electric	Toronto	1887	Toronto, Ont.	Screw—A helice	69 9	12 4	7 2	49	29, John J. Wright, Toronto, Ont.
100,877	Electric	St. John, N.B.	1889	St. John, N.B.	"	31 0	6 8	3 0	4	3 Frank B. Carvell, Woodstock, N.B.
66,401	Elfin	Charlottetown	1872	Georgetown, P.E.I.	Wheels—A roues	81 0	21 6	7 4	122	31 The Chairman, Board of Works, Charlottetown, P.E.I.
96,889	Elite	Goderich	1891	Goderich, Ont.	Screw—A helice	60 6	11 8	4 8	22	15 Seth Chapman, Gore Bay, Ont.
107,843	Ella	Port Rowan	1898	St. Williams, Ont.	"	49 2	12 0	4 5	15	10 J. A. Dease and F. H. Pearsall, Port Rowan, Ont.
111,092	Ella	Quebec	1900	Quebec, Que.	"	22 2	5 1	2 5	2	1 Real Miller, Quebec, Que.
77,589	Ella Ross	Deseronto	1879	Montreal, Que.	Wheels—A roues	99 2	19 2	6 4	325	190 The Rathbun Co., Deseronto, Ont.
78,038	Ella Taylor	Chatham, Ont.	1883	Chatham, Ont.	Screw—A helice	60 0	11 0	6 0	34	23 R. Jackson, Merriton, Ont.

SESSIONAL PAPER No. 21b

107,749	Ellen	Kingston	1901	Rockport, Ont.	.....	62.4	10.0	3.8	25	17	Frederick Huck, Rockport, Ont.
97,096	Elliot	Charlottetown	1893	Charlottetown, P. E. I.	.....	117.1	25.0	12.0	367	227	R. McMillan, Charlottetown, P. E. I.
92,689	Elsie	Pictou, N.S.	1892	New Glasgow, N.S.	.....	56.1	10.3	5.6	22	15	Nova Scotia Lumber Co., Ltd., Sherbrooke, N.S.
96,897	Elsie Ross	Ottawa	1889	Carlton Place, Ont.	.....	34.6	7.5	3.0	10	8	David Gillies, Carlton Place, Ont.
.....	Elswood	Kingston	1865	Bedford Mills, Ont.	.....	49.1	11.8	5.9	39	17	Neal Macdonald, Montreal, Que.
92,293	Emerillon	Ottawa	1883	Three Rivers, Que.	.....	40.0	7.6	9.8	15	13	The C. P. Railway Co., Montreal, Que.
96,900	Emile	"	1892	Ottawa, Ont.	.....	50.0	13.0	5.2	12	8	E. G. Lavergne, Ottawa, Ont.
100,916	Emma	Toronto	1894	Collingwood, Ont.	.....	89.3	18.0	6.6	116	94	Mrs. Carrie E. Pratt, Parry Sound, Ont.
100,102	Emma	Hamilton	1894	Hamilton, Ont.	.....	34.6	6.8	4.6	6	4	R. S. Watts, Hamilton, Ont.
107,256	Emma	New Westminster	1898	Lake Bennett, B.C.	.....	54.0	16.0	3.0	82	52	Wm. J. Raut, Lake Bennett, B.C.
111,444	Emma	Ottawa	1897	Ottawa, Ont.	.....	28.0	7.2	2.4	2	1	W. O. Spearman, Ottawa, Ont.
100,430	Emma C	"	1890	"	.....	24.0	6.0	2.5	1	1	L. J. Coursolles, Ottawa, Ont.
107,256	Emma North	New Westminster	1898	Lake Bennett, B.C.	.....	56.0	16.0	3.5	73	46	R. J. Nott, Victoria, B.C.
103,163	Emma Dine	Vancouver	1896	Vancouver, B.C.	.....	29.4	7.9	3.1	5	4	Thos. D. Cyrs, Vancouver, B.C.
73,086	Empress	Montreal	1873	Ottawa, Ont.	.....	185.3	27.6	8.1	678	372	Ottawa River Navigation Co., Montreal, Que.
78,009	Empress	Winnipeg	1883	Rat Portage, Ont.	.....	95.4	20.0	7.0	129	73	The Ontario & Western Lumber Co., Ltd., Rat Portage, Ont.
100,422	Empress	Ottawa	1891	Sturgeon Falls, Ont.	.....	63.0	14.3	5.6	36	28	Mary E. Perkins, Sturgeon Falls, Ont.
100,679	Empress	Vancouver	1894	Vancouver, B.C.	.....	33.8	7.9	3.6	3	2	George Cassidy, Vancouver, B.C.
107,448	Empress	"	1897	Hong Kong	.....	27.6	7.6	3.6	7	5	O. P. Marshall, Vancouver, B.C.
107,815	Empress	Peterborough	1899	Lakefield, Ont.	.....	43.0	15.8	5.1	84	57	Wm. V. Reynolds, Lakefield, Ont.
100,766	Empress Victoria	Toronto	1894	Huntsville, Ont.	.....	76.0	17.0	6.0	106	72	G. F. Marsh, Huntsville, Ont.
100,022	Emulator	"	1890	Magnatawan, Ont.	.....	49.7	10.2	4.6	25	17	A. Wallon, M. O., Magnatawan, Ont.
85,701	Energy	Wallaceburg	1883	Wallaceburg, Ont.	.....	81.0	20.0	6.5	116	70	A. R. Bartlett, Windsor, Ont.
91,714	Enterprise	Port Stanley	1892	Port Bruce, Ont.	.....	58.0	12.0	5.5	18	13	Leva Young, Port Bruce, Ont.
91,818	Enterprise	Victoria	1891	Victoria, B.C.	28.9	7.2	3.0	3	3	Richard B. Halbed, Shawnigan, B.C.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	(Gross) Tonnage. Tonnage brut.		
85,511	Enterprise.....	Toronto.....	1869	Rama, Ont.....	Screw—A hélice.....	81 4	23 0	6 2	148	99	G. F. Marsh, Huntsville, Ont.
103,240	Enterprise.....	Montreal.....	1883	Beauharnois, Que.....	".....	49 9	11 5	4 4	13	9	W. J. Poupoir, Ottawa, Ont.
103,160	Enterprise.....	Vancouver.....	1896	Vancouver, B.C.....	".....	34 0	9 3	4 7	12	8	Mrs. Annie J. Niven, Vancouver, B.C.
100,023	Esqad Rights.....	Toronto.....	1890	Pontanguishene, Ont.....	".....	36 0	9 3	3 8	6	4	Mrs. Françoise A. Langford, Dorset, Ont.
100,021	Erastus Winan.....	".....	1890	Huntsville, Ont.....	".....	65 0	13 3	3 1	54	36	Mrs. Mary Denton and Lorenzo McHardy, J. O., Huntsville, Ont.
100,686	Eriv.....	New Westminster.....	1894	New Westminster, B.C.....	".....	50 0	11 0	4 8	27	18	T. Herbert Wymond, Vancouver, B.C.
83,142	Erin.....	St. Catharines.....	1881	St. Catharines, Ont.....	".....	174 0	26 0	12 6	651	411	Thos. Conlon, Thorold, Ont.
111,827	Erin U.....	Vancouver.....	1891	New Westminster, B.C.....	".....	34 5	6 7	2 8	3	2	Maria V. Mattison, Howe Sound, B.C.
103,153	Ermine.....	".....	1893	".....	".....	30 3	7 8	3 2	9	6	Alexander Grierson, Vancouver, B.C.
100,087	Ernest.....	St. John, N.B.....	1892	Oromocto, N.B.....	".....	37 6	9 5	3 6	13	9	A. Fitz Randolph, Fredericton, N.B.
97,910	Escort.....	St. Catharines.....	1891	St. Catharines, Ont.....	".....	44 8	15 5	9 7	40	27	De Witt Carter, Port Colborne, Ont.
96,990	Esperanza.....	New Westminster.....	1891	New Westminster, B.C.....	".....	47 0	11 0	5 5	31	21	St. Mungo Canning Co., New Westminster, B.C.
80,555	Esperanza.....	Toronto.....	1876	Buffalo, U.S.A.....	".....	57 0	18 1	4 8	17	11	Mrs. Hester M. Parker, Port Credit, Ont.
97,113	Estrella.....	Collingwood.....	1891	Parry Sound, Ont.....	".....	38 0	6 0	3 2	9	6	Edwin S. Pratt, Parry Sound, Ont.

SESSIONAL PAPER No. 21b

112,066	Estelle	Peterborough	1887	New York, U.S.A.	"	"	31 0	7 0	3 5	8	6 Charles H. Grylls, Lacefield, Ont.
103,423	Estaria	"	1887	Boboygeon, Ont.	Wheels	A rones	94 0	19 0	5 5	1397	85 The Trent Valley Navigation Co., Boboygeon, Ont.
85,527	Esturion	Toronto	1884	"	"	"	96 0	17 0	6 2	118	"
92,301	Ethel	Collingwood	1887	Collingwood, Ont.	Screw	A helice	42 0	10 0	4 4	13	9 John Hastie, Shesquindah, Ont.
103,332	Ethel	Montreal	1885	Sorel, Que.	"	"	64 0	19 2	9 0	72	49 Sincennes McNaughton Line, Ltd., Montreal, Que.
103,656	Ethel	Winnipeg	1896	Rat Portage, Ont.	"	"	39 3	9 4	3 6	10	7 The Cameron Islands Mining & Development Co., Ltd., Rat Portage, Ont.
92,710	Ethel Banning	"	1890	Fort Frances, Ont.	"	"	50 2	13 3	4 9	38	26 The Ontario & Western Lumber Co., Ltd., Rat Portage, Ont.
103,677	Ethel May	Toronto	1897	Mortimer's Point, Muskoka, Ont.	"	"	46 5	7 0	3 3	13	9 A. Mortimer, Melara Township, Muskoka, Ont.
103,898	Ethel Ross	New Westminster	1897	Kamloops, B.C.	Stem wheel	—Rone à l'arrière	84 0	14 0	4 0	82	52 Claude R. Dostat, M.O., Ashcroft, B.C.
98,581	Ethelwald	Montreal	1890	Belfast, Ireland	Screw	A helice	208 1	28 1	12 7	356	533 Jas. G. Fitzgibbon, Montreal, Que.
77,874	Etoile	Quebec	1879	Sorel, Que.	Wheels	—A rones	112 0	25 0	7 1	509	317 Deschambault & Leblanc Steamship Co., Quebec, Que.
64,151	Etta White	Vancouver	1871	Freeport, U.S.A.	Screw	A helice	93 0	19 6	9 0	97	82 Moodyville Lands & Sawmill Co., Ltd., Vancouver, B.C.
92,641	Euna	Wallaceburg	1878	Mt. Clemens, U.S.A.	"	"	36 0	9 0	4 2	6	4 D. W. Crowe, Chatham, Ont.
93,949	Eureka	Quebec	1893	Glasgow, G.B.	"	"	94 7	22 0	11 9	179	19 The Minister of Public Works, Ottawa, Ont.
91,988	Eurydice	Toronto	1863	Montreal, Que.	Wheels	A rones	112 0	24 7	8 8	319	90 The Donnelly Salvage & Wrecking Co., Ltd., Kingston, Ont.
74,172	Eva	Kingston	1870	Brookville, Ont.	Screw	A helice	33 0	5 9	3 1	12	7 Geo. Robertson, J.E., Kingston, Ont.
85,394	Eva	Montreal	1882	Montreal, Que.	"	"	42 0	7 7	3 6	6	4 Geo. Bethwell, Buckingham, Que.
83,411	Eva	Port Hope	1881	Boboygeon, Ont.	"	"	72 0	13 5	4 7	33	12 Irene Crandell, Lindsay, Ont.
96,991	Eva	Vancouver	1891	New Westminster, B.C.	"	"	56 0	13 5	4 6	35	24 G. H. French and C. E. Robertson, Vancouver, B.C.
103,581	Eva	Chatham, N.B.	1895	Douglasstown, N.B.	"	"	43 0	12 5	5 0	18	12 R. Loggie, M.O., Loggieville, N.B.
91,689	Eva Belle	Collingwood	1890	Midland, Ont.	"	"	34 0	9 0	3 6	10	7 William White, Midland, Ont.
100,652	Eva Belle	Kingston	1892	Kingston Ont.	"	"	39 8	7 8	2 7	10	7 J. C. Judd, Morton, Ont.
80,606	Eva Johnson	St. John, N. B.	1880	Yarmouth, N.S.	"	"	42 5	12 0	4 8	16	7 A. Fitz Randolph, Fredericton, N.B.
58,826	Evangelina	Montreal	1839	Cooves, I of W, Eng.	"	"	60 6	11 5	5 6	21	16 Chas. and Thos. C. Sims, Little Creek, Algoma, Ont.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c. *Continued.*

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross Tonnage	Registered Tonnage	
77,979	Evangelhne	Victoria	1881 Victoria, B.C.	Screw—A helice	45 0	10 5	5 0	14	9	Re. Rev. Bishop of Colodonia, Melakadlas, B.C.
100,301	Evelyn	Windsor, Ont.	1882 Sandwich, Ont.	"	67 5	17 1	9 3	85	46	French River Tug Co., Windsor, Ont.
96,876	Evelyn	Godorich, Ont.	1893 Godorich, Ont.	"	61 0	13 8	5 3	32	22	Dominion Fish Co., Ltd., Win- throp, Man.
97,063	Evelyne Hodgkins	St. Catharines	1888 Thorold, Ont.	"	29 2	7 0	3 6	4	3	Freeman Hodgkins, Toronto, Ont.
107,481	Everard	Sault Ste. Marie	1900 Gore Bay, Ont.	"	51 0	13 0	6 0	25	17	M. Graham, Kagawong, Ont.
59,870	Express	Quebec	1868 Quebec, Que.	Wheels—A roues	100 0	21 0	8 5	99	62	Francis McElbongall, M.O., Ot- tawa, Ont.
92,438	Express	Toronto	1887 Toronto, Ont.	Screw—A helice	35 9	7 3	3 6	4	3	John E. Bowerman, Port Perry, Ont.
103,151	F. E. M. & D. Co., No. 1	Vancouver	1894 Lytton, B.C.	Stern wheel—Roue à l'arrière	133 6	30 0	6 3	715	486	Rachel McFarlane, Van- couver, B.C.
107,948	F. B. Bradley	St. Catharines	1901 Dunnville, Ont.	Screw—A helice	47 4	13 0	6 9	29	19	Freeman Green, Dunnville, Ont.
107,516	F. H. Kilbourne	Victoria	1898 Lake Bennett, B.C.	Stern wheel—Roue à l'arrière	50 0	10 6	3 0	87	55	Henry A. Munn, Victoria, B.C.
103,639	F. W. Avery	Ottawa	1865 Simcoe, Ont.	"	37 0	16 0	3 6	14	9	F. W. Avery, Ottawa, Ont.
100,852	Fabiola	Quebec	1893 Anse St. Jean, Que.	Screw—A helice	70 2	21 9	8 5	81	55	A. Gagnon, Quebec, Que.

SESSIONAL PAPER No. 21b

71,264	Fairy	Cobourg	1878	Harwood, Ont.	"	52.6	10.1	7.7	23	15 P. T. Young, Young's Point, Ont.
80,764	Fairy	Sydney	1881	Quebec, Que.	"	37.1	11.2	5.3	16	9 Geo. M. Fraser, Edwardsville, N.S.
88,531	Fairy Queen	Hamilton	1888	Carleton Place, Ont.	"	22.0	5.0	2.5	2	1 Andrew Newlands, Galt, Ont.
71,175	Falcon	Kingston	1874	Kingston, Ont.	"	40.0	8.8	3.1	13	7 J. G. Richardson, Brockville, Ont.
100,700	Falmouth	Windsor, N.S.	1898	New Glasgow, N.S.	"	54.2	15.1	7.3	43	29 S. P. Benjamin Co., Ltd., Wolfville, N.S.
100,060	Fanchon	St. John, N.B.	1891	Milledgeville, N.B.	Wheels - Arrows	83.1	21.0	1.7	111	70 H. J. Olive, St. John, N.B.
96,943	Fannie	"	1875	Philadelphia, U.S.A.	Screw - A helice	50.9	12.5	6.1	33	23 John F. Bridges, Gagetown, N.B.
71,187	Fanny	Owen Sound	1878	Owen Sound, Ont.	"	31.0	7.6	3.7	5	3 Jas. Clarke, Collingwood, Ont.
85,322	Fanny Arnold	"	1882	"	"	89.0	18.0	9.0	73	50 Spanish River Co., Spanish River, Ont.
71,243	Favorite	Toronto	1874	Buffalo, U.S.A.	"	67.5	14.0	6.9	51	24 John Grey, North Sydney, N.S.
103,308	Fawn	New Westminster	1896	Kamloops, B.C.	"	62.0	11.0	1.0	33	22 Amelia C. Ward, Kamloops, B.C.
92,422	Fearless	Proscott	1886	Iroquois, Ont.	"	56.0	12.0	5.0	46	32 Mrs. Sarah M. Carman, Iroquois, Ont.
100,406	Fearless	Quebec	1893	Quebec, Que.	"	35.8	8.5	4.1	10	7 Jas. King, Quebec, Que.
107,247	Fearless	New Westminster	1898	New Westminster, B.C.	"	61.0	15.0	6.5	53	36 Jos. Meyer, M.O., New West- minster, B.C.
107,501	Fern	Quebec	1895	Quebec, Que.	"	22.2	5.5	1.8	2	1 T. Magnan, Ste. Thede, Que.
107,171	Fida	Port Arthur	"	Collingwood, Ont.	"	24.0	6.5	2.4	2	2 Ben. Almos, Jack Fish, Ont.
103,611	Fidalia	Toronto	1897	Kingston, Ont.	"	38.9	7.6	1.1	9	6 W. C. Crowther, Toronto, Ont.
77,591	Filgate	Montreal	1879	Montreal, Que.	Wheels - Arrows	158.0	25.1	7.8	125	237 O. Gillespie, Cornwall, Ont.
103,152	Fingal	Vancouver	1895	Vancouver, B.C.	Screw - A helice	85.0	19.1	6.5	91	60 Annie McKenzie, Vanconver, B.C.
111,503	Fine Fly	New Westminster	1901	New Westminster, B.C.	Wheels - Arrows	56.0	17.0	4.5	46	29 B. C. Mills, Timber & Trading Co., Ltd., Vancouver, B.C.
33,438	Fine Fly	Montreal	(1841) (1855)	Montreal, Que.	"	108.3	17.9	6.2	211	130 Richelieu & Ontario Nav. Co., Montreal, Que.
90,724	Firefly	Halifax	1886	Chatham, N.B.	Screw - A helice	22.5	5.0	2.5	1	1 Wm. Marshall Black, Halifax, N.S.
100,433	Fisherman	Winnipeg	1892	Saskirk, Man.	"	66.5	15.4	5.4	14	30 Northwest Navigation Co., Ltd., Winnipeg, Man.
71,375	Five Brothers	Quebec	1876	Port Robinson, Ont.	"	42.0	8.8	3.2	11	7 W. Hackett, M.O., Quebec, Que.
107,817	Flash	Peterborough	1899	Peterborough, Ont.	"	26.0	6.1	2.1	5	3 Mrs. Margaret Frevco, Peter- borough, Ont.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc. *Suite.*

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
107,326	Flash.....	Habibay.....	1898 Charlottetown, P. E. I.....	Screw	38 0	8 4	3 8	8	5 Wm. Beazley, Halifax, N. S.
111,450	Fleure de Mai.....	Ottawa.....	1901 Sturgeon Falls, Ont.....	"	34 0	8 0	3 5	7	6 Angèle Marchildon, Sturgeon Falls, Ont.
72,561	Flight.....	Kingston.....	1875 Portsmouth, Ont.....	"	57 0	12 0	10 8	37	27 C. Jones, Brockville, Ont.
100,117	Flora.....	Ottawa.....	1892 Pembroke, Ont.....	"	42 5	8 3	3 1	5	1 W. J. Poopore, Morrisburg, Ont.
103,916	Flora.....	Victoria.....	1898 Lanke Bennett, B. C.....	Stern wheel Parric.	79 5	16 0	1 3	101	61 Klondike Corporation, Ltd., London, Eng.
111,801	Flora Hobden.....	Sault Ste Marie.....	1879 Pillar Point, Mich., U. S. A.....	Screw	51 6	12 0	5 7	22	15 A. J. Casselman, Sault Ste. Marie, Ont.
91,911	Florence.....	Port Hope.....	1901 Brighton, Ont.....	"	48 0	9 0	3 2	6	4 E. P. Ainsworth, Brighton, Ont.
103,811	Florence.....	Belleville.....	1891 Napanee, Ont.....	"	28 3	7 9	3 2	3	2 John Milling, Fredericksburg, Ont.
103,770	Florence.....	Chatham, N. B.....	1896 Newcastle, N. B.....	"	47 5	10 1	4 6	19	13 A. E. Alexander, Campbellton, N. B.
83,072	Florence.....	Ottawa.....	1880 Rockland, Ont.....	"	81 0	18 3	7 0	62	21 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,127	Florence.....	"	1889 Snyder Depot, Ont.....	Centre wheel de milieu.	71 5	21 1	5 0	40	32 D. McLaren, Ottawa, Ont.
85,153	Florence.....	Quebec.....	1883 Quebec, Que.....	Screw	91 2	22 8	9 5	133	90 A. Lepage, St. Alphonse, Que.
103,113	Florence.....	"	1892 Three Rivers, Que.....	"	51 6	10 8	4 1	18	12 Mrs. Clara C. Ritchie, Three Rivers, Que.
88,300	Florence.....	Montreal.....	1885 Lewis, Que.....	"	91 0	19 8	9 0	113	30 Simeon McNaughton, Linc. Ltd., Montreal, Que.

SESSIONAL PAPER No. 21b

85,529	Florence	Toronto	1884	Huntsville, Ont.	Stem wheel Parrels	51 0	10 1	3 0	27	18	Lorenzo McKenny, Ont.	Huntsville, Ont.
92,725	Florence	"	1886	Schomberg, Ont.	"	36 3	6 2	3 6	3	2	Charles Elliott, Bradford, Ont.	Bradford, Ont.
97,163	Florence	Victoria	1891	Victoria, B.C.	"	51 0	14 2	5 9	30	18	J. H. Turner, M.O., Victoria, B.C.	Victoria, B.C.
103,905	Florence	"	1886	Point Blakely, U.S.A.	"	35 3	10 4	4 4	9	6	M. Ferguson, Nainimo, B.C.	Nainimo, B.C.
90,785	Florence	"	1886	Victoria, B.C.	Stern wheel Parrels	61 0	18 5	4 2	59	10	H. M. Dumbleton, Victoria, B.C.	Victoria, B.C.
103,067	Florence	Yarmouth	1865	Yarmouth, N.S.	Screw - A helice	56 7	13 5	5 8	39	22	J. W. Langille, Halifax, N.S.	Halifax, N.S.
91,770	Florence	Owen Sound	1898	Owen Sound, Ont.	"	41 0	7 2	3 5	8	6	J. McDonald and H. Green, Sault Ste. Marie, Ont.	Sault Ste. Marie, Ont.
111,920	Florence	Toronto	1901	Mortimer's Point, Ont.	"	82 4	13 2	5 0	79	52	Alfred Mortimer, Mortimer's Point, Ont.	Mortimer's Point, Ont.
107,894	Florida	Montreal	1900	St. Thomas de Pieuvreille, Que.	"	100 0	18 7	5 8	201	128	Irene Vergeau, Notre Dame de Pieuvreille, Que.	Notre Dame de Pieuvreille, Que.
100,031	Florissant	Toronto	1891	Toronto, Ont.	"	39 0	6 6	3 0	3	2	C. Elford, Toronto, Ont.	Toronto, Ont.
90,751	Flushing	St. John, N.B.	1882	Athens, U.S.A.	"	115 9	21 0	8 2	178	121	Parker Glasier, Lincoln, Stunbury Co., N.B.	Lincoln, Stunbury Co., N.B.
107,712	Flyer	New Westminster	1899	Vancouver, B.C.	"	65 6	11 3	6 9	18	32	Geo. E. Gilley, New Westminster, B.C.	New Westminster, B.C.
103,074	Flyer	Toronto	1892	Kingston, Ont.	"	39 2	6 4	2 8	4	5	John Rogers, Port Sandfield, Ont.	Port Sandfield, Ont.
107,297	Flying Cloud	Winnipeg	1897	Solkirk, Man.	"	32 0	9 8	3 0	6	4	M. Ewing <i>et al.</i> , Solkirk, Man.	Solkirk, Man.
107,178	Forester	Port Arthur	1899	Port Arthur, Ont.	"	32 0	7 8	3 0	5	3	Thomas R. Woodside, Arthur, Ont.	Woodside, Port Arthur, Ont.
92,311	Forrest	Quebec	1887	Chicoutimi, Que.	"	58 0	11 1	7 0	26	18	A. Sturton, Chicoutimi, Que.	Chicoutimi, Que.
90,772	Forrester	Windsor, Ont.	1885	Windsor, Ont.	"	30 8	7 6	2 5	3	2	J. Flintoft, Sarnia, Ont.	Sarnia, Ont.
103,225	F Macks	Ottawa	1889	Kingston, Ont.	"	25 0	4 8	2 1	1	1	F. C. McNie, <i>et al.</i> , Placy, Ont.	Kingston, Ont.
80,715	Frances	Pasphebie	1885	Oak Bay, Que.	Wheels - A rones	58 0	20 0	4 0	19	8	J. H. Taylor, Campbellton, N.B.	Campbellton, N.B.
107,192	Frances	Kingston	1864	Bedford Mills, Ont.	Screw - A helice	55 2	11 1	7 6	47	21	T. H. Kirby, Ottawa, Ont.	Ottawa, Ont.
107,805	Frank	Montreal	1900	Cardinal, Ont.	"	40 0	10 0	3 2	16	3	The Gilbert Bros., Cardinal, Que.	Cardinal, Que.
92,337	Frank	Quebec	1886	St. Leon, Que.	"	65 0	16 6	4 1	58	39	Mrs. Eliza A. Stanton, St. Leon, Que.	St. Leon, Que.
103,651	Frank Barton	Winnipeg	1896	Solkirk, Man.	"	65 0	15 6	7 8	52	35	Northwest Nav. Co., Ltd., Winnipeg, Man.	Winnipeg, Man.
80,649	Frank C. Batt	Charlottetown	1883	Yarmouth, N.S.	"	59 5	13 6	5 9	33	16	Joseph Read, Summerside, P.E.I.	Summerside, P.E.I.
107,199	Frank G. McAulay	Saugen	1898	Saugen, Ont.	"	67 6	15 8	7 3	13	29	D. McAulay, Southampton, Ont.	Southampton, Ont.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc. *Suite.*

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
83,390	Frank Jackman	Toronto	1882 Oakville, Ont.	Screw—A helice.	65 0	15 5	6 6	39	26 Canadian Forwarding & Export Co., Ltd., Montreal, Que.
70,287	Frank Perew	Montreal	1867 Buffalo, U.S.A.	"	72 6	16 6	6 7	45	24 A. Stewart, Ottawa, Ont.
92,618	Frankie	Wallaenburg	1888 Wallaenburg, Ont.	"	41 5	9 8	3 1	24	16 John Lee, Wallaenburg, Ont.
103,159	Fraser	Vancouver	1896 Vancouver, B.C.	"	67 2	12 1	1 8	36	25 Wm. Hickey, Vancouver, B.C.
107,415	Fred.	Montreal	1899 Montreal, Que.	"	48 4	12 1	5 9	21	16 Spicomes McNaughton & Linn, Ltd., Montreal, Que.
94,688	Fred A. Hodgson	Collingwood	1890 Collingwood, Ont.	"	83 8	16 9	6 8	63	13 Dominion Fish Co., Ltd., Winnipeg, Man.
92,302	Fred Davidson	"	1887 Pictou, N.S.	"	62 0	14 7	6 9	43	29 Jas. L. D. Sims, Little Current, Ont.
103,290	Fred Glasier	St. John, N.B.	1896 Lincoln, N.B.	"	57 9	8 8	4 1	19	7 P. Glasier, Lincoln, Sarnbury Co., N.B.
.....	Fred Hotchkiss	Toronto	1870 Collingwood, Ont.	"	48 6	8 6	5 0	18	13 Muskeoka Mill & Lumber Co., Toronto, Ont.
92,478	Fred M. Batt	Charlottetown	1888 Mt. Stewart, P.E.I.	"	67 5	18 0	7 7	60	38 Wm. H. Batt, Charlottetown, P.E.I.
103,699	Freddie	Sault Ste. Marie	1897 Richard's Landing, Ont.	"	28 0	7 6	3 1	5	3 F. V. Rodgers, Richard's Landing, Ont.
80,621	Freddie V	Yarmouth	1881 Yarmouth, N.S.	"	61 0	13 2	5 6	27	13 Hugh Gann, Yarmouth, N.S.
103,773	Fredrick A	Charlottown, N.B.	1896 Pictou, N.S.	"	57 0	14 3	5 8	31	21 M. F. Mooney, St. John, N.B.
100,584	Fredie	Montreal	1890 Montreal, Que.	"	47 0	9 2	5 8	16	10 Isaac G. Ogden, Montreal, Que.

SESSIONAL PAPER No 21b

107,668	Frontenac	Quebec	1899	Levis, Que.	119.6	28.1	9.6	301	206	La Compagnie Maritime et Industrielle de Levis, Levis, Que.
111,767	Frontenac	Kingston	1901	Garden Island, Ont.	89.0	21.8	7.8	111	64	The Calvin Co., Ltd., Garden Island, Ont.
103,882	G. B. Greene	Ottawa	1896	Quyon, Que.	112.4	11.8	8.0	255	218	The Upper Ottawa Improvement Co., Ottawa, Ont.
85,354	G. B. Patten	"	1882	Aylmer, Que.	61.2	12.3	5.6	30	18	" " "
63,912	G. D. Hunter	St. John, N.B.	1873	Portland, N.B.	72.0	18.5	8.1	68	13	A. B. Roddick, St. John, N.B.
85,291	G. H. Nutter	Ottawa	1881	Buffalo, U.S.A.	42.0	11.0	6.0	11	9	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,269	G. K. King	St. John, N.B.	1897	Gondola Point, N.B.	57.2	15.1	6.4	45	31	The J. W. McMary Co., Ltd., St. John, N.B.
92,288	G. P. McIntosh	Owen Sound	1888	Meaford, Ont.	78.0	16.0	7.3	58	10	James Playfair, Simcoe, Ont.
103,570	Gadabout	Montreal	1885	New York, U.S.A.	30.6	6.8	2.6	3	2	C. R. Hosmer, Montreal, Que.
107,409	Gaddy	"	1895	Jersey City, U.S.A.	27.2	7.2	2.4	2	2	James Bryce, Allan, Montreal, Que.
107,206	Galatia	Winnipeg	1898	Wabigoon, Ont.	60.0	12.5	3.8	46	30	L. R. Johnston et al., Wabigoon, Ont.
96,983	Galena	New Westminster	1888	Kootenay River, U.S.A.	79.8	16.0	5.0	73	50	M. T. Johnson, Victoria, B.C.
83,430	Gambians	Halifax	1881	Halifax, N.S.	48.0	15.2	5.5	28	19	Halifax Breweries Co., Ltd., London, Eng.
100,035	Garden City	Toronto	1892	Toronto, Ont.	177.9	26.1	16.0	637	101	Thomas Nilan, St. Catharines, Ont.
77,901	Garnet	Montreal	1885	Valleyfield, Que.	124.7	21.6	7.1	132	96	Miss Maggie Gillespie, Cornwall, Ont.
96,903	Garnet	Kingston	1889	Kingston, Ont.	53.0	11.6	1.5	19	12	James P. MacDonald, Minasaga Island, Ont.
107,710	Geisha	Toronto	1900	Toronto, Ont.	50.9	10.0	1.2	20	13	John Hendry, Toronto, Ont.
163,681	Gen	"	1897	Port Sydney, Ont.	35.0	10.0	3.5	9	6	A. S. Smith, Stephenson Township, Muskoka, Ont.
6061,118	Gen	Victoria	1871	Victoria, B.C.	71.0	13.0	2.6	60	27	C. T. Millard, New Westminster, B.C.
100,516	Gen	Digby	1896	Westport, N.S.	32.0	6.5	4.6	5	2	John E. Moore, St. John, N.B.
107,085	Gen	Ottawa	1897	Rat Portage, Ont.	33.0	7.0	1.0	11	7	Thos. Smith, Rat Portage, Ont.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.				
						ft. mths. ft.	inches.	ft. mths. ft.	inches.			
96,385	Gemin	New Westminster	1891	New Westminster, B.C.	Screw	A	bedee	49 0	7 6	3 8	8	6-James A. Clarke, New Westminster, B. C.
107,482	Genl. Weitzel	Sault Ste. Marie	1881	Buffalo, U.S.A.	"	"	"	57 0	12 0	5 9	32	21-W. H. Plummer, Sault Ste. Marie, Ont.
83,526	General Wolskye	Toronto	1881	Oakville, Ont.	Wheels	A	roues	103 0	20 2	6 1	123	70-John Nisbet, M.O., Owen Sound, Ont.
83,353	Geo. A. Harris	Ottawa	1882	Hull, Que.	Screw	A	bedee	99 0	18 8	7 2	87	56-The Ottawa Transportation Co. Ltd., Ottawa, Ont.
107,335	George A. R.	Yamouli	1900	U. S. A.	"	"	"	16 0	1 0	2 4	1	1-George H. Robertson, Pulmon, N.S.
73,644	George Douglas	St. Catharines	1880	Thorold, Ont.	"	"	"	56 5	14 6	5 3	12	18-James Cannon, Owen Sound, Ont.
71,218	George Maythem	Sarnia	1870	Buffalo, U.S.A.	"	"	"	53 6	15 7	7 8	40	27-D. B. McGee, Mel drum Bay, Ont.
96,879	George Swann	Goderich	1891	Kincardine, Ont.	"	"	"	48 1	13 2	1 6	18	12-Thomas McGaw, Kincardine, Ont.
100,302	Georgina	Windsor, Ont.	1885	Saugatuck, Mich., U.S.A.	"	"	"	13 0	12 6	5 5	28	19-John Sullivan, Little Current, Ont.
80,306	Georgina	Toronto	1861	Georgian Bay, Ont.	"	"	"	130 0	21 8	11 5	377	227-The Canadian Pacific Ry. Co., Montreal, Que.
63,640	Georgiana	Montreal	1871	Buffalo, U.S.A.	"	"	"	61 5	18 0	7 5	51	28-Sincennes McNaughton Line, Ltd., Montreal, Que.
92,617	Georgina	Port Arthur	1893	Port Arthur, Ont.	"	"	"	71 0	11 8	7 0	41	30-J. Maloney, Port Arthur, Ont.
97,120	Gerardine	Collingwood	1893	Parry Sound, Ont.	"	"	"	66 0	11 1	6 8	65	15-J. Galua, Parry Sound, Ont.
107,161	Germanic	"	1899	Collingwood, Ont.	"	"	"	101 0	32 0	12 1	101	676-The Northern Navigation Co. of Ontario, Ltd., Collingwood, Ont.

SESSIONAL PAPER No. 21b

69,636	Gertie	Quebec	1873	Buffalo, U.S.A.	"	"	10.7	11.4	5.5	17	9	Israel Clement, Lacadie, Que.
107,696	Gertie C	Toronto	1899	Fesserton, Ont.	"	"	17.0	10.5	4.6	15	10	W. W. Carter, Fesserton, Ont.
107,218	Gertie H	Winnipeg	1900	Winnipeg, Man.	Stem wheel Fairport.	Rome	22.0	19.0	3.6	91	61	J. S. Hall <i>et al.</i> , Winnipeg, Man.
50,573	Gertrude	Toronto	1886	Toronto, Ont.	Screw	A helix	75.0	16.4	6.2	76	51	The Toronto Ferry Co., Ltd., Toronto, Ont.
100,015	Gertrude	Brookville	1895	Brookville, Ont.	"	"	27.2	6.1	3.2	3	1	P. F. Nolan, Brookville, Ont.
85,420	Gertrude A. Ran ney	St. Catharines	1883	Port Colborne, Ont.	"	"	42.1	10.1	1.8	14	9	Noble Bros. Co., Ltd., Owen Sound, Ont.
103,715	Gertrude M	Barrington	1898	Liverpool, N.S.	"	"	70.0	17.0	7.5	48	25	Cape Island Steamship Co., Ltd., Cape Island, N.S.
85,712	Gilbert	Prescott	1881	Cardinal, Ont.	"	"	72.0	19.0	5.5	41	28	Gilbert Bros. Engineering Co., Ltd., Montreal, Que.
85,370	Gilphie	Ottawa	1881	Lockport, N.S.	"	"	75.0	11.6	11.0	19	18	A. E. Bowman, Southampton, Ont.
85,677	Gipsy	New Westminster	1881	New Westminster, B.C.	Stem wheel Fairport.	Rome	18.0	12.0	3.0	50	31	B. C. Mills, Timber & Trading Co., Vancouver, B.C.
103,295	Gipsy	"	1893	Seattle, U.S.A.	Screw	A helix	32.0	9.0	3.1	10	7	M. B. Wilkison, M. O., Vancouver, B.C.
69,429	Gipsy	Pictou, N.S.	1874	Yarmouth, N.S.	"	"	32.7	12.0	5.0	17	11	Hugh McDonald, Sydney, N.S.
90,536	Glacal	Montreal	1885	Sorel, Que.	"	"	103.2	21.0	7.8	109	71	C. Bungeous, Ste. Angele, Que.
88,371	Glad Tidings	Victoria	1881	New Westminster, B.C.	"	"	97.0	13.5	8.5	13	27	Methodist Church, Toronto, Ont.
61,333	Gladiator	Sydney	1864	Brooklyn, U.S.A.	"	"	74.0	18.0	8.0	70	37	A. W. Gordon, North Sydney, N.S.
100,678	Gladys	Kingston	1891	Smith's Falls, Ont.	"	"	75.7	9.7	7.3	26	18	A. W. Thompson, Ottawa, Ont.
107,722	Gladys	Vancouver	1899	Jersey City, U.S.A.	"	"	15.1	10.0	3.9	9	6	Controller, Northwest Mounted Police, Ottawa, Ont.
107,236	Gleaner	Victoria	1899	Lake Bennett, B.C.	Stem wheel Fairport.	Rome	113.0	24.6	5.5	241	149	John Irving Navigation Co., Ltd., Victoria, B.C.
100,606	Gleason	Annapolis	1891	Granville, N.S.	Screw	A helix	52.0	19.0	1.0	32	25	W. H. Weatherpoon, Granville, N.S.
90,557	Glengarry	Montreal	1872	St. Catharines, Ont.	"	"	170.0	26.0	11.2	732	438	Montreal Transportation Co., Montreal, Que.
100,097,119	Glenora	Dawson	1898	Tacoma, U.S.A.	Stem wheel Fairport.	Rome	126.2	28.8	5.0	512	311	R. P. McLennan, Dawson, Y.T.
61,146	Glenora	Victoria	1871	Victoria, B.C.	Wheels	A rones	102.7	20.2	1.0	193	119	Robert Irving, New Westminster, B.C.
107,311	Glenora	St. Catharines	1900	Fort Erie, Ont.	Screw	A helix	15.3	10.1	1.1	17	10	John W. Dean, Fort Erie, Ont.
100,028	Glenosh	Toronto	1891	Magnetawan, Ont.	"	"	66.5	13.5	1.3	63	61	Arthur Wallen, Magnetawan, Ont.
85,308	Glide	Ottawa	1881	Ottawa, Ont.	"	"	72.6	18.8	6.1	80	59	Wm. Lawlor, Hawkesbury, Ont.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc. *Suite.*

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	(Gross) Tonn.		
					ft. in.	ft. in.	ft. in.	tons.		
	Glide.....	Kingston.....	1866 Brockville, Ont.....	Screw	71 2	13 2	8 1	78	35	Montreal Transportation Co., Montreal, Que.
107,483	Glyn.....	Sault Ste. Marie.....	1900 Richard's Landing, Ont.....	"	47 0	11 5	6 0	20	12 S.	Shuman, Richard's Landing, Ont.
107,856	Gold Star.....	Dawson.....	1898 St. Michael, Alaska, U.S.A.	Stem wheel Farnen.	91 0	22 0	3 4	168	99	Thos. Nixon, Dawson, Y.T.
71,248	Golden City.....	Toronto.....	1873 Buffalo, U.S.A.....	Screw	57 6	12 3	5 7	35	26	Jas. W. McCoppin, Port Col- borne, Ont.
75,819	Goliath.....	Halifax.....	1863 Philadelphia, U.S.A.....	"	88 1	18 4	11 7	147	100 J.	McFarridge, jr., Halifax, N.S.
91,716	Gordon Brown.....	Port Stanley.....	1901 Port Stanley, Ont.....	"	69 0	12 2	5 1	33	22	A. C. Brown, Port Stanley, Ont.
88,625	Gordon Gauthier.....	Windsor, Ont.....	1884 Wallaceburg, Ont.....	"	52 7	13 9	6 4	26	18	Dominion Fish Co., Ltd., Winni- peg, Man.
88,628	Gordon Jerry.....	"	1884 River Ruscom, Ont.....	"	102 0	24 7	6 1	124	84 S.	W. Marchmont, Toronto.
106,149	Gordon M.....	Winnipeg.....	1895 Keewatin, Ont.....	"	30 0	6 5	2 4	3	2	Henry W. Mackey, Keewatin, O.
100,499	George.....	Victoria.....	1892 Victoria, B.C.....	"	29 2	7 1	3 3	3	2	James L. Raynor, Victoria, B.C.
107,944	Gosson.....	St. Catharines.....	1888 Detroit, U.S.A.....	"	38 6	10 2	3 2	15	10	Michael J. Hogan, Quebec, Que.
85,498	Grace Darling.....	Collingwood.....	1886 | 1897 | Collingwood, Ont.....	"	50 0	13 7	5 6	28	19	A. J. Shaw, Parry Sound, Ont.
85,706	Grace Darling.....	Wallaceburg.....	1884 Wallaceburg, Ont.....	"	51 0	12 9	4 5	26	18 J.	H. Kiddermaster, Sarnia, Ont.
111,918	Grace Holland.....	Toronto.....	1901 Peterborough, Ont.....	"	27 0	6 0	2 0	3	2	Wm. E. Bigwood, Toronto, Ont.

SESSIONAL PAPER No. 21b

103,880	Gracie	Montreal	1891	Lachine, Que.	Wheels—A rones	42 1	9 0	3 1	11	7 M. A. Jessner, Cornwall, Ont.
111,453	Gracie B.	Winnipeg	1901	Winnipeg, Man.	Screw—A helice	46 0	9 0	5 0	21	H. C. F. Bunnell, Winnipeg, Man.
197,213	Graham	"	1896	Fort Chipewyan, N.W.T.	Stern wheel—Roue à Paucelle	140 0	24 0	4 6	366	The Hudson Bay Co., London, Eng.
80,576	Great Western	Windsor, Ont.	1866	Windsor, Ont.	Wheels—A rones	220 0	40 2	13 0	1080	Grand Trunk Railway Co., Montreal, Que.
197,496	Greenwood	New Westminster	1900	New Westminster, B.C.	Screw—A helice	41 0	12 4	3 6	23	The Greenwood Canning Co., Ltd., Ebanus, B.C.
85,711	Grenada	Prescott	1883	Prescott, Ont.	"	80 0	15 3	4 0	57	Alex. Shalman, Dundee, Que.
92,110	Grip	Chatham, N.B.	1887	Chatham, N.B.	"	37 8	7 5	4 2	7	Mrs. Annie Adams, Chatham, N.B.
97,071	Gulnar	Charlottetown	1893	Scotstoun, Glasgow, G.B.	"	137 0	29 5	13 6	262	Duncan C. McLeod, Charlottetown, P.E.I.
100,806	Haroldine	Victoria	1893	Golden, B.C.	Stern wheel—Roue à Paucelle	63 5	19 0	3 2	91	Upper Columbia Navigation & Tramway Co., Ltd., Golden, B.C.
111,581	Hypsic	Peterborough	1899	Peterborough, Ont.	Screw—A helice	25 8	6 0	2 8	3	Dickson West, Peterborough, Ont.
75,686	H. C. Curtis	Prescott	1878	Quebec, Que.	"	32 1	13 8	5 6	36	W. H. Davis, Ottawa, Ont.
	H. E. Bronson	Montreal	1870	Montreal, Que.	"	91 8	18 0	7 1	157	Montreal Transportation Co., Montreal, Que.
85,513	H. L. Lovering	Toronto	1883	Port Severn, Ont.	"	62 0	16 0	6 6	55	The Georgian Bay Lumber Co. Ltd., Waukegan, Ont.
51,687	H. M. Mixer	Kingston	1865	Buffalo, N.Y., U.S.A.	"	53 0	13 1	6 6	39	John Wade, Grenville, Que.
100,183	H. Bonenfant	Montreal	1883	Charlemagne, Que.	Centre wheel—Roue de milieu	63 5	28 0	2 3	22	Honore Bonenfant, Charlemagne, Que.
103,696	H. Bonenfant	"	1893	"	"	61 0	29 6	3 1	31	"
103,341	H. Larose	"	1895	Sorel, Que.	Screw—A helice	46 1	12 6	5 0	13	H. Larose, St. Thomas de Pierreville, Que.
103,632	H. Trudel	Ottawa	1890	Stucey, Ont.	Wheels—A rones	35 0	16 0	3 3	13	R. A. Klock, Klock's Mills, Ont.
91,686	Halero	Collingwood	1889	Collingwood, Ont.	Screw—A helice	34 0	9 0	3 8	8	Sir John A. Boyd, Toronto, Ont.
96,794	Halifax	Halifax	1878	New Baltimore, U.S.A.	Wheels—A rones	116 3	39 9	11 5	338	The Dartmouth Ferry Commission, Dartmouth, N.S.
95,099	Halifax	"	1860	Govan, G.B.	Screw—A helice	250 3	35 5	21 5	1738	The Canada Atlantic & Plant S.S. Co. Ltd., Halifax, N.S.
103,395	Halifax	New Westminster	1897	New Westminster, B.C.	"	45 0	12 0	1 9	28	Lam Tung M. O., New Westminster, B.C.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c. *Continued.*

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, &c. *Suite.*

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						Length Longueur	Breadth Largeur	Depth Profondeur	Gross Tonnage					
						Feet, inches (ft., in.)								
96,715	Hall	Ottawa	1889	Montreal, Que.	Screw	162	8	22	5	7	4	247	136 7/16	Ottawa Forwarding Co. Ltd., Ottawa, Ont.
107,241	Haldys	New Westminster	1888	Washington Territory, U.S.A.	"	40	0	11	0	1	0	44	34	W. J. Kane, Kaslo, B. C.
103,337	Hamilton	Montreal	1847 1895	Niagara, Ont. Sorel, Que.	Wheels	175	2	25	2	10	8	938	47	Montreal Safe-Deposit Co., Montreal, Que.
103,842	Hamilton	Ottawa	1896	Sand Point, Ont.	"	131	4	39	5	7	3	320	202	The Upper Ottawa Improvement Co., Ottawa, Ont.
197,466	Hamilton II	Lindsay	1894	Simcoe, Ont.	"	36	5	10	4	3	6	22	14	Bank of Toronto, Toronto, Ont.
107,144	Hamilton	Vancouver	1898	Vancouver, B. C.	"	146	2	30	8	4	6	515	323	Canadian Pacific Railway Co., Montreal, Que.
100,885	Hampstead	St. John, N. B.	1883	Halifax, N. B.	Screw	91	0	17	7	7	0	235	159	F. S. Maber, Hampton, N. B.
107,348	Harbinger	Yarmouth	1901	Shelburne, N. S.	"	97	0	20	0	8	4	169	46	The "Harbinger" Steam Trawling Co., Yarmouth, N. S.
84,354	Harlaw	Windsor, N. S.	1881	Port Glasgow, G. B.	"	165	1	24	5	11	8	451	267	The Halifax & Newfoundland S.S. Co., Ltd., Halifax, N. S.
103,144	Harold	Ottawa	1887	Amport, Ont.	"	17	0	15	1	1	8	1	1	Samuel Sunstrum, jr., Golden Lake, Ont.
94,815	Harold Gauthier	Windsor, Ont.	1888	Walkerville, Ont.	"	36	0	9	0	4	2	9	6	O. E. Fleming, Windsor, Ont.
90,762	Harry Lauré	Godorich	1885 1896	Kingcardine, Ont.	"	61	0	17	0	6	0	12	28	Gas. Leighton, Port Elgin, Ont.
94,623	Harry Bate	Ottawa	1888	Ottawa, Ont.	"	108	0	23	8	7	2	254	141	The Ottawa Forwarding Co. Ltd., Ottawa, Ont.
90,133	Harry Montgom ery	Winnipeg	1887	Solkirk, Man.	"	21	0	8	0	3	5	1	2	Wm. Hughes, Solkirk, Man.

SESSIONAL PAPER No. 21b

72,984	Harry Sewell	Wallaceburg	1875	Wallaceburg, Ont.	52 0	11 8	5 1	25	17	Las. O'Leary and Geo. W. Downs, Port Lambton, Ont.
73,953	Harvey Needon	St. Catharines	1876	Port Dalhousie, Ont.	74 0	16 6	7 9	65	47	M. Lemoux, Midland, Ont.
109,860	Hading	Vancouver	1888	Newcastle-on-Tyne, G.B.	249 0	33 2	17 7	1394	697	Canadian Pacific Railway Co., Montreal, Que.
97,183	Havana	Windsor, N.S.	1871	Hantsport, N.S.	181 4	23 7	16 8	471	246	G. W. Churchill and J. M. Churchil, J. O. Hantsport, N.S.
103,636	Haawywa	Ottawa	1896	Ottawa, Ont.	35 3	7 3	3 6	4	3	J. C. Brennan, Ottawa, Ont.
100,623	Hazard	Port Dover	1892	Simses, Ont.	62 7	11 7	6 7	34	23	E. Harris, Port Dover, Ont.
92,706	Hazel	Winnipeg	1890	St. Kirk, Man.	37 0	9 5	3 7	8	5	Dominion Fish Co. Ltd., Winnipeg, Man.
107,834	Hazelton	Victoria	1901	Victoria, B.C.	131 4	21 0	1 4	378	236	Robert Cunningham, Port Essington, B.C.
85,452	Heather Belle	Collingwood	1882	Meaford, Ont.	50 0	12 6	5 8	20	13	D. McDonald, Owen Sound, Ont.
103,637	Heather Belle	Winnipeg	1896	Norman, Ont.	39 3	11 0	3 5	21	11	H. J. Davis, Rat Portage, Ont.
107,613	Hebron	Ottawa	1899	Ottawa, Ont.	98 4	21 0	8 0	149	98	James H. Hall <i>et al.</i> , Ottawa, Ont.
103,902	Hector	Montreal	1898	Sorel, Que.	33 0	15 8	5 7	21	14	Canadian Forwarding & Export Co. Ltd., Montreal, Que.
	Hector	Port Colborne	1873	Port Colborne, Ont.	61 0	15 0	7 4	43	29	M. J. Hogan, Port Colborne, Ont.
77,771	Helen	Goderich	1877	Southampton, Ont.	31 0	10 0	4 0	5	3	B. Macleod, Little Current, Ont.
107,323	Helen May Butler	Halifax	1895	West Mystic, U.S.A.	91 4	16 5	7 0	67	16	David T. Leslie, Spray Bay, N.S.
107,695	Helen S.	Toronto	1899	Collins Inlet, Ont.	80 0	16 2	9 5	86	58	The Collins Inlet Lumber Co., Toronto, Ont.
80,584	Helena	"	1877	Gravenhurst, Ont.	44 0	7 6	2 8	13	9	Joseph C. Hucksin, Toronto, Ont.
92,414	Henrietta	Chatham, N.B.	1886	Beaver Point, N.B.	41 3	13 0	3 7	19	13	George Dutch, Beaver Point, N.B.
100,685	Hennietta	New Westminster	1891	Seattle, U.S.A.	30 0	8 0	4 5	7	5	P. Genelle, Tappan Stirling, B.C.
100,390	Hennietta	Hamilton	1894	Hamilton, Ont.	28 0	7 0	3 6	3	2	J. Edwards, Hamilton, Ont.
75,820	Henry Hoover	Halifax	1863	Philadelphia, U.S.A.	65 7	16 8	7 2	55	37	The Halifax Toy Boat Co. Ltd., Halifax, N.S.
71,107	Henry Smyth	Chatham, Ont.	1877	Wallaceburg, Ont.	69 5	16 0	6 6	40	27	C. W. Gaudner, Sandwich, Ont.
111,921	Hephurn	Toronto	1901	Racine, Wis., U.S.A.	50 5	8 6	1 2	15	10	John H. Wilnot, Racine, Wis., U.S.A.
103,695	Herbert	Sault Ste. Marie	1897	Sault Ste. Marie, U.S.A.	12 6	12 0	7 0	21	10	N. McDonald, Sault Ste. Marie, Ont.
92,736	Herbert M.	Toronto	1887	Russell Point, Ont.	43 0	10 2	5 8	26	18	Charles Mickle, Gravenhurst, Ont.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c. *Continued*LISTE ALPHABÉTIQUE des vapeurs canadiens inscrit sur les registres, etc. *Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Registre.	
66,919	Heracles	St. John, N. B.	1874	Portland, St. John, N. B.	Screw—A helice	73 0	20 0	8 2	87	21	Archibald Tapley, St. John, N. B.
107,105	Heracles	Victoria	1878	Nelson, B. C.	Steam screw land à vapeur.	79 5	14 8	5 9	65	44	A. Campbell, Kaslo, B. C.
111,448	Heracles	Ottawa	1901	Pembroke, Ont.	Steam wheel Farrière.	46 6	18 0	4 6	21	18	Upper Ottawa Improvement Co., Ottawa, Ont.
	Hero	Hamilton	1861	Hamilton, Ont.	Screw—A helice	65 6	11 8	6 2		37	Thomas Barrie, Sombra, Ont.
94,751	Hero	St. John, N. B.	1889	Portland, N. B.	Wheels—A roues	92 2	21 3	6 2	128	81	Parker-Glasier, Lincoln, Sombury Co., N. B.
97,020	Howard McLaugh	St. Catharines	1898	St. Catharines, Ont.	Screw—A helice	47 0	15 7	8 0	42	29	M. P. Davis, Ottawa, Ont.
107,730	Hiack	Vancouver	1900	Vancouver, B. C.	Auxiliary schooner Goëlette-auxiliaire.	45 0	17 5	5 2	24	16	Charles E. Crockett, Vancouver, B. C.
72,982	Hiawatha	Sarnia	1874	Dresden, Ont.	Screw—A helice	92 7	20 0	7 6	103	111	Sarnia Tug & Transit Co., Sarnia, Ont.
83,214	Hiawatha	Windsor, N. S.	1882	Hantsport, N. S.	"	132 5	21 3	8 0	250	117	J. A. Farquhar, Halifax, N. S.
100,768	Hiawatha	Toronto	1895	Toronto, Ont.	"	56 0	13 3	6 3	46	31	Royal Canadian Yacht Club, Toronto, Ont.
88,508	High Rock (The)	Kingston	1885	Kingston, Ont.	"	41 6	10 0	3 9	8	5	Thomas Wilson, Montreal, Que.
103,229	High View Launch	Ottawa	1893	New York, U. S. A.	"	25 2	6 2	2 6	2	1	Mrs. Maria McAllister, Pen- broke, Ont.
80,836	Highland Mary	Halifax	1880	Shelburne, N. S.	"	68 8	22 0	7 0	74	50	Wm. Beazly and Henry Beazly, Halifax, N. S.
111,452	Highlander	Winnipeg	1900	Solkirk, Man.	"	66 0	11 5	6 6	59	39	R. Smith, Solkirk, Man.

SESSIONAL PAPER No. 21b

97,079	Hillsborough	Charlotte-town	1894 M.L. Stewart, P. E. I.	Wheels—A routes	105 0	25 0	8 4	229	66	The Government of P. E. Island, Charlotte-town, P. E. I.
107,600	Biran R. Dixon	Owen Sound	1883 Mystic, U.S.A.	"	150 0	20 0	9 0	483	282	Dominion Fish Co. Ltd., Winnipeg, Man.
90,546	Hochelega	Montreal	1886 Sorcl, Que.	"	178 9	26 3	9 2	419	236	Montreal Safe Deposit Co., Montreal, Que.
95,094	Hollybank	Victoria	1888 Glasgow, Scotland, G.B.	Screw—A helice	26 0	7 0	3 3	3	1	Mrs. Charlotte M. Reeve, Montreal, P.C.
97,001	Hone Rule	St. Catharines	1890 Thorold, Ont.	"	71 9	17 0	9 4	81	45	James B. Hackett, Andlersburg, Ont.
92,303	Hone Rule	Collingwood	1887 Penetanguishene, Ont.	"	28 0	5 7	2 4	3	2	Wilfred France, M.O., Penetanguishene, P.O., Ont.
111,499	Houffleur	Quebec	1900 St. Henri de Tallon, Que.	"	38 5	10 2	4 9	19	13	Charles Polym, St. Jerome, Que.
103,897	Hong Kong	New Westminster	1897 New Westminster, B.C.	"	59 2	12 2	5 1	36	25	John T. Willand, M.O., Vancouver, B.C.
103,242	Honoré	Montreal	1894 Vercheres, Que.	"	51 8	12 7	4 9	22	15	S. Thompson and W. J. Finn, Cascades Point, Que.
77,562	Hope	St. John, N.B.	1878 Sorcl, Que.	Wheels—A routes	134 0	23 0	7 9	306	162	Archibald Tapley, St. John, N.B.
64,963	Hope	Quebec	1871 Point Lévis, Que.	Screw—A helice	43 8	11 0	4 7	15	7	J. S. Thom, Quebec, Que.
103,141	Hope	"	1893 Quebec, Que.	"	11 6	11 0	4 2	19	7	John S. Thom, Quebec, Que.
88,368	Hope	Victoria	1881 Seattle, U.S.A.	"	72 2	16 2	8 5	78	48	Sayward Mill & Timber Co., Ltd., Victoria, B.C.
71,252	Hope	Windsor, Ont.	1870 Detroit, Mich., U.S.A.	"	95 0	25 0	8 2	170	116	The Bridgeburg & Black Rock Ferry Co. Ltd., Fort Erie, Ont.
90,739	Horse Shoe	Victoria	1888 Victoria, B.C.	"	47 6	11 9	4 8	18	11	J. H. Todd, Victoria, B.C.
100,720	Hosanna	Montreal	1893 Sorcl, Que.	"	58 6	23 0	6 0	89	39	Richelieu & Ontario Navigation Co., Montreal, Que.
90,549	Houghton	"	1863 Newburgh, U.S.A.	"	60 5	16 6	6 1	49	21	N. Dymont, Barrie, Ont.
83,364	Hubert Larkin	Quebec	1882 Lévis, Que.	"	61 0	13 5	6 2	49	33	W. J. Pope, Morrisburg, Ont.
100,181	Hudson	Montreal	1891 Sorcl, Que.	Wheels—A routes	128 5	25 1	6 4	158	80	Sincoines McNaughton Line, Ltd., Montreal, Que.
107,783	Hudson	Ottawa	1899 Barry's Bay, Ont.	Stem wheel—Roue à Farrière	73 5	17 0	3 3	45	37	H. E. Hudson and J. C. Hudson, Barry's Bay, Ont.
103,664	Hudson's Messenger	Bay Winnipeg	1897 Rat Portage, Ont.	Screw—A helice	33 0	7 4	3 2	5	3	Hudson Bay Co., London, Eng.
107,161	Hugh S	Collingwood	1897 Collingwood, Ont.	"	30 0	12 4	5 9	24	16	Mrs. Hannah M. Stalker, Collingwood, Ont.
66,091	Humber	Quebec	1873 South Quebec, Que.	"	50 2	11 5	5 7	13	3	Mrs. Leone Paré, Laclaine, Que.
107,439	Hummer	Vancouver	1895 Vancouver, B.C.	"	26 1	7 2	3 0	3	2	The Wurtzlang Co., Ltd., Vancouver, B.C.
83,343	Hunkidori	Quebec	1881 Quebec, Que.	"	30 1	9 4	4 7	10	3	Jas. Murphy, Quebec, Que.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc. *Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
71,216	Huron.....	Sarnia.....	1875	Point Edward, Ont.....	Screw—A helice.....	238.5	53.9	12.8	1652	688 Grand Trunk Railway Co., Montreal, Que.
85,321	Huron.....	Toronto.....	1882	Owen Sound, Ont.....	".....	71.7	15.3	8.5	70	56 The Ontario-Lumber Co., Toronto, Ont.
107,132	Huron.....	Goderich.....	1898	Goderich, Ont.....	".....	71.7	17.0	6.6	55	38 W. Marlton, Goderich, Ont.
107,245	Huron.....	New Westminster.....	1892	New Westminster, B.C.....	".....	30.0	7.0	3.0	7	5 The Cleve Canning & Cold Storage Co., Ltd., Vancouver, B.C.
100,948	Huron Belle.....	Collingwood.....	1889	Sand Beach, U.S.A.....	".....	50.0	12.0	5.0	57	18 Geo. A. Fraser, Sarnia, Ont.
103,045	Hurtubise.....	Ottawa.....	1891	Casselman, Ont.....	".....	52.0	17.0	4.3	16	13 La Banque Ville Marie, Montreal, Que.
(072,688	Hyack.....	Victoria.....	1876	Victoria, B.C.....	Wheels—A roues.....	32.5	29.7	3.5	34	31 James Abrams, Nanaimo, B.C.
100,637	Hyack.....	".....	1892	Golden, B.C.....	".....	81.0	11.2	3.9	39	25 The Upper Columbia Nav. & Tramway Co., Golden, B.C.
88,250	Hydra.....	Deseronto.....	1892	Trenton, Ont.....	Screw—A helice.....	40.0	7.0	4.7	6	4 Seth Benson, Deseronto, Ont.
92,440	Hygeia.....	Toronto.....	1886	Kingston, Ont.....	".....	30.0	5.4	2.6	2	1 Samuel May, Toronto, Ont.
100,460	Hygeia.....	Sydney.....	1886	Levis, Que.....	".....	72.6	16.6	6.7	58	39 Cape Breton Electric Light Co., Ltd., Sydney, N.S.
96,807	I. B. Hamblen.....	Halifax.....	1891	Providence, U.S.A.....	".....	68.2	14.6	5.3	32	22 Jas. A. Farquhar, Halifax, N.S.

SESSIONAL PAPER No. 21b

111,761	Jagara	Kingston, Ont.	1901	Kingston, Ont.	"	"	40.8	9.6	4.0	7	5 Davis Dry Dock Co., Ltd., Kingston, Ont.
90,460	Iola	Winnipeg	"	Unknown	"	"	49.5	9.0	4.3	19	13 P. McArthur, Westbourne, Man.
83,225	Iola	Ottawa	"	1880 Lake Barriere, Que.	"	"	56.2	18.0	4.9	17	11 J. C. Edwards, North-Nation Mills, Que.
88,564	Iola	"	"	1881 Deseronto, Ont.	"	"	95.6	20.6	6.2	27	153 Jos. Lariviere and Oliver Angers, J.O., Ste. Anne-de-Bellevue, Que.
85,367	Iola	"	"	1881 Brockville, Ont.	"	"	46.0	8.0	9.8	21	6 Arthur Starkey, Furry Sound, Ont.
92,613	Iola	Port Arthur	"	1887 Port Arthur, Ont.	"	"	41.1	11.1	5.3	19	13 Murdoch McInnes and A. E. Sutherland, J.O., Port-Caldwell, Ont.
92,757	Iola	Quebec	"	1889 Quebec, Que.	"	"	49.5	12.2	4.6	26	7 Canadian Forwarding & Export Co., Ltd., Montreal, Que.
103,354	Iola	"	"	1877 Portsmouth, Ont.	"	"	35.0	7.2	3.0	10	9 Quebec & Lake St. John Railway Co., Montreal, Que.
90,559	Iola	Port Burwell	"	1890 Houghton, Ont.	"	"	28.0	7.0	3.2	6	3 C. C. Pates, Clear Creek, Ont.
103,188	Iola Lane	Yarmouth	"	1896 Shelburne, N.S.	"	"	61.0	13.6	6.7	15	30 H. T. LeBlanc, Tusket Wedge, N.S.
71,071	Iola M.	Amherstburg	"	1890 Detroit, U.S.A.	"	"	60.0	10.0	4.8	11	7 John McCormick, Pelee Island, Ont.
96,984	Iolalo	New Westminster	"	1888 Idaho, U.S.A.	"	"	36.5	9.0	3.8	6	1 Arthur Punting, Banner's Ferry, Idaho, U.S.A.
100,435	Iolalala	Winnipeg	"	1892 St. Kirk, Man.	"	"	70.2	16.5	6.0	51	37 North-west Navigation Co., Ltd., Winnipeg, Man.
100,285	Iolal Hour	Peterborough	"	1891 Peterborough, Ont.	"	"	"	"	"	2	2 R. S. Moffatt, Peterborough, Ont.
103,094	Iolal Hour	Montreal	"	1891 New York, U.S.A.	"	"	25.6	6.0	2.4	4	3 M. Molson, Montreal, Que.
107,455	Ioller	Vancouver	"	1897 Vancouver, B.C.	"	"	28.0	7.9	3.0	3	2 H. P. Smith, Vancouver, B.C.
111,539	Ioller	"	"	1898	"	"	32.0	8.0	3.2	4	2 Stanley Meninick and Thos. J. Dunn, Arrowhead, B.C.
100,683	Iloclilwaet	New Westminster	"	1892 Revelstoke, B.C.	"	Stem wheel Lathery.	78.0	15.0	4.0	98	62 Canadian Pacific Railway Co., Montreal, Que.
100,018	Iliedliwaet	Brockville	"	1897 Brockville, Ont.	"	Screw A lathery.	50.4	7.8	4.5	16	10 J. M. Walsh, Brockville, Ont.
107,486	Imperial	South Ste. Marie	"	1876 Buffalo, U.S.A.	"	"	51.0	14.0	5.5	36	22 James Gamble, South Ste. Marie, Ont.
90,571	Imperial	Windsor, Ont.	"	1886 Toronto, Ont.	"	"	109.0	22.0	7.0	150	91 The Lake Erie Navigation Co., Ltd., Kingston, Ont.
111,577	Ima	Toronto	"	1901	"	"	56.0	9.3	3.7	11	10 Wm. J. Gage, Toronto, Ont.
75,880	Ima	Pictou, N.S.	"	1879 Pictou, N.S.	"	"	25.5	10.2	3.2	4	2 D. McDonald, Fisher's Grant, N.S.
100,674	Ima	Vancouver	"	1893 Vancouver, B.C.	"	"	31.8	8.0	3.2	8	5 J. S. Doherty, Vancouver, B.C.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, etc. *Continued.*LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc. *Suite.*

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built—Constructé.	Where Built. Lieu de construction.	How propelled. Mode de propulsion.	Register Dimensions.			Tonnage Registers.	Owner, or Managing Owner, and Address. Armateur ou amateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
107,735	India.....	Kingston.....	1899	Garden Island, Ont.....	Screw A helice.....	215.9	36.4	15.0	976	The Calvin Co., Ltd., Garden Island, Ont.
85,427	Inez.....	St. Catharines.....	1884	Welland, Ont.....	"	65.0	15.9	8.0	59	Jos. Murphy, Fort William, Ont.
88,535	Inez.....	Hamilton.....	1889	Carleton Place, Ont.....	"	21.6	6.1	3.5	2	Geo. T. Tuckett, Hamilton, Ont.
96,906	Jugomar.....	Kingston.....	1890	"	"	61.0	10.5	3.6	22	Chas. C. Newton, Montreal, Que.
96,849	International.....	Sarnia.....	1872	Fort Erie, Ont.....	"	210.0	10.0	12.8	851	J. H. Walker, Walkerville, Ont.
89,690	International.....	Prescott.....	1881	Montreal, Que.....	"	182.0	30.0	10.0	385	Can. Pac. Car & Pass. Transfer Co., Ltd., Prescott, Ont.
103,489	International.....	Victoria.....	1896	Kaslo, B.C.....	Stern wheel Parrière.	142.0	24.9	5.6	526	The International Nav. & Trading Co., Ltd., Kaslo, B.C.
83,574	Inter-Ocean.....	Toronto.....	1881	Nipissing, Ont.....	Screw A helice.....	103.1	22.5	6.0	141	The Muskoka & Nipissing Nav. Co., Gravenhurst, Ont.
91,682	Interocean.....	Collingwood.....	1888	Collingwood, Ont.....	"	71.0	16.0	7.2	148	E. G. Shorts, Wallaceburg, Ont.
107,175	Inza.....	Port Arthur.....	1900	Fort William, Ont.....	"	38.5	9.0	4.8	9	Samuel Forrest, Fort William, Ont.
100,199	Iona.....	Vancouver.....	1891	Vancouver, B.C.....	"	63.0	11.8	5.7	53	A. McDermott, Vancouver, B.C.
94,922	Iona.....	Pictou, Ont.....	1892	Trenton, Ont.....	"	123.5	24.2	10.2	231	E. A. Hall, Trenton, Ont.
107,285	Iona.....	Liverpool.....	1900	Liverpool, N.S.....	"	72.0	16.1	7.3	54	David Rudderham, North Sydney, N.S.
100,761	Ioda.....	Toronto.....	1894	Spanish River, Ont.....	"	31.0	8.4	4.0	6	A. G. Hamilton, Spanish River, Ont.

SESSIONAL PAPER No. 21b

107,913	Irene	St. Catharines	1892	Hamilton, Ont	.....	25	3	6	0	2	2	3	2	Harry Leslie, Port Colborne, Ont.
92,297	Irene	Ottawa	1881	Ottawa, Ont	.....	31	0	6	0	3	0	3	2	Charles Wynn, Peterboro', Ont.
88,330	Irene	Hamilton	1887	Hamilton, Ont	.....	26	6	6	0	2	2	24	16	Thomas Christie, Hamilton, Ont.
92,111	Irene	Toronto	1887	Toronto, Ont.	.....	42	0	8	0	4	5	7	5	Geo. F. Oakley and T. H. Allen, J.O., Toronto, Ont.
103,603	Irene	Sydney	1886	Great Britain	.....	25	8	7	0	4	2	3	2	F. Kelley, North Sydney, N.S.
103,332	Irene	Chatham, N.B.	1897	Port Hawkesbury, N.S.	.....	36	3	11	3	4	7	10	7	Jas. Robinson, Dorby, N.B.
92,367	Iris	Halifax	1887	Barbouth, N.S.	.....	24	4	4	7	2	5	2	1	Chas. S. Pickford, Halifax, N.S.
107,610	Iris	New Westminster	1899	New Westminster, B.C.	.....	54	0	11	5	5	5	38	24	The Banquet Sawmill Co., Ltd., New Westminster, B.C.
107,822	Isoparis	Victoria	1900	Port Moody, B.C.	.....	82	0	20	0	7	7	195	94	Thomas W. Paterson, Victoria, B.C.
111,305	Isabel	St. John, N.B.	1900	Detroit, U.S.A.	.....	22	5	5	6	2	3	1	1	Wm. F. Chestnut, Fredericton, N.B.
103,226	Isabel	Ottawa	1890	Brockville, Ont.	.....	20	4	4	8	2	4	1	1	E. Farmer and J. E. Tierny, Arraport, Ont.
103,389	Isabelle	Winnipeg	1895	Westbourne, Man.	.....	70	0	16	0	5	5	61	41	P. McArdle, Westbourne, Man.
96,703	Isaway	Ottawa	1888	Brockville, Ont.	.....	45	4	8	2	3	6	7	5	E. A. Small, Montreal, Que.
107,873	Iskololah	Lindsay	1893	Carleton Place, Ont.	.....	30	0	6	2	2	2	3	2	G. S. Ryerson, M.E., Toronto, Ont.
96,818	Island Belle	Sarnia	1882	Toledo, U.S.A.	.....	64	0	16	0	6	0	31	21	J. Garrock, Sarnia, Ont.
85,517	Island Gem	Yarmouth	1883	Yarmouth, N.S.	.....	41	7	12	7	5	0	16	11	Mud Island Lobster Co., Ltd., Yarmouth, N.S.
92,381	Island Queen	Montreal	1887	Kingston, Ont	.....	91	8	19	9	6	0	98	62	The Richelieu & Ontario Nav. Co., Montreal, Que.
92,738	Island Queen	Toronto	1889	Toronto, Ont.	.....	73	0	13	9	4	1	23	20	The Toronto Ferry Co., Ltd., Toronto, Ont.
103,700	Islander	Sault Ste. Marie	1892	"	.....	28	6	7	8	3	5	6	4	L. O. Armstrong, Montreal, Que.
111,567	Islander	Toronto	1900	Gravenhurst, Ont.	.....	100	0	17	4	5	7	165	78	The Muskoka & Georgian Bay Nav. Co., Ltd., Gravenhurst, Ont.
99,566	Islay	"	1895	Barrie, Ont.	.....	116	0	18	0	6	2	175	119	Chas. McInnes, Orillia, Ont.
103,112	Ivan R.	Quebec	1893	Three Rivers, Que.	.....	53	6	11	5	3	8	18	12	Mrs. Clara C. McRitchie, Three Rivers, Que.
85,173	Ivey Alderson	Port Dover	1885	Port Dover, Ont.	.....	66	8	13	1	5	0	38	26	H. W. Ansley, Port Dover, Ont.
88,231	Ivy	Brockville	1884	Brockville, Ont	.....	41	9	8	4	3	6	7	5	D. B. Macdonnan, Cornwall, Ont.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c. *Continued.*

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc. *Suite.*

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		Port of Registry.	Port of inscription matricule.			Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Registry. Porteur.		
51,669	J. C. Clark	Sarnia		1864 Newport, Ont. 1876 Sarnia, "	Screw - A helice	85 0	20 0	7 0	15	49	Sarnia Transportation Co., Ltd., Sarnia, Ont.
100,912	J. C. Elze	Collingwood		1863 Wauhaushere, Ont.	Wheels - Arroues	11 0	11 0	3 6	33	21	Georgan Fay Lumber Co, Wauhaushere, Ont.
100,639	J. D. Hewis	Toronto		1892 Midland, Ont.	Screw - A helice	55 6	12 1	5 3	51	35	David Hewis, M.O., Midland, Ont.
107,946	J. G. Gidley	St. Catharines		1901 Little Current, Ont.	"	70 5	11 7	7 0	57	39	Thos. Conlon, Thorold, Ont.
111,619	J. H. Hackett	Quebec		1901 Quebec, Que.	"	87 9	21 2	8 8	117	80	William Hackett, Quebec, Que.
90,769	J. H. Jones	Goderich		1888 Goderich, Ont.	"	107 0	21 4	9 5	152	98	The Crawford Tug Co., Warton, Ont.
80,671	J. K. Ward	Montreal		1881 Lachine, Que.	"	49 0	11 0	5 8	25	15	Stephen St. Denis, Lachine, Que.
111,802	J. L. Beckwith	Sault Ste. Marie		1872 Buffalo, U.S.A.	"	60 0	19 6	7 0	61	33	Wm. Grierson, Sault Ste. Marie, Ont.
91,624	J. L. Murphy	Ottawa		1888 Sand Point, Ont.	"	101 5	22 0	8 6	173	100	The Upper Ottawa Improvement Co., Ottawa, Ont.
107,333	J. L. Nelson	Habifax		1899 Yarmouth, N.S.	"	61 0	13 8	6 6	38	19	John W. Smith, Newby Quoddy, N.S.
107,860	J. P. Light	Dawson		1898 Seattle, U.S.A.	Stem wheel Parriev.	176 5	36 0	9 8	719	109	E. M. Sullivan, Dawson, Yukon- Territory.
107,163	J. S. Blazier	Collingwood		1867 } East Saginaw, U.S.A. 1892 }	Screw - A helice	80 0	11 0	9 0	89	60	C. S. Boome, Toronto, Ont.
92,318	Jacques Cartier	Charlottetown		1888 Lewis, Que.	Wheels - Arroues	117 6	23 0	7 1	380	230	Inland Nav. Co., Ltd., Charlotte- town, P. E. I.

SESSIONAL PAPER No. 21b

66,463	James	Quebec	1870	St. Remond, Que.	"	105.2	20.4	7.7	127	31	W. Paul, jun., Sorol, Que.
107,151	James Donville	Vancouver	1898	Vancouver, B.C.	"	121.6	25.8	4.7	486	294	Klondike, Yukon & Stewart-Pioneers, Ltd., London, Eng.
111,511	James Holly	St. John N.B.	1901	St. John, N.B.	Screw—A hellice	48.0	13.8	6.5	31	21	James Holly, St. John, N.B.
72,219	James Leighton	Sarnia	1875	Moore, Ont.	"	39.2	13.7	5.6	23	16	James Leighton, Port Elgin, Ont.
96,841	James McKeon	"	1893	Sarnia, Ont.	"	52.5	12.5	5.0	36	24	Glover Towing Co., Ltd., Sarnia, Ont.
96,842	James Mayhew	Port Arthur	"	"	"	40.0	10.6	4.7	17	12	Elfr. J. Nuttall, Port Arthur, Ont.
107,945	James Norris	St. Catharines	1868	Port Dalhousie, Ont.	"	74.0	14.6	7.6	50	34	Jos. Gauley, Sault Ste. Marie, Ont.
100,913	James Playfair	Collingwood	1894	Collingwood, Ont.	"	50.0	11.6	6.0	26	18	H. McInnes, Meaford, Ont.
92,307	James Storey	"	1888	"	"	63.0	14.2	7.3	19	33	J. Perks, Meaford, Ont.
85,369	Janet Craig	Ottawa	1884	Bristol, Que.	"	50.0	13.0	3.9	12	6	W. G. Workman, Ottawa, Ont.
77,925	Jennie B.	Charlottetown	1878	Charlham, N.B.	Wheels—Roue à Far-	41.9	8.3	3.2	20	11	R. W. Cunningham, Antigonish, N.S.
71,102	Jennie G. Haaper	Charlham, Ont.	1871	Charlham, Ont.	Screw—A hellice	48.0	8.7	3.0	20	18	Jas. Pilgrim, Meaford, Ont.
100,795	Jennie June	New Westminster	1887	Seattle, U.S.A.	"	29.8	8.0	3.8	4	1	A. A. Clarke, New Westminster, B.C.
107,811	Jennie Mac	Peterborough	1899	Peterborough, Ont.	"	33.2	7.2	3.1	5	3	C. B. McAllister, Peterborough, Ont.
71,400	Jennie Willson	Toronto	1879	Toronto, Ont.	"	36.3	7.8	3.6	7	5	The Snider Lumber Co., Ltd., Waterloo, Ont.
107,721	Jessie	Vancouver	1899	Jersey City, U.S.A.	"	45.1	10.0	3.9	9	6	Controller, Northwest Mounted Police, Ottawa, Ont.
107,898	Jessie	Montreal	1879	Buffalo, U.S.A.	"	46.0	12.5	5.5	19	13	Montreal Sand & Gravel Co., Ltd., Montreal, Que.
103,291	Jessie	New Westminster	1893	New Westminster, B.C.	"	30.0	7.0	3.0	6	4	W. J. Snodgrass, Okanagan Falls, B.C.
107,741	Jessie Bain	Kingston	1888	Clayton, U.S.A.	"	70.8	11.8	5.0	67	41	The St. Lawrence River Steamboat Co., Kingston, Ont.
103,643	Jessie Forward	"	1896	Millhaven, Ont.	"	36.6	7.7	1.2	6	4	J. M. Pringle, Belleville, Ont.
96,750	Jessie Gray	Halifax	1889	Marble Mt., N.S.	Wheels—Roue à Far-	80.0	17.9	5.7	76	48	Bras D'Or Lumber Co., Ltd., Halifax, N.S.
70,288	Jessie Hall	Montreal	1867	Buffalo, U.S.A.	Screw—A hellice	83.5	17.0	8.8	57	29	Montreal Transportation Co., Montreal, Que.
97,009	Jessie Hume	St. Catharines	1891	St. Catharines, Ont.	"	62.9	15.4	8.3	58	40	Minister of Public Works, Ottawa, Ont.
(67) 1,374	Jessie L. McEld-	"	1876	"	"	65.0	12.1	5.0	21	11	Toronto Ferry Co., Ltd., Toronto, Ont.
100,635	Joan	Victoria	1892	Victoria, B.C.	"	176.8	39.0	11.0	821	544	Esquimalt & Nanaimo Ry. Co., Ltd., Victoria, B.C.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						ft. fms.	ft. fms.	ft. fms.		
111,572	Joe	Toronto	1900	Huntsville, Ont.	Screw—A helice	65 0	13 0	4 9	57	39 George F. Marsh, Huntsville, Ont.
74,371	Joe Knight	St. Catharines	1867	St. Catharines, Ont.	"	35 5	11 3	1 4	11	11 Jas. Murray, St. Catharines, Ont.
91,712	Joe Milton	Port Stanley	1891	Port Stanley, Ont.	"	92 6	20 1	8 2	93	63 Jas. V. Crawford, Warton, Ont.
86,762	Johanna B.	Quebec	1881	Quebec, Que.	"	44 3	11 1	4 7	17	9 Wm. Price, Quebec, Que.
85,780	John	Montreal	1885	Point Fortune, Que.	Stern wheel Paviers	66 0	23 7	2 9	35	21 J. B. Rocquebrune, Carillon, Que.
92,556	John A.	"	1888	Montreal, Que.	Screw—A helice	57 2	12 8	5 6	29	13 J. C. Weir, Montreal, Que.
107,853	John C. Barr	Dawson	1898	Unalaska, Alaska, U.S.A.	Stern wheel Paviers	114 6	28 2	4 8	547	316 John Steinhoff, Dawson, Yukon Territory.
92,387	John Haegart	Kingston	1887	Perth, Ont.	Screw—A helice	99 9	17 5	6 0	292	117 J. J. Drummond, Midland, Ont.
85,519	John Houlan	Toronto	1884	Port Dalhousie, Ont.	"	71 0	16 0	6 0	37	25 Lawrence Solman, Toronto, Ont.
(a) 85,324	John Harrison	Owen Sound	1884	Owen Sound, Ont.	"	57 5	15 0	7 4	44	30 Wm. Frazer, Little Current, Ont.
90,691	John Hunter	St. Catharines	1885	St. Catharines, Ont.	"	54 6	12 8	6 3	32	22 James Murray, St. Catharines, Ont.
107,136	John J. Noble	Goderich	1901	Goderich, Ont.	"	68 1	15 1	6 9	33	23 Dominion Fish Co., Ltd., Winni- peg, Man.
103,693	John Jordan	Sault Ste. Marie	1896	Bay City, Mich., U.S.A.	"	29 7	8 0	3 0	6	3 Blind River Towing Co., Blind River, Ont.
97,637	John L. Gann	Yarmouth	1891	Yarmouth, N.S.	"	97 8	19 8	9 0	166	81 H. B. Gann, Yarmouth, N.S.

SESSIONAL PAPER No. 21b

107,212	John L. Card	Victoria	1887	New Westminster, B.C.	"	"	92 0	21 0	8 0	141	96	Federation Brand Salmon Cann- ing Co., Victoria, B.C.
100 422	John Lee Senior	Wallaceburg	1888	Wallaceburg, Ont.	"	"	86 0	21 0	7 2	88	60	John Lee, sr., Wallaceburg, Ont.
94,919	John Logie	Sauguen	1893	Goderich, Ont.	"	"	76 0	13 8	5 5	37	256	John Logie, Southampton, Ont.
77,992	John McDonald	Ottawa	1879	Ottawa, Ont.	"	"	48 0	8 6	3 0	21	16	J. F. McAndrew, Buckingham, Que.
107,437	John McKay	Goderich	1901	Goderich, Ont.	"	"	68 1	15 1	6 9	34	23	Dominion Fish Co., Ltd., Winni- peg, Man.
100,949	John Milne	Collingwood	1894	Nottawasaga River, Ont.	"	"	102 0	19 0	6 8	109	74	A. Foster, Smith's Falls, Ont.
70,290	John Pratt	Montreal	1874	Montreal, Que.	"	"	96 0	19 2	7 3	70	21	The Department of Public Works, Ottawa, Ont.
103,053	John Thomson	Ottawa	1889	Quinze Bay, Que.	"	"	39 0	8 6	3 3	5	4	R. A. Klock, Klock's Mills, Ont.
92,309	John William	Collingwood	1888	Fessertton, Ont.	"	"	36 0	10 9	4 0	14	10	W. W. Carter, Fessertton, Ont.
107,606	Johnnie H.	Quebec	1899	Quebec, Que.	"	"	11 0	10 4	4 0	14	5	Wm. Hackett, sr., Quebec, Que.
92,544	Joliette	Montreal	1887	Montreal, Que.	"	"	45 0	15 6	3 8	13	9	Stewart S. and Jessie Joseph, J.O., Stanstead, Que.
100,669	Jopl.	Kingston	1895	Newboro', Ont.	"	"	52 2	7 8	3 6	11	7	John Paul, Newboro', Ont.
107,894	Joseph	St. John, N.B.	1899	St. John, N.B.	"	"	58 6	16 4	7 4	51	37	Andrew B. Rudlock, St. John, N.B.
107,621	Joseph Clossett	New Westminster	1898	Lake Bennett, B.C.	"	Stem wheel—Roue à Fariere	38 0	21 0	4 5	147	93	British Yukon Navigation Co., Ltd., Victoria, B.C.
103,047	Joseph Taylor	Ottawa	1891	Lac Dumoine, Que.	"	Screw—A helice	37 0	15 7	3 6	17	9	J. R. Booth, Ottawa, Ont.
103,669	Jesie	Winnipeg	1897	Rat Portage, Ont.	"	"	32 0	7 8	4 2	12	7	Toronto & Western Mines devel- opment Co., Ltd., Toronto, Ont.
85,436	Juanta	Toronto	1880	Hamilton, Ont.	"	"	39 0	6 6	5 6	5	3	J. James Moran, Port Severn, Ont.
90,529	Jubilee	Chatham, Ont.	1888	Algonac, U.S.A.	"	"	53 6	10 6	....	10	7	J. H. Ferguson <i>et al.</i> , Blenheim, Ont.
107,082	Jubilee	Ottawa	1897	Ottawa, Ont.	"	"	35 3	6 5	3 0	2	1	Geo. Gale <i>et al.</i> , Ottawa, Ont.
103,615	Jubilee	Kingston	1897	Kingston, Ont.	"	"	65 8	14 4	5 1	54	37	Mrs. Abetha Roys, Kingston, Ont.
103,936	Jubilee	Chatham, N.B.	1897	Douglasstown, N.B.	"	"	43 9	11 6	4 8	17	11	William Anderson, Church Point, N.B.
103,053	Jubilee	Montreal	1897	Sorel, Que.	"	"	66 4	10 5	3 7	25	17	Wm. Hocking, Compton, Que.
92,793	Jubilee	Toronto	1887	Port Carling, Ont.	"	"	30 6	5 4	3 1	3	2	Joseph S. Wallace, Port Carling, Ont.
100,756	Julia	Montreal	1893	Sorel, Que.	"	"	43 8	17 3	6 2	91	51	Simpson McNaughton, Limer, Ltd., Montreal, Que.
103,580	Julian V. O'Brien	Collingwood	1888 (1892)	Buffalo, U.S.A.	"	"	70 0	16 5	8 2	29	31	Wm. E. Bigwood, Byng Inlet, Ont.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, etc. *Continued.*LISTE ALPHABÉTIQUE des vapeurs canadiens inscrit sur les registres, etc. *Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						ft. mds.	ft. mds.	ft. mds.		
90,771	Juno.....	Windsor, Ont.	1885	Wallaceburg, Ont.	Screw	139 7	26 8	8 8	288	196 William Allen, Walkerville, Ont.
90,761	Juno.....	Godfrich.....	1887	Godfrich, Ont.	"	62 0	11 0	6 0	28	19 Dominion Fish Co., Ltd., Winni- peg, Man.
100,015	Juno.....	Ottawa.....	1890	March Landing, Ont.	"	49 0	9 2	8 0	17	8 Wm. H. Berry, March, Ont.
103,062	Juno.....	Yarmouth.....	1895	Yarmouth, N.S.	"	37 0	9 2	1 0	9	2 L. E. Baker (Estate), Yarmouth, N.S.
107,759	Kacyno.....	Kingston.....	1901	Kingston, Ont.	"	41 0	8 6	3 1	9	6 Mrs. Eva S. Lombard, Kansas City, U.S.A.
107,827	Kaslo.....	Victoria.....	1900	Kaslo, B.C.	Steam wheel Parrows	173 5	27 0	7 1	765	370 Robert Irving, Kaslo, B.C.
96,999	Kaslo.....	New Westminster.....	1892	Kootenay Lake, B.C.	Screw	62 0	13 5	6 0	51	35 C. Sweeney, Vancouver, B.C.
107,887	Kate.....	Montreal.....	1900	Montreal, Que.	"	67 0	16 2	7 9	61	42 The Canadian Forwarding & Export Co., Ltd., Montreal, Que.
80,726	Kate.....	Quebec.....	1880	Lévis, Que.	"	48 9	12 6	6 0	23	7 John Taylor, Montreal, Que.
71,221	Kate Marks.....	South Ste. Marie.....	1875	Bruce Mines, Ont.	"	52 0	13 6	5 6	51	13 Thomas Marks, Port Arthur, Ont.
83,385	Kate Murray.....	Toronto.....	1878	Hamilton, Ont.	"	36 6	6 5	3 0	3	2 Mrs. Mary J. Vancouver, Port Carling, Ont.
71,183	Kate Pilgrim.....	Owen Sound.....	1875	Meaford, Ont.	"	47 0	10 3	5 3	11	8 David Davidson, Penetanguishene, Ont.

SESSIONAL PAPER No. 21b

107,675	Kathleen	Quebec	1900	Quebec, Que	Wheels	A	roues	132.5	21.9	9.2	280	177	John C. Kaine, Quebec, Que.
90,574	Kathleen	Toronto	1885	Toronto, Ont	Screw	A	helice	81.0	18.0	5.5	110	72	The Toronto Ferry Co., Ltd., Toronto, Ont.
88,366	Katie	Victoria	1881	Sooke, B.C.	"	"	"	64.0	17.0	4.8	46	31	Michael Hare, Victoria, B.C.
103,687	Katie	Toronto	1896	Jersey City, U.S.A.	"	"	"	30.0	6.7	2.8	4	3	C. P. Chisholm, Oakville, Ont.
111,538	Katie	Vancouver	1901	Vancouver, B.C.	"	"	"	25.5	7.8	2.4	3	2	Gordon A. Hardie and Nicholas Thompson, Vancouver, B.C.
107,586	Katie Bell	Ottawa	1898	Montreal, Que	"	"	"	31.0	6.4	2.4	2	2	John B. McKee, Ottawa, Ont.
107,871	Kawatha	Lindsay	1900	Fobevygeon, Ont.	"	"	"	46.0	9.6	3.6	17	11	William Burgoyne, Fobelon Falls, Ont.
103,680	Keenora	Toronto	1897	Rat Portage, Ont.	"	"	"	119.9	28.0	8.3	186	269	The Rainy River Nav. Co., Ltd., Rat Portage, Ont.
92,693	Keewatin	Winnipeg	1889	Keewatin, Ont.	"	"	"	51.8	12.4	5.0	41	28	Keewatin Lumbering & Mfg. Co., Ltd., Hamilton, Ont.
103,660	Keewatin	"	1896	Saglikirk, Man.	"	"	"	19.0	10.0	3.3	20	11	Wm. F. Fayer, Selkirk, Man.
107,745	Keonring	Kingston	1900	Smith's Falls, Ont	"	"	"	101.1	20.8	6.7	115	70	Edward Smith, Storrington, Ont.
100,047	Kenneth	Brockville	1889	Alexandria Bay, U.S.A.	"	"	"	38.0	6.8	3.3	1	2	Geo. Morrow, Cornwall, Ont.
92,701	Kemina	Winnipeg	1890	Keewatin, Ont.	"	"	"	57.0	13.8	3.7	42	28	L. R. Mackey, Keewatin, Ont.
82,329	Kenogami	Quebec	1886	Quebec, Que	"	"	"	48.7	12.8	5.0	21	11	Evan J. Price, Quebec, Que.
83,542	Kenozha	Toronto	1885	Gravenhurst, Ont.	"	"	"	100.8	18.2	6.2	225	124	The Muskoka & Nipissing Nav. Co., Gravenhurst, Ont.
111,561	Kestrel	"	1900	Toronto, Ont	"	"	"	38.0	8.0	3.5	7	5	James Playfair, Midland, Ont.
100,946	Kilburnie	Brockville	1887	Alexandria Bay, U.S.A.	"	"	"	45.0	7.0	3.7	15	10	R. J. Brodie, Smith's Falls, Ont.
100,409	Kildare	Hamilton	1901	Hamilton, Ont.	"	"	"	32.0	7.5	3.6	5	4	Wm. Lafarelle, Hamilton, Ont.
96,988	Kildonan	Vancouver	1891	Victoria, B.C.	"	"	"	68.3	14.2	6.9	51	32	Ernest E. Evans, Vancouver, B.C.
97,114	Killamey Belle	Collingwood	1892	Collingwood, Ont.	"	"	"	52.0	12.0	5.6	28	19	Domimon Fish Co., Ltd., Winnipeg, Man.
100,660	King Ben	Kingston	1895	Kingston, Ont	"	"	"	108.6	21.7	6.7	145	69	J. G. Hurley, Kingston, Ont.
111,600	King Edward VII	New Westminster	1901	Port Guichen, B.C.	"	"	"	60.0	13.5	6.5	58	40	Venezia Martindale, M.O., Port Guichen, B.C.
111,651	Kingston	Montreal	1900	Toronto, Ont.	Wheels	A	roues	288.0	36.2	13.3	2925	1909	The Richelieu & Ontario Nav. Co., Montreal, Que.
91,760	Kingsville	St. John, N.B.	1880	Richessey, N.B.	Screw	A	helice	47.5	14.2	7.5	37	25	Nathaniel G. Scott, St. John, N.B.
107,661	Kiskisnook	Quebec	1899	Island of Orleans, Que.	"	"	"	26.6	6.6	3.4	3	3	Nazario Simonsen, Lake Kiski sunk, Que.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c. — *Continued.*LISTE ALPHABÉTIQUE des vapeurs canadiens inscrit sur les registres, &c. — *Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gr. Tons.		
83,130	Kismet.....	Belleville.....	1894	Belleville, Ont.....	Screw—A helice.....	36.4	7.2	3.0	5	1 E. B. Burrell, Belleville, Ont.	
100,008	Kitty J.....	St. John, N.B.....	1889	Baldwinsville, New York, U.S.A.....	"	27.5	5.8	1.8	1	1 F. Barton, Bouton, N.B.	
107,290	Klondike.....	Winnipeg.....	1896	Prince Albert, N.W.T.....	"	42.6	8.8	3.8	8	4 J. M. Smith, Prince Albert, N. W.T.	
103,928	Klondike.....	Peterborough.....	1898	Peterborough, Ont.....	"	25.0	5.0	3.0	2	1 E. W. Jenkins, Magnetawan, Ont.	
103,305	Kokanee.....	New Westminster.....	1896	Nelson, B.C.....	Steam wheel Roue à l'axe à l'arrière.	142.5	24.8	5.7	348	165 C. P. Railway Co., Montreal, Que.	
103,164	Kootenay.....	Vancouver.....	1897	Nakusp, B.C.....	"	183.5	32.6	6.2	1117	732 " " "	
111,820	Kootenay.....	"	1900	Nelson, B.C.....	Screw—A helice.....	43.0	8.0	3.9	8	5 Geo. G. Bushby, Vancouver, B.C.	
92,596	L. Boyer.....	Halifax.....	unk	U.S.A.....	"	82.0	17.8	7.4	60	19 The Halifax Tow Boat Co., Ltd., Halifax, N.S.	
92,770	L'Ami.....	Quebec.....	1890	Levis, Que.....	"	38.0	10.7	4.4	16	8 A. Bernier, Levis, Que.	
107,382	L'Ami.....	Ottawa.....	1898	Ottawa, Ont.....	"	36.0	6.2	2.4	2	2 E. Chateauvert, et al., Ottawa, Ont.	
78,031	La Belle.....	Chatham, Ont.....	1897	Belle River, Ont.....	"	72.0	20.4	5.9	75	58 H. A. Hackett, Ambersburg, Ont.	
82,778	La Canadienne.....	Ottawa.....	1880	Port Glasgow, G.B.....	"	154.3	22.7	10.9	372	227 The Minister of Marine and Fish- eries, Ottawa, Ont.	

SESSIONAL PAPER No. 21b

59,478	Le Havre.....	1871	Yarmouth, N.S.	"	58 0	15 0	7 0	49	31	A. A. Webber, Dartmouth, N.S.
90,884	La Tour.....	1888	"	"	97 3	20 7	7 8	154	99	Hugh B. Cann, Yarmouth, N.S.
100,745	Ladass.....	1894	Cache Bay, Ont.	"	73 0	15 9	7 0	54	37	C. A. Bogert, Toronto, Ont.
61,143	Lady Dufferin.....	1874	Miramichi, N.B.	Wheels—A rones.....	79 5	18 0	4 8	47	29	Joseph A. Russel, Vancouver, B.C.
80,907	Lady Eberth.....	1880	Hanover, Ont.	Screw—A helice.....	36 6	6 8	3 0	3	2	John Eberth, Hanover, Ont.
74,027	Leary Ellen.....	1877	Toronto, Ont.	"	46 0	11 5	5 0	19	13	Hugh Armstrong, Portage la Prairie, Man.
77,863	Lady Forrest.....	1878	Quebec, Que.	"	31 0	8 5	3 6	6	4	Godfrey Charles Lomer, Montreal, Que.
111,913	Lady Franklin.....	1901	Sparrow Lake, Ont.	"	36 0	7 6	2 8	5	4	Thos. Stanton, Sparrow Lake, Ont.
78,142	Lady Glover.....	1877	Preston, G.B.	"	113 0	18 5	10 5	138	94	S. M. Brookfield, Halifax, N.S.
77,911	Lady Ida.....	1878	Lindsay, Ont.	Wheels—A rones.....	51 0	11 9	2 5	28	17	John Eldridge, Omece, Ont.
107,498	Lady Laurier.....	1898	Quebec, Que.	Screw—A helice.....	22 0	5 5	2 5	2	2	P. Rousseau, Quebec, Que.
100,760	Lady Smith.....	1863	Garric, Ont.	"	40 0	7 0	2 7	6	4	Charles C. Pilkey, Orillia, Ont.
100,284	Lady of the Lake, Peterborough.....	1897	Bridgenorth, Ont.	"	60 0	10 5	3 6	33	19	W. B. Kelly, Bridgenorth, Ont.
80,846	Lady of the Lake, Halifax.....	1880	Porter's Lake, N.S.	"	33 5	8 4	4 0	7	3	John A. McCallum, Windsor, N.S.
90,576	Lady of the Lake, Toronto.....	1886	Bala, Simcoe Co., Ont.	"	19 6	8 4	4 6	10	7	A. T. Lowe, Bala, Ont.
72,683	Lady of the Lake, Victoria.....	1878	Dease Lake, B.C.	"	60 0	10 2	5 0	21	13	J. McKenzie, Cassiar, B.C.
.....	Lady of the Lake, Montreal.....	1867	Magog, Que.	Wheels—A rones.....	152 6	25 6	8 9	607	369	F. A. McKinnon, Montreal, Que.
103,691	Lady of the Lake, Winnipeg.....	1897	Selkirk, Man.	Screw—A helice.....	105 0	18 5	8 9	201	155	Northern Fish Co., Ltd., Winnipeg, Man.
83,373	Lake Joseph.....	1880	Gravenhurst, Ont.	"	52 0	10 3	4 0	28	19	The Muskoka & Nipissing Navigation Co., Gravenhurst, Ont.
88,537	Lake Michigan.....	1872	St. Catharines, Ont.	"	136 0	23 9	11 5	588	360	R. O. MacKay, M.O., Hamilton, Ont.
90,778	Lakeside.....	1888	Windsor, Ont.	"	121 0	26 0	9 3	348	220	Lakeside Navigation Co., Ltd., Walkerville, Ont.
90,604	Lansdowne.....	1884	Maean, N.S.	"	188 6	32 1	15 8	680	463	The Minister of Marine and Fisheries, Ottawa, Ont.
88,629	Lansdowne.....	1884	Wyandotte, U.S.A.	Wheels—A rones.....	294 0	41 3	13 0	1571	908	Grand Trunk Railway Co., Montreal, Que.
103,107	Laprairie.....	1869	Montreal, Que.	"	197 3	28 0	8 2	600	372	Montreal Safe Deposit Co., Montreal, Que.
107,092	Lapwing.....	1898	Victoria, B.C.	Screw—A helice.....	78 9	22 0	6 0	151	98	John C. Foote, Victoria, B.C.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc. *Suite.*

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
463,891	Larlean	New Westminster	1896 Larlean, B.C.	Screw—A helice	42 2	8 8	4 6	10	7 Fred Robertson Lumber Co., Ltd., Revelstoke, B.C.
85,531	Laura	Chatham, N.B.	1883 Yarmouth, N.S.	"	53 3	10 5	4 9	14	8 John C. Miller, Dorby, N.B.
107,171	Laura Grace	Port Arthur	1901 Collingwood, Ont.	"	76 0	16 6	11 0	86	58 The Lake Superior Tug Co., Ltd., Port Arthur, Ont.
94,768	Laura M.	Oxow Sound	1894 Meaford, Ont.	"	14 0	10 3	4 6	18	12 John McRae, Meaford, Ont.
107,878	Laura Mc	Lindsay	1900 Lindsay, Ont.	"	26 0	6 2	2 6	2	2 Thomas McConnell, Lindsay, Ont.
103,093	Laurier	Montreal	1893 Sorel, Que. 1899 Montreal, Que.	"	59 8	16 7	4 0	19	13 Mrs. Elizabeth Dault, Sorel, Que.
103,356	Le Brochu	Quebec	1894 Cedar Hill, Que.	"	51 5	11 7	6 0	19	13 R. M. Blais, Cedar Hill, Que.
103,147	Le Colon	"	1894 Roberval, Que.	Wheels—A roues	78 8	23 8	4 4	173	109 E. F. Wurtelle, Quebec, Que.
103,141	Lee	"	1893 Three Rivers, Que.	Screw—A helice	42 6	9 8	3 4	12	8 J. Arel, Three Rivers, Que.
100,882	Leader	St. John, N.B.	1894 St. John, N.B.	"	56 6	13 0	6 0	29	20 R. W. Williams, St. John, N.B.
100,926	Leclair	Ottawa	1885 Ottawa, Ont.	"	16 8	5 6	2 2	1	1 F. Leclair, Ottawa, Ont.
100,019	Lee	Brookville	1897 Kingston, Ont.	"	46 0	9 3	4 1	9	7 J. McGraw, Brookville, Ont.
107,842	Lena	Port Rowan	1898 St. Williams, Ont.	"	45 0	11 5	5 3	20	8 H. Sibble and G. Jones, Port Maitland, Ont.
103,243	Lena	Montreal	1881 Lake Megantic, Que.	"	48 3	14 2	4 3	22	15 G. H. Flint, Montreal, Que.

SESSIONAL PAPER No. 21b

(a) 88,453	Lennox	Ariflat	1887 Dartmouth, N.S.	Wheels—A	61 0	17 8	7 5	66	42 John Murchison, Grand River, N.S.
107,818	Lenore	Peterborough	1891 Rice Lake, Ont.	Screw—A	37 7	6 3	2 9	8	6 R. B. Rogers, Peterborough, Ont.
90,816	Lenore	Port Hope	1887 Cobourg, Ont.	"	39 0	7 3	3 5	6	4 H. Dennis, Cobourg, Ont.
103,797	Lenore	Halifax	1897 Yarmouth, N.S.	"	44 0	11 0	5 0	15	5 J. W. Smith, West Quoddy, N.S.
107,893	Leo	Montreal	1896 Montreal, Que.	"	34 9	7 4	3 0	2	1 Wm. Lawlor, Hawksworth, Ont.
100,928	Leon	Ottawa	1893 High Falls, Que.	"	41 7	10 3	3 6	15	12 L. Cyr, High Falls, Que.
107,758	Leone	Kingston	1899 Rockport, Ont.	"	37 4	7 0	2 9	4	3 Frederick Huck, Rockport, Ont.
80,903	Leonora	Vancouver	1876 Vancouver, B.C.	"	57 0	9 0	5 3	33	18 G. T. Legg, Vancouver, B.C.
(a) 64,131	Leviathan	Victoria	Unknown	"	50 5	9 4	3 4	28	19 C. Meyers, New Westminster, B.C.
88,526	Lewis	Hamilton	1887 Hamilton, Ont.	"	24 6	6 3	2 0	1	1 John Bradley, Dundas, Ont.
75,638	Lewis Shickha	St. Catharines	1878 St. Catharines, Ont.	"	45 4	11 0	5 7	16	11 Jas. Murray, St. Catharines, Ont.
107,813	Lillie	Peterborough	1898 Lakefield, Ont.	"	28 5	5 8	2 4	3	2 Wellington McDonald, Lakefield, Ont.
107,156	Lightning	Vancouver	1898 Vancouver, B.C.	Wheels—A	140 0	30 0	5 0	557	351 Edward M. Sullivan, Dawson, Y.T.
94,757	Lillian	Owen Sound	1893 Owen Sound, Ont.	Screw—A	30 0	7 1	3 6	5	4 Charles Martin, jr., Milland, Ont.
103,847	Lillian	Ottawa	1896 Ottawa, Ont.	"	26 2	6 3	2 0	2	1 S. G. Lindsay, Ottawa, Ont.
103,635	Lillian B.	"	1896 "	"	39 6	7 3	2 8	4	3 P. P. Salter, Carleton Place, Ont.
88,228	Lillie	Brookville	1888 Brookville, Ont.	"	32 2	6 6	2 9	3	2 C. J. Hay, Brookville, Ont.
85,543	Lillie	Chatham, N.B.	1883 Yarmouth, N.S.	"	64 9	17 1	7 8	72	49 Robert C. Elkin, M.O., St. John, N.B.
88,521	Lillie	Hamilton	1881 Hamilton, Ont.	"	70 0	14 0	5 0	50	34 S. J. Sanford, Barrie, Ont.
97,131	Lillie H.	Quebec	1891 Quebec, Que.	"	43 1	12 5	5 0	19	7 A. Fraser, Cabano, Que.
94,911	Lillie-Smith	Sauguen	1888 Sauguen, Ont.	"	130 0	26 0	9 4	275	187 George E. Smith, Southampton, Ont.
103,219	Lillie of the Valley	Ottawa	1891 Deux-Rivières, Ont.	"	33 1	7 7	2 5	2	2 P. Sage, Mackey's Station, Ont.
94,985	Lilly	Toronto	1890 Oakville, Ont.	"	50 0	13 3	3 2	22	15 The Victoria Harbour Lumber Co., Ltd., Toronto, Ont.
107,198	Lilly	Winnipeg	1897 Rat Portage, Ont.	"	23 0	5 5	2 9	2	1 Wm. Robertson, Rat Portage, Ont.
80,920	Lilly Glasier	St. John, N.B.	1880 Indiantown, St. John, N.B.	Wheels—A	123 9	24 4	7 2	209	132 Parker Glasier, Lincoln, Stanbury Co., N.B.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc. *Suite.*

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						Ft. Inchs. Ft. Inchs. Ft. Inchs.				
103,574	Lilly May	Collingwood	1895	North River, Ont.	Screw	32 0	9 0	5 2	10	7 Henry L. Cape, Newmarket, Ont.
107,255	Lily	New Westminster	1898	New Westminster, B.C.	"	32 0	6 8	3 0	9	6 Lindsay Dauphine, New Westminster, B.C.
111,545	Lily	Vancouver	1900	Vancouver, B.C.	"	29 0	9 7	4 0	7	5 John J. Vickers, Vancouver, B.C.
103,277	Lina	Chatham, N.B.	1894	Chatham, N.B.	"	53 2	11 7	5 8	26	18 Robert Loggie, Black Brook, N.B.
92,735	Lancolin	Toronto	1888	Hamilton, Ont.	"	130 0	25 2	9 0	337	219 R. W. Handin, St. Catharines, Ont.
74,342	Lion	Port Hawkesbury	1876	Pictou, N.S.	"	49 5	13 3	5 1	29	13 George C. Read, Oxford, N.S.
100,250	Lion	Halifax	1888	Halifax, N.S.	"	47 4	15 6	5 0	27	18 Lewis Hedder, Halifax, N.S.
92,758	Little Emily	Quebec	1889	Quebec, Que.	"	28 0	8 0	3 2	6	4 Louis Gagnon, Pentecost River, Que.
89,725	Little Emily	"	1875	Montreal, Que.	"	26 1	5 6	2 5	3	2 Gordon Andrews, Quebec, Que.
85,474	Little Gem	Port Dover	1886	Simeon, Ont.	"	21 1	6 5	2 3	2	2 Henry Groff, Simeon, Ont.
103,849	Little Roxy	Ottawa	1896	Baie-des-Péres, Que.	"	41 7	8 3	3 0	12	7 N. Rochvalds, Baie des Péres, Que.
83,076	Lizzie	"	1881	Sand Point, Ont.	"	37 0	5 8	2 1	2	1 D. K. Cowley, Napan, Ont.
103,223	Lizzie	"	1885	Kingston, Ont.	"	25 3	4 4	2 0	1	1 J. Gillies, Carleton Place, Ont.
107,131	Lizzie May	Goderich	1897	Goderich, Ont.	"	55 0	12 1	4 8	18	12 Jas. Clark, Goderich, Ont.

SESSIONAL PAPER No. 21b

111,560	Llano	Toronto	1900	Toronto, Ont.	"	53 0	8 0	3 8	11	8 Elmore Harris, Toronto, Ont.
997	Lloyd S. Porter	Pictou, Ont.	1893	Port Huron, U.S.A.	"	159 7	29 5	10 0	189	Arthur W. Hepburn, Pictou, Ont.
100,198	Logget	Vancouver	1891	Vancouver, B.C.	"	44 0	11 0	3 9	19	Lawrence O'Brien, Vancouver, B.C.
100,200	Lois	"	1891	"	"	48 0	13 5	5 8	25	J. A. Cates, Vancouver, B.C.
92,437	Longford	Toronto	1887	Orillia, Ont.	"	80 0	16 0	6 4	53	Wm. Thompson, Orillia, Ont.
90,531	Longueuil	Montreal	1884	Montreal, Que.	Wheels—A runs	170 1	57 5	9 1	379	The Montreal Safe Deposit Co., Montreal, Que.
111,501	Lord Roberts	St. John, N.B.	1900	St. John, N.B.	Screw—A helice	61 0	16 5	7 6	56	E. C. Tennant, Athol, B.C.
96,049	Lord Stanley	Ottawa	1889	Meadowside, G.B.	"	110 0	24 1	11 3	276	Minister of Marine and Fisheries, Ottawa, Ont.
107,946	Lorelei	New Westminster	1898	Skagway, U.S.A.	Stern wheel—Roue à l'helice	49 6	10 0	3 1	32	E. G. Tennant, Athol, B.C.
107,816	Lorielle	Peterborough	1899	Lakefield, Ont.	Screw—A helice	38 2	7 7	2 9	6	Melville Strickland, Lakefield, Ont.
100,738	Lorna Doone	Toronto	1883	Orillia, Ont.	"	36 0	8 0	1 2	5	H. Pellatt, Toronto, Ont.
103,576	Lorna Doone	Collingwood	1896	Parry Sound, Ont.	"	61 0	8 8	4 2	23	Mrs. Carrie E. Pratt, Parry Sound, Ont.
78,041	Lorne	Quebec	1879	Derby, N.B.	"	43 0	6 8	3 1	6	Charles King, Quebec, Que.
94,809	Lorne	Victoria	1889	Victoria, B.C.	"	151 0	26 0	13 2	288	Jas. Dunsmuir, Victoria, B.C.
103,884	Lorne Hall	Ottawa	1895	Cook's Mills, Ont.	Wheels—A runs	37 0	16 0	3 6	11	J. R. Booth, Ottawa, Ont.
71,170	Lodhair	Port Hope	1872	St. Catharines, Ont.	Screw—A helice	129 8	23 1	11 7	413	L. C. Miller, Parry Sound, Ont.
103,659	Lotta S.	Winnipeg	1896	Rat Portage, Ont.	"	56 0	13 0	5 9	48	Nordwest Fish Co., Winnipeg, Man.
83,453	Lottie	Victoria	1883	Victoria, B.C.	"	51 0	12 5	5 5	29	Mrs. Jessie McLellan, Vancouver, B.C.
90,608	Lottie	Ottawa	1885	Aylmer, Que.	"	40 0	8 1	1 6	10	Canadian Pacific Railway Co., Montreal, Que.
111,517	Lottie N.	Vancouver	1900	Irvine, B.C.	"	38 0	11 0	7 7	34	Frank Irvine, Irvine, Skeena River, B.C.
107,540	Louis	St. John, N.B.	1890	St. John, N.B.	"	31 0	7 0	3 5	1	F. Tapley, St. John, N.B.
72,939	Louisa	St. Catharines	1875	Port Dalhousie, Ont.	"	26 6	6 6	3 3	6	C. Cottrell, South Ste. Marie, Ont.
83,582	Louisaug	Montreal	1881	Sunderland, G.B.	"	260 0	36 0	18 5	1876	The Dominion Coal Co., Ltd., Montreal, Que.
103,147	Louise	Ottawa	1887	Carlton Place, Ont.	"	23 2	5 0	2 6	1	L. E. Turgott, Ottawa, Ont.
107,426	Louise	Montreal	1899	New York, U.S.A.	"	18 7	1 9	2 1	1	Walter Kavanagh, Montreal, Que.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c. — *Continued.*LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc. — *Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Feet.	Feet.	Feet.		
80,947	Loyalist.....	Chatham, N.B.....	1882	Chatham, N.B.....	Wheels—A roues.....	62.2	11.2	4.1	18	H. R. P. Whitney, North Esk, N.B.
85,581	Loyalist.....	St. John, N.B.....	1882	Portland, N.B.....	Screw—A hélice.....	57.5	6.0	3.6	3	2 Thos. Miller, St. John, N.B.
103,969	Lucia.....	Montreal.....	1898	Sorel, Que.....	".....	66.7	15.1	7.1	41	28 Succennes McNaughton Line, Lad., Montreal, Que.
75,526	Lucie.....	".....	1877	".....	Wheels—A roues.....	49.0	12.3	3.5	21	17 Joseph Duval, Nicolet, Que.
80,591	Lucia.....	Toronto.....	1880	Toronto, Ont.....	Screw—A hélice.....	65.0	13.3	6.0	38	26 The Toronto Ferry Co., Ltd., Toronto, Ont.
100,166	Lumenburg.....	Lumenburg.....	1891	Malbone Bay, N.S.....	".....	121.9	23.5	12.5	266	113 R. J. Leslie and G. C. Hart, J.O., Halifax, N.S.
90,780	Lurline.....	Windsor, Ont.....	1888	Windsor, Ont.....	".....	78.8	16.3	7.8	66	10 J. H. Walker, Walkerville, Ont.
100,229	Lurline.....	Halifax.....	1893	New York, U.S.A.....	".....	21.0	5.1	3.2	2	F. D. Corbett, Halifax, N.S.
96,845	Luther Westover.....	Sarnia.....	1877	Bay City, U.S.A.....	Wheels—A roues.....	112.8	19.0	6.3	127	80 Bantle, Taving & Wrecking Co., Lad., Sarnia, Ont.
107,884	Lyon G.....	Montreal.....	1900	Montreal, Que.....	Screw—A hélice.....	55.5	10.9	5.3	19	13 Mrs. Elizabeth Brulé, Sorel, Ont.
94,905	Lytton.....	New Westminster.....	1890	Revelstoke, B.C.....	Stern wheel—Roue à l'arrière.....	131.0	25.5	1.8	152	283 Canadian Pacific Railway Co., Montreal, Que.
103,157	M. E. Hackett.....	Quebec.....	1894	Quebec, Que.....	Screw—A hélice.....	70.2	18.8	7.4	78	53 W. Hackett, Quebec, Que.

SESSIONAL PAPER No. 21b

103,571	M. G. McDonald, Collingwood	1895	Collingwood, Ont.	58.0	13.0	6.0	29	29	J. P. McDonald, Blind River, Ont.
77,598	M. P. Davis, Montreal	1879	Lachine, Que.	40.5	10.7	5.3	11	11	The Harbour Commissioners, Montreal, Que.
121	M. T. Co. (No. 1), Toronto	1871	Montreal, Que.	84.2	24.5	8.1	148	148	Montreal Transportation Co., Montreal, Que.
92,431	Mabel, Toronto	1886	Pencanguishene, Ont.	39.0	10.4	3.6	11	11	R. Miller and J. Miller, J. O., Ingersoll, Ont.
100,041	Mabel C., Brockville	1883	Brockville, Ont.	25.0	6.2	3.6	4	4	Department of Interior, Ottawa, Ont.
107,259	Mabel F., New Westminster	1898	Linderman, B.C.	10.0	10.0	4.0	10	10	John M. Flower, Linderman, B.C.
107,365	Mabel G., Toronto	1898	Pencanguishene, Ont.	36.0	8.3	3.6	10	10	Wm. McM. Thompson, Pencanguishene, Ont.
103,787	Mabel K., Shelburne	1898	Lockeport, N.S.	41.9	11.0	5.3	15	15	Chas. E. Smith, Sambro, N.S.
107,445	Mabel M., Saugeen	1901	Port Elgin, Ont.	39.0	7.0	3.6	7	7	Andrew Campbell, Port Elgin, Ont.
100,037	Mabel Macdonald, Toronto	1891	Toronto, Ont.	61.0	11.3	7.8	42	42	Alexander Manning and R. Macdonald, J. O., Toronto, Ont.
107,445	Mable, Vancouver	1898	Vancouver, B.C.	31.6	8.8	3.4	5	5	Henry Richt, Vancouver, B.C.
103,974	Macannamae, Quebec	1891	Carlton Place, Ont.	30.2	6.6	3.1	4	4	Megantic Fish & Game Club, Agnes, Que.
93,932	Macassa, Hamilton	1888	Port Glasgow, G.B.	151.4	24.1	16.3	139	139	Hamilton Steamboat Co., Ltd., Hamilton, Ont.
111,568	McLean Bros., Toronto	1900	Goderich, Ont.	22.3	5.0	2.1	2	2	Frank H. McLean, Stratford, Ont.
88,321	McNaughton, Montreal	1886	Levis, Que.	92.0	18.4	8.4	137	137	Sticemes McNaughton Line, Ltd., Montreal, Que.
100,124	Madawaska, Ottawa	1893	Amprior, Ont.	37.0	15.0	3.0	15	15	H. F. McLaughlin, Amprior, Ont.
103,813	Madge, Belleville	1898	Belleville, Ont.	36.8	7.5	4.0	9	9	P. C. Jones, Belleville, Ont.
74,377	Maggie, St. Catharines	1873	Buffalo, U.S.A.	62.0	16.0	6.2	37	37	Edward Armstrong, Port Colborne, Ont.
100,160	Maggie, Lunenburg	1891	Lunenburg, N.S.	47.0	11.8	5.2	19	19	G. W. Naas, Lunenburg, N.S.
75,646	Maggie A. Bennett, St. Catharines	1880	Port Robinson, Ont.	56.0	14.6	7.3	34	34	Robt. Ross, M. O., Port Robinson, Ont.
71,192	Maggie Bell, Quebec	1874	Hull, Que.	133.0	21.0	7.5	291	291	J. T. Ross, Quebec, Que.
94,752	Maggie M., St. John, N.B.	1888	Portland, N.B.	68.3	16.3	8.7	66	66	Wm. H. Mowry, St. John, N.B.
85,329	Maggie McLean, Owen Sound	1886	Sauble Mills, Ont.	69.0	14.0	6.6	37	37	A. Wright, Toronto, Ont.
83,387	Maggie Mason, Toronto	1882	Toronto, Ont.	53.0	17.0	5.4	56	56	O. Matthews and A. Matthews, J. O., St. Catharines, Ont.
96,908	Maggie May, Kingston	1891	Washburne, Ont.	51.7	13.2	5.4	29	29	John Randall, Seeley's Bay, Ont.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c. — *Continued.*

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc. — *Suite.*

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross Tonnage. Tonnage brut.		
					ft. inches.	ft. inches.	ft. inches.	ft. tons.		
91,683	Maggie May.....	Collingwood.....	1889 Meaford, Ont.....	Screw—A helice.....	58 0	14 0	6 0	46	31	W. Frazer, Little Current, Ont.
100,086	Maggie Miller.....	St. John, N.B.....	1892 Millidgeville, N.B.....	Wheels—A roues.....	78 5	21 0	5 7	105	66	Robert W. White, St. John, N.B.
90,706	Maggie R. King.....	Montreal.....	1872 Port Robinson, Ont.....	Screw—A helice.....	50 0	13 0	6 0	27	181	L. Clement, Montreal, Que.
90,700	Maggie R. Mitchell.....	St. Catharines.....	1873 Port Robinson, Ont.....	"	50 0	13 9	7 1	40	27	Alex. Muir, Port Dalhousie, Ont.
103,167	Magnet.....	Vancouver.....	1897 Unknown.....	"	47 0	11 3	5 2	24	16	G. I. Wilson, Vancouver, B.C.
103,690	Magnolia.....	Toronto.....	1898 Midland, Ont.....	"	135 0	21 1	13 7	367	191	Jas. Playfair, Midland, Ont.
107,781	Mabigama.....	Ontawa.....	1899 Pembroke, Ont.....	"	60 7	12 2	5 0	20	19	Jas. McCool, Port William, Que.
90,701	Maid of the Mill.....	St. Catharines.....	1886 Port Robinson, Ont.....	"	33 6	8 6	4 1	8	6	Jas. Conniff, Toronto, Ont.
33,533	Maid of the Mist.....	Chatham, N.B.....	1854 U.S.A.....	Wheels—A roues.....	85 0	22 7	8 0	191	117	H. B. Ross, Sydney, N.S.
90,692	Maid of the Mist.....	St. Catharines.....	1885 Niagara Falls, Ont.....	Screw—A helice.....	71 1	16 1	6 6	62	33	Richard Carter, Niagara Falls, Ont.
97,112	Maida.....	Collingwood.....	1888 Little Current, Ont.....	"	29 0	9 0	2 9	3	2	T. J. Bacon, Shagmudak, Ont.
100,801	Maine.....	Victoria.....	1891 Victoria, B.C.....	"	31 1	9 0	1 0	9	6	R. Fenant, Skidegate, B.C.
100,950	Majestic.....	Collingwood.....	1895 Collingwood, Ont.....	"	209 0	35 0	12 6	1575	1073	Northern Navigation Co. of Ontario, Ltd., Collingwood Ont.,
107,203	Majestic.....	Winnipeg.....	1896 Fort Frances, Ont.....	"	82 0	15 6	4 8	139	9a	Walter Ross, Rat Portage, Ont.

SESSIONAL PAPER No. 21b

107,693	Majestic	Montreal	1899	Toronto, Ont.	"	110 0	21 9	5 2	275	156	The Richelieu River Navigation Co., Ltd., Montreal, Que.
103,922	Majestic	Peterborough	1897	Young's Point, Ont.	"	76 0	15 5	4 0	68	53	P. P. Young, Young's Point, Ont.
103,714	Malcolm Camm	Yarmouth	1898	Lockeport, N.S.	"	112 0	20 1	10 8	212	78	H. B. Camm, Yarmouth, N.S.
107,243	Manie	New Westminster	1892	New Westminster, B.C.	"	32 0	6 0	3 0	5	4	A. M. Snider, Vancouver, B.C.
90,807	Mamie	Victoria	1887	False Creek, Vancouver, B.C.	"	76 0	19 0	7 0	90	61	Victoria Camping Co. of B.C., Ltd., Victoria, B.C.
70,709	Manuense	"	1875	Port Glasgow, G.B.	"	281 1	32 1	23 2	1672	976	The British Columbia Steamship Co., Ltd., Victoria, B.C.
107,875	Maneta	Lindsay	1900	Bolneygeon, Ont.	"	66 0	13 4	3 8	34	23	Geo. A. Smith, Bolneygeon, Ont.
64,946	Manitoba	Quebec	1871	Quebec, Que.	Wheels—A rones	115 4	20 6	7 1	356	198	John Kelly, Carillon, Que.
94,879	Manitoba	Montreal	1889	Owen Sound, Ont.	Screw—A helice	303 0	38 1	11 7	2616	1699	Canadian Pacific Railway Co., Montreal, Que.
111,451	Manitou	Winnipeg	1900	Winnipegosis, Man.	"	92 0	18 8	6 1	108	59	H. Armstrong, Portage-la-Prairie, Man.
107,692	Manolia	Toronto	1898	Toronto, Ont.	"	30 1	8 8	3 9	6	4	E. J. Minett, Toronto, Ont.
96,711	Mansfield	Ottawa	1889	Ottawa, Ont.	"	104 6	31 8	9 0	169	137	Mrs. Anne Mansfield, Ottawa, Ont.
	Manxuan	Montreal	1873	Sorel, Que.	Wheels—A rones	72 5	16 0	4 6	74	47	J. O. Lafreniere, Montreal, Que.
92,687	Maple Leaf	Pictou, N.S.	1891	Pictou, N.S.	"	87 8	21 5	7 0	129	81	G. H. Elliott, Pictou, N.S.
103,679	Maple Leaf	Toronto	1892	Toronto, Ont.	Screw—A helice	37 0	7 0	3 0	12	8	S. Brown, Bracebridge, Ont.
100,033	Maple Leaf	"	1891	"	"	38 3	8 4	4 4	7	5	Garber Boyd, Toronto, Ont.
100,407	Maple Leaf	Hamilton	1898	Hamilton, Ont.	"	35 0	9 3	6 6	11	7	Robt. J. Larkin, Hamilton, Ont.
71,164	Maple Leaf	Peterborough	1881	Lindsay, Ont.	"	59 0	12 0	4 2	26	18	The Kennedy & Davis Milling Co., Ltd., Lindsay, Ont.
107,210	Maple Leaf	Winnipeg	1899	Rat Portage, Ont.	"	69 0	16 5	6 2	82	50	The Rainy River Navigation Co., Ltd., Rat Portage, Ont.
107,697	Margherita	Toronto	1899	Midland, Ont.	"	37 0	10 5	6 8	31	15	James Playfair, Midland, Ont.
94,848	Marguerite	Windsor, Ont.	1879	Detroit, U.S.A.	"	35 2	8 1	3 5	8	5	John Anderson, Windsor, Ont.
92,510	Marguerite	St. Andrews	1877	Newbury, U.S.A.	"	44 4	11 7	7 0	20	12	Benj. F. DeWolf, St. Andrews, N.B.
66,045	Marie	Quebec	1872	Sorel, Que.	"	72 1	15 5	3 3	31	21	H. Beale, Sorel, Que.
103,573	Marie	Collingwood	1895	Parry Sound, Ont.	"	12 0	10 0	5 6	12	8	J. Galna, Parry Sound, Ont.
103,816	Marie	Bellefleur	1895	Detroit, U.S.A.	"	34 7	7 0	3 6	3	2	Wm. Black, Bellefleur, Ont.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc. *Suite.*

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built—Construct.	Where Built. Lieu de construction.	How Propelled. Mode de propulsion.	Register Dimensions.			Tonnage Register.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Feet.	Feet.	Feet.		
111,198	Marie Alma	Quebec	1900	Roberval, Que.	Screw—A helice	61.0	14.2	5.0	52	36 Joseph Derry, Roberval, Que.
100,358	Marie Josephine	"	1891	Riviere du Loup, Que.	"	88.4	22.8	8.2	117	80 A. Gagnon, Quebec, Que.
92,751	Marie Louise	"	1889	Levis, Que.	Wheels—A roues	93.6	17.6	5.9	99	63 Casapedia Pulp & Lumber Co., Quebec, Que.
111,627	Marie Louise	"	1896	Trois Riviere, Que.	Screw—A helice	37.7	7.6	3.7	6	5 Joseph Veillon, Alma Ville, Shawenigan Falls, Que.
107,876	Marie Louise	London	1900	Lindsay, Ont.	"	51.7	11.8	5.2	32	15 Jos. Briggs Parkin, Lindsay, Ont.
103,955	Marietta	Chatham, N.B.	1897	Chatham, N.B.	"	41.6	9.3	3.9	7	5 Jos. L. Phillips, Mira Gut, N.S.
85,532	Marina	Yarmouth	1883	Tusket, N.S.	"	66.0	11.7	5.8	32	16 H. B. Cam, Yarmouth, N.S.
85,657	Marion	Halifax	1876	New York, U.S.A.	Wheels—A roues	142.4	26.5	8.0	478	269 Bras d'Or Steamboat Co., Ltd., North Sydney, N.S.
91,801	Marion	Victoria	1888	Golden, B.C.	Stern wheel—Roue à l'arrière.	61.0	10.0	3.0	15	9 F. P. Armstrongs, Golden, B.C.
100,291	Marion	Pictou, N.S.	1890	Douglstown, N.B.	Screw—A helice	47.0	8.5	4.0	12	8 Thos. Rod. Powell, Pictou Landing, N.S.
107,218	Marjorie	Dawson	1898	New Westminster, B.C.	"	36.5	8.3	3.0	20	12 H. C. Lisle, Dawson, Y.T.
83,100	Marmora	Bellefleur	1896	Marmora, Ont.	"	35.0	8.8	4.5	13	9 Geo. E. Bleeker, Marmora, Ont.
88,198	Marquis	Winnipeg	1882	Winnipeg, Man.	Wheels—A roues	201.0	33.5	5.3	751	Winnipeg & Western Transportation Co., Ltd, Winnipeg, Man.
71,173	Marquis of Lorne	Ottawa	1874	Kingston, Ont.	Screw—A helice	51.6	10.1	5.3	29	11 T. G. Brigham, Ottawa, Ont.

SESSIONAL PAPER No. 21b

100,871	Martello	St. John, N.B.	1893	Jensseg, N.B.	.....	51	5	13	0	6	0	34	23	J. F. Bridges, Gagetown, N.B.
71,214	Mary	Sarnia	1874	Port Huron, U.S.A.	.....	64	5	16	2	7	0	62	28	P. Larkin, St. Catharines, Ont.
100,941	Mary	Ottawa	.....	.....	.....	22	5	5	3	2	6	2	1	J. Stewart McCracken, Ottawa, Ont.
61,154	Mary A. Langblin	Toronto	1871	Buffalo, U.S.A.	.....	48	0	10	5	5	0	23	12	Alex. Manning and Rudolph Macdonald, J.O., Toronto, Ont.
77,569	Mary Ann	Pictou, N.S.	1880	Wallace, N.S.	.....	50	5	12	3	6	7	25	17	O. Smith, Richibucto, N.B.
92,647	Mary Ann	Wallaceburg	1886	Midland, Ont.	.....	31	0	10	0	3	2	8	6	D. Lowery, Brantford, Ont.
71,113	Mary Becks	Collingwood	1876	Penetanguishene, Ont.	.....	48	0	10	4	5	2	16	11	John Gidley, Penetanguishene, Ont.
.....	Mary Ellen	Port Hope	1868	Lindsay, Ont.	.....	55	1	13	6	3	1	81	51	Wm. Needler, Lindsay, Ont.
103,821	Mary Ellen	Cornwall	1896	Cornwall, Ont.	.....	57	4	13	1	8	8	20	11	J. Jessamin and M. Jessamin, Cornwall, Ont.
73,968	Mary Ethel	Pictou, Ont.	1879	Tipton, Ont.	.....	93	0	15	0	5	4	99	56	Trenton & Bay of Quinte Nav. Co., Ltd., Trenton, Ont.
107,839	Mary F. Graff	Victoria	1898	Seattle, U.S.A.	.....	177	6	35	7	6	0	861	511	The British Yukon Navigation Co., Ltd., Victoria, B.C.
88,491	Mary Hatch	Winnipeg	1881	Rat Portage, Ont.	.....	107	6	20	0	6	8	121	82	The Ontario & Western Lumber Co., Ltd., Rat Portage, Ont.
83,223	Mary Louise	Toronto	1881	Franklin, Ont.	.....	68	0	15	6	6	6	61	13	Crow, F. Marsh, Huntsville, Ont.
90,740	Mary Odell	Chatham, N.B.	1881	Bristol, Maine, U.S.A.	.....	55	8	12	7	6	0	29	20	F. P. Loggie, Chatham, N.B.
97,019	Mary R	St. Catharines	1897	Port Colborne, Ont.	.....	47	3	16	0	9	6	14	30	David McLeod, Port Colborne, Ont.
(a)83,303	Mascot	Habifax	1881	Habifax, N.S.	.....	50	0	12	3	5	8	23	15	Acadia Sugar Refining Co., Ltd., Habifax, N.S.
92,415	Mascot	Chatham, N.B.	1888	Chatham, N.B.	.....	69	1	19	0	8	4	71	48	Wm. Richards & Co., Ltd., Chatham, N.B.
91,761	Mascot	Owen Sound	1890	Meaford, Ont.	.....	52	9	12	5	4	9	21	11	James Pilgrim, Meaford, Ont.
90,572	Mascotte	Toronto	1886	Toronto, Ont.	.....	70	0	13	8	3	0	49	33	The Toronto Ferry Co., Ltd., Toronto, Ont.
103,549	Mascott	Habifax	1896	Portmouth, N.S.	.....	61	2	14	6	6	0	35	21	Acadia Sugar Refining Co., Ltd., Habifax, N.S.
100,396	Masonic	Hamilton	1893	Hamilton, Ont.	.....	58	4	10	6	3	9	39	26	Penetanguishene Navigation Co., Ltd., Penetanguishene, Ont.
103,369	Massawippi	Montreal	1895	North Hatley, Que.	.....	40	0	7	6	3	4	1	3	Jos. A. Sampson, North Hatley, Que.
107,416	Mathilda	Ottawa	1899	Sorel, Que.	.....	72	0	20	1	10	4	114	69	Simeons, McNaughton Lano, Ltd., Montreal, Que.
73,947	Mattawan	Ottawa	1876	Portsmouth, Ont.	.....	50	0	10	4	3	2	22	13	Canadian Pacific Railway Co., Montreal, Que.
69,615	Maud	Quebec	1874	New Liverpool, Que.	.....	72	5	15	8	5	7	54	31	P. E. Pametton, Three Rivers, Que.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—*Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gr. tons. Gr. tonnes.		
32,728	Maud	Toronto	1887	Pondanguishene, Ont.	Screw	A helice	71 0	12 4	5 6	66	27 David Davidson, Township of King, Ont.
167,386	Maud	Ottawa	1898	Grand Rapids, U.S.A.	0	0	16 0	3 8	1 8	1	J. G. W. Smith, Gatineau Point, Que.
167,472	Maud C.	Port Arthur	1897	Rosspout, Ont.	0	0	30 0	9 2	...	5	3 Thos. Craigie, Rosspout, Ont.
34,915	Maud L.	Kingston	1888	Sable-River, Ont.	0	0	45 0	10 0	1 0	11	Mrs. Naomi Hurley, Kingston, Ont.
34,687	Maud S.	Collingwood	1889	Collingwood, Ont.	0	0	44 0	10 6	1 8	11	H. N. Truesdell, Collingwood, Ont.
	Maud	Montreal	1871	Montreal, Que.	Wheels	A roues.	112 1	21 1	7 1	269	111 Ottawa River Navigation Co., Montreal, Que.
61,136	Maud	Victoria	1872	San Juan Island, U.S.A.	Screw	A helice	113 5	21 0	9 0	175	91 Canadian Pacific Navigation Co., Ltd., Victoria, B.C.
167,812	Maud Moore	Peterborough	1899	Peterborough, Ont.	0	0	42 0	8 4	3 5	9	W. J. Snodgrass, Okanagan Falls, B.C.
167,462	Maxie	Collingwood	1898	Wexford, Ont.	0	0	44 0	11 2	3 8	16	11 Wm. J. Taylor, Port Maitland, Ont.
167,450	May	Vancouver	1898	Finkenhead, C.E.	0	0	31 5	7 3	3 8	6	4 Geo. Howe, Union Bay, B.C.
167,460	May	0	1899	Vancouver, B.C.	0	0	29 0	8 7	3 3	8	5 Mrs. M. E. Stevens, Moodyville, B.C.
83,292	May	Montreal	1881	Buffalo, U.S.A.	0	0	44 0	12 3	5 8	24	14 Sincennes McNaughton Line, Ltd., Montreal, Que.
37,405	May B.	Port Burwell	1900	Port Burwell, Ont.	0	0	49 0	10 1	3 6	16	6 C. C. Bates, Clear Creek, Ont.
106,751	May Bird	Toronto	1883	Toronto, Ont.	0	0	76 0	19 0	3 9	46	32 G. Hastings and S. W. Marchmont, J.O., Toronto, Ont.

SESSIONAL PAPER No. 21b

75,699	May Flower	Quebec	1878	Quebec, Que.	"	"	35.9	9.3	6.0	13	9 P. J. Holden, Quebec, Que.
94,690	May Flower	Collingwood	1890	Port Severn, Ont.	"	"	49.0	10.0	4.0	26	17 F. Morrua, Waukenahe, Ont.
103,929	May Flower	Peterborough	1897	Peterborough, Ont.	"	"	25.5	6.1	3.0	6	1 Elizabeth Donnell, Peterborough, Ont.
72,587	May Flower	Kingston	1877	Kempville, Ont.	"	"	50.2	9.3	1.0	29	16 James McLaren, Buckingham, Que.
90,788	May Queen	Victoria	1887	Victoria, B.C.	"	"	42.2	9.5	1.1	11	9 V. J. Goring, Victoria, B.C.
59,243	May Queen	St. John, N.B.	1869	Charleton, St. John, N.B.	Wheels	A rones	160.0	21.7	8.4	539	310 C. W. Brammen, St. John, N.B.
97,065	May Queen	Charlotctown	1892	Charlotctown, P. E. I.	Screw	A helice	53.3	16.0	5.8	36	18 E. Doherty, Pictou, N.S.
94,987	Mayflower	Toronto	1890	Toronto, Ont.	Wheels	A rones	140.2	28.2	6.8	189	119 The Toronto Ferry Co., Ltd., Toronto, Ont.
92,681	Mayflower	Pictou, N.S.	1875	Montreal, Que.	Screw	A helice	125.0	23.5	11.0	392	236 C. R. Seales, New Carlisle, Que.
83,125	Mayflower	Halifax	1881	Halifax, N.S.	"	"	48.8	9.8	6.0	18	10 Walter Cavill, Halifax, N.S.
83,521	Mazette	Hamilton	1881	Toronto, Ont.	"	"	101.0	20.0	5.7	146	87 J. H. McLaughlin, Owen Sound, Ont.
90,183	Meadow Flower	Halifax	1885	Dartmouth, N.S.	"	"	33.0	9.0	3.5	7	4 E. C. Whitman, Canso, N.S.
100,751	Medora	Toronto	1893	Gravenhurst, Ont.	"	"	122.6	25.4	8.5	299	203 The Muskoka & Georgian Bay Navigation Co., Ltd., Gravenhurst, Ont.
94,715	Melbourne	Port Stanley	1893	Montreal, Que.	"	"	179.6	26.0	11.3	891	540 The Melbourne S.S. Co., Ltd., Montreal, Que.
111,917	Menckara	Toronto	1901	Midland, Ont.	"	"	67.5	16.0	6.3	73	50 Midland Towing & Wrecking Co., Midland, Ont.
111,590	Mermaid	Peterborough	1901	Millbrook, Ont.	"	"	32.3	7.3	3.2	11	7 Dr. Henry A. Turner, Millbrook, Ont.
83,116	Mermaid	Halifax	1881	Yarmouth, N.S.	"	"	50.0	11.5	5.0	15	11 Sandy Cove Sea Bathing Co., Halifax, N.S.
88,367	Mermaid	Vancouver	1881	Victoria, B.C.	"	"	91.0	18.0	1.6	129	87 New Vancouver Coal Mining & Land Co., Ltd., Nanaimo, B.C.
71,364	Merrimac	Sydney	1876	Quebec, Que.	"	"	73.5	17.6	10.0	86	26 Jas. W. Gordon, North Sydney, N.S.
61,915	Mersy	Quebec	1871	Point Levis, Que.	"	"	72.0	15.5	8.2	60	31 R. W. Pattis, Quebec, Que.
18,178	Messenger	"	1863	Buffalo, U.S.A.	"	"	56.0	12.9	6.1	29	18 George H. Tate, Montreal, Que.
107,349	Messenger	Yarmouth	1901	Shelburne, N.S.	"	"	97.0	20.0	8.4	112	49 Samuel E. Messenger, Yarmouth, N.S.
88,130	Meta	St. John, N.B.	1884	Rodhesay, N.B.	"	"	34.0	7.9	3.6	5	3 Parker Glasgow, Lincoln, N.B.
51,668	McCaure	Toronto	1861	Cleveland, U.S.A.	"	"	115.0	39.3	10.8	239	152 J. Playfair and W. A. Clark, Jr., J. O., Collingwood, Ont.
107,084	Meteor	Ottawa	1897	Opekanic, Que.	"	"	130.5	27.0	7.1	299	201 A. Lamson, Ottawa, Ont.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c.—Continued

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrit sur les registres, etc.—Suite.

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built—Construct.	Where Built. Lieu de construction.	How Propelled. Mode de propulsion.	Register Dimensions.			Tonnage. Tonnage.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
110,991	Midland Queen	Toronto	1901	Dundee, Scotland	Screw—A hellice	29 0	12 1	20 5	1993 13 19	Wm. H. Featherstonhaugh, Midland, Ont.
107,503	Mignon	Quebec	1891	Quebec, Que.	"	23 8	6 2	2 7	2	2 C. G. Plamondon, Quebec, Que.
103,667	Mikado	Winnipeg	1897	Rat Portage, Ont.	"	40 0	10 3	1 4	25	Mikado Gold Mining Co., Rat Portage, Ont.
92,283	Mikado	Owen Sound	1886	Owen Sound, Ont.	"	25 6	8 3	2 5	1	John J. Douglas, Owen Sound, Ont.
96,896	Mildred	Ottawa	1891	Kingston, Ont.	"	46 4	9 2	3 7	15	Cres. Bodwell, Buckingham, Que.
100,666	Mildred	Belleville	1895	"	"	31 5	7 8	3 0	5	B. A. Conlderg, Belleville, Ont.
103,267	Mildred	St. John, N.B.	1897	Cambridge, N.B.	"	51 0	11 7	7 0	40	John E. Moore, St. John, N.B.
92,696	Miles	Winnipeg	1889	Selkirk, Man.	"	75 0	16 3	6 7	63	Dominion Fish Co., Ltd., Winnipeg, Man.
111,978	Milkmaid	Vancouver	1901	Vancouver, B.C.	"	31 6	8 7	3 4	7	Alexander Ross, Mission, B.C., and George Hay, Vancouver, B.C.
90,148	Millie Howell	Winnipeg	1886	Selkirk, Man.	"	50 3	11 1	4 1	24	Dominion Fish Co., Ltd., Winnipeg, Man.
107,365	Millie K.	Windsor, N.S.	1900	White water, N.S.	"	48 0	13 0	5 2	20	The Nova Scotia Produce Co., Ltd., Canning, N.S.
80,590	Minden	Toronto	1880	Minden, Ont.	"	50 8	7 5	2 6	4	James Leman, Minden, Ont.
100,391	Minerva	Hamilton	1891	Hamilton, Ont.	"	33 8	7 4	3 5	4	James Irwin, Hamilton, Ont.
	Minerva	Chippawa	1869	Thorold, Ont.	"	56 0	13 0	6 0	27	Alex. Fraser, Thorold, Ont.

107,361	Manitaga.....	Toronto.....	1898	Midland, Ont.....	"	77	3	16	5	8	4	73	29	James Playfair, Midland, Ont.
100,030	Mink.....	"	1891	Port Carling, Ont.....	"	72	0	11	0	3	8	56	38	Wm. Hanna, Port Carling, Ont.
103,881	Mink.....	Ottawa.....	1896	Gordon Creek, Que.....	"	37	0	16	0	3	5	14	9	A. Lumsden, Ottawa, Ont.
92,620	Mimichaba.....	Port Arthur.....	1888	Peterborough, Ont.....	"	27	5	6	3	.....	.....	2	1	Sidney Smith, Port Arthur, Ont.
78,027	Minnehaba.....	Collingwood.....	1882	Parry Sound, Ont.....	"	60	0	13	0	6	6	32	22	John C. Miller, Parry Sound, Ont.
96,981	Mimichaba.....	New Westminster.....	1890	New Westminster, B.C.....	"	37	0	6	5	3	0	7	5	James Hunter, Victoria, B.C.
100,139	Mimnetonka.....	Winnipeg.....	1891	Fort Frances, Ont.....	"	55	6	12	6	6	8	68	46	August McKinnon, Rat Portage, Ont.
107,822	Minnewanka.....	Montreal.....	1899	New York, U.S.A.....	"	31	0	7	0	3	6	5	4	The Canadian Pacific Railway Co., Montreal, Que.
103,572	Minnie D.....	Collingwood.....	1889	Hamilton, Ont.....	"	21	8	6	6	3	3	3	2	J. Larson, Parry Sound, Ont.
61,128	Minnie F. Parsons.....	Montreal.....	1868	Buffalo, U.S.A.....	"	59	5	15	0	6	5	46	22	The Department of Public Works, Ottawa, Ont.
(6)90,696	Minnie Hall.....	St. Catharines.....	1869	St. Catharines, Ont.....	"	68	0	11	0	7	4	62	42	John Waddie, Toronto, Ont.
107,880	Minnie M.....	Montreal.....	1884	Detroit, U.S.A.....	"	10	0	30	0	10	0	613	276	The Algoma Central Railway Co., Sault Ste. Marie, Ont.
78,028	Minnie Martin.....	Collingwood.....	1882	Port Severn, Ont.....	"	30	0	9	7	6	6	10	7	Charles Martin, Port Severn, Ont.
107,468	Minnie May.....	Lindsay.....	1894	Coloacank, Ont.....	Wheels	12	5	8	0	3	0	10	8	John R. Phillips, Coloacank, Ont.
71,380	Minnie Wade.....	Toronto.....	1871	Penetanguishene, Ont.....	Screw—A helice	35	0	8	1	3	2	9	6	J. D. Johnston, Belle Ewart, Ont.
100,632	Minota.....	"	1891	Toronto, Ont.....	"	65	5	11	2	5	7	29	19	E. B. Osler, Toronto, Ont.
92,618	Minota.....	Port Arthur.....	1890	Vermillion Bay, Ont.....	"	63	0	17	2	5	0	35	24	J. Bowman, Rossport, Ont.
111,591	Minto.....	New Westminster.....	1900	Harrison River, B.C.....	Stem wheel—Roue à Parniere.	60	0	9	2	2	4	36	23	R. C. Menton, M.O., Harrison River, B.C.
107,153	Minto.....	Vancouver.....	1898	Nakusp, B.C.....	Wheels—A routes	161	7	39	1	5	1	829	522	Canadian Pacific Railway Co., Montreal, Que.
107,787	Minto.....	Ottawa.....	1899	Dumcey, Scotland.....	Screw—A helice	225	0	32	7	18	3	1090	372	Minister of Marine and Fisheries, Ottawa, Ont.
88,666	Miramichi.....	Chatham, N.B.....	1885	Chatham, N.B.....	"	85	7	17	3	6	9	75	51	Miramichi Steam Navigation Co., Chatham, N.B.
66,023	Miramichi.....	Quebec.....	1861	London, G.B.....	Wheels—A routes	228	7	21	6	18	7	727	491	Quebec & Gulf Ports Steamship Co., Quebec, Que.
92,282	Mischief.....	Owen Sound.....	1886	Owen Sound, Ont.....	Screw—A helice	31	0	9	0	4	8	9	6	H. E. C. Carry and Daniel Dunn, Ferris, Mines, Ont.
107,513	Mist.....	Victoria.....	1897	Seattle, U.S.A.....	"	46	7	12	0	3	9	29	29	Jas. F. Fell, Victoria, B.C.
100,854	Mistassini.....	Quebec.....	1891	Roberval, Que.....	Wheels—A routes	130	0	22	4	8	2	236	148	E. F. Wartels, Quebec, Que.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc. *Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						ft. mths. ft. mths. ft. mths.				
107,461	Mizpah.....	Lindsay.....	1888	Lindsay, Ont.	Screw—A helice.....	25 0	6 0	2 9	2	A. H. Cottingham, Lindsay, Ont.
94,982	Mizpah.....	Toronto.....	1889	Toronto, Ont.	"	51 7	11 8	1 1	18	Thos. McCarroll and H. Manley, J. O. Toronto, Ont.
85,330	Mocking Bird.....	Owen Sound.....	1886	"	"	72 0	11 8	4 2	38	P. McArthur, Westbourne, Manitowish, Ont.
96,058	Modjeska.....	Hamilton.....	1880	Yaker, U. S.	"	178 0	31 1	12 3	678	Hamilton Steamboat Co., Ltd., Hamilton, Ont.
107,205	Mohican.....	Winnipeg.....	1896	Port Frances, Ont.	"	50 0	9 5	.....	31	L. R. Johnstone, M. O., Wabigoon, Ont.
103,927	Mollie.....	Peterborough.....	1897	Lakefield, Ont.	"	41 0	6 6	2 5	11	J. J. Melham, Peterborough, Ont.
111,851	Molly S.....	Owen Sound.....	1901	Owen Sound, Ont.	"	68 0	12 6	5 0	15	Charles Sims, Manitowish, Ont.
94,873	Mona.....	Montreal.....	1889	Montreal, Que.	"	54 2	12 8	5 8	25	Wm. H. Davis, Ottawa, Ont.
100,101	Mena.....	Hamilton.....	1891	Hamilton, Ont.	"	23 6	6 1	3 4	2	J. A. Bradley, Hamilton, Ont.
95,509	Monaco.....	Montreal.....	1888	Hamilton, Eng.	"	11 8	8 3	3 6	10	Arthur Beyer, Montreal, Que.
96,843	Monarch.....	Sarnia.....	1890	Sarnia, Ont.	"	240 0	35 0	14 8	2917	Northwest Transportation Co., Ltd., Sarnia, Ont.
107,863	Monarch.....	Dawson.....	1898	San Francisco, U. S. A.	Steam wheel Parricere.	120 3	32 2	5 4	281	179 Fernand de Journal, Dawson, Yukon Territory.
100,141	Monarch.....	Winnipeg.....	1893	Port Frances, Ont.	Wheels—A roues.....	114 0	17 8	5 4	168	E. W. Brydges, Rat Portage, Ont.
90,545	Monarque.....	Montreal.....	1886	Sorel, Que.	"	108 9	30 4	6 9	136	Jos. H. Dansereau, Verchères, Que.

SESSIONAL PAPER No. 21b

100,925) Moneta.....	Ottawa.....	1888)Ottawa, Ont.....	Screw—A helice.....	20 0	5 2	2 2	1	1 R. Lamb and J. Robertson, Ottawa, Ont.
107,891) Monitor.....	Montreal.....	1899) Montreal, Que.....	".....	69 5	16 6	7 2	62	39 Jas. C. Weir and R. S. Weir, J.C.O., Montreal, Que.
a 107,102) Mono.....	Dawson.....	1898) Stakine River, B.C.....	Stern wheel—Route a route Parriere.....	120 0	25 0	4 5	278	151 Teslin Transportation Co., Ltd., Victoria, B.C.
77,933) Montague.....	Charlottetown.....	1878) Georgetown, P.E.I.....	Wheels—A roues.....	79 0	19 7	8 7	130	38 The Georgetown Ferry Co., Ltd., Georgetown, P.E.I.
107,821) Monte Cristo.....	Victoria.....	1891) Ballard, U.S.A.....	Stern wheel—Route a route Parriere.....	108 6	20 4	3 9	266	156 Robert Cunningham, Port Essing- ton, B.C.
92,755) Montmerency.....	Ottawa.....	1889) Quebec, Que.....	Screw—A helice.....	55 5	10 8	1 8	18	12 W. J. Poirere, Ottawa, Ont.
.....	Montreal.....	1868) Montreal, Que.....	Wheels—A roues.....	262 0	33 3	9 2	2068	1070 The Montreal Safe Deposit Co., Montreal, Que.
111,751) Moose.....	Rat Portage.....	1893) Harding, U.S.A.....	Screw—A helice.....	51 0	11 6	6 5	38	14 Samuel Nadeau, Roddick, Rainy River, Ont.
100,739) Morning Star.....	Toronto.....	1894) Toronto, Ont.....	".....	34 0	7 5	3 1	5	3 Jas. Goodwin, Toronto, Ont.
90,797) Morris.....	Victoria.....	1888) Victoria, B.C.....	".....	39 5	9 2	3 6	12	8 Alex. J. McLellan, Victoria, B.C.
92,780) Mountain Belle.....	Vancouver.....	1888) Carleton Place, Ont.....	".....	30 2	6 1	3 0	5	3 Thos. R. Lane, Vancouver, B.C.
92,537) Mountain Maid.....	Montreal.....	1850) Magog, Que.....	Wheels—A roues.....	101 2	19 1	6 1	118	62 L. Entvoege, St. John's, Que.
107,727) Mow-Ping.....	Vancouver.....	1899) Hong Kong, China.....	Screw—A helice.....	45 5	10 0	5 0	20	14 Mrs. Mary J. Rogers, Vancouver, B.C.
107,454) Moxie.....	".....	1898) Nelson, B.C.....	Wheels—A roues.....	161 7	30 1	5 1	835	526 Canadian Pacific Ry. Co., Mont- real, Que.
103,012) Mulgrave.....	Ottawa.....	1893) New Glasgow, N.S.....	Screw—A helice.....	114 8	31 0	16 4	485	330 The Dept. Railways and Canals, Ottawa, Ont.
90,793) Muriel.....	Victoria.....	1887) Victoria, B.C.....	".....	70 0	15 5	6 7	41	28 Victoria Canning Co., Ltd., Vic- toria, B.C.
83,372) Muskokan.....	Toronto.....	1881) Gravenhurst, Ont.....	".....	91 0	18 0	7 3	197	134 The Muskoka & Nipissing Nav. Co., Gravenhurst, Ont.
77,698) Myles.....	Hamilton.....	1882) Hamilton, Ont.....	".....	175 0	33 6	11 6	1199	742 Myles Transportation Co., Ltd., Hamilton, Ont.
88,631) Myra.....	Prescott.....	1881) St. Catharines, Ont.....	".....	82 0	17 2	8 6	73	37 James Buckley, Prescott, Ont.
83,634) Myrtle.....	Brockville.....	1880) Brockville, Ont.....	".....	39 0	7 7	3 5	9	7 David Ward, Toronto, Ont.
111,388) Myrtle.....	Peterborough.....	1901) Peterborough, Ont.....	".....	33 2	7 7	3 2	5	4 Herbert Watt, Peterborough, Ont.
91,816) Mystery.....	Victoria.....	1890) Victoria, B.C.....	".....	80 5	16 5	7 8	65	39 S. A. Spencer, Victoria, B.C.
107,434) N. Dymont.....	Goderich.....	1900) Goderich, Ont.....	".....	75 0	16 8	8 0	39	40 N. Dymont, Esprit, Ont.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross Tonnage.		
95,852	Nagaski	New Westminster.	1889	Hong Kong, China.	Screw—A hellice.	46.5	9.3	5.3	15	10	Daniel McWilliams, West Ham Islands, B.C.
92,389	Naiad	Kingston.	1888	Kingston, Ont.	"	51.4	9.2	3.9	15	10	W. H. Monray, Amherst Island, Ont.
88,538	Naiad	Hamilton.	1890	Toronto, Ont.	"	68.0	10.2	3.3	29	20	H. S. Sandford, M.O., Hamilton, Ont.
100,430	Naiad	Ottawa.	1890	Hull, Que.	"	11.8	8.3	4.6	7	6	T. G. Brigham, Ottawa, Ont.
100,729	Nama	Montreal.	1887	Montreal, Que.	"	75.2	10.3	4.4	42	36	Richard B. Angus, Montreal, Que.
94,863	Nanaimo	Victoria.	1888	Nanaimo, B.C.	Stern wheel—Roue à l'arrière.	56.0	20.0	3.2	71	15	W. R. Taylor, Vancouver, B.C.
107,729	Naney	Vancouver.	1900	Vancouver, B.C.	Screw—A hellice.	25.9	8.6	2.4	5	4	Wm. J. Belding, Vancouver, B.C.
107,083	Nap	Ottawa.	1893	Carden Place, Ont.	"	25.5	6.9	2.6	1	1	N. Tessier, Hull, Que.
85,398	Napierville.	Montreal	1883	Sorel, Que.	Wheels—A roues.	123.9	42.1	5.1	165	113	Mrs. Arthoise Robert, Montreal, Que.
107,325	Natya	New Westminster.	1899	Montreal, Que.	"	66.0	14.0	6.0	52	36	Geo. C. McKeon, M.O., New Westminster, B.C.
103,999	Nautilus.	St. Andrews.	1887	New York, U.S.A.	"	56.0	14.0	4.2	27	18	Mrs. Addie L. Young, St. Stephen, N.B.
92,659	Nautilus.	St. Catharines.	1889	Humberstone, Ont.	"	31.5	9.2	4.2	9	6	Frank Freeman, Louth, Co. Lincn, Ont.
90,780	Nell	Victoria.	1887	Georgetown, B.C.	"	103.0	23.5	8.1	208	125	A. Patt, Georgetown, B.C.
(972,686	Nellie.	"	1876	New York, U.S.A.	"	27.0	6.1	2.5	2	2	W. M. Flowetts, Nanaimo, B.C.

SESSIONAL PAPER No. 21b

96,901	Nellie	Kingston.	1882	Kingston, Ont.	"	39 6	7 4	3 9	7	3 S. M. Burns, Smith's Falls, Ont.
88,531	Nellie	Hamilton.	1886	Hamilton, Ont.	"	25 2	6 2	2 9	2	R. Campbell, Bracebridge, Ont.
92,660	Nellie Bly	St. Catharines	1890	Port Dalhousie, Ont.	"	42 7	13 1	4 2	13	Wm. Hand, Port Dalhousie, Ont.
71,078	Nellie H.	Amherstburg.	1909	Detroit, U.S.A.	"	55 3	11 4	6 0	25	Joseph Cahwell, Amherstburg, Ont.
103,938	Nellie H.	Chatham, N.B.	1897	Chatham, N.B.	"	41 1	9 0	4 2	8	J. F. Mullin, Fredericton, N.B.
90,544	Nellie Reid	Montreal.	1886	Buffalo, U.S.A.	"	70 5	16 8	8 4	56	Canadian Forwarding & Export Co., Ltd., Montreal, Que.
91,846	Nellie S.	Windsor, Ont.	1885	Detroit, U.S.A.	"	20 8	5 6	2 5	3	Geo. Sutherland, Essex Centre, Ont.
107,467	Nellie T.	Lindsay	1894	Lindsay, Ont.	Wheels—A rones.	36 0	6 5	2 7	5	Michael Dovey, Lindsay, Ont.
103,596	Nelson	Charlottetown.	1896	Charlottetown, P.E.I.	Screw—A helico	50 7	13 8	5 2	33	W. H. Batt, Charlottetown, P.E.I.
88,667	Nelson	Chatham, N.B.	1885	Chatham, N.B.	"	78 4	14 7	7 0	64	Miramichi Steam Nav. Co., Ltd., Chatham, N.B.
96,987	Nelson	New Westminster.	1891	Nelson, B.C.	Stem wheel—Rones & Parrels.	131 4	26 5	5 5	496	Canadian Pacific Railway Co., Montreal, Que.
88,682	Neptune	St. John, N.B.	1885	Portland, N.B.	Screw—A helico	73 5	17 7	7 9	71	R. Thomson and J. H. Thomson, St. John, N.B.
92,762	Neptune	Quebec.	1889	Lothbiniere, Que.	"	32 6	8 8	2 8	11	John Breakay, Quebec, Que.
103,255	Nereid.	St. John, N.B.	1895	St. John, N.B.	"	50 6	14 2	5 1	30	J. W. Smith, St. John, N.B.
103,036	Nereid	Yarmouth.	1894	Yarmouth, N.S.	"	36 0	11 0	5 6	12	H. B. Gann, Yarmouth, N.S.
	New York	Montreal.	1870	Sord, Que.	Wheels—A rones.	126 1	23 0	8 2	311	H. A. Chillas, Nicolet, Que.
111,813	Newera	Vancouver.	1901	Vancouver, B.C.	Screw—A helico	52 5	13 6	5 6	56	Edward Cook and Jas. T. Cook, Vancouver, B.C.
66,054	Newfoundland	Windsor, N.S.	1872	Quebec, Que.	"	212 5	29 5	23 3	919	J. H. Anderson, Musquodoboit, N.S.
85,761	Newport	Montreal.	1879	Georgetown, Que.	"	47 0	12 0	6 0	12	H. H. Caswell, Newport, Vt., U.S.A.
53,589	Niagara	Ottawa.	1856	Glasgow, G.B.	Stem wheel—Rones & Parrels.	160 0	21 6	9 6	239	A. E. Fonthraud, Sord, Que.
103,393	Nile	Deseronto.	1870	Battersca, Ont.	Screw—A helico	90 1	19 1	6 0	96	The Rathburn Co., Deseronto, Ont.
103,957	Nile	Montreal.	1894	Sord, Que.	"	71 1	11 1	1 0	28	Geo. B. Beauchemin, Sord, Que.
107,086	Nilka	Ottawa.	1897	Ottawa, Ont.	"	24 8	5 7	1 8	1	J. Jolicoeur and Ed. Lyon, Ottawa, Ont.
90,524	Ninias	Chatham, Ont.	1889	Rondeau, Ont.	"	32 0	9 5	4 8	11	J. J. Cooper, Chatham, Ont.
103,377	Ninonsgis.	Winnipeg.	1894	Sincara, Ont.	Wheels—A rones.	45 0	11 0	5 5	7	The Ontario & Western Lumber Co., Ltd., Rat Portage, Ont.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c. *Continued.*

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc. *Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Feet.	Feet.	Feet.	Gross Tonnage.	
92,413	Nipissing.....	Toronto.....	1887	Gravenhurst, Ont.....	Wheels—A rows.....	125 0	21 0	7 5	275	Muskoka & Nipissing Nav. Co., Gravenhurst, Ont.
107,465	Noddy.....	Lindsay.....	1883	Peterborough, Ont.....	Screw—A helice.....	25 0	5 5	2 2	6	Thomas Robson, Fenelon Falls, Ont.
100,025	Noctross.....	Toronto.....	1887	Tamarac Island, Lake Huron, Ont.	"	45 0	11 5	5 2	20	The French River Boom Co., To- ronto, Ont.
100,457	Nokomis.....	Ottawa.....	1887	Morrisstown, U.S.A.....	"	55 6	10 0	3 9	25	W. C. Edwards, Rockland, Ont.
71,269	Nora.....	Deseronto.....	1886	Deseronto, Ont.....	"	50 0	9 6	4 0	22	Montreal Sand & Gravel Co., Montreal, Que.
100,206	Nora.....	Vancouver.....	1889	Port Essington, B.C.....	"	45 0	10 5	5 0	19	H. Bell-Irving, Vancouver, B.C.
103,380	Nora.....	Winnipeg.....	1895	Rat Portage, Ont.....	"	11 0	11 1	3 7	20	H. D. L. Mather, Rat Portage, Ont.
103,915	Nora.....	Victoria.....	1898	Lake Bennett, B.C.....	Stern wheel—Roue à Pavillon.	79 5	16 0	4 3	101	Klondyke Corporation, Ltd., Lon- don, Eng.
107,211	Normansell.....	New Westminster.....	1890	Maple Ridge, B.C.....	Screw—A helice.....	29 0	6 3	2 8	5	S. T. Teeze, New Westminster, B.C.
88,323	North.....	Quebec.....	1886	Levis, Que.....	Wheels—A rows.....	132 4	25 2	9 3	289	The Quebec & Levis Ferry Co., Ltd., Quebec, Que.
96,911	North King.....	Kingston.....	1868	Montreal, Que.....	"	175 0	43 0	10 0	873	Lake Ontario & Bay of Quinte Steamboat Co., Kingston, Ont.
107,611	North River.....	Ottawa.....	1899	Kippewa, Que.....	"	50 2	18 0	1 0	22	H. F. McLaughlin and Claude McLaughlin, Amprior, Ont.
100,287	North Star.....	Peterborough.....	1895	Peterborough, Ont.....	Screw—A helice.....	81 2	13 6	5 7	40	W. C. Harris, Gore's Landing, Ont.
91,812	North Star.....	New Westminster.....	.....	Esquimalt, B.C.....	"	40 0	9 7	3 9	8	F. Boutilier, M.O., New West- minster, B.C.

SESSIONAL PAPER No. 21b

107,725	North Vancouver	Vancouver, B.C.	1900	Vancouver, B.C.	"	73 4	20 1	6 7	10 1	71 Corporation of North Vancouver, Vancouver, B.C.
71,193	Northern Light	Ottawa	1876	Levis, Que.	"	133 2	25 0	11 7	393	267 Minister of Marine and Fisheries, Ottawa, Ont.
96,937	Northumberland	Charlottetown	1891	Newcastle-on-Tyne, G.B.	"	220 0	33 1	20 4	1255	519 Charlottetown Steam Nav. Co., Ltd., Charlottetown, P.E.I.
85,364	Nosbonsing	Ottawa	1884	Lake Nosbonsing, Ont.	"	56 6	11 8	4 6	25	19 J. R. Booth, Ottawa, Ont.
80,069	Novelty	St. John, N.B.	1881	Hampton, N.B.	Wheels—A runs	60 0	12 3	3 4	43	27 Edward A. Todd, Hampton, N.B.
	Novelty	Port Hope	1861	Ball Lake, Ont.	"	80 0	16 7	5 5	65	57 Mossam Boyd, Bobcaygeon, Ont.
107,302	Nyanza	Windsor, N.S.	1899	Horton, N.S.	Screw—A helico.	76 5	21 3	8 2	83	49 F. W. Sumner, Moncton, N.B.
100,103	Nymocet	Hamilton	1896	Hamilton, Ont.	"	52 5	11 0	4 7	25	13 G. F. Beaumont, Muskoka, Ont.
80,713	Oak Bay	Pasphebie	1881	Oak Bay, Que.	Wheels—A runs	68 0	16 6	4 0	26	23 J. D. Sowerby, Oak Bay, Que.
88,633	Ocean	St. Catharines	1872	Port Dalhousie, Ont.	Screw—A helico.	137 0	23 3	11 7	684	434 Wentworth Nav. Co., Toronto, Ont.
91,914	Ocean Lily	Sauguenay	1887	Port Elgin, Ont.	"	29 0	7 0	3 0	3	2 Edward Brooks, Red Bay, Ont.
100,945	Odessa	Collingwood	1894	Collingwood, Ont.	"	32 0	8 0	7 6	12	8 A. L. Nickerson, M.O., Midland, Ont.
91,931	Ogema	Port Hope	1889	Lindsay, Ont.	Wheels—A runs	85 0	15 0	5 0	72	45 Trent Valley Nav. Co., Bobcaygeon, Ont.
107,411	Old Pioneer	Vancouver	1898	Vancouver, B.C.	Screw—A helico.	39 5	8 0	4 0	10	7 A. J. Mangold, London, Eng.
100,043	Olga	Brockville	1896	Brockville, Ont.	"	33 0	8 5	4 0	5	4 John McLaren, Brockville, Ont.
71,084	Olive	Ottawa	1875	Smith Falls, Ont.	"	95 0	18 5	6 4	151	103 The Ottawa Forwarding Co., Ltd., Ottawa, Ont.
103,133	Olive	"	1895	North Bay, Ont.	"	25 6	6 0	3 0	2	1 G. W. Leach <i>et al.</i> , North Bay, Ont.
107,623	Olive	New Westminster	1899	Niemen, B.C.	Stem wheel—Roue à l'arriv.	72 0	12 5	3 5	71	13 Thos. H. Wynoude, Vancouver, B.C.
107,106	Olive	Victoria	1896	Victoria, B.C.	Screw—A helico.	29 0	9 2	3 2	6	18 W. Buckman, Victoria, B.C.
107,511	Olive May	"	1897	Lake Bennett, B.C.	Stem wheel—Roue à l'arriv.	60 0	16 7	5 0	85	54 Klondyke Corporation, Ltd., London, Eng.
107,932	Omega	New Westminster	1900	"	Screw—A helico.	28 8	21 0	5 2	127	80 Wm. C. Robinson, Lake-Bennett, B.C.
107,101	On Time	Victoria	1896	Ballard, U.S.A.	Screw—A helico.	38 0	10 0	4 4	11	4 L. Kieckhafer, Vancouver, B.C.
92,382	Onganah	Kingston	1887	Kingston, Ont.	"	47 2	10 0	3 9	19	13 H. Fraser, Port Cockburn, Ont.
103,850	Omananche	Ottawa	1896	Ottawa, Ont.	"	23 9	5 8	2 1	1	1 E. A. Parsons <i>et al.</i> , Ottawa, Ont.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c. — *Continued.*LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc. — *Suite.*

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
					ft. tobs.	ft. tobs.	ft. tobs.		
88,623	Onaping	Windsor, Ont.	1870 Saginaw South, U.S.A.	Screw—A helice	129 0	19 0	7 6	256	174 John Charlton, Lynedoch, Ont.
103,748	Oueda	Shelburne	1899 Lockport, N.S.	"	52 2	12 3	5 3	15	10 Freeman Poyzant, Lockport, N.S.
90,502	Ongara	Toronto	1885 Toronto, Ont.	"	90 5	18 1	5 4	98	64 The Niagara Navigation Co., Ltd., Toronto, Ont.
83,371	Ontario	"	1884 Walker's Point, Ont.	"	43 5	8 4	3 8	11	S.R. Walker, M.O., Township of Wood, Ont.
91,885	Ontario	Montreal	1890 Owen Sound, Ont.	Wheels—A roues	297 0	41 3	11 9	1615	608 Canadian Pacific Ry. Co., Montreal, Que.
	Ontario	Hamilton	1870 Hamilton, Ont.	Screw—A helice	63 5	12 0	6 0	11	28 J. W. Steinboff, Wallaceburg, Ont.
	Ontario	Port Hope	1868 Lindsay, Ont.	Wheels—A roues	58 0	15 0	4 3	80	50 J. Thomson, Lindsay, Ont.
103,911	Ora	Victoria	1898 Lake Bennett, B.C.	Stern wheel—Roue a Pavane.	79 5	19 0	1 3	101	61 Klondyke Corporation, Ltd., London, Eng.
90,768	Oreadia	Godrich	1888 Godrich, Ont.	Screw—A helice	51 3	11 0	5 2	23	16 John Morrison, Port Colwell, Ont.
100,917	Oreadia	Collingwood	1891 Collingwood, Ont.	"	52 0	11 8	5 8	26	18 J. Playfair, Midland, Ont.
107,500	Oriana	Lindsay	1899 Little Britain, Ont.	"	29 5	5 1	3 0	3	2 James Glass, Little Britain, Ont.
111,610	Orellia	New Westminster	1901 New Westminster, B.C.	"	36 0	8 2	3 0	12	9 Leonard Wilson, New Westminster, B.C.
72,431	Oriele	Toronto	1886 Gravelhurst, Ont.	"	75 0	11 5	1 4	75	81 The Muskoka & Nipissing Nav. Co., Gravelhurst, Ont.
88,378	Orode	Vancouver	1885 Victoria, B.C.	"	27 5	7 0	3 5	1	3 G. J. Blackburn, Vancouver, B.C.

SESSIONAL PAPER No. 21b

100,031	Onton	Kingston	1872	Welland, Ont.	"	173.8	29.5	12.5	846	497	The Collin's Bay Rafting & Forwarding Co., Kingston, Ont.
107,235	Orleans	Quebec	1898	Levis, Que.	"	118.0	28.0	9.2	269	183	La Compagnie Maritime et Industrielle de Levis, Levis, Que.
103,908	Oscat	Victoria	1897	Victoria, B.C.	"	81.0	21.0	7.0	35	61	J. F. Poll, Victoria, B.C.
103,668	Ospray	Winnipeg	1896	Gimli, Man.	"	49.0	11.0	4.5	21	14	H. Armstrong, Portage la Prairie, Man.
92,768	Osprey	Quebec	1889	Quebec, Que.	"	39.0	10.8	3.5	10	7	J. S. Thom, Quebec, Que.
97,016	Osprey	St. Catharines	1895	Port Robinson, Ont.	"	32.0	9.5	3.2	6	1	Dan Lang, Aldborough, Ont.
107,188	Ossirage	Sault Ste. Marie	1886	West Bay City, U.S.A.	"	161.6	27.8	9.0	632	313	Algoma Central Railway, Sault Ste. Marie, Ont.
111,113	Ottawa	Ottawa	1900	Toronto, Ont.	"	256.0	43.2	15.2	2431	1314	J. R. Booth, Ottawa, Ont.
94,628	Ottawa	"	1888	Ottawa, Ont.	"	56.6	13.6	5.8	21	14	The Minister of Public Works, Ottawa, Ont.
103,050	Ottawa	"	1887	Arnprior, Ont.	"	26.0	6.3	2.0	1	11	F. McLachlin and Blanche McLachlin, J. O., Arnprior, Ont.
107,832	Otter	Victoria	1900	Victoria, B.C.	Steam saw	128.0	21.5	11.0	366	222	Canadian Pacific Nav. Co., Ltd., Victoria, B.C.
111,662	Otter	Montreal	1899	Longueuil, Que.	Saw	24.9	7.8	3.1	3	2	R. J. Durley, Montreal, Que.
103,632	Ouer	Ottawa	1895	Kippewa, Que.	Wheels	48.2	16.0	3.6	22	12	Alex. Lumsden, Ottawa, Ont.
61,452	Ouagonoly	St. John, N. B.	1870	St. John, N. B.	"	114.0	29.2	9.7	295	99	The Mayor, Aldermen and Commonalty, St. John, N. B.
92,392	Outlet Queen	Kingston	1888	Warburton, Ont.	Screw	43.3	9.4	3.6	18	12	Wm. Black, Belleville, Ont.
103,951	Oxide	Montreal	1897	Sorel, Que.	"	57.9	13.9	2.1	17	10	Joseph Paul, Sorel, Que.
90,521	Owen	Chatham, Ont.	1884	Chatham, Ont.	"	90.0	23.6	8.8	103	68	Wm. Simmons, Kingston, Ont.
103,278	Owl (The)	Montreal	1887	Georgetown, Que.	"	32.9	7.3	2.9	4	3	L. J. Courcier, Courcier, Ont.
92,286	P. S. Hiesorell	Owen Sound	1887	Owen Sound, Ont.	"	66.0	16.0	6.2	45	31	John Andrew, Spanish River, Ont.
(6)83,444	Pacific Slope	Victoria	1882	Victoria, B.C.	Stem wheel	92.0	22.7	3.3	81	72	Jno. Trench, Yale, B.C.
103,611	Parthia	Kingston	1896	Garden Island, Ont.	Wheels	126.8	38.3	7.1	198	84	The Calvin Co., Ltd., Garden Island, Ont.
111,751	Pastime	Rat Portage	1901	Rat Portage, Ont.	Screw	42.0	7.0	3.2	15	11	J. A. McCrossen, Rat Portage, Ont.
100,254	Pastime	Halifax	1885	Halifax, N.S.	"	69.7	20.3	6.5	68	46	L. Heber, Halifax, N.S.
74,277	Patrick Murphy	Quebec	1876	Quebec, Que.	"	35.6	9.3	3.5	10	4	Martin Phillips, St. Colombe de Silbery, Que.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc. *Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						ft. fms. ft. ins.	ft. ins.	ft. ins.			
69,595	Pearl Smith	Montreal	1875	Quebec, Que.	Screw—A helice	116 0	23 2	6 5	117	280	Edmond Robinaut, Valleyfield, Que.
111,801	Pauline Heckler	Sault Ste. Marie	1901	Montreal, Que.	"	55 0	16 8	7 0	50	34	Albert E. Bowman, Southampton, Ont.
107,872	Pearl	Lindsay	1892	Buffalo, U.S.A.	"	35 0	7 2	3 0	6	1	James Lewis, Bobcaygeon, Ont.
94,803	Pearl	New Westminster	1899	Bobcaygeon, Ont.	Stern wheel Tariroy.	62 4	14 5	3 4	75	54	John H. Low, Vancouver, B.C.
83,420	Pearl	Port Hope	1884	Seattle, U.S.A.	Screw—A helice	30 0	7 5	2 2	8	5	H. Calcutt, Peterborough, Ont.
97,282	Peerless	Sydney	1885	Peterborough, Ont.	"	90 0	20 0	6 0	94	81	Cape Breton Electric Light Co., Ltd., Sydney, N.S.
85,314	Peerless	New Westminster	1884	Athens, U.S.A.	"	133 0	25 5	5 0	307	256	John A. Mara, M.O., Kamloops, B.C.
107,228	Pekin	Halifax	1881	Kamloops, B.C.	Stern wheel Tariroy.	90 4	18 5	7 5	85	50	Carl H. Andersen, Moser's River, N.S.
103,431	Pembroke	Ottawa	1900	Moser's River, N.S.	Screw—A helice	101 5	28 2	6 6	191	122	The Upper Ottawa Improvement Co., Ottawa, Ont.
111,914	Penetang	Toronto	1895	Pembroke, Ont.	Wheels—A roues	82 0	16 5	9 8	100	64	First Book Box Co., Ltd., Toronto, Ont.
96,994	Pentiction	New Westminster	1901	Owen Sound, Ont.	Screw—A helice	70 0	16 0	6 0	50	34	B. Lequin, M.O., Kelowna, B.C.
100,651	Percy Gann	Yarmouth	1890	Okanagan Lake, B.C.	"	77 0	17 1	6 6	80	56	H. B. Cann, Yarmouth, N.S.
92,379	Peri	St. John, N.B.	1888	Meteghan, N.S.	"	38 4	8 9	2 8	12	8	A. Tapley, St. John, N.B.
100,470	Peribonca	Quebec	1892	Roberval, Que.	Wheels—A roues	90 0	21 8	6 2	179	113	E. F. Wurtels, Quebec, Que.

SESSIONAL PAPER No. 21b

97,013	Persia.....	St. Catharines.....	1873	St. Catharines, Ont.....	Screw - A helice.....	144 0	26 2	12 2	757	500	Toronto & Montreal Steamboat Co., Ltd., Toronto, Ont.
107,826	Pert.....	Victoria.....	1890	Upper Columbia River, B.C.	"	49 8	10 0	2 6	6	4	Robert Miller, Golden, B.C.
107,217	Petrol.....	Winnipeg.....	1899	Westbourne, Man.....	"	129 0	26 0	6 0	168	91	The Manitoba Union Mining Co., Ltd., Winnipeg, Man.
96,917	Petrol.....	Kingston.....	1892	Collin's Bay, Ont.....	"	109 2	26 3	9 6	316	199	Collin's Bay Rafting & Forwarding Co., Kingston, Ont.
103,040	Petrol.....	Ottawa.....	1892	Owen Sound, Ont.....	"	116 0	22 0	10 3	192	98	The Minister of Marine and Fisheries, Ottawa, Ont.
103,803	Petrol.....	Halifax.....	1898	Halifax, N.S.....	"	29 5	8 5	3 5	6	4	J. N. Hamie, Halifax, N.S.
103,662	Planton.....	Winnipeg.....	1897	Keewatin, Ont.....	"	75 0	12 5	3 7	56	39	C. Lewis, Rat Portage, Ont.
103,694	Philadelphia.....	Sault Ste. Marie.....	1896	Sault Ste. Marie, U.S.A.	"	90 0	19 0	14 8	148	88	Lake Superior Power Co., Sault Ste. Marie, Ont.
111,371	Phœnix.....	Toronto.....	1900	Huntsville, Ont.....	"	50 0	11 2	4 8	29	20	George F. Marsh, Huntsville, Ont.
		Kingston.....	1871	Kingston, Ont.....	Wheels - A rones.....	123 0	18 8	7 1	252	153	St. Lawrence River Steamboat Co., Kingston, Ont.
103,567	Pierreville.....	Montreal.....	1896	St. Thomas, Que.....	"	77 0	24 1	4 1	42	20	P. Beauchemin, St. Thomas, Que.
88,291	Pilgrim.....	Quebec.....	1881	St. Nicholas, Que.....	"	122 0	22 4	7 4	262	165	H. S. Folger, Kingston, Ont.
88,303	Pilot.....	"	1884	Levis, Que.....	Screw - A helice.....	109 0	32 5	13 7	427	269	The Quebec & Levis Ferry Co., Ltd., Quebec, Que.
111,379	Pilot.....	Toronto.....	1901	Parry Sound, Ont.....	"	71 5	15 5	6 3	70	18	Mrs. Carrie E. Pratt, Parry Sound, Ont.
107,109	Pilot.....	Victoria.....	1898	Cheamans, B.C.....	"	127 5	21 8	12 0	279	118	Jas. Dunsmuir, Victoria, B.C.
89,806	Pinafore.....	Windsor, N.S.....	1889	Hantsport, N.S.....	"	56 3	11 5	5 0	26	15	Hugh Gillespie, Parnshoro', N.S.
75,913	Pioneer.....	Kingston.....	1879	Napanee, Ont.....	"	19 0	15 2	4 6	28	19	H. C. Redwell, Kingston, Ont.
80,599	Pioneer.....	Toronto.....	1873	Magnetawan, Ont.....	"	34 0	7 8	2 8	11	8	E. A. Morris, Magnetawan, Ont.
92,653	Pitcloung.....	"	1871	Port Robinson, Ont.....	Wheels - A rones.....	221 0	28 0	12 0	1319	882	Georgian Bay Navigation Co., Ltd., Toronto, Ont.
103,102	Plover.....	Montreal.....	1863 1894	Lachine, Que.....	Screw - A helice.....	61 7	15 3	7 0	40	27	L. Clement, Montreal, Que.
92,727	Pochabontas.....	Toronto.....	1885	Muskoka Mills, Ont.....	Wheels - A rones.....	36 0	16 0	3 7	32	29	Muskoka Mill & Lumber Co., Toronto, Ont.
85,759	Polaris.....	Quebec.....	1883	Levis, Que.....	Screw - A helice.....	118 5	31 4	16 5	535	336	The Quebec & Levis Ferry Co., Ltd., Quebec, Que.
111,491	Pole Nord.....	"	1899	Quebec, Que.....	"	29 6	7 0	3 5	1	3	Joseph M. Rousseau, Quebec, Que.
62,398	Polino.....	"	1870	Sunderland, G.B.....	"	198 7	27 3	15 5	807	521	F. Ross, Quebec, Que.
88,234	Pouona.....	Brockville.....	1877	Bristol, U.S.A.....	"	42 5	8 6	3 2	5	3	V. H. Moore, M.D., Brockville, Ont.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc. *Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
111,864	Pontiac.....	Ottawa.....	1901	Amprior, Ont.....	Wheels—A rows.....	86.7	16.0	6.7	116	97 H. F. Melachin and Claude Melachin, Amprior, Ont.
106,687	Popcum.....	New Westminster.....	1894	Popcum, E.C.....	".....	50.0	12.0	3.5	13	8 W. Knight, Popcum, E.C.
90,765	Port Elgin Queen.....	Goderich.....	1886	Port Elgin, Ont.....	Screw—A helice.....	52.4	11.4	6.3	37	25 David Porter, Warton, Ont.
51,531	Powerful.....	Montreal.....	1861	Levis, Que.....	Wheels—A rows.....	188.0	24.0	9.6	382	189 The Montreal Safe Deposit Co., Montreal, Que.
94,798	Powerful.....	Richibucto.....	1900	Rexton, N.B.....	".....	51.0	11.0	2.6	29	18 John Jardine, Rexton, N.B.
103,557	Préfontaine.....	Montreal.....	1896	Sorel, Que.....	Screw—A helice.....	111.6	23.0	8.0	131	295 Wm. Paul, jr., Sorel, Que.
103,652	Premier.....	Winnipeg.....	1896	St. Kirk, Man.....	".....	126.0	22.9	8.9	411	282 Dominion Fish Co., Ltd., Winnipeg, Man.
91,990	Primrose.....	Toronto.....	1890	Toronto, Ont.....	Wheels—A rows.....	110.2	28.2	6.8	189	119 The Toronto Ferry Co., Ltd., Toronto, Ont.
107,591	Primrose.....	Owen Sound.....	1899	Owen Sound, Ont.....	Screw—A helice.....	53.0	11.8	5.1	23	16 M. Melnikis, Meaford, Ont.
89,465	Prince Alfred.....	Kingston.....	1867	Brookville, Ont.....	".....	60.2	10.8	5.0	20	10 S. E. Miller, Gore Bay, Ont.
89,465	Prince Edward Ferry.....	Pictou, Ont.....	1885	Deseronto, Ont.....	Wheels—A rows.....	50.8	18.4	3.0	18	12 Wm. Powles, Deseronto, Ont.
(a).....	Prince of Wales.....	Montreal.....	1860	Montreal, Que.....	".....	153.1	23.3	7.7	610	341 Ottawa River Navigation Co., Montreal, Que.
(a).....	Princess.....	".....	1872	".....	".....	141.9	22.1	7.8	527	298 ".....
107,199	Princess.....	Winnipeg.....	1897	Rat Portage, Ont.....	Screw—A helice.....	26.0	7.1	1.1	8	4 Jas. M. Sherman and John Gardner, Rat Portage, Ont.

SESSIONAL PAPER No. 21b

78,006	Princess	"	1881	Winnipeg, Man.	"	166.5	25.0	9.6	406	229	The Northwest Navigation Co., Ltd., Winnipeg, Man.
103,335	Princess	Charlottetown	1900	Selkirk, Man.	"	165.0	26.0	17.7	542	252	The Charlottetown Steam Nav. Co., Ltd., Charlottetown, P.E.I.
107,202	Princess Helen	Winnipeg	1898	Wakefield, G.B.	"	22.4	6.5	2.4	2	1	A. J. Tompsett, Edmonton, N.W.T.
73,682	Princess Louise	Victoria	1869	New York, U.S.A.	Stern wheel—Route à l'Original, Ont.	181.0	30.0	13.0	432	544	Canadian Pacific Navigation Co., Ltd., Victoria, B.C.
77,903	Princess Louise	Cornwall	1879	Ogdensburg, U.S.A.	Fariere.	67.7	13.0	4.2	26	18	A. Smallman, Dundee, Que.
77,634	Princess Louise	Kingston	1888	Wolfe Island, Ont.	Screw—A helice	91.0	18.5	1.9	115	71	Eden A. Johnson, L'Original, Ont.
103,646	Priscilla	Toronto	1897	Kingston, Ont.	"	53.2	9.2	4.6	20	14	Priscilla Steam Yacht Co., Ltd., Toronto, Ont.
107,724	Proctor	Vancouver	1900	Nelson, B.C.	"	65.0	14.4	5.2	43	29	Canadian Pacific Railway Co., Montreal, Que.
107,865	Prospector	Pawson	1901	White Horse, Y.T.	Stern wheel—Route à l'Original, Ont.	110.9	22.2	4.5	262	165	Emil Stead and H. E. Ridley, Dawson, Y.T.
111,819	Psyche	Vancouver	1901	Vancouver, B.C.	Fariere.	28.1	6.1	2.9	3	2	Charles Whitey, Vancouver, B.C.
111,923	Paritan	Toronto	1901	Holland, U.S.A.	Screw—A helice	11.1	6.8	3.0	6	1	Priscilla Steam Yacht Co., Ltd., Toronto, Ont.
96,809	Quachia	Ottawa	1891	Paisley, Scotland	"	174.5	31.0	12.6	573	265	The Minister of Marine and Fisheries, Ottawa, Ont.
Quebec	Quebec	Montreal	1865	Sorel, Que.	Wheels—A rones.	282.6	84.0	11.7	2656	1273	The Montreal Safe Deposit Co., Montreal, Que.
96,916	Quebec	Kingston	1867	Bedford Mills, Ont.	Screw—A helice	110.2	23.4	5.1	108	60	H. F. Cumming, Cornwall, Ont.
107,619	Queen	Ottawa	1899	North Bay, Ont.	"	50.2	9.3	4.8	15	12	R. Farries <i>et al.</i> , North Bay, Ont.
103,956	Queen	Montreal	1897	Valleyfield, Que.	"	121.2	22.4	7.0	332	192	The Montreal & Cornwall Navigation Co., Ltd., Montreal, Que.
92,335	Queen	Quebec	1886	Lévis, Que.	"	117.0	31.6	14.8	367	249	The Quebec & Lévis Ferry Co., Ltd., Quebec, Que.
83,347	Queen	Toronto	1883	Roch's Point, Ont.	"	35.7	8.5	3.5	7	5	Thomas Ellis, Roch's Point, Ont.
78,115	Queen	Winnipeg	1883	Rat Portage, Ont.	"	49.5	9.0	4.2	32	19	The Ontario & Western Lumber Co., Ltd., Rat Portage, Ont.
100,688	Queen	New Westminster	1894	Kamloops, B.C.	Wheels—A rones.	70.0	12.8	3.6	77	49	Mrs. Antoinette L. Stacey, Kamloops, B.C.
103,482	Queen City	Victoria	1894	Vancouver, B.C.	Screw—A helice	116.0	27.0	10.0	391	244	Canadian Pacific Nav. Co., Ltd., Victoria, B.C.
90,567	Queen of the Isles	Toronto	1885	Orrilla, Ont.	"	72.0	11.0	4.3	10	27	Mussocke Leather Co., Ltd., Toronto, Ont.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c. *Continued.*

Liste ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc. *Suite.*

Official number. Numéro matricule.	Name of Ship. Nom du navire.		Port of Registry. Port d'empressement.		Built—Constructé.	Where Built. Lieu de construction.		How Propelled. Méthode de propulsion.	Register Dimensions. Dimensions.				Tonnage Registers (Gross Tonnage) Bruts	Owner, or Managing Owner, and Address. Armateur ou armateur gerant, et adresse.
	Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Length. Longueur.		Breadth. Largeur.	Depth. Profondeur.		Registers (Gross Tonnage) Bruts					
107,861	Quick	Dawson	Dawson	Y.T.	1900	Dawson, Y.T.	Steam wheel Parquet.	60 0	11 0	3 0	67	61	Edm. Stauf and H. E. Ridley, Dawson, Yukon Territory.	
85,571	Quaddy	St. John, N.B.	St. John, N.B.	N.B.	1883	Portland, N.B.	Wheels—A roues.	62 3	12 0	4 9	31	19	R. S. Orchard, St. John, N.B.	
96,895	Quinze	Ottawa	Ottawa	Que.	1891	Montreal, Que.	Screw—V hélice.	53 0	13 0	5 3	32	26	F. W. Avery, Ottawa, Ont.	
107,481	R. A. McLean	Sault Ste. Marie	Sault Ste. Marie	U.S.A.	1873	Muskogon, U.S.A.	"	49 0	13 2	5 1	30	11	Mrs. Margaret McLean, Sault Ste. Marie, Ont.	
	R. B. McPherson	Godenich	Godenich	Ont.	1872	Godenich, Ont.	"	53 9	11 0	5 9	30	20	Jas. Morrison, Collingwood, Ont.	
100,125	R. C. Britton	Wallaceburg	Wallaceburg	U.S.A.	1877	Takole, U.S.A.	"	112 2	21 0	8 0	213	119	Wm. Scott, Wallaceburg, Ont.	
77,546	R. F. Child	"	"	"	"	"	"	35 5	8 2	4 0	5	3	W. T. Newman, Toronto, Ont.	
111,853	R. J. Morrell	Owen Sound	Owen Sound	Ont.	1901	Collingwood, Ont.	"	68 0	13 0	6 5	40	27	Jas. Pilgrim, Alenford, Ont.	
103,875	R. P. Flower	Montreal	Montreal	U.S.A.	1883	Watertown, U.S.A.	"	56 2	10 0	3 0	15	10	Arthur Marcotte, Sorel, Que.	
85,346	R. P. Ribbet	Victoria	Victoria	B.C.	1882	Victoria, B.C.	Steam wheel Parquet.	117 0	33 6	8 5	817	686	Canada Pacific Nav. Co., Ltd., Victoria, B.C.	
83,151	R. Anglin	Bellefleur	Bellefleur	Ont.	1869	Kingston, Ont.	Screw—V hélice.	97 3	22 9	5 4	97	52	Jas. H. Hall, Ottawa, Ont.	
100,955	R. Hurdman	Ottawa	Ottawa	Que.	1892	Kippewa, Que.	"	103 0	19 7	6 6	33	68	A. Lambsden, Ottawa, Ont.	

SESSIONAL PAPER No. 21b

88,529	R. Watts	Hamilton	1887	Hamilton, Ont.	"	"	21.8	6.5	3.8	27	18	Robert Watts, M.O., Hamilton, Ont.
88,570	Rainbow	Victoria	1884	Victoria, B.C.	"	"	108.0	18.4	6.7	297	140	Canada Pacific Navigation Co., Ltd., Victoria, B.C.
103,226	Rainbow	Peterborough	1898	Birdsall, Ont.	"	"	71.1	11.7	3.7	51	34	Francis Barnett, Birdsall, Ont.
90,725	Ralph E. S.	Halifax	1886	Malbrou Bay, N.S.	"	"	56.0	13.2	6.2	27	19	J. A. Gray, Sambro, N.S.
107,391	Rambler	Owen Sound	1898	Owen Sound, Ont.	"	"	48.2	8.8	5.0	6	4	A. B. Day, M.O., Owen Sound, Ont.
103,655	Rambler	Winnipeg	1896	Rat Portage, Ont.	"	"	46.7	10.4	4.5	26	18	J. S. Whiting <i>et al.</i> , Rat Portage, Ont.
107,180	Rambler	Port Arthur	1891	Superior, U.S.A.	"	"	30.0	9.0	4.0	6	3	Geo. A. McLaughlin, Savanna, Ont.
111,332	Rambler	Lindsay	1901	Lindsay, Ont.	Wheels	A rones	38.0	8.0	3.3	9	8	Alex. Gullion, Lindsay, Ont.
107,253	Raonona	New Westminster	1896	Portland, U.S.A.	Stem wheel	Rones	178.2	25.0	1.1	251	209	Western Steamboat Co., Ltd., New Westminster, B.C.
97,127	Randolph	Quebec	1890	Quebec, Que.	Screw	A helice	12.2	11.1	1.0	17	1	Mrs. Sarah C. Maloue, Trois Rivières, Que.
103,259	Randolph	St. John, N.B.	1891	St. John, N.B.	"	"	38.3	10.3	3.3	9	6	Frederick Boom Co., Fredericton, N.B.
	Ranger	Port Hope	1881	Lindsay, Ont.	Wheels	A rones	74.0	13.0	5.0	53	40	Geo. Grandell, Lindsay, Ont.
91,811	Ranger	Windsor, Ont.	1888	Walkerville, Ont.	Screw	A helice	11.1	7.5	3.7	8	5	Wm. Parker, Sandwich, Ont.
92,335	Ranger	Deseronto	1888	Kingston, Ont.	"	"	46.5	10.6	4.3	14	8	The Rathbun Co., Deseronto, Ont.
100,050	Rebase	Brockville	1898	New York, U.S.A.	"	"	18.5	8.3	2.1	3	2	E. H. Bissett, Brockville, Ont.
88,171	Red River	Winnipeg	1882	Winnipeg, Man.	"	"	125.0	26.0	6.8	165	113	Northwest Nav. Co., Ltd., Winnipeg, Man.
90,787	Red Star	Victoria	1887	Victoria, B.C.	Stem wheel	Rones	33.0	9.0	3.0	15	10	M. P. Reed, Kaslo, B.C.
91,805	Red Star	"	1888	Budbury, B.C.	Parrière	"	57.0	11.0	3.0	37	23	R. P. Ribbet, Victoria, B.C.
88,499	Regina	Winnipeg	1885	Winnipeg, Man.	Screw	A helice	32.0	8.5	1.5	7	5	J. D. Johnson, Rat Portage, Ont.
100,051	Reginald	Samia	1891	Garden Island, Ont.	"	"	120.6	20.0	9.7	186	13	Imperial Oil Co., Samia, Ont.
88,361	Reinher	Kingston	1881	Kingston, Ont.	"	"	74.2	17.2	5.3	58	31	Henrietta Collier, Fredericksburg, Ont.
85,281	Reliance	Deseronto	1881	Deseronto, Ont.	"	"	120.0	23.5	9.0	239	169	The Rathbun Co., Deseronto, Ont.
97,115	Reliance	Collingwood	1892	Collingwood, Ont.	"	"	121.0	23.0	11.6	311	182	The Midland Towing & Wrecking Co., Midland, Ont.
103,166	Reliance	Vancouver	1887	New Westminster, B.C.	"	"	51.0	12.4	6.1	36	25	Anglo-British Columbia Packing Co., Ltd., London, Eng.
81,812	Relief	Quebec	1865	Mystic, U.S.A.	"	"	116.0	30.0	15.3	281	193	Frank Ross, Quebec, Que.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c.—Continued.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Pl. deck et. mds. et. mds.		
71,116	Rescue.....	Collingwood.....	1878 Collingwood, Ont.....	Screw—A helice.....	56 0	13 5	6 0	20	17 Victoria Harbaur Lumber Co., Victoria Harbaur, Ont.	
92,573	Rescue.....	Halifax.....	Unknown.....	".....	101 0	21 8	7 5	124	81 Max. Sossenwein, Montreal, Que.	
92,639	Rescue.....	Toronto.....	1886 Toronto, Ont.....	".....	41 0	8 7	4 2	7	5 Mrs. Mary C. McMurdy and Alicia C. McMurdy, Toronto, Ont.	
88,211	Rescue.....	Deseronto.....	1885 Deseronto, Ont.....	".....	62 0	16 0	7 0	52	The Rathbun Co., Deseronto, Ont.	
88,211	Resolute.....	".....	1883 ".....	".....	136 6	37 8	10 3	372 262	".....	
6103,224	Retta.....	Ottawa.....	1893 Carleton Place, Ont.....	".....	25 5	5 0	3 0	1	1 A. McNaughton, Ottawa, Ont.	
107,589	Retta.....	Lindsay.....	1899 Lindsay, Ont.....	".....	29 0	5 2	2 0	2	1 Joseph Brown, Lindsay, Ont.	
63,613	Rhoda.....	Quebec.....	1874 Lévis, Que.....	Wheels—A roues.....	131 6	23 0	10 1	182	59 C. Rochette, Quebec, Que.	
77,576	Rhoda May.....	Montreal.....	1877 Messina, U.S.A.....	Screw—A helice.....	50 0	9 8	4 5	18	12 A. T. Ross, Cornwall, Ont.	
91,882	Richard.....	".....	1890 Sorel, Que.....	".....	148 6	28 3	12 1	656	279 Aristide-Fridolinne, Sorel, Que.	
33,476	Richieu.....	Ottawa.....	1845 Montreal, Que.....	Wheels—A roues.....	130 0	17 9	7 1	125	68 S. Filgate, Montreal, Que.	
92,614	Richmond.....	Winnipeg.....	1887 Thunder Bay, Ont.....	Screw—A helice.....	39 4	14 0	4 8	14	10 Joseph Brinson, Port Arthur, Ont.	
96,929	Rideau King.....	Kingston.....	1893 Kingston, Ont.....	".....	107 0	23 4	6 0	266	197 The Rideau Lake Navigation Co., Ltd., Kingston, Ont.	
107,742	Rideau Queen.....	".....	1900 ".....	".....	108 0	27 3	6 9	351	".....	

SESSIONAL PAPER No. 21b

107,855	Rideout	Dawson	1898	Stackton, U.S.A.	Stern wheel—Roue à l'arrière.	150 0	32 0	4 0	278	267	A. J. Snidie, Dawson Territory.	Yankon
99,522	Ripple	Chatham, Ont.	1881	Chatham, Ont.	Screw—A helice.	43 6	19 0	3 9	15	11	R. E. Moore, Lion's Head, Ont.	Ont.
72,557	Ripple	Kingston	1874	Portsmouth, Ont.	"	38 0	8 6	3 3	13	10	C. Warren, Pembroke, Ont.	Ont.
77,493	Ripple	Ottawa	1878	Hull, Que.	"	43 9	8 8	4 6	16	10	W. H. Wylie, Carleton Place, Ont.	Ont.
97,418	Ripple	Collingwood	1892	Collingwood, Ont.	"	32 0	8 0	3 7	5	4	Peter Chesterfield, Richard's Landing, Ont.	Richard's
66,061	Rival	Toronto	1873	St. Colombe, Que.	Wheels—A roues.	120 0	23 0	8 1	125	36	The Coffin's Bay, Rafting & Forwarding Co., Kingston, Ont.	Kingston, Ont.
96,894	River Belle	Ottawa	1891	Chalifcan, Ling, Que.	Screw—A helice	40 0	8 5	4 5	11	11	Daniel Johnson, Combermere, Ont.	Combermere, Ont.
100,335	Riviere du Loup	Montreal	1875 1895	Sorel, Que.	Wheels—A roues	101 8	22 7	4 6	199	130	Montreal Safe Deposit Co., Montreal, Que.	Montreal, Que.
111,915	Rob Roy	Toronto	1899	Pufferlaw, Ont.	Screw—A helice	39 0	7 5	3 0	5	3	Edward Muir, Sutton, Ont.	Sutton, Ont.
111,585	Rob Roy	Peterborough	1900	Peterborough, Ont.	"	31 0	7 1	3 0	5	3	Robert M. Roy, Peterborough, Ont.	Peterborough, Ont.
100,732	Rob Roy	Windsor, N.S.	1892	Mount Denison, N.S.	"	52 0	10 2	5 0	11	10	T. W. McKinley and W. H. McKinley, Mount Denison, N.S.	Mount Denison, N.S.
77,830	Robbie Burns	Halifax	1876	Dartmouth, N.S.	"	72 1	25 0	7 0	89	73	W. Feazley and H. Feazley, Feagun's Cove, N.S.	Feagun's Cove, N.S.
85,320	Robert Dunsmin	New Westminster	1883	New Westminster, B.C.	"	105 0	17 5	6 7	232	116	William Rogers, M.O., New Westminster, B.C.	New Westminster, B.C.
107,419	Robert Mackay	Montreal	1899	Levis, Que.	"	79 2	17 6	11 9	129	87	Harbour Commissioners of Montreal, Montreal, Que.	Montreal, Que.
75,651	Robert Stoker	Quebec	1877	Quebec, Que.	"	36 2	9 9	5 0	14	2	Mrs. Marie Rivard, Sorel, Que.	Sorel, Que.
85,494	Rock	Collingwood	1883	Midland, Ont.	"	43 6	11 8	6 8	11	10	The Anderson Fish & Trading Co., Ltd., Midland, Ont.	Midland, Ont.
107,879	Rockaway	Lindsay	1901	Lindsay, Ont.	Wheels—A roues	36 6	6 5	2 5	7	5	T. H. DeGuey, Fenelon Falls, Ont.	Fenelon Falls, Ont.
107,216	Rocket	Winnipeg	1899	Saskark, Man.	Screw—A helice	76 0	15 0	6 8	56	21	J. W. Simpson, Selkirk, Man.	Selkirk, Man.
85,338	Rockland	Ottawa	1882	Rockland, Ont.	"	65 5	16 0	9 2	78	50	J. Berthiaume, Gatineau Point, Que.	Gatineau Point, Que.
92,542	Rodolphe	Montreal	1885	Sorel, Que.	Wheels—A roues	100 7	29 1	5 2	116	72	Louis Tourville, Montreal, Que.	Montreal, Que.
69,678	Romaine	Quebec	1883	Whiteneh, G.B.	Screw—A helice	340 0	38 1	26 3	272	176	The Quebec Steamship Co., Ltd., Quebec, Que.	Quebec, Que.
83,451	Rosamond	Bellefille	1883	Bellefille, Ont.	"	48 0	9 5	4 9	23	15	Jas. F. Gannif, Toronto, Ont.	Toronto, Ont.
111,655	Rose Emma	Montreal	1900	St. Gabriel de Brandon, Que.	"	41 6	9 0	4 2	11	7	Aplouise A. Laroque, St. Gabriel de Brandon, Que.	St. Gabriel de Brandon, Que.
95,295	Rosedale	Toronto	1888	Sunderland, G.B.	"	246 1	35 0	21 1	197	97	The St. Lawrence & Chicago Steam Nav. Co., Ltd., Toronto, Ont.	Toronto, Ont.
103,565	Rosemont	Montreal	1896	Bill Quay, G.B.	"	243 0	41 0	18 1	158	98	The Montreal Transportation Co., Montreal, Que.	Montreal, Que.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc. *Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
111,660	Rosemeath.....	Montreal.....	1901	Racine, U.S.A.....	Screw—A helice.....	20 0	5 5	2 6	1	1 Francois R. F. Brown, Montreal, Que.
107,177	Rosey May.....	Port Arthur.....	1898	Rosport, Ont.....	"	28 0	8 0	3 0	6	2 Frank Dampier, Rosport, Ont.
100,670	Rosina.....	Kingston.....	"	Cowes, Isle of Wight, Eng.	"	29 5	6 1	2 8	2	2 L. B. Howland, Brockville, Ont.
80,588	Rosseau.....	Toronto.....	1880	Gravenhurst, Ont.....	"	70 0	11 6	5 0	53	36 The Snider Lumber Co., Ltd., Toronto, Ont.
107,112	Rossland.....	Vancouver.....	1897	Nakusp, B.C.....	Stern wheel—Roue à Paviers.	183 4	29 1	7 0	884	532 Canadian Pacific Ry. Co., Mont real, Que.
107,412	Rothsary.....	"	1898	New Westminster, B.C.....	Wheels—A roues.....	141 0	30 0	5 0	553	348 Rothsary Shipping Co., Ltd., Vancouver, B.C.
92,281	Rover.....	Owen Sound.....	1887	Owen Sound, Ont.....	Screw—A helice.....	60 2	13 5	7 0	51	35 E. H. Horsey, Ottawa, Ont.
97,163	Rover.....	Victoria.....	1891	Nanaimo, B.C.....	"	30 0	8 0	3 0	7	1 John D. Foreman, Nanaimo, B.C.
103,385	Rover.....	Winnipeg.....	1895	Keewatin, Ont.....	"	39 7	9 4	3 9	8	5 Dominion Fish Co., Ltd., Winni peg, Man.
103,692	Rover.....	Sault Ste. Marie.....	1893	Bay City, U.S.A.....	"	30 6	7 8	2 8	6	3 Blind River Towing Co., Blind River, Ont.
107,363	Roy.....	Toronto.....	1898	Victoria Harbour, Ont.....	Wheels—A roues.....	31 0	8 1	3 7	6	4 August Cropp, Penetanguishene, Ont.
88,962	Ruby.....	Kingston.....	1879	Garden Island, Ont.....	Screw—A helice.....	23 4	5 6	2 5	2	1 Chas. Stewart, Lansdowne, Ont.
77,762	Ruby.....	Brockville.....	1878	Brockville, Ont.....	"	70 0	15 0	5 0	72	44 John Ellison, Port Stanley, Ont.
111,582	Ruby.....	Peterborough.....	1893	Peterborough, Ont.....	"	32 0	6 7	3 5	7	5 Henry Geo. Buck, Norwood, Ont.

75,660	Rupert.....	Quebec.....	1877	Quebec, Que.....	Wheels—A routes.....	147 0	25 5	10 4	512	292	W. E. Cornell, Toronto, Ont.
103,848	Russell.....	Ottawa.....	1896	Rockland, Ont.....	Screw—A hellice.....	79 8	17 0	7 0	76	45	Thos. Graham, Rockland, Ont.
97,493	Rusler.....	Chatham, N.B.....	1891	Newcastle, N.B.....	Wheels—A routes.....	97 4	20 6	4 6	102	64	Joseph A. Russel, Vancouver, B.C.
107,518	Ruth.....	Victoria.....	1898	Lake Bennett, B.C.....	Stern wheel—Route à Parroirs.....	50 0	15 0	3 0	52	33	Alm ⁿ Transportation Co., Ltd., Victoria, B.C.
103,619	Ruth.....	Kingston.....	1899	Kingston, Ont.....	Screw—A hellice.....	59 5	13 7	7 0	36	18	John D. Reid, Cardinal, Ont.
88,361	Spanich.....	Victoria.....	1882	Victoria, B.C.....	Stern wheel—Route à Parroirs.....	82 0	17 0	4 1	66	35	M. D. McLennan, Victoria, B.C.
100,17	Saëlie.....	".....	1892	".....	Screw—A hellice.....	68 0	11 8	7 4	49	29	L. F. Sinclair, M.O., Victoria, B.C.
111,540	Sago.....	Vancouver.....	1876	Gottenburgh, Sweden.....	".....	135 8	20 8	10 6	252	172	Donald G. Macdonald, Vancouver, B.C.
63,524	Saginaw.....	Montreal.....	1873	Port Huron, Ont.....	".....	142 0	25 5	10 4	357	243	The Isaac Watt Wrecking Co., Ltd., Windsor, Ont.
100,353	Saguenay.....	".....	1891	Sorel, Que.....	Wheels—A routes.....	219 0	28 4	11 0	992	393	The Montreal Safe Deposit Co., Montreal, Que.
107,298	St. Alphonse.....	Winnipeg.....	1897	Fort Smith, N.W.T.....	Screw—A hellice.....	54 0	10 5	4 8	25	15	Rt. Rev. Emile Grenard, Fort Churchill, N.W.T., Chatham, N.B.
85,690	St. Andrew.....	Chatham, N.B.....	1883	Chatham, N.B.....	".....	92 5	19 3	6 9	77	52	J. B. Snowball Co., Ltd., Chatham, N.B.
100,746	St. Anne.....	Montreal.....	1889	Sorel, Que.....	".....	44 1	9 4	3 0	14	10	E. X. Crepeau, Sorel, Que.
107,403	St. Antoine.....	".....	1898	St. Antoine, Que.....	".....	51 4	8 9	3 4	11	10	Ferdinand Feebean, St. Antoine, Que.
61,167	Saint Catharine.....	Quebec.....	1870	Buffalo, U.S.A.....	".....	37 0	9 0	4 9	12	8	F. Mercier, Beauport, Que.
111,618	St. Charles.....	".....	1901	Quebec, Que.....	".....	46 8	11 0	5 6	23	16	Gabriel Picard, Quebec, Que.
107,246	St. Clair.....	Vancouver.....	1898	New Westminster, B.C.....	".....	78 0	17 0	7 0	68	46	G. H. French and C. E. Robertson, Vancouver, B.C.
75,637	St. Clair Flat.....	St. Catharines.....	1867	Algonac, Mich., U.S.A.....	".....	41 0	13 0	3 9	17	11	David Foster, Port Burwell, Ont.
80,731	St. Croix.....	Quebec.....	1880	St. Nicholas, Que.....	Wheels—A routes.....	125 1	26 0	8 6	506	318	F. Boisvert, Ste. Croix, Que.
71,620	St. Francis.....	Montreal.....	1875	Montreal, Que.....	Screw—A hellice.....	80 0	17 0	7 8	56	38	The Department of Public Works, Ottawa, Ont.
90,538	St. George.....	".....	1886	Sorel, Que.....	".....	61 5	12 3	6 0	21	11	F. B. McNamee, Montreal, Que.
100,600	St. George.....	".....	1892	Montreal, Que.....	".....	77 1	15 5	7 6	68	29	Dickson Anderson, Montreal, Que.
88,317	St. George.....	Quebec.....	1885	Quebec, Que.....	".....	37 0	10 0	4 0	13	9	Wilfred Halbert, Quebec, Que.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c. *Continued.*

Liste ALPHABÉTIQUE des vapeurs canadiens inscrit sur les registres, etc. *Suite.*

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						Dimensions.			Gross Register Tonnage	Net Register Tonnage	
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
ft. mths. ft.	mths. ft.	ft.	ft.	tons	tons	ft.	tons	tons			
107,790	St. George	Ottawa	1893	Simcoe, Ont.	Stern wheel Roue à l'arrière.	37 0	15 7	3 6	17	9	Geo. H. Perley, Ottawa, Ont.
103,937	St. George	Chatham, N.B.	1897	Chatham, N.B.	Wheels—A rones.	111 6	25 1	12 3	278	175	J. B. Snowball C., Ltd., Chatham, N.B.
103,290	St. Isidore	"	1895	"	"	96 2	23 1	5 5	142	89	"
74,290	St. James	Montreal	1875	Montreal, Que.	Screw—A helice.	76 0	17 0	8 2	91	55	The Department of Public Works, Ottawa, Ont.
64,580	St. John	St. John, N.B.	1871	Portland, N.B.	"	55 7	15 0	8 1	47	32	W. B. Dever, Sherbrooke, N.S.
107,215	St. Joseph	Winnipeg	1893	Fort Chipewyan, N.W.T.	Wheels—A rones.	59 0	9 5	1 0	27	16	Rt. Rev. Emile Grouard, Fort Chipewyan, N.W.T.
83,572	St. Julian	Kingston	1881	Kingston, Ont.	Screw—A helice.	48 0	8 6	4 0	20	14	J. H. Davis, Gananoque, Ont.
103,912	St. Kilda	Chatham, N.B.	1898	Chatham, N.B.	Wheels—A rones.	65 2	18 0	4 0	56	35	J. B. Snowball C., Ltd., Chatham, N.B.
80,735	St. Laurent	Montreal	1880 St. Nicholas, Que. 1900 Montreal, Que.	"	"	126 0	21 7	7 8	516	313	Jos. Langlois, Montreal, Que.
71,716	St. Lawrence	Halifax	1875	Renfrew, G.P.	Screw—A helice.	169 1	30 0	13 3	467	290	Minister of Public Works, Ottawa, Ont.
66,657	St. Lawrence	Quebec	"	Bath, Maine, U.S.A.	Wheels—A rones.	211 0	28 0	18 8	869	469	The Richelieu & Ontario Nav. Co., Montreal, Que.
88,326	St. Lawrence	Chatham, N.B.	1886	Quebec, Que.	Screw—A helice.	68 0	15 2	6 7	51	11	T. M. Burns, Bathurst, N.B.
80,912	St. Louis	"	1879	Chatham, N.B.	"	40 0	8 2	3 2	5	3	K. F. Burns, Bathurst, N.B.
111,628	St. Louis	Quebec	1901	Grand Piles, Que.	"	43 4	11 2	4 5	17	11	Oleace Neault, Grand Piles, Que.

SESSIONAL PAPER No. 21b

80,739	St. Louis	.....	1880	St. Louis, Lotbinière, Que.	Wheels—A rones	127.2	25.0	7.4	428	209	La Compagnie des bateaux à vapeur de Deschambault et Lotbinière, Québec, Que.
71,622	St. Louis	.....	1875	Buffalo, U.S.A.	"	67.0	15.0	8.6	34	23	Harbour Commissioners, Montreal, Que.
111,485	St. Maurice	.....	1900	St. Jacques de Piles, Que.	Screw—A helice	67.0	16.0	4.7	15	30	Joseph Côté, St. Jacques des Piles, Que.
100,730	St. Michael	.....	1893	Nicolet, Que.	Wheels—A rones	47.6	12.4	3.6	16	10	M. O. Shaughnessy, Nicolet, Que.
85,700	St. Michael	.....	1884	Chatham, N.B.	Screw—A helice	64.6	14.4	5.9	39	27	Jas. Ryan, Liverpool, N.S.
92,111	St. Nicholas	.....	1888	"	"	75.2	16.6	7.7	62	42	J.B. Snowball Co., Ltd., Chatham, N.B.
71,611	St. Paul	.....	1875	Montreal, Que.	"	65.5	15.0	8.0	15	28	The Department of Public Works, Ottawa, Ont.
71,625	St. Peter	.....	1875	Buffalo, U.S.A.	"	68.0	16.5	8.4	11	30	Harbour Commissioners, Montreal, Que.
92,312	St. Roch	.....	1887	Quebec, Que.	"	41.2	9.6	4.6	18	8	Edmond Picard, Quebec, Que.
100,862	St. Anne	.....	1893	St. Anne de Chicoutimi, Que.	Wheels—A rones	48.0	11.6	4.0	18	11	E. Gagnon, St. Anne de Chicoutimi, Que.
71,636	Sainte Anne	.....	1875	Montreal, Que.	Screw—A helice	72.0	12.0	5.6	25	18	E. A. Hodgson, Hudson, Que.
72,717	Sally Jack	.....	1874	Buffalo, U.S.A.	"	56.0	15.5	7.0	15	28	Laque Superior Tug Co., Ltd., Port Arthur, Ont.
90,821	Salvor	.....	1887	Port Medway, N.S.	"	53.0	21.0	6.5	15	35	Wm. Beazley, Halifax, N.S.
77,914	Samson	.....	1876	Lindsay, Ont.	Wheels—A rones	98.0	22.0	4.4	129	82	Franklin Crandell, Lindsay, Ont.
100,425	Samson	.....	1893	Shucec, Ont.	"	41.0	16.0	3.6	15	7	The Upper Ottawa Improvement Co., Ottawa, Ont.
.....	Samson	.....	1892	Montreal, Que.	Screw—A helice	101.3	22.4	6.6	121	27	Kingsford & Montreal Forwarding Co., Kingston, Ont.
111,629	Samson	.....	1901	Grand Piles, Que.	"	85.2	29.1	5.8	94	64	Wm. Ritchie, Three Rivers, Que.
103,888	Sandford	.....	1897	Goderich, Ont.	"	72.4	16.5	7.5	56	38	R. E. Moore, et al., Lion's Head, Ont.
107,451	Sandon	.....	1898	Roseberry, B.C.	"	76.0	16.9	6.2	97	66	Canadian Pacific Railway Co., Montreal, Que.
94,888	Sandy	.....	1887	Sumnerstown, Ont.	"	61.0	10.0	5.8	30	20	Hugh P. Channing, Cornwall, Ont.
103,218	Sarah Agnes	.....	.....	Carleton Place, Ont.	"	25.1	6.3	7.2	2	2	Isaac Hunter, Kippewa, Que.
77,627	Sarah Daly	.....	1869	Buffalo, U.S.A.	"	49.6	13.3	5.6	25	17	John Jesmer, sr., Cornwall, Ont.
71,111	Sarah E. Day	.....	1872	"	"	35.0	6.8	3.3	5	1	W. M. Tyson, Warton, Ont.
90,375	Saranna	.....	1886	Racine, U.S.A.	"	25.6	5.5	4.8	2	1	Henry S. Osler, Toronto, Ont.
96,751	Sarcelle	.....	1890	Douglasstown, N.B.	"	51.0	11.4	5.4	23	15	F. Hutcheson, Douglasstown, N.B.

ALPHABETICAL LIST of Canadian Registered Steam Vessels on Registry Books, &c. *Continued.*

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
					Feet.	Feet.	Feet.		
96,853	Sarnia	Sarnia	1901 Sarnia, Ont.	Screw	66.8	21.0	11.0	85	58 Ellen Reid, Sarnia, Ont.
88,380	Saturna	Vancouver	1883 Victoria, B.C.	"	48.0	12.0	5.6	22	15 R. W. Gordon, Vancouver, B.C.
92,305	Saucy-dun	Collingwood	1887 Meaford, Ont.	"	84.0	16.6	8.0	93	63 Frank Scott, Collingwood, Ont.
83,376	Scintilla	Toronto	1881 Pickering, Ont.	"	27.0	7.8	2.7	1	3 W. W. Sparks, Township of Pickering, Ont.
107,463	Scotch Lassie	Lindsay	1894 Lindsay, Ont.	"	25.3	5.0	2.0	2	1 Jas. C. Appleby, Lindsay, Ont.
96,818	Scotch Thistle	Sault Ste. Marie	1893 Little Current, Ont.	"	18.6	12.3	4.6	17	10 C. Anderson, Little Current, Ont.
85,137	Scotia	Windsor, N.S.	1883 Hantsport, N.S.	"	73.0	15.3	7.5	12	28 J. W. Churchill and E. W. Churchill, Hantsport, N.S.
71,075	Scotia	Amherstburg	1875 England	"	41.5	10.0	1.9	13	9 W. H. Melvay, Amherstburg, Ont.
107,829	Scotia	Victoria	1899 Alin Lake, B.C.	Stern wheel	80.0	19.0	3.5	211	135 John Irving Navigation Co., Ltd., Victoria, B.C.
111,865	Scotia	Ottawa	1900 Walker-on Tyne, G.L.	Screw	251.0	46.2	16.5	1161	324 Minister of Railways and Canals, Ottawa, Ont.
107,755	Scout	Charlottetown	1900 Murray Harbour, P.E.I.	"	35.0	9.8	5.0	9	1 Daniel Davies, Charlottetown, P.E.I.
.....	Seנגэг	Port Hope	1859 Bridgenorth, Ont.	Wheels	100.0	13.5	3.9	60	49 S. Kelly, Bridgenorth, Ont.
103,207	Sea Bird	Halifax	1896 Liverpool, N.S.	Screw	67.5	16.6	6.8	41	28 Harry E. Baker, Gabarouse, N.S.
85,516	Sea Flower	Toronto	1883 Toronto, Ont.	"	35.2	9.0	1.0	7	5 John McL. Stevenson, Barrie, Ont.

SESSIONAL PAPER No. 21b

51,682	Sea Gull	Sarnia	1862	Marine, U.S.A.	"	51 2	14 0	5 2	51	35	M. McLean, Sault Ste. Marie, Ont.
100,911	Sea Gull	Collingwood	1895	Port Severn, Ont.	"	32 0	8 9	4 0	9	6	D. Moreau, Port Severn, Ont.
100,921	Sea Gull	Ottawa	1888	Ottawa, Ont.	"	27 9	7 4	4 0	3	2	T. Eli Bault, Hull, Que.
107,158	Sea Gull	Vancouver	1898	Vancouver, B.C.	"	25 5	7 4	2 5	3	2	Zachariah Simpson, Vancouver, B.C.
66,960	Sea King	St. John, N.B.	1862	East Haddam, U.S.A.	"	88 0	20 4	8 5	129	87	A. Tapley, St. John, N.B.
96,871	Sea King	Goderich	1892	Goderich, Ont.	"	58 0	13 6	5 2	26	17	Dominion Fish Co., Ltd., Winnipeg, Man.
103,158	Sea Lion	Vancouver	1896	Vancouver, B.C.	"	26 2	7 8	3 9	6	4	A. Morrison, Vancouver, B.C.
100,250	Sea Mew	Halifax	1886	Halifax, N.S.	"	29 6	6 6	2 8	3	2	David McPherson, Halifax, N.S.
96,875	Sea Queen	Goderich	1892	Goderich, Ont.	"	52 0	12 1	1 6	18	12	Dominion Fish Co., Ltd., Winnipeg, Man.
96,872	Sea Gull	"	1890	"	"	51 0	12 1	1 6	19	13	"
100,101	Secret	Hamilton	"	"	"	55 0	8 3	3 6	9	6	J. B. Fairgrove, Hamilton, Ont.
91,763	Seguin	Owen Sound	1890	Owen Sound, Ont.	"	207 0	31 2	13 0	818	536	F. B. Folsom, Toronto, Ont.
107,095	Selkirk	Victoria	1898	Victoria, B.C.	"	95 6	21 9	7 0	142	86	Wm. Grant Victoria, B.C.
107,835	Selkirk	"	1901	White Horse, Yukon Territory.	Stern wheel—Roue à Pavane.	107 0	31 0	4 5	777	490	The British Yukon Navigation Co., Ltd., Victoria, B.C.
103,299	Selkirk	New Westminster	1895	Kamloops, B.C.	"	62 0	11 2	3 6	58	37	H. E. Forster, Kamloops, B.C.
80,902	Sonator	Vancouver	1880	Barrard Inlet, B.C.	Screw A helice	51 5	12 9	4 5	28	21	G. T. Legg, Vancouver, B.C.
73,017	Sensation	Quebec	1873	Buffalo, U.S.A.	"	37 3	10 2	4 4	15	4	The Minister of Public Works, Ottawa, Ont.
103,720	Serena E.	Yamouth	1889	Liverpool, N.S.	"	51 0	11 0	5 8	25	17	Charles T. White, Sussex, N.B.
85,465	Severn	Collingwood	1883	Waukegan, Ont.	"	63 6	15 5	7 1	41	30	Victoria Harbour Lumber Co. Victoria Harbor, Ont.
90,563	Shamrock	Toronto	1885	Oakville, Ont.	Wheels—Arbres	163 2	21 9	35 1	151	161	The Toronto Ferry Co., Ltd., Toronto, Ont.
92,701	Shamrock	Winnipeg	1890	Big Forks, Rainy River, Ont.	Screw A helice	71 5	15 5	1 7	80	55	Clifford Lewis, Kewatin, Ont.
107,497	Shamrock	Quebec	1898	Quebec, Que.	"	117 3	25 0	9 7	237	161	Minister of Marine and Fisheries, Ottawa, Ont.
103,578	Shamrock	Collingwood	1897	Collingwood, Ont.	"	38 0	19 6	5 2	14	10	John J. Roussin, Port Maitland, Ont.
107,081	Shandy	Ottawa	1890	Ottawa, Ont.	"	60 6	15 3	6 7	40	69	The Minister of Railways and Canals, Ottawa, Ont.
83,199	Shannon	Pictou, N.S.	1886	Pictou, N.S.	"	76 9	17 5	8 0	75	51	C. C. Dawson, Miramichi, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						ft. tobs.	ft. tobs.	ft. tobs.		
83,389	Shavanga.	Toronto.	1882	P. netanguishene, Ont.	Screw—A hélice.	80 0	17 0	8 5	96	C. Peck, Pontanguishene, Ont.
90,777	Shoo Fly.	Windsor, Ont.	1870	Cleveland, U.S.A.	"	11 1	12 1	5 7	25	Stephen T. Reeves, Windsor, Ont.
103,640	Shoody	Ottawa.	1893	Sundridge, Ont.	"	35 0	9 0	3 0	10	S. J. A. Stillar, Callender, Ont.
92,391	Shesta.	Deseronto.	1888	Kingston, Ont.	"	50 5	9 0	3 5	15	F. S. Rathbun, Deseronto, Ont.
107,068	Shesta.	St. John, N.B.	1882	Bristol, R.I., U.S.A.	"	98 6	17 0	9 0	99	Algoma Central Railway Co., St. John, N.B., Ont.
92,757	Shesta.	Toronto.	1888	Toronto, Ont.	"	31 1	7 2	3 3	3	Peck Campbell, Leavenworth, Ont.
103,577	Signal	Collingwood.	1896	Collingwood, Ont.	"	82 0	15 8	8 4	91	Signal Towing & Rafting Co., Ltd., Warton, Ont.
100,767	Silver Wing.	Toronto.	1890	Toronto, Ont.	"	26 6	5 6	3 0	3	H. P. Holson, Toronto, Ont.
100,725	Sincennes.	Montreal.	1893	Montreal, Que.	Wheels—A roues.	112 2	21 1	8 1	228	Sincennes McNaughton Lumber Ltd., Montreal, Que.
103,253	Sir Donald.	"	1867	Glasgow, G.B.	Screw—A hélice.	76 9	13 5	7 8	51	W. T. Greenfell, London, Eng.
96,892	Sir Hector.	Ottawa.	1891	Ottawa, Ont.	"	71 0	15 5	6 3	40	Ottawa Transportation Co., Ltd., Ottawa, Ont.
82,331	Sir James Douglas.	"	1881	Victoria, B.C.	"	131 8	19 5	9 6	163	The Minister of Marine and Fish- eries, Ottawa, Ont.
103,653	Sir W. C. Van Winnipeg. Horn.	"	1896	Rat Portage, Ont.	"	50 7	13 4	1 5	60	A. J. Harty, Fort Frances, Ont.
92,287	Siskiwiit.	Owen Sound.	1887	Buffalo, U.S.A.	"	68 0	11 7	7 6	47	North Shore Transit Co., Port Arthur, Ont.

SESSIONAL PAPER No. 21b

103,814 Skylark	Bedfordville	1874 Brooklyn, U.S.A.	"	105 0	16 2	4 6	43	27	Henry Corby, Belleville, Ont.
103,168 Sleam	Vancouver	1897 Roseberry, B.C.	Stem wheel—Roue à barrière.	155 7	25 2	6 5	578	361	Canadian Pacific Railway Co., Montreal, Que.
91,713 Snowstorm	Port Stanley	1891 Port Stanley, Ont.	Screw—A helice	53 0	11 0	4 6	17	10	Jos. Goodwin, Toronto, Ont.
107,743 Soudie	Kingston	1900 Kingston, Ont.	"	46 0	10 0	3 8	14	9	J. B. Tuthope, Orillia, Ont.
Soudie	Montreal	1871 Sorel, Que.	Wheels—A roues	108 9	18 2	4 1	158	89	The Montreal Safe Deposit Co., Montreal, Que.
85,778 Sorel Bay	"	1882 " "	Screw—A helice	17 0	11 0	4 8	11	8	P. Fitzgerald, Quebec, Que.
88,314 South	Quebec	1885 Lewis, Que.	Wheels—A roues	130 3	25 2	9 5	349	226	The Quebec & Lewis Ferry Co., Ltd., Quebec, Que.
29,290 Southern Belle	Habifax	1861 Renfrew, G.B.	"	191 0	18 9	8 4	428	265	David S. Keith, Toronto, Ont.
71,187 Southport	Charlottetown	1874 Summerside, P.E.I.	"	102 0	27 0	9 6	240	186	Chairman of Board of Works, Charlottetown, P.E.I.
85,530 Southwood	Toronto	1881 Barrie, Ont.	Screw—A helice	67 5	8 7	4 1	19	13	D. W. Alexander, Toronto, Ont.
107,499 Souvenir	Quebec	1897 Quebec, Que.	"	17 5	4 6	2 2	1	1	E. Ruel, Quebec, Que.
* 91,887 Sovereign	Montreal	1889 Montreal, Que.	Wheels—A roues	162 4	25 5	7 4	636	323	Ottawa River Navigation Co., Montreal, Que.
107,611 Spanish Ranger	Ottawa	1893 Biscotasing, Ont.	"	36 0	16 0	3 4	11	7	R. Booth and P. Shannon, Pen- broke, Ont.
90,561 Sparrow	Toronto	1882 Deserue Creek, Ont.	Screw—A helice	56 4	13 9	5 6	38	16	John B. Smith, <i>et al.</i> , Toronto, Ont.
Sparrow	Montreal	1870 Kingston, Ont.	"	91 5	22 4	7 3	141	141	Kingston & Montreal Forwarding Co., Kingston, Ont.
92,726 Spartan	Toronto	1887 Toronto, Ont.	"	28 0	6 6	3 0	2	2	Edwyn B. Andrews, Barrie, Ont.
Spartan	Montreal	1865 Montreal, Que.	Wheels—A roues	179 8	28 0	11 0	916	544	The Montreal Safe Deposit Co., Montreal, Que.
103,211 Speed	"	1891 " "	Screw—A helice	32 1	8 7	1 5	16	11	M. S. Foley, Montreal, Que.
96,781 Spofford	Victoria	1886 Victoria, B.C.	"	31 7	8 1	3 5	8	1	Victoria Canning Co. of B. C., Ltd., Victoria, B.C.
103,666 Sport	Winnipeg	1897 Rat Portage, Ont.	"	36 0	8 0	4 0	16	12	G. H. Arook, M.O., Rat Port- age, Ont.
92,299 Sportsman	Ottawa	1881 Ottawa, Ont.	"	46 8	7 5	7 0	31	18	N. H. Perkins, Ottawa, Ont.
92,616 Spray	Wallaseburg	1888 Wilkesport, Ont.	"	71 0	18 0	6 2	47	32	James Mahafferty, Port Albert, Ont.
90,770 Spray	Godorich	1888 Kincaidine, Ont.	"	42 1	12 1	1 0	15	10	John McKee, Meaford, Ont.
71,199 Spray	Ottawa	1871 Brockville, Ont.	"	60 7	11 7	3 5	12	28	D. B. McDowell, Cambridge, Ont.
100,676 Spray	Vancouver	1893 Vancouver, B.C.	"	39 4	8 5	1 3	7	5	Thos. H. Wynne, Vancouver, B.C.

121b—71c

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c.—Continued.

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						ft. mths.	ft. mths.	ft. mths.	Gross Registers.			
100,727	Spray	Montreal	1893	Montreal, Que.	Screw	A helice	100 1	17 0	10 1	107	60	Simeon McNaughton Ltd., Montreal, Que.
103,115	Spray	Quebec	1882	Quebec, Que.	"	"	49	12 2	4	21	9	J. S. Thom, Quebec, Que.
103,676	Spray	Winnipeg	1897	Rat Portage, Ont.	"	"	32 0	8 2	1 0	9	1	W. A. Carter, Rat Portage, Ont.
85,593	Springfield	St. John, N.B.	1882	Woodstock, N.B.	Wheels	A roues	111 0	17 1	3 8	233	117	Fedoric E. Waring, St. John, N.B.
103,011	Springhill	Parsonsboro	1893	St. John, N.B.	Screw	A helice	101 7	23 7	10 1	189	96	Chamberland Railway & Coal Co., Montreal, Que.
96,893	Squaw	Ottawa	1891	Glen Almond, Que.	"	"	60 0	13 0	5 0	22	18	John W. Short, Rat Portage, Ont.
80,948	Squirrel	Charham, N.B.	1882	Ed River, N.B.	"	"	33 2	9 1	1 3	13	9	Thos. Reid, Ed River, N.B.
100,677	Stadfa	Vancouver	1893	Vancouver, B.C.	"	"	81 5	15 3	6 0	51	35	W. Mackenzie, et al., Vancouver, B.C.
103,161	Stamper	"	1893	Tacama, U.S.A.	"	"	41 2	8 0	3 9	12	8	Wm. Sully, Vancouver, B.C.
91,630	Stanley	Ottawa	1888	Govan, Scotland	"	"	200 0	32 0	17 9	911	395	The Minister of Marine and Fish- eries, Ottawa, Ont.
111,331	Stanley	Lindsay	1901	Lindsay, Ont.	Wheels	A roues	36 6	6 5	2 5	7	5	John A. Ellis, Fenelon Falls, Ont.
100,012	Star	Brookville	1892	Morris Heights, New York, U.S.A.	Screw	A helice	18 1	5 2	2 2	1	1	George Reid, Portage du Fort, Que.
65,883	Star	St. John, N.B.	1873	Portland, N.B.	Wheels	A roues	133 0	22 6	6 5	161	328	John E. Porter, St. John, N.B.
107,111	Star	Vancouver	1897	Exeter, U.S.A.	Screw	A helice	51 5	13 0	2 4	11	9	M. Costello, Vancouver, B.C.

SESSIONAL PAPER No. 21b

190,699	Star	Pictou, N.S.	1895	Trenton, N.S.	"	"	34	4	7	6	4	4	6	4	A. McCann, Wallace, N.S.
80,759	Star of the Sea	Quebec	1878	Quebec, Que.	"	"	31	9	9	7	3	8	8	5	Jos. Fiset, Montreal, Que.
107,622	Starling	New Westminster	1899	Port Guichen, B.C.	"	"	30	0	9	0	3	0	8	5	Venanzio Martonofich, Port Guichen, B.C.
91,989	Starled Fawn	Toronto	1890	Toronto, Ont.	"	"	69	0	9	1	6	2	25	17	Mrs. Eva Preston, et al., Toronto, Ont.
90,804	Stella	Vancouver	1886	New Westminster, B.C.	"	"	44	8	8	7	5	0	16	13	B. C. Mills, Timber & Trading Co., Ltd., Vancouver, B.C.
83,388	Stella	Toronto	1879	Kingston, Ont.	"	"	24	0	8	2	3	5	9	6	Archibald Tate and Jas. G. Tate, Poutangishene, Ont.
97,116	Stella	Collingwood	1892	Collingwood, Ont.	"	"	44	0	10	0	5	6	16	11	John Le Pointe, Spanish River, Ont.
91,883	Stella	Montreal	1888	New York, U.S.A.	"	"	32	0	7	2	3	8	7	5	Maurice Perrault, Montreal, Que.
103,685	Stiletto	Toronto	1897	Victoria Harbour, Ont.	"	"	36	5	8	5	3	4	14	10	C. J. Swardman, Wautaubshene, Ont.
88,683	Storm King	Chatham, N.B.	1885	Portland, N.B.	"	"	83	1	20	2	9	2	108	73	P. Glazier, Lincoln, N.B.
75,691	Stormy Petrel	Quebec	1878	Quebec, Que.	"	"	31	2	10	3	3	2	11	8	Leon Arcl, Quebec, Que.
77,916	Stranger	Port Hope	1880	Lindsay, Ont.	"	Wheels—A runs	60	0	12	5	3	2	28	17	F. Chandell, Lindsay, Ont.
103,878	Stranger	Montreal	1872	Hannonsport, U.S.A.	"	Screw—A helice	71	0	15	2	7	2	65	44	R. Larnour, Cornwall, Ont.
103,304	Stranger	New Westminster	1895	New Westminster, B.C.	"	Wheels—A runs	142	4	30	4	4	0	596	376	Mrs. Augusta M. Ackerman, New Westminster, B.C.
107,146	Strathcona	Vancouver	1898	Vancouver, B.C.	"	Wheels—A runs	142	4	30	4	4	0	596	376	Hudson Bay Co., London, Eng.
92,635	Sultana	Winnipeg	1889	Sedkirk, Man.	"	Screw—A helice	142	3	22	7	8	8	338	243	The Northwest Navigation Co., Ltd., Winnipeg, Man.
103,663	Sultana	"	1894	Rat Portage, Ont.	"	"	30	0	6	3	3	0	3	3	Sultana Mine of Canada, Ltd., London, Eng.
85,521	Sunbeam	Toronto	1884	Port Sandfield, Ont.	"	"	31	6	7	3	3	2	4	2	John Rogers, M.O., Medora, Muskoka, Ont.
90,815	Sunbeam	Port Hope	1886	Birdsall, Ont.	"	"	29	0	8	7	3	2	13	9	Frederick Barnett, Birdsall, Ont.
100,282	Sunbeam	Peterborough	1891	Lakefield, Ont.	"	"	76	6	18	0	6	0	105	71	Wm. H. White, Lakefield, Ont.
90,411	Sunbeam	Winnipeg	1884	Keewatin, Ont.	"	"	30	5	5	9	2	7	3	2	H. Armstrong, Portage-la-Prairie, Man.
96,992	Sunbury	New Westminster	1891	New Westminster, B.C.	"	"	60	0	12	6	4	8	38	26	J. D. Foreman, M.O., Vancouver, B.C.
80,908	Superior	Owen Sound	1881	Owen Sound, Ont.	"	"	90	0	18	3	10	0	89	71	Jos. Ganley, Port Elgin, Ont.
111,821	Surprise	Vancouver	1901	Vancouver, B.C.	"	"	75	7	17	1	6	5	75	51	Nicolas Thompson, Vancouver, B.C.
96,819	Surprise	Sault Ste. Marie	1893	Gore Bay, Ont.	"	"	49	8	12	0	4	6	19	11	W. W. Holden, Gore Bay, Ont.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—*Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
30,802	Surprise.....	New Westminster.....	1885	U.S.A.....	Screw—A helice....	31 2	6 9	3 9	14	10 Davis Sayward Sawmill & Lard Co., Ltd., Victoria, B.C.
103,307	Surprise.....	".....	1896	New Westminster, B.C....	".....	42 0	9 0	4 0	20	13 Henry Colson, M.O., New Westminster, B.C.
94,309	Surrey.....	".....	1890	".....	Wheels—A roues....	100 0	22 0	6 0	263	182 Corporation of City of New Westminster, B.C.
107,569	Susie.....	Parshoro.....	1901	Parshoro, N.S.....	Screw—A helice....	57 5	13 5	5 1	27	16 N. N. Bentley, Wolfville, N.S.
80,593	Sutton Belle.....	Toronto.....	1880	Sutton, Ont.....	".....	31 3	8 6	3 0	6	4 Chas. Goodyear, Sutton, Ont.
92,753	Swallow.....	Quebec.....	1882	Quebec, Que.....	".....	23 5	9 1	1 3	9	6 J. S. Thom, Quebec, Que.
100,792	Swan.....	Victoria.....	1893	Victoria, B.C.....	".....	65 8	13 8	5 4	36	25 Robert Draney, Nanaimo, B.C.
100,807	Swan.....	".....	1894	Nanaimo, B.C.....	".....	41 0	8 5	2 9	12	8 Minister of Marine and Fisheries, Ottawa, Ont.
97,402	Swan.....	Port Burwell.....	1895	Port Burwell, Ont.....	".....	53 0	12 0	1 6	14	8 H. Swan, M.O., Port Burwell, Ont.
107,479	Swan.....	Port Arthur.....	1899	Port Arthur, Ont.....	".....	36 0	8 8	3 0	8	6 J. A. Jamieson, Port Arthur, Ont.
94,685	Sweet Mary.....	Collingwood.....	1889	Waubesaunc, Ont.....	".....	40 0	9 4	4 8	13	9 Charles Martin, Port Severn, Ont.
103,446	Swift.....	Ottawa.....	1892	Papineauville, Ont.....	".....	27 7	7 5	3 6	4	3 N. A. Foubert and G. F. Foubert, Chamblerland, Ont.
85,697	Sybella II.....	Chatham, N.B.....	1881	Chatham, N.B.....	Wheels—A roues....	80 4	20 1	5 6	71	48 M'ramichi Steam Nav. Co., Ltd., Chatham, N.B.
107,525	Sybil.....	Victoria.....	1898	Victoria, B.C.....	Stern wheel—Roue à l'arrière.	167 0	28 8	4 3	651	412 Alfred S. Reed, Victoria, B.C.

SESSIONAL PAPER No. 216

100,769	Sylvester	Toronto	1865	Huntsville, Ont.	Screw—A helice	45 0	11 4	6 0	27	18	W. S. Shaaw, Bracebridge, Ont.
51,680	Sylvester land.	Montreal	1867	Buffalo, U.S.A.	"	65 0	15 5	7 2	46	24	Frank Jackman, Toronto, Ont.
97,062	T. A. Stewart	Charlottetown	1862	Charlottetown, P.E.I.	"	61 8	15 2	5 5	36	25	R. S. Farquharson, Charlotte- town, P.E.I.
90,528	T. J. Collep	Chatham, Ont.	1894	Mitchell's Bay, Ont.	Wheels—A roues	58 6	17 0	4 6	63	42	J. W. Taylor, Wallaceburg, Ont.
100,116	T. Osborne	Ottawa	1893	Hull, Que.	Screw—A helice	52 8	13 5	5 3	25	18	T. Osborne, Hull, Que.
111,119	Ta-Ku-Esy	"	1899	Kingston, Ont.	"	43 5	8 0	4 1	5	5	W. J. Pospore, Morrisburg, Ont.
100,072	Tangout	St. John, N.B.	1891	Hampton, N.B.	"	55 3	16 1	3 9	36	21	The G. & C. Flewelling Mfg. Co., Ltd., Hampton, N.B.
80,773	Tecamsch	Sarnia	1873	Chatham, Ont.	"	200 0	29 9	13 2	840	530	P. McArthur, Toronto, Ont.
95,929	Tees	Victoria	1893	Thornaby-on Tees, G.B.	"	165 0	26 0	10 8	679	111	Canadian Pacific Nav. Co., Ltd., Victoria, B.C.
85,497	Telegram	Collingwood	1885	Collingwood, Ont.	"	108 0	21 0	9 0	198	134	Dominion Fish Co., Ltd., Win- nipeg, Man.
107,387	Temiscaungue	Ottawa	1898	Temiscaungue, Que.	Wheels—A roues	133 0	22 5	6 5	413	236	A. Launsden, Ottawa, Ont.
103,357	Temiscouata	Quebec	1892	Riv. du Loup, Que.	Screw—A helice	40 2	8 4	3 8	10	7	J. S. Thom, Quebec, Que.
96,854	Tempest	Sarnia	1884	Cleveland, U.S.A.	"	64 0	8 6	5 4	21	11	Cleveland Sawmills Co., Ltd., Sarnia, Ont.
78,025	Tendet	Toronto	1880	Muskoka Mills, Ont.	"	56 8	12 9	6 3	31	21	Wm. White, Midland, Ont.
96,847	Teplakau	Sarnia	1895	Sarnia, Ont.	"	55 0	11 8	6 0	29	20	Paul Jones, Sarnia, Ont.
87,180	Teptic	Vancouver	1883	Blackwall, G.B.	"	70 1	16 3	8 2	71	37	E. E. Evans, Vancouver, B.C.
111,546	Terra Nova	Vancouver	1901	Vancouver, B.C.	"	68 5	11 7	6 1	17	32	Duncan Rowan, Terra Nova, B.C.
103,336	Terrebonne	Montreal	1871 1895	Sorel, Que.	Wheels—A roues	156 2	21 1	7 2	636	320	Montreal Safe Deposit Co., Mont- real, Que.
103,981	Tess	Quebec	1896	Ayor's Flat, Que.	Screw—A helice	32 6	7 6	3 1	5	5	W. E. Johnson, Lake Mégantic, Que.
94,681	Thames	Collingwood	1872	Chatham, Ont.	"	82 0	11 9	5 7	76	52	Wm. Mhuic, Nottawasaga, Ont.
90,561	Theresa	Toronto	1885	Toronto, Ont.	"	85 5	18 0	4 8	84	57	John Fleming and A. Tynan, J.O., Toronto, Ont.
111,566	Theresa	"	1900	Rosseau Falls, Ont.	"	49 5	9 7	5 0	26	18	Herman Matchenbaker, Rosseau Falls, Ont.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—Suite.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
78,024	Thistle.....	Collingwood.....	1881	Collingwood, Ont.....	Screw—A helice.....	66 0	23 6	7 0	36	25 Dominion Fish Co., Ltd., Winnipeg, Man.
94,819	Thistle.....	Victoria.....	1896	Vancouver, B.C.....	"	116 0	26 0	9 5	222	147 Jas. Dunsmuir, Victoria, B.C.
100,673	Thistle.....	Vancouver.....	1892	"	"	24 0	7 3	3 4	2	2 Richard Carter, Conroy, B.C.
100,761	Thistle.....	Toronto.....	1894	Oakville, Ont.....	Wheels—A roues.....	122 0	18 9	5 8	78	The Toronto Ferry Co., Ltd., Toronto, Ont.
103,844	Thistle.....	Ottawa.....	1895	Valleyfield, Que.....	Screw—A helice.....	31 0	6 6	3 2	2	2 W. E. James, Combermere, Ont.
103,890	Thistle.....	"	1897	Hull, Que.....	"	40 0	9 4	3 6	5	2 A. H. Taylor and J. Sutherland, Ottawa, Ont.
111,733	Thistle.....	Rat Portage.....	1901	Isherwood, Ont.....	"	40 0	10 0	4 0	10	7 W. J. Wilson, Roddick, Rainy River, Ont.
72,720	Thomas H. Na-smith.	St. Catharines.....	1874	Buffalo, U.S.A.....	"	56 0	15 0	7 8	49	36 SpencemacNaughton Line, Ltd., Montreal, Que.
107,595	Thomas Matland	Owen Sound.....	1899	Owen Sound, Ont.....	"	89 9	18 0	8 8	107	73 J. W. Matland, M. O., Owen Sound, Ont.
103,298	Thompson.....	New Westminster.....	1895	Knaif-Siding, B.C.....	Stern wheel—Roue à Farnige.	91 3	18 6	4 6	150	94 Columbia River Lumber Co., Golden, B.C.
80,765	Thor.....	Quebec.....	1881	Levis, Que.....	Wheels—A roues.....	136 7	24 5	10 0	323	203 E. J. Prier, Quebec, Que.
(*) 64,133	Thornton.....	Victoria.....	1861	Dunooness, U.S.A.....	Screw—A helice.....	52 0	19 2	5 0	32	22 A. D. Warren, Victoria, B.C.
100,411	Thurso.....	Ottawa.....	1892	Rockland, Ont.....	Wheels—A roues.....	63 5	6 9	3 0	20	9 W. H. Dwyer, Thurso, Que.
(*) 65,293	Thyer.....	Montreal.....	1870	Govan, Scotland.....	Screw—A helice.....	233 6	33 0	24 4	1736	134 The Thyer Steamship Co., Ltd., Montreal, Que.

SESSIONAL PAPER No. 21b

75,532	Tim Doyle	"	(1874 Buffalo, U.S.A.) (1894 Lachine, Que.)	"	40 6	11 8	6 2	15	10 L. Clement, Montreal, Que.
107,413	Tit Bit	"	1899 New York, U.S.A.	"	25 2	5 9	2 2	2	1 S. Carsley, Jr., Montreal, Que.
96,909	Tit Willow	Ottawa	1891 Kingston, Ont.	"	49 9	9 1	4 3	17	11 J. D. Deacon <i>et al.</i> , Pembroke, Ont.
71,142	Tommy Wright	Goderich	1873 Goderich, Ont.	"	41 0	9 7	5 0	12	6 James Anderson, Midland, Ont.
(a) 88,576	Tonata	Ottawa	1885 Kingston, Ont.	"	48 0	9 0	4 2	14	10 Canadian Pacific Railway Co., Montreal, Que.
107,166	Topsy	Collingwood	1896 Midland, Ont.	"	36 0	8 0	4 0	9	6 Lonsou C. Laursley, Toronto, Ont.
107,412	Toronto	Montreal	1899 Toronto, Ont.	Wheels—A rones	269 4	36 0	13 8	1652	The Richelieu & Ontario Navigation Co., Montreal, Que.
89,392	Toronto Belle	Toronto	1880 Toronto, Ont.	Screw—A hellice	11 5	11 0	4 3	17	12 American Lumber Co., Toronto, Ont.
103,688	Torpedo	"	1898 " "	"	34 0	8 3	5 0	8	6 J. J. Wright, Toronto, Ont.
103,634	Tourist	Ottawa	1887 Carleton Place, Ont.	"	25 2	6 3	2 3	1	1 Thos. G. Ball, Ottawa, Ont.
107,339	Tourist	Yarmouth	1900 Yarmouth, N.S.	"	34 0	7 4	3 6	4	3 Ansel Crosby, Yarmouth, N.S.
107,838	Trader	Victoria	1901 Vancouver, B.C.	"	101 0	22 6	8 2	107	114 The Gulf Steamship & Trading Co. Ltd., Victoria, B.C.
103,306	Trail	New Westminster	1896 Nakusp, B.C.	Storm wheel—Roue à l'arrière.	165 0	31 0	4 9	663	418 Canadian Pacific Railway Co., Montreal, Que.
100,794	Transfer	Victoria	1893 New Westminster, B.C.	"	122 0	24 5	5 6	264	98 Canadian Pacific Railway Co., Victoria, B.C.
71,089	Transit	Prescott	1874 Clayton, N.Y., U.S.A.	Screw—A hellice	108 0	21 0	6 3	141	93 Can. Pac. Car & Pass. Transfer Co., Ltd., Prescott, Ont.
103,812	Trent	Belleville	1893 Simcoe, Ont.	Wheels—A rones	36 9	10 5	3 9	20	12 D. Gilmore, Trenton, Ont.
92,430	Triton	Prescott	1882 Massena, N.Y., U.S.A.	Screw—A hellice	44 0	6 5	3 6	11	8 J. D. Reid, Cardinal, Ont.
Trois Rivières		Montreal	1869 Sorel Que.	Wheels—A rones	248 5	31 9	9 4	1532	791 The Montreal Safe Deposit Co., Montreal, Que.
88,293	Tropic	Buckville	1885 Smith's Falls, Ont.	Screw—A hellice	40 5	8 3	3 4	9	7 Wm. O'Mara, Smith's Falls, Ont.
107,511	Troubadour	Vancouver	1898 Victoria, B.C.	"	48 0	10 3	1 8	18	12 A. E. Green, Vancouver, B.C.
107,118	Trusty	Lambertburg	1898 LeHavre, N.S.	"	77 0	17 4	7 8	58	33 G. A. Bochner, LeHavre, N.S.
100,201	Try	Vancouver	1891 Vancouver, B.C.	Wheels—A rones	61 0	15 0	3 0	42	26 E. Burns, Vancouver, B.C.
(a) 100,424	Turtle	Ottawa	1892 Cache-Bay, Ont.	Screw—A hellice	48 0	16 5	4 9	33	27 G. W. McFarland, Cache Bay, Ont.
100,324	Tusket	Yarmouth	1893 Tusket, N.S.	"	29 5	7 8	3 2	3	2 Tusket River Lumber Co., Ltd., Yarmouth, N.S.
88,327	Two Brothers	Quebec	1886 Quebec, Que.	"	41 5	11 2	5 5	23	9 Wm. Hackett, Quebec, Que.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc. *Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						ft. tobs.	ft. tobs.	ft. tobs.		
107,639	Tyee.....	New Westminster.....	1889	New Westminster, B.C.....	Screw—A helice.....	72 0	14 2	6 5	32	18 Francis Boutling, M. O., New Westminster, B.C.
107,159	Tyrell.....	Vancouver.....	1898	Vancouver, B.C.....	Wheels—A roues.....	112 0	30 2	4 8	678	Edward M. Sullivan, Dawson, Y.T.
96,097	Ulala.....	Halifax.....	1889	Dunbarton, G.B.....	Screw—A helice.....	69 1	9 0	5 2	11	John F. Steuts, Halifax, N.S.
103,815	Ulaelak.....	Belleville.....	1900	St. Joseph, U.S.A.....	".....	38 0	7 0	3 6	6	Chas. W. Turner, Cambellford, Ont.
92,658	Umbria.....	St. Catharines.....	1889	Port Dalhousie, Ont.....	".....	58 0	15 2	6 2	13	Chas. Murray, St. Catharines, Ont.
107,370	Una.....	Toronto.....	1885	Peckskill, N.Y., U.S.A.....	".....	16 0	8 8	8 0	22	Wm. Finlayson, Midland, Ont.
92,619	Una.....	Port Arthur.....	1897	Port Arthur, Ont.....	Stern wheel—Roue à Tariere.....	38 8	10 0	2 6	19	George Chert, Port Arthur, Ont.
92,645	Uncle Jim.....	Wallaceburg.....	1886	Wallaceburg, Ont.....	Screw—A helice.....	50 0	10 5	4 3	11	Robert Graham and Matthew Graham, Kagaowang, Ont.
97,101	Uncle Tom.....	Port Barwell.....	1893	Port Bruce, Ont.....	".....	47 0	10 8	3 6	8	Levi Young, M. O., Port Bruce, Ont.
100,680	Uncle Tom.....	Vancouver.....	1894	Vancouver, B.C.....	".....	29 5	7 4	3 3	3	T. Nelson, Denman Island, B.C.
94,981	Urdine.....	Toronto.....	1889	Toronto, Ont.....	".....	49 0	8 7	4 1	17	The Polson Iron Works Co., Toronto, Ont.

SESSIONAL PAPER No. 216

103,681	Undine	"	1897	"	"	"	31 0	7 7	2 8	9	6 Raunv River Nav. Co., Ltd., Rat Portage, Ont.
96,719	Union	Ottawa	1890	Pembroke, Ont.	"	"	87 0	23 8	5 2	75	66 J. A. Thibault, Pembroke, Ont.
92,651	Union	St. Catharines	1866	Kingston, Ont.	Wheels—A rones	"	132 0	23 6	6 8	247	163 The Fort Erie Ferry Ry. Co., Fort Erie, Ont.
80,776	United Empire	Sarnia	1882	Sarnia, Ont.	Screw—A helice	"	252 8	36 0	15 0	1961	1296 Northwest Transportation Co., Ltd., Sarnia, Ont.
85,707	United Lumberman.	Wallaceburg	1881	Dresden, Ont.	"	"	139 2	31 6	11 7	399	259 Geo. H. Morden, Oakville, Ont.
111,518	Uno	Vancouver	1901	Vancouver, B.C.	"	"	35 2	11 5	4 0	12	8 Jass. S. Sparks, Vancouver, B.C.
100,633	Upas	Kingston	1892	Kingston, Ont.	"	"	48 2	10 0	3 1	17	11 D. R. Fraser, Edmonton, N.W.T.
100,363	Urania	Windsor, Ont.	1875	Milwaukee, U.S.A.	Wheels—A rones	"	180 0	27 1	11 0	898	124 Wm. Woodlatt, Walkerville, Ont.
59,513	Utopia	St. Andrews	1879	U.S.A.	Screw—A helice	"	50 0	11 0	6 5	25	17 Geo. Elliott, Calais, Me., U.S.A.
100,639	Vachre	Vancouver	1892	Victoria, B.C.	"	"	10 2	10 4	4 0	10	7 Francis W. Walsh, Vancouver, B.C.
103,292	Vaenna	St. John, N.B.	1888	Brewer, Me., U.S.A.	"	"	35 0	8 5	2 7	10	6 S. W. Conrad, Ste. Croix, N.B.
103,230	Valeda	Ottawa		Pembroke, Ont.	"	"	30 0	6 4	3 0	2	2 Charles Lenoire, Pembroke, Ont.
96,907	Valeria	Kingston	1891	Kingston, Ont.	"	"	75 1	13 5	1 0	52	33 Joseph Dix, Kingston, Ont.
111,541	Valhalla	Vancouver	1901	Nelson, B.C.	"	"	102 5	20 8	9 0	153	31 Canadian Pacific Railway Co., Montreal, Que.
107,708	Van Woodland	Toronto	1900	Oreilia, Ont.	"	"	75 0	11 8	5 2	37	24 Wm. T. Windsor, Callender, Ont.
92,775	Vancouver	Victoria	1888	Vancouver, B.C.	"	"	72 0	13 7	5 2	50	34 United Canneries of B. C., Ltd., Vancouver, B.C.
72,907	Varmac	Pictou, Ont.	1880	Wolfe Island, Ont.	"	"	91 1	17 0	5 1	131	85 W. B. Cooper, Pictou, Ont.
100,927	Varamua	Ottawa	1891	Carleton Place, Ont.	"	"	23 9	5 0	2 4	1	1 Geo. P. Spittal, Ottawa, Ont.
88,578	Vega	Toronto	1884	Kingston, Ont.	"	"	37 0	6 6	3 5	7	5 J. K. Macdonald, Toronto, Ont.
82,299	Vega	Sydney	1884	Levis, Que.	"	"	109 2	18 0	8 6	132	83 John A. Young, Sydney, N.S.
107,709	Venetia	Toronto	1898	Toronto, Ont.	"	"	61 5	11 5	7 6	31	21 David Smith, Toronto, Ont.
96,905	Ventura	Kingston	1890	Kingston, Ont.	"	"	35 5	7 5	2 8	7	5 O. McVeen, Dresden, Ont.
107,149	Vera	Vancouver	1898	Birkenhead, G. B.	"	"	31 5	7 3	3 8	6	1 John Wallace, Vancouver, B.C.

ALPHABERICAL List of Canadian Registered Steam Vessels on Registry Books, &c. *Continued*

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrit sur les registres, etc.—*Suite.*

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built—Construct.	Where built. Lieu de construction.	How propelled. Mode de propulsion.	Register Dimensions.			Tonnage Gross Register Brut.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						ft. tobs.	ft. tobs.	ft. tobs.		
94,913	Verbona May	Saugen	1888	Saugen, Ont.	Screw—A hélice	38 0	12 0	4 6	16	D Richard Gawley, Mar P.O., Ont
89,359	Vergey	Hamilton	1888	Pictou, Ont.	"	51 0	9 0	3 5	18	Thos. H. Lawry, Hamilton, Ont
103,689	Verva	Toronto	1898	Wahnapitac, Ont.	"	66 0	15 2	6 9	55	37 John Waddie, Toronto, Ont.
90,796	Vesper	Victoria	1887	Victoria, B.C.	"	27 0	6 4	2 9	6	4 Henry L. Mahon, Salt-spring Is-land, B.C.
88,236	Vesper	Brookville	1887	Brookville, Ont.	"	30 7	6 2	2 6	3	2 W. T. Gilbard, Napawan, Ont.
111,531	Vesper	Vancouver	1900	Vancouver, B.C.	"	26 0	8 2	2 3	1	3 Claude H. Usborne, Vancouver, B.C.
100,698	Vesta	Pictou, N.S.	1896	Pictou, N.S.	"	35 8	8 3	3 9	9	5 J. L. Phillips, Mira Ont, N.S.
100,405	Vesta	Hamilton	1895	Hamilton, Ont	"	28 0	7 5	3 6	8	5 Oronhyateka, Toronto, Ont.
85,366	Vesta	Ottawa	1884	Ottawa, Ont.	"	15 0	8 4	8 3	11	8 H. F. Bronson and E. H. Bronson, Ottawa, Ont.
90,525	Vick	Chatham, Ont	1890	Chatham, Ont.	"	40 0	10 0	5 0	13	9 V. Robinson, Chatham, Ont.
96,728	Victor	Chatham, N.B.	1889	Chatham, N.B.	Wheels—A roues	71 6	15 8	5 0	16	29 Wm. Richards & Co., Ltd., Boies-town, N.B.
69,665	Victor	Quebec	1875	Quebec, Que	Screw—A hélice	59 0	14 6	6 4	35	18 W. T. Davie, Lévis, Que.
97,068	Victor	Charlottetown	1891	Charlottetown, P.E.I.	"	31 3	8 6	4 0	10	6 Hiram Chapman, Northport, N.S.
94,917	Victoria	Saugen	1891	Port Elgin, Ont.	"	31 3	7 1	2 5	3	2 W. F. Davidson, Colpoy's Bay, Ont.

SESSIONAL PAPER No. 21b

77,797	Victoria	Winnipeg	1878	St. Catharines, Ont.	60 0	10 3	4 2	23	15	The Department of Public Works, Ottawa, Ont.
	Victoria	Port Hope	1867	Lindsay, Ont.	33 7	15 4	6 5	191	120	Whitby & Port Perry Ry. Co., Whitby, Ont.
103,331	Victoria	Montreal	1845 1897	Sorel, Que.	101 5	17 1	4 6	196	97	J. E. N. Paul, Sorel, Que.
107,408	Victoria	"	1899	Toronto, Ont.	100 0	21 0	5 6	181	108	Ottawa River Navigation Co., Montreal, Que.
107,746	Victoria	Kingston	1900	Kingston, Ont.	72 6	15 5	5 0	58	40	The Rockport Navigation Co., Rockport, Ont.
107,462	Victoria	Lindsay	1894	Lindsay, Ont.	35 0	6 6	3 0	4	3	R. B. Rogers, Peterborough, Ont.
107,530	Victoria	Victoria	1898	Trout Lake City, B.C.	75 0	15 0	3 7	107	67	Nils Pierson Roman, Trout Lake City, B.C.
107,063	Victoria	St. John, N.B.	1897	St. John, N.B.	191 2	30 0	7 9	1002	631	StarLine S.S. Co., Gagetown, N.B.
107,087	Victoria	Ottawa	1897	Pembroke, Ont.	128 7	21 0	7 1	188	99	Pembroke Nav. Co., Pembroke, Ont.
103,917	Victorian	Victoria	1898	Victoria, B.C.	146 5	33 1	4 7	716	453	Canadian Development Co., Ltd., Victoria, B.C.
	Victory	Montreal	1870	Montreal, Que.	65 9	13 4	7 0	56	38	Wm. O. Connors, Quebec, Que.
111,591	Vigilant	New Westminster	1890	Victoria, B.C.	52 0	12 4	5 0	29	20	C. S. Young, New Westminster, B.C.
111,817	Viking	Vancouver	1901	Vancouver, B.C.	36 6	11 2	4 9	21	14	Samuel Hallander and Edward Schawlin, Vancouver, B.C.
107,211	Viking	Winnipeg	1899	Winnipeg, Man.	43 7	11 7	7 4	17	12	A. Burns, Winnipeg, Man.
903,130	Viking	St. Andrews	1891	Ashtabula, U.S.A.	75 3	21 1	6 1	128	87	Deer Island & Campoello S.S. Co., Campoello, N.B.
85,714	Viola	Toronto	1883	Levis, Que.	100 0	16 3	6 0	68	46	The Viola Steam Yacht Co., Tor- onto, Ont.
107,740	Viper	Kingston	1899	Kingston, Ont.	40 6	7 9	1 6	8	5	F. J. Drake, Kingston, Ont.
111,832	Viper	Owen Sound	1901	Owen Sound, Ont.	69 0	13 0	5 6	31	19	Wm. Collis, Bruce Mines, Ont.
71,613	Virginia	Montreal	1875	Philadelphia, U.S.A.	107 0	21 0	10 8	146	89	Stannicus McNaughton Line
905,577	Vivid	Toronto	1886	Toronto, Ont.	83 8	12 0	6 6	56	35	Frank B. Polson, Toronto, Ont. Ltd., Montreal, Que.
111,362	Viven	New Westminster	1898	Kaslo, B.C.	35 0	7 0	3 0	7	5	John H. Gray, Kaslo, B.C.
71,228	Viven	Sault Ste. Marie	1886	Drummond's Islet, U.S.A.	48 0	13 8	5 0	68	53	Georgian Bay Fish Co., Ltd., Collingwood, Ont.
103,910	Vladimir	Victoria	1897	Victoria, B.C.	26 6	6 8	3 0	5	3	James Armstrong, Alberni, B.C.
100,694	Volunda	Pictou, N.S.	1894	New Glasgow, N.S.	73 4	9 4	5 9	30	14	T. Cantley, New Glasgow, N.S.
103,142	Volunteer	Ottawa	1889	Ottawa, Ont.	35 4	6 6	3 0	3	2	M. P. Davis, Ottawa, Ont.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc. *Suite.*

Official number Número brève	Name of Ship. Nom du navire.	Port of Registry. Port d'inscription.	Built—(Construct.) Lieu de construction.	How Propelled. Mode de propulsion.	Register Dimensions.			Tonnage Registers (Gross)	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
103,553	Voyageur.....	Montreal.....	1895 Montreal, Que.....	Screw—A helice.....	67.6	12.0	4.8	11	30 Canada Iron Furnace Co., Ltd., Rocher Forge, Que.
92,756	Vulcan.....	Quebec.....	1889 Bathurst, N.B.....	"	43.3	11.8	5.5	18	13 C. H. Whitman, Caluso, N.S.
107,925	Vulcan.....	New Westminster.....	1899 New Westminster, B.C.....	"	72.0	16.0	7.5	77	52 The Empire Sawmill Co., Ltd., New Westminster, B.C.
69,526	W. C. Francis.....	Montreal.....	1873 Buffalo, U.S.A.....	"	61.0	15.6	8.4	38	14 Smeemee, McNaughton Lane, Ltd., Montreal, Que.
78,026	W. E. Gladstone.....	Owen Sound.....	1882 Collingwood, Ont.....	"	72.0	16.0	6.8	45	30 Warton Tug & Towing Co., Ltd., Warton, Ont.
96,942	W. E. Vroom.....	St. John, N.B.....	1889 New Glasgow, N.S.....	"	32.8	7.0	2.5	10	7 John A. Gregory, St. John, N.B.
71,247	W. J. Atkins.....	Toronto.....	1874 Buffalo, U.S.A.....	"	60.0	15.0	6.5	42	25 D. C. Graham, Fort William, Ont.
107,133	W. J. Emerson.....	Godolph.....	1900 Goderich, Ont.....	"	65.0	12.7	5.5	28	19 Dominion Fish Co., Ltd., Win- nipeg, Man.
100,922	W. J. Henry.....	Ottawa.....	1890 Carleton Place, Ont.....	"	22.5	5.0	2.3	1	1 R. L. Haycock, Ottawa, Ont.
80,691	W. J. Poupore.....	Montreal.....	1881 Montreal, Que.....	"	70.5	15.0	5.9	47	22 W. J. Poupore, Morrisburg, Ont.
107,191	W. J. Strong.....	Saugen.....	1900 Port Elgin, Ont.....	"	58.0	14.0	7.0	41	28 W. J. Strong <i>et al.</i> , Southampton, Ont.
78,040	W. J. Taylor.....	Chatham, Ont.....	1883 Chatham, Ont.....	"	35.0	8.0	3.0	9	6 St. Clair Tunnel Co., Sarnia, Ont.

SESSIONAL PAPER No. 21b

96,811	W. L. Davis	Sault Ste. Marie	1882	Detroit, U.S.A.	"	46 0	12 0	5 0	46	37 Jas. Garrett, Sault Ste. Marie, Ont.
92,659	W. M. German	St. Catharines	1888	Port Robinson, Ont.	"	58 0	12 0	5 0	28	19 James Law, Port Dover, Ont.
94,697	W. M. Weather- spoon.	Digby	1890	Digby, N.S.	"	70 2	15 8	6 6	59	34 The W. W. Weather- & Ferryboat Co., Hantsport, N.S.
96,869	W. P. Buckley	Prescott	1870	Wilson, U.S.A.	"	45 0	9 5	3 4	27	12 James Buckley, Prescott, Ont.
85,769	W. S. Ireland	Walthamburg	1872	Walthamburg, Ont.	"	86 5	24 2	6 7	105	71 John Cooper, Chatham, Ont.
167,592	W. S. Oldfield	Owen Sound	1898	Warton, Ont.	"	42 0	12 4	5 0	15	10 W. H. Oldfield, Warton, Ont.
104,702	Wabana	Pictou, N.S.	1899	New Glasgow, N.S.	"	41 0	8 4	5 2	12	8 The Nova Scotia Steel Co., Ltd., New Glasgow, N.S.
107,107	Waltham	Victoria	1898	Seattle, U.S.A.	"	27 8	6 8	3 0	3	2 Jas. F. Fell, Victoria, B.C.
83,575	Wales	Samia	1881	Samia, Ont.	"	126 0	24 0	11 0	350	238 Wescott Wrecking Co., Ltd., Samia, Ont.
71,075	Walter H. Stone	Amherstburg	1897	Sandusky, U.S.A.	"	61 2	16 5	6 7	35	17 Albert Henning, Pelee Island, Ont.
90,774	Walter Scott	Windsor, Ont.	1876	Buffalo, U.S.A.	"	36 0	10 8	4 7	26	18 J. W. Maitland, Owen Sound, Ont.
85,729	Wanda	Prescott	1878	Watertown, N.Y., U.S.A.	"	36 0	8 0	3 0	4	2 O. Bascom, Kemptville, Ont.
107,364	Wanda	Toronto	1898	Toronto, Ont.	"	53 5	8 1	1 0	12	8 T. Eaton, Toronto, Ont.
94,950	Wanda	Shelburne	1890	Lockport, N.S.	"	60 0	15 0	7 9	38	32 Hugh B. Cann, Yarmouth, N.S.
167,723	Wanda	Kingston	1899	Kingston, Ont.	"	65 0	10 5	6 3	39	26 Nicholas Henderson, Kingston, Ont.
103,683	Wanita	Toronto	1896	Abmie Harbour, Ont.	"	61 0	12 0	5 8	44	30 John Millen, Abmie Harbour, Ont.
100,651	Wapiano	Kingston	1893	Kingston, Ont.	"	40 7	8 2	3 0	5	3 T. Eaton, Toronto, Ont.
107,734	Wapiti	Toronto	1899	Kingston, Ont.	"	55 6	9 7	4 2	18	12 Henry Barber, Toronto, Ont.
100,684	Waring	St. John, N.B.	1892	Roddesay, N.B.	"	49 8	13 1	5 7	29	20 Mrs. Charlotte A. Waring, St. John, N.B.
107,354	Warren G.	Sydney	1891	U.S.A.	"	28 0	6 6	3 2	3	2 J. Nicholson, North Sydney, N.S.
103,488	Water Lily	Victoria	1896	Victoria, B.C.	Steam wheel—Rome & Larroye.	70 0	17 3	4 6	71	50 G. R. Stewart, Belmont, B.C.
94,923	Water Lily	Pictou, Ont.	1891	Pictou, Ont.	Screw—A hellice	100 0	18 4	5 7	95	60 A. W. Hepburn, Pictou, Ont.
103,921	Water Lily	Peterborough	1897 1901	Peterborough, Ont.	"	80 0	12 0	5 2	51	37 Henry Calcut, Peterborough, Ont.
107,877	Water Witch	Lindsay	1900	Lindsay, Ont.	"	41 8	10 5	4 2	18	12 Michael Covey, Lindsay, Ont.
77,917	Water Witch	Port Hope	1880	"	"	40 0	9 0	5 0	9	3 J. H. Dunston, Lindsay, Ont.

ALPHABÉTIQUE. List of Canadian Registered Steam Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc. *Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Feet, inches Ft., inches Ft., inches				
80,965	Water Witch	Owen Sound	1889	Paisley, Ont.	Wheels—A rones	49 4	7 7	2 3	6	Hugh McLean and F. McLean, Amble, Ont.
83,415	Waubushene	St. Catharines	1882	St. Catharines, Ont.	Screw—A helice	71 2	18 2	8 8	97	The Georgian Bay Lumber Co., Waubushene, Ont.
103,682	Wawonaissa	Toronto	1897	Milford Bay, Ont.	"	36 0	8 0	3 8	7	R. J. Stroud, Milford Bay, Ont.
71,076	Wa C. U.	Amherstburg	1898	Detroit, U.S.A.	"	57 0	8 0	3 8	6	Colin Wigle, Amherstburg, Ont.
96,721	Wee Laddie	St. John, N.B.	1888	Chatham, N.B.	"	42 8	11 8	4 7	17	A. Tapley, St. John, N.B.
85,590	Welcome	Collingwood	1886	Collingwood, Ont.	"	52 0	11 0	5 2	21	Jessie Lehman, Kagawong, Ont.
111,586	Welcome	New Westminster	1901	Harrison River, B.C.	Stem wheel—Roue à Tarière.	75 0	9 0	2 5	32	Capt. Wm. Menton, Harrison River, B.C.
90,806	Wellington	"	1886	Victoria, B.C.	Screw—A helice	31 7	7 7	3 5	16	The Victoria Canning Co. of B. C. Ltd., Victoria, B.C.
107,789	Welshman	Ottawa	1900	Ottawa, Ont.	"	105 0	23 0	6 0	156	Ottawa Forwarding Co., Ltd., Ottawa, Ont.
92,744	Wenola	Sackville	1892	Bay Verte, N.B.	"	49 0	11 0	4 7	25	G. H. McKean, M. O., St. John, N.B.
92,433	Wenonah	Toronto	1886	Bark's Falls, Ont.	(Wheels—A rones) (Screw—A helice,)	94 6	18 0	6 8	161	The Muskoka & Nipissing Navi- gation Co., Gravelhurst, Ont.
103,650	Wenonah	Kingston	1899	Oliver's Ferry, Ont.	Screw—A helice	37 0	8 6	3 5	6	William McLaren, Perth, Ont.
111,811	Wenonah	Chatham, N.B.	1901	Chatham, N.B.	"	31 5	8 8	1 2	9	F. M. Tweedie, Chatham, N.B.
103,411	Westmkoon	Ottawa	1895	Lake Westmkoon, Ont.	"	37 0	15 8	3 6	17	G. B. Dougherty, Ottawa, Ont.

SESSIONAL PAPER No. 216

111,861	West Arm	"	1901	Sturgeon Falls, Ont.	"	"	55 0	12 8	5 5	27	24	Henry Quesnel, Jr., Sturgeon Falls, Ont.
61,591	Western Extension	St. John, N.B.	1871	Milledgeville, N.B.	Wheels—A rones	"	112 0	30 0	10 8	425	169	The Mayor, Aldermen and Com-munalty of the City of St. John, N.B.
85,671	Westminster	New Westminster	1882	Victoria, B.C.	Screw—A hellice	"	52 3	10 4	5 0	18	14	British Columbia Canning Co., Ltd., Victoria, B.C.
103,763	Westport	Yarmouth	1896	Shedburne, N.S.	"	"	82 0	18 0	7 7	80	49	The Insular S.S. Co., Ltd., West-port, N.S.
71,179	Westport	Kingston	1862	Bedford Mills, Ont.	"	"	102 9	20 6	7 7	196	165	M. Scanlan, Montreal, Que.
91,824	Weymouth	Pictou, N.S.	1890	Weymouth Bridge, N.S.	"	"	102 7	19 0	7 6	151	106	The Bras d'Or Steamboat Co., Ltd., North Sydney, N.S.
92,400	Where Now	Kingston	1889	Kingston, Ont.	"	"	77 0	12 8	6 6	48	29	Levi B. Spencer, Kingston, Ont.
83,412	Whistle Wing	Port Hope	1872	Peterborough, Ont.	Wheels—A rones	"	74 0	13 0	4 0	88	71	H. Cadent, Peterborough, Ont.
107,887	White Horse	Victoria	1901	White Horse, Yukon Territory	Steam wheel—Rones	Parriore	167 0	34 5	4 5	987	631	The British Yukon Navigation Co., Ltd., Victoria, B.C.
103,555	White Squall	Montreal	1895	Valleyfield, Que.	Screw—A hellice	"	42 2	9 9	3 4	7	5	Montreal Cotton Co., Valleyfield, Que.
111,583	White Star	Peterborough	1900	Lakefield, Ont.	Wheels—A rones	"	30 0	7 4	2 4	9	6	Mrs. Ellen White, Lakefield, Ont.
103,961	White Star	Montreal	1897	Montreal, Que.	"	"	167 2	25 3	8 2	451	229	W. W. Paterson, Oakville, Ont.
103,392	White Wings	Deseronto	1894	Deseronto, Ont.	Screw—A hellice	"	35 0	6 1	1 7	3	2	T. McDonald, Thurlow, Ont.
71,188	Warton Belle	Owen Sound	1871	Chicago, U.S.A.	"	"	103 0	17 8	5 3	88	59	John Gidley, Pen-tang-sheng, Ont.
100,288	Widgoom	Rat Portage	"	"	"	"	37 0	9 5	4 5	8	6	L. W. Johnson, Wabigoon, Ont.
103,383	Widgoom	Winnipeg	1891	Chicago, U.S.A.	"	"	24 0	6 0	3 0	2	3	Mrs. Margerie A. Blake, Rat Portage, Ont.
107,861	Wilbur Crummon	Pawson	1898	Carpentville, U.S.A.	Steam wheel—Rones	Parriore	80 7	19 0	3 9	168	106	A. J. Engvick and W. Langley, Pawson, Yukon Territory.
99,103	Wild Rose	Montreal	1891	Dartmouth, N.S.	Screw—A hellice	"	47 0	7 0	4 0	10	6	E. W. Parker, Montreal, Que.
103,713	Wilfred C.	Halifax	1897	Yarmouth, N.S.	"	"	80 0	18 5	8 0	99	48	Wm. Murdoch, Sherbrooke, N.S.
103,911	Wilhapa	Victoria	1891	Astoria, U.S.A.	"	"	136 0	22 0	10 0	373	245	Canadian Pacific Nav. Co., Ltd., Victoria, B.C.
75,524	William	Montreal	1877	Montreal, Que.	"	"	57 4	15 0	7 4	49	32	Wm. W. Tate, Montreal, Que.
90,880	William Aitken	Charlottetown	1887	Yarmouth, N.S.	"	"	73 9	18 3	7 8	75	51	W. H. Batt, Charlottetown, P.E.I.
85,520	William Booth	Toronto	1883	Bronte, Ont.	"	"	67 0	12 2	4 6	66	32	Henry Quinlan, et al., Brakville, Ont.
		Port Colborne	1871	Port Colborne, Ont.	"	"	81 0	15 7	7 6	68	32	The Sault Ste. Marie Tag Co., Sault Ste. Marie, Ont.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, *etc.* *Continued.*

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Official number. Numero matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Where Built. Lieu de construction.	How Propelled. Mode de propulsion.	Register Dimensions.			Tonnage Registers.	Owner, or Managing Owner and Address. Armateur ou armateur gérant, et adresse.
					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
					Dimensions.				
					Feet.	Feet.	Feet.		
107,204	William Cross	Winnipeg	1897 Lake Manitow, Ont.	Screw	43 0	10 0	1 2	22	16 L. R. Johnstone, <i>et al.</i> , Wabigoon, Ont.
103,952	Wm. Davis	Montreal	1897 Montreal, Que.	"	63 3	16 0	6 0	10	27 J. T. Davis, Ottawa, Ont.
77,717	Wm. F. Melkac	Wallaceburg	1880 Wallaceburg, Ont.	"	65 0	14 4	6 8	46	31 J. Maybrow, Moore, Ont.
100,887	Wm. H. Murray	St. John, N.B.	1894 St. John, N.B.	"	71 1	17 4	8 2	73	49 J. Holly, St. John, N.B.
90,763	Wm. H. Seibold	Godereh	1887 Godereh, Ont.	"	58 0	12 2	6 0	42	15 Dominion Fish Co., Ltd., Winnipeg, Man.
100,690	Wm. Hunter	New Westminster	1892 New Denver, B.C.	"	58 5	12 9	3 2	51	31 Canadian Pacific Railway Co., Montreal, Que.
80,874	William Johnston	Kingston	1878 Garden Island, Ont.	"	85 9	20 9	6 6	95	53 The Glyn Co., Ltd., Garden Island, Ont.
111,842	Wm. M.	Chatham, N.B.	1901 Chatham, N.B.	"	54 0	11 1	6 0	29	20 E. Hutchison, Douglastown, N.B.
107,527	William Ogilvie	Victoria	1893 Lake Bennett, B.C.	Steam wheel Tarière.	63 0	14 4	1 5	82	56 The Teslin Yukon Stearn Navigation Co., Ltd., Victoria, B.C.
92,549	William Paul	Montreal	1888 Sorel, Que.	Screw	40 9	10 5	1 6	7	5 H. Larose, Pierreville, Que.
88,631	William Ross	"	1881 Port Robinson, Ont.	"	40 0	8 9	5 0	14	10 N. Auclair, Montreal, Que.
103,663	William Whyte	Winnipeg	1897 Wabigoon, Ont.	"	36 0	9 0	3 9	18	12 L. R. Johnstone, <i>et al.</i> , Wabigoon, Ont.
97,004	William Wilson	St. Catharines	1892 Ridgeway, Ont.	"	40 0	10 8	1 6	12	8 C. Ross, jr., Sherbrook, Co. Hamilton, Ont.
103,309	Willie	Victoria	1884 Shelton, Wash., U.S.A.	Steam wheel Tarière.	65 6	15 5	1 5	83	56 Geo. A. Huff, Abernethy, B.C.

SESSIONAL PAPER No. 21b

107,402	Willie C.	Montreal	1893	Eddieville, U.S.A.	Screw—A helice	39 0	9 6	4 0	8	6	J. E. Paul, Sorel, Que.					
80,780	Willie Seager	Sarnia	1888	Sarnia, Ont.	"	37 0	8 6	4 0	22	15	J. Telfer, jr., Blenheim, Ont.					
100,929	Willis	Ottawa	1893	Ottawa, Ont.	"	30 4	7 6	3 0	2	1	D. O'Connor, Ottawa, Ont.					
90,633	Willoughby	Charlottetown	1886	Mount Stewart, P. E. I.	"	29 7	10 0	4 4	6	4	Jos. T. Lantz, Eldon, P. E. I.					
90,791	Wilna	Victoria	1879	Sacramento, U.S.A.	"	21 3	6 9	3 9	4	3	S. M. Robbins, Nanaimo, B.C.					
103,562	Windermere	Montreal	1881	Montreal, Que.	"	76 7	10 5	4 9	31	21	A. J. Davies, Lachine, Que.					
103,893	Winetta	New Westminster	1897	New Westminster, B.C.	"	46 8	10 0	3 8	24	16	Hastings Shingle Mill Co., Vancouver, B.C.					
94,920	Winnie	Saugeen	1897	Pike Bay, Ont.	"	48 0	9 5	5 0	14	9	L. Behrre, Southampton, Ont.					
74,073	Winnie	Halifax	1876	Halifax, N.S.	"	21 5	6 7	3 0	3	2	Alexander Fraser, Durham, Pictou Co., N.S.					
69,684	Winnie	St. John, N.B.	1871	Dartmouth, N.S.	"	48 3	10 7	4 8	12	9	N. B. Coelle and G. W. Colwell, J. O., St. John, N. B.					
94,808	Winnifred	Victoria	1889	Victoria, B.C.	"	44 0	9 9	4 2	13	8	L. O. Bell-Isring, Vancouver, B.C.					
100,938	Winona	Ottawa	1893	Monte Belle, Que.	"	44 8	8 4	4 1	12	9	O. E. Owens, <i>et al.</i> , Monte Belle, Que.					
100,791	Worlock	Victoria	1893	Victoria, B.C.	"	64 0	11 6	7 0	45	30	C. K. M. Martin, Yokohama, Japan.					
107,211	Wrigley	Winnipeg	1898	Fort Smith, N.W.T.	"	86 0	16 0	7 0	145	67	Hudson Bay Co., London, Eng.					
108,368	Wyfield	Victoria	1898	Port Glasgow, G.E.	"	329 4	45 5	23 8	3235	2089	The Steamship Wyfield Co., Ltd., Victoria, B.C.					
107,160	Wyvern	Dawson	1898	Dartmouth, G.E.	"	45 0	7 0	3 2	8	5	E. M. Bruce, Liverpool, Eng.					
107,341	Yankee	Yarmouth	1909	Tusket Wedge, N.S.	"	35 7	9 9	4 1	7	3	Albert A. Fortlier, Tusket Wedge, N.S.					
92,480	Yantic	Charlottetown	1888	Lot 3, P. E. I.	"	69 7	10 7	5 2	14	9	John Read, Tignish, P. E. I.					
93,373	Yarmouth	Yarmouth	1887	Dumbarton, G.E.	"	220 3	35 2	21 0	1452	725	Dominion Atlantic Railway Co., London, Eng.					
107,258	Yellow Kid	New Westminster	1898	Linderman, B.C.	"	29 0	7 0	4 0	3	2	F. Porter-Weersop, Lake Linderman, B.C.					
107,452	Ymir	Vancouver	1898	Nelson, B.C.	"	77 7	16 7	6 0	70	47	Canadian Pacific Railway Co., Montreal, Que.					
83,455	Yosemite	Victoria	1862	San Francisco, California, U.S.A.	Wheels—A rones	282 3	34 9	43 2	1655	1065	Canadian Pacific Nav. Co., Ltd., Victoria, B.C.					
75,723	Yuba	Yarmouth	1878	Yarmouth, N.S.	Screw—A helice	40 2	11 3	4 0	12	6	W. E. Smith, Barrington, N.S.					

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c. *Continued.*

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc. *Suite.*

Official number. Numero matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'inscription.	Built—Construct.	Where Built. Lieu de construction.	How Propelled. Mode de propulsion.	Register Dimensions.				Tonnage		Owner, or Managing Owner, and Address. Armateur ou armateur gerant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	(Gross) Register. Registre.	(Net) Register. Registre.		
						ft. mths. ft. mths.	mths. ft. mths.	ft. mths.	ft. mths.	tons.	tons.	
167,098	Yukoner	Victoria	1898	St. Michaels, Alaska, U.S.A.	Wheels	170 8	32 0	5 7	781	492	Canadian Pacific Nav. Co., Ltd., Victoria, B.C.	
160,650	Yvonne	"	1890	Vancouver, B.C.	Screw	29 0	7 3	3 0	5	3	Henry G. Holman, Vancouver, B.C.	
88,510	Zaidco	Sydney	1884	Dartmouth, N.S.	"	49 3	11 8	1 1	19	13	J. G. H. Purves, North Sydney, N.S.	
167,830	Zealandian	Victoria	1900	Lake Bennett, B.C.	Stern wheel Pinnace.	402 0	23 0	5 0	180	111	Canadian Development Co., Ltd., Victoria, B.C.	
160,011	Zelac	Brookville	1890	Brookville, Ont.	Screw	36 8	7 1	3 7	3	3	B. D. Slacey, Brookville, Ont.	
167,880	Zedna	Landsay	1901	Landsay, Ont.	"	22 0	5 2	2 6	1	1	Roulon L. Morgan, Landsay, Ont.	
92,616	Zena	Port Arthur	1886	Port William, Ont.	"	27 9	8 6	2 8	4	4	J. James Whalen, Port Arthur, Ont.	
88,232	Zephyr	Toronto	1885	Brookville, Ont.	"	52 0	10 0	1 5	19	11	Thos. Marks, Port Arthur, Ont.	
88,524	Zephyr	Hamilton	1886	Hamilton, Ont.	"	27 0	6 0	3 0	3	2	C. A. Beger, Toronto, Ont.	
91,676	Zesloka	Sydney	1889	Dartmouth, N.S.	"	51 0	8 5	1 2	12	8	Louis Pettie, Glace Bay, N.S.	
75,910	Zohu	Chatham, N.B.	1879	Chatham, N.B.	Wheels	56 0	10 8	1 6	18	10	New Brunswick Trading Co., of London, Ltd., London, Eng.	

PART II
SAILING VESSELS

PARTIE II
VOILIERS

PART II.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books 31st December, 1901.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres les 31 décembre 1901.

Official number. Numero matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Dimensions.				
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
ft. inches.			ft. inches.			ft. inches.				
107,922	A., No. 1.....	New Westminster...	Barge—Chadan.	1897	New Westminster, B.C.	60 0	24 0	5 0	68	Thos. H. Wynond Vancouver, B.C.
107,923	A., No. 2.....	"	"	1897	"	60 0	24 0	5 0	68	" " "
111,502	A. B. C., 5.....	"	"	1900	Steveston, B.C.	50 0	11 0	3 0	17	Anglo-British Columbia Packing Co., Ltd., Vancouver, B.C.
111,606	A. B. C., 6.....	"	"	1900	New Westminster, B.C.	45 0	14 0	3 0	15	" " "
111,603	A. B. C., 25.....	"	"	1900	Steveston, B.C.	50 0	11 0	3 0	17	" " "
107,921	A. C. G., No. 3.....	"	Sloop—Chd.	1897	New Westminster, B.C.	68 0	21 0	5 0	150	Automatic Can Co., Ltd., New Westminister, B.C.
107,406	A. D.,	Montreal.....	Sloop.....	1899	St. Thomas de Pierre-ville, Que.	147 0	30 1	13 4	462	Agapit Peneau, St. Thomas de Pierre-ville, Que.
111,837	A. L. B.,	Digby.....	"	1901	Phinney's Cove, N.S.	40 0	14 7	6 0	22	Ezra Bent, Phinney's Cove, N.S.
107,457	A. M., L.,	Vancouver.....	Sloop—Chd.	1891	Vancouver, B.C.	72 0	23 9	6 2	90	Alex. Morrison, Vancouver, B.C.
100,881	A. C. Bartlett.....	St. John, N.B.	Schr—Glt	1892	Oronocto, N.B.	45 7	14 3	5 1	20	William Bryson, Oronocto, N.B.
103,222	A. C. Davis.....	Ottawa.....	Horse ferry.....	1893	Quyon, Que.	43 0	24 8	2 1	12	William McLean, Quyon, Que.
94,632	A. C. Greenwood.....	Shelburne.....	Schr—Glt	1888	Sand Point, N.S.	41 0	13 7	6 0	15	H. M. Perry, Black Point, N.S.
97,461	A. D'E.....	Yarmouth.....	Schr—Glt	1891	Pubnico, N.S.	38 0	13 8	5 5	14	A. D'Entremont, Pubnico, N.S.

SESSIONAL PAPER No. 21b

103,638	A. D. Smith	Ottawa	Barge	Chalam	1895 Barry's Bay, Ont. (under 1896 Chakville, Ont. 1890 Toronto, Ont.)	32 3	11 3	3 6	14 D. Johnson, Combermere, Ont.
111,575	A. G. Nish	Toronto	Drift	D'gave	1896	65 0	23 0	6 0	43 F. B. McNamee, Montreal, Que.
103,601	A. H. Hardy	Sydney	Schr	Glt	1896 Gabarouse, N.S.	59 2	17 8	8 4	45 Donald McKenzie, Solomon Pond, N.S.
103,741	A. J. McKean	Charlottetown	"	"	1896 La Have, N.S.	71 5	22 0	8 4	65 A. J. McFayden, Tignish, P.E.I.
60,87,065	A. R. McKenzie	Shelburne	"	"	1890 Sabie River, N.S.	60 0	17 8	7 8	43 John B. Lawrence, Barrington, N.S.
90,461	A. Anthony	St. John, N.B.	"	"	1884 Lower Selma, N.S.	71 1	21 3	7 8	78 Arthur Pritchard, St. Martin's, N.B.
85,771	A. Gauthier	Ottawa	Barge	Chalam	1881 Monte Bello, Que.	111 6	22 7	6 5	137 Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,959	A. Gill	Montreal	Sloop	"	1898 Pierreville, Que.	95 8	22 9	6 5	105 Willie Gill, Pierreville, Que.
107,321	A. Lincoln	Charlottetown	Schr	Glt	1865 Essex, Mass., U.S.A.	72 5	18 8	7 0	58 John Coffin, Charlottetown, P.E.I.
72,711	A. Muir	St. Catharines	"	"	1871 Port Dalhousie, Ont.	138 4	23 9	11 4	330 Wm. Muir, Port Dalhousie, Ont.
97,199	A. Robillard	Montreal	Sloop	"	1890 Pierreville, Que.	110 1	22 8	7 8	153 A. Robillard, Montreal, Que.
83,323	Aaron	Ottawa	Barge	Chalam	1881 Montreal, Que.	108 0	22 0	6 1	114 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
91,790	Alana	Charlottetown	Schr	Glt	1889 La Have, N.S.	76 0	23 6	8 7	76 James Lamigan, Souris, P.E.I.
90,915	Alena	St. John, N.B.	"	"	1890 St. Martin's, N.B.	77 5	25 9	7 6	97 G. R. McDonough, St. Martin's, N.B.
107,798	Albair Keast	"	"	"	1899 Cambridge, N.B.	83 0	27 0	7 3	96 Albert E. Ebb, St. John, N.B.
107,070	Albair Verma	"	Whbr	Fab	1898 Waterborough, N.B.	69 5	21 3	6 4	66 Joshua Knight, St. John, N.B.
77,826	Ably G	Halifax	Schr	Glt	1879 Ship Harbour, N.S.	51 6	15 8	6 2	31 Walter Clawson, Ship Harbour, N.S.
92,603	Ably James	Sydney	"	"	1889 Aspy Bay, N.S.	45 5	15 6	6 1	19 John Fitzgerald, Aspy Bay, N.S.
100,828	Abona	Lunenburg	Bktn	Beght	1893 Mahone Bay, N.S.	113 9	32 2	13 0	499 J. H. Zwicker, Mahone Bay, N.S.
103,373	Aberdeen	Winnipeg	Barge	Chalam	1888 Moose Head, Mimico, U.S.A.	119 0	26 9	5 5	130 The Northwest Nav. Co., Ltd., Winnipeg, Man.
88,696	Abyssinia	St. John, N.B.	Bk	Bq	1885 St. John, N.B.	186 5	36 7	22 1	1127 J. F. Taylor, St. John, N.B.
83,313	Acacia	Port Medway	Light	Beght	1884 Port Medway, N.S.	98 4	25 6	10 1	186 B. H. Hammett, Boston, U.S.A.
92,625	Acacia	Lunenburg	Schr	Glt	1887 Conquerall, N.S.	80 6	24 7	9 5	99 J. Norman Rafuse, La Have, N.S.
	Acacia	Kingston	"	"	1871 Smith's Falls, Ont.	102 3	20 1	9 4	188 J. Crosby, Kingston, Ont.
72,312	Acadia	Montreal	Barge	Chalam	1875 Quebec, Que.	150 0	26 5	11 5	375 Montreal Transportation Co., Montreal, Que.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. *Suite.*

Official number. Numero matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions. Dimensions.			Owner, or Managing Owner, and Address. Armateur ou armateur-gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	
						ft. mms.	ft. mms.	ft. mms.	Registered tonnage. Tonnage enregistré.
88,644	Aevadian.....	Charlottetown.....	Schr. Glt.....	1881	Rustico, P.E.I.....	77 0	22 5	7 9	77 Joseph Gallant, Rustico, P.E.I.
83,431	Aevadian.....	Weymouth.....	".....	1886	McGoghan River, N.S.....	54 5	17 5	7 0	James L. Stevens, Mt. O., Freeport, N.S.
100,839	Aevadia.....	Lanenburg.....	".....	1891	Malonic Bay, N.S.....	52 6	16 2	7 2	34 E. O. Cousins, Cape Canso, N.S.
80,861	Acme.....	Amherst, N.S.....	".....	1880	Wallace, N.S.....	71 0	19 9	7 5	59 John W. Morris, Wallace, N.S.
90,464	Active.....	Marland.....	".....	1884	Great Village, N.S.....	55 0	10 9	4 6	12 Joseph Hiltz, Pembroke, N.S.
85,740	Active.....	Wallaceburg.....	Barge Chalan.....	1887	Wallaceburg, Ont.....	84 4	23 0	5 0	64 J. McCallion, Wallaceburg, Ont.
103,834	Active.....	Quebec.....	Schr. Glt.....	1896	St. John, I. Orleans, Que.....	38 8	12 6	1 7	13 Elzéar Gagnon, Ste. Famille, Island Orleans, Que.
50,255	Adia.....	Chatham, N.B.....	".....	1890	Cambridge, Queen's Co., N.B.....	73 2	24 9	6 7	72 J. P. Snowball Co., Ltd., Chatham, N.B.
92,517	Ada.....	St. Andrews.....	".....	1888	Campo Ballo, N.B.....	26 0	11 0	5 0	10 A. R. Philips, Campo Ballo, N.B.
80,045	Ada.....	Victoria.....	".....	1880	St. John, N.B.....	72 5	25 4	7 3	91 Jos. Roscowitz, Victoria, B.C.
92,748	Ada.....	Sackville.....	".....	1896	Port Elgin, N.B.....	72 0	24 2	8 9	78 S. Tremblin, Victon Landing, N.S.
88,381	Ada L.....	Windsor, N.S.....	".....	1884	Walton, N.S.....	46 4	16 5	6 9	31 David C. Hunter, Walton, N.S.
90,737	Ada Louise.....	Port Hawkesbury.....	".....	1888	Port Hawkesbury, N.S.....	60 5	19 9	7 2	57 Margaret Embree, Port Hawkesbury, N.S.
83,086	Ada M.....	".....	".....	1882	".....	40 0	11 4	6 0	20 Wm. Burke, River Rangouse, N.S.

SESSIONAL PAPER No. 21b

107,476	Addie B.	Digby	"	1900	Westport, N.S.	36 0	13 3	6 0	13	Charles Bailey, Westport, N.S.
103,124	Addie B.	St. Andrews	Sloop	1893	"	29 0	11 0	5 9	13	Alfred Ramsdall, Grand Manan, N.B.
73,009	Adelaide	Quebec	Schr—Glt	1875	St. Paul's Bay, Que.	49 4	17 2	6 2	30	Alban Tremblay, Les Brouilleries, Que.
100,211	Adelaide	Halifax	"	1891	Great Village, N.S.	83 0	24 3	8 7	100	Edward M. Baird, Great Village, N.S.
100,714	Adèle	Montreal	Sloop	1893	Yamaska, Que.	127 3	28 5	10 8	297	M. Kennedy, Montreal, Que.
88,697	Adelene	St. John, N.B.	Schr—Glt	1885	Rothesay, N.B.	102 0	28 6	9 9	193	F. M. Chalmers, St. John, N.B.
81,186	Adelia	Halifax	"	1868	Lussino, Picolo, Italy	77 1	39 1	22 3	138	Henry J. Whitlock, Oxford, Eng.
38,390	Adelaide	Arichat	"	1859	River Boagcoise, N.S.	48 0	14 4	5 6	18	James Butler, Halifax, N.S.
72,099	Adelina	Chatham, N.B.	"	1876	Shippegan, N.B.	35 0	11 2	4 6	12	A. Paulin, Shippegan, N.B.
36,608	Adeline	Liverpool	"	1859	Parishow, N.S.	65 3	19 8	8 3	63	A. P. Mills, Summerside, P.E.I.
103,009	Adeline Gladys	Chatham, N.B.	"	1890	Caracquet, N.B.	35 5	12 6	5 0	12	John Young, Tracadie, N.B.
103,370	Adjutor	Quebec	Sloop	1895	Trois Saumons, Que.	60 6	20 5	5 4	11	C. Mehot, Trois Saumons, Que.
80,981	Advancer	Arichat	Schr—Glt	1880	Isaac's Harbour, N.S.	79 1	24 1	10 3	106	J. V. Shaw, Arichat, N.S.
61,989	Adventure	Port Hawkesbury	"	1871	Wallace, N.S.	60 0	21 1	7 7	51	Duncan McDonald, Port Hood, N.S.
100,822	Adventure	Charlottetown	"	1893	La Have, N.S.	61 8	20 8	8 3	55	Thomas Kiehan, Souris, P.E.I.
111,514	Eolas	St. John, N.B.	Sloop	1899	St. John, N.B.	27 6	8 1	3 2	4	Arthur C. Fairweather, Robesay, N.B.
100,751	Africa	Windsor, N.S.	Bgn—Bkgt	1893	Hantsport, N.S.	170 0	36 0	16 6	679	The Ship Africa Co., Ltd., Hantsport, N.S.
103,793	Agatha	Shelburne	Schr—Glt	1899	Shelburne, N.S.	86 0	24 0	9 1	92	John H. Thorburn, Sand Point, N.S.
92,730	Aggie	Toronto	Yacht	1887	Oakville, Ont.	47 3	12 0	5 4	13	Christopher Armstrong, Oakville, Ont.
36,996	Agile	Lunenburg	Schr—Glt	1861	Lunenburg, N.S.	54 6	16 4	6 9	27	Henry A. Slatford, St. Margaret's Bay, N.S.
36,146	Agility	Arichat	"	1858	Port Medway, N.S.	75 6	21 8	8 2	72	Isidore Poirier, West Arichat, N.S.
85,660	Agnes	Halifax	"	1877	Chezetcook, N.S.	31 0	12 7	5 1	11	Jacob Lapierre, Chezetcook, N.S.
78,046	Agnes Hudson	Richibucto	"	1880	Richibucto, N.B.	31 8	12 6	4 2	9	R. T. Hehan, Summerside, P.E.I.
107,007	Agnes May	St. John, N.B.	"	1898	Musquash, N.B.	79 1	27 8	6 6	92	Jno. Kerrigan, Musquash, N.B.
111,611	Aguadilla	Lunenburg	"	1901	Lunenburg, N.S.	91 6	24 9	9 8	100	Freeman Anderson, Lunenburg, N.S.

ALPHABETICAL LIST OF CANADIAN REGISTERED SAILING VESSELS ON REGISTRY BOOKS, &c. *Continued.*LISTE ALPHABÉTIQUE DES NAVIRES À VOILES CANADIENS INSCRITS SUR LES REGISTRES, &c. *Suite.*

Official number. Numero matricule.	Name of ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Constructé.	Where Built. Lieu de construction.	Register Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur-gérant, et adresse.			
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.					
						ft. fms.	ft. fms.	ft. fms.					
107,553	Alava.....	Lunenburg.....	Schr Glt.....	1900	Lunenburg, N.S.....	87	8	23	9	9	4	85	Wm. C. Smith, Lunenburg, N.S.
90,555	Aid.....	Prescott.....	Barge Chalam.....	1885	Montreal, Que.....	153	2	24	4	11	7	368	J. J. B. Buckley, Prescott, Ont.
85,511	Aileen.....	Toronto.....	Yacht.....	1882	Toronto, Ont.....	65	0	11	8	8	3	25	Robt. Myles, Toronto, Ont.
72,817	Ainoko.....	Victoria.....	Schr—Glt.....	1891	Yokohama, Japan.....	75	5	21	8	7	7	75	Victoria Sealing Co., Ltd., Victoria, B.C.
38,485	Ajax.....	Arichat.....	".....	1867 1892	River Bourgeois, N.S.....	61	4	18	1	8	3	40	Mardoche LeBlanc, Desoussé, N.S.
61,970	Alabama.....	Quebec.....	Barge Chalam.....	1871	Grande Bay, Saguenay, Que.....	100	2	21	6	8	5	151	John Torrance, Montreal, Que.
77,897	Alaska.....	Sackville.....	Schr Glt.....	1884	Sackville, N.B.....	94	0	29	9	8	5	118	J. N. Pugsley, Parrshoro', N.S.
94,783	Alaska.....	Lunenburg.....	".....	1889	Lunenburg, N.S.....	76	3	23	5	9	2	87	Wm. Muir, M.G.O., Halifax, N.S.
64,512	Alba.....	Arichat.....	".....	1871	St. John, N.B.....	87	4	26	3	9	4	157	Wm. W. Hayes, Holbrook, Eng.
85,971	Alba.....	St. John, N.B.....	".....	1882	Waterborough, N.B.....	83	4	27	0	7	2	92	R. A. Christie, River Hebert, N.S.
100,243	Alba.....	Halifax.....	Shoop.....	1894	Shelburne, N.S.....	36	5	9	3	3	8	5	James Fraser, Halifax, N.S.
85,777	Albani.....	Montreal.....	".....	1885	Vancouver, Que.....	107	5	22	6	7	4	159	H. F. Cumming, Cornwall, Ont.
88,428	Albania.....	St. John, N.B.....	Ship 3 m.....	1884	St. John, N.B.....	204	7	39	5	24	2	138	J. F. Taylor and Charles B. Taylor, Rothsday, N.B.
75,433	Albatross.....	St. Catharines.....	Schr—Glt.....	1871	Port Dalhousie, Ont.....	136	0	26	3	11	9	317	Geo. Houston, Port Dalhousie, Ont.

SESSIONAL PAPER No. 21b

85,501	Albatross	St. John, N.B.	Bghtn—Bght	1882	Tymonmouth, N.B.	139	2	30	3	13	0	100	Schofield & Co., Ltd., St. John, N.B.
92,371	Albatross	"	Schr Glt	1881	Greenwich, N.B.	60	3	19	2	5	2	45	Rolla F. Walton, Greenwich, N.B.
92,566	Albatross	Quebec	"	1889	Ste. Anne de la Paroisse, Que.	93	8	24	6	9	0	130	N. E. Angers, Ste. Anne de la Paroisse, Que.
103,061	Albatross	Chatham, N.B.	"	1891	Shippegan, N.B.	35	3	12	3	5	1	13	T. Abier, Shippegan, N.B.
100,846	Albatross	Lomenburg	"	1891	Malone Bay, N.S.	44	4	15	7	6	4	26	Phineas Wilhoff, Lamenburg, N.S.
103,873	Albert	Montreal	Sloop	1897	Yamaska, Que.	109	1	23	1	7	1	147	H. E. Larkin and A. Saugster, Iroquois, Ont.
100,378	Albert P.	Sydney	Schr Glt	1893	New Harris, N.S.	69	5	19	8	7	1	60	Peter Porrier, West Arichat, N.S.
107,381	Alberta	Ottawa	Scow—Chd.	1898	Ottawa, Ont.	40	5	12	2	2	0	6	Jas. Cunningham Wright, Hull, Que.
100,586	Alberta	Montreal	Sloop	1892	Yamaska, Que.	136	2	27	4	11	2	262	Canadian Forwarding & Export Co., Ltd., Montreal, Que.
100,179	Alberta	"	Barge—Chalan	1891	Kingston, Ont.	163	5	23	2	10	2	314	Montreal Transportation Co., Montreal, Que.
107,614	Alberta	Lomenburg	Schr Glt	1899	La Have, N.S.	86	9	24	2	9	5	91	Amiel Corkum, La Have, N.S.
91,736	Albertina	Windsor, N.S.	Bktn Bght	1890	Newport, N.S.	157	0	36	5	16	0	651	Samuel Reynard, New York, U.S.A.
51,227	Alberton	Hatifax	Schr Glt	1896	Cassempeec, P.E.I.	53	7	16	5	6	4	30	Michael Wells, Guysboro', N.S.
92,533	Albina	Montreal	Barge—Chalan	1887	Sorel, Que.	110	9	22	8	8	8	180	G. F. Benson and J. D. Reid, J.O., Cardinal, Ont.
91,625	Albion	Ottawa	"	1888	Rockland, Ont.	110	0	22	8	7	3	149	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,657	Alicia	Lomenburg	Schr Glt	1899	Lamenburg, N.S.	97	7	25	4	9	6	99	Alexander Kniecke, Lamenburg, N.S.
71,281	Alec	Quebec	Barge—Chalan	1875	Yamaska, Que.	93	8	22	0	6	1	90	E. Paul, Sorel, Que.
103,908	Aleide	Montreal	Sloop	1897	Pierreville, Que.	82	2	20	7	5	1	65	C. Dureau, St. Thomas de Fierreville, Que.
88,565	Aldine	Yarmouth	Bghtn Bght	1881	Belliveau's Cove, N.S.	131	0	29	5	12	8	299	F. L. Davis, Yarmouth, N.S.
80,610	Albert	"	Schr Glt	1877	Chebogue, N.S.	31	5	11	0	1	2	7	Benj. Davis, Yarmouth, N.S.
111,528	Albert	Digby	Sloop	1901	Cape St. Mary, N.S.	35	0	11	0	4	2	11	Stephen A. Donetto et al., Cape St. Mary, N.S.
90,736	Albert	Port Hawkesbury	Schr Glt	1879	Little Harbour, N.S.	31	6	12	3	4	7	11	Wm. A. Keatings, Port Mulgrave, N.S.
91,823	Albert	Weymouth	"	1889	Gilbert Cove, N.S.	108	0	26	8	12	0	229	C. J. Howatson, New York, U.S.A.
96,950	Albert	St. John, N.B.	Bk Inq	1890	Harvey, N.B.	163	3	34	6	13	3	576	J. N. Smith, Coverdale, N.B.
72,671	Alexander	Victoria	Schr—Glt	1876	Port Essington, B.C.	170	0	27	2	12	5	189	Walter B. Mills, San Francisco, U.S.A.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. *Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
74,016	Alexander	Sydney	Schr—Glt	1877	Little Narrows, N.S.	75 2	22 3	8 3	78	Dan, Hamilton, North Sydney, N.S.
.....	Alexander	St. Catharines	"	1857	Port Dalhousie, Ont.	134 0	23 0	11 0	351	Byce-Muir, Port Dalhousie, Ont.
79,920	Alexander Black	Dorchester	Bk—Bq	1891	Harvey, N.B.	165 8	34 9	13 3	575	Alexander-Black, Dorchester, N.B.
36,471	Alexander Fraser	Lambertburg	Schr—Glt	1859	Lambertburg, N.S.	53 3	17 1	7 0	32	A. Sampson, River Bourgeois, N.S.
88,545	Alexander Gordon	Sydney	"	1886	North Sydney, N.S.	38 0	10 8	5 4	12	Elijah R. Moffat, North Sydney, N.S.
.....	Alexina	Montreal	Barge—Chalam.	1873	Lachine, Que.	85 2	22 0	7 0	97	G. Mattayez, Lachine, Que.
107,608	Alexandra	Weymouth	"	1901	Weymouth Bridge, N.S.	165 0	27 8	9 8	178	Thomas C. Rice, Weymouth Bridge, N.S.
83,258	Alfred	Digby	Schr—Glt	1883	Granville, N.S.	47 4	16 3	6 5	29	Milton Haines <i>et al.</i> , Freeport, N.S.
103,313	Alfred	Montreal	Sloop	1895	Yamaska, Que.	125 1	26 4	10 8	266	J. Bourier and U. Bourier, F.O., St. Roch, Que.
80,694	Alfred	"	"	1881	"	110 0	22 3	7 7	165	R. Bicherdié and R. Frosside, Montreal, Que.
85,327	Alfred A. Hackett	Owen Sound	Schr—Glt	1885	Warton, Ont.	43 0	12 0	4 0	11	H. R. Ely, Warton, Ont.
77,577	Alfred Demers	Montreal	Sloop	1878	Three Rivers, Que.	165 0	22 5	7 6	131	The Department of Public Works, Ottawa, Ont.
91,578	Alfred R. Davison	"	Barge—Chalam.	1885	Whitehall, U.S.A.	97 4	17 6	7 0	99	Amédée Mallette, Rigaud, Que.
16,902	Alfred Taylor	Port Hawkesbury	Schr—Glt	1864	Margaret, N.S.	43 0	14 6	6 0	20	Henry Taylor, Margaret, N.S.

SESSIONAL PAPER No. 21b

100,489	Aigoua	Lanenburg	"	1892	Dublin Shore, N.S.	62 6	20 8	8 1	56 J. Publicover, Dublin Shore, N.S.
111,617	Alhambra	"	"	1901	Malbone Bay, N.S.	88 2	21 5	9 6	90 Thomas Hamm, Lunenburg, N.S.
77,549	Alice	Amherst, N.S.	"	1875	Parrsboro', N.S.	37 0	11 5	4 4	8 W. B. Manning, Parrsboro', N.S.
74,302	Alice	Charlottetown	"	1881	Rexton, N.B.	37 0	12 0	4 7	10 Alex. McArthur, Lot 11, P.E.I.
75,791	Alice	Ottawa	Barge	1878	Ottawa, Ont.	108 0	22 8	7 6	163 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,419	Alice	"	"	1890	Buckingham, Que.	68 1	14 9	3 4	30 O. M. Harris, Buckingham, Que.
75,612	Alice	Yarmouth	Schr. Glt.	1877	Shelburne, N.S.	13 0	15 7	6 8	17 J. J. Duffy, Southwille, N.S.
64,626	Alice	Parrsboro'	"	1872	St. Martin's, N.B.	66 0	21 0	6 6	55 M. Benjamin, Parrsboro', N.S.
90,806	Alice	Halifax	"	1885	LaHave, N.S.	36 0	11 4	4 1	12 James Hemlow, Jr., Liscombe, N.S.
92,776	Alice	New Westminster	Sloop	"	Abod Bay, B.C.	32 6	10 5	3 0	9 Donald Urephart, Vancouver, B.C.
100,382	Alice	Sydney	Schr. Glt.	"	Newfoundland	37 6	12 0	5 3	10 Wm. Hunt, Sydney, N.S.
100,561	Alice	"	Barge	1894	Lanenburg, N.S.	120 7	25 8	12 9	248 Dominion Coal Co., Ltd., Glace Bay, N.S.
100,712	Alice	Montreal	Sloop	1893	Yamaska, Que.	109 6	22 9	9 6	186 The Canadian Forwarding & Export Co., Ltd., Montreal, Que.
100,984	Alice	Chartham, N.B.	Schr. Glt.	1888	Carapquet, N.B.	35 0	12 5	4 8	11 Wm. Doucette, Carapquet, N.B.
111,813	Alice	"	"	1901	Stippagan, N.B.	73 2	18 1	8 8	66 Wm. Fruing & Co., Ltd., Jersey.
107,282	Alice	Liverpool	Figtn Bkglt.	1900	Liverpool, N.S.	116 0	28 1	10 7	199 John H. Harlow <i>et al.</i> , Milton, N.S.
103,296	Alice	"	Schr. Glt.	1896	Port Mouton, N.S.	56 5	18 7	7 6	42 Jas. Lohmas, LaHave, N.S.
107,313	Alice A.	Halifax	"	1899	Grand Desert, N.S.	42 0	13 5	5 8	16 Alexander Pills, Grand Desert, N.S.
74,085	Alice Patt.	"	"	1876	Bay St. George, Nfld.	50 0	18 3	7 6	40 Nathaniel Tutte, Bay St. George, Nfld.
85,375	Alice E. L.	"	"	1882	Moser's River, N.S.	63 4	20 9	7 7	59 Alexander F. Smith, Moser's River, N.S.
80,373	Alice Holmes	Parrsboro'	"	1881	Parrsboro', N.S.	33 0	11 9	4 7	7 John Dosson, St. John, N.B.
107,392	Alice J. Davis	Canso	"	1899	Canso, N.S.	11 0	14 8	7 1	20 Edward Hearn, Canso, N.S.
92,487	Alice Maud	Windsor, N.S.	"	1887	Grand Maun, N.B.	32 0	11 0	6 0	12 John F. Paul, Hall's Harbour, N.S.
64,550	Alice Maud	St. John, N.B.	"	1871	St. John, N.B.	13 0	16 1	5 1	25 Wm. Longwith, Minnie, N.S.
96,955	Alice Maud	"	"	1890	Greenwich, N.B.	86 0	27 9	7 5	120 N. C. Scott, St. John, N.B.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. *Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						ft. toths.	ft. toths.	ft. toths.		
163,279	Alice Maud.....	Chatham, N.B.	Schr—Glt	1895	Caraquet, N.B.	36 0	12 0	4 4	10	C. Robin Collas & Co., Ltd., Jersey.
88,270	Alice May.....	St. John, N.B.	"	1884	Musquash, N.B.	35 3	12 5	5 0	10	Isaac H. Northup, St. John, N.B.
90,660	Alice May.....	Yarmouth.	"		Vinal Haven, U.S.A.	46 5	15 4	5 7	18	Chas. Teed, Freeport, N.S.
88,456	Alice May.....	Amidat.....	"	1888	Port Hawkesbury, N.S.	54 1	18 6	6 7	39	Wm. Le Vesconte, Desoussé, N.S.
	Alice Paucy.....	Montreal.....	Barge—Chalou.	1871	Montreal, Que.	115 8	25 0	9 2	240	G. M. Miller and J. G. B. Jones, Montreal, Que.
90,719	Alice Piche.....	Halifax.....	Schr—Glt	1886	Ship Harbour, N.S.	62 0	20 5	9 4	71	David J. Burns, Sonora, P.E.I.
77,725	Alice and Nelly.....	Digby.....	"	1878	Freeport, N.S.	50 6	17 3	6 2	30	A. T. Tharber <i>et al.</i> , Freeport, N.S.
100,739	Alida A.....	Windsor, N.S.	"	1894	Cambridge, N.S.	27 9	9 4	3 1	4	R. Pratt, Cheverie, N.S.
97,191	Alida.....	Chatham, N.B.	"	1891	Shippegan, N.B.	37 5	12 2	4 6	12	L. Pailin, Shippegan, N.B.
100,857	Alix.....	Quebec.....	"	1893	Montagnay, Que.	32 8	12 8	5 6	13	R. Lesperance, Montagnay, Que.
103,731	Alkaline.....	Parsboro'.....	Bk—Bq	1897	Parsboro', N.S.	173 6	37 1	17 2	626	F. R. Eaton, New York, U.S.A.
74,410	Alliance.....	Chatham, N.B.	Pgtr—Bkglt.	1877	Shippegan, N.B.	90 0	19 5	11 1	99	Wm. Fruing & Co., Ltd., Jersey.
78,034	Alliance.....	Chatham, Ont.	Schr—Glt	1867	Port Dover, Ont.	17 0	16 8	5 0	33	Arnold Winegardin, Chatham, Ont.
36,176	Alliance.....	Liverpool.....	"	1858	Petite Rivière, N.S.	56 2	17 9	7 5	10	C. H. James, Liverpool, N.S.

SESSIONAL PAPER No. 21b

103,478	Allie I. Alger.....	Victoria.....	1886	Seattle, U.S.A.....	76 0	25 0	8 5	75	John Kingsman, Victoria, B.C.
111,682	Alma.....	Shelburne.....	1901	Shelburne, N.S.....	87 0	24 0	9 1	98	Andrew King, Halifax, N.S.
107,550	Alma.....	St. John, N.B.....	1898	Cambridge, N.B.....	73 0	24 7	6 5	70	John E. Moore, St. John, N.B.
36,487	Alma.....	Charlottetown.....	1800 1881	Lambton, N.S.....	67 5	21 2	8 4	65	J. A. Down, Charlottetown, P.E.I.
85,755	Alma.....	Quebec.....	1882	St. Jean, Port Joli, Que.....	31 2	11 0	4 3	9	Pierre Bernier, L'Assomption, de Mac mder, Que.
73,038	Alma.....	".....	1866	Batisseau, Que.....	71 5	29 0	5 1	48	P. Carrier, Boucherville, Chambly Co., Que.
107,221	Alma.....	".....	1897	St. Siméon, Que.....	34 4	13 0	1 2	11	S. Talon, St. Siméon, Que.
92,554	Alma.....	Montreal.....	1881	Sorel, Que.....	85 3	19 6	4 1	47	J. Dancan, St. François du Lac, Que.
103,769	Alma.....	Chatham, N.B.....	1894	Caracquet, N.B.....	34 5	12 0	1 1	11	John B. Sirois, Caracquet, N.B.
107,357	Alma.....	Sydney.....	1898	Aspy Bay, N.S.....	52 9	18 1	5 5	34	G. Burton, Aspy Bay, N.S.
103,867	Alma H.....	Halifax.....	1898	Ship Harbour, N.S.....	53 8	16 4	6 8	32	J. H. Sifeman, Ship Harbour, N.S.
48,198	Almunda.....	Quebec.....	1864	St. Thomas, Que.....	74 0	24 8	9 1	98	Jos. Bergeron, Les Éboulements, Que.
74,266	Almunda.....	".....	1876	Cap St. Ignace, Que.....	69 5	19 0	6 6	11	Louis Deaule, Quebec, Que.
103,763	Alouette.....	Chatham, N.B.....	1896	Caracquet, N.B.....	36 0	11 6	4 8	10	Thos. Abier, Shippegan, N.B.
88,598	Alph B. Parker.....	St. John, N.B.....	1885	Tusket Wedge, N.S.....	67 3	19 2	6 8	17	H. Outhouse, Tiverton, N.S.
77,544	Alpha.....	Arichat.....	1878	Wallace, N.S.....	58 2	19 0	6 9	42	Wm. Le Vesconte, Desoussie, N.S.
61,625	Alpha.....	Halifax.....	1878	Isaac's Harbour, N.S.....	46 6	15 2	6 2	18	C. A. Shatford, Chester Basin, N.S.
100,500	Alpha.....	Victoria.....	1890	Victoria, B.C.....	66 0	22 4	4 2	11	E. C. Baker, Victoria, B.C.
100,361	Alphonse Pierre.....	Quebec.....	1891	Bon Desir, Que.....	52 6	17 0	5 8	29	Henri St. Gelois, Millé Vaches, Que.
97,175	Altona.....	Windsor, N.S.....	1890	Parshaw's, N.S.....	149 4	31 7	12 9	61	Thos. A. Maisters, Hantsport, N.S.
100,617	Altona.....	Shelburne.....	1894	Sable River, N.S.....	47 1	16 2	7 2	28	A. Swainsburg, Little Harbour, N.S.
94,842	Alzora.....	Windsor, Ont.....	1890	Pelle River, Ont.....	65 0	18 0	3 8	43	Louis Thibert, Belle River, Ont.
107,344	Amanda.....	Yarmouth.....	1901	Palinco, N.S.....	41 0	12 4	5 0	15	Henry A. Amiro, Palinco, N.S.
90,426	Amanda.....	Barrington.....	1886	Shelburne, N.S.....	58 6	17 7	6 8	38	David T. Leslie, Spray Bay, N.S.
92,371	Amanda S.....	St. John, N.B.....	1887	Rexton, N.B.....	54 3	17 9	1 8	21	W. C. Derry, Dover, N.B.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*

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71,270	Amarilba.....	Quebec.....	Schr - Glt.....	1876	St. Luc, Que.....	45 9	14 9	5 8	21 C.	Veziha, St. Michel de Bellechasse, Que.
100,810	Amateur.....	Victoria.....	".....	1892	Seattle, U.S.A.....	43 5	15 3	5 9	18 C.	Gipson, Nitinat, B.C.
83,176	Amazon.....	Lambourg.....	".....	1882	Lambourg, N.S.....	70 6	23 3	8 5	73	Peter Smith, Pectouche, N.B.
97,196	Amelia.....	Montreal.....	Sloop.....	1890	Yamaska, Que.....	164 3	22 9	7 1	108 O.	Desrosiers, Yamaska, Que.
107,807	America.....	St. John, N.B.....	".....	1896	Grand Manan, N.B.....	40 6	13 7	5 1	16	James W. Ingersoll, Grand Manan, N.B.
107,311	America.....	Halifax.....	Schr - Glt.....	1848	Shelburne, N.S.....	75 0	20 5	9 1	57	James Hanrahan, Ferguson's Cove, N.S.
91,892	Americo.....	New Westminster.....	Sloop.....	1887	Nausimo, B.C.....	48 0	14 3	3 3	32	Bernard Buck, Vancouver, B.C.
59,372	Anos M. Holt.....	Digby.....	Schr - Glt.....	1876	St. Patrick, N.B.....	53 0	19 3	6 0	33	David R. Graves, Granville, N.S.
83,988	Amy J.....	St. John, N.B.....	Wedg. - Bab.....	1882	Canning, N.B.....	66 3	24 9	6 6	62	Joseph W. Fyfe, Sand River, N.S.
39,432	Aucenis.....	Yarmouth.....	Ship.....	1892	Greenock, G.B.....	257 0	39 0	22 7	1700	The Ship Aucenis Co., Ltd., Liverpool, Eng.
64,388	Andora.....	Quebec.....	Schr - Glt.....	1870	St. Andre, Que.....	46 8	15 0	6 5	27	Theod. Charette, Riviere du Loup, Que.
88,610	Angara.....	Lambourg.....	Bgrtn - Bght.....	1881	Bridgewater, N.S.....	139 2	33 0	21 2	630	Robert Dawson, M.O., Bridgewater, N.S.
96,739	Angelino.....	Chatham, N.B.....	Schr - Glt.....	1890	Caracquet, N.B.....	37 0	13 0	5 4	14 O.	Gromé, Caracquet, N.B.
103,971	Anglesca.....	".....	".....	1893	".....	36 2	13 4	5 1	12 1/4	LeBoitillier, Caracquet, N.B.

SESSIONAL PAPER No. 21b

71,213	Anglo-Saxon	Sarnia	Schr—Glt	1864	Port Dalhousie, Ont.	133 8	26 0	11 3	253	Executors of the Estate D. D. Calvin, Kingston, Ont.
107,705	Anglo-Saxon	Toronto	House-boat	1898	Penetanguishene, Ont.	58 0	22 0	3 0	180	David Davidson, Penetanguishene, Ont.
83,482	Angola	Liverpool	Schr—Glt	1883	Jordan River, N.S.	82 4	22 2	8 7	94	C. A. Larder, New Ross, N.S.
83,507	Annia	St. John, N.B.	"	1882	Clifton, N.B.	87 0	26 1	7 8	115	John M. Taylor, St. John, N.B.
107,803	Armita	"	Sloop	1896	St. Andrews, N.B.	32 6	12 0	5 0	10	Isaac Treccart, Grand Manan, N.B.
32,032	Anna	Annaopolis	Schr—Glt	1865	Wilket, N.S.	74 8	24 4	8 9	88	J. Brown, Port George, N.S.
63,579	Anna	Quebec	"	1865	Charcutini, Que.	40 5	13 5	5 5	18	Mrs. H. Brassard, Malbaie, Que.
103,837	Anna	"	"	1896	Grandines, Que.	103 2	24 6	8 8	138	T. Rivard, Grandines, Que.
92,419	Anna	Chatham, N.B.	"	1889	Shippagan, N.B.	31 7	12 2	5 0	12	Desthe Chasson, Shippagan, N.B.
103,073	Anna	"	"	1892	"	35 2	12 8	5 0	11	Luke Friele, Caraquet, N.B.
103,244	Anna	Montreal	Sloop	1890	Yamaska, Que.	93 0	24 4	5 6	76	Charisse La Salle, St. Michel d'Yamaska, Que.
100,137	Anna B.	Winnipeg	Barge—Chalan	1892	Rat Portage, Ont.	43 2	22 2	5 1	14	Angus McKinnon, Rat Portage, Ont.
39,956	Anna Craig	Quebec	Schr—Glt	1870	Quebec, Que.	129 0	26 2	11 5	260	John McArthur, M.O., Toronto, Ont.
77,772	Anna E. Foster	Goderich	"	1877	Cheloygan, U.S.A.	66 0	17 0	6 6	39	W. Foster, Owen Sound, Ont.
103,275	Anna Helen	Chatham, N.B.	"	1894	Tracadie, N.B.	38 5	12 9	5 0	12	Jos. Williston, Chatham, N.B.
80,093	Anna K.	St. John, N.B.	"	1881	Greenwich, N.B.	40 4	13 3	5 8	14	George H. Gibson, Margaretsville, N.S.
103,433	Anna Maud	Arichat	"	1892	Georgetown, P.E.I.	31 2	13 7	4 6	10	R. H. Munroe, Whitehaven, N.S.
88,311	Annabell	Sydney	"	1883	Ingonish, N.S.	33 7	13 8	6 0	11	George H. Murray, North Sydney, N.S.
72,572	Annadale	Kingston	"	1868	Kingston, Ont.	111 8	24 9	9 1	180	Geo. Irving, Burlington, Ont.
88,275	Annawan	St. Andrews	"	1879	Port Dalhousie, Ont.	38 0	11 7	5 0	16	Robert T. Cross, Penfield, N.B.
80,768	Anne—Prudence	Quebec	"	1881	Cap St. Ignace, Que.	41 5	14 7	6 2	21	Joseph Tremblay, Chicoutimi, Que.
32,759	Annette	"	"	1889	Anse St. Jean, Que.	42 0	15 0	6 4	21	M. Blais, jr., Riviere Romaine, coast of Labrador.
72,081	Annie	Chatham, N.B.	"	1875	Richibucto, N.B.	41 3	13 8	4 7	13	John P. Brennan, Alberton, P.E.I.
71,406	Annie	Chatham, Ont.	"	1877	Swan Creek, Ont.	55 4	16 6	4 4	30	P. Donars and M. Thibaut, Dover East, Ont.
57,260	Annie	Arichat	"	1867	La Have, N.S.	70 0	22 0	8 8	68	Edward J. LeBlanc, West Arichat, N.S.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books &c.—Continued.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Feet.	Feet.	Feet.	
88,219	Annie	Halifax	Schr—Glt	1874 Lunenburg, N.S.	41 0	13 2	5 5	15	George H. Graham, Three Fathom Harbour, N.S.
103,507	Annie	"	"	1891 Mahone Bay, N.S.	39 0	12 6	5 6	16	Chas. Covey, Indian Harbour, N.S.
69,956	Annie	Port Hawkesbury	"	1874 Margaree, N.S.	38 0	11 0	6 0	19	Isaac Murphy, Halifax, N.S.
80,886	Annie	St. Andrews	"	1881 St. Andrews, N.B.	68 0	18 1	6 2	41	William Glass, St. Andrews, N.B.
83,030	Annie	Wallaceburg	Barge—Chalm.	1883 Wallaceburg, Ont.	96 0	24 0	1 7	70	Asa Ribb, Dresden, Ont.
75,888	Annie	Yarmouth	Schr—Glt	1880 Pictou, N.S.	43 3	16 4	5 6	22	W. H. Anderson, Granville, N.S.
103,061	Annie	"	"	1895 Salmon River, N.S.	77 6	25 0	6 5	71	Ben Gullison, Beaver River, N.S.
	Annie	Montreal	Barge—Chalm.	1869 Williamstown, Ont.	124 1	22 9	7 6	185	Ernest Traupier, Montreal, Que.
92,699	Annie	Winnipeg	"	1889 Norman, Ont.	59 0	14 4	5 7	30	The Ontario & Western Lumber Co., Ltd., Rat Portage, Ont.
91,897	Annie	New Westminster	Sloop	1889 Vancouver, B.C.	31 0	10 0	5 0	9	J. F. Fell, Victoria, B.C.
111,422	Annie B.	Halifax	Schr—Glt	1901 Port Felix, N.S.	49 2	16 4	7 7	26	Benjamin Boudrot, Port Felix, N.S.
103,027	Annie Blanche	Parrsboro'	"	1895 Parrsboro', N.S.	68 7	22 3	7 1	68	Harvey Randall, Parrsboro', N.S.
107,955	Annie C. Hall	Lunenburg	"	1882 Booth Bay, U.S.A.	81 0	22 5	8 1	74	Adam Selig, Vogler's Cove, N.S.
72,978	Annie Coeguis	Digby	"	1876 Freeport, N.S.	67 7	18 0	8 4	22	Thos. Milner, et al., Granville, N.S.

SESSIONAL PAPER No. 21b

71,291	Annie Outibert.....	Cobourg.....	Sloop.....	1874	Cobourg, Ont.....	55	4	17	4	7	2	36	C. D. A. Heath and J. A. McKenzie, Hamilton, Ont.
80,627	Annie D.....	Shelburne.....	Schr—Glt.....	1881	Pubnico, N.S.....	72	8	23	0	7	9	71	H. Swainsburg, Shelburne, N.S.
90,731	Annie E. Paint.....	Victoria.....	".....	1885	Port Hawkesbury, N.S.....	77	0	24	1	9	2	82	John G. Cox, M.O., Victoria, B.C.
90,487	Annie Eliza.....	Halifax.....	".....	1880	Jeddore, N.S.....	35	3	14	3	5	6	14	Arthur Day, Jeddore, N.S.
100,389	Annie F.....	Sydney.....	".....	1895	Main-a-Dieu, N.S.....	37	4	13	0	5	2	13	John Farrell, Main-a-Dieu, N.S.
83,285	Annie Falconer.....	Cobourg.....	".....	1807	Kingston, Ont.....	108	0	24	3	9	0	175	Geo. Plunkett, Cobourg, Ont.
92,506	Annie G.....	St. Andrews.....	".....	1876	West Isles, N.B.....	30	0	10	9	6	3	10	Stephen Mitchell, Campo Belle, N.B.
75,827	Annie G.....	Halifax.....	".....	1878	Indian Harbour, N.S.....	58	8	18	5	8	0	38	J. Rogers, Fortune, Nfld.
85,981	Annie Gable.....	St. John, N.B.....	".....	1882	Waterborough, N.B.....	77	8	26	4	7	0	97	Stephen B. Kelly, River Hebert, N.S.
85,502	Annie Harper.....	".....	".....	1882	Chipman, N.B.....	80	0	26	5	7	4	93	D. F. Grady, St. John, N.B.
57,673	Annie L.....	Halifax.....	".....	1868	Sheet Harbour, N.S.....	73	5	22	0	9	3	88	Edward Leary, Newly Quoddy, N.S.
100,063	Annie Laura.....	St. John, N.B.....	".....	1891	Douglas Harbour, N.B.....	78	0	27	3	7	2	99	R. LeB. Palmer, Canning, N.B.
111,524	Annie Laurie.....	Digby.....	Sloop.....	1900	Freeport, N.S.....	28	2	11	0	5	5	10	Stephen Perry, Freeport, N.S.
61,535	Annie Louisa.....	Halifax.....	Schr—Glt.....	1876	Jordan River, N.S.....	56	6	20	0	7	5	40	Mark Harpell, Jeddore, N.S.
100,960	Annie M.....	Chatham, N.B.....	".....	1890	Shippagan, N.B.....	36	2	12	3	4	8	11	W. S. Loggie Co., Ltd., Chatham, N.B.
107,069	Annie M.....	St. John, N.B.....	Sloop.....	1897	St. John, N.B.....	42	2	14	3	4	0	18	John McInnigan, St. John, N.B.
80,617	Annie M. Bell.....	Yarmouth.....	Schr—Glt.....	1883	Pubnico, N.S.....	71	0	21	3	8	1	64	Leon V. Amino, Pubnico, N.S.
91,696	Annie M. Sprout.....	Digby.....	".....	1878	U.S.A.....	75	0	20	7	7	6	70	David Sprout, <i>et al.</i> , Digby, N.S.
50,172	Annie McNaam.....	Halifax.....	".....	1868	Buctouche, N.B.....	128	6	30	7	12	8	368	Geo. E. Franklyn, Halifax, N.S.
103,463	Annie May.....	Arichat.....	".....	1899	River Bourgeois, N.S.....	39	4	13	4	4	9	11	Placide Dugas, River Bourgeois, N.S.
111,472	Annie May.....	".....	".....	1900	Rockdale, N.S.....	44	5	11	2	7	0	17	Jas. Mombourquette, L'Ardoise, N.S.
111,526	Annie May.....	Digby.....	".....	1900	Port Lorne, N.S.....	28	0	11	3	5	8	11	David Sabicans, Port Lorne, N.S.
83,413	Annie Minnes.....	Port Hope.....	".....	1807 1881	Portsmouth, Ont.....	101	9	24	9	8	6	155	W. H. Brann, Port Hope, Ont.
100,512	Annie Pearl.....	Parrsboro.....	".....	1892	Parrsboro, N.S.....	56	2	17	8	6	4	40	Chas. A. Starrit, Port Lorne, Ont.
90,495	Annie S.....	Halifax.....	".....	1885	Ship Harbour, N.S.....	19	3	17	6	7	0	34	Edward Canavan, Halifax, N.S.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Tonnage		
						ft. mds.	ft. mds.	ft. mds.	tons		
107,279	Annie Smith,	Paspébiac	Bktn—Bkglt	1899	Liverpool, N.S.	120 0	29 4	10 8	249	W. T. Smith, New Carlisle, Que.	
90,622	Annie T. McKie,	Charlottetown	Schr—Glt	1881	New London, P.E.I.	69 0	21 0	9 0	68	Joseph A. Hawes, Farnham, N.S.	
80,992	Annie W.	GuySBoro'	"	1883	Wine Harbour, N.S.	37 5	11 0	4 4	10	Elijah Walters, Wine Harbour, N.S.	
103,391	Anne & Lillie,	St. Andrews	"	1897	Grand Manan, N.B.	26 0	12 5	6 5	10	Joseph Hatt, Grand Manan, N.B.	
97,048	Annie and Lizzie,	St. John, N.B.	"	1891	Port Mouton, N.S.	53 0	17 8	7 0	39	H. Ourhouse, Tiverton, N.S.	
90,655	Anna,	Yarmouth	"	1886	Ed Brook, N.S.	40 1	13 0	1 3	12	Hilaire Bourque, Ed Brook, N.S.	
61,720	Antelope,	Port Hawkesbury	"	1874	Margaree, N.S.	48 5	16 0	6 0	24	Geo. D. McLeod, Broad Cove, N.S.	
75,431	Antelope,	Toronto	"	1873	Port Dalhousie, Ont.	138 6	26 3	11 4	334	Albert A. J. Foster and Amelia Cro, J.O., Toronto, Ont.	
	Antelope,	Hamilton	"	1854	Port Robinson, Ont.	106 5	19 7	9 7	180	Joseph Glass, Samia, Ont.	
88,412	Anthem,	St. John, N.B.	Wdbrt—Fdb	1884	Greenwich, N.B.	48 6	17 0	5 1	24	W. McVicar, St. George, N.B.	
91,738	Antigua,	Windsor, N.S.	Bktn—Bkglt	1880	Newport, N.S.	165 6	36 7	16 0	735	H. H. Greene, Kempt, N.S.	
96,948	Antilla,	St. John, N.B.	"	1890	Moss Glen, N.B.	145 8	33 3	12 7	442	R. C. Elkin, St. John, N.B.	
58,498	Apolline,	Arichat,	Schr—Glt	1868	River Inhabitants, N.S.	51 8	18 9	8 1	404	D. Terro, Arichat, N.S.	
190,671	April,	Vancouver	Scow—Chd	1888	Vancouver, B.C.	80 8	23 2	6 2	96	Gordon T. Legg, Vancouver, B.C.	

SESSIONAL PAPER No. 21b

92,474	Aquila	Charlottetown	Bght—Bght	1888	Georgetown, P. E. I.	92 8	24 6	10 7	150	Wm. Soucabaugh, Georgetown, P. E. I.
74,295	Arab	Montreal	Barge—Chalan.	1876	Montreal, Que.	122 9	26 9	7 5	204	D. Anderson, Montreal, Que.
100,487	Arabi	Chatham, N. B.	Schr—Glt	1890	Shippagan, N. B.	31 6	13 1	4 8	12	P. Rive, Caraquet, N. B.
38,335	Arabian	Montreal	Barge—Chalan.	1865	Yamaska, Que.	74 3	20 9	5 5	61	Narcisse Potier, St. Amé, Que.
100,472	Arana	Lunenburg	"	1892	Lunenburg, N. S.	78 5	21 1	9 0	87	A. Knickle, Lunenburg, N. S.
107,182	Archid	Charlottetown	"	1898	Souris, P. E. I.	91 0	27 5	8 8	103	Jas. Poole, Channel, Nfld.
	Arctic	St. Catharines	"	1858	Port Dalhousie, Ont.	130 0	21 0	8 2	172	Catherine Sidley, Belleville, Ont.
97,094	Arctic	Lunenburg	"	1890	Lunenburg, N. S.	90 4	25 5	10 3	147	R. N. Anderson, Elgin, N. B.
100,612	Arctella	Shelburne	"	1892	Sand Point, N. S.	27 6	12 0	5 6	10	Peter M. Crowe, Sand Point, N. S.
69,143	Arequipa	Arichat	"	1875	New Dublin, N. S.	51 5	17 5	7 0	36	Philip Gruchy, Desoussie, N. S.
92,682	Argentina	Pictou, N. S.	Bktn—Bght	1890	River John, N. S.	155 7	38 1	15 3	583	W. H. Smith, Windsor, N. S.
103,085	Argentinian	Chatham, N. B.	Schr—Glt	1894	Caraquet, N. B.	37 4	13 3	5 0	12	C. Robin Collas & Co., Ltd., Jersey.
96,831	Argo	Hatfield	"	1890	La Have, N. S.	58 0	17 6	7 4	42	Thos. Phipps, Bay of Islands, Nfld.
91,778	Argosy	Lunenburg	"	1888	Lunenburg, N. S.	73 5	23 5	9 0	84	J. H. Beaver, Pleasant Harbour, N. S.
83,478	Argyle	St. Andrews	"	1880	Argyle, N. S.	34 4	11 0	5 0	10	Andrew Mctee, St. George, N. B.
111,762	Armad	Kingston	Sloop	1901	Aulbert Island, Ont.	66 0	14 8	4 2	17	Peter Gratton, Aulbert Island, Ont.
103,647	Armad	Victoria	Yawl	1896	Cape Vincent, U. S. A.	56 3	18 3	4 5	16	J. McIntosh, South Marysburg, Ont.
103,487	Armad	Victoria	Yawl	1896	Espinault, B. C.	66 8	15 2	7 0	23	Frank F. Barnhardt, Victoria, B. C.
88,612	Arif	Port Hope	Schr—Glt	1861	Bridgewater, N. S.	70 5	22 5	8 1	74	H. F. Bishop, Victoria, B. C.
107,078	Arif	St. John, N. B.	Sloop	1897	Quebec, Que.	111 0	25 2	8 7	162	D. C. Strong, Goderich, Ont.
90,870	Arifis	Victoria	Schr—Glt	1894	Robesay, N. B.	27 0	10 8	4 4	7	R. Mathews, St. John, N. B.
88,343	Arinda	Quebec	Sloop	1885	St. Thomas, Que.	77 6	33 5	8 8	86	Wm. Munroe, M. O., Victoria, B. C.
103,655	Arivosto	Arichat	Schr—Glt	1848	Essex, U. S. A.	60 6	17 5	7 2	23	Hamilton Powder Co., Montreal, Que.
									49	Jos. Jimmo, Chatham, N. B.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. *Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Poids.			
						Feet.	Inches.	Feet.	Inches.		
85,756	Arizona	Quebec	Schr—Glt	1883	Natashquan, Que.	40	8	15	2	61	19 P. Vézina, St. Michel de Bellechasse, Que.
83,307	Arizona	Liverpool	"	1883	Port Medway, N.S.	84	0	25	0	9 8	99 Jas. N. Wyle, Port Medway, N.S.
85,983	Arizona	St. John, N.B.	Bk Bq	1882	St. John, N.B.	183	9	36	5	22 4	1032 J. F. Taylor and Charles E. Taylor, Robbsey, N.B.
71,030	Arizona	Yarmouth	Schr—Glt	1876	Pubnico, N.S.	81	9	22	6	8 8	85 Clas. Warner, Plympton, N.S.
90,739	Arizona	Port Hawkesbury	"	1897	Essex, Mass, U.S.A.	65	0	18	8	7 2	49 J. Roberts, Gaspé, Que.
72,957	Ark	St. Catharines	"	1875	Dalhousie, Ont.	175	6	35	6	10 4	521 The Montreal Lighterage Co., Montreal, Ottawa, Que.
90,450	Ark	Winnipeg	Barge Chalan.	1885	Rat Portage, Ont.	45	0	14	0	2 9	48 Patrick Nestor, Rat Portage, Ont.
100,387	Arnaud	Montreal	Sloop	1892	Yamaska, Que.	131	6	27	9	11 2	256 The Canadian Forwarding & Export Co., Ltd., Montreal, Que.
83,339	Armenia	Ottawa	Barge—Chalan.	1881	Ottawa, Ont.	110	3	22	2	7 6	142 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,439	Armuta	St. Andrews	Sloop	1894	Digby, N.S.	35	0	12	2	5 0	15 Anderson L. Gappell, Grand Manan, N.B.
36,508	Arno	Liverpool	Schr—Glt	1860	Petite Rivière, N.S.	46	0	16	7	6 1	23 J. C. Sperry, Petite Rivière, N.S.
80,633	Arno	Ottawa	Barge—Chalan.	1881	Montreal, Que.	111	9	22	6	7 0	152 Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,913	Arnold B.	St. Andrews	Sloop	1897	Church Point, N.S.	29	0	11	3	4 6	10 Henry H. Cheney, Grand Manan, N.B.
97,190	Arona	Windsor, N.S.	Schr—Glt	1891	Newport, N.S.	159	7	35	0	12 9	532 Samuel Reynard, New York, U.S.

SESSIONAL PAPER No. 21b

103,205	Arrowstock	Lunenburg	"	1880	Essex, Mass., U.S.A.	75 0	22 0	7 8	67	J. W. McLachlan, Lunenburg, N.S.
83,691	Arrow	Chatham, N.B.	"	1882	Bathurst, N.B.	41 1	13 2	5 0	11	Timothy Daley, Bathurst, N.B.
83,170	Arthur	Sydney	"	1881	LaHave, N.S.	85 4	24 1	10 0	99	Mrs. Caroline McLellan, Lunenburg, N.S.
71,632	Arthur	Yarmouth	"	1876	Monteghan, N.S.	47 5	16 7	5 7	22	Wesley Outhouse, Triverton, N.S.
107,811	Arthur Hannah	Toronto	"	1899	Port Rowan, Ont.	47 9	16 0	4 6	22	Andrew Bow and John Gillian, J.O., Toronto, Ont.
96,917	Arthur M. Gibson	St. John, N.B.	"	1890	Gibson, N.B.	131 0	31 5	11 0	296	John Gibson, Marysville, N.B.
85,299	Arthur P.	Montreal	Barge	Chalan.	Sorel, Que.	116 5	24 3	8 7	182	Prosper Laplante, Lachine, Que.
80,011	Ashlow	St. John, N.B.	Bk	Bq	St. Martin's, N.B.	147 7	32 3	18 6	639	Edward Lantelam, St. John, N.B.
107,436	Asthore	St. Andrews	Sloop		Calais, Me., U.S.A.	15 8	6 3	1 6	1	W. B. Ganong, St. Stephen, N.E.
11,771	Atalia	Gaysboro'	Schr	Glt	LaHave, N.S.	50 0	16 8	6 9	34	John C. Bourne, Port Hawkesbury, N.S.
103,372	Athalasca	Winnipeg	Barge	Chalan.	Adelabasca Landring, N.W.T.	51 6	12 8	3 1	18	The Hudson Bay Co., London, Eng.
103,731	Athelia	Parishoro'	Schr	Glt	Moose River, N.S.	52 3	19 0	6 2	10	Stuart Mason, Parrshoro, N.S.
92,498	Athens	Windsor, N.S.	Bktn	Bkgl.	Newport, N.S.	161 1	35 5	16 1	663	Samuel Reynard, New York, U.S.
107,833	Athens	Victoria	Schr	Glt	Victoria, B.C.	42 0	15 3	6 8	15	Domecius K. Chumpranes, Victoria, B.C.
83,200	Athlete	Pictou, N.S.	"		Tatamagouche, N.S.	59 5	18 5	7 5	53	David Roberts, Tatamagouche, N.S.
100,328	Athlete	Parishoro'	"		Advocate, N.S.	111 8	29 2	10 1	197	Geo. Cunningham, Halifax, N.S.
103,195	Athlon	Lunenburg	"		LaHave, N.S.	87 5	23 6	9 4	99	J. W. Young, Lunenburg, N.S.
100,167	Athol	Parishoro'	"		Advocate, N.S.	73 6	21 1	6 5	70	A. C. Elderkin, Advocate, N.S.
100,170	Atlanta	Lunenburg	"		Lunenburg, N.S.	77 6	23 5	8 9	96	F. Anderson, Lunenburg, N.S.
107,828	Atlas	Victoria	Barge	Chalan.	Victoria, B.C.	115 5	23 0	9 2	176	James Hunter, Victoria, B.C.
77,601	Atlas	Lunenburg	Schr	Glt	LaHave, N.S.	61 4	20 0	7 9	52	Simon Naas, Lunenburg, N.S.
103,210	Atrato	Liverpool	"		Liverpool, N.S.	107 6	27 5	10 6	199	W. Mitchell, Halifax, N.S.
73,064	Authey S.	Halifax	"		Broad River, N.S.	43 5	15 5	6 4	21	Jeffrey Gilbert, jr., Petpeswick, N.S.
83,433	Audaceux	Weymouth	"		Monteghan River, N.S.	79 7	23 1	9 0	99	L. J. Melanson, M.O., Port Gilbert, N.S.
107,663	Augusta Evelyn	St. John, N.B.	"		Belliveau's Cove, N.S.	53 0	17 5	7 0	31	James Scovil, Grand Manan, N.E.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						ft. inches.	ft. inches.	ft. inches.		
100,360	Auguste	Quebec	Schr—Glt	1890	St. Thomas, Que.	67 5	21 4	5 6	19	Evan John Price, Quebec, Que.
96,919	Augustus	Kingston	"	1863	Garden Island, Ont.	177 5	39 6	15 0	802	The Calvin Company, Ltd., Garden Island, Ont.
97,134	Aurelia	Quebec	"	1886	Millé Vaches, Que.	38 8	14 8	4 6	14	J. L. Fourné, Bonne-Espérance, Coast of Labrador.
91,727	Aurelia	St. John, N.B.	"	1889	Hall's Harbour, N.S.	40 8	15 3	6 0	22	Chas. Watt, Grand Manan, N.B.
73,058	Aurelie	Quebec	Barge	Chalam.	Yamaska, Que.	102 1	22 2	7 5	127	Alexander Laplante, LaCaine, Que.
103,996	Aurevoir	St. Andrews	Sloop		West Isles, N.B.	35 0	13 8	5 0	15	Fredek. S. Russell, Grand Manan, N.B.
88,645	Auriga	Charlottetown	Bk—Pg	1884	Bideford, P.E.I.	193 0	35 2	19 9	887	John Richards, Bideford, P.E.I.
55,891	Aurora	Port Hope	Schr—Glt	1867	Quebec, Que.	125 0	26 2	10 5	234	Blond River Manufg. Co., Sarnia, Ont.
90,795	Aurora	Victoria	"	1888	Mayne Island, B.C.	66 7	18 4	6 1	11	Victoria Sealing Co., Ltd., Victoria, B.C.
77,881	Aurora	Quebec	"	1879	Rimouski, Que.	74 5	22 5	9 6	106	Epiphane Tremblay, Rimouski, Que.
91,980	Aurora	Yarmouth	"	1840	Pulnico, N.S.	81 1	22 2	7 6	86	Leon D'Eon, Pulnico, N.S.
83,469	Austin P.	St. Andrews	"	1882	West Isles, N.B.	32 0	13 5	6 0	12	Chas. W. Stuart, West Isles, N.B.
80,070	Austria	St. John, N.B.	Bk—Pg	1881	St. John, N.B.	183 6	36 5	22 5	1106	J. F. Taylor, and Charles E. Taylor, St. John, N.B.
94,791	Autumn Belle	Richibucto	Schr—Glt	1888	Richibucto, N.B.	37 2	13 4	5 0	15	John Robertson, Rexton, N.B.

SESSIONAL PAPER No. 21b

107,903	Ava M	St. Andrews	Sloop	1899	West Isles, N.B.	35 0	13 3	6 0	17	George A. Johnson, Grand Maunau, N.B.
92,509	Avalon	Windsor, N.S.	Schr - Glt	1888	Advocate, N.S.	93 9	28 2	7 9	116	J. Willard Smith, St. John, N.B.
88,999	Avenir	St. John, N.B.	Wdhg Bldg	1885	Waterborough, N.B.	65 4	23 0	6 1	51	Wm. N. Durost, Cambridge, N.B.
103,745	Avis	Lanenburg	Schr - Glt	1896	LaHave, N.S.	85 9	24 3	9 4	100	A. V. Conrad, LaHave, N.S.
83,978	Avis	St. John, N.B.	"	1882	Rothsay, N.B.	86 0	26 0	8 0	125	Levi F. Rain, St. John, N.B.
111,501	Avis	"	Sloop	1895	Perth Amboy, U.S.A.	31 0	8 3	2 9	4	W. R. Turnbull, East Orange, N.J., U.S.A.
103,127	Avis C. Tobey	St. Andrews	"	1896	West Isles, N.B.	35 0	12 4	4 8	13	H. H. Bancroft, Grand Maunau, N.B.
88,392	Avoca	Windsor, N.S.	Bk - Bq	1887	Newport, N.S.	209 0	41 0	24 0	1334	A. Gibson & Co. (Ship's Husband) 2 King St., Liverpool, Eng.
103,216	Avon	Ottawa	Scow - Chd.	1890	Buckingham, Que.	59 0	14 4	4 3	16	George Bokwell, Buckingham, Que.
100,578	Avon	Halifax	Schr - Glt	1893	LaHave, N.S.	57 9	20 1	7 9	49	R. D. Burns, Sonora, N.S.
66,592	Avon	Windsor, N.S.	"	1873	Cornwallis, N.S.	97 3	27 0	11 2	182	G. H. Perry, St. John, N.B.
92,483	Avonia	"	Bk - Bq	1886	Horton, N.S.	229 0	42 0	24 0	1029	J. T. North, Hantsport, N.S.
75,643	Ayr	St. Catharines	Schr - Glt	1858	Port Dalhousie, Ont.	133 0	23 4	11 3	299	Alexander McArthur, Toronto, Ont.
92,353	Ayr	St. John, N.B.	"	1886	Black River, N.B.	89 4	27 5	7 9	121	N. C. Scott, St. John, N.B.
"	Ayov	Hamilton	"	1866	Wellington Square, Ont.	108 4	23 7	10 0	195	H. P. Laurence, M.O., Watford, Ont.
111,601	B. B.	New Westminster	Barge - Chalan.	1891	New Westminster, B.C.	58 0	19 0	5 0	134	The B. C. Mills, Timber & Trading Co., Ltd., Vancouver, B.C.
107,928	B. No. 1	"	"	"	"	73 0	28 0	6 0	123	" " " "
100,463	B. C.	Quebec	Schr - Glt	1891	St. Thomas, Que.	37 4	12 6	5 0	15	E. Caron, Montmagny, Que.
107,719	B. K. C. 1	Vancouver	Scow - Chd.	1899	New Westminster, B.C.	52 0	12 3	3 7	21	Geo. W. Dawson, Vancouver, B.C.
107,720	B. K. C. 2	"	"	1899	"	52 0	12 3	3 7	21	" " " "
107,968	B. K. No. 3	New Westminster	Barge - Chalan.	1900	"	43 0	13 0	3 5	20	G. W. Dawson, Stoucton, B.C.
107,939	B. K. No. 4	"	"	1900	"	43 0	13 0	3 5	20	" " " "
111,607	B. S. M. No. 7	"	"	1892	"	64 0	20 0	6 0	64	The Bennett Sawmill Co., Ltd., New Westminster, B.C.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, etc. *Continued.*

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. *Suite.*

Official number Numéro matricule	Name of Ship Nom du navire	Port of Registry Port d'enregistrement	Rig. Grosceant	Built—Constructé	Where Built Lieu de construction	Register Dimensions			Owner, or Managing Owner, and Address, Armateur ou amateur gérant, et adresse.
						Length Longueur	Breadth Largeur	Depth Profondeur	
						ft. mths.	ft. mths.	ft. mths.	
100,547	B. and C	Digby	Schr. Glt.	1863	Deer Island, N.B.	40 0	15 0	7 0	14 Oscar Guthouse <i>et al.</i> , Tyverton, N.S.
100,018	E. B. Hardwick	Annapolis	"	1897	Clementsport, N.S.	96 5	28 2	9 0	123 Saml. Potter, Clementsport, N.S.
103,503	B. G. Anderson	Lunenburg	"	1896	Lunenburg, N.S.	35 2	23 6	9 3	95 Thos. Hamu, M.O., Lunenburg, N.S.
66,681	B. K. Kelley	Halifax	"	1873	Argyle, N.S.	56 6	18 0	6 3	35 Leander Wallis, Halifax, N.S.
103,858	E. & E. Holland	"	"	1897	Duncan's Cove, N.S.	52 8	14 4	7 2	26 J. Holland, Duncan's Cove, N.S.
83,066	B. Donaldson	Ottawa	Barge	1881	Hull, Que.	111 2	22 5	7 8	162 Ottawa Transportation Co., Ltd., Ottawa, Ont.
38,501	B. Wier & Co.	Arichat	Schr. Glt.	1869	L'Ardoise, N.S.	51 3	16 0	5 6	25 John Shannon, Lennox Ferry, N.S.
50,717	Babincau & Gaudry	Quebec	"	1864	Grondines, Que.	95 5	23 5	9 8	156 Hiram Ives, Windsor, Ont.
107,780	Baden Powell	Chatham, N.B.	"	1900	Chatham, N.B.	82 7	23 3	9 0	97 W. S. Laggie Co., Ltd., Chatham, N.B.
111,412	Baden Powell	Lunenburg	"	1900	Lunenburg, N.S.	90 6	24 0	9 6	91 Jessen Anderson, Lunenburg, N.S.
103,477	Badger	Victoria	Scow	1891	Victoria, B.C.	67 1	14 7	5 5	36 W. J. Stephens, Victoria, B.C.
100,501	Badger No. 2	"	"	1891	"	70 0	21 0	4 2	44 " "
71,308	Bald Eagle	Yarmouth	Schr. Glt.	1876	Short Beach, N.S.	40 2	15 3	5 2	11 A. O. H. Wilson, St. John, N.B.
97,039	Baldwin	"	Bktn	1891	Meeghan River, N.S.	167 1	31 2	13 2	561 The Baldwin Shipping Co., Ltd., Yarmouth, N.S.

SESSIONAL PAPER No. 21b

100,221	Balka.....	Halifax.....	Schr. Glt.....	1892	Dartmouth, N.S.....	56.5	15.9	6.7	31	David Myers, Canso, N.S.
103,347	Balmoral.....	Montreal.....	Barge Chalan.....	1894	Montreal, Que.....	101.4	23.2	8.7	179	J. Gagnon, St. Henri, Que.
	Baltic.....	".....	".....	1873	Riviere du Loup, Que.....	103.0	20.8	6.5	130	E. Lapointe, St. Henri, Que.
107,752	Baltic.....	Charlottetown.....	Schr. Glt.....	1847	Essex, Mass., U.S.A.....	75.2	19.6	8.1	61	Ronald McMillan, Charlottetown, P.E.I.
72,590	Bangalore.....	Kingston.....	".....	1877	Kingston, Ont.....	136.0	26.2	12.0	296	A. Rondeau, Lamorais, Que.
	Bangor.....	Montreal.....	Barge Chalan.....	1872	Pierreville, Que.....	97.7	19.0	6.1	105	O. Paul Hus, Sorol, Que.
61,024	Banner.....	Digby.....	Bagn Bkglt.....	1872	Port Gilbert, N.S.....	85.3	23.5	9.0	132	St. Clair Jones, Weymouth, N.S.
72,069	Barbara Fritchie.....	Arichat.....	Schr. Glt.....	1866	Konachank, Me., U.S.A.....	72.6	20.1	7.3	63	Jas. Byrne, St. Lawrence, Nfld.
103,501	Barcelona.....	Lunenburg.....	".....	1896	LaHave, N.S.....	81.9	24.3	9.3	99	J. A. Romkey, LaHave, N.S.
107,257	Barge No. 1.....	Ottawa.....	Barge Chalan.....	1898	Hull, Que.....	50.1	31.9	4.9	43	H. F. Cumming and J. B. McMillan, Cornwall, Ont.
107,268	Barge No. 2.....	".....	".....	1898	".....	81.0	28.0	5.0	60	J. L. Wood, Ottawa, Ont.
107,269	Barge No. 3.....	".....	".....	1898	".....	81.0	20.1	5.0	51	".....
107,270	Barge No. 4.....	".....	".....	1898	".....	81.0	20.1	5.0	54	H. F. Cumming, Cornwall, Ont.
74,381	Bark Swallow.....	Toronto.....	Schr. Glt.....	1872	Port Credit, Ont.....	42.1	11.5	1.0	14	J. H. Hill, M.O., Port Credit, Ont.
91,021	Barrington.....	Ottawa.....	Barge Chalan.....	1887	Shelburne, N.S.....	75.0	22.1	9.8	81	Minister of Marine and Fisheries, Ottawa, Ont.
100,004	Bartholdi.....	Annapolis.....	Schr. Glt.....	1891	Granville, N.S.....	126.0	30.0	12.2	299	L. D. Shafner, Bridgetown, N.S.
103,735	Basil M. Geldert.....	Lunenburg.....	".....	1897	LaHave, N.S.....	89.0	24.6	9.5	99	Jno. B. Young, Lunenburg, N.S.
72,995	Bavaria.....	Kingston.....	".....	1878	Garden Island, Ont.....	145.0	26.1	12.5	361	Alex. Kidd, Sarnia, Ont.
97,188	Bay Queen.....	St. Andrews.....	".....	1891	Mount Denison, Hauts Co., N.S.....	51.0	16.2	6.5	32	John H. Morris, Advocate Harbour, N.S.
75,009	Bear River.....	Digby.....	".....	1878	Bear River, N.S.....	57.0	18.6	6.3	38	John H. Leut <i>et al.</i> , Bear River, N.S.
83,315	Beatrice.....	Chatham, N.B.....	".....	1882	Lunenburg, N.S.....	74.1	25.6	8.1	79	Edith McDonald, Port Morien, N.S.
100,191	Beatrice.....	Victoria.....	".....	1891	Vancouver, B.C.....	60.0	19.6	8.0	49	A. H. Jones, Victoria, B.C.
72,737	Beatrice.....	".....	".....	1877	Yokohama, Japan.....	65.8	18.9	7.5	66	Victoria Sealing Co., Ltd., Victoria, B.C.
97,957	Beatrice.....	Charlottetown.....	".....	1893	Souris, P.E.I.....	32.8	11.1	5.3	8	Wm. Burke, Bay Fortune, P.E.I.
107,136	Beatrice L. Corkum.....	Lunenburg.....	".....	1899	Lunenburg, N.S.....	91.8	21.5	9.5	81	Sprott Balcom, Victoria, B.C.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. *Suite.*

Official number Numéro matricule	Name of Ship. Nom du navire.	Port of Registry. Port d'inscription.	Rig. Gréement.	Built—Construct. Lieu de construction.	Register Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur-gérant, et adresse.
					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
					ft. mths.	ft. mths.	ft. mths.		
111,477	Beatrice May	Anciadat	Schr. Gll	1901 St. Peters, N.S.	64 0	19 8	8 0	52	Henry Robertson, St. Peters, N.S.
71,239	Beau Rosier	Montreal	"	1875 St. Thomas, Que	89 0	21 0	5 6	75	J. A. Lamin, Lanoré, Que.
66,975	Beauport	Kingston	Barge	1873 Point Levis, Que	115 6	29 3	9 9	334	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
66,080	Beaupré	Quebec	Sloop	1872 Yanaska, Que	107 6	23 7	9 8	163	A. Perrault, Montreal, Que.
33,651	Beaver	Chatham, N.B.	"	1878 Paspébiac, Que.	15 0	15 1	6 6	28	A. Leggie, Chatham, N.B.
89,582	Beaver	Quebec	Barge	1877 Gravenhurst, Muskoka, Ont.	70 5	18 0	5 0	55	Jas. Gibb Ross, Quebec, Que.
100,056	Beaver	St. John, N.B.	Schr. Gll	1890 Perry's Point, N.B.	117 8	28 0	9 2	192	S. F. Hatfield, (Ship's husband), St. John, N.B.
	Bedford	Kingston	Barge	1863 Kingston, Ont	103 0	22 6	5 2	107	The Deseronto Navigation Co., Ltd., Deseronto, Ont.
61,011	Bee	St. Andrews	Schr. Gll	1871 Port Gilbert, N.S.	40 0	13 0	6 0	18	R. Sherman Lawson, Grand Manan, N.B.
61,431	Bee	Chatham, N.B.	"	1871 Shippegan, N.B.	35 0	11 1	1 5	11	Paul Noel, Shippegan, N.B.
100,983	Bee	"	"	1888 Caraquet, N.B.	35 6	12 0	5 0	11	C. Robin Collas & Co., Ltd., Jersey.
	Bee	Montreal	Barge	1868 Montreal, Que	93 8	18 1	5 1	82	And. Bertrand, Vaudreuil, Que.
107,892	Bed	"	Sloop	1900 Yanaska, Que	90 7	21 6	6 1	87	Adolphe Laplante, St. Michel d'Yanaska, Que.
72,986	Belknap	Wallaceburg	Barge	1871 Port Huron, Mich., U.S.A.	81 5	19 0	1 3	46	Alfred H. Daynard and W. A. Helmer, Chatham, Ont.

SESSIONAL PAPER No. 21b

88,569	Bella	Kingston	"	1870	Garden Island, Ont.	166 0	26 5	11 9	43	Montreal Transportation Co., Montreal Que.
(97,199)	Belle	Charlottetown	Schr—Glt	1846	Gloucester, Mass., U.S.A.	62 0	17 5	7 2	43	Wm. Bigget, New London, P.E.I.
74,141	Belle	Guysboro'	"	1876	Lower Dublin, N.S.	52 0	17 3	7 0	31	Alex. Jackson, Murray Harbour, P.E.I.
68,116	Belle	Halifax	"	1863	Chesetcook, N.S.	49 1	15 3	6 5	25	William E. Gardner, Louisburg, N.S.
61,448	Belle	Chatham, N.B.	"	1874	Caraquet, N.B.	34 0	12 0	4 6	12	R. Young, Caraquet, N.B.
100,783	Belle	"	"	1889	"	34 6	12 5	4 6	11	"
96,868	Belle	Prescott	Barge—Clalam.	1897	Toronto, Ont.	130 0	27 0	11 0	335	The Prescott Elevator Co., Ltd., Prescott, Ont.
92,609	Belle of the Bay	Sydney	Schr—Glt	1889	Little Bras d'Or, N.S.	33 7	12 5	4 6	11	Patrick Burke, Mira Bay, N.S.
61,009	Belmont	Chatham, N.B.	"	1871	Caraquet, N.B.	38 5	13 7	5 1	13	P. Galachan, Caraquet, N.B.
83,650	Belmont	Shelburne	"	1882	Shelburne, N.S.	63 0	20 5	7 9	54	Jos. McGill, Shelburne, N.S.
83,452	Belmont	Weymouth	"	1846	Gilbert Cove, N.S.	80 0	23 1	8 2	98	Martin McAnson, Gilbert Cove, N.S.
98,630	Belmont	Yarmouth	Bk—Bq	1891	Port Glasgow, G.B.	236 1	38 1	21 8	145	The Belmont Shipping Co., Ltd., Yarmouth, N.S.
103,187	Ben Bolt	"	Schr—Glt	1896	Locheport, N.S.	98 9	23 1	9 1	90	A. F. Stoneman, Yarmouth, N.S.
103,072	Ben Hur	Chatham, N.B.	"	1892	Tacadio, N.B.	34 0	12 2	5 2	11	Wm. Fruing & Co., Ltd., Jersey.
96,787	Benevia Bay	Halifax	"	1889	Strait of Canso, N.S.	34 2	10 8	6 6	11	Michael Crispo, Harbour au Ponceau, N.S.
107,566	Ban-dit	Parsonsboro'	"	1900	Port Greville, N.S.	116 8	28 9	10 2	229	Alfred Potter, Canning, N.S.
88,477	Becous River	Winnipeg	Barge—Clalam.	1882	Winnipeg, Man.	133 3	22 8	7 8	335	The Dominion Fish Co., Ltd., Winnipeg, Man.
88,300	Bernadette	Quebec	Schr—Glt	1883	Bay St. Paul, Que.	13 8	16 5	6 5	28	Mrs. Lancy Boily, Bay St. Paul, Que.
107,237	Bernadette	"	Shoop	1898	Isle aux Grues, Que.	35 0	13 8	4 1	13	Jos. Laclanche, Isle aux Grues, Que.
107,212	Bert Eglin	Winnipeg	Schr—Glt	1898	Grand Marais, Man.	66 9	16 5	6 5	47	C. E. McKay, Selkirk, Man.
77,789	Bertha	Port Medway	"	1881	Port Medway, N.S.	54 5	18 9	7 4	42	Minnie Sabean, Port Medway, N.S.
72,273	Bertha	St. John, N.B.	Whbl—Bab	1876	Scotch Town, Queen's Co., N.B.	40 7	14 3	4 5	15	Mrs. Joanna McDavitt, St. John, N.B.
97,028	Bertha	Yarmouth	Schr—Glt	1880	Port Matland, N.S.	33 0	11 3	4 6	19	Alex. Shaw, Yarmouth, N.S.
100,253	Bertha Belle	Halifax	"	1894	Mosier's River, N.S.	52 2	17 2	6 6	32	J. F. Guite, Maria, Que.
73,969	Bertha E.	"	"	1877	Liverpool, N.S.	41 1	16 3	6 6	21	Abel Boufibre, St. Margaret's Bay, N.S.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, &c. *Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	
						In tons—En tonnes.			Registered tonnage. Tonnage enregistré.
90,899	Bertha Gray.....	Yarmouth.....	Bgtn	1889	Salmon River, N.S.....	128 6	28 5	12 5	320 Benj. Robbins, Yarmouth, N.S.
90,900	Bertha Kelley.....	".....	Schr	1889	Tasket Wedge, N.S.....	31 0	13 3	5 1	12 Benj. Davis, Yarmouth, N.S.
92,747	Bertha McKay.....	Winnipeg.....	Barge	1890	Rainy River, Ont.....	110 0	19 5	8 5	158 Wm. Morissette, Rat Portage, Ont.
88,251	Bertha Maud.....	St. John, N. B.....	Schr	1883	Waterborough, N.B.....	71 6	25 3	6 8	82 St. John Sulphite Pulp Co., Ltd., Leven, Scotland.
107,911	Bertie.....	St. Andrews.....	Sloop	1894	Digby, N.S.....	31 0	11 8	5 0	13 Hudson L. Gaptill, jr., Grand Manan, N.B.
107,051	Bertie C.....	Barrington.....	".....	1897	Est Brook, N.S.....	43 0	15 3	1 8	13 Thos. D. Crowell, Slag Harbour, N.S.
100,111	Bess.....	Parrshoro'.....	Schr	1891	Port Greville, N.S.....	46 1	16 3	5 9	21 J. S. Clark, St. George, N.B.
100,573	Bessie.....	Sydney.....	".....	1891	Little Bras d'Or, N.S.....	44 8	16 5	6 2	20 Wm. Hunt, Sydney, N.S.
100,545	Bessie.....	Digby.....	".....	1896	Plympton, N.S.....	78 8	24 0	8 2	88 Wm. K. Smith, Plympton, N.S.
103,132	Bessie.....	Quebec.....	".....	".....	Unknown.....	47 2	15 7	5 8	21 Philippe Arseneau, Quebec, Que.
100,310	Bessie-A.....	Parrshoro'.....	".....	1898	Lower Schmah, N.S.....	78 0	25 2	8 5	98 Wm. F. Conlon, Parrshoro', N.S.
94,662	Bessie Florence.....	Halifax.....	".....	1888	Mallone Bay, N.S.....	33 6	12 3	5 5	12 Charles Twidrig, Penment, N.S.
85,622	Bessie G.....	Parrshoro'.....	".....	1884	Parrshoro', N.S.....	76 0	25 5	6 9	69 Wm. L. Gates, Parrshoro', N.S.
100,236	Bessie-Jennek.....	Halifax.....	".....	1865	Jeddery, N.S.....	71 6	22 8	9 4	81 Andrew King, Halifax, N.S.

SESSIONAL PAPER No. 21b

96,839	Bessie L.	Lunenburg	"	1890	Malone Bay, N.S.	55 0	19 3	7 9	49	David Heisler, Lunenburg, N.S.
88,267	Bessie May	Yarmouth	"	1884	Carleton, N.B.	50 0	16 4	5 8	23	William A. Killam, Yarmouth, N.S.
86,010	Bessie P. Brown	St. John, N.B.	"	1879	St. Martin's, N.B.	43 8	15 0	4 9	20	Samuel McKay, Pennfield, N.B.
96,753	Bessie Parker	"	"	1889	Tynemouth, N.B.	117 0	29 6	10 4	228	Robert C. Elkin, St. John, N.B.
96,931	Bessie S. Keefe	Charlottetown	"	1890	Murray Harbour, P.E.I.	68 5	23 2	8 5	79	J. W. Horton, Murray Harbour, P.E.I.
96,725	Bessie T.	Chatham, N.B.	"	1889	Tracadie, N.B.	31 6	12 3	4 5	10	Donald Laggie, Church Point, N.B.
85,561	Bessie Williams	Barrington	"	1884	Stedham, N.S.	77 0	22 0	8 1	77	John Rorke, Carbonear, Newfoundland.
100,214	Bessie Willis	Gaspé	"	1891	Ship Harbour, N.S.	71 5	25 2	9 5	99	Alonzo Mitchell, Point Prim, P.E.I.
100,509	Beta	Victoria	Scow—Clad.	1891	Victoria, B.C.	71 0	22 0	4 5	53	E. C. Baker, Victoria, B.C.
73,985	Bethleen	Quebec	Barge—Clad.	1871	St. Jean des Chailions, Que.	94 3	24 0	7 8	122	Jean B. Houde, St. Jean des Chailions, Que.
72,075	Betsy	Chatham, N.B.	Schr. Glt.	1871	Shippegan, N.B.	36 0	11 6	4 4	13	Wm. Fruing & Co., Ltd., Jersey.
	Betsy	Toronto	"	1868	Toronto, Ont.	45 0	12 0	3 7	19	Lionel Yorke, Toronto, Ont.
85,730	Bulah	Lunenburg	"	1883	Summerside, P.E.I.	81 3	23 6	9 2	97	Benj. LeBlanc, Arichat, N.S.
94,712	Bulah	St. John, N.B.	"	1888	Canning, N.B.	76 4	26 2	6 9	81	Chas. M. Postwick, jr., St. John, N.B.
71,362	Bulah Benton	Weymouth	"	1875	Port Medway, N.S.	56 2	18 6	7 0	36	Jas. Mitchell, Sandy Cove, N.S.
91,722	Bianca	Windsor, N.S.	"	1888	Newport, N.S.	91 6	28 6	10 6	179	Geo. B. Lockhart, New York, U.S.A.
100,975	Big Bear	Chatham, N.B.	"	1888	Caracquet, N.B.	34 0	12 1	4 1	10	R. Young, Caracquet, N.B.
83,210	Billow	St. Andrews	"	1881	Comwallis, N.S.	62 0	18 8	8 0	51	Hugh McKay, St. Stephen, N.B.
72,276	Birnam Wood	St. John, N.B.	Bl.—Bq.	1876	St. John, N.B.	198 1	38 1	23 5	1263	Robert Thomson and John H. Thomason, St. John, N.B.
72,578	Bismarek	Kingston	Schr. Glt.	1871	Port Dalhousie, Ont.	131 7	26 0	11 5	302	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
103,899	Bismarek	New Westminster	"	1897	New Westminster, B.C.	31 0	11 5	4 1	12	M. Kulrfeith, Nanaimo, B.C.
75,618	Bismarek	St. Catharines	"	1876	Port Dalhousie, Ont.	51 2	11 0	5 0	26	Wm. Joyce, Bromie, Ont.
100,506	Black Milke	Victoria	Scow—Clad.	1890	Victoria, B.C.	70 0	20 0	4 6	18	Geo. Byrnes, Victoria, B.C.
90,496	Black Prince	Halifax	Schr. Glt.	1876	Somerville, N.S.	38 8	13 8	5 8	18	John Dixon, Halifax, N.S.
103,293	Black Prince	New Westminster	Scow—Clad.	1892	Seattle, U.S.A.	128 0	29 0	7 0	203	A. Ewen, New Westminster, B.C.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c. — *Continued.*LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. — *Suite.*

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'inscription.	Rig. Gisement.	Built—Construct. Lieu de construction.	Register Dimensions. Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur-gérant, et adresse.
					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
					ft. fms.	ft. fms.	ft. fms.		
103,701	Black Prince.....	Yarmouth.....	Schr Glt	1892 Port La Tour, N.S.	37 0	12 1	5 5	13 Thos. W. Crowell, Port La Tour, N.S.	
71,310	Black Watch.....	Charlottetown.....	"	1884 Rexton, N.B.	45 0	15 3	6 0	23 John Refuse, Georgetown, P.E.I.	
57,109	Black-bird.....	Yarmouth.....	"	1867 Tusket-Wedge, N.S.	46 0	17 3	5 8	22 M. Rolph, Minasville, Hauts-Cô., N.S.	
111,773	Blakeley.....	Victoria.....	Bgtn Bglt.	1872 Port Blakeley, U.S.A.	116 2	21 7	9 2	14 Pacific Exploration & Development Co., Ltd., Victoria, B.C.	
100,299	Blanchard.....	Chatham, N.B.	Schr Glt	1892 Caraquet, N.B.	31 2	12 2	5 0	12 C. Robin Collas & Co., Ltd., Jersey.	
112,016	Blanche.....	Canso.....	"	1901 Canso, N.S.	35 6	11 3	6 9	13 Simon Williams, Canso, N.S.	
100,813	Blanche.....	Barrington.....	"	1894 Lockeport, N.S.	45 2	16 3	7 0	21 C. G. Riley, West Liscomb, N.B.	
100,838	Blanche A. Colp.....	Lunenburg.....	"	1891 Malbone Bay, N.S.	86 2	23 8	9 5	96 C. U. Mader, Malbone Bay, N.S.	
97,122	Blanche-Alma.....	Quebec.....	"	1860 Ste. Anne, Que.	75 2	22 8	8 3	87 Joseph St. Pierre, Bic, Que.	
88,551	Blanche M. Thorburn.....	Shelburne.....	"	1881 Shelburne, N.S.	83 0	23 3	9 0	96 A. A. McLeod, New London, P.E.I.	
103,136	Blenheim.....	Paspébiac.....	"	1895 Liverpool, N.S.	112 0	27 4	10 8	199 R. B. Smith, New Carlisle, Que.	
103,589	Blenheim.....	Chatham, N.B.	"	1896 Caraquet, N.B.	37 7	13 3	5 0	13 C. Robin Collas & Co., Ltd., Jersey.	
100,265	Blonidon.....	Windsor, N.S.	"	1891 Canning, N.S.	123 0	31 0	11 5	271 Alfred Potter, Canning, N.S.	
75,599	Blue-Jay.....	Digby.....	"	1877 Clare, N.S.	39 1	11 2	5 7	14 Annie E. Stevens, Grand Manan, N.B.	

SESSIONAL PAPER No. 216

80,370	Blue Wave	Parrishoro'	Schr—Glt	1880 Parrishoro', N.S.	55 8	18 5	6 7	37 Wm. A. Downey, Amherst, N.S.
107,973	Bluenose	St. John, N.B.	Sloop	1891 St. John, N.B.	23 2	8 0	2 3	2 Geo. E. Holder, St. John, N.B.
100,909	Bluenose	Chatham, N.B.	Schr—Glt	1889 Caraquet, N.B.	36 0	12 6	1 5	11 J. Sewell, Caraquet, N.B.
	Bob O'Link	Toronto	"	1870 Toronto, Ont.	35 0	11 3	1 8	15 Zeo Orton Quick, Point Pelee Island, Ont.
92,747	Bobs	Parrishoro'	"	1894 Sackville, N.B.	77 8	26 4	7 5	97 Hugh Gillespie, Parrishoro', N.S.
9,658	Bolha	Charlottetown	"	1837 Jersey	81 3	19 1	9 9	83 Geo. H. Tombs, Charlottetown, P.E.I.
103,557	Bonacord	Halifax	"	1895 Sambre, N.S.	37 6	11 6	5 1	12 J. W. Smith, Sambre, N.S.
91,782	Bona Fides	Charlottetown	"	1889 Lunenburg, N.S.	76 6	23 6	8 7	90 J. C. Macdonald, Cardigan, P.E.I.
90,828	Bonaniza	Lunenburg	"	1880 "	74 7	23 5	9 1	87 H. W. Adams, Lunenburg, N.S.
91,723	Boniform	Windsor, N.S.	"	1888 Cornwallis, N.S.	99 4	27 1	9 8	148 Alfred Potter, Canning, N.S.
91,994	Bonita	Charlottetown	Bktn Bkght	1889 Bideford, P.E.I.	110 0	29 9	11 0	367 Wm. Richards, Bideford, P.E.I.
96,352	Bonnie Doane	St. John, N.B.	Schr—Glt	1890 St. Martin's, N.B.	92 0	27 2	7 6	117 Wm. Chapman, St. John, N.B.
91,680	Bonnie Glen	Halifax	"	1889 Owl's Head, N.S.	38 5	11 2	5 5	17 S. Boudrot, Arichat, N.S.
111,503	Bonnie Jean	St. John, N.B.	Sloop	1900 St. John, N.B.	37 7	13 3	5 5	12 Frank Ingersoll, Grand Maun, N.B.
75,802	Bonnie Kate	Halifax	Schr—Glt	1877 Sheet Harbour, N.S.	57 8	19 0	7 7	56 Mrs. B. Munro, Bonharderie, N.S.
88,506	Bonnie Kate	Sydney	"	1881 Bras D'Or, N.S.	41 0	14 1	5 7	11 Robert Moore, Bras D'Or, N.S.
107,053	Bonnie Lin	Barrington	"	1899 Coffin's Cove, N.S.	38 6	12 0	5 2	19 Normand Madden, Port La Tour, N.S.
103,322	Bonny Briar Bush	Port Hawkesbury	"	1896 Auld's Cove, N.S.	49 1	17 7	6 7	38 Geo. Dunn, Murray Harbour, N.S.
91,617	Bonnis	Lunenburg	"	1888 Conquerall, N.S.	73 5	23 0	8 7	86 Wm. Vincent, Bay St. George, Nfld.
103,862	Boojum	Halifax	Sloop	1897 Dartmouth, N.S.	23 6	6 6	4 0	2 H. V. Kent, Halifax, N.S.
97,130	Borcallis	Victoria	Schr—Glt	1891 Victoria, B.C.	71 5	21 4	7 8	47 Victoria-Sealing Co., Ltd., Victoria, B.C.
75,561	Borcass	Lunenburg	"	1876 La Have, N.S.	55 5	19 0	7 6	41 John Colford, Port Hawkesbury, N.S.
103,091	Bosphore	Montreal	Sloop	1890 Pierreville, Que.	109 0	22 9	7 4	137 Adolphe Marchand, Champlain, Que.
85,545	Poston Marine	Yarmouth	Bgtn—Bkght	1883 Tusket Wedge, N.S.	92 6	26 0	11 0	149 Anselm O. Porter, Tusket Wedge, N.S.
107,888	Poultau	Montreal	Sloop	1900 Lachine, Que.	11 9	14 1	4 0	18 F. Tremblay, Montreal, Que.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. *Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						ft. tobs.	ft. tobs.	ft. tobs.		
103,110	Pont de Lile.....	Montreal.....	Horse ferry.....	1887	Pont de Lile, Que.	63 6	26 3	2 8	10	Sam. Beaudry, Pointe aux Trembles, Que.
88,306	Brant.....	Windsor, N.S.....	Schr. Glt.....	1886	Cornwallis, N.S.....	37 0	13 3	5 5	12	William Hamilton, Cornwallis, N.S.
103,746	Bas D'Or.....	Amherst, N.S.....	Sloop.....	1895	Lamoung, N.S.....	26 8	8 8	1 2	3	Amby G. Robb, Amherst, N.S.
103,197	Bravo.....	Lamoung, N.S.....	Schr. Glt.....	1895	Lamoung, N.S.....	39 7	25 5	10 0	17	A. Emery, M.O., Lamoung, N.S.
63,970	Wedget Ann.....	Port Hawksbury.....	".....	1880	Margaree, N.S.....	49 5	18 5	7 0	32	Walter Lawrence, Margaree, N.S.
72,177	Bremen.....	Windsor, N.S.....	Bk. Bq.....	1876	Cornwallis, N.S.....	165 0	35 0	19 8	82 2	G. W. Churchill and John Churchill, Hantsport, N.S.
71,320	Bontou.....	Yarmouth.....	Schr. Glt.....	1895	Tasquet, N.S.....	72 0	23 0	8 1	69	A. M. Melançon, Clare, N.S.
103,951	Brighton.....	Montreal.....	".....	1897	Kingston, Ont.	179 6	31 7	11 1	667	Montreal Transportation Co., Montreal, Que.
71,093	Brill.....	Halifax.....	".....	1877	Sheet Harbour, N.S.	12 0	16 7	6 5	27	John Fagan, Ketch Harbour, N.S.
85,317	Brilliant.....	Charlottetown.....	".....	1882	La Have, N.S.....	73 0	21 8	9 3	76	Jas. Boudreau, Charlottetown, P.E.I.
90,721	Brilliant Star.....	Halifax.....	".....	1886	Jeffery, N.S.....	47 6	18 0	7 2	36	John Cronan, Halifax, N.S.
12,210	Brisk.....	Liverpool.....	".....	1823	Ragged Island, N.S.....	11 6	11 0	6 6	18	Nathan Gardner, Brooklyn, N.S.
59,319	Brisk.....	St. Andrews.....	".....	1851	St. Patrick, N.B.....	12 0	13 7	5 1	20	Austin Smith, Advocate Harbour, N.S.
78,988	Bristol.....	Windsor, N.S.....	Bk. Bq.....	1878	Hantsport, N.S.....	196 9	39 7	23 6	136 1/2	The Ship Bristol Co., Ltd., Hantsport, N.S.

SESSIONAL PAPER No. 21b

100,571	Britannia	Lunenburg	Schr—Glt	1883	Lunenburg, N.S.	81	3	24	0	9	0	30 C. Smith, Lunenburg, N.S.
103,128	Britannia	St. Andrews	Sloop	1896	Grand Manan, N.B.	40	0	15	0	6	0	22 C. Sinclair, Grand Manan, N.B.
105,780	Britannia	Chatham, N.B.	Schr—Glt	1897	Carapuet, N.B.	38	4	13	0	5	0	13 Wm. Fréging & Co., Ltd., Jersey.
100,312	Britannia	Matland	"	1900	Noel, N.S.	124	8	31	6	11	5	261 E. A. O'Brien, Noel, N.S.
100,780	Britannic	Chatham, N.B.	"	1892	Carapuet, N.B.	37	1	12	6	5	0	12 C. Hubbard, Carapuet, N.B.
35,718	British Eagle	Halifax	"	1885	New Dublin, N.S.	65	5	19	7	7	5	41 Alex. E. Kennedy, Summerside, P.E.I.
52,029	British Eagle	Yarmouth	"	1866	Jordan River, N.S.	67	0	20	1	8	2	61 Thos. Burke, Cocagne, N.B.
51,156	British Lady	Halifax	"	1867	Lunenburg, N.S.	40	0	14	6	6	0	19 Albert Joyce, River Inhabitants, N.S.
80,377	British Lion	Windsor, Ont.	Scow—Chd.	1883	Pike-Creek, Ont.	81	6	22	6	5	5	80 James Moss, Punnuville, Ont.
37,619	British Queen	Halifax	Schr—Glt	1858	La Have, N.S.	52	5	16	7	7	0	31 Whitney Corkum, Chester Basin, N.S.
107,079	British Queen	St. John, N.B.	Sloop	1867	St. John, N.B.	27	0	8	9	2	8	1 Ward C. Hazen, St. John, N.B.
41,775	British Tar	Halifax	Schr—Glt	1833	La Have, N.S.	57	6	18	3	7	5	40 J. W. Baker, Jeddore, N.S.
103,186	Britannia	Shebourne	"	1896	Green Harbour, N.S.	35	5	11	5	4	7	11 Ross Eashaw, Green Harbour, N.S.
107,781	Britannia	Ottawa	House-tery	1899	Amprior, Ont.	51	0	22	0	3	6	11 John McAr, Bristol, Que.
82,297	Brodeur Demers	Montreal	Sloop	1882	Sorel, Que.	106	1	22	8	7	7	142 D. Lemoux, Vaudreuil, Que.
111,097	Brooklyn	Liverpool	Schr—Glt	1901	Brooklyn, N.S.	116	2	30	1	41	8	247 Harvey McLeod, <i>et al.</i> , Brooklyn, N.S.
113,415	Brookside	Yarmouth	Bk—Bq	1891	Amidel	182	2	32	5	16	1	672 The Brookside Shipping Co., Ltd., Yarmouth, N.S.
90,924	Brother & Sisters	Charlottetown	Schr—Glt	1890	Souris, P.E.I.	49	3	16	1	6	3	26 John McLean, Souris, P.E.I.
71,143	Brothers	Godorich	"	1871	Ashfield, Ont.	41	8	13	8	1	8	14 Jas. Thorburn, Kincaidrie, Ont.
83,379	Brun	Toronto	Scow—Chd.	1881	Gravenhurst, Ont.	97	0	25	0	5	3	101 The Muskoka & Nipissing Navigation Co., Gravenhurst, Ont.
107,312	Brunette	Ottawa	Barge—Chalam.	1899	Hull, Que.	108	0	21	0	8	0	103 Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,228	Buckingham	"	"	1893	Buckingham, Que.	71	0	18	7	1	0	13 Frank Ross, Quebec, Que.
100,092	Bud	St. John, N.B.	Schr—Glt	1892	Greenwich, N.B.	51	9	17	7	1	1	35 John B. Edgar, Kars, N.B.
80,735	Buda	Digby	"	1882	McToghian River, N.S.	42	0	15	0	5	6	20 P. W. Comers, <i>et al.</i> , Black's Harbour, N.B.
85,425	Buffalo	St. Catharines	Scow—Chd.	1865	Port Robinson, Ont.	101	0	25	0	1	5	88 Abram H. Bradley, Dunnville, Ont.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Tons. Tonnes.		
	Burgess.....	Kingston.....	Barge—Chalan.	1862 Bedford Mills, Ont.	102 3	20 7	7 8	196	N. Vigneau, LaCaine, Que.	
111,765	Barma.....	"	Schr—Glt	1901 Garden Island, Ont.	183 6	39 5	15 0	885	The Calvin Co., Ltd., Garden Island, Ont.	
96,823	Barnum H.....	Lambton.....	"	1889 Lambton, N.S.	71 8	23 5	9 1	88	LeV. Haet, Halifax, N.S.	
85,293	Batte de St. Anne.....	Montreal.....	Sloop.	1881 St. Thomas, Que.	87 2	22 5	6 0	79 1	J. Millette and D. Millette, Sorel, Que.	
77,851	Baxom.....	Sydney.....	Schr Glt	1879 Catalone, N.S.	32 3	13 1	1 4	11	W. J. Christie, Little Bras D'Or, N.S.	
100,176	C. A.....	Montreal.....	Sloop.	1887 Gentilly, Que.	78 1	21 1	1 3	17	E. Martelle, Pierreville, Que.	
107,538	C. M. B.....	Yarmouth.....	"	1899 Tusket Wedge, N.S.	31 0	11 0	5 0	8	Charles M. Boudreau, Tusket Wedge, N.S.	
83,370	C. M. G. P.....	Quebec.....	Schr Glt	1882 Espinoux Point, Que.	58 8	17 5	7 9	46	Jos. Boudreau, Anse St. Jean, Que.	
72,061	C. P. M.....	Arichat.....	"	1880 River Bourgeois, N.S.	18 2	15 1	6 3	22	Desire Bourque, River Bourgeois, N.S.	
100,508	C. P. N. No. 1.....	Victoria.....	Sloop—Chal.	1887 Burrard Inlet, B.C.	101 0	26 0	5 0	91	Canadian Pacific Navigation Co., Ltd., Victoria, B.C.	
111,651	C. P. R.....	Montreal.....	Barge—Chalan.	1892 St. Francois du Lac, Que.	105 6	22 6	8 6	116	Anselme Verreille, St. Francois du Lac, Que.	
111,465	C. R. C.....	Chatham N.B.....	Schr—Glt	1901 Caraquet, N.B.	37 6	12 8	5 2	13	Peter Fiott, Caraquet, N.B.	

SESSIONAL PAPER No. 216

89,378	C. R. S.	Farrshoro'	"	1881	Farrshoro', N.S.	77 0	23 1	7 9	78 John J. Taylor, Parrshoro', N.S.
111,534	C. & P. No 1.	Vancouver	Scow—Chd.	1893	Vancouver, B.C.	35 5	27 0	6 5	128 John S. Crowder, Vancouver, B.C.
91,645	C. A. Chisholm.	Lanenburg	Schr—Glr	1888	Malome Bay, N.S.	73 7	22 8	9 0	82 J. M. Terrio, West Arichat, N.S.
90,434	C. A. Goreham	Barrington.	"	1890	Tasko, N.S.	51 3	18 3	6 6	33 C. A. Goreham, Woods Harbour, N.S.
75,788	C. A. Menie.	Port Medway	"	1877	Port Medway, N.S.	83 9	23 6	9 8	112 H. G. Paule, Halifax, N.S.
111,698	C. B. Whidden	Liverpool	Bktn—BkgL.	1901	Liverpool, N.S.	132 1	32 3	12 4	349 C. E. Whidden, <i>et al.</i> , Antigonish, N.S.
100,193	C. D. Rand.	Victoria.	Schr—Glr	1891	Vancouver, B.C.	73 6	21 7	8 7	51 Victoria Sealing Co., Ltd., Victoria, B.C.
61,536	C. D. Stacy.	Shelburne	"	.....	Essex, Mass., U.S.A.	63 5	20 0	8 4	60 John McLean, Shelburne, N.S.
100,117	C. E. Robertson.	Winnipeg.	Barge—Chadan.	1891	Rat Portage, Ont.	52 0	12 2	6 0	28 A. McKinnon, Rat Portage, Ont.
(93,432)	C. J. Frydges.	Gaspie	Schr—Glr	1871	Quebec, Que.	75 5	22 0	8 7	77 C. Robin Collas & Co., Ltd., Jersey.
96,733	C. J. Colwell.	St. John, N.B.	"	1889	Cambridge, N.B.	78 9	27 0	6 9	82 Solomon Uppahart, St. John, N.B.
107,352	C. L. McDonald.	Sydney	"	1898	Little Narrows, N.S.	98 7	25 0	9 0	96 John McDonald, Little Narrows, N.S.
100,139	C. U. Mader.	Lanenburg	"	1891	Malome Bay, N.S.	77 0	23 6	9 1	88 Charles U. Mader, Malome Bay, N.S.
103,598	C. V. Minot.	Charlottetown	"	1852	Essex, Mass., U.S.A.	60 1	18 0	6 7	41 C. E. Myers, Nine Mile Creek, P.E.I.
92,291	C. W. Bangs.	Ottawa.	Barge—Chadan.	1886	Ottawa, Ont.	105 0	22 0	7 4	152 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
88,588	C. W. James.	Quebec.	Bktn BkgL.	1881	Medeghan River, N.S.	105 3	36 0	20 5	825 Frank W. Ross, Quebec, Que.
66,722	C. Averett.	Liverpool	Schr—Glr	1871	East Port Medway, N.S.	11 0	11 2	6 0	19 Alex. Goreham, Shelburne, N.S.
100,596	C. Biban.	Montreal	Sloop	1891	Pierreville, Que.	107 2	22 8	7 2	132 T. Beaudet, St. Jean des Chaillons, Que.
69,589	C. Colomb.	"	Barge—Chadan.	1872	St. Aime, Que.	106 2	22 5	8 8	112 Geon Goyer, Montreal, Que.
90,550	C. Richard	Ottawa.	"	1887	Sorel, Que.	111 9	22 8	8 1	172 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
92,602	Calwood.	Sydney	Schr—Glr	1888	U. S. A.	88 6	21 3	8 8	93 Nathan Mitchell, Louisburg, N.S.
107,316	Caddie	Yarmouth.	"	1898	Port Maitland, N.S.	31 0	10 5	5 6	10 James E. Perry, Port Maitland, N.S.
59,375	Cadet	St. Andrews.	"	.....	Rockland, Me., U.S.A.	10 5	12 6	5 9	19 Charles Savage, Campoello, N.B.
100,988	Cesar	Chatham, N.B.	"	1893	Shippegan, N.B.	31 3	13 0	4 6	10 P. Rive, Caraquet, N.B.
80,375	Calabria.	Windsor, N.S.	"	1881	Farrshoro', N.S.	151 4	36 5	16 2	530 Gypsum Packet Co., Ltd., Windsor, N.S.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Tonnage in tons. Tonnage en tonnes.		
90,478	Callarga	Mainland	Bk—Sq	1890	Mainland, N.S.	24 0	39 2	25 2	1350	Thomas Douglas, Halifax, N.S.	
103,725	Calcutta	Parrishore	"	1890	Parrishore, N.S.	166 3	35 9	18 7	687	F. R. Eaton, Parrishore, N.S.	
97,081	Calla Lily	Quebec	Schr—Glt	1890	La Have, N.S.	61 9	21 8	8 3	62	Alfred Mercier, Berthier, Que.	
100,774	Calliope	Chatham, N.B.	"	1892	Caraquet, N.B.	37 8	11 9	5 6	12	P. Rive, Caraquet, N.B.	
96,701	Calmet	Ottawa	Barge—Chulan	1889	Grenville, Que.	111 0	22 8	7 3	154	The Ottawa Transportation Co., Ltd., Ottawa, Ont.	
88,311	Cambria	Quebec	Bk—Sq	1881	St. Joseph de Lévis, Que.	201 6	38 0	23 5	1252	F. W. Ross, Quebec, Que.	
92,579	Cambridge	Halifax	Schr—Glt	1885	Cambridge, N.S.	63 1	18 3	6 8	43	Peter McConnell, Port Hillford, N.S.	
96,778	Campania	Port Hawkesbury	"	1891	Cheticamp, N.S.	55 6	11 8	5 3	11	A. W. De Gruchy, Cheticamp, N.S.	
71,293	Canada	Quebec	"	1877	St. Luc, Que.	57 5	18 0	7 2	41	Elloi Bellez, St. Simoon, Que.	
75,671	Canada	"	"	1877	Cap St. Ignace, Que.	59 8	17 5	5 5	35	Jos. Deslauriers, Fraserville, Que.	
100,282	Canada	Windsor, N.S.	Ship—3 m	1891	Kingsport, N.S.	257 0	45 0	26 6	2157	The Ship Canada Co., Ltd., Wolfville, N.S.	
107,531	Canada	St. John, N.B.	Sloop	1898	St. John, N.B.	36 2	11 4	3 0	8	Fred. S. Heans, St. John, N.B.	
111,631	Canada	Lunenburg	Schr—Glt	1900	Lunenburg, N.S.	116 9	27 5	10 6	199	J. Jos. Rudloff, Lunenburg, N.S.	
111,779	Canada	Victoria	Barge—Chulan	1883 } 1901 }	Victoria, B.C.	145 0	32 1	7 2	301	James Hunter, Victoria, B.C.	

SESSIONAL PAPER No. 216

111,580	Canada No. 1.	Toronto	Sail	Union Unknown	96 0	17 7	6 3	85	Canada Ice Co., Ltd., Toronto, Ont.
111,911	Canada No. 2	"	"	"	96 0	17 7	6 3	85	"
111,796	Canadian	Lunenburg	Schr—Glt	1901 Chester Basin, N.S.	97 8	25 9	10 4	108	Charles Smith, Lunenburg, N.S.
73,017	Canadien	Quebec	"	1875 Lotbinière, Que.	68 9	21 4	6 0	59	Z. Marchand, Three Rivers, Que.
89,770	Canadien	"	Barge—Chalan.	1881 Batiscan, Que.	102 3	22 5	8 5	137	Narcisse Paul, Sorol, Que.
73,495	Canadienne	Halifax	Schr—Glt	1883 Pt. Basque, Magdalen Islands, Que.	62 5	20 2	8 0	53	J. N. Arsenau, House Harbour, Magdalen Islands, Que.
73,096	Canadienne	Montreal	Sloop	1875 Yamaska, Que.	102 0	22 2	7 0	113	Jean L. Roudeau, Lamoraie, Que.
71,106	Candide	Arichat	Schr—Glt	1877 Chezoctook, N.S.	45 2	16 2	7 0	23	Desire Burke, River Bourgeois, N.S.
53,138	Canning Packet	Annapolis	"	1883 Cornwallis, N.S.	79 5	26 0	8 3	98	L. J. Melançon, Port Gilbert, N.S.
92,475	Can't Help It	Pictou, N.S.	"	1888 Murray Harbour, P.E.I.	53 1	18 0	7 4	40	Frogman Reynolds, Murray Harbour, P.E.I.
100,194	Cape Beale	Victoria	"	1892 James Island, B.C.	39 5	12 8	3 8	13	Jim Eight Quap, Barclay Sound, B.C.
	Capital	Ottawa	Barge—Chalan.	1867 Ottawa, Ont.	92 9	18 0	6 6	103	John Grant, Montreal, Que.
109,461	Caprice	Quebec	Yawl	1891 Point St. Lawrence, Que.	31 0	11 2	4 2	9	J. T. Molson, Montreal, Que.
83,093	Capt. Levi Young	Ottawa	Barge—Chalan.	1889 Hull, Que.	112 1	22 8	6 9	153	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
96,423	Cardigan	Charlottetown	Schr—Glt	1890 Cardigan, P.E.I.	57 6	17 8	7 2	38	Jos. Fouchere, Larry River, N.S.
107,489	Carib II	Shelburne	"	1901 Shelburne, N.S.	112 0	28 0	11 2	195	Harry Conner, Readings, Eng.
90,836	Carifa	Sydney	"	1889 Port Medway, N.S.	81 0	25 0	10 0	99	J. W. Cruikshank, Sydney, N.S.
109,115	Carl	Winnipeg	Barge—Chalan.	1894 Rat Portage, Ont.	59 0	13 2	5 2	32	C. E. Laverdiere, Rat Portage, Ont.
111,718	Carl E. Richard	Lunenburg	Schr—Glt	1901 Malome Bay, N.S.	97 8	25 2	10 4	99	Lauchlin B. Currie, West Dublin, N.S.
97,154	Carlotta G. Cox	Victoria	"	1891 Victoria, B.C.	80 3	21 2	8 6	76	John G. Cox, Victoria, B.C.
103,592	Carleme	Lunenburg	"	1896 Lunenburg, N.S.	88 8	24 2	9 3	99	A. Himmelman, La Have, N.S.
94,995	Carmena	Charlottetown	"	1889 Cardigan, P.E.I.	80 1	24 1	9 8	97	Jas. E. Macdonald, M. O., Cardigan P.E.I.
92,322	Carmolite	Liverpool	"	1888 Liverpool, N.S.	82 0	24 2	9 8	99	Joseph W. Poppett, North Sydney, N.S.
61,300	Carolina	Victoria	"	Washington, U.S.A.	45 0	15 6	5 0	32	Wm. Munroe, Victoria, B.C.
107,238	Carolina	Quebec	Sloop	1867 Three Rivers, Que.	49	15 3	4 6	27	Louis Dugre, Three Rivers, Que.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. *Suite.*

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur-gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						in fathoms—En toises.				
74,401	Caroline	Chatham, N.B.	Schr—Glb	1877	Rexton, N.B.	35 0	12 3	1 0	9	Simon Graham, Jr., Rexton, N.B.
61,999	Caroline	Quebec	Barge—Chadam.	1872	Point Lévis, Que.	163 8	22 6	8 3	133	The Department of Public Works, Ottawa, Ont.
73,040	Caroline	"	Schr—Glb	1875	Lothbinière, Que.	70 8	19 8	5 7	50	Esdras Perrier, Lothbinière, Que.
35,338	Caroline	St. Andrews	"	1842	Beaver Harbour, N.B.	39 1	12 0	6 3	18	Coo, D. Grimmer, St. Andrews, N.B.
88,459	Caroline	Arichat.	"	1888	Bartmouth, N.S.	35 6	11 8	1 7	12	John E. Gernier, West Arichat, N.S.
88,469	Carrie	Digby	"	1881	Clare, N.S.	32 0	11 8	1 6	12	Thomas Cook, Grand Manan, N.B.
97,081	Carrie	Lamenburg	"	1890	La Have, N.S.	80 1	21 1	9 2	39 1	Godin, Dalhousie, N.B.
80,979	Carrie A.	Sydney	"	1882	Christmas Island, N.S.	37 8	19 7	8 8	73 1	H. Blaikie, Great Village, N.S.
91,646	Carrie C. W.	Victoria	"	1888	Mahone Bay, N.S.	76 1	23 6	9 1	92	Isaac A. Gould, Victoria, B.C.
85,619	Carrie-Easter.	Port Medway	"	1883	Parsonsboro', N.S.	93 8	26 8	9 8	179	W. H. Brookfield, Halifax, N.S.
94,638	Carrie H.	Digby	"	1890	Port Maitland, N.S.	47 2	15 0	6 1	20	Augustus Haycock, Westport, N.S.
96,741	Carrie L. Smith.	St. John, N.B.	Blk—Sq	1889	Harvey, N.B.	62 7	31 1	15 9	600	John N. Smith, Coverdale, N.B.
94,643	Carrie M. C.	Lamenburg	Schr—Glb	1888	Mahone Bay, N.S.	55 7	18 3	7 1	39	Joshua Cudon, Hubbard's Cove, N.S.
71,386	Carrie Maud.	Parsonsboro'	"	1876	Parsonsboro', N.S.	55 7	19 0	7 1	11	D. P. Winters, Parsonsboro', N.S.

SESSIONAL PAPER No. 21b

103,051	Carrie May	Yarmouth	1891	Pubnico, N.S.	17 1	16 1	6 1	25 F. Murphy, Pubnico, N.S.
100,445	Carrie O	Canso	1883	Country Harbour, N.S.	33 0	11 5	5 5	12 S. Grant, Whitehaven, N.S.
61,629	Carrie R	Halifax	1880	Larry River, N.S.	39 0	14 0	5 7	17 James Leary, Halifax, N.S.
74,300	Cartier	Quebec	1873	St. Jean des Chaillons, Que.	93 1	23 5	7 6	109 Jos. Laliberté, St. Jean des Chaillons, Que.
100,612	Casco	Victoria	1878	San Francisco, U.S.A.	85 0	21 6	8 2	63 Victor, Jacobson, Victoria, B.C.
92,506	Cassie M	Halifax	1887	Sheet Harbour, N.S.	33 8	12 6	5 7	12 Wm. H. Munro, Sheet Harbour, N.S.
111,832	Castano	Digby	1901	Bear River, N.S.	118 1	29 0	10 6	215 W. W. Clarke, <i>et al.</i> , Bear River, N.S.
100,232	Castelar	Halifax	1871	Bergen, Norway	159 6	33 0	18 1	508 Geo. E. Franklyn, Halifax, N.S.
103,303	Castor	Quebec	1891	Mille Vaches, Que.	55 2	16 8	5 2	31 J. Saingelais, Mille Vaches, Que.
72,903	Catacaet	Pictou, Ont.	1874	Pictou, Ont.	105 5	24 0	10 5	135 F. McGibbon, Sarina, Ont.
92,519	Catherine	St. Andrews	1882	St. George, N.B.	26 0	11 4	6 0	13 Benjamin McKenzie, St. George, N.B.
103,313	Catherine	Port Hawkesbury	1891	Chedcamp, N.S.	33 6	10 7	5 2	10 S. Chiasson, Chedcamp, N.S.
96,739	Catherine, A. C.	Halifax	1890	Dover, N.S.	38 5	11 3	5 6	17 Hezekiah Cleveland, Dover, N.S.
55,842	Cavalier	Quebec	1867	Quebec, Que.	137 0	26 2	11 7	299 Mrs. Annie Glass, Sornia, Ont.
100,233	Cavalier	Halifax	1893	Pugwash, N.S.	108 4	28 0	10 7	231 W. H. Dean, Walden, U.S.A.
	Cecilia	Windsor, Ont.	1865	Port Dalhousie, Ont.	135 5	27 7	11 0	290 Geo. Brooks, Port Dalhousie, Ont.
96,825	Cecilia W	Halifax	1890	Volger's Cove, N.S.	58 0	17 6	7 4	41 David Walker, Port Hawkesbury, N.S.
72,298	Cedar Croft	St. John, N.B.	1877	Portland, N.B.	186 6	37 5	22 2	1099 Howard D. Troop, St. John, N.B.
103,271	Celia	Chatham, N.B.	1891	Caracquet, N.B.	35 4	12 1	4 3	11 D. Gallion, Caracquet, N.B.
103,239	Celina	Montreal	1888	Lachenaix, Que.	56 1	23 0	2 3	7 Joseph Garipey, Rivière des Prairies, Que.
88,621	Celina	Windsor, Ont.	1881	Stony Point, Ont.	69 0	19 0	1 5	39 P. Forcier, Detroit, U.S.A.
107,905	Centennial	St. Andrews	1899	West Isles, N.B.	31 0	13 2	6 0	16 John F. Morse, Grand Manan, N.B.
73,956	Centennial	St. Catharines	1876	Port Robinson, Ont.	81 6	21 2	5 3	66 M. O. Brown, Welland, Ont.
88,257	Centennial	St. John, N.B.	1883	Clifton, N.B.	92 0	26 3	7 6	121 F. A. Priest, St. John, N.B.
61,586	Cepeda	Weymouth	1875	Port LeFort, N.S.	83 0	23 0	8 5	91 D. N. Messenger, Barton, N.S.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						PL. TOUS ET TOUS PL. TOUS				
92,358	Cerdic	Annapolis	Schr—Glt	1886	Alma, N.B.	80.5	25.2	7.5	90	T. S. Henshaw, Bear River, N.S.
103,585	Cerdic	Glatham, N.B.	"	1896	Caraquet, N.B.	36.4	12.9	5.2	14	Phillip Rive, Caraquet, N.B.
90,824	Ceto	Pictou, N.S.	"	1889	Port Medway, N.S.	74.0	21.0	8.5	95	Wm. Weston, Rexton, N.B.
96,395	Ceylon	Kingston	"	1891	Garden Island, Ont.	26.5	36.3	15.2	908	The Calvin Co., Ltd., Garden Island, Ont.
97,451	Clachemah	Victoria	"	1890	Saanich, B.C.	39.3	12.2	4.0	19	Clachemah (Indian) Barclay Sound, B.C.
61,905	Champion	Liverpool	"	1870	Liverpool, N.S.	39.5	11.0	5.5	14	Wm. Cook, Port Mouton, N.S.
63,446	Champion	Pictou, N.S.	"	1876	River John, N.S.	65.5	19.6	7.0	55	Geo. Orr, Richibucto, N.B.
83,351	Champion	Quebec	Sloop	1881	Ste. Anne-de-la-Providence, Que.	38.0	13.3	4.5	13	E. N. Nepton, Tadoussac, Que.
72,988	Champion	Wallaceburg	Schr—Glt	1897	New Baltimore, Mich., U.S.A.	49.0	15.0	4.0	18	W. C. Ryan, Sarnia, Ont.
	Champion	Windsor, Ont.	Scoo—Chd.	1872	River Pucey, Ont.	55.8	18.0	5.2	50	Michael P. Thibert, Belle River, Ont.
83,381	Champion	Sydney	Schr—Glt	1879	Lambourg, N.S.	49.5	15.3	5.8	19	John Williams, Louisbourg, N.S.
103,737	Chaparral	Parrsboro'	"	1896	St. George, U.S.A.	61.0	18.0	7.0	39	F. W. Mills, Advocate, N.S.
103,436	Chapeau	Ottawa	Barge—Chakan	1889	Buckingham, Que.	63.0	19.8	5.0	42	W. J. Fompere, Morrisburg, Ont.
73,756	Charles	St. John, N.B.	Ship	1879	Tusket, N.S.	212.0	39.4	23.8	1429	Archibald Ross, 6 East India Ave., London, E.C., England.

SESSIONAL PAPER No. 21b

71,649	Charles Alberic	Montreal	Sloop	1875	Yanaska, Que.	100 0	22 3	6 6	10	Joseph Soullier, Sorel, Que.
88,658	Charles E. Lefungey	Charlottetown	Bk Bq	1881	Summerside, P.E.I.	190 8	36 0	20 9	936	The Ship Charles E. Lefungey Co., Ltd., Liverpool, Eng.
88,295	Charles Edward	Quebec	Sloop	1881	Cap St. Ignace, Que.	51 6	18 5	5 0	24	A. Bonfiano, Bergeronnes, Que.
94,701	Charles Haskell	Digby	Schr- Glt	1869	Essex, U.S.A.	72 0	21 2	7 3	67	H. Anderson, Digby, N.S.
88,671	Charles Joseph	Sydney	"	1867	Bras d'Or, N.S.	41 1	15 0	6 5	22	W. Dumphy, North Sydney, N.S.
90,505	Charles S. Whitney	Parrsboro'	Ship—3 m.	1885	Parrsboro', N.S.	236 7	12 0	23 8	1651	Geo. D. Spicer, Spencer's Island, N.S.
107,563	Charlesvois	"	Schr- Glt	1899	Port Greville, N.S.	151 0	31 2	12 8	127	O. F. Taylor, Charlottetown, P.E.I.
96,759	Charly Troop	St. John, N.B.	"	1879	Bath, U.S.A.	55 5	16 1	6 0	30	Patrick Conlin, St. John, N.B.
82,086	Charlie	Charlottetown	"	1853	Leverley, Mass, U.S.A.	70 2	19 1	7 7	61	Jno. T. Crockett, Charlottetown, P.E.I.
83,121	Charlie	Weymouth	"	1881	Weymouth, N.S.	30 0	10 1	1 6	16	W. H. Eldridge, M.O., Sandy Cove, N.S.
96,970	Charlie Richardson	Shebaume	"	1891	Shebaume, N.S.	13 1	16 9	6 6	26	John B. Harding, Rockland, N.B.
92,551	Charlotte	Ottawa	Barge Chalam	1888	Monte Belle, Que.	133 5	22 8	6 0	151	Pennsylvania Coal Co., Ltd., Montreal Que.
100,784	Charlotte	Chatham, N.B.	Schr- Glt	1889	Carapicet, N.B.	38 2	12 1	5 1	13	R. Young, Carapicet, N.B.
85,612	Charlotte, E. C.	Lanenburg	"	1883	Mahone Bay, N.S.	71 5	23 0	8 8	80	Thos. O'Brien, Bay of Islands, Nfld.
86,796	Charming Lass	Charlottetown	"	1882	Herring Neck, Nfld	73 8	21 7	7 9	67	Francis Andrew, New Glasgow, P.E.I.
43,109	Chatham Head	Chatham, N.B.	"	1862	Miramichi, N.B.	49 0	16 2	6 8	24	Alex. Campbell, Baddeck, N.S.
103,811	Claudiere	Ottawa	Barge Chalam	1886	Sturgeon Falls, Ont.	66 5	18 0	1 7	72	J. A. Clarke, Sturgeon Falls, Ont.
100,789	Clazabie	Chatham, N.B.	Schr- Glt	1890	Carapicet, N.B.	37 8	12 8	1 6	11	R. Young, Carapicet, N.B.
72,566	Cherokee	Kingston	Barge Chalam	1874	Garden Island, Ont.	151 0	26 0	11 2	365	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
77,986	Cherry	Montreal	"	1878	Montreal, Que.	111 5	22 3	6 0	98	F. X. Bertrand, Rigaud, Que.
103,726	Cheshire	Parrsboro'	Schr- Glt	1896	Port Greville, N.S.	129 7	33 0	12 1	330	J. W. Cochran, Fox River, N.S.
111,836	Chevalier	Digby	Sloop	1901	Port Maitland, N.S.	32 5	10 7	6 0	11	Warren S. Sallows, Port Maitland, N.S.
	Chicago	Montreal	Barge Chalam	1872	Montreal, Que.	116 0	21 8	10 3	330	Montreal Transportation Co., Montreal, Que.
92,679	Chief Commander	Pictou, N.S.	Schr- Glt	1889	Brale Point, N.S.	50 1	17 7	6 8	39	George Clarke, Tatamagouche, N.S.
67,000	Chieftrain	St. John, N.B.	Wdlt Bab	1874 1890	Waterborough, N.B.	74 0	26 3	6 5	72	John E. Moore, St. John, N.B.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
				Feet.—Pieds.		Feet.—Pieds.			
71,215	Chippewa	Sarnia	Sloop	1871 Muskoka, Ont	91 0	23 8	7 8	132	Muskoka Mill & Lumber Co., Toronto, Ont.
63,217	Chloens	Yarmouth	Schr Glt	1875 La Have, N.S.	61 0	20 6	8 2	57	Geo. Langille, Wallace, N.S.
96,730	Christina	Chatham, N.B.	"	1888 Caraquet, N.B.	34 1	12 3	4 6	11	C. Robin Collas & Co., Ltd., Jersey.
107,767	Chénardi	Toronto	"	1895 Midland, Ont	55 0	26 8	2 7	162	Benjamin A. Patterson <i>et al.</i> , Oakville, Ont.
85,536	Cucassian	Yarmouth	"	1883 Shelburne, N.S.	87 0	23 9	10 0	99	A. P. Stoneham, Yarmouth, N.S.
100,579	Cuzeu	Charlottetown	"	1893 Lunenburg, N.S.	83 0	24 0	9 0	98	Wm. A. Miller, Alberton, P.E.I.
100,533	Cuzeu	Digby	"	1893 Bear River, N.S.	65 0	20 6	7 0	47	W. W. Clark, Bear River, N.S.
53,194	City Point	Halifax	"	1872 Malbone Bay, N.S.	62 0	20 2	7 8	49	Morgan H. George, Channel, Nfld.
100,645	City of San Diego	Victoria	"	1881 San Francisco, U.S.A.	67 5	20 5	6 5	46	Victoria Sealing Co., Ltd., Victoria, B.C.
94,977	Civilian	Yarmouth	"	1890 Pulpico, N.S.	80 7	23 8	9 1	97	Chas. D'Entremont, Pulpico, N.S.
107,549	Clair	St. John, N.B.	Sloop	1897 North Head, Grand Manan, N.B.	38 2	13 6	4 0	11	Albert Henderson, Grand Harbour, Grand Manan, N.B.
103,561	Clair	Montreal	Barge—Chalou	1896 Yamaska, Que	105 9	22 2	8 9	104	The Canadian Forwarding & Export Co., Ltd., Montreal, Que.
72,948	Clairville	Quebec	"	1870 Ste. Eudèle, Que.	94 6	21 5	6 3	81	E. Dussault, St. Jean des Châtillons, Que.
92,651	Clam Shell	St. Catharines	Dredge	1887 Torawanda, U.S.A.	80 0	20 0	7 0	62	F. B. McNamee, Montreal, Que.

SESSIONAL PAPER No. 21b

111,415	Clara	Lauenburg	Schr—Glt	1900	Mahone Bay, N.S.	98 8	25 3	10 7	100	Abraham Ernst, Mahone Bay, N.S.
55,864	Clara	Quebec	"	1866	Kamouraska, Que.	42 0	13 4	6 5	18	Pierre Levesque, Trois Pistoles, Que.
107,301	Clara A. Benner	St. Andrews	"	1867	Friendship, Me., U.S.A.	59 3	20 0	7 9	37	Simon Brown, Campo Bello, N.B.
90,839	Clara E. Mason	Lauenburg	"	1887	Lauenburg, N.S.	75 2	23 0	8 6	83	Wm. C. Smith, Lauenburg, N.S.
90,663	Clara L.	St. Catharines	Scow—Chd	1885	Black Creek, Ont.	75 3	14 6	4 9	45	Geo. W. Sutherland, Welland, Ont.
96,438	Clara May	Charlottetown	Schr—Glt	1891	Rustico, P.E.I.	61 7	19 0	7 1	51	Christopher LePage, Rustico, P.E.I.
83,971	Clarence	Ottawa	Barge—Chalan	1881	Rockland, Ont.	110 0	22 3	6 4	133	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,297	Clarence A. Shafner	Annapolis	Schr—Glt	1901	Bridgetown, N.S.	103 6	27 2	9 8	158	L. D. Shafner, Bridgetown, N.S.
103,115	Clarence Smith	Lauenburg	"	1895	Lauenburg, N.S.	86 2	24 0	9 3	96	G. A. Smith, Lauenburg, N.S.
83,214	Claribel	Charlottetown	"	1881	Charlottetown, P.E.I.	42 5	13 4	6 0	19	Charles Domet, Cheticamp, N.S.
107,606	Clarisse	Weymouth	"	1900	Meteghan River, N.S.	64 0	22 0	8 5	55	Joseph O. Robichaud, Meteghan River, N.S.
80,662	Clarke	Ottawa	Barge—Chalan	1881	Montreal, Que.	108 0	22 0	6 5	145	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
97,172	Clayola	Windsoer, N.S.	Schr—Glt	1890	Port Marlband, N.S.	89 0	28 2	8 7	123	J. Willard Smith, St. John, N.B.
111,601	Cleave 1	New Westminster	Barge—Chalan	1897	New Westminster, B.C.	51 0	11 0	3 5	19	The Cleave Canning & Cold Storage Co., Ltd., Vancouver, B.C.
111,605	Cleave 2	"	"	1897	"	51 0	14 0	3 5	19	"
	Cleveland	Montreal	"	1872	Quebec, Que.	138 4	25 1	9 8	328	Montreal Transportation Co., Montreal, Que.
83,980	Clifford C	St. John, N.B.	Schr—Glt	1882	Reyton, N.B.	81 0	26 5	7 5	97	Daniel J. Purdy, St. John, N.B.
(685,416	Clifton	Windsoer, N.S.	"	1883	Windsoer, N.S.	149 0	32 6	16 0	473	R. H. Cann, Louisburg, N.S.
(690,381	Clio	Lauenburg	Bgrtn—Bkglt	1881	Chester, N.S.	91 6	25 0	10 4	168	James Eisenlaucr, Lauenburg, N.S.
66,040	Clornthe	Quebec	Schr—Glt	1871	Kamouraska, Que.	41 0	14 0	6 1	22	Joseph Guay, St. Etienne de la Malbaire, Que.
111,569	Cloritan	Toronto	"	1898	New York, U.S.A.	61 0	16 5	7 1	41	Geo. H. Gooderham, Toronto, Ont.
103,351	Clovis	Montreal	Sloop	1895	St. Thomas, Que.	92 1	22 2	5 7	84	Marcell Dancau, St. Thomas, Que.
	Coa	"	Barge—Chalan	1861	Montreal, Que.	92 3	17 1	5 8	92	C. Bertrand, Rigaud, Que.
107,929	Colledick Dredge No. 1	New Westminster	"	1900	Lytton, B.C.	109 0	26 0	7 0	735	The Colledick Dredge No. 1 Co., Ltd., London, Eng.

ALPHABÉTIQUE List of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. *Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						in fathoms. En toises.	feet. Pieds.	feet. Pieds.		
103,955	Colomb	Montreal	Schr—Glt	1897	Kingston, Ont	179.6	31.7	11.1	607	Montreal Transportation Co., Montreal, Que.
71,601	Colborne	"	Barge—Chalou	1873	Montreal, Que	119.0	26.6	9.6	392	" " "
85,392	Colfou	Port Hawkesbury	Schr—Glt	1881	Magdalen Islands, Que	46.5	13.0	6.6	18	Freeman Embree, Port Hawkesbury, N.S.
107,122	Collector	Lanenburg	"	1899	La Have, N.S.	82.8	21.8	9.8	99	W. N. Reinhardt, La Have, N.S.
100,359	Collinsie	Quebec	"	1889	Chicoutimi, Que	61.0	20.1	6.7	57	Chas. Simard, Grand Bay, Chicoutimi, Que.
71,351	Col. Ellsworth	"	"	1860	Essex, Mass., U.S.A.	77.1	22.6	7.6	78	Fidolme Blouin, Quebec, Que.
74,051	Colonel Otter	Causo	"	1876	Barrington, N.S.	73.0	21.8	8.5	73	John J. Sangster, Guysboro, N.S.
111,702	Colonia	Lanenburg	"	1901	Lanenburg, N.S.	97.2	25.6	9.7	98	Davis C. Westlaver, Lanenburg, N.S.
107,630	Colonial No. 1	New Westminster	Barge—Chalou	1897	New Westminster, B.C.	49.0	12.0	3.0	14	A. E. Tregent, M.O., Vancouver, B.C.
107,635	Colonial No. 2	"	"	1898	"	60.0	22.0	5.0	59	Theron Ackeman, M.O., New Westminster, B.C.
111,598	Colonial No. 3	"	"	1899	Steveston, B.C.	55.0	11.0	4.0	28	The Columbia Packing Co., Ltd., Vancouver, B.C.
80,697	Colonia	Montreal	Sloop	1882	St. Thomas, Que	71.5	19.5	4.2	51	E. Lattou, Valleyfield, Que.
88,567	Columbia	Kingston	Barge—Chalou	1885	Bedford Mills, Ont.	101.0	22.7	4.8	81	Benjamin Todd, Bedford Mills, Ont.
103,759	Columbia	Lanenburg	Schr—Glt	1898	Lanenburg, N.S.	88.0	21.0	9.6	99	J. A. Silver, Lanenburg, N.S.

SESSIONAL PAPER No. 21b

36,350 Comet	Port Hawkesbury	"	1861	Norrum Touch, N.S.	63 6	19 6	9 3	62	A. D. Cornier, Buctouche, N.B.
88,387 Comet	Windsor, N.S.	"	1885	Cornwallis, N.S.	32 0	12 6	4 5	10	Thomas Carter, Red Head, N.B.
Comet	Montreal	"	1862	Yanaska, Que.	80 7	19 1	5 5	57	W. Paery, Ste. Fanchie, Que.
107,965 Companion	Lamenburg	"	1900	La Have, N.S.	86 1	23 7	9 6	95	Jeffrey Publicover, New Dublin, N.S.
59,162 Comrade	St. John, N.B.	Wcho Barb.	1868	Grand Lake, Queen's Co., N.B.	76 7	26 5	7 0	77	Mrs. Mary P. Dickson, St. John, N.B.
100,831 Comrade	Lamenburg	Schr. Glt.	1853	Lamenburg, N.S.	86 8	21 6	9 3	99	W. N. Reinhardt, La Have, N.S.
111,650 Concord	"	"	1901	La Have, N.S.	76 2	22 0	8 6	79	"
74,671 Condor	Halifax	"	1873	Chezetcook, N.S.	39 5	11 2	5 7	29	D. Smith, Chezetcook, N.S.
74,331 Condor	Yarmouth	"	1877	Beaver River, N.S.	36 3	12 2	4 2	11	Maurice Haycock, Westport, N.S.
92,553 Condor	Montreal	Barge Chaudi.	1888	Montreal, Que.	180 7	34 5	11 6	567	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
101,000 Condor	Chaudi., N.B.	Schr. Glt.	1888	Shippagan, N.B.	33 0	12 3	4 1	10	T. Abner, Shippagan, N.B.
86,894 Conductor	Windsor, N.S.	Br. Eq.	1880	Cornwallis, N.S.	176 0	37 5	22 8	1033	The Bank Conductor Co., Ltd., Wolfville, N.S.
91,911 Congo	Shelburne	Schr. Glt.	1889	Shelburne, N.S.	101 0	28 1	11 0	197	Charles B. Whidden, Antigonish, N.S.
100,721 Conrad	Montreal	Shoop	1893	Pierreville, Que.	102 2	22 8	7 1	125	C. Ferrier, Pierreville, Que.
Consort	"	"	1862	Montreal, Que.	92 1	18 9	9 2	115	Montreal Transportation Co., Montreal, Que.
100,791 Constance	Picton, N.S.	Schr. Glt.	1899	Wallace, N.S.	61 1	20 0	7 7	55	Alexander D. McFarlane, Wallace, N.S.
103,315 Cuqerte	Montreal	Yacht.	1892	Montreal, Que.	35 5	10 0	2 6	3	Arthur Hamilton, Montreal, Que.
100,653 Cura B.	St. John, N.B.	Schr. Glt.	1890	Canning, N.B.	81 5	27 2	7 2	99	Geo. S. Johnson, Lower Granville, N.S.
96,835 Cura L.	Lamenburg	"	1890	La Have, N.S.	78 7	23 8	8 6	99	Ephram McGillivray, Gabouase, N.S.
103,535 Cura Lee	Halifax	"	1867	Path, Me., U.S.A.	67 2	18 9	6 1	49	R. Harrington, Sydney, N.S.
91,738 Cura May	St. John, N.B.	"	1889	Black River, N.B.	93 9	27 9	7 1	117	Nathaniel C. Scott, St. John, N.B.
Coral	Oakville	"	1871	Oakville, Ont.	47 6	13 0	5 0	26	George Blowers, Port Credit, Ont.
89,605 Coral Lead	Barrington	"	1880	Pybnico, N.S.	71 5	22 0	8 2	71	John Hipson, Shelburne, N.S.
88,391 Corinne	Quebec	"	1881	Bay St. Paul, Que.	52 0	17 1	5 1	30	E. Bluteau, Petite Riviere Charlebois, St. Francois, Que.
103,024 Corinto	Parsonsboro	"	1895	Port Greville, N.S.	76 8	25 3	7 9	98	S. T. Salter, Parsonsboro, N.S.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*

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		Length. Longueur.	Breadth. Largeur.				Depth. Profondeur.				
		Feet and inches. Pieds et pouces.									
71,163	Corisande	Port Hope	Schr Glt	1875	Marine City, U.S.A.	Ont.	137 0	26 0	11 1	275	John C. Miller, Parry Sound, Ont.
	Corn Crib	Montreal	Barge Chalan	1868	Montreal, Que.	Que.	132 1	22 7	10 1	296	Montreal Transportation Co., Montreal, Que.
97,000	Cornelius	New Westminster	Schr Glt	1881	San Francisco, U.S.A.	Que.	12 6	15 5	4 0	19	William F. Kent, Vancouver, B.C.
91,889	Cornwall	Montreal	Barge Chalan	1890	Kingston, Ont.	Que.	178 6	35 2	11 7	585	Montreal Transportation Co., Montreal, Que.
111,675	Cornwall	Parisboro'	Schr Glt	1901	Port Greville, N.S.	N.S.	61 5	20 1	5 8	14 6	F. Roy, Kentville, N.S.
92,112	Coronet	Toronto	"	1887	Port Credit, Ont.	Ont.	58 0	16 5	3 6	24	Lionel Yorke, Toronto, Ont.
91,912	Coronilla	Shelburne	"	1889	Sable River, N.S.	N.S.	45 0	15 0	6 0	28	Wm. H. Kenny, Cape Sable Island, N.S.
77,888	Corinna	Quebec	"	1879	Les Etouffements, Que.	Que.	48 3	17 5	6 5	36	Charles Bertrand, Isle Verte, Que.
103,083	Corsoir	Chatham, N.B.	"	1893	Caraquet, N.B.	N.B.	33 6	12 0	1 8	10	T. Abier, Shippagan, N.B.
100,404	Coryl	Parisboro'	"	1891	Port Greville, N.S.	N.S.	73 6	19 7	6 2	59	Isaac Fubmore, Five Islands, N.S.
96,910	Costano	Charlottetown	Bktn Bkght	1891	Grand River, P.E.I.	P.E.I.	149 0	30 0	11 9	385	John Yeo, Port Hill, P.E.I.
88,496	Couchiding	Winnipeg	Barge Chalan	1883	Rat Portage, Ont.	Ont.	92 6	19 6	7 9	105	The Ontario & Western Lumber Co., Ltd., Rat Portage, Ont.
90,650	Coup d'Etat	Yarmouth	Sloop	1885	Pulnico, N.S.	N.S.	38 0	11 7	4 2	12	M. D'Entremont, Pulnico, N.S.
103,368	Courageux	Quebec	"	1895	Les Escoumains, Que.	Que.	59 2	19 2	5 1	37	A. Gagnon, Les Escoumains, Que.

83,295	Craftsman	Kingston	Barge—Chalam	1883	Kingston, Ont.	99 0	16 6	5 1	65 T. Mills, Kingston, Ont.
71,277	Craftsman	"	Schr—Glt	1873	Port Burwell, Ont.	132 0	25 8	10 4	266 John Strong, Port Elgin, Ont.
88,678	Creechboat	St. John, N.B.	Ship—3 m.	1884	Gardner's Creek, N.B.	214 4	40 2	24 0	1399 Jas. Kennedy, St. John, N.B.
103,324	Crocket	Port Hawkesbury	Schr—Glt	1899	Port Hawkesbury, N.S.	36 0	10 4	6 3	10 Richard H. Brown, Sydney Mines, N.S.
111,708	Crofton McLeod	Lunenburg	"	1901	Malbone Bay, N.S.	83 0	24 1	9 5	85 John W. McLean, Malbone Bay, N.S.
64,716	Crown Prince	Port Hawkesbury	"	1871	Port Hawkesbury, N.S.	42 0	14 6	5 7	19 T. C. Cook, Port Mulgrave, N.S.
71,332	Crusade	Digby	"	1851	Essex, U.S.A.	61 0	17 8	6 8	41 G. F. Simonsen, St. John, N.B.
103,102	Crusader	Vancouver	"	1896	Port Moody, B.C.	44 8	14 7	6 2	28 Napoleon J. Mahew, Vancouver, B.C.
88,290	Crusoe	St. Andrews	"	1886	St. Andrews, N.B.	30 9	12 4	5 6	13 Jos. Boyd, Campoello, N.B.
85,441	Cuba	Windsor, N.S.	Bktn—Bkgd.	1883	Hantsport, N.S.	140 0	31 0	13 8	453 Ship Persia Co., Ltd., Hantsport, N.S.
88,663	Cuddoon	St. John, N.B.	"	1885	Gardner's Creek, N.B.	138 1	31 4	13 0	373 Jas. Kennedy, St. John, N.B.
77,578	Cultivateur	Montreal	Sloop	1875	Yamaska, Que.	90 8	22 0	5 4	79 C. H. Marchildon, St. Pierre les Beeques, Que.
74,081	Cunninger	Halifax	Schr—Glt	1876	St. Mary's River, N.S.	92 6	26 3	10 4	119 J. W. O'Hara, Isaac's Harbour, N.S.
100,741	Curacao	Windsor, N.S.	Bgtn—Bkgd.	1891	Horton, N.S.	128 0	29 0	10 8	289 Geo. B. Lockhart, New York, U.S.A.
61,407	Curlew	Chatham, N.B.	Schr—Glt	1872	Shippegan, N.B.	15 2	11 3	6 2	22 P. Luce, Island of Jersey.
88,301	Curlew	Quebec	Yawl	1881	St. Laurent, Island of Orleans, Que.	14 3	11 0	5 4	19 Stuart H. Dunn, Quebec, Que.
103,181	Curlew	Digby	Schr—Glt	1895	Sheburne, N.S.	75 0	19 6	8 5	63 Bland W. Cousins <i>et al.</i> , Digby.
80,380	Cygnat	Parishboro'	"	1882	Parishboro', N.S.	74 1	21 3	8 5	77 Ed. M. Durant, Parishboro', N.S.
83,381	Cygnat	Toronto	Yacht	1879	Buffalo, U.S.A.	14 0	15 5	5 0	27 Thos. McGaw and R. D. Ewing, J. O., Toronto, Ont.
100,916	Cygnat	Chatham, N.B.	Schr—Glt	1887	Caracquet, N.B.	38 3	12 3	5 0	12 C. Robin Collas & Co., Ltd., Jersey.
88,348	Cymbeline	Lunenburg	"	1884	Conquerall, N.S.	80 2	23 9	9 2	97 Glas. Stuart, St. Peters, N.S.
100,971	Cyprian	Chatham, N.B.	"	1892	Caracquet, N.B.	36 6	12 8	4 1	10 E. Sivet, Caracquet, N.B.
92,731	Cyprus	Toronto	Yacht	1879	Paible, Scot.	30 0	6 1	5 4	6 Dougald J. MacMurdy, Toronto, Ont.
85,649	Cyrene	Lunenburg	Schr—Glt	1883	Bridgewater, N.S.	81 2	23 9	9 2	107 Wm. E. LeBlanc, West Arislat, N.S.
77,633	Cyrenian	Sumia	"	1879	Garden Island, Ont.	135 0	26 0	10 6	376 J. E. Williscroft, Southampton, Ont.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Tonnage.		
111,437	Cyril	Lunenburg	Schr. Glt.	1891	Malone Bay, N.S.	43 2	25 3	9 6	100	Thomas A. Wilson, Bridgewater, N.S.	
107,821	Czar No. 1	Victoria	Sloop	1899	Union, B.C.	92 0	57 4	7 0	113	Wellington Collicy Co., Ltd., Victoria, B.C.	
	D	Montreal	Barge	1868	Rafiscan, Que.	111 8	22 1	8 2	196	Geo. Hurdan, Valleyfield, Que.	
111,189	D. T.	Quebec	Schr. Glt.	1900	Portneuf, Que.	75 6	22 4	7 2	75	David Tremblay, Portneuf, Saguenay Co., Que.	
88,018	D. W. P.	St. John, N.B.	"	1884	Westfield, N.B.	88 3	26 8	7 7	124	W. P. McLean, St. John, N.B.	
88,355	D. A. Mader	Lunenburg	"	1880	Malone Bay, N.S.	73 3	22 9	9 0	85	Nathaniel Smith, Halifax, N.S.	
107,284	D. C. Mulhall	Liverpool	Bght. Bldg.	1900	Liverpool, N.S.	119 0	30 0	12 0	296	D. C. Mulhall, Liverpool, N.S.	
103,465	D. F. Patchin	Halifax	Schr. Glt.	1866	Castine, U.S.A.	70 8	20 3	7 1	59	Alexander F. Cameron, Sherbrooke, N.S.	
100,839	D. J. Melancon	Weymouth	"	1897	Gilbert Cove, N.S.	88 0	28 0	9 3	134	J. R. Blanchet, M. O., Tusket, N.S.	
107,619	D. M. Owen	Lunenburg	"	1899	La Have, N.S.	76 5	22 3	8 8	72	J. N. Raine, La Have, N.S.	
100,591	D. N. Salvais	Montreal	Barge	1887	Yamaska, Que.	107 7	22 7	8 4	169	E. Dausereau, Vechevros, Que.	
100,638	D. W. Gordon	Victoria	Sloop	1892	Victoria, B.C.	39 0	13 0	5 4	12	J. P. Bendroit, M. O., Victoria, B.C.	

SESSIONAL PAPER No. 21b

61,966	D. Cronan	Halifax	Sehr—Glt	1870	Moser's River, N.S.	51	8	18	0	7	4	40 Peter Le Marquand, Esquimaux Point, Que.
97,085	D. Cronan	"	"	1890	Mahone Bay, N.S.	63	8	20	3	8	0	59 J. Evans, Grand Bank, Nfld.
83,368	D. Talbot	Quebec	"	1881	Kegaska, Que.	33	0	11	5	4	4	10 Desiré Talbot, Natashquan, Que.
100,913	Duffodil	Charham, N.B.	"	1891	Carapuet, N.B.	35	6	12	7	4	4	10 T. Abier, Shippagan, N.B.
88,445	Daisy	Halifax	Sloop	1881	Dartmouth, N.S.	38	8	12	6	5	5	15 Alfred E. Jones, Halifax, N.S.
107,758	Daisy	Charlottetown	Sehr—Glt	1901	Casumpee, P.E.I.	12	4	12	9	4	7	13 Daniel Fraser, Alberton, P.E.I.
92,584	Daisy	"	"	1890	Mallay, Que.	63	4	21	0	9	2	70 Richard Morin, Charlottetown, P.E.I.
97,072	Daisy	"	Bktn Bkght.	1893	Grand River, Lot 14, P.E.I.	148	0	30	0	14	8	384 John Yeo, Port Hill, P.E.I.
103,496	Daisy	Quebec	Sehr—Glt	1895	Shelburne, N.S.	92	0	24	0	9	5	98 Joseph Blais, Berthier-en-bas, Que.
100,088	Daisy	St. John, N.B.	"	1892	Westfield, N.B.	61	7	18	9	4	6	45 Thos. A. Farris, Waterborough, N.B.
100,890	Daisy	"	Walbr—Eab.	1894	St. John, N.B.	47	7	15	9	4	1	25 R. A. Elliott, St. John, N.B.
103,180	Daisy	Shelburne	Sehr—Glt	1895	Green Harbour, N.S.	32	0	10	1	4	8	10 J. E. Lloyd, Brighton, N.S.
107,112	Daisy Linden	Digby	"	1898	Mahone Bay, N.S.	91	2	24	6	9	5	97 Florence S. Daykin <i>et al.</i> , Digby, N.S.
90,427	Daisy Vaughn	Liverpool	"	1886	Barrington, N.S.	69	0	22	0	7	5	70 R. H. Gardner <i>et al.</i> , Bracklyn, N.S.
88,571	Pakota	Kingston	Barge—Chalan.	1885	Garden Island, Ont.	170	4	30	6	11	9	516 Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
	"	Montreal	"	1869	Mademichie, Que.	93	4	18	8	5	1	100 L. Delisle, Valleyfield, Que.
100,655	Drandy	Kingston	Sloop	1894	Seeley's Bay, Ont.	80	7	17	9	4	6	40 J. W. Randell, Seeley's Bay, Ont.
107,369	Daniel Lamb.	Toronto	Dredge—Drague	1896	Toronto, Ont.	90	0	27	6	4	6	18 Corporation of the City of Toronto, Toronto, Ont.
83,115	Deplune	Halifax	Sloop	1875	Halifax, N.S.	26	0	7	8	4	3	4 John Peters, Halifax, N.S.
111,671	Dora C.	Parishoro	Sehr—Glt	1901	Port Coveville, N.S.	153	4	34	8	12	8	402 John W. Cochrane, Fox River, N.S.
85,663	Daring	Halifax	"	1880	Saundro, N.S.	41	2	14	7	6	3	18 Charles Slaunwhite, Terence Bay, N.S.
107,763	Barrow	Toronto	House-boat	1897	Penetanguishen, Ont.	49	5	20	0	2	6	91 David Davidson, Penetanguishen, Ont.
59,470	Dart	Pictou, N.S.	Sehr—Glt	1871	Mahone Bay, N.S.	58	3	18	9	7	5	44 Alexander Jackson, Murray River, P.E.I.
85,667	Dart	Halifax	"	1882	Chezetcook, N.S.	33	5	12	0	4	4	10 George Jullien, Chezetcook, N.S.
(9)	"	Toronto	Sehr—Glt	1808	Port Severn, Ont.	67	5	19	8	5	4	72 John M. Appleton, M.O., Collingwood, Ont.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. *Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						ft. mms.	ft. mms.	ft. mms.		
83,021	Dauntless.....	Wallaceburg.....	Schr. Glt.....	1897.....	Oakville, Ont.....	105 5	23 4	9 1	156	Mrs. M. J. Glass, Sarnia, Ont.
100,819	David James.....	".....	".....	1891.....	Lockeport, N.S.....	55 0	16 8	7 0	27	Arthur E. Curran, Halifax, N.S.
100,884	David Lynch.....	St. John, N.B.....	".....	1891.....	St. John, N.B.....	83 0	21 1	8 3	65	J. S. Thomas, St. John, N.B.
88,403	David Sprague.....	Yarmouth.....	".....	1866.....	Green, U.S.A.....	57 0	17 0	6 5	31	W. A. Killam, Yarmouth, N.S.
83,337	Davidson.....	Ottawa.....	Barge.....	1882.....	Hull, Que.....	110 7	22 6	7 0	150	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,698	Day.....	Toronto.....	House-boat.....	1896.....	Penetanguishene, Ont.....	16 0	20 0	2 6	81	David Davidson, Penetanguishene, Ont.
100,636	Dawson.....	Victoria.....	Shoop.....	1892.....	Victoria, B.C.....	33 4	11 5	4 5	10	J. P. Bendrot, Victoria, B.C.
96,750	Dawn.....	St. John, N.B.....	Schr. Glt.....	1889.....	Upper Gagetown, N.B.....	39 2	12 8	4 6	12	Chas. L. Carrier, Upper Gagetown, N.B.
100,605	Dawn.....	Barrington.....	".....	1893.....	Shelburne, N.S.....	68 0	18 0	7 6	49	H. A. Amiro, West Falmouth, N.S.
100,915	Dawn.....	Chatham, N.B.....	".....	1891.....	Caraguet, N.B.....	37 0	12 7	4 6	12	C. Robin Collas & Co., Ltd., Jersey.
103,853	Dawn.....	Halifax.....	".....	1897.....	Owl's Head, N.S.....	38 2	14 0	5 4	13	Jas. Parker, Owl's Head, N.S.
72,052	Day Spring.....	Charlottetown.....	".....	1860.....	Essex, Mass., U.S.A.....	66 5	18 3	7 4	52	Chas. Leblanc, Arichat, N.S.
59,184	Day Spring.....	Halifax.....	".....	1839.....	Fort Royal, N.S.....	56 2	18 0	7 1	36	Geo. L. Baker, Jeddore, N.S.
88,305	Day Star.....	Victoria.....	Shoop.....	1863.....	Chester, N.S.....	16 5	6 0	2 0	1	Rev. Bishop of New Westminster, New Westminster, B.C.

SESSIONAL PAPER No. 21b

107,250	De Champlain	Quebec	Barge—Chalau.	1897 St. Irenée, Que	99 7	22 5	7 3	122	Louis Gauthier, St. Irenée, Que.
111,405	Deeta M.	Lanenburg	Schr—Glt	1900 Mahone Bay, N.S.	79 6	22 9	9 2	81	John McLean, Mathome Bay, N.S.
107,658	Defender.	Barrington	"	1901 Coffin's Croft, N.S.	48 0	14 9	5 9	20	A. D. Madden, Baccaro, N.S.
111,711	Defouder.	Lanenburg	"	1901 Mahone Bay, N.S.	95 6	25 4	10 0	98	Alexander Knickle, Lanenburg, N.S.
103,063	Defender.	Yarmouth	"	1895 Pubnico, N.S.	43 2	14 7	6 1	29	E. M. Jeffrey, Wood's Harbour, N.S.
92,563	Defiance	St. Andrews	"	1884 Lubec, Maine, U.S.A.	33 0	12 8	7 0	17	F. Calder, Campo Bello, N.B.
75,647	Defiance	St. Catharines	"	1859 Port Hope, Ont.	102 0	22 0	7 8	89	R. McLaren, St. Catharines, Ont.
	Defiance	Toronto	"	1845 Etobicoke, Ont.	49 0	14 0	4 9	26	C. McCraney, Toronto, Ont.
83,152	Delaware	Bellefleur	"	1880 Oswego, N.Y., U.S.A.	105 0	22 0	8 0	152	A. W. Hepburn, Picton, Ont.
66,069	Della	Quebec	Barge—Chalau.	1873 Pointe au Fizeau, Que.	95 0	18 0	6 3	91	A. Malette, Laclaire, Que.
111,597	Della B.	St. John, N.B.	Schr—Glt	1900 Greenwiche, N.B.	56 0	17 4	5 6	43	James L. Belyea, Greenwiche, N.B.
103,148	Della F. Tarr	St. Andrews	"	1883 Salan, U.S.A.	56 0	17 0	5 7	34	Samuel Greenwood, Port Clyde, N.S.
103,095	Delphis.	Montreal	Sloop	1890 Sorel, Que.	92 7	22 7	6 0	91	D. Chausse, Lamoraie, Que.
90,855	Delta.	Shelburne	Schr—Glt	1886 Lanenburg, N.S.	44 4	16 2	7 0	25	Jonas Whitner, Lanenburg, N.S.
100,277	Delta.	Windsor, N.S.	"	1892 Kempt, N.S.	118 3	30 5	11 9	287	R. K. Pratt, Cheverie, N.S.
107,699	Delta.	Toronto	House-boat.	1898 Penetanguishene, Ont.	47 0	20 0	3 0	71	David Davidson, Penetanguishene, Ont.
111,710	Demering.	Lanenburg	Schr—Glt	1901 La Have, N.S.	81 8	22 4	8 7	85	Jessen Anderson, Lanenburg, N.S.
92,380	Demozelle.	Parrsboro	"	1888 Hopewell Cape, N.B.	94 0	28 1	9 2	163	Carrie S. Eldorin, Fox River, N.S.
72,579	Denmark	Kingston	"	1867 Garden Island, Ont.	131 8	25 6	10 9	365	Calvin Co., Ltd., Garden Island, Ont.
107,314	Despatch.	Halifax	"	1894 Halifax, N.S.	27 4	9 4	4 0	6	George C. Fracklyn, jun., Halifax, N.S.
83,492	Dessie.	Liverpool	"	1882 Brooklyn, N.S.	32 6	11 0	5 1	11	Anassa H. Fiske, Lockeport, N.S.
	Detroit.	Montreal	Barge—Chalau.	1873 Montreal, Que.	149 6	25 7	10 4	330	Montreal Transportation Co., Montreal, Que.
71,637	Deux Troies	"	Sloop	1872 Lamoraie, Que.	99 0	23 0	6 7	102	D. Lacombe, Patiscan, Que.
107,407	Diamond.	"	Barge—Chalau.	1899 St. Thomas de Pierreville, Que.	138 6	28 3	12 6	381	The Canadian Forwarding & Export Co., Ltd., Montreal, Que.
80,986	Diamond.	Halifax	Schr—Glt	1882 Guysboro, N.S.	80 6	24 0	9 4	98	Thos. Boudrot, Arichat, N.S.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. *Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Feet.	Feet.	Feet.		
103,384	Diamond Jubilee.....	Paspebiac.....	Schr. Glt.....	1897	Carapet, N.B.....	55.0	17.0	6.5	31	Porter J. Wilson, Lunenburg, N.S.
94,811	Diana.....	Victoria.....	".....	1889	Victoria, B.C.....	65.2	19.9	7.1	50	Victoria Sealing Co., Ltd., Victoria, B.C.
77,697	Dianthus.....	Halifax.....	".....	1878	Poite-Rivière, N.S.....	57.0	18.7	7.3	45	G. Stevens, Musquodoboit, N.S.
97,089	Dictator.....	Lunenburg.....	".....	1890	Lunenburg, N.S.....	76.0	23.6	9.1	87	David Smith, Lunenburg, N.S.
80,988	Dido.....	Guysboro.....	".....	1883	Isaac's Harbour, N.S.....	64.8	21.0	7.8	59	Fremont McMillan, Isaac's Harbour, N.S.
90,834	Diego.....	Port Medway.....	".....	1895	East Port Medway, N.S.....	48.0	16.3	6.8	27	Harris Conrad, Cherry Hill, N.S.
46,483	Dielytis.....	Lunenburg.....	".....	1865	Lunenburg, N.S.....	71.0	20.3	7.9	58	Alfred J. Cook, Montague, P.E.I.
103,864	Dione.....	Halifax.....	Sloop.....	1898	Dartmouth, N.S.....	42.8	8.4	5.5	6	G. F. Pearson, Halifax, N.S.
66,679	Diploma.....	Yarmouth.....	Schr. Glt.....	1873	Prinanco, N.S.....	75.7	21.8	8.1	62	L. D'Eon, Yarmouth, N.S.
103,976	Dipper.....	Chatham, N.B.....	".....	1892	Shippegan, N.B.....	37.5	12.2	5.0	12	W. S. Loggie Co., Ltd., Chatham, N.B.
90,826	Director.....	Victoria.....	".....	1890	Lunenburg, N.S.....	75.0	23.5	9.0	87	Victoria Sealing Co., Ltd., Victoria, B.C.
92,515	Dispute.....	St. Andrews.....	".....	1879	St. George, N.B.....	30.0	12.0	6.4	13	E. R. Patch, Campo Bello, N.B.
107,706	Dixie.....	Toronto.....	House-boat.....	1898	Penetanguishene, Ont.....	50.0	22.0	3.0	97	David Davidson, Penetanguishene, Ont.
107,601	Dixon Rice.....	Weymouth.....	Bght—Bkght.....	1899	Weymouth Bridge, N.S.....	110.4	27.9	16.4	196	Edward P. Rice, Weymouth, N.S.

SESSIONAL PAPER No. 21b

100,583	Dollard	Montreal	Sloop	1892	Pierreville, Que.	101 2	23 1	6 3	89	Chas. Yengean, St. Thomas de Pierreville, Que.
92,412	Dollie Dutton	Chatham, N.B.	Schr—Glt	1888	Tracadie, N.B.	35 0	12 9	5 2	13	John Jones, Shippagan, N.B.
107,057	Dollie Vanden	Barrington	"	1877	Clare, N.S.	31 7	12 0	4 6	10	Freeman Atwood, Barrington, N.S.
83,027	Dolly Morden	Wallaceburg	"	1881	Dresden, Ont.	129 7	26 1	9 0	198	G. H. Morden, Oakville, Ont.
75,426	Dolphin	Amapolis	"	1878	Port Williams, N.S.	32 0	12 3	4 8	11	Joseph Mitchell, Hantsport, N.S.
75,430	Dolphin	"	"	1878	Granville, N.S.	35 3	12 3	5 2	11	Elias Woodworth, Port George, N.S.
80,030	Dolphin	St. John, N.B.	Whit Báb	1880	Salmon Bay, Queen's Co., N.B.	58 5	20 9	5 3	36	Clarence A. Cannon, Harvey, N.B.
38,118	Dolphin	Arichat	Schr Glt	1861	Cheticamp, N.S.	59 1	17 1	7 0	36	Wm. S. Peart, Guysboro, N.S.
103,533	Dolphin	Halifax	"	1895	Sheet Harbour, N.S.	14 7	14 0	6 0	21	J. T. Thomson, Halifax, N.S.
107,701	Dolphin	Toronto	House-boat	1896	Penetanguishene, Ont.	16 0	20 0	2 6	71	David Davidson, Penetanguishene, Ont.
107,797	Domain	St. John, N.B.	Schr Glt	1899	Cambridge, N.B.	78 8	25 8	7 0	91	Everett S. Wilson, Waterborough, N.B.
85,736	Donnion	Lunenburg	"	1883	Lunenburg, N.S.	71 2	23 7	9 2	96	Andrew Gray, Lunenburg, N.S.
107,700	Don	Toronto	House-boat	1892	Penetanguishene, Ont.	15 0	20 0	3 5	86	David Davidson, Penetanguishene, Ont.
85,341	Donzella	Lunenburg	Schr Glt	1882	Vogler's Cove, N.S.	82 1	20 0	10 1	99	John Hutt, Port Medway, N.S.
90,871	Dora	Parrishoro	"	1886	Yarmouth, N.S.	73 0	20 8	7 9	63	Chas. G. Canning, Parrishoro, N.S.
103,948	Dora	Chatham, N.B.	"	1899	Caracquet, N.B.	37 3	12 9	5 0	12	C. Robin Collas & Co, Ltd., Jersey.
100,917	Dora	"	"	1890	"	36 0	12 6	4 6	11	"
100,168	Dora Seward	Victoria	"	1891	Lunenburg, N.S.	81 1	21 4	9 3	91	Victoria Seabing Co., Ltd., Victoria, B.C.
74,280	Dorchester	Montreal	Barge—Chalon	1876	Quebec, Que.	148 5	27 1	11 1	375	Montreal Transportation Co., Montreal, Que.
83,446	Doris	Victoria	Schr Glt	1882	Victoria, B.C.	68 0	21 5	7 2	60	Victoria Sealing Co., Ltd., Victoria, B.C.
100,713	Doris	Montreal	Sloop	1893	Pierreville, Que.	109 0	22 8	10 4	186	The Canadian Forwarding & Export Co., Ltd., Montreal, Que.
107,300	Doris M. Pickup	Amapolis	Schr Glt	1901	Granville, N.S.	141 0	33 0	12 3	373	S. W. W. Pickup, Granville, N.S.
107,986	Dove	Lunenburg	"	1900	Shelburne, N.S.	86 0	22 8	8 6	95	Wm. C. Acker, Lunenburg, N.S.
94,727	Dove	Windsor, N.S.	"	1888	Cornwallis, N.S.	13 0	12 7	4 8	17	R. George, Parrishoro, N.S.
75,711	Dove	Yarmouth	"	1877	Tusket Wedge, N.S.	43 7	15 1	5 1	20	Jos. Ossinger, Tiverton, N.S.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. *Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						ft. mths. ft. mths. ft. mths.				
100,999	Dove.....	Chatham, N.B.	Schr—Glt	1891	Shippagan, N.B.	33 6	12 3	4 8	11	T. Abier, Shippagan, N.B.
92,597	Dread Not.....	Sydney	"	1888	Little Bras d'Or, N.S.	35 4	13 3	5 1	10	Andrew Walsh, Bras d'Or, N.S.
57,472	Dreadnaught.....	Amapolis	"	1870	Granville, N.S.	35 5	13 5	5 6	11	William Hamilton, Cornwallis, N.S.
90,760	Dreadnaught.....	St. John, N.B.	"	1886	Johnstone, N.B.	48 9	16 4	4 7	29	John Cole, Johnston, N.B.
74,326	Dreadnaught.....	"	"	1877	Richmond, N.S.	46 6	16 0	5 5	20	Wm. H. Church, Cornwallis, N.S.
74,357	Dreadnot.....	Halifax	"	1877	Beule, N.S.	51 0	17 8	6 3	28	Reuben Smith, Cape Sable Island, N.S.
107,193	Dredge Hackett.....	Saugeen	Dredge—Dragne	1897	Warton, Ont.	62 0	22 3	6 0	50	C. M. Bowman, <i>et al.</i> , Southampton, Ont.
107,881	Dredge No. 4.....	Montreal	"	1899	Lévis, Que.	90 0	36 1	9 3	436	Harbour Commissioners of Montreal, Montreal, Que.
107,583	Dredge No. 9.....	Owen Sound	"	1884	Lockeport, U.S.A.	71 0	22 2	7 0	127	A. G. McKay, M.O., Owen Sound, Ont.
74,103	Drucilla May.....	Halifax	Schr—Glt	1877	Shoal Bay, N.S.	39 5	14 8	6 0	19	J. G. Morrison, Englishtown, N.S.
80,097	Druid.....	St. John, N.B.	"	1882	Portland, N.B.	81 3	27 2	7 5	97	J. H. Driscoll, St. John, N.B.
84,131	Drumburton.....	Victoria	Ship	1881	Port Glasgow, G.B.	296 0	40 2	23 8	1773	The Ship 'Drumburton' Co., Ltd., Victoria, B.C.
91,178	Drumcraig.....	"	"	1885	Barrow-in-Furness, Eng.	280 4	41 1	23 5	1851	The Ship 'Drumcraig' Co., Ltd., Victoria, B.C.
86,233	Drummuir.....	"	"	1882	Liverpool, G.B.	270 5	39 2	24 0	1798	The Ship 'Drummuir' Co., Ltd., Victoria, B.C.

SESSIONAL PAPER No. 21b

107,625	Dryde	New Westminster	Barge—Chalan	1898	Vancouver, B.C.	50 0	14 6	4 0	23	Anglo-British Columbia Packing Co., Ltd., Vancouver, B.C.
90,812	Dude	Port Hope	Schr—Glt	1880	Sodus Point, U.S.A.	28 0	9 0	3 0	3	A. Campbell, Lakeport, Ont.
107,443	Duff	Vancouver	Scow—Chd.	1898	Vancouver, B.C.	98 6	23 0	5 8	101	British America Corporation, Ltd., Rossland, B.C.
	Duluth	Montreal	Barge—Chalan	1873	Quebec, Que.	139 0	26 0	10 0	37	Montreal Transportation Co., Montreal, Que.
	Dundee	"	Bk—Eq	1870	St. Catharines, Ont.	125 2	23 6	10 0	262	Hugh Kelly, Toronto, Ont.
103,250	Dunmore	"	Schr—Glt	1865	Kingston, Ont.	182 5	34 9	11 9	590	Montreal Transportation Co., Montreal, Que.
103,384	Dunrobin	Winnipeg	Barge—Chalan	1865	Keewatin, Ont.	47 6	13 2	5 4	20	Dominion Fish Co., Ltd., Winnipeg, Man.
75,624	Dwina	Shelburne	Schr—Glt	1878	Port le Bear, N.S.	67 0	21 0	7 0	52	Jas. D. Irving, Buctouche, N.E.
107,455	E. C. E. 1	Vancouver	Scow—Chd.	1893	Vancouver, B.C.	76 0	27 2	6 5	116	George Coleman, Vancouver, B.C.
111,826	E. C. No. 1	"	"	1899	"	79 3	30 0	7 0	143	Edward Cook, Vancouver, B.C.
111,814	E. C. No. 2	"	"	1901	"	70 0	22 5	6 1	85	" " " "
111,821	E. C. No. 3	"	"	1886	"	79 3	27 0	6 0	114	" " " "
100,762	E. A. Fulton	Toronto	Schr—Glt	1863	Toledo, U.S.A.	137 0	25 0	10 3	228	Frank Jackson and J. R. Philip, J. O., Toronto, Ont.
103,265	E. A. Lombard	St. John, N.B.	"	1861	Essex, U.S.A.	76 6	21 5	7 3	63	W. C. C. Harvey, N.E.
(037,016)	E. A. Nickerson	Shelburne	"	1865	Barrington, N.S.	40 0	13 7	5 9	16	Josiah Christopher, Parrshore, N.S.
90,479	E. A. O'Brien	Matland	Bk—Eq	1891	Noel, N.S.	185 0	37 4	21 3	167	Osmond O'Brien, Noel, N.S.
90,839	E. A. Sabean	Port Medway	Schr—Glt	1901	Liverpool, N.S.	121 8	30 2	11 1	268	Amos Sabean, Port Medway, N.S.
88,255	E. B. Colwell	St. John, N.B.	"	1883	Carleton, N.B.	44 6	14 3	5 9	19	Jos. S. Gilbreath, Pisarico, N.E.
91,810	E. B. Marvin	Victoria	"	1881	Kennebunk, U.S.A.	92 2	24 4	8 8	96	J. G. Cox, M.O., Victoria, B.C.
107,251	E. C. Ward	New Westminster	"	1896	Fair Haven, U.S.A.	27 5	10 6	1 1	10	Wm. Crutchbank, New Westminster, B.C.
77,601	E. D. Myra	Halifax	"	1878	Les Have, N.S.	60 0	19 8	7 5	43	John B. Beaver, Pleasant Harbour, N.S.
61,132	E. G. Benedict	Montreal	"	1869	Mill Point, Ont.	104 5	26 2	8 3	155	Thomas Lucas, Windsor, Ont.
75,797	E. H. Bronson	Ottawa	Barge—Chalan	1878	Hull, Que.	109 3	22 4	7 2	158	The Ottawa Transportation Co., Ltd., Ottawa, Ont.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
85,510	E. H. Foster.....	St. John, N.B.....	Schr—Glt.....	1883	St. Martin's, N.B.....	86 0	27 6	7 7	124	Rainford W. Williams, St. John, N.B.
77,694	E. H. Rutherford.....	Hamilton.....	".....	1881	Port Dalhousie, Ont.....	133 6	22 2	10 7	286	Elias Rogers Co., Ltd., Toronto, Ont.
100,229	E. J. Smith.....	Halifax.....	".....	1882	Sambro, N.S.....	35 4	11 7	5 0	11	Wm. McC. Beak, Halifax, N.S.
80,363	E. J. Spicer.....	Parisboro.....	Ship—3 m.....	1880	Parisboro, N.S.....	263 5	39 7	23 8	1208	George W. Cochran, Windsor, N.S.
59,373	E. M. Oliver.....	St. Andrews.....	Schr—Glt.....	1876	Back Bay, N.B.....	37 2	14 0	6 1	14	Mrs. Annie Harkins, Dipper Harbour, N.B.
71,967	E. R. C. Procter.....	Cobourg.....	".....	1878	Brighton, Ont.....	109 4	25 5	9 2	163	J. E. Procter, Brighton, Ont.
73,083	E. Bonaventure.....	Montreal.....	Sloop.....	1874	Lamoraie, Que.....	99 9	22 9	6 9	111	Oliver Paul, Sorel, Que.
71,411	E. Brown.....	Halifax.....	Schr—Glt.....	1852	Thomaston, Maine, U.S.A.....	51 2	15 2	5 7	24	Robt. Dooks, West Dover, N.S.
103,550	E. Maurice.....	".....	".....	1896	Ship Harbour, N.S.....	61 5	18 2	6 7	46	Wm. Maurice, Bay St. George, Nfld.
103,739	E. Mayfield.....	Parisboro.....	".....	1898	Parisboro, N.S.....	70 7	22 2	7 3	75	B. E. Merriam, Parisboro, N.S.
80,395	E. Merriam.....	".....	".....	1882	".....	132 1	31 3	12 9	331	Freeman Hatfield, Fox River, N.S.
72,690	Eagle.....	Victoria.....	Sloop.....	1860	Dungeness, U.S.A.....	32 0	11 0	2 5	9 3	Wilson, Victoria, B.C.
.....	Eagle.....	Montreal.....	Barge—Chalan.....	1872	Quebec, Que.....	136 5	26 0	9 8	316	Montreal Transportation Co., Montreal, Que.
97,192	Eagle.....	Chatham, N.B.....	Schr—Glt.....	1891	Tracadie, N.B.....	48 6	17 1	5 8	29	Wm. Ferguson, Tracadie, N.B.

SESSIONAL PAPER No. 21b

100,498	Eagle	"	1892	Shippegan, N.B.	33 0	12 2	4 4	10 T. Abier, Shippegan, N.B.
83,113	Eaglet	Halifax	1880	Lunenburg, N.S.	24 4	9 7	3 5	3 Lt. Douglas G. Prinsop, R.A., Halifax, N.S.
107,294	Earl D.	Amapolis	1900	Port George, N.S.	74 0	21 8	7 7	61 Elias Woodworth, Port George, N.S.
103,013	Earl of Aberdeen	Parrsboro'	1894	Parrsboro', N.S.	154 7	35 2	12 6	416 D. S. Howard, Parrsboro', N.S.
64,711	Early Dawn	Aricbat.	1872	Port Hawkesbury, N.S.	45 3	15 7	5 8	26 Geo. H. Bissett, River Bourgeois, N.S.
80,885	Earnest Fisher	St. Andrews	1881	St. Patrick, N.B.	50 8	19 4	5 0	31 Fred Gough, St. Martin's, N.B.
74,091	Eastern Clipper	Halifax	1861	Georgetown, P.E.I.	58 5	18 4	6 3	35 Elijah W. Covey, Indian Harbour, N.S.
88,281	Eastern State	St. Andrews	1869	Bristol, Maine, U.S.A.	45 2	16 5	6 0	22 Nelson Dick, St. George, N.B.
37,445	Echo	Liverpool	1836	Shelburne, N.S.	68 1	12 9	7 3	33 David Condon and John De Molitor, Halifax, N.S.
103,479	Echo	Victoria	1891	Fairhaven, U.S.A.	47 8	13 7	5 7	24 Miss Mary L. Jones, Brookville, N.B.
	Echo	Toronto	1869	Toronto, Ont.	69 0	14 4	5 7	50 D. C. Smith, Belleville, Ont.
75,813	Eclipse	Halifax	1877	Port Piswick, N.S.	55 0	19 8	8 0	52 Constant Garnier, Bay St. George, Nfld
83,261	Economist	Digby	1883	Granville, N.S.	36 5	14 3	5 6	14 Jessie Parker, Paul's Harbour, N.S.
42,726	Ecosseise	Quebec	1860	Malabar, Que.	46 4	15 8	6 0	23 Bernard Caron, Malabar, Que.
103,653	Eddie C.	Yarmouth	1892	Argyle, N.S.	32 0	10 5	5 0	11 Leander Amiro, Pubnico, N.S.
103,006	Eddie J.	"	1895	Pubnico, N.S.	49 8	17 0	6 5	23 A. M. D'Entremont, Pubnico, N.S.
61,611	Eddie	Guyshoro'	1871	Guyshoro', N.S.	63 1	19 4	7 4	49 A. E. Lacroix, St. Pierre, Miramich.
61,889	Eddie	Halifax	1872	Maitland, N.S.	131 2	29 4	18 2	149 George Douglas, Maitland, N.S.
96,976	Eddie	Shelburne	1892	Sable River, N.S.	51 0	17 5	7 4	40 Wm. A. McDonald, Yarmouth, N.S.
96,865	Eddie	Prescott	1897	Toronto, Ont.	130 0	27 0	11 0	353 The Prescott Elevator Co., Ltd., Prescott, Ont.
100,339	Eddie	Maitland	1894	Maitland, N.S.	69 7	18 5	5 7	45 R. H. Putnam, Onslow, N.S.
83,683	Eddie L.	Digby	1883	Westport, N.S.	16 6	12 8	5 2	16 R. W. Ford, Westport, N.S.
103,060	Eddie M.	Yarmouth	1895	Argyle, N.S.	48 0	15 5	5 3	20 W. Kenney, Argyle, N.S.
92,305	Eddie R.	St. Andrews	1885	West Isles, N.B.	58 1	17 2	8 9	17 T. Richardson, West Isles, N.B.
90,684	Eddie Sheraton	Shelburne	1887	Shelburne, N.S.	122 0	29 0	11 0	314 G. B. Lockhart, New York, U.S.A.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c. — *Continued.*LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. — *Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						ft. mchs.	ft. mchs.	ft. mchs.		
61,606	Edmund Russell	Arichat	Schr—Glt	1871	Isaac's Harbour, N.S.	47 0	15 6	6 0	27	William F. Harris, Chatham, N.B.
96,864	Edna	Prescott	Barge—Chalan.	1897	Montreal, Que	129 4	28 0	11 2	369	The Prescott Elevator Co., Ltd., Prescott, Ont.
107,975	Edna	St. John, N.B.	Sloop.	1898	St. John, N.B.	24 8	7 0	2 3	3	W. H. McIntyre, St. John, N.B.
107,919	Edna Belle	St. Andrews	"	1900	West Isles, N.B.	35 0	12 7	5 2	14	Walter Cheney, Grand Maum, N.B.
107,897	Edouard Dma	Montreal	"	1899	Notre Dame de Pierreville, Que.	77 8	19 2	5 4	50	Nov. Gervais, St. Michel d'Yamaska, Que.
103,449	Edward	Ottawa	Barge—Chalan.	1889	Buckingham, Que.	67 8	15 7	5 0	30	Geo. Bothwell, Buckingham, Que.
83,057	Edward Blake	Halifax	Schr—Glt	1882	Lewis Head, N.S.	83 0	23 9	9 9	99	W. H. Whiteley, St. John's, Nfld.
73,912	Edward Blake	Kingston	"	1872	Port Burwell, Ont.	138 6	25 8	12 2	312	Thos. Mills, Kingston, Ont.
107,954	Edward Grover	Lunenburg	"	1874	Essex, Mass., U.S.A.	79 6	21 6	7 8	69	James W. Cruikshank, Port Hawkesbury, N.S.
103,114	Edward Morse	St. Andrews	"	1888	Friendship, U.S.A.	56 0	17 6	6 3	32	A. Cadden, jr., Campo Bello, N.B.
107,962	Edward Roy	Lunenburg	"	1900	La Have, N.S.	82 5	22 5	9 0	75	Sprott Balcom, Victoria, B.C.
74,101	Edward S. Falt	Halifax	"	1877	Petite Rivière, N.S.	68 5	20 6	8 2	68	T. Gaines, Boome Bay, Nfld.
103,106	Edwidge	Montreal	Sloop.	1894	Yamaska, Que	107 2	23 0	9 6	173	Eusebe Mondou, St. François du Lac, Que.
97,980	Edwin A. Grozier	Charlottetown	Schr—Glt	1862	Essex, Mass., U.S.A.	69 0	19 8	7 4	57	Neil McDougall, Charlottetown, P.E.I.

SESSIONAL PAPER No. 216

97,023	Edwina.....	Barrington.....	1889	Stag	Harbour, N.S.....	34 0	11 9	5 3	1) Moses Penney, Cape Island, N.S.
111,715	Edyth.....	Lunenburg.....	1901		Malbone Bay, N.S.....	120 4	27 2	11 2	198) Abraham Ernst, Malbone Bay, N.S.
103,789	Effie B. Nickerson.....	Shelburne.....	1898	Shoop.....	Shelburne, N.S.....	44 0	17 0	7 3	29) A. Nickerson, Wood's Harbour, N.S.
80,721	Effie Mand.....	Quebec.....	1879	Schr. Glt.....	Medis, Que.....	68 1	20 9	7 5	66) Wm. Price, M.O., Quebec, Que.
100,875	Effie Mand.....	St. John, N.B.....	1893	Wdbrt Bâb.....	Newcastle, N.B.....	62 1	22 0	5 9	62) J. M. Chapman, Canning, N.S.
107,795	Effie May.....	".....	1899	Schr. Glt.....	Cumberland Bay, N.B.....	69 9	24 5	6 5	67) Thomas H. Branscombe, Waterborough, N.B.
75,421	Effie Young.....	Annapolis.....	1877	".....	Granville, N.S.....	83 4	21 0	8 5	119) A. Elliott, Port George, N.S.
92,619	Effort.....	Wallaceburg.....	1889	Barge - Chalan.....	Wallaceburg, Ont.....	72 8	20 8	4 5	51) Mrs. Marion Ribble, Dresden, Ont.
107,299	Effort.....	Annapolis.....	1901	Schr. Glt.....	Granville, N.S.....	73 0	22 7	8 0	63) W. A. Piggott, Granville, N.S.
80,008	Egeria.....	St. John, N.B.....	1879	Bk Bq.....	Harvey, N.B.....	173 1	35 9	19 5	89) E. E. Hutchins, New York, U.S.A
	Eight (8).....	Montreal.....	1871	Barge - Chalan.....	Pierreville, Que.....	93 3	19 0	4 0	99) N. Vignau, Montreal, Que.
77,603	Eldon C.....	Barrington.....	1878	Schr. Glt.....	La Have, N.S.....	50 0	17 0	6 5	27) Josiah Thomas, Port Clyde, N.S.
53,811	Electric Flash.....	Halifax.....	1869	".....	Vogler's Cove, N.S.....	67 0	21 0	7 6	53) Dominique Fougere, Descousse, N.S.
89,790	Electric Light.....	Digby.....	1881	".....	Freeport, N.S.....	52 4	18 3	6 8	31) Howard Anderson, et al., Digby, N.S.
107,150	Electron.....	Vancouver.....	1880	Snow - Chel.....	Victoria, B.C.....	72 8	20 2	6 0	61) Canadian Pacific Railway Co., Montreal, Que.
83,395	Elenie.....	Halifax.....	1882	Schr. Glt.....	Clam Harbour, N.S.....	41 8	17 0	7 0	29) Lewis A. Murray, Port Richmond, N.S.
88,408	Elihn Burritt.....	Parisboro.....	1858	".....	Chicester, Mass., U.S.A.....	63 6	18 6	7 0	50) J. W. Spicer, Spencer's Island, N.S.
73,012	Elisa.....	Quebec.....	1875	Barge - Chalan.....	St. Jean des Chailions, Que.....	82 7	21 5	6 4	81) Gideon Goyer, Montreal, Que.
103,109	Elise.....	Montreal.....	1894	Sloop.....	St. Thomas, Que.....	130 2	29 3	11 4	82) J. N. Falton, Montreal, Que.
92,465	Elisha Crowell.....	Halifax.....	1869	Schr. Glt.....	Essex, U.S.A.....	72 5	20 9	7 7	69) S. R. Gillin, Isaac's Harbour, N.S.
71,616	Eliza.....	Montreal.....	1873	Sloop.....	Yamaska, Que.....	107 0	22 6	7 2	117) Pacific Plante, Sorel, Que.
64,141	Eliza.....	Victoria.....	1872	Schr. Glt.....	Saanich, B.C.....	79 8	25 1	4 8	48) Jos. A. Sayward, Victoria, B.C.
103,390	Eliza.....	Chatham, N.B.....	1896	".....	Caracquet, N.B.....	38 0	13 1	4 8	13) C. Robin Collas & Co., Ltd., Jersey.
100,293	Eliza.....	".....	1891	".....	Shippagan, N.B.....	37 6	13 6	5 0	15) R. Young, Caracquet, N.B.
71,138	Eliza Allan.....	Port Dover.....	1875	".....	Port Dover, Ont.....	81 6	21 1	7 7	110) John Allan, Port Dover, Ont.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						ft. fms.	ft. fms.	ft. fms.			
59,390	Eliza Ann	St. Andrews	Schr—Glt	1877	Grand Manan, N.B.	31	2	5	0	12	John Wills, Grand Manan, N.B.
103,536	Eliza C.	Halifax	"	1896	Chezecook, N.S.	45	4	5	3	17	J. Conrod, Chezecook, N.S.
	Eliza Fisher	Port Hope	"	1867	Portsmouth, U.S.A.	91	2	24	4	137	R. C. Smith, Port Hope, Ont.
92,461	Eliza M.	Chatham, N.B.	"	1888	New London, P.E.I.	43	5	14	2	18	Jos. I. Shea, Lot No. 1, P.E.I.
100,706	Eliza Mae	Pictou, N.S.	"	1900	Pictou, N.S.	70	3	24	0	85	Allan McDonald, Pictou, N.S.
	Eliza Quinlan	Port Hope	"	1870	Port Hope, Ont.	97	3	18	8	131	A. Campbell, Milford, Ont.
77,822	Eliza Smith	Arichat	"	1878	Chezecook, N.S.	53	0	18	4	41	M. LeBlanc, Margaree, N.S.
90,557	Eliza White	Kingston	"	1867 1887	Port Barwell, Ont.	93	0	23	3	105	Jno Oliver, Kingston, Ont.
111,522	Elizabeth	Digby	Sloop	1900	Conceauville, N.S.	36	5	14	0	21	E. C. Conceau, et al., Conceauville, N.S.
77,843	Elizabeth	Halifax	Schr—Glt	1879	Beaver Cove, N.S.	52	3	18	1	30	F. W. Bulbeck, Halifax, N.S.
51,791	Elizabeth	Liverpool	"	1866	Port Monton, N.S.	40	0	14	8	20	John Campbell, Liverpool, N.S.
59,909	Elizabeth	Quebec	"	1869	Malbaie, Que.	50	0	15	0	27	J. Caron, Macvidet, Que.
103,325	Elizabeth Ann	Port Hawkesbury	"	1899	Cheticamp, N.S.	31	6	11	3	11	David Bourgeois, Cheticamp, N.S.
96,768	Elizabeth Ann	"	"	1891	"	32	3	11	2	11	C. Robin Collas & Co., Ltd., Jersey.

SESSIONAL PAPER No. 21b

61,148	Elizabeth Ann	Montreal	"	1869	Mill Point, Ont.	44 0	10 5	5 4	18 J. Adamson, Toronto, Ont.
71,390	Elizabeth Ann	Parrsboro'	"	1877	Parrsboro', N.S.	28 3	11 3	4 0	6 C. R. Church, Fort Lawrence, N.S.
88,503	Elizabeth Nash	Sydney	"	1884	George's River, N.S.	50 0	18 8	7 2	36 J. H. Christie, Little Bras d'Or, N.S.
97,002	Elizabeth Staats	St. Catharines	Scow—Clid	1878	Lockeport, U.S.A.	95 0	17 9	8 2	124 Chas. S. Carter, Port Colborne, Ont.
	Elk	Hamilton	Schr—Glt	1856	Port Robinson, Ont.	102 0	21 2	10 0	180 E. H. Butters, New York, U.S.A.
83,308	Ella	Liverpool	"	1879	Brooklyn, N.S.	33 5	10 6	4 5	10 J. C. Hanson, Malbone Bay, N.S.
85,961	Ella	St. John, N.B.	"	1878	Portland, N.B.	32 4	13 8	5 0	13 Alex. W. Baird, St. John, N.B.
75,824	Ella B.	Halifax	"	1878	Sheet Harbour, N.S.	62 8	20 5	8 1	62 P. Murphy, Sheet Harbour, N.S.
83,069	Ella Clarissa Eddy	Ottawa	Barge—Chalan	1881	Hull, Que.	111 4	22 2	7 0	141 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
90,481	Ella D.	Halifax	Schr—Glt	1884	Pleasantville, N.S.	49 6	17 6	6 8	32 F. Darrab, Herring Cove, N.S.
80,797	Ella H.	Digby	"	1878	Beaver River, N.S.	38 2	12 6	4 8	13 Milton Haines, Freeport, N.S.
80,882	Ella Mabel	St. Andrews	"	1880	St. George, N.B.	34 6	12 4	7 0	11 Alec Calder, Campo Bello, N.B.
88,545	Ella Maud	Charlottetown	"	1884	Lockeport, N.S.	61 0	21 0	7 0	55 Daniel S. Miller, Alberton, P.E.I.
90,712	Ella May	Halifax	"	1885	Chester, N.S.	40 2	14 7	6 3	19 Chas. Cook, Isaac's Harbour, N.S.
80,882	Ella May	Lunenburg	"	1880	West Dublin, N.S.	37 0	12 1	5 4	16 Chas. Tufts, Dartmouth, N.S.
103,328	Ella May	Port Hawkesbury	"	1900	Steep Creek, N.S.	54 0	14 8	7 5	34 J. P. Carr, Steep Creek, N.S.
57,191	Ella Mavour	Windsor, N.S.	Bk—Ba	1867	Cornwallis, N.B.	136 0	30 1	14 6	391 G. E. Franklyn, Halifax, N.S.
71,067	Ella Merton	Kingston	Schr—Glt	1875	Mill Point, Ont.	118 3	26 2	10 1	229 E. A. LeBel, Sarnia, Ont.
64,044	Ella P.	Digby	"	1874	Freeport, N.S.	47 0	17 4	5 5	23 John Denton, Freeport, N.S.
107,312	Ella S.	Halifax	"	1893	Spy Bay, N.S.	21 2	9 8	5 4	10 James Clawson, Pope's Harbour, N.S.
92,520	Ella & Jennie	St. Andrews	"	1888	Sheburne, N.S.	79 0	23 8	8 1	78 Irvin Ingalls, Grand Manan, N.B.
88,394	Ellen A. Reed	Yarmouth	Ship—3 m	1884	Tusket, N.S.	230 5	41 6	24 0	1750 Robert Moore, London, Eng.
100,379	Ellen F.	Sydney	Schr—Glt	1893	North Sydney, N.S.	61 7	20 8	7 6	53 T. Vought, North Sydney, N.S.
107,127	Ellen L. Maxnet	Lunenburg	"	1899	Lunenburg, N.S.	87 5	23 5	9 3	93 Henry W. Adams, Lunenburg, N.S.
90,726	Ellen Maud	Halifax	"	1887	Malbone Bay, N.S.	40 4	13 9	6 0	16 W. H. Whiston, Halifax, N.S.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
69,173	Ellen May	Pictou, N.S.	Schr. Glt.	1873	Lourenburg, N.S.	68 0	20 6	8 5	60	D. Arthur Foster, Pictou Landing, N.S.
107,313	Ellen R.	Yarmouth	"	1901	Pubnico, N.S.	11 9	15 5	5 1	29	John D. Forbes, Wood's Harbour, N.S.
75,113	Elbie	Gaspé	"	1871	St. Augustin, Que.	38 6	13 0	5 6	16	H. Carbonneau, Natashquan, Que.
71,974	Elbie	Halifax	"	1876	West Dublin, N.S.	81 0	21 0	9 7	96	Charles Archibald, Halifax, N.S.
107,637	Ellwood	New Westminster	"	1898	Seattle, U.S.A.	28 0	8 0	3 0	5	Thos. H. Worsnop, Altn. B. C.
	Elm	Kingston	Barge	1873	Kingston, Ont.	150 0	25 6	6 3	116	Alex. Gunn, Kingston, Ont.
109,912	Elma	Annapolis	Schr. Glt.	1892	Margaretsville, N.S.	130 1	31 0	11 1	299	Simon Baker, Margaretsville, N.S.
77,740	Elmer	Digby	"	1879	Beaver River, N.S.	41 1	11 0	5 1	15	Edward Keams, Grandville, N.S.
96,737	Elmna	Chatham, N.B.	"	1890	Shippegan, N.B.	35 0	12 4	1 4	11	Jacques Noé, Shippegan, N.B.
85,465	Elmore	Quebec	"	1883	Anse St. Jean, Que.	57 6	20 0	7 8	49	T. Poudreuil, Anse St. Jean, Que.
100,827	Elmore	Lourenburg	"	1893	La Have, N.S.	57 6	20 5	8 0	52	E. Pike, Port à Basque, Nfld.
83,205	Elsie	Windsor, N.S.	"	1881	Farrshore, N.S.	31 9	13 1	1 9	19	Andrew Miller, St. John, N.B.
100,189	Elsie	Montreal	Sloop	1889	Boston, U.S.A.	20 1	6 8	1 9	1	Rolla C. Nelles, Montreal, Que.
111,633	Elsie F.	Lourenburg	Schr. Glt.	1900	Chester Basin, N.S.	66 2	20 6	8 1	62	James Freda, Chester, N.S.

SESSIONAL PAPER No. 216

92,369	Eltie	St. John, N.B.	"	1887	Moss Glen, N.B.	92.9	26.6	7.6	117	Jas. W. Smith, St. John, N.B.
103,785	Elva	Shelburne	"	1897	Shelburne, N.S.	98.0	24.0	9.0	119	Ed. A. Dupuy, Shelburne, N.S.
107,291	Elva J. Hayden	Annapolis	"	1899	Lower Granville, N.S.	73.3	21.0	7.6	65	David Hayden, Granville, N.S.
103,424	Elva M.	Lunenburg	"	1895	Malone Bay, N.S.	79.6	23.3	9.3	92	C. U. Mader, Malone Bay, N.S.
75,432	Euatroy	Ottawa	Barge—Chalan	1879	Tenniscamague, Que.	86.0	14.7	6.6	79	Nelson Flowers, Ottawa, Ont.
107,718	Eunben	Vancouver	Scow—Chd	1896	Ladner, B.C.	41.5	12.0	2.7	16	Pacific Coast Packing Co., Ltd., Vancouver, B.C.
80,729	Eunelia	Quebec	Schr—Glt	1880	St. Irénee, Que.	44.5	16.5	5.9	25	David Toussaint, St. Jean Port Joli, Que.
53,819	Eunelia	"	"	1894	Lodinière, Que.	63.8	20.0	6.5	47	Eugene Singelet, Les Escoumains, Que.
71,068	Emerald	Collingwood	Barge—Chalan	1875	St. Catharines, Ont.	137.0	26.3	9.0	463	G. J. Cook, Toronto, Ont.
85,417	Emerald	St. Catharines	Bk—Bq	1872	Port Colborne, Ont.	139.0	25.6	11.5	322	F. McMaster, Deseronto, Ont.
71,412	Emerald	Charlottetown	Schr—Glt	1874	Murray Harbour, P.E.I.	46.1	14.8	6.4	25	Jas. Bourke, Georgetown, P.E.I.
92,454	Emerald	"	"	1886	Charlottetown, P.E.I.	34.1	13.1	4.0	9	Albert P. Prowse, Murray Harbour, P.E.I.
107,372	Emerald	Sydney	"	1899	Aspy Bay, N.S.	44.5	13.7	5.3	15	John McDonald, North Sydney, N.S.
103,749	Emerald	Digby	"	1896	La Have, N.S.	52.9	17.3	6.5	29	B. W. Cousins, <i>et al.</i> , Digby, N.S.
66,028	Emurillon	Quebec	"	1870	Baie St. Paul, Que.	37.0	12.0	5.8	14	Auguste Michaud, Isle Verte, Que.
103,216	Emurillon	Montreal	Sloop	1894	St. Thomas, Que.	90.1	21.4	5.2	84	A. Gervais, St. Michel d'Yamaska, Que.
88,293	Emury	Quebec	Barge—Chalan	1884	St. Urs, Que.	99.5	21.8	6.5	97	P. Paul, St. Pierre de Sord, Que.
80,578	Emury Bailey	Windsor, Ont.	Schr—Glt	1868	Toledo, U.S.A.	70.0	17.9	4.2	47	R. Smith, Oakville, Ont.
106,891	Emigrant	Victoria	Scow—Chd	1890	Port Discovery, U.S.A.	82.0	24.8	5.0	78	Wm. J. Macaulay, Victoria, B.C.
107,226	Emile	Quebec	Schr—Glt	1897	St. Thomas, Que.	65.6	22.1	6.6	55	E. Boulanger, St. Thomas, Que.
103,150	Emile Vezina	Quebec	Sloop	1894	Isle aux Grues, Que.	53.2	19.6	4.4	31	Eudien Vezina, Isle aux Grues, Que.
64,714	Emilie B.	Shelburne	Schr—Glt	1873	Port Hawkesbury, N.S.	49.5	15.7	6.5	29	Chas. P. Thomas, Sandy Cove, N.S.
91,814	Emily	Windsor, Ont.	Scow—Chd	1890	Belle River, Ont.	62.4	15.1	3.0	29	E. Parent, Belle River, Ont.
103,492	Emily L.	Lunenburg	Schr—Glt	1895	Malone Bay, N.S.	35.8	11.2	1.5	10	John F. Ryan, Halifax, N.S.
77,636	Emily May	Kingston	Sloop	1879	Dog Lake, Ont.	70.2	16.6	4.1	31	J. Ladner, Kingston, Ont.

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					Dimensions.					
					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Register Tonnage. Tonnage enregistré.		
ft.	in.	ft.	in.	ft.	in.	ft.	in.			
61,481	Emily Walters.....	St. John, N.B.	Bgn	1870 St. John, N.B.	28	2	13	0	310	J. C. Woodin, Liverpool, Eng.
54,133	Emma.....	Halifax.....	Schr Glt	1877 Chester, N.S.	17	1	6	8	25	Levi Oxner, Chester Basin, N.S.
85,776	Emma.....	Montreal.....	Sloop	1883 Lachine, Que.	36	0	6	4	99	P. St. Denis, Lachine, Que.
83,082	Emma.....	Pictou, N.S.	Schr Glt	1880 Margaree, N.S.	12	0	6	5	24	H. Hayden, River John, N.S.
92,585	Emma.....	Gaspé.....	"	1890 Sydneyham, Gaspé, Que.	39	5	13	1	19	Thos. Kennedy, Douglstown, Que.
.....	Emma.....	Montreal.....	Barge Chalan.	1864 Yamaska, Que.	87	8	22	3	81	Moise Lamirande, St. Thomas, Que.
92,516	Emma.....	St. Andrews.....	Schr Glt	1873 Essex, U.S.A.	47	0	13	3	22	Robt. Ellis, Macc's Bay, N.B.
96,723	Emma.....	Charlton, N.B.	"	1889 Shippegan, N.B.	36	5	13	0	15	Sebastian Noel, Shippegan, N.B.
103,488	Emma.....	Quebec.....	"	1897 Berthier, Que.	36	0	12	4	13	Jos. Bibeau, Berthier, Que.
111,193	Emma.....	"	"	1900 Millé Vaches, Que.	62	2	20	4	53	Charles Delanger, Les Escoumains, Que.
77,362	Emma B.....	Charlottetown.....	"	1879 New London, P.E.I.	33	2	10	7	11	James Downess, Kensington, P.E.I.
103,542	Emma Brow.....	Halifax.....	"	1896 Harbour au Bouche, N.S.	43	0	13	4	17	F. Fougere, Harbour au Bouche, N.S.
79,913	Emma C.....	Annapolis.....	"	1883 Dorchester, N.B.	75	7	25	1	100	Isaac Hutchinson, Bridgton, N.S.
107,664	Emma D.....	Weymouth.....	"	1900 Mayville, N.S.	42	0	13	3	20	Theophil Donette, Mayville, N.S.

SESSIONAL PAPER No. 216

57,476	Emma E. Potter	Amapolis	"	1870	Clements, N.S.	43 6	24 5	8 0	98	Samuel Potter, Clements, N.S.
57,481	Emma F.	Louenbourg	"	1891	Port Medway, N.S.	35 3	11 8	5 6	13	Mrs. Eliza Cook, Halifax, N.S.
71,357	Emma Gidney	Halifax	"	1876	Mink Cove, N.S.	61 0	18 5	7 5	48	J. P. Savage, Amherst, Magdalen Islands, Que.
61,544	Emma Jane	"	"	1866	Jordan River, N.S.	42 3	14 9	5 8	24	W. C. Cook, Halifax, N.S.
83,083	Emma Proctor	Port Hawkesbury	"	1881	Port Hawkesbury, N.S.	58 0	26 0	7 8	41	Alex. F. Cameron, Sherbrooke, N.S.
85,439	Emma R. Smith	Windsor, N.S.	"	1883	Horion, N.S.	131 0	30 0	15 8	386	R. D. Faulkner, Hantsport, N.S.
59,382	Emma T. Storey	St. Andrews	"	1865	Bristol, U.S.A.	48 3	18 8	6 4	10	John G. Fraser, M.O., Grand Manan, N.B.
74,241	Empereur du Fleuve	Montreal	Sloop	1872	St. Francois, Que.	96 5	22 6	6 1	95	L. Turcotte, St. Michel d'Yamaska, Que.
85,333	Empereur	Louenbourg	Schr. Glt.	1882	Mahone Bay, N.S.	61 3	20 9	7 7	51	A. W. Bragg, Charned, N.Bd.
100,911	Empereur	Chatham, N.B.	"	1892	Caracquet, N.B.	36 3	12 7	1 1	10	T. Abier, Shippagan, N.B.
75,904	Empress	Charlottetown	"	1878	Escuminac, N.B.	50 5	16 1	6 9	26	Wellington Hume, Iris P.O., P. E. I.
107,761	Empress	"	"	1901	Montague, P. E. I.	118 0	30 8	12 6	353	George Wightman, Montague, P. E. I.
72,576	Empress	Kingston	Sloop	1876	Seely's Bay, Ont.	81 0	19 3	5 3	62	James Doherty, Belleville, Ont.
75,569	Empress	Amciat	Schr. Glt.	1877	LaHave, N.S.	60 0	20 0	7 6	47	Simon Parrier, Desouisse, N.S.
100,786	Empress	Chatham, N.B.	"	1888	Caracquet, N.B.	58 0	12 9	4 8	12	R. Young, Caracquet, N.B.
72,236	Emma	St. John, N.B.	Waltz Bldg.	1873	Cambridge, Queen's Co., N.B.	75 5	21 9	6 5	68	H. Douglas, St. George, N.B.
107,123	Emulator	Louenbourg	Schr. Glt.	1899	Sherburne, N.S.	90 0	21 3	9 6	99	Stephen Osner, LaHave, N.S.
111,513	Ema & Elsie	St. John, N.B.	Sloop	1897	Grand Manan, N.B.	36 9	11 0	5 2	13	Colin B. Harry, Seal Cove, Grand Manan, N.B.
83,202	Enchantress	St. Andrews	Schr. Glt.	1881	Cornwallis, N.S.	51 6	12 0	5 2	10	Peter Dixon, Grand Manan, N.B.
88,356	Energy	Louenbourg	"	1881	Mahone Bay, N.S.	78 3	21 0	9 3	97	D. G. Cameron, Montague, P. E. I.
	Energy	Montreal	Barge	1872	Montreal, Que.	109 0	23 2	9 3	104	J. T. Scanlan, Montreal, Que.
92,425	England	Proscott	"	1863	Brockville, Ont.	118 0	28 0	9 6	311	James Buckley, Prescott, Ont.
91,753	Encenada	Windsor, N.S.	Bktn Bldg.	1899	South Matland, N.S.	196 0	37 0	19 1	999	F. C. Lockhart, New York, U.S.A.
61,941	Enterprise	Halifax	Schr. Glt.	1869	Chester, N.S.	37 0	15 3	5 8	16	Nathan Estour, Chester, N.S.
91,659	Enterprise	Louenbourg	"	1888	LaHave, N.S.	71 1	23 2	8 9	70	Mrs. Margaret Olson, Port Hawkesbury, N.S.

ALPHABETICAL LIST OF CANADIAN REGISTERED SAILING VESSELS ON REGISTRY BOOKS, &c. *Continued.*LISTE ALPHABÉTIQUE DES NAVIRES À VOILES CANADIENS INSCRITS SUR LES REGISTRES, ETC. *Suite.*

Official Number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'inscription.	Rig. Gréement.	Built. Construit.	Where built. Lieu de construction.	Register Dimensions.				Registered Tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Tonnage		
						ft. mths. ft.	ft. mths. ft.	ft. mths. ft.	tons		
100,432	Enterprise.....	Moncton.....	Blank	1891	Hopewell, N.B.	159 3	33 4	13 0	499	W. E. Jamieson, Hopewell Cape, N.B.	
100,498	Enterprise.....	Victoria.....	Sloop	1862	Victoria, B.C.	76 0	21 5	7 5	69	John Clark, sr., Victoria, B.C.	
	Enterprise.....	Port Dover.....	"	1861	Long Point, Ont.	40 5	11 0	4 8	16	Lionel Yorke, Toronto, Ont.	
	Enterprise.....	Port Hope.....	"	1871	Port Hope, Ont.	90 0	17 0	6 8	165	Ontario Bank, Toronto, Ont.	
107,411	Ephrem.....	Montreal.....	Barge	1899	Yamaska, Que.	101 3	22 8	8 3	114	Michel Gervais, St. Michel d'Yamaska, Que.	
96,911	Eric.....	St. John, N.B.	Sloop	1890	St. John, N.B.	91 1	27 1	7 5	125	Nathaniel C. Scott, St. John, N.B.	
64,911	Eric.....	Quebec.....	Barge	1871	Quebec, Que.	123 5	21 8	9 3	297	W. W. Tate, Montreal, Que.	
73,913	Eric Belle.....	Port Hope.....	Sloop	1873	Port Burwell, Ont.	125 5	21 4	9 8	273	D. Manson, Port Hope, Ont.	
77,816	Eric Queen.....	Port Rowan.....	"	1871	Port Rowan, Ont.	115 0	23 6	10 2	217	James O'Gay, et al., Oshawa, Ont.	
71,131	Eric Stewart.....	Port Dover.....	"	1871	Port Dover, Ont.	117 6	23 6	10 6	230	Feed Sale and C. Millard, Sarnia, Ont.	
100,151	Ermine.....	Lamenburg.....	"	1891	Lamenburg, N.S.	75 3	23 7	9 1	79	J. W. Young, Lamenburg, N.S.	
100,381	Ernest.....	Montreal.....	Barge	1892	Pierreville, Que.	108 2	23 0	7 8	109	E. Daneau, Pierreville, Que.	
91,707	Ernest F. Norwood.....	Digby.....	Sloop	1871	Brook Bay, U.S.A.	76 6	21 6	7 6	79	J. C. Snow, Digby, N.S.	
59,493	Escort.....	Lamenburg.....	"	1872	Petite Rivière, N.S.	61 0	20 6	8 0	59	J. B. Ayre, St. John's, Nfld.	

SESSIONAL PAPER No. 21b

103,776	Esk...	Chatham, N.B.	1897	Caracquet, N.B.	40 0	13 3	5 0	11	Robert Young, Caracquet, N.B.
88,293	Eskasoni	Windsor, N.S.	1886	Stockton-on-Tees, G.B.	290 0	39 0	23 5	17	Eskasoni Ship Co., Ltd., London, Eng.
80,860	Esno	Lunenbourg	1881	Halifax, N.S.	28 0	8 4	4 4	5	Jos. Radolph, Lunenburg, N.S.
80,994	Esperance	Guyshoro'	1883	St. Mary's, N.S.	33 0	12 6	5 0	10	W. N. Cutler and H. E. Duff, Arichau, N.S.
61,146	Esperance	Chatham, N.B.	1871	Shippagan, N.B.	31 8	11 4	4 4	10	Thos. Alier, Shippagan, N.B.
92,336	Esperance	Quebec	1884	Natashtouan, Que.	19 6	16 2	6 4	28	Henry Cormier, Natashtouan, Que.
75,691	Esperance on Marie	"	1878	St. Alexis, Que.	42 3	17 0	5 8	23	T. Guenard dit Durand, Grand Bay, Saguenay, Que.
88,698	Essie C.	St. John, N.B.	1885	Jemseg, N.B.	71 7	26 0	6 5	73	Jno. E. Moore, St. John, N.B.
100,113	Essie M.	Canso	1891	Sherbrooke, N.S.	59 0	19 1	7 1	45	F. Myers, Coal Harbour, N.S.
103,913	Estella	Chatham, N.B.	1898	Elm Tree, N.B.	80 0	20 5	10 8	92	Nap. H. Roy, Elm Tree, N.B.
107,332	Estelle	Yarmouth	1899	Pubnico, N.S.	35 0	12 1	6 5	15	W. M. D'Entremont, Pubnico, N.S.
80,748	Estelle	Quebec	1880	South-au-Montou, Que.	75 0	23 5	8 1	90	Wm. Price, Quebec, Que.
100,772	Estelle	Chatham, N.B.	1892	Caracquet, N.B.	37 1	13 5	5 0	13	P. Rive, Caracquet, Que.
85,551	Ethel	Yarmouth	1884	Tusket Wedge, N.S.	88 5	23 6	9 5	93	A. O. Porter, Tusket Wedge, N.S.
103,113	Ethel	St. Andrews	1881	Pubnico, N.S.	30 0	11 0	5 0	10	W. J. Galbraith, Leprcaux, N. B.
100,787	Ethel	Chatham, N.B.	1891	Caracquet, N.B.	38 6	12 8	4 5	11	R. Young, Caracquet, N.B.
96,863	Ethel	Foscott	1897	Toronto, Ont.	130 0	27 0	11 2	335	The Prescott Elevator Co., Ltd., Prescott, Ont.
107,473	Ethel	Digby	1899	White Cove, N.S.	46 0	15 7	6 1	22	Wm. Trahan, Belliveau's Cove, N.S.
83,258	Ethel Aggie	Charlottetown	1882	Cape Travers, P.E.I.	58 7	19 1	7 5	48	Cloyis Richards, Buctouche, N.B.
85,962	Ethel B.	Fairshoro'	1882	St. Martin's, N.B.	78 2	21 0	8 2	97	Hugh Gillespie, Fairshoro', N.S.
83,196	Ethel Blanche	Pictou, N.S.	1884	Murray Harbour, P.E.I.	43 2	15 0	5 7	17	William D. White, Murray Harbour, North, P.E.I.
94,705	Ethel Clarke	Digby	1891	Bear River, N.S.	112 3	32 0	12 2	397	W. G. Clarke <i>et al.</i> , Bear River, N.S.
107,475	Ethel May	Digby	1899	Parker's Cove, N.S.	41 6	12 7	6 0	16	George E. Corbett, Annapolis, N.S.
107,793	Ethel & Carrie	St. John, N.B.	1896	St. John, N.B.	39 8	11 0	6 2	15	Albert Worcester, Grand Harbour, Grand Manan, N.B.
100,436	Ethel E. Sumner	Moncton	1901	Harvey, N.B.	136 9	33 0	12 4	353	F. W. Sumner, Moncton, N.B.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. *Suite.*

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'inscription.	Reg. Grément.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions. Dimensions.			Registered Tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur-gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						ft. mms. ft. mms.	ft. mms.	ft. mms.		
96,788	Elicenne	Halifax	Sloop	1888	Halifax, N.S.	28 3	9 0	3 7	14	John E. Butler, Halifax, N.S.
100,353	Elna	Quebec	"	1886	St. Michel, Que.	37 6	13 8	5 0	14	Joseph Bergeron, Les Éboulements, Que.
103,231	Etoile	Montreal	"	1894	St. Thomas, Que.	33 6	21 4	1 8	61	A. Lavigne, St. Paul, Que.
73,965	Etra	Lunenburg	Schr. Gilt.	1876	Port Mouton, N.S.	50 2	17 3	6 3	28	Herman Green, Grand Manan, N.B.
75,757	Etra	Yarmouth	"	1879	Brookville, N.S.	11 0	11 5	5 5	17	J. C. Webber, Westport, N.S.
111,227	Etra H.	Digby	"	1901	Port Maitland, N.S.	33 0	10 2	5 9	10	Ed. Welsh <i>et al.</i> , Westport, N.S.
103,795	Etra Vaughan	Shedburne	"	1899	Shedburne, N.S.	33 0	23 6	9 4	98	John A. McGowan, Shedburne, N.S.
85,372	Eubora	Halifax	Bk. Eq.	1882	Maccan, N.S.	185 1	38 9	22 3	110	George O'Brien, Maccan, N.S.
80,684	Eugene Demers	Montreal	Sloop	1881	Gentilly, Que.	99 8	21 2	8 9	159	C. Labrecque, Lacombe, Que.
80,751	Eugene	Quebec	Schr. Gilt.	1880	Esquimaux Point, Que.	62 0	19 5	8 0	18	André Vignault, Esquimaux Point, Que.
107,356	Eulalie C.	Sydney	"	1897	North Sydney, N.S.	31 3	12 1	4 8	6	John Leonard, Main à Dieu, N.S.
(094,960)	Eureka	Lunenburg	"	1880	La Have, N.S.	81 0	21 2	9 1	99	Garcin Bros., Rose Blanche, Nfld.
90,708	Euretta King	St. Catharines	Scow. Chd.	1887	Welland, Ont.	110 9	23 2	6 6	130	Allan J. Holloway, Toronto, Ont.
72,911	Europa	Montreal	Sloop	1875	Quebec, Que.	129 0	23 1	9 6	214	Montreal Transportation Co., Montreal, Que.

SESSIONAL PAPER No. 21b

97,036	Eva	Yarmouth	Schr—Glt.	1891	Tusket, N.S.	35	1	11	9	17	10	Gabriel Bourque, Tusket, N.S.		
80,672	Eva	Montreal	Barge	Chalam.	1881	Yamaska, Que.	106	0	22	6	7	0	154	Canadian Forwarding & Export Co., Ltd., Montreal, Que.
103,011	Eva	Ottawa	Scow	Chd.	1891	Monte Bello, Que.	50	5	18	8	1	6	7	Joseph Nadon, Monto Bello, Que.
107,329	Eva Gertrude	Habfax	Schr	Glt.	1899	Lockeport, N.S.	59	8	17	7	7	3	31	Andrew Sullivan, Herring Cove, N.S.
85,731	Eva L. H.	Shelburne	"	"	1883	Malbone Bay, N.S.	65	2	22	0	8	2	62	Bradford P. Thornburn, Shelburne, N.S.
88,677	Eva Lyne	St. John, N.B.	Bktn	Bght.	1884	Portland, N.B.	151	6	32	0	13	2	158	C. McL. Troop, St. John, N.B.
96,783	Eva M. E.	Habfax	Schr	Glt.	1890	Chezzetcook, N.S.	55	4	19	9	8	0	45	Jas. Hemlow, Liscombe, N.S.
90,614	Eva M.	Yarmouth	"	"	1885	Argyle, N.S.	44	6	14	5	5	5	19	Thos. E. Nickerson, Wood's Harbour, N.S.
96,432	Eva May	Charlottetown	"	"	1901	Summerside, P.E.I.	76	7	21	3	9	0	85	James G. Farrow, Tryon, P.E.I.
83,136	Eva Stewart	Parishboro'	"	"	1881	Bridgewater, N.S.	82	6	24	2	9	3	98	E. Moore, Parishboro', N.S.
100,705	Evaudine	Pictou, N.S.	"	"	1900	River John, N.S.	129	2	31	0	12	1	361	Charles Archibald, Halifax, N.S.
92,417	Evangeline	Chatham, N.B.	"	"	1889	Tracadie, N.B.	33	8	11	4	5	0	11	John Young, Tracadie, N.B.
100,905	Evangeline	"	"	"	1892	Caracquet, N.B.	36	0	12	3	4	4	10	P. Rivo, Caracquet, N.B.
92,561	Evangeline	Habfax	"	"	1885	Chezzetcook, N.S.	42	5	15	8	6	3	23	John A. Neville, Halifax, N.S.
103,061	Eveline	Yarmouth	"	"	1895	Morris Island, N.S.	32	4	10	8	4	4	8	T. Moulton, Yarmouth, N.S.
103,791	Evelyn	Charlottetown	"	"	1889	Shelburne, N.S.	107	0	26	5	10	6	167	John A. Matheson, Charlottetown, P.E.I.
66,987	Evelyn	St. John, N.B.	"	"	1874	Salmon Bay, Queen's Co., N.B.	72	8	24	4	6	8	70	A. W. Croft, Mace's Bay, N.B.
"	Evelyn	Kingston	"	"	1897	Storrington, Ont.	90	1	22	2	5	7	97	Wm. Myles, Kingston, Ont.
100,737	Eventide	Windsor, N.S.	"	"	1893	Princeport, N.S.	75	2	25	4	8	6	97	Edward Sinclair, Mirmichi, N.B.
94,855	Evolution	Parishboro'	"	"	1889	Spencer's Island, N.S.	107	0	28	3	10	5	173	Thos. Bondrot, Arichat, N.S.
100,248	Excelsior	Habfax	"	"	1891	Spry Bay, N.S.	38	5	12	2	5	8	14	Mrs. M. W. Andrews, Isaac's Harbour, N.S.
100,517	Exception	Parishboro'	Bktn	Bght.	1892	Spencer's Island, N.S.	143	4	33	1	12	5	380	Wm. H. Baxter, Canning, N.S.
37,521	Exchange	Liverpool	Schr	Glt.	1889	Old Sbrock, U.S.A.	70	0	22	0	8	5	86	J. Shamwhite, Malbone Bay, N.S.
(057,104	Exchange	Shelburne	"	"	1897	Tusket, N.S.	13	7	15	9	6	1	22	Jonathan Locke, Lockeport, N.S.
80,803	Exenia	Windsor, N.S.	"	"	1880	Cornwallis, N.S.	13	0	15	5	6	2	188	William F. Parker, Cornwallis, N.S.

ALPHABÉTIQUE LIST of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. *Suite.*

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'émargement.		Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.		Register Dimensions. Dimensions.			Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.	
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Registered Tonnage. Tonnage enregistré.			
Ft. tobs. Ft. tobs. Ft. tobs.												
100,172	Esplaire.....	Montreal.....		Sloop.....	1890	Pierreville, Que.		86.8	22.0	6.0	79	F. Lamontagne, St. Louis de Bonsecours, Que.
88,612	Express.....	Charlottetown.....		Schr. Glt.....	1862	Essex, U.S.A.....		66.0	18.1	6.7	17	James A. Stewart, West Point, P.E.I.
94,678	Extremate.....	Halifax.....		"	1879	Mahone Bay, N.S.		31.0	11.1	5.0	10	Alex. Tough, Harrietsfield, N.S.
111,496	F. B.....	Quebec.....		"	1899	Tadoussac, Que.		66.1	15.5	5.6	24	Flavien Paulanne, Tadoussac, Que.
107,933	F. B. & Co, No. 1.....	New Westminster.....		Barge—Chalan.	1900	New Westminster, B.C.		70.0	26.0	4.5	82	Wm. H. Dauphine, New Westminster, B.C.
100,318	E. B. Lovitt.....	Yarmouth.....		Bgen 14ght.....	1893	Belliveau's Cove, N.S.		170.0	31.0	13.0	554	F. B. Lovitt Shipping Co, Ltd., Yarmouth, N.S.
103,198	F. B. Wade.....	Lunenburg.....		Schr. Glt.....	1895	Liverpool, N.S.		89.0	24.3	9.1	99	L. B. Curry, New Dublin, N.S.
80,891	F. Billingsley.....	Ottawa.....		Barge—Chalan.	1880	Hull, Que.		111.6	21.0	6.9	150	The Ottawa Transportation Co, Ltd., Ottawa, Ont.
100,622	F. C. No. 1.....	Victoria.....		Scow—Chd.....	1891	Nanaimo, B.C.		69.0	20.0	4.9	49	J. D. Foreman, Nanaimo, B.C.
75,798	F. Dudley.....	Ottawa.....		Barge—Chalan.	1879	Hull, Que.		108.1	22.3	7.1	151	The Ottawa Transportation Co, Ltd., Ottawa, Ont.
90,818	F. H. Burton.....	Kingston.....		Schr. Glt.....	1833	Dundas, Ont.		103.0	20.5	9.0	137	Jno. Hart, Picton, Ont.
80,898	F. J. Paswell.....	Ottawa.....		Barge—Chalan.	1880	Hull, Que.		110.0	22.8	7.2	155	The Ottawa Transportation Co, Ltd., Ottawa, Ont.

SESSIONAL PAPER No. 216

97,011 F. L. Dandforth	St. Catharines	"	1872	Tonawanda, U.S.A.	187 0	33 0	14 0	643	Thos. Conlon, Thorold, Ont.
83,124 F. Richard	Weymouth	Schr—Glt	1883	Meteghan, N.S.	81 5	23 0	8 2	94	Anselm Thibodeau, Meteghan River, N.S.
90,614 F. & E. Givan	Moncton	"	1886	Cambridge, N.B.	78 1	27 0	7 9	99	F. W. Givan, Moncton, N.B.
111,513 F. & R. No. 1	Vancouver	Scow—Chd	1899	"	77 1	28 2	6 7	86	George H. French, Vancouver, B.C.
111,823 F. & R. No. 2	"	"	1897	Vancouver, B.C.	68 5	21 9	6 0	80	"
72,577 Faldia	Pictou, Ont.	Schr—Glt	1852	Oakville, Ont.	95 0	22 3	9 0	131	James Swift, Kingston, Ont.
66,658 Faldia	Quebec	Scow—Chd	1875	Deschambault, Que.	100 0	22 6	9 6	17	Thomas Frenette, Portneuf, Que.
103,390 Fairford	Winnipeg	Barge—Chalan.	1894	Fairford, Man.	290 0	38 6	6 1	137	P. McArthur, Westbourne, Man.
77,776 Fairfinn	Goderich	"	1880	Kincardine, Ont.	16 0	12 0	5 0	17	Jas. Johns, Southampton, Ont.
100,335 Fairplay	Yarmouth	"	1893	Clare, N.S.	33 9	11 8	1 1	11	Loke Holmes, jr., Halifax, N.S.
74,329 Fairy Queen	Yarmouth	"	1877	Cape St. Mary, N.S.	38 0	12 6	6 0	13	W. E. Coggins, Westport, N.S.
100,247 Fairy Queen	Halifax	"	1894	Sambro, N.S.	35 6	11 5	5 0	11	G. H. Nickerson, Sambro, N.S.
88,276 Falcon	St. Andrews	"	1881	Eastport, U.S.A.	39 0	13 0	5 7	12	Judson Stanley, Grand Manan, N.B.
107,908 Falcon	"	Sloop	1890	St. John, N.B.	24 0	10 2	5 0	8	Mrs. Eyeleen Ingalls, Grand Manan, N.B.
103,001 Falcon	Chatham, N.B.	Schr—Glt	1889	Shippagan, N.B.	33 0	12 6	4 4	10	T. Abner, Shippagan, N.B.
72,181 Falmouth	Windsor, N.S.	"	1876	Windsor, N.S.	138 2	30 8	17 6	477	Geo. E. Bentley, Port Greville, N.S.
103,129 Falmouth	St. Andrews	"	1880	Campo Bello, N.B.	30 0	11 1	6 0	10	W. Dalzell, sr., Grand Manan, N.B.
71,116 Fama	Halifax	"	1877	Sheet Harbour, N.S.	54 0	18 1	7 3	11	Angus McDonald, Manchester, N.S.
103,077 Fane	Chatham, N.B.	"	1891	Shippagan, N.B.	34 7	12 0	4 8	10	W. S. Loggie Co., Liel, Chatham, N.B.
"	Fane	"	1867	Montreal, Que.	92 1	18 8	6 8	105	P. Laplante, LaCine, Que.
103,105 Fannie	"	Sloop	1891	Yamaska, Que.	133 4	28 6	18 8	365	Canadian Forwarding & Export Co., Ltd., Montreal, Que.
83,166 Fannie May	St. Andrews	Schr—Glt	1882	St. Patrick, N.B.	41 0	15 1	6 3	19	B. Cheney, Grand Manan, N.B.
83,239 Fannie R. C.	Halifax	"	1882	Mathome Bay, N.S.	42 0	15 5	6 5	22	Thos. Roberts, Cap Ozo, Que.
88,462 Fannie S.	Arichat	"	1892	River Bourgeois, N.S.	49 1	17 0	6 7	28	Daniel Sampson, River Bourgeois, N.S.
75,608 Fanny	Digby	"	1874	Cape Cove, N.S.	31 8	11 6	1 5	7	E. Payson, et al., Digby, N.S.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—*Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						ft. tobs.	ft. tobs.	ft. tobs.		
75,571	Fanny.....	Liverpool.....	Schr—Glt	1877	La Have, N.S.	40 0	13 3	5 8	16	Wm. J. Christy, North Sydney, N.S.
	Fanny.....	Kingston.....	"	1868	Battersca, Ont.	43 6	12 5	4 3	18	John Conson, Brighton, Ont.
92,479	Fanny.....	Charlottetown.....	"	1888	Covehead, P.E.I.	52 0	16 0	5 4	26	Joseph Gallant, Rustico, P.E.I.
100,112	Fanny.....	Winnipeg.....	Barge	1888	Moorhead, Minn., U.S.A.	128 8	25 3	5 6	159	The Northwest Nav. Co., Ltd., Winni- peg, Man.
100,872	Fanny.....	St. John, N.B.	Schr—Glt	1863	Perry's Point, N.B.	75 5	27 3	7 0	91	J. A. Lakey, St. John, N.B.
61,910	Fanny Ellis.....	Liverpool.....	"	1870	Liverpool, N.S.	52 0	19 0	6 6	36	P. Farnell, Liverpool, N.S.
103,493	Fanny McLean.....	Lunenburg.....	"	1881	La Have, N.S.	33 8	12 1	1 7	9	D. Hume, East Chester, N.S.
77,763	Fanny Young.....	Port Hawkesbury.....	"	1881	Shelburne, N.S.	80 0	22 5	9 1	85	Richard J. Flynn, Halifax, N.S.
80,689	Faraud.....	Montreal.....	Sloop	1881	St. Thomas de Pierre- ville, Que.	95 0	23 0	6 3	92	Joseph Paul, Sorel, Que.
80,971	Farewell.....	Sydney.....	Schr Glt	1880	North Sydney, N.S.	31 8	12 5	4 9	9	Benjamin Cann, Louisburg, N.S.
100,467	Faucou.....	Quebec.....	Sloop	1889	Quebec, Que.	44 8	14 2	4 6	18	P. M. Declercq, Quebec, Que.
97,093	Fauca.....	Lunenburg.....	Schr Glt	1890	Chester Basin, N.S.	92 0	25 6	10 1	146	F. C. Wills, St. John's, Nfld.
107,651	Favourite.....	Barrington.....	"	1900	Barrington, N.S.	58 0	18 1	6 6	28	Samuel S. Atwood, Barrington, N.S.
	Favourite.....	Montreal.....	Barge—Chalan.	1873	St. Anne, Que.	118 1	23 0	7 2	169	G. Fraser and Hugh McKinnon, Dum- dec, Que.

SESSIONAL PAPER No. 21b

85,630	Favourite.....	Charlottetown ..	Schr—Glt	1882	Bridgewater, N.S.....	61 2	19 6	8 0	55	Cro., Wighman, Montague, P.E.I.
61,302	Favourite.....	Victoria.....	"	1868	Sooke, B.C.....	71 5	22 0	8 5	80	L. McLean, Victoria, B.C.
75,614	Fawn	Digby	"	1877	Shelburne, N.S.....	43 6	15 7	6 2	17	James E. Ogilvie, Parrsboro', N.S.
100,495	Fawn	Victoria.....	"	1892	Cheminus, B.C	71 8	22 2	9 2	59	Victoria Sealing Co., Ltd., Victoria, B.C.
103,429	Fern.....	Lambourg	"	1895	La Have, N.S.....	69 8	21 6	8 4	70	C. Walters, La Have, N.S.
107,902	Fin Back.....	St. Andrews.....	Sloop.....	1898	St. John, N.B.....	40 0	15 0	6 0	24	Frank Ingersoll, Grand Manan, N.B.
71,303	Finn.....	Richibucto.....	Schr—Glt	1881	French Village, N.B.....	37 3	14 0	4 5	10	W. S. Loggie Co., Ltd., Chatham, N.B.
92,607	First Trial.....	Sydney	"	1889	Ingonish, N.S.....	31 6	11 7	5 9	9	J. C. Baker, North Sydney, N.S.
100,298	Fisher.....	Chatham, N.B	"	1891	Shippagan, N.B.....	35 4	11 6	5 0	12	Elie Chasson, Shippagan, N.B.
100,797	Fisher Mayl.....	Victoria.....	"	1893	Astoria, U.S.A.....	45 0	15 2	7 4	21	Mrs. Lucy Chipps, Natimat, B.C.
88,487	Fisher River	Winnipeg	Barge—Chalan.....	1882	Winnipeg, Man.....	124 6	22 6	4 6	111	The Department of Public Works, Ottawa, Ont.
.....	Five (5)	Montreal.....	"	1873	Pierreville, Que.....	90 8	23 5	5 8	86	Mrs. Malvina Cournoyer, St. Joseph, Que.
66,749	Flash	Halifax.....	Schr—Glt	1875	Laverpool, N.S.....	47 0	16 0	6 7	24	J. H. Lane, Owl's Head, N.S.
80,065	Flash.....	St. John, N.B	"	1881	Indianatown, N.B.....	70 4	26 0	7 6	94	Amos Tower, St. John, N.B.
61,445	Flavie	Chatham, N.B.....	"	1874	Shippagan, N.B.....	36 5	12 2	4 5	13	Theophile Dugas, Shippagan, N.B.
92,511	Fleet Wing.....	St. Andrews.....	"	1887	Westport, N.S.....	29 0	11 3	5 0	11	Addison Mathews, St. George, N.B.
100,013	Fleet Wing.....	Annapolis.....	"	1859	Essay, U.S.A.....	68 0	20 9	7 4	54	W. W. Gaucher, Margaretsville, N.S.
88,227	Fleetwing	Halifax.....	"	1884	Chezetcook, N.S.....	47 5	18 2	7 8	32	(Geo. Lapiere, <i>et al.</i> , Chezetcook, N.S.
85,476	Fleetwing	Shelburne.....	"	1877	Jordan River, N.S.....	38 6	13 2	5 6	15	Wm. McMillan, Lockport, N.S.
90,776	Fleetwing	Windsor, Ont.....	"	1863	Wilson, N.Y., U.S.A.....	108 0	24 6	7 9	162	Joseph Cochrane, <i>et al.</i> , Colborne, Ont.
103,621	Fleetwing	Quebec.....	"	Unknown	Unknown	54 0	19 1	7 4	39	A. Javoic, St. Alexis, Chicoutimi Co., Que.
107,665	Fleetwing	"	"	1898	Seven Islands, Que.....	59 2	18 2	6 2	42	Mrs. Marceline Ladiberte, St. Jean d'Heureux, Que.
111,068	Fleetwing	Chatham, N.B.....	"	1901	Shippagan, N.B.....	38 8	12 6	5 4	14	Wm. Fering & Co., Ltd., Jersey.
100,891	Fleur-de-lis	Weymouth	"	1894	Belleveau's Cove, N.S.....	41 0	13 0	5 0	17	Sarah C. Pine, Little River, N.S.
77,585	Fleur de Marie.....	Montreal.....	Sloop.....	1878	Lanoraic, Que.....	99 5	23 0	7 0	113	E. Hayneman, Lanoraic, Que.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.				
						ft.	in.	ft.	in.			
100,868	Flora de Marie.....	Quebec.....	Schr—Glt.....	1893	St. Siméon, Que.....	61	4	20	6	4	49 Maurice Desgagnés, Les Établissements, Que.	
(a)59,487	Flight.....	Lambert.....	".....	1872	Madone Bay, N.S.....	63	0	20	3	7	56 John A. Tait, Cape Canso, N.S.	
103,743	Fl. F. Mader.....	".....	".....	1896	".....	91	7	25	0	10	4	100 Charles U. Mader, Mahone Bay, N.S.
85,644	Flora.....	Halifax.....	".....	1883	".....	58	0	18	9	7	2	42 Siméon Bontchier, French Village, N.S.
83,367	Flora.....	Quebec.....	".....	1880	Portneuf, Que.....	76	1	20	2	6	3	65 J. B. Dussault, Portneuf, Que.
90,654	Flora.....	Yarmouth.....	".....	1886	Pulnico, N.S.....	75	4	21	6	8	0	64 David D'Entrement, Pulpico, N.S.
107,906	Flora.....	St. Andrews.....	Sloop.....	1896	West Isles, N.B.....	30	0	12	2	6	2	11 Grant L. Dakin, Grand Manan, N.B.
111,552	Flora B.....	".....	".....	1891	Grand Manan, N.B.....	32	0	12	4	5	0	13 Nelson Ingersoll, Grand Manan, N.B.
83,698	Flora Bell.....	Port Hawkesbury.....	Schr—Glt.....	1884	Mabou, N.S.....	50	5	19	2	7	1	39 Gabriel White and Lawrence White, Margaree, N.S.
71,167	Flora Carveth.....	Whitby.....	".....	1873	Mill Point, Ont.....	115	0	23	5	8	9	190 D. Galbraith, M.O., Whitby, Ont.
77,751	Flora Dell.....	Halifax.....	".....	1879	Shedburne, N.S.....	67	0	21	6	7	9	63 G. Hagar, N. E. Harbour, N.S.
103,319	Flora Temple.....	Port Hawkesbury.....	".....	1858	Essex, Mass., U.S.A.....	67	2	20	1	6	8	55 J. W. Nickerson, Port La Tour, N.S.
111,406	Flora W. Sperry.....	Lambert.....	".....	1900	La Have, N.S.....	93	2	21	5	9	4	45 John D. Sperry, Petite Rivière, N.S.
91,831	Flora Wooster.....	St. Andrews.....	".....	1873	Wisconsin, Maine, U.S.A.....	10	1	13	0	5	7	22 Henry Burnham, Grand Manan, N.B.

SESSIONAL PAPER No. 21b

90,717	Florence	Halifax	"	1886	Bridgewater, N.S.	76 8	22 4	8 8	89	Peter Martell, Arichat, N.S.
80,001	Florence	St. John, N.B.	"	1879	Chance Harbour, N.B.	37 8	14 4	6 0	15	Edward Meisner, Chipman's Brook, N.S.
	Florence	Windsor, Ont.	Scow—Clid.	1862	Belle River, Ont.	60 0	15 6	3 4	32	H. Compeau, Belle River, Ont.
94,972	Florence	Yarmouth	Schr—Glt.	1889	Tusket Wedge, N.S.	37 0	12 5	5 0	11	Joshua Boudreau, Tusket Wedge, N.S.
96,774	Florence	Port Hawkesbury	"	1891	Cheticamp, N.S.	33 0	11 4	5 1	11	Thos. Power, Cheticamp, N.S.
100,864	Florence	Quebec	"	1893	Châteauc Richer, Que.	63 2	20 3	6 0	46	Jas. Russell, Matane, Que.
103,101	Florence	Montreal	Sloop	1894	St. Thomas, Que.	108 0	23 0	7 8	153	J. Yergeau, St. Thomas, Que.
80,829	Florence B.	Halifax	Schr—Glt.	1880	New Dublin, N.S.	52 4	17 9	7 2	32	Chas. Abriol, Spry Bay, N.S.
94,699	Florence E. Edgett.	Digby	Bktn—Bkgt.	1890	Pear River, N.S.	148 7	32 7	13 0	62	John W. Parker, <i>et al.</i> , Belle Isle, N.S.
96,907	Florence C. Lawrence	Port Hawkesbury	Schr—Glt.	1864	Margaree, N.S.	71 6	21 6	9 1	69	William Buckle, Margaree, N.S.
100,239	Florence G.	Halifax	"	1891	Sambro, N.S.	36 6	12 5	5 4	15	Caleb Gray, Sambro, N.S.
100,383	Florence L.	Sydney	"	1894	Little Bras D'Or, N.S.	34 8	12 5	5 1	10	Peter LeBlanc, Bras D'Or, N.S.
92,638	Florence M.	Lunenburg	"	1888	Lunenburg, N.S.	74 8	23 0	8 5	83	Jas. Russell, Matane, Que.
94,771	Florence M. Smith.	Victoria	"	1888	"	82 5	24 0	9 1	99	Victoria Sealing Co., Ltd., Victoria, B.C.
107,993	Florence May.	Canso	"	1899	Queensport, N.S.	37 0	11 4	6 0	11	Wentworth G. Matthews, Canso, N.S.
96,729	Florence May.	Charham, N.B.	"	1889	Church Point, N.B.	69 7	22 0	8 0	74	James Anderson, Church Point, N.B.
100,522	Florence R. Hewson.	Annapolis	"	1893	Parishard, N.S.	133 9	31 3	12 0	289	H. D. Mills, Annapolis, N.S.
88,357	Florestia	Halifax	"	1884	Madone Bay, N.S.	65 0	21 0	7 9	57	Thos. Gosbee, M.O., Murray Harbour, P.E.I.
85,459	Florida	Quebec	"	1877	Bile, Que.	37 0	13 5	4 3	13	Wm. Michaud, Isle Verte, Que.
85,754	Florida	"	"	1882	Betchouan, Labrador	48 0	17 5	6 4	26	Ceo. Tanguay, Quebec, Que.
111,611	Florida	"	"	1901	Murray Bay, Que.	56 4	18 1	6 6	40	Achille Gagnon, Murray Bay, Que.
100,567	Florida	Lunenburg	"	1892	Chester Basin, N.S.	92 0	25 4	10 1	148	Walter Mitchell, Halifax, N.S.
103,351	Florida	Quebec	"	1894	Natashquan, Que.	46 6	16 6	6 0	27	D. Talbot, <i>et.</i> , Natashquan, Que.
103,902	Floyburg	Victoria	"	1893	Seattle, U.S.A.	34 8	11 3	4 8	12	Rasmus Hanson, Victoria, B.C.
83,251	Floyd	Barrington	"	1883	Granville, N.S.	43 2	15 8	5 8	20	John Arsenault, Little Bras d'Or, N.S.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	
FT. TONS FT. TONS FT. TONS									
90,645	Fly.....	Yarmouth.....	Schr. Glt.....	1885 Tasket, N.S.....	44.7	14.2	5.1	16	Robt. Nickerson, Wood's Harbour, N.S.
61,405	Fly.....	Chatham, N.B.....	".....	1866 Shippegan, N.B. 1894 Tracadie, N.B.....	36.1	12.1	4.8	11	A. McLaughlin, Tracadie, N.B.
61,963	Flying Cloud.....	Liverpool.....	".....	1870 Liverpool, N.S.....	47.0	17.7	6.2	20	J. Brooks, Ketch Harbour, N.S.
41,823	Flying Cloud.....	St. John, N.B.....	Wldbr. Bab.....	1858 Reston, N.B.....	68.3	21.7	5.4	78	Samuel J. Holder, Holderville, N.B.
100,782	Flying Foam.....	Chatham, N.B.....	Schr. Glt.....	1892 Caraquet, N.B.....	38.4	12.8	4.8	12	R. Young, Caraquet, N.B.
80,976	Flying Robin.....	Sydney.....	".....	1882 Aspy Bay, N.S.....	40.1	11.7	4.8	13	John Fitzgerald, Aspy Bay, N.S.
103,317	Flying Star.....	Port Hawkesbury.....	".....	1895 Chatham, N.S.....	32.5	10.8	5.5	11	Polite Devaux, Eastern Harbour, N.S.
88,672	Flying Vaukor.....	St. John, N.B.....	Wldbr. Bab.....	1881 Newcastle, N.B.....	54.8	19.6	5.7	35	W. E. Currie, Cambridge, N.B.
100,912	Foam.....	Chatham, N.B.....	Schr. Glt.....	1892 Caraquet, N.B.....	31.3	12.9	4.7	10	T. Abier, Shippegan, N.B.
42,276	Foaming Willow.....	Halifax.....	".....	1861 Sheet Harbour, N.S.....	65.8	21.8	8.4	66	A. J. Winsor, Halifax, N.S.
103,833	Foderis Area.....	Quebec.....	".....	1896 Les Ecoueils, Que.....	66.3	20.7	5.8	46	C. Dussault, Les Ecoueils, Que.
57,431	Forest Flower.....	Yarmouth.....	".....	1868 Pubnico, N.S.....	53.5	18.0	7.0	25	J. H. Goodwin, Pubnico, Que.
55,531	Forest Queen.....	Halifax.....	".....	1867 Tracadie, N.B.....	67.4	21.8	9.0	71	P. D. Landry, St. Mary's, N.S.
85,393	Formosa.....	Amherst, M.I.....	".....	1881 House Harbour, Magdalen Islands, Que.	57.2	18.8	8.1	43	F. H. Delaney, House Harbour, Magdalen Islands, Que.

SESSIONAL PAPER No. 21b

107,350	Forrester.....	Yarmouth.....	Schr—Glt.....	1901 Pubnico, N.S.....	45 0	14 6	6 7	23 Peter B. D'Entremont, Pubnico, N.S.
78,011	Fort Frances.....	Winnipeg.....	Barge—Chalan.....	1879 Fort Frances, Ont.....	52 9	11 8	4 9	26 Fredk. Thomas Hooper, M.O., Rat Portage, Ont.
107,602	Foster Rice.....	Annapolis.....	Schr—Glt.....	1899 Weymouth, N.S.....	107 0	28 0	10 3	179 A. D. Mills, Annapolis, N.S.
111,467	Four Brothers.....	Chatham, N.B.....	".....	1901 Caraquet, N.B.....	39 0	13 0	5 0	13 Prosper S. Albert, Caraquet, N.B.
74,407	Four Brothers.....	".....	".....	1877 ".....	50 6	17 3	5 6	25 R. Young, Caraquet, N.B.
75,835	Four Brothers.....	Halifax.....	".....	1878 Chezebecok, N.S.....	42 8	16 0	6 8	26 M. Reddy, Bayston, N.S.
85,699	Four Sisters.....	Chatham, N.B.....	".....	1884 Bay du Vin, N.B.....	32 4	11 9	4 6	10 W. C. Pitfield, St. John, N.B.
107,190	France & Russic.....	Charlottetown.....	".....	Unkn. Unknown.....	43 0	15 6	6 0	27 Simon Chivirie, Souris, P.E.I.
83,449	Frances.....	Victoria.....	Sloop.....	1864 Coupeville, U.S.A.....	32 0	10 6	1 0	8 Wm. T. Gotsford, Victoria, B. C.
94,821	Frances A. Rice.....	Weymouth.....	Schr—Glt.....	1889 Weymouth, N.S.....	87 5	21 8	9 0	122 Thos. C. Rice, Weymouth Bridge, N.S.
100,691	Frances E. Willard.....	Pictou, N.S.....	".....	1893 Murray Harbour, P.E.I.....	46 8	15 1	6 3	23 B. H. Herring, Murray Harbour, P.E.I.
111,401	Frances Willard.....	Lunenburg.....	".....	1900 Chester Basin, N.S.....	90 0	21 5	9 8	97 Wm. C. Smith, Lunenburg, N.S.
100,747	Francis M. Loring.....	Parrshoro.....	".....	1864 Essex, Mass., U.S.A.....	72 0	20 7	7 6	73 John T. Johnson, Parrshoro, N.S.
103,612	Francis Xavier.....	Quebec.....	Sloop.....	1894 St. Joachim, Que.....	61 0	18 2	1 8	33 F. X. Neveu, St. Joachim, Que.
36,180	Frank.....	Gaspé.....	Schr—Glt.....	1859 Chester, N.S.....	66 2	20 2	8 0	51 Louis Blanchet, Cap Chatto, Que.
88,549	Frank.....	Halifax.....	".....	1884 Lockport, N.S.....	37 0	13 0	5 4	12 David M. Pettis, Parrshoro, N.S.
85,291	Frank.....	Montreal.....	Barge—Chalan.....	1881 Sorel, Que.....	106 8	17 5	6 1	91 Jos. Mondor, Sorel, Que.
	Frank.....	".....	".....	1862 Montreal, Que.....	95 7	19 3	8 1	14 Montreal Transportation Co., Montreal, Que.
92,671	Frank.....	Pictou, N.S.....	Sloop.....	1887 Wallace, N.S.....	11 7	13 7	5 2	17 Francis K. Grant, Wallace, N.S.
107,187	Frank.....	Charlottetown.....	Schr—Glt.....	1897 Tignish, P.E.I.....	47 6	16 3	6 3	30 Roderick D. Campbell, Glace Bay, N.S.
51,748	Frank L. Dickson.....	St. Andrews.....	".....	1866 Beaver Harbour, N.B.....	42 9	15 5	5 8	18 Geo. W. McKenzie, St. George, N.B.
80,027	Frank L. P.....	St. John, N.B.....	".....	1880 Greenwich, N.B.....	81 2	27 5	7 9	124 Thos. Williams, St. John, N.B.
55,836	Frank Newton.....	Sydney.....	".....	1867 Shelburne, N.S.....	60 4	19 3	6 4	40 A. F. Cameron, Sherbrooke, N.S.
59,900	Frank Russell.....	Toronto.....	Barge—Chalan.....	1871 Quebec, Que.....	112 5	26 0	11 0	283 Jas. Playfair and W. A. Clark, Jr., J.O., Collingwood, Ont.
85,998	Frank W.....	St. John, N.B.....	Schr—Glt.....	1882 Waterborough, N.B.....	80 1	26 4	7 5	99 Martin Cole, Dorchester, N.B.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						ft. mths. ft.	mths. ft. mths.	ft. mths.		
103,254	Frank and Ira	St. John, N.B.	Schr—Glt	1894	Greenwich, N.B.	82 8	26 8	7 4	98	N. C. Scott, St. John, N.B.
90,617	Fraulien	Moncton	"	1889	Hopewell, N.B.	93 2	28 4	8 0	118	P. McIntyre, St. John, N.B.
83,327	Fred.	Ottawa	Barge—Chalan	1881	Hull, Que.	110 7	21 2	7 8	157	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
80,346	Fred E. Scammell	Parrsboro	Ship—3 m.	1880	Parrsboro, N.S.	196 0	39 2	23 1	1350	Robert Moore, London, Eng.
100,889	Fred H. Gibson	St. John, N.B.	Schr—Glt	1893	Gibson, N.B.	113 0	33 6	12 1	419	John Gibson, Marysville, N.B.
111,692	Fred Jackson	Liverpool	"	1873	Deering, U.S.A.	113 0	28 1	9 4	198	James McKinnon, Cabarouse, N.S.
83,480	Fred Taylor	St. Andrews	"	1878	Eastport, Maine, U.S.A.	31 1	13 4	6 6	13	Jos. Boyd, Campo Belle, N.B.
83,332	Fred Toms	Ottawa	Barge—Chalan	1881	Ottawa, Ont.	110 3	22 2	7 6	161	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
190,894	Fred & Norman	Weymouth	Schr—Glt	1896	Belliveau's Cove, N.S.	50 5	17 1	7 1	32	M. Trask, Little River, N.S.
100,315	Freddie A.	Yarmouth	"	1889	Barrington, N.S.	33 0	11 5	5 1	10	John Houlow, Yarmouth, N.S.
103,116	Freddie A. Higgins	St. Andrews	"	1882	Kemebank, U.S.A.	80 6	24 2	6 2	78	G. P. Newton, Grand Manan, N.B.
80,798	Freddie G.	Digby	"	1883	Beaver River, N.S.	44 0	15 5	6 1	18	Charles B. Bowers, Westport, N.S.
107,915	Freddie L.	St. Andrews	Sloop	1845	Quaco, N.B.	32 2	11 7	7 5	15	Charles E. Leighton, Grand Manan, N.B.
103,719	Freddie M.	Yarmouth	Schr—Glt	1890	Belliveau's Cove, N.S.	28 5	12 0	5 0	10	G. A. Brush, Yarmouth, N.S.

71,333	Freddie M. Reynolds	Barrington	"	1875	Clyde, N.S.	54 6	18 9	7 9	35	Mrs. M. D. Newell, Cape Island, N.S.
88,411	Frederica	St. John, N.B.	Bktn Bkglt	1884	Portland, N.B.	146 0	31 2	13 0	306	Fredk. E. Sayre, St. John, N.B.
61,111	Frederick William	Chatham, N.B.	Schr—Glt	1874	Richbcto, N.B.	50 6	16 0	5 5	24	John Handrahan, Tignish, P.E.I.
97,046	Fredona	Liverpool	"	1891	East Berlin, N.S.	35 0	12 0	5 1	124	W. Remby, West Dublin, N.S.
97,146	Free Trade	St. Andrews	Sloop	1885	West Isles, N.B.	30 0	12 3	6 0	10	L. C. Watt, Grand Manan, N.B.
77,965	Freeman Colgate	"	Schr—Glt	1876	South Bristol, Maine, U.S.A.	52 0	16 0	6 2	26	C. Hicks, Westport, N.S.
88,181	Freighter	Winnipeg	Barge—Chalan	"	Unknown	113 6	25 2	4 8	107	Northwest Navigation Co, Ltd., Winnipeg, Man.
83,180	Friend	Halifax	Schr—Glt	1882	Malbone Bay, N.S.	38 6	14 5	5 9	17	Edward Munroe, Whitehead, N.S.
111,519	Friend	Lunenburg	"	1901	"	61 4	19 8	7 5	57	Augustus Lantz, Malbone Bay, N.S.
85,969	Friendship	St. John, N.B.	"	1882	St. Martin's, N.B.	70 8	25 0	6 6	66	A. A. Wilbar, Harvey, N.B.
75,000	Friendship	Toronto	"	1876	Bronte, Ont.	60 0	12 0	1 3	24	Mrs. Margaret Warden, Bronte, Ont.
103,101	Frontenac	Montreal	Sloop	1891	St. Thomas, Que.	135 8	28 1	11 9	331	J. E. Muir, Montreal, Que.
90,510	G. D.	Montreal	Sloop	1885	Yamaska, Que.	91 2	21 7	7 4	108	H. Goyet, Lamoira, Que.
92,427	G. No. 1	Prescott	Barge—Chalan	1887	Cardinal, Ont.	36 0	11 0	3 8	24	Gilbert Bros. Engineering Co., Ltd., Montreal, Que.
92,128	G. No. 2	"	"	1887	"	60 0	17 0	4 2	10	"
82,156	G. T. D.	Quebec	Schr—Glt	1883	Levis, Que.	95 0	27 0	10 6	196	J. L. Davis, Levis, Que.
107,927	G. & K No. 1	New Westminster	Barge—Chalan	1900	Ladner, B.C.	50 0	16 0	1 5	33	D. B. Grant, M.O., Ladner, B.C.
71,243	G. A. Norman	Montreal	Sloop	1876	Iberville, Que.	60 0	16 7	5 4	41	Eusebe Dubreau, Iberville, Que.
90,582	G. A. Smith	Lunenburg	Schr—Glt	1884	Lunenburg, N.S.	82 8	21 0	8 9	95	W. J. Brait, Rexton, N.B.
92,491	G. B. Lockhart	Windsor, N.S.	Pgtn Bkglt	1877	Horton, N.S.	120 4	29 0	10 7	206	G. B. Lockhart, New York, U.S.A.
75,796	G. B. Pattice	Ottawa	Barge—Chalan	1878	Ottawa, Ont.	107 5	22 0	7 2	157	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
88,555	G. C. Kelley	Yarmouth	Schr—Glt	1885	Shelburne, N.S.	81 0	23 9	9 3	99	Wm. LeBlanc, Arichat, N.S.
100,120	G. E. Bentley	Parrsboro'	"	1892	Port Greville, N.S.	131 1	32 2	10 8	250	J. S. Wood, Georgetown, B.W.I.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Feet.	Feet.	Feet.		
80,078	G. G. King	St. John, N. B.	Schr—Glt.	1883	Cambridge, N. B.	71 6	24 6	6 5	64	Winfield V. Theall, St. John, N. B.
92,466	G. H. Gardner	Charlottetown.	"	1888	French River, P. E. I.	43 9	14 5	5 2	17	Geo. H. Pursey, Rustico, P. E. I.
85,382	G. H. Marrayatt	Halifax	"	1883	Malone Bay, N. S.	42 2	16 0	6 6	24	Chas. Roberts, North Sydney, N. S.
100,311	G. H. Perry	Yarmouth	"	1891	Meteghan, N. S.	81 0	27 0	8 0	99	J. F. Watson, St. John, N. B.
75,607	G. M. Dutcher	Digby	"	1878	Digby, N. S.	55 6	17 8	6 0	32	E. Barnham, et al., Digby, N. S.
85,503	G. P. Taylor	Yarmouth	"	1882	Carleton, N. B.	41 0	14 0	5 0	13	Wm. A. Kilham, Yarmouth, N. S.
107,289	G. S. Troop	Lunenburg	"	1900	Liverpool, N. S.	97 4	24 3	9 7	99	Lauchlin E. Currie, West Dublin, N. S.
85,607	G. Walter Scott	St. John, N. B.	"	1883	Cambridge, N. B.	75 6	25 5	6 8	75	Alfredo McDonough, St. Martin's, N. B.
103,490	Gabriola	Victoria	Sawl—Yale	1896	Gabriola Island, B. C.	40 5	15 8	5 2	17	Henry Volmers, Nanaimo, B. C.
100,116	Gadabont	Parrishoro	Schr—Glt	1892	Two Rivers, N. S.	84 1	26 0	6 9	99	B. B. Barnhill, Two Rivers, N. S.
100,778	Gambetia	Chatham, N. B.	"	1891	Caraqueet, N. B.	36 0	12 8	5 4	13	C. Hubbard, Caraqueet, N. B.
100,501	Ganna	Victoria	Scow—Chd	1890	Victoria, B. C.	74 0	23 8	4 8	60	Edgar C. Baker, Victoria, B. C.
100,993	Garfield	Chatham, N. B.	Schr—Glt	1893	Shippegan, N. B.	34 6	11 4	4 6	10	P. Rive, Caraqueet, N. B.
94,864	Garfield White	Parrishoro	"	1890	Apple River, N. S.	80 8	26 8	7 1	99	C. T. White, Apple River, N. S.

SESSIONAL PAPER No. 216

33,530	Garibaldi	Port Hope	"	1861	Port Huron, U.S.A.	45 2	24 8	8 3	123	John Breen, M.O., Port Hope, Ont.
97,083	Garland	Lunenburg	"	1890	Petite Riviere, N.S.	60 0	19 4	7 6	51	J. D. Sperry, Petite Riviere, N.S.
80,643	Garnet	Montreal	Paque- Chaban	1882	Montreal, Que.	109 2	22 7	7 0	154	Dickson Anderson, Montreal, Que.
103,065	Garnet	Yarmouth	Schr Glt	1845	Yarmouth, N.S.	48 7	17 1	5 9	27	E. K. Snow, Port La Tour, N.S.
103,014	Gaza	Parishboro'	"	1894	Port Greville, N.S.	78 0	23 1	6 2	71	Bent Hatfield, Port Greville, N.S.
83,260	Gazelle	Digby	"	1883	Granville, N.S.	45 8	15 5	6 3	20	R. B. Harris, <i>et al.</i> , Kentville, N.S.
59,379	Gazelle	St. Andrews	"	1869	Pembroke, Maine, U.S.A.	57 0	18 5	8 0	47	W. D. Lawrence, Maitland, Hants Co., N.S.
75,860	Gazelle	Weymouth	"	1878	Clare, N.S.	91 0	24 7	9 2	121	Charles T. Warner, Plympton, N.S.
92,683	Gazelle	Pictou, N.S.	Bk Bq	1891	River John, N.S.	179 8	36 0	20 8	999	Beniel Sutherland, Pictou, N.S.
100,919	Gazelle	Chatham, N.B.	Schr Glt	1892	Caracquet, N.B.	37 2	13 0	5 0	12	C. Robin Collas & Co., Ltd., Jersey.
111,464	Gazelle	"	"	1901	"	38 5	13 0	5 3	13	Peter Fiott, Caracquet, N.B.
100,954	Gazelle	"	"	1890	"	36 8	12 2	4 6	10	C. Hubbard, Caracquet, N.B.
97,129	Godwin	Quebec	Barge- Chaban	1891	St. Thomas de-Pierreville, Que.	107 2	22 8	7 5	141	W. Filbean, St. Thomas de Pierreville, Que.
96,733	Gen	Chatham, N.B.	Schr Glt	1890	Tracadie, N.B.	35 1	11 7	5 0	12	Wm. Fruing & Co., Ltd., Jersey.
100,968	Gen	"	"	1888	Caracquet, N.B.	35 0	12 2	4 5	11	C. Robin Collas & Co., Ltd., Jersey.
103,339	General	Montreal	Sloop	1895	Pierreville, Que.	104 0	23 0	6 8	116	Achille- Lavigne, St. Paul L'Emile, Que.
88,668	General Middleton	Chatham, N.B.	Schr Glt	1885	Bate-du-Vin, N.B.	68 5	21 5	8 4	67	James Godin, Petit Rocher, N.B.
90,711	Genesta	Halifax	"	1885	Malbone Bay, N.S.	58 9	19 0	7 2	41	Augustus Vincent, Bay St. George, Nfld.
92,673	Genesta	Pictou, N.S.	"	1887	Murray Harbour, P.E.I.	42 3	15 5	6 3	22	John A. Munn, Peter's Road, P.E.I.
92,301	Genesta	St. John, N.B.	"	1887	Gibson, N.B.	80 6	26 8	8 0	98	John Gibson, Marysville, N.B.
90,436	Genesta	Farrington	"	1891	Bear Point, N.S.	50 5	18 3	7 3	32	George Denton, Westport, N.S.
83,313	Genesta	Charlottetown	"	1885	East Port Medway, N.S.	45 5	17 9	7 0	29	Aaron O. Cyswell, Georgetown, P.E.I.
96,339	Genesta	"	Bktn Bkglt	1891	Bideford, P.E.I.	149 7	30 2	14 9	393	William Richards, Bideford, P.E.I.
103,706	Genesta	Chatham, N.B.	Schr Glt	1896	Caracquet, N.B.	34 9	12 0	5 0	12	T. Porrier, Caracquet, N.B.
88,347	Genesta	Victoria	"	1884	Lunenburg, N.S.	86 4	24 6	9 3	92	Victoria Sealing Co., Ltd., Victoria, B.C.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Feet.	Feet.	Feet.		
100,818	Geneva Etchel	Barrington	Schr Glt	1891	Lockport, N.S.	54.7	17.2	7.6	29	Martin Meagher, Canso, N.S.
72,170	Genoa	Windsor, N.S.	Bgtm Bglgt	1877	Newport, N.S.	133.0	31.4	17.7	462	G. W. Churchill and J. W. Churchill, Hantsport, N.S.
103,618	Gonser	Quebec	Schr Glt	1891	Château Richer, Que.	58.2	19.4	7.0	41	John Rands, Chicoutimi, Que.
61,622	Gentile	Guysboro'	"	1877	New Harbour, N.S.	53.0	16.8	6.8	34	Joseph M. Gillie, et al., New Harbour, N.S.
35,622	George	Halifax	"	"	U.S.A.	51.2	15.5	6.6	30	Norman McLeod, Coddles Harbour, N.S.
83,321	George	Ottawa	Barge Chalan	1881	Ottawa, Ont.	109.6	22.2	7.9	152	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,185	Geo. B. Naylor	Montreal	"	1889	Richelieu Bridge, Que.	68.5	17.3	5.2	49	Benjamin V. Naylor, Richelieu, Que.
88,469	George Clark, jr.	Arichat	Schr Glt	1866	Essex, Mass., U.S.A.	72.3	21.0	7.7	61	E. Boudrot, Esquimaux Point, Que.
77,819	George Daw	Port Rowan	"	1875	Long Point, Ont.	42.0	13.0	4.6	15	Wm. McCulla, Port Credit, Ont.
92,292	George H. Morse	Ottawa	Barge—Chalan	1886	Ottawa, Ont.	112.0	22.6	7.0	162	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
72,073	George H. Weeks	Arichat	Sloop	1875	Maine, U.S.A.	42.4	11.9	1.8	17	E. Brownell, Baie Verte, N.B.
75,728	George Killam	Digby	Schr Glt	1878	Meteghan, N.S.	53.3	17.7	6.9	30	Sydney L. Justason, Pomfield, N.B.
107,066	George L. Slipp	St. John, N.B.	"	1898	Harvey, N.B.	78.0	25.5	7.4	98	Wm. Wood, Albert, N.B.
83,437	George M. Warner	Weymouth	"	1887	Plympton, N.S.	80.4	23.5	8.8	94	Joseph H. Potter, M.O., Plympton, N.S.

SESSIONAL PAPER No. 21b

59,989	George Manly	Toronto	Barge—Chadani	1871	Quebec, Que.	142	5	26	0	11	0	284	Jas. Playfair and W. A. Clark, Jr., J.O., Collingwood, Ont.
107,233	George T. Davie	Quebec	"	1898	St. Joseph, Que.	177	5	35	0	12	5	680	J. L. Davie, Lewis, Que.
90,514	George T. Hay	Parsonsboro'	Ship	1887	Parsonsboro', N.S.	235	6	12	0	23	6	1647	G. D. Spicer, Spencer's Island, N.S.
77,918	Geo. W. Lee	Port Hope	Schr—Glt	1876	Oak Oueland, U.S.A.	32	0	11	2	4	6	8	A. Coxell, Brighton, Ont.
100,874	Georgia E.	St. John, N.B.	"	1893	Cambridge, N.B.	80	0	27	1	7	0	89	W. H. White, Cambridge, N.B.
107,097	Georgian	Victoria	Barge—Chadani	1898	Victoria, B.C.	169	0	36	5	7	5	391	Canadian Development Co., Ltd., Victoria, B.C.
75,687	Georgiana	Quebec	Schr—Glt	1878	St. Francis, Que.	45	0	14	0	5	9	22	Anabelle Bonchard, La Petite Riviere, St. Francois Xavier, Que.
100,454	Georgiana	"	"	1892	Crane Island, Que.	61	8	20	0	6	6	48	J. B. Barrette, Mills-Vaches, Que.
92,546	Georgiana	Montreal	Sloop	1886	Valleyfield, Que.	83	6	19	0	4	9	46	O. Sicotte, Valleyfield, Que.
90,885	Georgiana	Yarmouth	Schr—Glt	1888	Shelburne, N.S.	81	0	22	1	9	5	90	Henry Lewis, Yarmouth, N.S.
94,835	George Linwood	Digby	"	1871	Bristol, U.S.A.	47	3	15	7	5	7	25	Hubert Johnson, <i>et al.</i> , Granville, N.S.
	Germany	Montreal	Barge—Chadani	1870	Lamoraie, Que.	92	1	22	0	6	7	97	T. Pelopain, St. Roch, Que.
100,736	Gertie	Windsor, N.S.	Schr—Glt	1895	Wadton, N.S.	63	6	20	0	6	6	15	Jas. S. Ogilvie, Parsonsboro', N.S.
107,997	Gertie Bell	Canso	"	1900	Country Harbour, N.S.	37	0	13	2	6	1	15	Arel, Cook, Country Harbour, N.S.
80,996	Gertie Belle	Guysboro'	"	1885	"	40	8	15	8	6	0	15	James Yorke, Eastern Passage, N.S.
100,537	Gertie E.	Digby	"	1894	Tyverton, N.S.	51	0	17	3	6	3	32	James Paterson, St. John, N.B.
100,117	Gertie Lewis	Canso	"	1868	Booth Bay, U.S.A.	76	3	22	6	7	5	71	L. J. Sangster, Guysboro', N.S.
107,350	Gertie M. Stuart	Halifax	"	1901	Owl's Head, N.S.	41	0	14	0	5	7	16	Wm. Murphy, Owl's Head, N.S.
103,282	Gilkaeatie	Chatham, N.B.	"	1890	Carapuet, N.B.	32	8	12	3	4	8	11	R. Young, Carapuet, N.B.
107,931	Gilley, No. 1	New Westminster	Barge—Chadani	1900	New Westminster, B.C.	72	0	24	0	6	0	101	James R. Gilley, M.O., New Westminster, B.C.
111,505	Gilley, No. 2	"	"	1901	"	85	0	26	0	7	0	124	"
100,136	Gimli	Winnipeg	"	1892	Gimli, Man.	61	0	13	0	4	7	30	L. Hamnesson, M.O., Gimli, Man.
92,359	Gipsy	Parsonsboro'	Schr—Glt	1887	Wadeside, N.B.	52	3	16	9	5	9	33	Fred Ogilvy, Parsonsboro', N.S.
103,086	Gipsy	Chatham, N.B.	"	1894	Carapuet, N.B.	42	8	13	7	6	9	20	W. S. Loggie Co., Ltd., Chatham, N.B.
	Gipsy Queen	Kingston	Barge—Chadani	1870	Dog Lake, Ont.	94	4	19	6	5	5	88	David Eligh, Marlborough, Ont.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
59,497	Gird I Love	Lunenburg	Schr Glt	1872 West Dublin, N.S.	50 6	17 0	6 9	29	Abraham Street, St. John, N.B.
72,322	Glad Tidings	St. John, N.B.	"	1878 Greenwich, N.E.	77 0	26 4	6 7	75	Josiah Christopher, Hopedale, N.E.
100,989	Gladiator	Chatham, N.B.	"	1888 Caraquet, N.B.	36 0	12 5	4 6	11	E. Rive, Caraquet, N.E.
	Gladstone	Kingston	"	1869 Dog Lake, Ont.	102 5	24 5	8 8	175	Thos. Currie, Seaforth, Ont.
(a)100,169	Gladstone	Moncton	"	1891 Advocate, N.S.	100 0	28 8	9 0	150	Fred W. Sumner, Moncton, N.B.
100,964	Gladstone	Chatham, N.B.	"	1888 Caraquet, N.B.	34 3	11 6	4 6	10	E. Rive, Caraquet, N.E.
103,733	Gladys B. Smith	Lunenburg	"	1897 Lunenburg, N.S.	98 3	25 3	10 0	99	B. C. Smith, Lunenburg, N.S.
97,450	Gleaner	St. Andrews	"	1879 West Point, N.S.	34 0	13 0	5 0	13	Mrs. Victoria Cook, St. George, N.B.
85,469	Gleaner	Quebec	"	1883 Little Metis, Que.	64 5	20 0	7 0	60	Just. Dufour, Grande Bay, Saguinay, Que.
75,679	Gleaner	"	"	1877 Esquimaux Point, Que.	56 7	18 0	7 3	41	Benj. Landry, Esquimaux Point, Que.
94,979	Gleaner	Halifax	"	1874 Essex, U.S.A.	71 0	20 8	6 5	57	William Jenney, Jeddore, N.S.
100,910	Gleaner	Chatham, N.B.	"	1893 Caraquet, N.B.	38 0	12 3	5 2	13	L. Lantigne, Caraquet, N.B.
103,874	Gleaner	Montreal	Sloop	1897 Ste. Anne de Bellevue, Que.	68 6	14 0	3 5	28	A. St. Denis, Ste. Anne de Bellevue, Que.
111,445	Gleaner	Ottawa	Scow—Chd.	1898 East Bay, Que.	53 0	13 0	4 4	20	Mrs. Sarah A. Kelly, Kippewa, Que.

SESSIONAL PAPER No. 21b

66,383	Glen.....	Charlottetown.....	Schr—Glt.....	1873	Pinette, P.E.I.....	41	9	15	1	5	7	19	James W. Shea, Lot No. 1, P.E.I.
100,063	Glenafon.....	Annapolis.....	Bktn—Bkgt.....	1890	Granville, N.S.....	134	8	31	5	12	4	314	W. H. Weatherspoon, Granville, N.S.
100,111	Glenara.....	Parrsboro'.....	Schr—Glt.....	1891	Spencer's Island, N.S.....	75	7	23	9	6	3	72	E. Kinnie, Riverside, N.S.
61,599	Glendora.....	Shelburne.....	".....	1876	Jordan River, N.S.....	41	0	12	5	5	0	12	Jacob L. Jones, Jordan River, N.S.
	Glangary.....	Montreal.....	Barge—Chalan.....	1872	Lancaster, Ont.....	120	0	22	6	9	8	260	Montreal Transportation Co., Montreal, Que.
83,118	Gleniffer.....	Sarnia.....	Schr—Glt.....	1873	Port Robinson, Ont.....	135	6	25	6	11	5	328	W. J. Strong, Port Elgin, Ont.
107,916	Glenita C.....	St. Andrews.....	Sloop.....	1898	Grand Manan, N.B.....	29	3	11	6	6	4	12	Coleman E. Guphill, Grand Manan, N.B.
85,478	Glenora.....	Liverpool.....	Schr—Glt.....	1883	Jordan River, N.S.....	70	0	22	2	8	8	76	S. J. Balcom, Sheet Harbour, N.S.
97,177	Glenrosa.....	Windsor, N.S.....	Bktn—Bkgt.....	1890	Cheverie, N.S.....	142	6	35	3	13	0	487	P. S. Blake, Parrsboro', N.S.
80,831	Glide.....	Lunenburg.....	Schr—Glt.....	1879	East Port Medway, N.S.....	39	3	14	3	5	6	16	F. A. Smith, Cape Sable Island, N.S.
90,754	Glide.....	St. John, N.B.....	".....	1886	Waterborough, N.B.....	76	5	26	3	6	8	80	M. H. Tufts, St. John, N.B.
96,782	Glide.....	Halifax.....	".....	1888	Haggains Cove, N.S.....	33	6	13	5	5	0	10	Sydney G. Garrison, Peggy's Cove, N.S.
107,319	Globe.....	".....	".....	1899	Lockeport, N.S.....	57	3	16	9	7	8	32	Charles W. Hart, Sambro, N.S.
100,108	Glooscap.....	Parrsboro'.....	Ship—3 m.....	1891	Spencer's Island, N.S.....	238	1	42	9	23	9	1721	George D. Spicer, Spencer's Island, N.S.
106,920	Gloria.....	Toronto.....	Cutter.....	1898	Southampton, Ont.....	57	0	12	4	7	0	21	Henry C. McLeod, Halifax, N.S.
103,752	Glyndon.....	Lunenburg.....	Schr—Glt.....	1897	LaHave, N.S.....	92	9	24	9	10	0	90	E. Wentzel, Ritey's Cove, N.S.
107,840	Gog.....	Victoria.....	Barge—Chalan.....	1901	Victoria, B.C.....	95	0	30	3	6	8	132	Louis O. Garnett, Victoria, B.C.
64,573	Gold Finder.....	St. John, N.B.....	Wdbr—Bab.....	1871 1886	Westfield, N.B.....	72	2	25	3	7	2	69	S. W. Boyd, Penfield, N.B.
77,612	Gold Hunter.....	Amberst, M.I.....	Schr—Glt.....	1878	Mahone Bay, N.S.....	57	5	18	5	7	1	41	J. N. Arsenau, House Harbour, Magdalen Islands, Que.
103,203	Gold Seeker.....	Liverpool.....	".....	1896	Liverpool, N.S.....	109	0	27	0	10	6	199	A. W. Hendry, Liverpool, N.S.
107,775	Gold Seeker.....	Chatham, N.B.....	".....	1900	Caraquet, N.B.....	36	4	12	8	5	5	13	C. Robin Collas & Co., Ltd., Jersey.
92,467	Golden Ball.....	Charlottetown.....	".....	1888	Maigate, P.E.I.....	33	5	12	9	5	0	12	H. A. Leslie, Kensington, P.E.I.
92,586	Golden Bow.....	Gaspé.....	".....	1891	Anticosti, Que.....	61	2	20	0	8	7	61	Jos. Trepanier, St. Siméon, Que.
100,228	Golden Dawn.....	Halifax.....	".....	1893	Chezetcook, N.S.....	53	8	18	9	8	8	46	G. J. Conrod, Chezetcook, N.S.
	Golden Harbor.....	Windsor, Ont.....	Scoo—Chd.....	1873	Belle River, Ont.....	68	6	17	7	4	6	42	A. Onelette, Belle River, Ont.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct. Lieu de construction.	Register Dimensions. Dimensions.			Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	
100,270	Golden Light.	Windsor, N.S.	Sehr—Glt.	1892 Blonidon, N.S.	45 5	16 0	5 9	24 Sir. F. W. Jordan, Canning, N.S.
100,271	Golden Rod.	"	Pktn Bight.	1892 Kingsport, N.S.	160 0	36 0	13 2	533 Samuel Reynard, New York, U.S.A.
96,766	Golden Rule.	Port Hawkesbury.	Sehr Glt.	1892 Port Hawkesbury, N.S.	55 6	17 2	7 2	42 J. P. Savage, Amherst, Magdalen Islands, Que.
107,062	Golden Rule.	St. John, N.B.	"	1897 Canning, N.B.	62 0	23 0	6 3	55 R. S. Orchard, St. John, N.B.
107,132	Golden Rule.	St. Andrews.	"	1862 Kennedamk, U.S.A.	62 0	18 2	6 7	49 Wm. Cline, Campo Bello, N.B.
94,963	Golden Seal.	Halifax.	"	1889 Pleasantville, N.S.	50 0	18 0	7 0	32 George E. Cook, Halifax, N.S.
107,172	Goldie-Gl.	Digby.	"	1899 Young's Cove, N.S.	44 5	12 6	5 2	15 Watson Guest, et al., Young's Cove, N.S.
83,026	Gondola.	Wallaceburg.	Barge—Chalan.	1881 Wallaceburg, Ont.	102 1	23 8	6 0	91 E. Houston, Dresden, Ont.
69,041	Good Intent.	Halifax.	Sehr—Glt.	1872 Corner of Beach, Que.	68 0	19 0	9 0	75 David McPherson, Halifax, N.S.
96,850	Good News.	Sarnia.	"	1891 Sand Beach, U.S.A.	42 0	13 0	1 5	18 Albert E. Maule, Toronto, Ont.
59,454	Good Templar.	Halifax.	"	1869 Lunenburg, N.S.	43 5	15 1	6 0	22 Edward Eisner, Chester, N.S.
103,877	Grace.	Montreal.	Scow—ehd.	1894 Toledo, Ohio, U.S.A.	91 6	26 7	5 1	106 The Montreal Sand & Gravel Co., Ltd., Montreal, Que.
107,987	Grace.	Shelburne.	Sehr—Glt.	1900 Sable River, N.S.	63 3	19 5	7 8	53 Anthony D. Giffin, Osborne, N.S.
100,8506	Grace.	Lunenburg.	"	1894 Shelburne, N.S.	88 0	23 6	9 0	99 Daniel Gibson, LaHave, N.S.

SESSIONAL PAPER No. 21b

103,544	Grace D.	Halifax	1890	Pennant, N.S.	34	2	10	6	4	8	1	10	J. Maryatt, Pennant, N.S.
111,074	Grace Darling	Parishboro'	1901	Lower Schmah, N.S.	82	7	25	7	8	4	97	Josiah Saley, Economy, N.S.	
107,910	Grace & Ethel	St. Andrews	1899	St. John, N.B.	34	0	13	0	5	5	16	Robert Ingersoll, Grand Manan, N.B.	
107,534	Grace C.	St. John, N.B.	1898	Milledgeville, N.B.	24	7	7	3	2	3	3	N. J. Trueman, St. John, N.B.	
96,765	Granada	Port Hawkesbury	1857	Essex, Mass., U.S.A.	67	8	19	1	7	7	58	A. F. Cameron, Sherbrooke, N.S.	
101,296	Grande	Sydney	1875	Portsmouth, U.S.A.	197	2	38	5	23	8	12	The Dominion Coal Co., Ltd., Glace Bay, N.S.	
88,220	Grande	Halifax	1883	Mahone Bay, N.S.	37	5	12	9	6	0	14	John Martin, Pennant, N.S.	
107,574	Granger	Pictou, Ont.	1899	Stellia, Ont.	50	0	14	1	14	5	21	John Flynn, Pictou, Ont.	
92,668	Grant	Ottawa	1887	Hull, Que.	112	0	23	0	7	6	146	The Ottawa Transportation Co., Ltd., Ottawa, Ont.	
75,611	Grantham	St. Catharines	1873	Port Robinson, Ont.	140	0	23	7	11	7	325	Ira A. Breck, Guelph Island, Ont.	
90,746	Grayling	St. John, N.B.	1885	Rothsay, N.B.	41	6	16	0	4	9	21	Frank Whippley, St. John, N.B.	
111,846	Gray Loggie	Chatham, N.B.	1901	Loggieville, N.B.	77	2	25	3	7	1	99	Robert Loggie, M.O., Loggieville, N.B.	
100,992	Great Mogul	"	1888	Caracquet, N.B.	34	0	13	0	1	1	11	P. Rive, Caracquet, N.B.	
107,996	Green Linnet	Canso	1886	Tancook, N.S.	37	0	12	0	6	0	12	John D. Ryan, Canso, N.S.	
107,435	Greenback	St. Andrews	1890	Medegham, N.S.	38	0	11	7	8	0	22	Charles E. King, Grand Manan, N.B.	
111,683	Greenwood	Shedburne	1901	Shedburne, N.S.	70	0	21	5	8	9	71	Edward P. Greenwood, North East Harbour, N.S.	
90,862	Grenada	Lunenburg	1886	Couperell, N.S.	75	8	23	0	9	0	93	J. W. Hunt, Port Medway, N.S.	
94,725	Grenada	Windsor, N.S.	1888	Horton, N.S.	161	0	34	6	15	1	635	D. E. North and J. T. North, Hantsport, N.S.	
96,702	Grenville	Ottawa	1880	Greenville, Que.	111	0	22	8	7	3	154	The Ottawa Transportation Co., Ltd., Ottawa, Ont.	
107,568	Groqueland	Parishboro'	1900	Port Grenville, N.S.	106	2	28	5	9	4	106	Reynolds Harrington, Sydney, N.S.	
107,372	Grota	Dorchester	1899	Dorchester, N.B.	103	0	28	3	8	7	146	Hiram W. Palmer, Dorchester, N.B.	
90,512	Greville	Parishboro'	1887	Parrishoro', N.S.	65	6	19	1	7	6	57	L. H. Foinel, Wolfville, N.S.	
92,508	Grey Eagle	St. Andrews	"	Booth Bay, Me., U.S.A.	32	6	11	9	7	0	13	B. Dick, St. George, N.B.	
111,411	Grilse	Lunenburg	1900	Lunenburg, N.S.	63	0	18	6	7	5	38	Jos. C. Young, Lunenburg, N.S.	
72,719	Grimshy	St. Catharines	1874	St. Catharines, Ont.	137	3	26	2	11	8	331	James Matthews, Toronto, Ont.	

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. *Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
92,418	Grip.....	Chatham, N.B.....	Schr. Glt.	1889	Tracadie, N.B.....	37 3	13 2	5 0	12	Gervais Chénard, Caraquet, N.B.
66,602	Grizelda.....	Sydney.....	"	1870	Great Bras d'Or, N.S.....	63 8	20 0	8 9	61	Wm. Carey, Bras d'Or, N.S.
107,958	Guardian.....	Lunenburg.....	"	1900	La Have, N.S.....	91 8	21 6	9 8	100	Reuben Kiley, La Have, N.S.
71,072	Guest.....	Andersburg.....	"	1891	Toussaint, U.S.A.....	45 3	13 3	1 6	11	W. L. Carr, Kingsville, Ont.
88,599	Guide.....	Halifax.....	"	1885	Eel Brook, N.S.....	59 2	18 9	6 5	38	Joseph Poirrier, Descoisse, N.S.
100,790	Guiding Star.....	Chatham, N.B.....	"	1890	Caraquet, N.B.....	35 9	12 6	1 1	11	R. Young, Caraquet, N.B.
111,551	Guir.....	St. Andrews.....	Shoop.....	1898	West Isles, N.B.....	40 6	13 1	6 0	17	Wm. M. Kent, Grand Manan, N.B.
103,394	Gull.....	Doscento.....	"	1855 1891	Ogdensburg, U.S.A.....	52 0	15 0	5 0	25	Peter Cote, Belleville, Ont.
59,306	Guirio Westbrooke.....	St. Andrews.....	Schr. Glt.	1878	West Isles, N.B.....	31 0	12 8	5 4	16	James Cline, West Isles, N.B.
74,217	Gustave Adolphe.....	Montreal.....	Shoop.....	1875	St. Amé, Que.....	43 0	23 2	6 2	90	Ignace Caron, St. Amé, Que.
100,279	Gypsum Emperor.....	Windsor, N.S.....	Schr. Glt.	1892	Parrishore, N.S.....	179 2	36 2	16 2	635	Gypsum Packet Co., Ltd., Windsor, N.S.
100,731	Gypsum Empress.....	"	"	1892	Horton, N.S.....	171 0	36 1	16 5	725	"
91,865	Gypsum King.....	Parrishore.....	"	1890	Parrishore, N.S.....	161 0	37 4	17 6	639	E. W. Dimock, Windsor, N.S.
91,870	Gypsum Queen.....	"	"	1891	"	155 5	37 8	16 0	609	"

SESSIONAL PAPER No. 21b

85,750	H. B.	Quebec	"	1883	Esquimaux Point, Que.	63 5	21 0	8 2	57	Hypolite Boudreault, Esquimaux Point, Que.
96,862	H. B.	Prescott	Barge—Chalam.	1890	Montreal, Que.	170 7	33 8	13 0	54	Jas. Buckley, Prescott, Ont.
107,489	H. A. Barr	Sault Ste. Marie	Schr—Glt	1893	West Bay City, U.S.A.	229 0	35 0	16 0	900	Algoma Central Railway, Sault Ste. Marie, Ont.
96,756	H. A. Holder	St. John, N.B.	"	1889	Greenwich, N.B.	81 7	27 0	7 1	94	A. A. McIntyre, St. John, N.B.
91,745	H. B. Homan	"	"	1888	Portland, N.B.	131 6	31 2	10 6	299	Robt. C. Elkin, St. John, N.B.
11,418	H. H. Kitchener	Lunenburg	"	1900	La Have, N.S.	90 2	25 0	10 0	100	John W. Hauglin, La Have, N.S.
90,811	H. M. Ballou	Port Hope	"	1867	Oak Orchard, U.S.A.	80 9	17 7	6 4	52	E. Goldring, Toronto, Ont.
72,580	H. M. Stanley	Kingston	"	1873	Port Dalhousie, Ont.	132 3	25 6	11 7	305	George H. Monden, Oakville, Ont.
96,957	H. M. Stanley	St. John, N.B.	"	1890	Newcastle, N.B.	76 2	27 5	7 0	98	John B. Hawkes, Canning, N.B.
80,951	H. N. Todman	Pictou, N.S.	"	1867	Wellington, Ont.	92 2	22 6	8 3	110	Alex. Lawson, Goderich, Ont.
96,619	H. R. Emmerson	Moncton	"	1890	Coverdale, N.B.	78 5	24 8	9 0	98	John L. Peck, Hillsboro', N.B.
86,899	H. T. Waldorf	Ottawa	Barge—Chalam.	1880	Hull, Que.	110 0	22 1	7 8	163	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,856	H. Anger	Quebec	Schr—Glt	1892	Les Ecuencils, Que.	51 6	15 6	6 6	37	Joseph N. Dussault, Les Ecuencils, Que.
66,043	H. Labranche	"	Barge—Chalam.	1872	Ste. Genevieve de Batiscan, Que.	92 9	20 5	6 7	87	Z. LeBrun, St. Aimé, Que.
75,499	Haleyson	Charlottetown	Schr—Glt	1877	Brendel River, P.E.I.	48 5	15 3	5 1	24	William Scaubaugh, Georgetown, P.E.I.
90,730	Halicia	Halifax	Cutter	1887	Dartmouth, N.S.	33 2	6 4	5 5	6	Samuel Trout, Seaton, Eng.
92,482	Hamburg	Windsor, N.S.	Bk—Bq	1886	Hantsport, N.S.	216 2	43 0	21 6	1649	Ship Hamburg Co., Ltd., Hantsport, N.S.
111,661	Hamilton	Montreal	Barge—Chalam.	1901	Hamilton, Ont.	202 2	41 0	13 1	739	Montreal Transportation Co., Montreal, Que.
100,798	Handy No. 1	Victoria	Scow—Chd	1888	Facoma, U.S.A.	76 0	25 0	6 0	103	Sayward Mills & Timber Co., Ltd., Victoria, B.C.
59,129	Hannah D.	St. John, N.B.	Schr—Glt	1868	St. John, N.B.	75 6	22 6	7 9	76	James Donovan, Castletown, Cork Co., Ireland.
75,552	Hannah Ebbidge	Charlottetown	"	"	U. S. A.	67 0	20 8	7 7	57	Thos. A. Roberts, Murray Harbour South, P.E.I.
80,650	Happy Home	Yarmouth	"	1885	Sabbon, River, N.S.	11 0	13 8	6 1	14	John Pugh, Westport, N.S.
100,815	Happy Home	Barrington	"	1891	Cape Negro, N.S.	36 0	11 3	4 5	10	W. H. Harris, Halifax, N.S.
36,749	Hare	Pasphebec	"	1865	Pasphebec, Que.	55 0	16 0	5 9	24	Wm. Bartle, New Carlisle, Que.
111,763	Harold	Lunenburg	"	1901	Malbone Bay, N.S.	90 8	24 7	10 0	100	Abraham Ernst, Malbone Bay, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						ft. mths.	ft. mths.	ft. mths.		
107,119	Harold J. Parks.....	Lunenburg.....	Schr—Glt.....	1868	La Have, N.S.....	82 6	24 8	9 8	99	L. B. Currie, M.O., West Dublin, N.S.
100,956	Harold N.....	Chatham, N.B.....	".....	1843	Shippagan, N.B.....	36 1	12 1	1 7	12	W. S. Loggie Co., Ltd., Chatham, N.B.
91,839	Harrie.....	St. Andrews.....	".....	1882	Brier Island, N.B.....	30 0	12 2	6 2	14	Abraham Mathews, Campo Bello, N.B.
97,038	Harry.....	Yarmouth.....	Bgm—Blight.....	1891	Beaver River, N.S.....	92 4	25 0	9 9	144	Henry Lewis, Yarmouth, N.S.
80,865	Harry.....	Ottawa.....	Barge—Chalan.....	1879	Ottawa, Ont.....	111 0	22 0	7 1	166	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,119	Harry.....	Parisboro.....	Schr—Glt.....	1882	Port Greville, N.S.....	153 8	35 0	12 5	422	C. T. White, Apple River, N.S.
80,825	Harry B.....	Liverpool.....	".....	1880	Bridgewater, N.S.....	67 0	21 8	8 8	67	J. H. Smith, et al., Brooklyn, N.S.
107,312	Harry C. Ellis.....	Yarmouth.....	".....	1868	Liverpool, N.S.....	45 0	13 4	7 0	16	George A. Shand, Puloico, N.S.
107,478	Harry G. Underwood	Quebec.....	Barge—Chalan.....	1901	Puloico, N.S.....	97 0	18 8	6 4	96	J. S. Thom, Quebec, Que.
107,951	Harry Lewis.....	Lunenburg.....	Schr—Glt.....	1890	Troy, N.Y., U.S.A.....	85 4	23 1	9 8	83	Wm. C. Smith, Lunenburg, N.S.
80,391	Harry Morris.....	St. John, N.B.....	".....	1882	Parisboro, N.S.....	77 4	24 1	8 0	98	Robert Carson, St. Martin's, N.B.
103,744	Harry Smith.....	Lunenburg.....	".....	1896	Lunenburg, N.S.....	81 7	24 1	9 3	91	J. H. Wilson, Lunenburg, N.S.
111,033	Harry Troop.....	Liverpool.....	".....	1901	Liverpool, N.S.....	116 6	28 0	10 6	199	George J. Theoburn, et al., Sandy Point, N.S.
96,758	Harry W. Lewis.....	St. John, N.B.....	".....	1889	Hopewell Cape, N.B.....	124 6	31 5	11 0	297	F. W. Sumner, Moncton, N.B.

SESSIONAL PAPER No. 21b

(a) 96,760	Harvard H. Havey.	"	1876 Hancock, U.S.A.	81 7	24 0	6 4	91 L. F. King, St. John, N.B.
	Harvest	Montreal	Barge—Chalan.	120 4	22 3	10 5	262 Alphonse Desrozier, Lanoraie, Que.
103,263	Harvest Home	St. John, N.B.	Schr—Glt	61 2	23 3	5 9	53 F. W. Orchard, St. John, N.B.
54,081	Harvest Home	Lanenburg	"	68 7	20 1	8 1	68 Archibald Lord, Crapaud, P.E.I.
92,491	Harvest Queen	Windsor, N.S.	Ship—3 m.	257 0	45 0	24 6	1894 The Ship Harvest Queen Co., Ltd., Wolville, N.S.
107,587	Harvy	Lindsay	Barge—Chalan	79 0	18 6	5 0	65 Robert Kennedy, Lindsay, Ont.
107,811	Hastings	Peterborough	"	61 0	15 5	1 5	36 Frank Barnett, Birdsall, Ont.
100,257	Hathor	Halifax	Cutter	31 0	8 9	5 3	6 Harry T. Jones, Halifax, N.S.
88,644	Hattie	Charlottetown	Schr—Glt	42 3	13 3	6 0	18 Joseph Lantagne, Caraquet, N.B.
88,401	Hattie	Digby	"	57 8	17 5	6 6	37 E. C. Bowers, Westport, N.S.
100,327	Hattie	Yarmouth	"	33 0	12 6	5 0	10 R. Ellenwood, Yarmouth, N.S.
100,388	Hattie	Sydney	"	51 7	17 0	5 8	27 John Fitzgerald, Aspy Bay, N.S.
83,296	Hattie Ann	Kingston	Sloop	81 4	17 4	1 8	51 James Mullens, Belleville, Ont.
85,548	Hattie C.	St. John, N.B.	Schr—Glt	97 5	28 4	10 0	160 F. C. Pabner, Dorchester, N.B.
75,782	Hattie E.	Charlottetown	"	55 5	18 3	7 0	35 Wallace Harding, French River, P.E.I.
90,617	Hattie Emeline	Yarmouth	"	31 1	13 7	4 9	11 Chas. Reynolds, Port La Tour, N.S.
64,716	Hattie G.	Port Hawkesbury	"	52 6	16 4	7 0	34 Abram Gerrier, Arichat, N.S.
94,622	Hattie H.	Ottawa	Barge—Chalan	108 0	23 0	6 0	131 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,437	Hattie L.	St. Andrews	Sloop	29 6	12 0	5 6	12 Francis A. Cheney, Grand Manan, N.B.
107,641	Hattie L.M.	Lanenburg	Schr—Glt	86 4	23 5	9 6	88 Peter B. Zwicker, Malbone Bay, N.S.
111,516	Hattie Louise	St. John, N.B.	Sloop	33 9	13 0	5 0	11 James W. Wooster, Grand Manan, N.B.
103,722	Hattie McKay	Parrsboro'	Schr—Glt	68 1	22 2	7 3	74 Jas. H. Card, Parrsboro', N.S.
100,888	Hattie Muriel	St. John, N.B.	"	79 5	26 1	6 8	85 J. P. McAllister, Scotch Town, N.B.
103,710	Hattie P.	Yarmouth	"	81 3	24 4	7 3	80 A. Perry, Port Medway, N.S.
80,799	Hattie T.	Digby	"	42 5	14 6	5 7	16 Samuel W. Kendrick, <i>et al.</i> , Slag Harbour, N.S.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

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						Dimensions.				
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						FT.	INCHES.	FT.		
107,480	Hattie & Eva.....	Digby.....	Sloop.....	1900	Freeport, N.S.....	32 1	11 2	5 2	11	Milton Haines, <i>et al.</i> , Freeport, N.S.
83,445	Hattie.....	Victoria.....	Schr. Glt.....	1882	Victoria, B.C.....	74 7	22 8	7 5	72	Victoria Sealing Co., Ltd., Victoria, B.C.
111,496	Havelock.....	Annapolis.....	".....	1901	Bridgetown, N.S.....	112 0	30 3	11 2	212	C. D. Pickles, Annapolis, N.S.
38,373	Havelock.....	Halifax.....	".....	1858	River Inhabitants, N.S.....	67 5	20 1	9 1	78	John Dickson, Sonora, N.S.
83,463	Havelock.....	St. Andrews.....	".....	1822	Newark, U.S.A.....	48 0	17 0	7 0	33	W. James, Campo Bello, N.F.
88,372	Hawk Eye.....	Victoria.....	Sloop.....		Washington, U.S.A.....	29 6	11 6	3 0	6	Chas. N. Baker, Victoria, B.C.
107,465	Hazel B. Mosher.....	Lanenburg.....	Schr. Glt.....	1900	Malone Bay, N.S.....	89 7	23 3	9 1	72	C. Edwin Kaulbach, Lanenburg, N.S.
80,613	Hazel Dell.....	Yarmouth.....	".....	1883	Pulauco, N.S.....	79 9	21 9	9 1	87	E. F. Parker, Yarmouth, N.S.
85,554	Hazel Glen.....	".....	".....	1881	".....	81 8	22 4	8 8	96	E. K. Spinney, Yarmouth, N.S.
111,640	Hazel L. K.....	Lanenburg.....	".....	1901	Malone Bay, N.S.....	88 2	24 5	9 5	88	Thomas Hamou, Lanenburg, N.S.
92,372	Hazelwoode.....	St. John, N.B.....	".....	1888	Moss Glen, N.F.....	93 3	26 6	7 6	134	James Jardine and John Jardine, St. John, N.B.
77,732	Heather Bell.....	Digby.....	".....	1879	Bear River, N.S.....	40 2	13 3	5 1	13	H. E. Gillis, <i>et al.</i> , Annapolis, N.S.
71,145	Heather Belle.....	Goderich.....	".....	1868	Pictou, Ont.....	43 0	22 3	7 8	121	R. Gawley, Eastnor, Ont.
103,518	Hebe.....	Halifax.....	Sloop.....	1896	Malone Bay, N.S.....	40 2	10 6	3 0	8	W. J. Holdsworth, Halifax, N.S.

SESSIONAL PAPER No. 21b

38,468	Hector.....	Arichat.....	Schr—Glt.....	1865	River Bourgeoise, N.S.....	59	8	17	9	7	6	34	Geo. Walker, Basin River Inhabitants, N.S.
38,694	Hector.....	St. John, N.B.....	Bktn—Bkgt.....	1885	St. John, N.B.....	156	6	32	6	13	0	498	Chas. McL. Troop, St. John, N.B.
90,735	Hector.....	Port Hawkesbury.....	Schr—Glt.....	1886	Basin River Inhabitants, N.S.....	31	0	10	5	4	7	11	Nicholas McDonald, River Inhabitants, N.S.
80,699	Hector.....	Montreal.....	Barge—Chalan.....	1882 1896	Kingston, Ont.....	170	3	35	5	11	9	539	Montreal Transportation Co., Montreal, Que.
90,859	Hector W. McG.....	Port Hawkesbury.....	Schr—Glt.....	1886	Lamenburg, N.S.....	79	9	23	5	9	0	99	Walter Murray, M.O., Port Hawkesbury, N.S.
77,879	Hedwidge.....	Quebec.....	".....	1879	Cap St. Ignace, Que.....	62	0	20	3	5	6	44	Evau John Price, Quebec, Que.
83,377	Helen.....	Toronto.....	".....	1882	Oakville, Ont.....	79	3	19	7	5	4	61	J. H. Golding, Toronto, Ont.
103,876	Helen.....	Montreal.....	Scow—Chd.....	1894	Toledo, Ohio, U.S.A.....	96	6	26	7	5	4	105	Montreal Sand & Gravel Co., Ltd., Montreal, Que.
100,067	Helen E. Kenney.....	St. John, N.B.....	Schr—Glt.....	1891	Black River, N.B.....	126	8	30	2	11	5	294	Howard D. Troop, St. John, N.B.
66,894	Helen H.....	".....	Wdht—Bab.....	1873	Newcastle, N.B.....	67	3	24	0	6	3	55	R. P. Soley, Lower Economy, N.S.
103,020	Helen M.....	Parisboro'.....	Schr—Glt.....	1885	Port Greenville, N.S.....	64	0	21	6	7	2	62	B. Hatfield, Advocate, N.S.
90,734	Helen M. Crosby.....	Port Hawkesbury.....	".....	1865	Essex, Mass., U.S.A.....	72	5	29	7	7	1	64	A. F. Cameron, Sherbrooke, N.S.
100,544	Helen Mand.....	Digby.....	".....	1896	Freeport, N.S.....	43	5	15	6	6	1	26	C. McDonald, Westport, N.S.
107,292	Helen Shatner.....	Amapolis.....	".....	1909	Bridgetown, N.S.....	107	0	29	6	10	1	180	L. D. Shatner, Bridgetown, N.S.
100,585	Helena.....	Montreal.....	Sloop.....	1892	Yamaska, Que.....	109	0	22	8	9	3	131	O. Latraverse, Sorel, Que.
100,117	Helena M.....	Parisboro'.....	Schr—Glt.....	1892	Parrsboro', N.S.....	62	3	19	7	7	2	55	Jas. George, Parrsboro', N.S.
85,563	Helena Maude.....	Barrington.....	".....	1883	Shelburne, N.S.....	86	0	24	0	9	7	97	Wm. Trouhahn, Pictou Landing, N.S.
72,672	Hellen.....	Victoria.....	Sloop.....	1877	Victoria, B.C.....	37	5	11	4	4	0	11	E. Crove Baker, Victoria, B.C.
97,157	Henrietta.....	".....	Schr—Glt.....	1886	Washington, U.S.A.....	52	6	19	6	5	0	31	Thos. Flavin, Victoria, B.C.
64,151	Henry.....	".....	Sloop.....	1874	Skeena, B.C.....	52	0	9	0	3	0	11	Wm. Moore, Victoria, B.C.
107,753	Henry Ellsworth.....	Charlottetown.....	Schr—Glt.....	1886	Essex, Mass., U.S.A.....	67	0	20	0	7	2	45	R. B. McLeod, French River, New London, P.E.I.
48,356	Henry Fenwick.....	Guyshero'.....	".....	1894	Booth Bay, Me., U.S.A.....	64	0	19	0	6	8	43	L. Murphy, French Village, N.S.
111,578	Henry Fitzhugh.....	Toronto.....	Sail.....	1896	Oswego, U.S.A.....	138	0	26	0	11	0	300	The Parry Sound Lumber Co., Ltd., Parry Sound, Ont.
83,194	Henry G. Ives.....	Pictou, N.S.....	Schr—Glt.....	1886	Merigomish, N.S.....	68	4	22	1	7	8	68	A. LeBlanc, Arichat, N.S.
103,717	Henry L.....	Yarmouth.....	".....	1898	Pubnico, N.S.....	83	0	12	5	5	7	10	A. C. D'Entremont, Pubnico, N.S.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						ft. mths. ft. mths. ft. mths.				
103,311	Henry L. Phillips	Port Hawkesbury	Schr. Glt.	1866	Booth Bay, Me., U.S.A.	74 8	21 6	7 6	78	John Arsenault, Magdalen Islands, Que.
91,836	Henry Nickerson	Parisboro	"	1871	Bath, Me., U.S.A.	71 7	21 4	7 7	70	A. H. Boudrot, Arichat, N.S.
75,902	Henry Swan	Chatham, N.B.	"	1878	Richibucto, N.B.	70 2	22 1	7 6	63	Edward Sinclair, Newcastle, N.E.
83,061	Herbert	Ottawa	Barge Chalan.	1880	Ottawa, Ont.	110 0	22 4	7 5	102	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
72,536	Herbert Dudley	Kingston	Schr. Glt.	1875	Portsmouth, Ont.	129 0	21 5	10 1	199	DeWitt Carter, Colborne, Ont.
83,439	Herbert Rice	Weymouth	"	1888	Weymouth, N.S.	99 4	25 5	9 0	149	James Cosman, Megegan River, N.S.
100,991	Hercules	Chatham, N.B.	"	1891	Shippagan, N.B.	31 6	12 8	4 6	10	P. Rivo, Caraquet, N.B.
88,630	Hercules	Windsor, Ont.	Dredge Drague	1880	Detroit, U.S.A.	65 0	22 2	5 4	91	Thomas Reid, Walkerville, Ont.
107,335	Hermes	Yarmouth	Sloop	1899	U.S.A.	35 0	11 7	3 5	4	Bryne A. Lovitt, Yarmouth, N.S.
69,576	Hermine	Quebec	Schr. Glt.	1873	St. Germain de Rimouski, Que.	40 0	13 6	6 4	20	Theophile Blanchard, Bay St. Paul, Que.
107,771	Heron	Chatham, N.B.	"	1899	Shippagan, N.B.	36 0	12 9	5 1	13	Wm. Frising & Co., Ltd., Jersey.
77,756	Hesperus	Halifax	"	1880	Port Medway, N.S.	43 1	13 6	6 2	17	Mrs. Mary Ann Peters, Westport, N.S.
94,893	Hesperus	Victoria	"	1880	Vancouver, B.C.	35 5	12 3	5 5	20	James Hunter, Victoria, B.C.
83,259	Heddie May	Amapolis	"	1883	Granville, N.S.	41 0	14 0	5 8	15	J. C. Winchester, Granville, N.S.
77,756	Hiawatha	Shedburne	"	1880	Fortian River, N.S.	71 0	21 5	8 8	66	C. Hardy, Madone Bay, N.S.

SESSIONAL PAPER No. 216

96,904	Hiawatha.....	Kingston.....	Barge—Chalan.....	1890	Garden Island, Ont.....	175	5	30	0	11	9	518	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
72,996	Highland Beauty.....	Toronto.....	Schr—Glt.....	1876	Oakville, Ont.....	80	0	15	9	6	6	58	A. D. Williams, M.O., Toronto, Ont.
69,097	Highland Jane.....	Halifax.....	".....	1874	Jeddore, N.S.....	52	0	17	1	7	4	32	H. E. Hill, Musquodoboit, N.S.
107,371	Highland Lass.....	Sydney.....	".....	1899	Bras D'Or, N.S.....	45	5	15	0	5	8	19	Roderick Beaton, Bras D'Or, N.S.
88,255	Highlands.....	St. John, N.B.....	Bk—Bq.....	1883	Portland, N.B.....	199	6	38	2	22	6	1234	H. D. Troop, St. John, N.B.
96,879	Hilda.....	Prescott.....	Barge—Chalan.....	1898	Toronto, Ont.....	160	0	30	0	12	3	118	Prescott Elevator Co., Ltd., Prescott, Ont.
107,659	Hilda C.....	Lunenburg.....	Schr—Glt.....	1899	Chester Basin, N.S.....	97	0	25	0	10	2	99	S. W. Oxner, Lunenburg, N.S.
109,161	Hilda Maudie.....	Port Hawkesbury.....	".....	1891	La Have, N.S.....	51	7	18	6	7	6	46	J. G. Murray, Port Richmond, N.S.
103,768	Hillside.....	Yarmouth.....	Bktn—Bkgt.....	1897	Grangemouth, G.B.....	158	0	33	1	13	1	439	Hillside Shipping Co., Ltd., Yarmouth, N.S.
73,912	Hiram.....	Ottawa.....	Barge—Chalan.....	1876	Ottawa, Ont.....	104	0	22	2	7	0	134	R. M. Easton, Merrickville, Ont.
59,991	Hiram Benson.....	Toronto.....	".....	1871	Quebec, Que.....	140	5	26	0	11	0	275	Jas. Playfair and W. A. Clark, jr., J.O., Callingswood, Ont.
41,616	Hirna.....	Quebec.....	Schr—Glt.....	1858	Riviere-du-Loup, Que.....	57	5	17	8	7	8	44	Jos. Desrosiers, Ste. Luce, Que.
69,629	Hirondelle.....	".....	Barge—Chalan.....	1873	Ste. Fanelle, Que.....	68	5	22	0	6	6	73	Alf. Arcand, Portneuf, Que.
74,253	Hirondelle.....	".....	Schr—Glt.....	1876	Mill-Vaches, Que.....	47	8	16	8	6	6	32	Joseph Gagne, jr., Malabar, Charlevoix Co., Que.
103,765	Hirondelle.....	Montreal.....	Barge—Chalan.....	1873	St. Ann, Que.....	86	5	29	0	5	0	59	Mich. Laramie, St. Louis, Que.
107,586	Homet.....	Chatham, N.B.....	Schr—Glt.....	1894	Caraquet, N.B.....	32	6	12	9	4	8	11	T. Ahier, Shippegan, N.B.
82,993	Honohu.....	Lindsay.....	Barge—Chalan.....	1898	Pelocaygreen, Ont.....	17	6	12	9	4	0	25	Robert Kennedy, Lindsay, Ont.
66,906	Hon. Hector Langevin.....	St. John, N.B.....	Ship—3 m.....	1882	St. John, N.B.....	221	2	41	3	24	3	1545	Robt. Thomson and John H. Thomson, St. John, N.B.
59,868	Honble. David Price.....	Quebec.....	Schr—Glt.....	1872	St. Jean, Island of Orleans, Que.....	80	5	22	0	9	2	90	Wm. Frung & Co., Ltd., Jersey.
103,981	Honorable Mercier.....	".....	".....	1808	Quebec, Que.....	69	0	29	2	8	9	63	The Corporation of Pilots, Quebec, Que.
30,569	Hope.....	Halifax.....	".....	1897	Quebec, Que.....	80	0	24	6	7	4	84	Nap. Simard, St. Alexis, Co. Saguenay, Que.
69,172	Hope.....	".....	".....	1859	Country Harbour, N.S.....	53	2	18	4	7	0	34	A. Hudson, Granville, N.S.
77,565	Hope.....	Montreal.....	Barge—Chalan.....	1873	Lunenburg, N.S.....	52	5	16	5	6	8	31	James Redmond, North Sydney, N.S.
61,425	Hope.....	Paspebiac.....	Schr—Glt.....	1878	Sorel, Que.....	100	0	21	3	7	2	105	E. Bramley, Sorel, Que.
				1872	Shippegan, N.B.....	36	5	11	8	1	2	13	C. Robin Collas & Co., Ltd., Jersey.

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						Length. Longueur.	Breadth. Largeur.	Depth. Poids.			
						ft.	in.	ft.	in.		
61,627	Hope	Hamilton	Sloop—Gk.	1866	Port Nelson, Ont.	54	0	12	0	19	25 Edward Adamson, Toronto, Ont.
12,409	Hope	Guysboro'	Schr—Gk.	1879	Guysboro', N.S.	49	5	15	5	6	22 Alex. Chaisson, Margaree, N.S.
100,963	Hope	Chatham, N.B.	"	1888	Tracadie, N.B.	40	8	14	8	5	18 J. Alexander, St. Aubin's, Jersey.
102,929	Hope	"	"	1895	Carquet, N.B.	36	7	12	5	5	12 Robert Young, Carquet, N.B.
96,873	Hope	"	"	1896	Pokemouche, N.B.	51	0	12	0	5	11 Chas. Riel, Shippegan, N.B.
97,657	Horace B.	Barrington	"	1887	Bear River, N.S.	46	0	15	9	6	22 M. G. Nickerson, Cape Island, N.S.
75,800	Horace Donnelly	Ottawa	Barge—Chalm.	1892	Port La Beau, N.S.	38	0	13	6	5	11 G. H. Hiltz, Lockport, N.S.
85,506	Howard	St. John, N.B.	Bktn—Bkgd.	1879	Hull, Que.	110	0	22	7	3	158 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
163,119	Howard	St. Andrews	Sloop	1882	Carleton, N.B.	140	0	30	0	13	107 Howard D. Troop, St. John, N.B.
100,966	Howard	Chatham, N.B.	Schr—Gk.	1895	Meteghan, N.S.	31	0	13	0	6	15 W. J. Morse, Campo Bello, N.B.
100,850	Howard	Quebec	"	1891	Carquet, N.B.	37	0	12	7	4	10 P. Rive, Carquet, N.B.
80,653	Howard	Ottawa	Barge—Chalm.	1891	Les Escoumains, Que.	38	4	14	4	4	17 T. Côté, Les Escoumains, Que.
96,822	Howard	Lanenburg	Schr—Gk.	1889	Montreal, Que.	110	0	22	0	7	168 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
						88	4	25	0	10	119 Thos. Forin, Halifax, N.S.

SESSIONAL PAPER No. 21b

103,264	Howard D. Troop	St. John, N.B.	"	1896	Liverpool, N.S.	85 0	22 0	8 7	69 B. Rogers, St. John, N.B.
111,474	Howlet	Arlivat	"	1893	Chester, N.S.	38 6	13 1	6 1	15 Lambert Lavash, West Arivat, N.S.
103,448	Hoyer	Ottawa	Barge—Chadan	1889	Buckingham, Que.	71 0	17 6	5 0	32 Geo. Bothwell, Buckingham, Que.
111,416	Hugh John	Lambourg	Schr—Glt	1900	Lockport, N.S.	104 1	24 9	10 1	19 David Ritcey, La Have, N.S.
103,543	Humbag	Halifax	Sloop	1896	Dartmouth, N.S.	23 5	6 4	3 6	3 J. D. Ritchie, Halifax, N.S.
107,464	Hume, No. 1	New Westminster	Screw—Ghd.	1900	New Westminster, B.C.	43 0	14 0	4 0	24 John A. Hume & Co., Ltd., New Westminster, B.C.
107,465	Hume, No. 2	"	"	1900	"	43 0	14 0	4 0	"
107,128	Huron	Lambourg	Schr—Glt	1899	La Have, N.S.	83 2	22 0	9 3	84 J. H. Wilson, Lambourg, N.S.
80,873	Huron	Kingston	Barge—Chadan	1881	Garden Island, Ont.	160 4	30 0	12 0	175 Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
100,156	Husler	St. John, N.B.	Schr—Glt	1891	La Have, N.S.	51 3	19 0	7 2	44 A. G. Thomson, Musquash, N.B.
103,622	Husler	Yarmouth	"	1894	Eel Brook, N.S.	59 6	19 2	6 7	39 H. D. Smith, Port La Tour, N.S.
107,739	Husler	Charlottetown	"	1901	Murray Harbour, P.E.I.	36 0	13 6	4 0	13 Hugh Jackson, Murray Harbour South, P.E.I.
80,664	Hyacinthe	Montreal	Barge—Chadan	1888	Sorel, Que.	108 0	22 0	7 2	155 R. Bickordike and R. Ironside, Montreal, Que.
72,571	Hyderabad	Kingston	Schr—Glt	1876	Kingston, Ont.	124 1	26 2	11 7	200 L. E. Bonaventure, Lanoraie, Que.
53,598	Hydra	Charlottetown	"	1866	Clyde River, N.S.	75 0	21 0	8 8	68 Geo. Jesty, North Sydney, N.S.
77,833	I. G. C.	Halifax	Schr—Glt	1879	Margaree, N.S.	50 0	18 0	7 5	40 Mrs. Bridget Keough, St. John's, Newfoundland
83,306	I. O. N. A.	"	"	1883	East Port Moody, N.S.	47 4	16 4	6 5	26 Angus Carmichael, Munro's Point, N.S.
111,829	I. R. C., No. 1	Vancouver	Screw—Ghd.	1901	Vancouver, B.C.	113 8	30 8	1 7	174 Otto R. Bremer, London, Ont.
111,830	I. R. C., No. 2	"	"	1901	"	145 8	30 5	1 6	177 " " " "
111,976	I. R. C., No. 3	"	"	1901	"	152 0	31 0	5 1	201 " " " "
82,191	I. B. Saint	Halifax	Schr—Glt	1879	Not known	67 6	20 5	9 2	74 Mrs. Mary Kennedy, Louisbourg, N.S.
100,538	I. E. Collins	Digby	"	1891	Freeport, N.S.	52 2	18 2	7 0	36 B. H. Collins, et al., Westport, N.S.
61,789	I. H. Goudy	Shedburne	"	1870	Argyle, N.S.	50 0	17 8	6 5	27 Chas. Smith, M.O., Lockeport, N.S.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
96,852	L. L. Quinoy	Sarnia	Schr—Glt	1863 New Baltimore, U.S.A.	84 5	20 8	7 6	77 P. McGaw, <i>et al.</i> , Kincaidine, Ont.	
107,080	L. N. Parker	St. John, N.B.	"	1898 Waterborough, N.B.	79 1	26 8	7 6	98 Wm. Lipsett, St. John, N.B.	
80,966	L. R. Washington	Habifax	"	1880 Gabarouse, N.S.	50 6	18 4	7 8	39 John Campbell, Ste. Ann's, N.S.	
97,058	L. V. Dexter	Liverpool	"	1893 Brooklyn, N.S.	91 6	27 0	9 8	149 Chas. Clements, Port Medway, N.S.	
42,425	Iberville	Gaspé	"	1864 Esquimaux Point, Que.	58 0	17 9	7 8	41 Mat. Bandeau, Esquimaux Point, Que.	
103,779	Ibis	Chatham, N.B.	"	1897 Shippagan, N.B.	36 5	12 2	4 8	11 Wm. Frung & Co., Ltd., Jersey.	
94,850	Iev	Windsor, Ont.	Screw—Club	1891 Sandwich, Ont.	47 0	16 4	2 0	41 Chas. Perrault, Sandwich, Ont.	
100,607	Iedda	Sleeburne	Schr—Glt	1893 Sable River, N.S.	39 5	14 6	6 7	19 J. D. Sherry, Petite Rivière, N.S.	
107,658	Ieh Deen	Lunenburg	Bktn—Bkglt	1899 Lunenburg, N.S.	115 2	27 2	10 4	197 W. N. Zwickler, Lunenburg, N.S.	
90,607	Ieda	Ottawa	Barge—Club	1885 Rockland, Ont.	69 0	20 0	4 6	58 James Wood, M.O., Rockland, Ont.	
88,513	Ieda	Sydney	Schr—Glt	1885 Ste. Ann's, N.S.	30 5	13 4	5 7	9 Mardoche Smith, Ste. Ann's, N.S.	
107,229	Ieda	Quebec	"	1897 Château Richer, Que.	76 8	22 8	6 7	67 F. N. Maatel, Château Richer, Que.	
96,783	Ieda	Halifax	"	1889 Barrington, N.S.	93 0	24 8	10 3	149 R. H. Cann, Louisburg, N.S.	
88,671	Ieda B	St. John, N.B.	Whet—Bktn	1881 Cumings, N.B.	62 9	25 5	6 0	53 Archibald Campbell, Maitland, N.S.	

SESSIONAL PAPER No. 21b

71,251	Ida Bell	Windsor, Ont.	Sehr—Glt	1874	Kingsville, Ont.	87	2	20	0	6	0	97	Das, W. Wye, Kingsville, Ont.
96,764	Ida C. Spafford	Port Hawkesbury	"	1858	Essex, Mass., U.S.A.	66	0	20	0	6	7	54	Robert Murray, Port Richmond, N.S.
103,481	Ida Etta	Victoria	"	1894	Ballard, U.S.A.	82	6	20	2	8	9	69	J. A. Hughes, Victoria, B.C.
107,061	Ida M.	St. John, N.B.	"	1897	St. Martin's, N.B.	73	2	24	0	7	0	87	S. B. Kelly, River Hebert, N.S.
92,460	Ida M.	Charlottetown	"	1887	Crapaud, P.E.I.	60	0	19	6	7	7	54	W. Mallett, Searletown, P.E.I.
103,470	Ida M. Burke	Arichat	"	1900	St. Peters, N.S.	37	5	14	0	5	4	16	Samuel P. Burke, St. Peters, N.S.
107,295	Ida M. Shafner	Annapolis	"	1900	Bridgetown, N.S.	101	0	29	7	10	3	189	L. D. Shafner, Bridgetown, N.S.
111,508	Ida May	St. John, N.B.	"	1900	Waterborough, N.B.	81	3	27	2	7	1	120	Thomas Gale, Waterborough, N.B.
54,136	Ida May	Halifax	"	1867	Tusket, N.S.	74	8	21	0	8	0	70	W. G. Wyatt, Fortean, Labrador.
75,867	Ida Peters	St. John, N.B.	"	1879	Medeghan River, N.S.	47	0	18	2	7	4	32	M. Trask, Sandy Cove, N.S.
90,745	Ida Vaughan	"	"	1877	St. Martin's, N.B.	39	8	13	2	6	0	45	Thos. Burns, St. John, N.B.
83,291	Idie Wild	Kingston	Sloop	1882	Kingston, Ont.	49	5	15	1	4	1	19	A. Boehfort, Kingston, Ont.
53,577	Idie	Port Hawkesbury	Sehr—Glt	1865	Clam Harbour, N.S.	47	1	16	9	6	6	27	Jessie Henson, Port Mulgrave, N.S.
103,967	He au Prunes	Montreal	Range—Chalan	1898	Vercheres, Que.	87	7	20	8	5	1	71	J. H. Dansereau, Vercheres, Que.
103,965	He Bonchard	"	"	1898	"	79	3	19	3	4	4	53	"
103,966	He Marie	"	"	1898	"	87	8	19	8	5	0	71	"
100,658	haa	St. John, N.B.	Sehr—Glt	1890	Waterborough, N.B.	82	5	27	4	7	8	112	Leggett S. Hanspucker, St. John, N.B.
107,471	haa Brooks	Digby	"	1899	Freeport, N.S.	45	0	16	5	6	3	22	Wm. H. Brooks <i>et al.</i> , Freeport, N.S.
74,254	Indiana	Quebec	Range—Chalan	1876	St. Thomas de Pieuvreille, Que.	102	8	22	2	7	1	116	Laumon Perise, Ste. Basile, Que.
111,476	Indiana	Arichat	Sehr—Glt	1901	Arichat, N.S.	30	3	9	2	1	2	11	Joseph Pottapas, Arichat, N.S.
103,123	Indicator	St. Andrews	Sloop	1890	Grand Manan, N.B.	25	0	12	0	6	0	11	Frank Ingersoll, Grand Manan, N.B.
63,121	Industry	Chatham, N.B.	Sehr—Glt	1861	Miramichi, N.B.	37	5	13	0	5	5	17	Frances Smith, West Cape, P.E.I.
61,408	Industry	"	"	1870	Shippagan, N.B.	35	0	11	8	4	3	9	F. Robideau, Shippagan, N.B.
83,131	Infant	Lamontag	"	1880	Prasantville, N.S.	38	0	13	6	5	7	15	W. J. Wagner, Summerside, N.S.
100,089	Inspector	St. John, N.B.	"	1892	Waterborough, N.B.	59	4	22	6	5	5	13	James Flower, Newcastle, N.B.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'inscription.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						ft. fath.	ft. fath.	ft. fath.		
92,580	Invermay.....	Halifax.....	Schr—Glt.....	1888	Ship Harbour, N.S.....	61 3	25 8	9 0	75	James T. Thomson, Halifax, N.S.
85,117	Jolande.....	Windsor, N.S.....	".....	1883	Newport, N.S.....	111 0	33 0	12 9	393	Wm. J. Card, Windsor, N.S.
107,956	Iona.....	Lunenburg.....	".....	1900	Shelburne, N.S.....	93 0	21 4	9 5	48	Stannage Creaser, Le Have, N.S.
103,911	Iona.....	Chatham, N.E.....	Barge—Chalan.....	1880 & 1897	Chatham, N.E.....	100 0	20 0	8 0	102	J. B. Snowball Co., Ltd., Chatham, N.E.
96,716	Iona.....	Ottawa.....	".....	1890	Rockland, Ont.....	111 8	22 9	7 7	158	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,278	Iona.....	Windsor, N.S.....	Pgtn—Bglgt.....	1892	Kempt, N.S.....	99 9	29 1	11 4	196	W. F. Durant, Parrsboro', N.S.
103,171	Iona.....	Halifax.....	Schr—Glt.....	1891	Sable River, N.S.....	40 1	13 6	6 0	15	Leander Hubby, Indian Harbour, N.S.
70,292	Iowa.....	Montreal.....	Barge—Chalan.....	1871	Quebec, Que.....	149 4	26 0	11 0	365	Montreal Transportation Co., Montreal, Que.
92,121	Ireland.....	Prescott.....	".....	1863	Brookville, Ont.....	147 0	28 0	9 6	339	James Buckley, Prescott, Ont.
75,548	Irene.....	Halifax.....	Schr—Glt.....	1879	Shelburne, N.S.....	69 5	21 3	7 9	61	W. E. Poole, Lower Montague, P.E.I.
103,931	Irene.....	Chatham, N.E.....	".....	1897	Caracquet, N.E.....	37 9	12 6	4 8	12	Wm. Frung & Co., Ltd., Jersey.
92,352	Irene.....	St. John, N.E.....	".....	1886	St. Martins, N.E.....	79 7	25 7	7 2	90	Mrs. Ellen G. Driscoll, St. John, N.E.
100,190	Irene M. B.....	Lunenburg.....	".....	1892	Mahone Bay, N.S.....	67 6	21 3	8 4	66	Fred Poirrier, Descoisse, N.S.
103,318	Iris.....	Montreal.....	Yacht.....	1863	Peterborough, Ont.....	18 3	7 4	2 0	1	F. W. Barlow, Montreal, Que.

SESSIONAL PAPER No. 21b

103,868	Iris	Halifax	Sloop	1896	Port Hawkesbury, N.S.	35	5	7	8	5	6	5	R. T. McIlreith, Halifax, N.S.
72,567	Troquois	Kingston	Barge—Chalan.	1875	Gardou Island, Ont.	151	0	26	1	11	1	351	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
96,837	Irvin G.	Lunenburg	Schr—Glt	1890	Lunenburg, N.S.	71	8	23	6	8	7	80	Samuel Shaw, Bay of Islands, Nfld.
59,771	Isabel	Charlottetown	"	1869	Wood Islands, P.E.I.	40	0	13	4	5	4	18	Neil McMillan, Wood Islands, P.E.I.
96,724	Isabel	Charlham, N.B.	"	1880	Shippegan, N.B.	35	0	11	8	4	5	11	Wm. Fruing & Co., Ltd., Jersey.
40,386	Isabel	Victoria	Barge—Chalan.	1866	Victoria, B.C.	112	4	22	6	10	0	194	The Esquimaux & Nanaimo Railway Co., Ltd., Victoria, B.C.
94,928	Isabel Reed	Pictou, Ont.	"	1881	Marine City, U.S.A.	186	0	31	5	11	0	480	Arthur W. Hopburn, Pictou, Ont.
79,788	Isabella	Sydney	Schr—Glt	1879	Exploits River, Nfld.	72	0	22	8	9	0	85	J. M. McKenzie, Plaster Mines, N.S.
75,812	Isabella	Halifax	"	1877	Bay St. George, Nfld.	77	8	25	0	9	3	110	E. Pettipas, Desoussc, N.S.
71,257	Isabella	Windsor, Ont.	Scow—Chel.	1875	River Pacy, Ont.	57	5	16	7	3	4	33	A. Onelleto, Belle River, Ont.
103,350	Iskoodah	Montreal	Sloop	1885	Lachine, Que.	28	2	10	0	2	2	4	R. R. Stevenson, Montreal, Que.
88,243	Isis	Deseronto	Barge—Chalan.	1881	Deseronto, Ont.	105	0	23	3	5	3	96	P. Larkin, St. Catharines, Ont., and A. Sangster, Poquoson, Ont.
111,530	Island Girl	Digby	Schr—Glt	1901	Cape St. Mary, N.S.	32	0	10	2	4	8	10	E. S. Doncette, Cape St. Mary, N.S.
103,124	Island Girl	St. Andrews	Sloop	1895	Shelburne, N.S.	38	0	13	0	5	5	17	Frank Ingersoll, Grand Manan, N.B.
107,841	Island Queen	Toronto	Schr—Glt	1897	St. Williams, Ont.	52	3	17	3	4	3	28	Mrs. A. Dloyd, Toronto, Ont.
100,064	Isma.	St. John, N.B.	"	1891	Frescoport, N.S.	51	5	17	9	6	8	31	Thos. M. Hicks, Westport, N.S.
51,738	Ita	"	"	1895	Deer Island, N.B.	39	0	13	3	5	5	15	Wm. H. McKee, St. John, N.B.
100,997	Ivanboro	Charlham, N.B.	"	1892	Caraquet, N.B.	35	2	12	5	4	4	10	Xavier Poirrier, New Bandon, N.B.
111,658	Ivanboe	Lunenburg	"	1901	La Have, N.S.	96	4	24	5	10	0	100	Thomas A. Wilson, Bridgewater, N.S.
74,292	Ivigtut	Quebec	Blk—Bq	1877	Quebec, Que.	122	3	28	7	15	7	331	F. R. Eaton, Parrshoro, N.S.
66,992	Ivy	St. John, N.B.	Schr—Glt	1871	Wickham, N.B.	40	0	15	6	4	6	17	Chas. S. Goggin, St. John, N.B.
107,116	Ivy	Lunenburg	"	1898	La Have, N.S.	36	5	11	5	5	2	12	J. Ernst, La Have, N.S.
75,890	J. A. G. C.	Pictou, N.S.	Schr—Glt	1881	Tatamagouche, N.S.	48	2	17	6	6	5	28	Margaret Ann Hubby, Cardigan, P.E.I.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. *Suite.*

Official number. N ^o tre matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'inscription.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						ft. mds.	ft. mds.	ft. mds.		
103,108 J. B. L.		Montreal	Sloop	1894	Yamaska, Que.	108 7	23 1	9 1	165 4	E. Lavolette, St. Ours, Que.
83,135 J. B. M.		Halifax	Schr. Gk.	1881	La Have, N.S.	12 3	11 8	6 3	20	John Landry, Pointe-de-Grat, N.S.
107,169 J. B. P. No. One		Lindsay	Barge	1891	Lindsay, Ont.	70 0	18 6	5 0	65	Jos. Briggs-Parkin, Lindsay, Ont.
107,170 J. B. P. No. Two		"	"	1897	"	38 7	16 9	4 5	29	"
111,816 J. C. No. 1		Vancouver	Scow	1901	Vancouver, B.C.	65 7	23 7	6 3	87	John A. Gatos, Vancouver, B.C.
111,818 J. C. No. 2		"	"	1899	"	49 5	15 0	4 0	21	"
103,982 J. E. B.		Quebec	Schr. Gk.	1897	Chateau Richer, Que.	61 0	21 8	6 0	18 1	E. Bouchard, Chateau Richer, Que.
97,135 J. H. S.		Glatham, N.B.	"	1891	Tracadie, N.B.	56 8	17 2	7 3	10	Henry Souler, Tracadie, N.B.
107,577 J. M. K. No. One		Lindsay	Barge	1897	Lindsay, Ont.	86 0	17 8	4 2	61	Trent Valley Navigation Co., Ltd., Poleyngton, Ont.
107,578 J. M. K. No. Three		"	"	1897	"	81 6	20 0	4 1	72	"
107,579 J. M. K. No. Four		"	"	1897	"	72 5	19 0	4 8	66	"
107,580 J. M. K. No. Five		"	"	1897	"	71 0	18 0	4 1	59	"
107,581 J. M. K. No. Six		"	"	1897	"	61 0	18 8	4 4	53	"
107,582 J. M. K. No. Seven		"	"	1897	"	62 0	19 0	4 0	47	"

SESSIONAL PAPER No. 21b

107,583	J. M. K.	No. Eight.	"	"	1892	"	62 0	17 2	4 3	46	"	"	"
107,575	J. M.	No. One.	"	"	1890	Indeaygeon, Ont.	75 0	22 7	5 0	73	Joseph Mander, Lindsay, Ont.	"	"
107,576	J. M.	No. Two.	"	"	1890	"	75 4	25 1	5 0	80	"	"	"
85,715	J. R. A.	No. 1.	Prescott.	"	1881	Tonawanda, N.Y., U.S.A.	60 0	15 0	5 4	43	W. Marleton, Goderich, Ont.	"	"
85,716	J. R. A.	No. 2.	"	"	1884	"	60 0	15 0	5 4	43	"	"	"
71,080	J. A. Kirk.	"	Halifax.	"	1876	Indian Harbour, N.S.	37 9	13 9	6 1	16	W. Grant, Halifax, N.S.	"	"
96,830	J. A. Silver.	"	Lamenburg.	"	1889	Lamenburg, N.S.	75 4	23 5	8 8	91	Charles L. Silver, Lamenburg, N.S.	"	"
83,336	J. B. Blanchard.	"	Ottawa.	"	1882	Hull, Que.	110 7	22 6	7 0	150	The Ottawa Transportation Co., Ltd., Ottawa, Ont.	"	"
59,780	J. B. Fay.	"	Halifax.	"	1885	Bay of Islands, Nfld.	55 0	18 4	7 7	48	Frank Robertson, P. E. I.	"	"
107,308	J. B. King & Co.	No. 23.	Windsor, N.S.	"	1900	Spencer's Island, N.S.	96 3	21 1	9 5	113	Daniel Munro, Windsor, N.S.	"	"
100,901	J. B. Martin.	"	Amapolis.	"	1900	Margaretsville, N.S.	87 6	25 1	7 9	99	Augustus Benoit, Arichau, N.S.	"	"
75,757	J. C. Dakin.	"	Liverpool.	"	1877	Liverpool, N.S.	52 5	17 4	6 7	30	Wm. Griffin, Isaac's Harbour, N.S.	"	"
94,785	J. C. Schwartz.	"	Charlottetown.	"	1889	Lamenburg, N.S.	79 6	21 0	9 2	89	Wm. F. Tidmarsh, Charlottetown, P. E. I.	"	"
	J. C. Weir.	"	Montreal.	"	1879	Sorel, Que.	92 6	18 8	5 4	126	D. Dampson, St. Timothy, Que.	"	"
61,592	J. C. Williams.	"	Halifax.	"	1876	Jordan River, N.S.	56 0	15 5	7 0	29	Chas. Garrison, Indian Harbour, N.S.	"	"
94,731	J. D. Everett.	"	Windsor, N.S.	"	1889	Newport, N.S.	212 5	45 2	24 2	1957	The Ship, J. D. Everett Co., Ltd., Windsor, N.S.	"	"
83,291	J. E. Graham.	"	"	"	1881	"	206 0	40 5	23 9	1336	W. H. Mosher, Avondale, N.S.	"	"
(a)52,022	J. F. Purney.	"	Shelburne.	"	1866	Shelburne, N.S.	61 0	19 8	7 9	56	John Purney, Shelburne, N.S.	"	"
100,161	J. H. Ernst.	"	Lamenburg.	"	1891	Lamenburg, N.S.	80 0	25 5	9 0	97	A. W. Peitzsch, Isaac's Harbour, N.S.	"	"
107,287	J. K. Dawson.	"	"	"	1900	Liverpool, N.S.	121 4	30 5	10 7	249	Jessen Anterson, Lamenburg, N.S.	"	"
111,510	J. L. Colwell.	"	St. John, N.B.	"	1901	Cambridge, N.B.	85 1	27 4	7 6	59	Reverdy R. Colwell, Cambridge, N.B.	"	"
73,950	J. M. T. Hamman.	"	Ottawa.	"	1876	Hull, Que.	108 7	21 9	7 0	150	The Ottawa Transportation Co., Ltd., Ottawa, Ont.	"	"
100,837	J. M. Young.	"	Lamenburg.	"	1894	Lamenburg, N.S.	86 8	24 5	9 3	99	J. W. Young, Lamenburg, N.S.	"	"
71,195	J. N. Oswell.	"	Ottawa.	"	1875	Crosby's Mills, Ont.	105 3	21 7	6 0	112	Richard Waters, Belleville, Ont.	"	"
90,848	J. N. Wythe.	"	Port Medway.	"	1901	Bridgewater, N.S.	106 7	27 0	11 0	199	C. H. Clements, Port Medway, N.S.	"	"

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. *Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Tonnage		
						ft.	in.	ft.	in.	tons	
96,820	J. S. Austin	Sault Ste. Marie	Schr. G/H	1863	Port Ryerse, Ont.	136 0	26 0	12 2		323	Sault Ste. Marie Pulp & Paper Co., Sault Ste. Marie, Ont.
77,672	J. W. Allen	Charlottetown	"	1878	Cape Tormentine, N.B.	51 5	17 0	6 7		33	Jonas W. Allen, Cape Tormentine, N.B.
59,991	J. W. Dunscomb	Montreal	"	1871	Quebec, Que.	90 0	21 8	8 6		98	Government of Canada, Ottawa, Ont.
91,668	J. W. Hill	Halifax	"	1889	Parrsboro, N.S.	71 0	26 0	6 9		78	Lewis F. Hill, Ship Harbour, N.S.
111,691	J. W. Hutt	Liverpool	"	1901	Liverpool, N.S.	110 5	32 0	12 3		349	John Hutt <i>et al.</i> , Liverpool, N.S.
80,977	J. W. Ingraham	Sydney	"	1882	Aspy Bay, N.S.	36 3	13 6	5 0		11	Elias Dickson, Mira Bay, N.S.
107,969	J. W. Mills	Louisa	"	1900	Michene Bay, N.S.	81 9	23 3	9 4		76	John W. Mills, Mabone Bay, N.S.
90,547	J. W. McRae	Montreal	Barge	1880	Whitehall, U.S.A.	97 5	17 7	8 2		119	Edmond Comptois, Sorel, Que.
111,083	J. W. Poiry	Quebec	Schr. G/H	1899	Ste. Eudie, Que.	80 1	21 0	6 1		70	Joseph S. Picaudet, Ste. Eudie, Que.
80,605	J. W. Raymond	Barrington	"	1880	Green Cove, N.S.	51 0	17 7	6 0		35	Wm. H. Snow, Port La Tour, N.S.
103,771	J. Army	Chartham, N.B.	"	1895	Tignish, P.E.I.	37 3	12 3	5 0		12	John Poirrier, Tignish, P.E.I.
80,892	J. Bursall	Ottawa	Barge	1880	Hull, Que.	110 7	21 7	7 2		152	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
69,146	J. Croft	Halifax	Schr. G/H	1875	New Dublin, N.S.	56 6	18 5	7 5		45	Wm. Barry, Chester, N.S.
107,680	J. Levesque	Quebec	"	1900	Grand Métais, Que.	69 0	21 8	7 0		62	Joseph Levesque, Grand Métais, Que.

SESSIONAL PAPER No. 21b

85,566	A. Lyons	Barrington	"	1863	Port Clyde, N.S.	48 0	13 6	1 5	17	W. H. Nickerson, Cape Negro, N.S.
107,286	J. Ponder, Jr.	Liverpool	"	1857	Milton, Del., U.S.A.	96 0	27 0	7 5	99	The Acadia Pulp & Paper Co., Ltd., Milton, N.S.
107,090	J. Robertson	Ottawa	Barge—Chadan	1898	Hull, Que	108 0	23 0	7 2	152	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
83,326	Jackson	"	"	1881	"	110 7	21 3	7 8	157	"
85,560	Jacques	Yarmouth	Sehr—Glt	1881	Eel Brook, N.S.	66 5	20 3	7 7	58	Freel, Poirrier, Desconso, N.S.
100,610	Jamboree	Shelburne	Yawl—Yole	1893	Shelburne, N.S.	44 0	11 5	8 3	11	J. B. Bland, Gaspé, Que.
83,338	James	Ottawa	Barge—Chadan	1882	Montreal, Que	108 6	22 6	6 4	153	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
92,366	James Barber	St. John, N.B.	Sehr—Glt	1887	Waterborough, N.B.	79 0	26 9	6 6	80	Nat. B. Cottle, St. John, N.B.
85,689	James Beckwith	Halifax	"	1847	Waterville, U.S.A.	50 0	17 0	6 3	31	T. D. Leslie, Halifax, N.S.
85,717	James Buckley	Prescott	Barge—Chadan	1884	Quebec, Que	160 0	31 9	10 6	142	Jas Buckley, Prescott, Ont.
75,433	James Cunningham	Ottawa	"	1877	Hull, Que	110 3	22 7	8 0	176	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,340	James Daly	Yarmouth	Eight—Bkgt	1900	Meteghan, N.S.	98 2	26 8	10 0	162	Urban Doucette, Meteghan, N.S.
81,821	James Davis	Halifax	Sehr—Glt	1882	Humber Sound, Nfld.	59 0	18 0	7 3	47	Inkerman Allen, Gotsford, N.B.
83,097	James Gordon	Ottawa	Barge—Chadan	1881	Hull, Que	108 0	22 6	7 0	117	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
71,039	James Henry	Sydney	Sehr—Glt	1876	Little Bras d'Or, N.S.	42 5	14 5	6 1	18	Peter Deveaux, Bras d'Or, N.S.
75,799	James McLaren	Ottawa	Barge—Chadan	1879	Hull, Que	110 0	22 7	7 9	169	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,212	James R.	Halifax	Sehr—Glt	1891	Jeddore, N.S.	36 5	19 6	7 8	51	J. H. Beaver, Pleasant Harbour, N.S.
(a) 85,013	James R. Benson	St. Catharines	"	1873	St. Catharines, Ont.	139 0	23 5	11 8	323	Wm. H. Gatfield, Amherstburg, Ont.
83,393	James Ryan	Port Medway	"	1882	East Port Medway, N.S.	57 9	19 7	7 8	48	Wm. Harris, Gabarouse, N.S.
71,315	James Semple	Pictou, N.S.	"	1876	Tatamagouche, N.S.	60 0	19 4	8 1	63	William Roberts, Tatamagouche, N.S.
107,181	James W.	Charlottetown	"	1898	Montague, P.E.I.	93 1	25 2	10 5	150	G. Wightman, Montague, P.E.I.
111,525	James W. Cousins	Digby	"	1900	Shelburne, N.S.	88 0	23 0	8 4	87	John H. Syda <i>et al.</i> , Digby, N.S.
85,351	James Williamson	Ottawa	Barge—Chadan	1882	Hull, Que	110 0	22 0	7 1	155	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
(a) 83,479	James	St. Andrews	"	1861	Donnville, Me., U.S.A.	42 9	13 2	4 8	24	Mrs. Wealthy Ann Randall, Beaver Harbour, N.B.
(a) 88,635	James C. Woodruff	St. Catharines	Trk—Bkgt	1866	St. Catharines, Ont.	139 0	24 0	11 3	228	John B. Miller, Parry Sound, Ont.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books &c.—Continued.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

Official number. Numero matricule.	Name of ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig Gisement.	Built—Constructe.	Where Built. Lieu de construction.	Register Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
(0)85,130	Jane McLeod.....	St. Catharines.....	Schr—Glt.....	1868	St. Catharines, Ont.....	417 6	23 9	9 6	181	T. N. Dancy, Goderich, Ont.
59,903	Janes.....	Quebec.....	Barge—Chalam.....	1868	St. Catharines, Ont.....	418 0	23 0	8 0	178	Montreal Transportation Co., Montreal, Que.
46,294	Janett.....	Halifax.....	Schr—Glt.....	1861	Port Medway, N.S.....	51 3	17 9	6 8	32	J. B. Gerrior, West Arichat, N.S.
72,296	Janie B.....	St. John, N.B.....	".....	1877	Wickham, N.B.....	58 9	21 2	5 4	43	Thos. Blankhorn, Spring Hill, N.S.
75,773	Janie R.....	Shelburne.....	".....	1878	Brooklyn, N.S.....	61 0	20 2	7 7	45	Samuel J. Balcom, Sheet Harbour, N.S.
103,281	Japan.....	Chatham, N.B.....	".....	1891	Carapuet, N.B.....	31 8	12 2	4 8	11	R. Young, Carapuet, N.B.
107,831	Japan.....	Victoria.....	Bk—Bq.....	".....	Unknown.....	132 0	26 6	15 0	332	James Dunsmuir, Victoria, B.C.
109,146	Jay.....	Winnipeg.....	Barge—Chalam.....	1891	Rat Portage, Ont.....	59 0	13 2	5 2	32	Charles E. Laverdure, Rat Portage, Ont.
100,294	Jean.....	Chatham, N.B.....	Schr—Glt.....	1891	Carapuet, N.B.....	38 8	12 8	4 4	13	Theo. Des Brisay, Pathurst, N.B.
111,812	Jean.....	Vancouver.....	Stow—Chd.....	1901	Vancouver, B.C.....	138 5	36 7	6 1	622	Edward M. Sullivan, Dawson City, Yukon Territory.
103,114	Jeanie Myrtle.....	Lanenburg.....	Schr—Glt.....	1895	Lanenburg, N.S.....	85 3	24 2	9 3	98	Murdoch McGregor, La Have, N.S.
100,858	Jeanette.....	Quebec.....	".....	1892	Malabar, Que.....	49 0	13 9	5 6	18	R. Asselin, St. Michel de Bellechasse, Que.
88,579	Jennie.....	Kingston.....	".....	1871	Garden Island, Ont.....	168 0	26 6	11 8	138	The Montreal Transportation Co., Montreal, Que.
83,091	Jennie.....	Port Hawkesbury.....	".....	1879	Pirate Harbour, N.S.....	30 1	10 2	5 3	11	Peter C. Paslet, West Arichat, N.S.

SESSIONAL PAPER No. 216

79,965	Jennie	Ottawa	Barge	Chadai	1881	Tidnish, N.S.	75 0	22 1	8 0	92	The Minister of Marine and Fisheries, Ottawa, Ont.
96,425	Jennie Armstrong	Charlottetown	Schr—Glt		1867	Wisasset, U.S.A.	67 0	21 8	7 5	66	Jas. Grady, Summerside, P.E.I.
103,191	Jennie B.	Liverpool	"		1894	Brooklyn, N.S.	31 0	13 6	5 8	13	E. E. Shatford, Indian Harbour, N.S.
80,601	Jennie C.	Yarmouth	"		1880	Green Cove, N.S.	44 5	15 0	5 5	16	John A. Doon, Penfield, N.B.
80,061	Jennie C.	St. John, N.B.	"		1880 1899	Chipman, N.B. Rehault	86 2	26 8	7 0	98	Wm. F. Currie, Cambridge, N.E.
103,491	Jennie May	Lunenburg	"		1895	Mahone Bay, N.S.	77 1	22 2	9 1	88	M. B. Westhaver, Lunenburg, N.S.
78,018	Jenny May	Chatham, N.B.	"		1880	Tignish, P.E.I.	41 0	11 6	5 9	19	J. McGrath, Tignish, P.E.I.
79,919	Jennie Palmer	Dorchester	"		1889	Dorchester, N.B.	75 2	24 2	7 2	78	P. J. Palmer, Dorchester, N.B.
90,532	Jenny Lind	Montreal	Sloop		1885	St. Thomas de Pieuvreville, Que.	102 6	22 7	5 9	101	J. Laforet, Sorel, Que.
	Jenny Lind	"	Barge	Chadai	1859	St. Francis, Que.	85 0	22 7	6 1	41	L. St. Pierre, Yarmaska, Que.
103,289	Jersey Lily	Chatham, N.B.	Schr—Glt		1895	Carapuet, N.B.	37 2	12 8	4 8	12	T. Abier, Shippogan, N.E.
85,725	Jesse A. Loyal	Lunenburg	"		1883	Lunenburg, N.S.	81 4	23 9	9 5	99	T. H. Giffin, Isaac's Harbour, N.S.
59,175	Jessen	"	"		1871	"	66 0	21 0	8 4	69	L. Forrest, Arichat, N.S.
80,956	Jessie	Chatham, N.B.	"		1882	Charlo, N.B.	36 4	13 7	5 0	14	S. McGregor, Charlo, N.B.
88,563	Jessie	Kingston	Sloop		1869	Clayton, U.S.A.	63 6	13 6	5 0	29	Jno. Fisher, Kingston, Ont.
66,078	Jessie	Quebec	Barge	Chadai	1873	Yamaska, Que.	107 0	22 3	8 2	137	Pierre Laroix, Sorel, Que.
59,186	Jessie	St. John, N.B.	Schr—Glt		1868	Rexton, N.B.	78 2	25 0	6 4	72	Mrs. Selma Edgett, Harvey, N.B.
100,512	Jessie	Digby	"		1895	Freeport, N.S.	41 0	15 3	6 0	17	A. E. Spicer, Harbourville, N.S.
85,669	Jessie B.	Halifax	"		1884	Shag Harbour, N.S.	55 0	17 4	6 5	36	H. I. Mathers, Halifax, N.S.
107,178	Jessie C.	Digby	Sloop		1890	Grand Manan, N.B.	28 5	11 5	5 0	10	Lewis Sabean, Port Lorne, N.S.
90,597	Jessie D.	Farrshore	Schr—Glt		1886	Parishore, N.S.	83 2	22 6	8 6	86	T. R. Harrison, Parishore, N.S.
51,655	Jessie Drummond	Port Hope	"		1864	St. Catharines, Ont.	131 5	23 0	11 9	292	Hugh Rooney and H. H. Barnham, Port Hope, Ont.
103,997	Jessie James	St. Andrews	Sloop		1897	Grand Manan, N.B.	30 0	11 2	5 0	14	Mrs. Josephine Frankland, Grand Manan, N.B.
107,646	Jessie L. Smith	Lunenburg	Schr—Glt		1899	La Have, N.S.	98 6	25 7	10 0	100	John S. Smith, La Have, N.S.
64,006	Jessie Lent	St. John, N.B.	"		1870	Freeport, N.S.	51 5	17 5	5 8	28	Marshall Stinson, St. Andrews, N.E.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.				Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	ft. tobs. P. tobs.		
83,311	Jessie M. Vogler	Port Medway	Schr—Glt	1884	Vogler's Cove, N.S.	76 6	22 5	8 8	77	George Cunningham, Halifax, N.S.	
88,587	Jessie May	Yarmouth	"	1884	Argyle, N.S.	37 2	13 6	5 0	14	Caesar Robichaud, Meteghan, N.S.	
71,331	Jessie Newell	Barrington	"	1857	Essex, Mass., U.S.A.	70 4	19 7	8 0	63	David Montgomery, Summerside, P.E.I.	
61,451	Jessie Stuarth	Montreal	"	1876	Alpina, Mich., U.S.A.	64 5	17 4	5 0	54	J. Adamson, Toronto, Ont.	
103,533	Jessie & Ada	Charlottetown	"	1896	Chapand, P.E.I.	36 4	13 0	5 3	14	Geo. Heather, Pugwash, N.S.	
64,494	Jet	Montreal	Barge—Chalam.	1871	Quebec, Que.	137 8	29 6	9 5	312	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.	
74,019	Jewel	Lambert	Schr—Glt	1876	Shelburne, N.S.	68 0	21 2	7 8	52	J. A. Hirdle, Lunenburg, N.S.	
91,301	Jocan	New Westminster	Sloop	1890	New Westminster, B.C.	36 0	11 0	5 0	16	Mrs. Grace Cruikshank, New Westminster, B.C.	
	Johanna	Windsor, Ont.	Screw—Chd.	1867	Pike Creek, Ont.	60 0	17 6	4 0	40	M. Thibert, jr., Belle-River, Ont.	
100,358	John B.	Chatham, N.B.	Schr—Glt	1892	Shippagan, N.B.	34 5	12 2	5 0	11	W. S. Leggie Co., Ltd., Chatham, N.B.	
51,494	John Boyd	Halifax	Bgtn—Bkght	1867	Port Belgin, N.B.	105 0	26 8	12 0	193	John Francis Norris, Baltimore, U.S.A.	
	John Bright	Ottawa	Barge—Chalam.	1876	Ottawa, Ont.	97 6	17 0	5 9	96	John Taylor, Montreal, Que.	
100,969	John Paul	Chatham, N.B.	Schr—Glt	1892	Carapnet, N.B.	34 3	11 6	4 8	10	Jas. Anderson, Church Point, N.B.	
80,718	John Paul	Paspébiac	Cutter	1892	Paspébiac, Que.	43 3	12 5	5 4	20	C. Robt Collas & Co., Ltd., Jersey.	

SESSIONAL PAPER No. 21b

100,419	John Canzer	Ottawa	Barge—Chalam.	1893	Ottawa, Ont.	82.9	20.7	5.0	46	Roderick McLeod, Ottawa, Ont.
66,636	John Day	Quebec	Sloop	1870	St. Amé, Que.	106.3	22.8	8.0	136	Flavien Morin, Champlain, Que.
88,502	John E. Dennis	Sydney	Schr—Glt	1883	River Dennis, N.S.	37.4	12.4	5.0	12	Donald Kennedy, River Dennis, N.S.
51,965	John E. Dennis	St. Andrews	"	1865	Beaver River, N.S.	35.0	14.0	5.1	18	Alfred Stanley, sr., Grand Maun, N.B.
51,132	John Franklin	Halifax	"	1867	Cherizecook, N.S.	41.0	14.0	5.9	18	Robert Firth, Jordan Bay, N.S.
71,071	John G. Koffage	Amherstburg	"	1869 1883	Amherstburg, Ont.	79.3	22.2	7.3	93	Peter McEwen, Goderich, Ont.
78,022	John Gabes	Chatham, Ont.	"	1879	Mitchell's Bay, Ont.	70.0	16.3	5.0	42	Horace Fleury, Belle River, Ont.
80,668	John Gaskin	Montreal	Barge—Chalam.	1881	Kingston, Ont.	165.8	31.4	12.1	487	Montreal Transportation Co., Montreal, Que.
83,340	John Gray	Ottawa	"	1881	Hull, Que.	110.0	22.0	7.4	156	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
61,572	John Halifax	Shelburne	Schr—Glt		Danvers, U.S.A.	75.8	21.2	7.5	63	A. F. Cameron, Sherbrooke, N.S.
96,701	John Henry	Ottawa	Barge—Chalam.	1889	Ottawa, Ont.	111.0	22.6	6.9	155	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,190	John J. Parham	Sault Ste. Marie	Schr—Glt	1890	Toledo, U.S.A.	231.0	10.8	16.0	1213	Algoma Central Railway, Sault Ste. Marie, Ont.
107,983	John J. Hayes	Halifax	"	1900	Shelburne, N.S.	72.0	20.0	8.0	56	Edward Hayes, Herring Cove, N.S.
57,715	John Lawrence	"	"	1868	Malone Bay, N.S.	40.8	16.1	6.6	23	W. H. Cunningham, Guysboro, N.S.
100,936	John Loughlin	Ottawa	Barge—Chalam.	1889	Kippewa, Que.	97.5	12.4	1.4	36	A. Lamson, Ottawa, Ont.
71,135	John McBride	Belleville	Schr—Glt	1877	Port Dover, Ont.	58.8	15.6	5.4	42	Edward Quinn, Belleville, Ont.
83,714	John R. Arnold	Prescott	Dredge—Dragne	1881	Tonawanda, N.Y., U.S.A.	72.0	23.0	5.4	68	Wm. Marbleton, Goderich, Ont.
107,288	John S. Bennett	Liverpool	Bktr—Blight	1900	Liverpool, N.S.	130.6	31.2	11.1	289	Abraham W. Hendry, Liverpool, N.S.
51,911	John Thomas	Halifax	Schr—Glt	1865	Montague River, P.E.I.	55.0	16.8	6.9	37	L. A. LeBlanc, Arichat, N.S.
80,972	John Vincin	Sydney	"	1881	Bras D'Or, N.S.	11.0	14.9	5.8	47	Peter Burke, River Bourgeois, N.S.
51,137	John Williams	Halifax	"	1867	Jordan River, N.S.	58.0	18.5	7.5	42	George H. Taylor, Halifax, N.S.
83,330	John Wilson	Ottawa	Barge—Chalam.	1881	Hull, Que.	110.1	22.0	7.9	158	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
97,148	John & Frank	St. John, N.B.	Schr—Glt	1835	Sadishony, Maine, U.S.A.	66.8	21.2	6.6	56	James Peare, Alma, N.B.
103,131	Johnny	Quebec	"	1894	Riviere-du-Loup, Que.	58.8	19.0	5.2	36	Wilfred Pothault, Fraserville, Que.
72,275	Johnette	St. John, N.B.	Wobb—Fib.	1875	Cambridge, N.B.	72.1	25.0	6.7	66	Jas. Gordon, Petite-Anne, N.B.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c. — *Continued.*

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. — *Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						ft. mths. ft. mths.	ft. mths.	ft. mths.		
83,097	Joseph Ann	Port Hawkesbury	Schr—Glt	1863	Margaree, N.S.	15 7	15 5	6 4	22	Alexander Cormier, Margaree, N.S.
103,247	Joseph Arthur R.	Montreal	Sloop	1891	Laurier, Que.	33 6	27 3	11 3	28 9	Joseph Robillard, Montreal, Que.
100,182	Joseph Edward R.	"	"	1891	"	120 0	26 2	8 6	22 9	"
91,789	Joseph McGill	Lambton	Schr—Glt	1880	Shelburne, N.S.	81 0	23 4	9 7	98	H. S. Sharpe, Summerside, P.E.I.
91,970	Joseph O.	"	"	1889	Presantville, N.S.	55 1	20 0	7 5	53	T. Oakley, La Have, N.S.
103,871	Joseph Soullière	Montreal	Sloop	1896	Sorel, Que.	102 0	23 1	6 2	116	J. Soullière, Sorel, Que.
69,612	Josephine	Quebec	Schr—Glt	1861	Grossières, Que.	82 1	22 5	8 6	106	Joseph Lavoie, Ste. Lucie, Que.
73,986	Josephine	"	"	1876	Bay St. Paul, Que.	51 5	18 0	8 1	46	Joseph Desgagnés, Anse St. Jean, Chi- coum, Que.
77,892	Josephine	Sackville	"	1879	Bay Verte, N.B.	33 6	12 4	1 7	12	L. Burke, Botsford, N.B.
83,297	Josephine	Amapolis	"	1889	Margaretsville, N.S.	90 0	25 3	8 1	92	W. H. Slote, Bear River, N.S.
100,965	Josephine	Chatham, N.B.	"	1893	Carquet, N.B.	36 5	12 6	4 8	11	P. Rive, Carquet, N.B.
103,857	Josephine Swanton	Halifax	"	1867	Booth Bay, Me., U.S.A.	72 5	21 4	7 2	63	Howard W. Wentzell, Halifax, N.S.
91,829	Josie	Weymouth	"	1892	Belliveau's Cove, N.S.	96 3	28 0	9 0	140	St. Clair-Jones, Weymouth, N.S.
83,461	Josie L. Day	Digby	"	1878	Pembroke, U.S.A.	42 5	15 0	5 9	16	Albert Coates, Hillsboro', N.S.

SESSIONAL PAPER No. 21b

73,681	Jubilee	Montreal	Sloop	1875 St. Marcel, Que.	30 0	21 5	5 0	71 D. Chausse, Lamoignon, Que.
107,532	Jubilee	St. John, N.B.	"	1887 Roddaway, N.B.	25 2	10 0	3 1	5 Howard E. Holder, St. John, N.B.
88,154	Jubilee	Arichat	Schr—Glt	1887 Port Royal, N.S.	51 1	17 6	7 5	34 Arthur Porriert, Descausse, N.S.
92,438	Jubilee	Charlottetown	"	1887 Georgetown, P.E.I.	78 0	24 0	8 5	76 Malcolm McDonald, Georgetown, P.E.I.
100,352	Julia	Quebec	"	1891 Ste. Lucie, Que.	50 0	18 0	6 6	43 Germain Lajoie, St. Fulgence, Que.
75,566	Julia A.	Charlottetown	"	1877 La Hays, N.S.	41 0	14 0	5 6	15 Gabriel Billard, Murray Harbour South, P.E.I.
90,613	Julia Ann	Moncton	"	1886 Cocagne, N.B.	45 8	16 4	5 8	27 Simon Burke, Cocagne, N.B.
77,942	Julia Franklin	Charlottetown	"	1862 Essex, Mass., U.S.A.	73 6	21 0	7 7	70 J. Britt, Margaree, N.S.
75,481	Julia Ward	"	"	1877 Murray Harbour, P.E.I.	52 8	18 1	7 2	39 John A. Munn, Murray Harbour, P.E.I.
111,681	Julian H. Archer	Shelburne	"	1901 Sable River, N.S.	81 6	23 0	9 3	99 Churchill Locke, Lockport, N.S.
33,330	Julie	Quebec	"	1857 River Ouelle, Que.	60 0	17 0	6 1	38 Pierre Levesque, Trois Pistoles, Que.
103,616	Julie	"	Sloop	1891 Les Escuminis, Que.	63 0	19 3	5 5	53 Maurice Girard, Grand Bay, Que.
75,900	Julie Ann	Chatham, N.B.	Schr—Glt	1878 Richbucto, N.B.	35 8	13 2	1 1	9 Anthony Arsenau, Richbucto, N.B.
59,981	Julien Bisuarka	Quebec	Barge—Chalan	1870 Lodbiniere, Que.	98 0	23 0	6 1	93 Andre Larochie, St. Jean des Chailbons, Que.
107,663	Juliette	"	Schr—Glt	1899 Bay St. Paul, Que.	63 0	20 6	7 8	62 Arthur Bocher, Ste. Lucie, Que.
703,152	Julio	Ottawa	Barge—Chalan	1891 Kippewa, Que.	10 5	10 0	3 0	7 W. H. Handman, Ottawa, Ont.
900,216	July	Vancouver	Screw—Chd.	1888 Vancouver, B.C.	75 0	22 0	6 1	45 Gordon T. Legg, Vancouver, B.C.
83,638	Jumbo	Ottawa	Barge—Chalan	1883 Smith's Falls, Ont.	106 0	22 6	7 2	139 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,139	Jumbo	"	"	1890 Buckingham, Que.	68 1	11 9	3 1	30 O. M. Harris, Montreal, Que.
55,713	Jumbo	Proscott	Screw—Chd.	1880 Sorel, Que.	136 0	20 0	6 0	150 Can. Pac. Car & Pass. Transfer Co., Ltd., Proscott, Ont.
55,463	Jumbo	Quebec	Barge—Chalan	1883 Quebec, Que.	92 0	26 5	7 8	146 Wm. Price, Quebec, Que.
100,297	June	Vancouver	Screw—Chd.	1888 Vancouver, B.C.	72 0	21 9	6 0	79 Gordon T. Legg, Vancouver, B.C.
907,713	K. & G. No. 1	Vancouver	Screw—Chd.	1890 Vancouver, B.C.	82 1	30 1	6 1	137 Wm. L. Nicol, Vancouver, B.C.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*

Liste alphabétique des navires à voiles canadiens inscrits sur les registres, etc. *Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.				
						ft., mths.	ft., mths.	ft., mths.				
103,391	K. & S. No. 2	New Westminster	Barge—Chalam.	1895	Kaslo, B.C.	75	8	26	0	101	The Kaslo & Shocan Ry. Co., New Westminster, B.C.	
103,458	K. McKenzie	Arriadal	Schr—Glt	1884	L'Ardoise, N.S.	42	2	13	3	6	17 John Parsh, Port Morden, N.S.	
92,076	Kalvaha	Pleton, N.S.	"	1888	River John, N.S.	82	2	24	0	9	1	99 Goderick R. Morrison Cabanouse, N.S.
85,132	Kambira	Windsor, N.S.	Ship—3 m.	1882	Kingsport, N.S.	237	0	41	0	26	7	1885 The Ship Kambira Co., Ltd., Wolfeville, N.S.
107,969	Kandahar	Lambourg	Schr—Glt	1900	Lambourg, N.S.	95	6	25	0	9	6	100 Wm. Shupe, Lambourg, N.S.
107,072	Karen	Quebec	Sloop.	1897	Yarmouth, N.S.	40	0	12	0	4	1	16 John Foreman, 708-710 Craig St., Montreal, Que.
107,970	Karnoe	Lambourg	Schr—Glt	1900	Lambourg, N.S.	95	6	24	6	9	1	97 Samuel Ricey, jr., La Have, N.S.
89,031	Kataldin	St. John, N.B.	Bk—Bq	1880	Kingsport, N.S.	191	8	38	3	22	3	145 Robert Thompson and John H. Thomson, St. John, N.B.
92,290	Kataldin	Owen Sound	Schr—Glt	1888	Owen Sound, Ont.	150	0	30	9	10	9	381 E. A. Pyment, Spanish River, Ont.
61,259	Kate	Paspébiac	"	1871	Green Bay, Nfld.	70	0	18	0	8	9	68 La Boutillier Bros. & Co., Ltd., Paspébiac, Que.
36,531	Kate	Port Hawkesbury	"	1863	Margaroe, N.S.	48	0	16	6	6	5	25 H. V. Taylor, Margaroe, N.S.
61,132	Kate	Victoria	"	1863	San Francisco, U.S.A.	64	6	18	3	6	2	58 S. Williams, M.O., Victoria, B.C.
	Kate	Montreal	Barge—Chalam.	1862	St. Francis, Que.	101	2	22	1	7	2	113 L. St. Denis, Lachine, Que.
	Kate	Coboung	Schr—Glt	1868	Oakville, Ont.	78	0	18	9	7	9	100 Geo. Plunkett, Coboung, Ont.

SESSIONAL PAPER No. 21b

38,515	Kate B.	Ariehat	"	1872	River Bourgeois, N.S.	54	9	18	0	7	6	55	John McMillin, Bridgeport, N.S.
59,389	Kate Clark	St. Andrews	"	1873	Trenton, Maine, U.S.A.	60	3	21	5	7	1	54	Thos. E. Sherwood, New York, U.S.A.
80,071	Kate F. Troop	St. John, N.B.	Bk—Bq	1881	Tynemouth, N.B.	187	0	37	5	22	1	1907	H. D. Troop, St. John, N.B.
94,849	Kate Grant	Windsor, Ont.	Scow—Chd.	1880	Concord, U.S.A.	60	4	17	8	4	0	47	Denis Parent, Sandwich, Ont.
	Kathleen	Ottawa	Barge—Chalan.	1873	Ottawa, Ont.	80	0	18	0	6	0	94	J. B. A. Mongenais, Montreal, Que.
94,496	Kathleen	Charlottetown	Bktn—Bkgt	1889	Grand River, P.E.I.	140	0	29	9	14	0	351	John Yeo, Port Hill, P.E.I.
107,513	Kathleen	St. John, N.B.	Sloop	1901	Rochesay, N.B.	23	2	9	0	3	6	4	Albert McArthur, St. John, N.B.
73,907	Katie	Liverpool	Schr—Glt	1876	Liverpool, N.S.	36	5	13	3	6	0	14	D. Cronan, Lockport, N.S.
77,755	Katie	Shelburne	"	1879	Jordan River, N.S.	91	0	21	6	9	4	107	E. W. Hickey, North Sydney, N.S.
88,467	Katie	Ariehat	"	1889	French Cove, N.S.	32	8	14	7	5	3	11	Henry Le Lacheur, Marbinique, N.S.
94,670	Katie A. Barns	Halifax	"	1889	St. Mary's, N.S.	53	5	17	0	6	8	36	Jos. White, Murray Harbour, P.E.I.
100,381	Katie B.	Sydney	"	1893	Lorraine, N.S.	48	0	14	5	6	6	24	John H. Burke, Lorraine, N.S.
103,469	Katie B.	Ariehat	"	1900	River Bourgeois, N.S.	41	5	13	9	5	9	16	John Burke, River Bourgeois, N.S.
83,105	Katie Bell	Richibucto	"	1888	Richibucto, N.B.	32	9	11	6	4	9	11	John Murphy, Campbellton, P.E.I.
66,259	Katie E. Stuart	Halifax	"	1871	West Cape, P.E.I.	63	4	20	2	7	6	54	Isaac Gagne, Anchor Point, Nfld.
97,071	Katie E. Wall	Charlottetown	"	1892	Princeton, P.E.I.	43	9	11	7	6	3	23	Peter McNutt, Malpeque, P.E.I.
75,911	Katie Echels	Napance	"	1877	Doronto, Ont.	95	0	24	0	8	0	122	Chas. J. McCallum, Colborne, Ont.
100,216	Katie M.	Halifax	"	1890	Little Harbour, N.S.	35	6	13	3	4	8	11	T. Brophy, Prospect, N.S.
96,936	Katie & Ella	Charlottetown	Sloop	1880	Five Mile River, Comm., U.S.A.	47	5	15	8	4	8	20	Florence McNoll, Wood Isld., P.E.I.
77,457	Kedron	Annapolis	Schr—Glt	1880	Granville, N.S.	45	9	16	1	6	3	22	Ansoll Snow, Digby, N.S.
89,573	Keepsake	Windsor, Ont.	Scow—Chd.	1880	River Puce, Ont.	72	6	19	9	3	7	15	Horace Fleury, Belle River, Ont.
94,331	Keewatin	Port Hope	Schr—Glt	1888	Lakeport, Ont.	120	0	25	0	10	0	199	A. Campbell, Lakeport, Ont.
94,833	Keewaydin	Parsonsboro	"	1889	Port Greenville, N.S.	108	0	28	1	10	1	187	J. F. Watson, St. John, N.B.
107,077	Kelpie	St. John, N.B.	Sloop	1883	Yarmouth, N.S.	21	1	10	0	2	3	5	Wm. A. McLaughlin, St. John, N.B.
80,087	Kelverdale	"	Bk—Bq	1881	Kingsport, N.S.	143	0	38	0	22	9	142	Robert Thomson and John H. Thomson, St. John, N.B.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. *Suite.*

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'inscription.	Rig. Gréement.	Built Construit.	Where Built. Lieu de construction.	Register Dimensions. Dimensions enregistrées.			Owner, or Managing Owner, and Address. Armateur ou armateur-gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	
107,981	Kestrel	Shelburne	Sloop—Glt	1900	Shelburne, N.S.	89 0	25 0	9 6	99 George A. Cox, Shelburne, N.S.
92,548	Kilbourn	Montreal	"	1888	Kingston, Ont	174 1	33 9	11 1	160 Montreal Transportation Co., Montreal, Que.
100,619	Kilbuck	Victoria	"	1863	Victoria, B.C.	46 8	14 9	5 8	18 R. Magford, Sooke, B.C.
107,778	Kimberly	Chatham, N.B.	Barge—Chalm.	1900	Chatham, N.B.	115 3	24 5	6 1	14 J. B. Snowball Co., Ltd., Chatham, N.B.
111,491	Kimberley	Lunenburg	Sloop—Glt	1900	Mahone Bay, N.S.	91 8	24 5	9 5	92 Charles C. Mader, Mahone Bay, N.S.
10,391	Kinan	Victoria	"	1868	Burrard Inlet, B.C.	49 9	15 5	5 9	29 Edward Staump, Victoria, B.C.
92,507	Kinetics	St. Andrews	Sloop	1884	Back Bay, N.B.	29 6	11 2	6 0	40 Frank Pondleton, West Isles, N.B.
111,466	King Edward	Chatham, N.B.	Sloop—Glt	1901	Caracquet, N.B.	38 5	13 9	5 3	11 James N. Leandine, Caraquet, N.B.
103,949	King Fisher	"	"	1899	Shippegan, N.B.	38 0	12 7	5 0	13 Wm. Fring & Co., Ltd., Jersey.
88,516	Kingfisher	Sydney	"	1886	Ingonish, N.S.	33 9	13 2	5 1	40 Jas. Rogers, North Sydney, N.S.
88,581	Kingfisher	Yarmouth	"	1884	Eel Brook, N.S.	59 8	19 1	7 3	47 A. F. Stronman, Yarmouth, N.S.
90,978	Kingfisher	Ottawa	"	1892	Shelburne, N.S.	100 0	23 7	10 0	107 The Minister of Marine and Fisheries, Ottawa, Ont.
"	Kinghorn	Montreal	Barge—Chalm.	1871	Montreal, Que.	131 0	24 8	9 1	303 Montreal Transportation Co., Montreal, Que.
91,740	Kings County	Windsor, N.S.	Ship—3 m	1899	Kingsport, N.S.	255 0	45 5	25 7	2061 The Ship Kings County Co., Ltd., Wolfville, N.S.

SESSIONAL PAPER No. 21b

103,958	Kingston	Montreal	Barge—Chalam	1898	Kingston, Ont	181 0	35 0	12 0	578	Montreal Transportation Co., Montreal, Que.
111,632	Kipling	Lunenburg	Schr—Glt	1900	La Have, N.S.	105 0	27 0	10 3	142	Thomas A. Wilson, Bridgewater, N.S.
107,626	Kirkle	New Westminster	Barge—Chalam	1888	Vancouver, B.C.	50 0	14 6	4 0	23	The Anglo-British Columbia—Packing Co., Ltd., Vancouver, B.C.
100,981	Kite	Chatham, N.B.	Schr—Glt	1888	Carapquet, N.B.	36 0	12 1	5 1	11	C. Robin Collas & Co., Ltd., Jersey
103,288	Kite	"	"	1895	Shippegan, N.B.	34 7	12 0	4 8	10	T. Abier, Shippegan, N.B.
107,774	Klondyke	"	"	1900	Carapquet, N.B.	37 6	13 0	5 5	78	C. Robin Collas & Co., Ltd., Jersey
103,732	Klondyke	Parishboro'	"	1897	Port Greenville, N.S.	74 8	24 6	7 7	14	Fred. Roberts, Parishboro', N.S.
103,960	Klondyke	Montreal	Sloop	1898	Pierreville, Que.	125 9	27 2	10 8	275	The Canadian Forwarding & Export Co., Ltd., Montreal, Que.
74,015	Kolmeor	Charlottetown	Schr—Glt	1876	Lunenburg, N.S.	77 5	23 1	8 9	77	P. Clarkin, Charlottetown, P.E.I.
103,253	Koh-i-noor	Chatham, N.B.	"	1895	Carapquet, N.B.	37 0	12 8	5 2	13	P. Rive, Carapquet, N.B.
90,642	Konaraiff	Yarmouth	"	1883	Shelburne, N.S.	33 5	12 7	1 7	10	John Brov, Harbour au Boeche, N.S.
111,410	Kuxvera	Lunenburg	"	1900	Malbone Bay, N.S.	93 3	25 0	9 1	99	James Young, Lunenburg, N.S.
78,033	L. C. Larned	Chatham, Ont	Schr—Glt	1875	Port Union, Ont	72 0	19 0	5 3	43	D. W. Crowe, Chatham, Ont.
94,661	L. C. Tough	Shelburne	"	1888	Malbone Bay, N.S.	33 9	12 2	5 1	12	A. Swaine, Black Point, N.S.
90,883	L. E. Young	Lunenburg	"	1890	Lunenburg, N.S.	76 5	22 3	8 5	89	David McAbmond, Richibucto, N.S.
90,908	L. G. Crosby	Yarmouth	Bgm	1890	Shelburne, N.S.	126 0	29 0	12 1	298	George H. Perry, Yarmouth, N.S.
85,685	L. M. Ellis	Digby	Schr—Glt	1883	Digby, N.S.	55 0	18 1	5 8	35	George Leat <i>et al.</i> , Freeport, N.S.
61,578	L. P. Churchill	Shelburne	"	1874	Lewis Head, N.S.	84 0	24 0	9 6	99	Jos. Laboldt, Louisburg, N.S.
94,929	L. W. Drake	Pictou, Ont	Barge—Chalam	1881	Saginaw, Mich., U.S.A.	155 0	30 5	10 0	397	Arthur W. Hepburn, Pictou, Ont.
97,181	L. W. Norton	Windsor, N.S.	Bktn Bkg/L	1890	Horton, N.S.	139 0	33 0	15 1	164	G. B. Lockhart, New York, U.S.A.
72,297	L. Edna	St. John, N.B.	Schr—Glt	1876	St. Martin's, N.B.	74 0	24 7	6 5	68	Joshua Prescott, St. Martin's, N.B.
107,113	L. Morton	Halifax	"	1898	Shelburne, N.S.	67 0	19 8	7 9	60	Simon Cooden, Hubbards Cove
74,226	L. Ami du Peuple	Montreal	Sloop	1871	St. Marsel, Que.	86 6	22 0	6 1	78	Egnaace Caron, jr., St. Amé, Que.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. *Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Tonnage in cubic feet. Tonnage en pieds cubes.		
103,623	L'Ange.....	Quebec.....	Sloop.....	1895	Isle Verte, Que.....	30 6	11 9	4 6	10	L. Michaud, Isle Verte, Que.	
92,763	L'Audacieuse.....	".....	Schr. Gt.....	1889	Chicoutimi, Que.....	55 8	20 0	7 5	18	G. Tremblay, St. Fidele, Que.	
77,595	L'Aurore.....	Montreal.....	Barge—Chalan.....	1878	St. Amé, Que.....	87 5	15 7	6 4	73	Edmond Comtois, Sorel, Que.	
103,138	L'Espervier.....	Quebec.....	Sloop.....	1891	St. Paul's Bay, Que.....	37 2	13 8	5 2	15	Wm. Fillion, St. Paul's Bay, Que.	
83,317	L'Espérance-Marie.....	".....	Schr. Gt.....	1881	Petite Rivière, Rue.....	56 1	19 5	7 2	14	Aimé Guerin, St. Siméon, Que.	
90,887	L'Étoile.....	Yarmouth.....	".....	1888	Tusket Wedge, N.S.....	60 6	19 2	6 9	48	Collins Titus, Westport, N.S.	
107,773	L'Étoile.....	Chatham, N.B.....	".....	1900	Carapuet, N.B.....	37 0	13 8	5 6	15	Prudent Gallien, Carapuet, N.B.	
103,480	L'Étoile de la Mer.....	Quebec.....	".....	1897	Isle Verte, Que.....	48 6	16 8	6 1	29	P. Baily, Isle Verte, Que.	
107,193	L'Étoile de la Mer.....	".....	Sloop.....	1897	St. Siméon, Que.....	35 2	11 1	4 5	11	F. Savard, St. Siméon, Que.	
80,673	L'Exportation.....	Montreal.....	Barge—Chalan.....	1881	St. Amé, Que.....	95 6	20 1	6 5	108	Ignace Caron, St. Amé, Que.	
52,491	L'Honorable J. Cas- sion.....	Quebec.....	Schr. Gt.....	1865	Quebec, Que.....	69 4	20 3	8 8	62	Joseph Blouin, St. Jean, Island of Or- léans, Que.	
100,171	L'Impérial.....	Montreal.....	Barge—Chalan.....	1891	Pierreville, Que.....	140 0	27 7	11 5	338	The Canadian Forwarding & Export Co., Ltd., Montreal, Que.	
77,870	L'Islet.....	Quebec.....	Sloop.....	1878	L'Islet, Que.....	49 0	16 7	1 7	23	Delphin Langlois, Isle Aux Grues, Que.	
92,658	L'Union.....	Montreal.....	Barge—Chalan.....	1888	Yamaska, Que.....	132 0	26 9	11 0	301	A. Lamer, Montreal, Que.	

SESSIONAL PAPER No. 21b

111,490	La Bellay.....	Quebec.....	Schr. Glt.....	1900	St. Siméon, Que.	69 2	23 0	8 0	80 Anné Bellay, St. Siméon, Que.
103,625	Le Bienville.....	Quebec.....	"	1896	Baie St. Paul, Que.	53 4	18 2	7 2	38 J. Simard, Baie St. Paul, Que.
88,316	La Canadienne.....	"	"	1885	St. Luc, Que.	64 8	19 3	7 4	54 J. Simard, St. Alexis, Châteaufort, Que.
103,355	Le Clerina.....	"	"	1894	Green Island, Que.	42 2	13 6	5 8	20 N. Levesque, Green Island, Que.
96,888	La France.....	Louemburg.....	"	1890	Louemburg, N.S.	75 4	22 2	8 5	89 Geo. Harris, Gabarouse, N.S.
72,939	La Galloche.....	Quebec.....	"	1875	Malbaie, Que.	40 8	15 0	6 6	18 A. Rivérin, jr., St. Etienne de la Malbaie, Que.
75,700	La Jeune Perdrix.....	"	"	1878	St. Jean, Island of Orleans, Que.	39 5	13 0	5 6	18 Theodore Clouthier, Moisie, Que.
80,755	La Marina.....	"	"	1878	Pechouan, Que.	43 3	15 5	6 0	18 Alphouse Letellier, Quebec, Que.
100,855	La Marinière.....	"	"	1895	Rivière Claude, Que.	67 2	21 6	8 0	76 Thos. Simard, St. Alphonse, Saguenay Co., Que.
71,355	La Mode.....	Pictou, N.S.	"	1877	Metegonish, N.S.	48 7	15 1	6 2	26 John Forrestall, Auld's Cove, N.S.
75,696	La Monette.....	Quebec.....	"	1877	Quebec, Que.	75 7	20 8	8 5	65 Corporation of Pilots, Quebec, Que.
71,624	La Providence.....	Montreal.....	Sloop.....	1875	Yamaska, Que.	100 3	22 1	6 2	91 J. B. Allard, jr., Sorel, Que.
107,510	La Punaise.....	Quebec.....	"	1898	St. Siméon, Que.	34 1	12 0	1 0	10 F. X. Morin, St. Siméon, Que.
100,329	La Rose.....	Yarmouth.....	Schr. Glt.....	1891	Eel Brook, N.S.	38 0	13 2	4 1	13 W. M. Amaro, Pubnico, N.S.
59,892	La Sorcière.....	Quebec.....	Barge Chaban.....	1863	St. Jean des Chaudières, Que.	68 5	22 0	5 5	14 P. C. Levasseur, M.D., St. Jean des Chaudières, Que.
100,192	Labrador.....	Victoria.....	Schr. Glt.....	1891	Vancouver, B.C.	50 8	16 0	7 6	25 Henry Wilson, Victoria, B.C.
77,597	Lac St. Pierre.....	Montreal.....	Sloop.....	1879	St. Thomas de Pierreville, Que.	91 0	22 7	6 4	89 Agapit Dancan, St. Thomas, Que.
80,651	Lac Superior.....	"	"	1879	"	98 0	22 8	6 9	105 A. Pagé, Berthier, Que.
92,291	Lackawanna.....	Ottawa.....	Barge Chaban.....	1884	Champlain, Que.	106 0	22 7	7 0	151 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
77,766	Lacouic.....	Shelburne.....	Schr. Glt.....	1880	McNutt's Island, N.S.	39 5	11 3	5 8	15 John Welch, Deer Island, N.B.
107,901	Lady Alceleen.....	St. Andrews.....	Sloop.....	1895	Queco, N.B.	32 6	11 7	6 0	18 Alva B. Small, Grand Manan, N.S.
103,856	Lady Bird.....	Halifax.....	"	1897	Dartmouth, N.S.	23 6	6 6	1 0	2 Lt. Col. A. W. A. Duncan, Naughton, Eng.
103,659	Lady Bourque.....	Yarmouth.....	Schr. Glt.....	1886	Tusket, N.S.	38 5	13 2	1 0	14 M. Bourke, Tusket, N.S.
72,072	Lady Fongers.....	Arichat.....	"	1883	River Bourgeoise, N.S.	40 7	13 7	5 1	15 Docteur Fongers, River Bourgeoise, N.S.
75,889	Lady Franklin.....	Charlottetown.....	"	1881	Tatamagouche, N.S.	72 1	21 8	8 0	77 T. G. Gargen, Charlottetown, P.E.I.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

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						Dimensions.				
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
		ft. mths. ft. mths.		ft. mths.						
71,924	Lady Hill	Pictou, N.S.	Schr—Glt	1875	Exploits Bay, Nfld.	67 8	19 9	8 5	64	Mrs. Margaret Rhynard, Pictou, N.S.
111,480	Lady Laurier	Aricat	"	1901	Petite de Grat, N.S.	32 6	11 0	5 3	12	S. A. Boudrot, Petite de Grat, N.S.
103,689	Lady Maud	Chatham, N.B.	"	1888	Caracquet, N.B.	35 0	12 5	5 1	11	P. Rive, Caracquet, N.B.
96,784	Lady May	Halifax	"	1890	Chez-tecook, N.S.	45 3	16 6	6 1	25	Prosper A. Garcia, Rose-Blanche, Nfld.
107,183	Lady May	Charlottetown	"	1898	Belle-River, P.E.I.	46 6	14 6	5 0	21	F. J. G. McDougall, Belle-River, P.E.I.
111,581	Lady Smith	Peterborough	Barge—Chalam.	1899	Lakefield, Ont.	86 0	20 0	5 2	76	Wm. H. White, Lakefield, Ont.
38,516	Lady of the Lake	Aricat	Schr—Glt	1872	Bras d'Or Lake, N.S.	49 4	17 2	7 0	25	Peter Landry, St. Peters, N.S.
69,105	Lady of the Lake	Halifax	"	1873	Porter's Lake, N.S.	42 1	15 7	6 0	20	Jos. Kennedy, Montague, P.E.I.
38,671	Lady of the Lake	Sydney	"	1867	Salmon River, N.S.	71 6	22 5	8 8	85	George Bayle, Salmon River, N.S.
107,809	Ladysmith	St. John, N.B.	"	1900	Cambridge, N.B.	51 7	20 2	5 3	30	Arch. Fanjoy, Cambridge, N.B.
111,461	Ladysmith	Chatham, N.B.	"	1900	Shippegan, N.B.	37 6	13 6	6 1	17	Thilence Robichaud, Shippegan, N.B.
73,689	Lafreniere et St. Onge	Montreal	Sloop	1874	Yamaska, Que.	103 2	22 5	8 0	131	Jos. Williamson, Ottawa, Ont.
96,881	Lake St. Louis, No. 1	Ottawa	Floating Light.		Unknown	58 2	16 8	7 8	63	The Minister of Marine and Fisheries, Ottawa, Ont.
96,882	Lake St. Louis, No. 2	"	"		"	58 2	16 8	7 9	64	"

SESSIONAL PAPER No. 21b

96,883	Lake St. Louis, No. 3	"	"	"	"	58.2	16.8	7.6	66	"	
96,884	Lake St. Peter, No. 1	"	"	"	"	56.1	15.6	7.2	46	"	
96,885	Lake St. Peter, No. 2	"	"	"	"	56.1	15.6	7.2	46	"	
96,886	Lake St. Peter, No. 3	"	"	"	"	56.4	15.6	7.2	46	"	
107,336	Lakeside	Yarmouth	Bktn	Bkght	1909	Grangemouth, G.B.	85.1	35.1	14.1	726	The Lakeside Shipping Co., Ltd., Yarmouth, N.S.
74,233	Laliberte	Quebec	Sloop		1875	St. Jean des Chailhons, Que.	110.0	21.0	8.0	135	N. E. Augers, Ste.-Anne de la Parade, Que.
71,663	Lancaster	Montreal	Barge	Chalan	1873	Lancaster, Que.	125.1	22.8	9.5	220	Pierre Paul, Sorel, Que.
77,897	Lancefield	Moncton	Bk	Bq	1881	Moncton, N.B.	179.0	36.5	21.5	947	Wm. Thomson & Co., M.O., St. John, N.B.
88,239	Landskrona	Windsor, N.S.	"	"	1886	Gardner's Creek, N.B.	206.8	39.7	23.5	1330	Chas. de W. Smith, M.O., Windsor, N.S.
96,918	Larving	Kingston	Schr	Glt	1892	Garden Island, Ont.	175.7	31.2	12.1	516	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
90,438	Lark	Barrington	Sloop		1892	Barrington, N.S.	33.7	12.2	6.3	13	Samuel Atwood, Barrington, N.S.
36,117	Lark	Halifax	Schr	Glt	1847	La Have, N.S.	48.9	14.3	7.0	38	Cornelius Fodor, Chester, N.S.
"	Lark	Montreal	Barge	Chalan	1871	Kingston, Ont.	136.1	27.5	9.4	363	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
100,438	Laska	Winnipeg	"	"	1893	St. Boniface, Man.	100.0	11.5	4.0	39	Francis Paterson, Winnipeg, Man.
103,003	Lark	Chatham, N.B.	Schr	Glt	1892	Shippagan, N.B.	31.0	12.3	1.5	10	Thomas Abier, Shippagan, N.B.
103,292	Lassie	Montreal	Sloop		1891	Roslyn, U.S.A.	20.1	6.2	1.1	1	H. M. Molson, Montreal, Que.
111,635	Latoeka	Lanenburg	Schr	Glt	1901	La Have, N.S.	91.3	24.3	9.3	99	Rubus Conrad, La Have, N.S.
61,837	Laughing Waters	Yarmouth	"	"	1871	Port Monton, N.S.	51.7	18.6	6.8	32	J. Goodwin, jr., Argyle, N.S.
100,335	Lumberga	Madland	Bk	Bq	1893	Madland, N.S.	203.3	39.1	23.0	1215	F. McDougall, Sackville, N.B.
88,473	Laura	Winnipeg	Barge	Chalan	1880	LeLandie River, Man.	66.0	11.9	1.5	35	The Lake-Winnipeg Transportation, Lumber & Trading Co., Winnipeg, Man.
96,356	Laura	St. John, N.B.	Whbr	Bab	1890	Chippman, N.B.	39.0	23.0	5.0	40	Alex. Galt, Waterborough, N.B.
96,772	Laura	Port Hawkesbury	Schr	Glt	1891	Margaret, N.S.	52.0	17.2	6.7	27	John C. Munro, Margaret, N.S.
103,312	Laura	"	"	"	1895	Cheticamp, N.S.	12.5	13.1	1.9	13	John Doucet, Cheticamp, N.S.
103,316	Laura	"	"	"	1891	"	33.8	10.9	5.1	10	Ulfeld Bourgeois, Eastern Harbour, N.S.
103,333	Laura	Montreal	Barge	Chalan	1895	Yamaska, Que.	111.7	29.1	11.2	339	Canadian Forwarding & Export Co., Ltd., Montreal, Que.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. *Suite.*

Official number. Numero matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'inscription.	Rig. Gréement.	Built—Constructé.	Where Built. Lieu de construction.	Register Dimensions. Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
103,540	Laura	Halifax	Schr—Glt	1896	Chesetook, N.S.	19 8	16 9	6 8	31	Herbert Greenwood, Pictou, N.S.
51,782	Laura	"	"	"	U.S.A.	65 6	19 3	7 2	53	Geo. E. M. Lewis, M.O., Lewiston, N.S.
107,501	Laura	Quebec	Sloop	1897	Tadoussac, Que.	37 2	13 8	4 9	16	B. Caron, Tadoussac, Que.
107,602	Laura	"	Schr—Glt	1898	Rimouski, Que.	28 0	10 5	4 2	8	The Minister of Lands, Mines & Fisheries for Prov. of Quebec, Quebec, Que.
107,290	Laura	Liverpool	"	1901	Liverpool, N.S.	129 6	31 0	12 4	299	John Harlow <i>et al.</i> , Milton, N.S.
80,980	Laura B.	Sydney	"	1883	Sto. Ann's, N.S.	74 2	23 6	8 7	90	Solomon Bonnell, North Sydney, N.S.
71,329	Laura C.	Ambush	"	1877	Tidnish, N.S.	51 0	17 3	6 0	31	Edward Boswell, Victoria, P.E.I.
103,738	Laura G. Hall	Parsons	"	1898	Parson's, N.S.	81 0	25 6	8 1	100	C. W. Reekwell, River Hebert, N.S.
91,788	Laura G. Zwickert	Launenburg	"	1889	Malcolm Bay, N.S.	71 3	23 5	9 2	85	J. E. Backman, La Have, N.S.
61,615	Laura Cox	Guysboro	"	1875	Country Harbour, N.S.	58 7	20 5	7 1	49	A. Morrison and P. Poirier, Desconsse, N.S.
88,505	Laura D.	Kingston	Sloop	1881	Kingston, Ont.	64 6	16 7	5 0	36	Claney Duryan, Sinece Island, Ont.
74,051	Laura E. Douglass	Barrington	Schr—Glt	1876	Port Clyde, N.S.	58 8	18 8	7 1	39	Jos. A. Steele, Richmond, N.S.
101,240	Laura E. Franklin	Halifax	"	1892	St. George's Bay, Nfld.	54 5	20 0	7 9	46	John S. Cooper, Wine Harbour, N.S.
69,181	Laura May	Launenburg	"	1873	La Have, N.S.	6 0	19 0	7 6	45	Joseph Benning, St. Pierre, Miramichi.

SESSIONAL PAPER No. 21b

96,797	Laura Piche	Halifax	1890	Musquodoboit, N.S.	41 5	14 6	6 0	18	John Kent, Musquodoboit, N.S.
88,455	Laura Victoria	Arichat	1888	St. Peters, N.S.	58 4	17 7	7 1	39	H. McDonald, Desrousse, N.S.
77,883	Laureat	Quebec	1878	La Petite Rivière, St. François-Xavier, Que.	50 3	16 8	5 0	23	Abel Simard, La Petite Rivière, St. François-Xavier, Que.
80,655	Laureat	"	1873	Cap Sauté, Que.	57 6	5 2	6 4	39	Malcolm Hovington, Bon Desir, Que.
107,353	Laurel	Sydney	1897	Ingonish, N.S.	34 6	11 5	5 5	9	J. Williams, Ingonish, N.S.
97,066	Laurel	Charlottetown	1892	New Glasgow, P.E.I.	72 8	22 0	7 7	76	Wm. Moffatt, Mayfield, P.E.I.
111,977	Laurel	Vancouver	"	Ballard, U.S.A.	78 0	21 0	8 4	81	Frank Burnett, Vancouver, B.C.
100,451	Laurentides	Quebec	1890	Quebec, Que.	65 0	21 6	6 0	55	François Bouchard, Quebec, Que.
103,635	Laval	Ottawa	1893	Ottawa, Ont.	152 6	31 0	12 6	296	The Minister of Public Works, Ottawa, Que.
103,702	Lavinie	Yarmouth	1896	Pinkney's Point, N.S.	61 0	21 5	7 1	50	D. Surette, Pinkney's Point, N.S.
91,780	Lawrence	Lunenburg	1888	Lunenburg, N.S.	76 4	23 5	9 2	87	Abraham Ernst, Malbone Bay, N.S.
103,619	Le Canadien	Quebec	1895	Tadoussac, Que.	54 0	16 8	5 8	31	H. Caron, Tadoussac, Que.
107,309	Le Céline	"	1898	St. Siméon, Que.	33 9	11 8	4 5	19	Auguste Desbriens, St. Siméon, Que.
111,659	Le Maria	Montreal	1901	St. Thomas de Pierre-Ville, Que.	99 6	25 0	6 6	117	Adolphe Laperrière, jr., Pierreville, Que.
100,436	Le Marquis de Lorne	Quebec	1880	Tadoussac, Que.	38 0	11 6	4 9	17	A. Talbot, Cap St. Ignace, Que.
92,333	Le Pelican	"	1886	Château Richer, Que.	63 8	22 0	6 2	48	Edouard Bouchard, Quebec, Que.
85,452	Le Pétré	"	1882	Quebec, Que.	12 5	16 0	4 0	18	Simon Peters, Quebec, Que.
103,360	Le Point du Jour	"	1895	St. Thomas de Pierre-Ville, Que.	102 6	22 6	6 6	123	Ignace Caron, Sorel, Que.
91,917	Leader	Shelburne	1889	Shelburne, N.S.	88 0	24 0	10 6	128	George A. Cox, Shelburne, N.S.
107,335	Leader	St. John, N.B.	1898	Canning, N.B.	63 8	23 1	6 2	55	A. McM. Thurott, Canning, N.B.
37,551	Leahug Star	Halifax	1851	Lunenburg, N.S.	36 3	17 8	7 1	38	A. G. Millett, Chester, N.S.
100,077	Leah D.	St. John, N.B.	1891	Waterborough, N.B.	61 9	23 6	5 5	68	Eben Shocum, Waterborough, N.B.
107,374	Leah Hardy	Sydney	1901	Gabarouse, N.S.	45 1	14 5	6 0	20	James Hardy, Gabarouse, N.S.
74,206	Leclaire	Montreal	1873	Sorel, Que.	101 6	21 0	7 2	122	F. N. Croteau, Leclercville, Que.
92,769	Leclaire	Quebec	1890	Yamaska, Que.	105 0	22 1	8 2	148	Arsène B. Champagne, Lamorée, Que.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. *Suite.*

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'empêtristrement.	Rig. Gévement.	Built—Constructé.	Where Built. Lieu de construction.	Register Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.			
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.					
						ft.	in.	ft.	in.				
73,022	Ledice Adèle.....	Amherst, N.B.	Schr. Gll.	1877	Point Passé, Que.	65	3	20	7	7	6	50	Nazaire Jomphe, House Harbour, Magdalen Islands, Que.
100,296	Leigh J.....	Chatham, N.B.	"	1892	Chatham, N.B.	52	0	17	3	6	8	31	W. S. Loggie Co., Ltd., Chatham, N.B.
96,763	Lelia Linwood.....	Arichat.....	"	1876	Salisbury, Mass., U.S.A.	75	5	21	5	7	9	67	W. J. LeVesconte, River Rougeois, N.S.
103,468	Lelia & Maud.....	"	"	1900	Arichat, N.S.	56	3	17	0	8	0	38	Simon Boucher, Arichat, N.S.
85,996	Lena.....	St. John, N.B.	"	1882	Carleton, N.B.	33	0	12	0	1	7	8	John Shannon, Musquish, N.B.
100,320	Lena.....	Barrington.....	"	1892	Pubnico, N.S.	40	0	13	2	5	5	13	Lovitt Nickerson, Cape Island, N.S.
100,343	Lena.....	Maitland.....	"	1901	Noel, N.S.	62	2	20	5	7	2	51	E. A. O'Brien, Noel, N.S.
107,126	Lena F. Oxner.....	Launenburg.....	"	1899	Launenburg, N.S.	88	0	24	0	9	6	99	James Geldert, Launenburg, N.S.
111,905	Lena Jane.....	Arichat.....	"	1901	Petite de Ghat, N.S.	31	0	10	6	5	6	11	Domine Boudok, Petite de Ghat, N.S.
100,876	Lena Maud.....	St. John, N.B.	"	1893	Whitehead, N.B.	78	1	27	2	7	0	98	W. J. Gagey, Rexton, N.B.
72,070	Lenny.....	Arichat.....	"	1883	Desouisse, N.S.	60	9	19	5	7	1	46	David Gruchy, Desouisse, N.S.
90,729	Leno.....	Halifax.....	Sloop	1887	Truro, N.S.	30	2	7	6	1	2	5	Henry C. Melcod, Halifax, N.S.
85,342	Leo.....	Launenburg.....	Bigin	1882	Mahone Bay, N.S.	97	2	21	6	10	8	165	James Eisenbauer & Co., Launenburg, N.S.
100,075	Leo.....	St. John, N.B.	Schr. Gll.	1891	Waterborough, N.B.	80	2	26	5	6	9	93	J. N. Pugsley, Parrsboro', N.S.

SESSIONAL PAPER No. 21b

100,951	Leo	Chatham, N.B.	"	1893	Caraqueb, N.B.	37 5	12 4	5 2	13 W. S. Loggie Co., Ltd., Chatham, N.B.
77,868	Ledore	Quebec	"	1878	Nataashpian, Que.	56 5	18 5	7 3	39 Alphonse Letellier, Quebec, Que.
61,306	Leona	Liverpool	"	1870	Liverpool, N.S.	52 0	16 5	6 1	26 A. Harrington, Liverpool, N.S.
94,874	Leona	Montreal	Sloop	1888	Pierreville, Que.	107 6	22 8	7 3	145 A. Martineau, Yamaska, Que.
100,106	Leonard B.	Parrsboro'	Schr—Glt	1891	Port Greville, N.S.	88 8	25 9	7 8	121 J. G. Walters, River Helbert, N.S.
107,065	Leonard Parker	St. John, N.B.	"	1897	Tynemouth, N.B.	127 9	29 8	10 4	246 R. C. Elkin, St. John, N.B.
80,822	Leone	Lunenburg	"	1880	Lunenburg, N.S.	73 4	22 2	8 5	79 John Bogg, Rose Blanche, Nfld.
40,388	Leonede	Victoria	Sloop		New York, U.S.A.	34 2	12 1	3 1	14 P. Madden, San Juan, B.C.
83,311	Leonille	Quebec	Schr—Glt	1881	Mille Vaches, Que.	38 0	13 1	4 6	13 Edmond Tremblay, St. Anne de Port neuf, Que.
72,098	Leonora	Chatham, N.B.	"	1876	Richibucto, N.B.	56 8	18 3	6 9	36 C. E. Myers, Crapaud, P.E.I.
96,827	Leopold	Barrington	"	1889	Lunenburg, N.S.	79 6	24 0	9 3	93 W. H. Swine, Barrington, N.S.
100,177	Leopold	Montreal	Sloop	1891	St. Francois, Que.	107 5	22 2	7 3	141 P. Desmarais, St. Francois, Que.
100,459	Les Ecouenils	Quebec	Schr—Glt	1892	Les Ecouenils, Que.	65 2	18 6	6 9	57 Edouard Fiset, Les Ecouenils, Que.
59,388	Letricia	St. Andrews	"	1877	Deer Island, N.B.	30 9	13 5	5 6	10 H. C. Guphill, Grand Manan, N.B.
90,790	Leticia	Victoria	"	1864	Socqualitele, U.S.A.	46 2	16 0	6 0	28 P. Quathecum, Neuchâtel, B.C.
83,474	Letter B.	St. Andrews	"	1875	Brier Island, N.B.	29 0	12 1	5 6	12 Mrs. Sophia Cook, St. George, N.B.
72,093	Lettie Dame	Chatham, N.B.	"	1876	P. E. Island	30 5	12 1	1 0	11 J. W. Hierlihy, Lot 9, P.E.I.
85,362	Levi Crummell	Ottawa	Barge—Chalan	1884	Hull, Que.	111 0	22 8	7 2	156 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
37,363	Levi Hart	Halifax	Schr—Glt	1853	Crow Harbour	60 3	17 1	7 8	54 Wm. Dooks and Seth Dooks, Jeddore, N.S.
88,670	Lexmia	Chatham, N.B.	"	1886	Tignish, P.E.I.	40 0	13 9	5 2	18 John McCarthy, Tignish, P.E.I.
83,251	Lewis	Weymouth	"	1881	Granville, N.S.	76 0	21 9	8 0	89 Leander Pothier, Grosses Coques, N.S.
85,430	Lewuka	Windsor, N.S.	Bk—Bq	1884	St. John, N.B.	149 0	39 7	24 3	1351 Chas. DeW. South and John M. Smith, J.O., Windsor, N.S.
100,519	Lewuka	Parrsboro'	Schr—Glt	1893	Port Greville, N.S.	69 0	24 5	7 1	76 W. W. Graham, Parrsboro', N.S.
103,018	Lewanika	"	"	1894	"	128 0	32 3	11 2	298 Jos. Alliston, St. John, N.B.
107,324	Lewis ton.	Halifax	"	1900	Sheet Harbour, N.S.	60 5	20 5	8 0	39 George E. M. Lewis, Lewiston, N.S.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. *Suite.*

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
					Feet.	Feet.	Feet.		
92,306	Lea.....	Kingston.....	Sloop.....	1888 Kingston, Ont.....	53 0	16 4	4 3	21 James Eccles, Belleville, Ont.	
88,517	Labbie.....	Sydney.....	Schr—Glt.....	1882 St. Ann's, N.S.....	38 0	14 6	5 9	14 Ronald Gillis, North Sydney, N.S.	
94,639	Labbie.....	Victoria.....	".....	1889 Shelburne, N.S.....	81 0	21 9	9 2	43 Victoria Sealing Co., Ltd, Victoria, B.C.	
77,848	Labbie T.....	Halifax.....	".....	1880 Economy, N.S.....	65 0	19 7	8 0	68 J. M. Blaikie and A. K. Moore, Economy, N.S.	
85,301	Liberal.....	Montreal.....	Sloop.....	1883 St. Ours, Que.....	107 0	22 8	10 9	186 P. Marchesault, St. Ours, Que.	
	Libérateur.....	".....	Barge—Chalan.....	1871 Yamaska, Que.....	103 8	22 4	8 1	156 L. Deltisle, Valleyfield, Que.	
88,421	Lida Greta.....	St. John, N.B.....	Wlder—Fib.....	1884 Newcastle, N.B.....	71 8	25 0	6 5	68 John H. Driscoll, St. John, N.B.	
107,548	Lidie & Julia.....	".....	Sloop.....	1897 St. John, N.B.....	34 1	12 3	4 0	8 George H. Foster, Grand Manan, N.B.	
42,217	Life Boat.....	Charlottetown.....	Schr—Glt.....	1862 Port Medway, N.S.....	63 5	20 0	7 6	48 D. Anderson, Charlottetown, P.E.I.	
107,446	Lighthouse No. 1.....	Vancouver.....	Secw—Clud.....	1897 Vancouver, B.C.....	36 2	10 0	3 0	8 Federation Brand Canning Co., Ltd., Victoria, B.C.	
107,447	Lighthouse No. 2.....	".....	".....	1896 ".....	30 0	12 0	2 5	7 ".....	
107,714	Lighthouse No. 3.....	".....	".....	1898 ".....	36 0	14 0	3 7	14 ".....	
64,973	Lightning.....	Quebec.....	Barge—Chalan.....	1871 Quebec, Que.....	109 0	21 5	7 7	154 Hon. Thomas McCrevey, Quebec, Que.	
42,684	Lightning.....	St. John, N.B.....	Schr—Glt.....	1862 St. John, N.B.....	69 3	18 4	7 4	38 Wm. Lahey, St. John, N.B.	

SESSIONAL PAPER No. 21b

197,660	Lala D. Young	Lanenburg	"	1899	Lanenburg N.S.	99 0	25 0	9 8	100	John B. Young, Lanenburg, N.S.
61,528	Lilian	Guysboro'	"	1871	Malbone Bay, N.S.	60 0	19 7	7 4	41	P. Blamphie, Arichat, N.S.
107,129	Lilla B. Hirtle	Lanenburg	"	1899	Lanenburg, N.S.	99 0	25 0	9 8	99	Benjamin Anderson, Lanenburg, N.S.
103,760	Lillian	"	"	1898	LaHave, N.S.	80 2	22 2	9 2	84	D. Gieson, LaHave, N.S.
80,954	Lillian	Pictou, Ont.	"	1859	Henderson, U.S.A.	55 0	11 6	4 8	29	Jas. Blowers, Toronto, Ont.
88,273	Lillian E.	St. Andrews	"	1884	St. George, N.B.	31 2	11 8	5 9	13	Joseph McGee, St. George, N.B.
111,901	Lillian Louise	Arichat	"	1901	Guysboro', N.S.	33 0	10 9	5 6	12	Charles P. Boudrot, Petite de Grot, N.S.
88,626	Lillie	Windsor, Ont.	Scow—Chd.	1884	Pike Creek, Ont.	70 8	19 3	4 6	46	Julia Nevaux, Windsor, Ont.
103,313	Lillie	Port Hawkesbury	Schr—Glt	1895	Cheticamp, N.S.	35 2	12 0	5 5	12	Fidel Chénasson, Eastern Harbour, N.S.
100,338	Lillie	Maitland	"	1894	Maitland, N.S.	130 9	31 5	11 7	311	M. J. Davis, Clifton, N.S.
80,677	Lillie Bell	St. John, N.B.	"	1881	Rexton, N.B.	79 0	26 6	7 4	89	George W. Earl, St. John, N.B.
107,794	Lillie E.	"	"	1899	Waterborough, N.B.	62 4	23 4	5 7	53	George P. Barton, Waterborough, N.B.
80,061	Lillie G.	"	"	1881	Canning, N.B.	76 4	26 3	6 9	78	Mrs. Ada Ward, Dorchester, N.B.
103,217	Lilly	Ottawa	Scow—Chd.	1890	Buckingham, Que.	49 0	10 2	2 5	7	George Bothwell, Buckingham, Que.
96,790	Lilly C.	Halifax	Schr—Glt	1888	Sambo, N.S.	35 2	11 8	6 5	12	W. McC. Book, Halifax, N.S.
51,961	Lilly Dale	Yarmouth	"	1865	Beaver River, N.S.	38 0	12 8	5 0	11	Dexter W. Morrison, Digby, N.S.
74,391	Lilly Macfarlane	Toronto	Scow—Chd.	1872	Port Credit, Ont.	44 5	12 0	3 5	14	Lionel Yorke, Toronto, Ont.
42,089	Lily	St. Andrews	Schr—Glt	1862	Hillsboro', N.B.	34 0	10 5	5 6	10	Francis Campbell, Dipper Harbour, N.B.
38,510	Lily	Pictou, N.S.	"	1851 1884	J. Ardair, N.S.	55 8	15 2	6 1	23	George Rivers, Pictou, N.S.
103,280	Lily	Chatham, N.B.	"	1894	Carapuet, N.B.	35 0	12 0	6 0	11	Prudent Gallien, Carapuet, N.B.
	Lina	Montreal	Barge—Chalan.	1869	Sorel, Que.	98 0	22 5	6 9	108	Ant. Lavallee, Sorel, Que.
83,172	Lindon	St. Andrews	Schr—Glt	1881	St. George, N.B.	29 0	11 5	6 0	12	Benjamin Parker, West Isles, N.B.
88,467	Linnet	Digby	"	1881	Liverpool, N.S.	38 5	13 3	5 7	15	Jos. H. Moorehouse, et al., Sandy Cove, N.S.
100,715	Linnet	Windsor, N.S.	"	1896	Blomidon, N.S.	41 4	14 0	4 8	14	A. H. Gibson, Margaretsville, N.S.
100,540	Linnie & Edna	Digby	"	1894	Tiverton, N.S.	52 2	17 6	6 5	30	Lewis Connors, et al., Black's Harbour, N.S.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. *Suite.*

Official Number Numéro matricule	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions. Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.			
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.					
						ft.	inches	ft.	inches				
111,717	Lionis A	Lauenburg	Schr. Glt	1901	Malbone Bay, N.S.	76	3	22	6	8	5	70	Amiel Corkum, La Have, N.S.
55,614	Lion	Andersst, M.I.	"	1873	House Harbour, M. I., Que.	58	0	19	3	7	6	42	V. Richard, Magdalen Islands, Que.
57,258	Lion	Lauenburg	"	1867	Malbone Bay, N.S.	61	5	19	3	7	6	40	John W. Kenney, Barrington, N.S.
103,292	Lion	New Westminster	Scow	1891	New Westminster, B.C.	85	0	28	5	5	5	121	A. Ewen, New Westminster, B.C.
103,546	Lis	Halifax	Sloop	1896	Dartmouth, N.S.	23	5	6	4	3	6	3	F. H. Bell, Halifax, N.S.
80,298	Lithophone	Toronto	Schr. Glt	1881	Brent's, Ont.	55	0	15	6	3	5	11	Walter G. Naish, Port Credit, Ont.
83,461	Little Annie	Digby	"	1868	Essex, Mass., U.S.A.	41	3	15	3	5	0	19	Walter F. Leonard, St. John, N.B.
75,605	Little Annie	Halifax	"	1878	Port Gilbert, N.S.	47	0	16	7	6	1	27	Edward Fisher, Marriott's Cove, N.S.
75,851	Little Annie	Weymouth	"	1877	Meteghan River, N.S.	38	8	14	5	5	3	16	Dennis Sullivan, Meteghan, N.S.
91,822	Little Bettle	"	"	1889	Church Point, N.S.	28	6	11	2	4	8	7	G. A. Mallett, Gilbert Cove, N.S.
101,090	Little Gracie	St. Andrews	"	1891	Spencer's Island, N.S.	29	0	11	0	5	0	11	Andrew Miller, St. John, N.B.
103,318	Little Heir	Port Hawkesbury	"	1895	Cheticamp, N.S.	41	8	13	3	5	9	19	John Chiasson, Eastern Harbour, N.S.
88,261	Little Joe	Yarmouth	"	1885	St. John, N.B.	46	9	15	0	5	9	18	Harvey Goodwin, Pabuco, N.S.
50,395	Little Minnie	St. Andrews	"	1872	Lalbee, Maine, U.S.A.	36	0	11	4	4	9	11	Joseph Mettee, St. George, N.B.

SESSIONAL PAPER No. 21b

59,321	Little Nell	"	"	1853	Gloucester, U.S.A.	46.5	15.2	5.7	21	Albert Ingersoll, Grand Maun, N.B.
75,739	Lively	Yarmouth	"	1877	Meteghan, N.S.	31.2	11.0	4.0	9	W. Quinly, Castleton, St. John, N.B.
91,871	Lavon	Montreal	Sloop	1889	Pierreville, Que.	107.8	22.8	8.2	167	Prosper Laplante, Lachine, Que.
61,520	Lizzie	Barrington	Schr. Glt.	1870	Ragged Islands, N.S.	55.0	17.0	7.0	25	Patrick Kelly, Montague, P.E.I.
100,563	Lizzie	Sydney	Barge—Chalau.	1892	Madone Bay, N.S.	129.7	25.8	12.9	245	Dominion Coal Co., Ltd., Glace Bay, N.S.
100,900	Lizzie	Weymouth	Schr. Glt.	1875	Path, U.S.A.	76.5	21.8	7.8	68	A. H. Comeau, Meteghan River, N.S.
69,961	Lizzie A.	Port Hawkesbury	"	1877	Strait of Canso, N.S.	11.0	16.0	5.9	29	Augustin McHains, Parnscliffe, P.E.I.
72,282	Lizzie A.	St. John, N.B.	Wharf	1876	Canning, N.B.	57.6	20.6	5.7	35	J. D. Hatfield, Kars, N.B.
61,552	Lizzie B.	"	"	1870	Wesfield, N.B.	76.5	27.5	7.0	81	Wm. H. Bolyea, Greenwich, N.B.
71,912	Lizzie Burrill	Yarmouth	Ship	1886	"	190.0	37.1	22.2	1183	Wm. Burrill, jr., Yarmouth, N.S.
79,979	Lizzie C.	Charlottetown	Schr. Glt.	1875	Little Brook, N.S.	75.0	22.4	7.9	79	R. H. Gann, Louisburg, N.S.
103,066	Lizzie Catherine	Aricat.	"	1878	St. Martin's, N.B.	92.0	23.8	9.8	99	Henry G. Bauld, Halifax, N.S.
88,661	Lizzie D.	Chatham, N.B.	"	1899	Red Island, N.S.	10.7	11.4	5.6	17	Wm. Ferguson, Tracadie, N.B.
100,972	Lizzie D.	"	"	1884	Tracadie, N.B.	35.2	12.6	5.2	11	R. Young, Caraquet, N.B.
100,525	Lizzie Dyas	Yarmouth	"	1893	Caraquet, N.B.	86.7	25.8	8.1	99	Geo. E. C. Burton, Yarmouth, N.S.
103,709	Lizzie E.	"	"	1893	Parsboro, N.S.	12.0	12.8	5.1	104	J. Ellis, Port Maitland, N.S.
75,598	Lizzie Jane	Digby	"	1897	Port Maitland, N.S.	39.7	11.8	6.3	18	J. W. Snow, <i>et al.</i> , Granville, N.S.
75,118	Lizzie Lindsay	Gaspé	"	1877	Barton, N.S.	74.1	22.3	9.9	91	Arthur Nadeau, Caspédia, Que.
103,067	Lizzie May	Aricat.	"	1884	Douglstown, Que.	40.1	12.1	6.3	12	Armand Fongere, jr., River Baugouise, N.S.
100,097	Lizzie R.	St. John, N.B.	"	1900	River Baugouise, N.S.	71.0	25.0	1.9	80	A. D. McLean, Cambridge, N.B.
100,316	Lizzie S.	Yarmouth	"	1892	Cambridge, N.B.	30.0	11.0	4.5	8	Wm. Surotte, Yarmouth, N.S.
59,512	Lizzie S. McGee	St. Andrews	"	1892	Yarmouth, N.S.	35.0	13.0	5.9	11	Joseph Metter, St. George, N.B.
92,365	Lizzie W.	St. John, N.B.	"	1868	St. George, N.B.	12.0	15.6	5.1	17	Mrs. Annie George, Parsboro, N.S.
88,206	Lizzie Young	"	"	1887	Greenwich, N.B.	37.1	13.9	5.2	63	Michael Quigg, Musquash, N.B.
85,531	Lloyd	Yarmouth	"	1883	Musquash, N.B.	15.1	16.3	6.0	23	W. H. Anderson, Hillsburn, N.S.
85,531	Lloyd	Yarmouth	"	1883	Maitland, N.S.	15.1	16.3	6.0	23	W. H. Anderson, Hillsburn, N.S.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. *Suite.*

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'inscription.	Rig. Gréement.	Built—Constructé.	Where Built. Lieu de construction.	Register Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou amatear géant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						ft. mths. ft. mths. ft. mths.				
75,463	Loehiel	Charlottetown	Schr. Glt.	1877	Murray River, P.E.I.	56 0	19 0	7 6		H. Wm. Smith, Point du Cléme, N.B.
61,523	Loehiel	Anticosti	"	1870	Shelburne, N.S.	87 3	22 0	9 3		99 Ronald Macmillan, Charlottetown, P.E.I.
61,833	Loekwood	St. John, N.B.	Bk—Bq	1872	Port Gilbert, N.S.	175 0	35 5	21 6		450 C. A. Faber, St. John, N.B.
66,924	Lois	Charlottetown	Schr. Glt.	1858	Marchehead, Mass., U.S.A.	73 0	20 1	7 1		67 Lucy Dunn, Summerside, P.E.I.
54,111	Lois Star	Hullfax	"	1863	Marie-Joseph, N.S.	18 1	16 6	6 6		29 F. Jagersoll, sr., Grand Manan, N.B.
	Longueuil	Montreal	Barge Chalan.	1868	Montreal, Que.	171 1	21 1	9 1		275 E. Haymenand, Lanoraie, Que.
83,465	Loek Out	St. Andrews	Schr. Glt.	1857	Essex, Mass., U.S.A.	63 2	19 6	7 1		18 F. Wooster, Grand Manan, N.B.
85,690	Lora T	Digby	"	1882	Beaver Harbour, N.S.	11 0	11 0	5 7		15 Judson T. Tharber, Freeport, N.S.
103,560	Loranzo	Montreal	Sloop.	1806	St. François du Lac, Que.	106 7	23 2	8 0		118 E. Desmarais, St. François du Lac, Que.
74,256	Lord Buffum	Quebec	Barge Chalan.	1875	Yamaska, Que.	103 0	22 0	7 0		110 Alfred Charland, Yamaska, Que.
100,902	Lord Stanley	Chatham, N.B.	Schr. Glt.	1890	Caracquet, N.B.	35 0	12 5	1 5		10 R. Young, Caracquet, N.B.
95,156	Lord Templeton	Victoria	Bk Bq	1886	Belfast, Ireland	282 9	40 1	23 8	2015	The Ship Lord Templeton Co., Ltd., Victoria, B.C.
107,310	Lord of Avon	Windson, N.S.	Schr. Glt.	1901	Horton N.S.	132 0	32 5	11 9		25 D. T. Faulkner, Hantsport, N.S.
90,640	Lorena	Charlottetown	"	1886	Bay Fortune, P.E.I.	32 8	12 1	4 5		11 D. J. R. McMillan, Wood Islands, P.E.I.

SESSIONAL PAPER No. 21b

92,499	Lorena Jane	Windsor, N.S.	"	1888	Cornwallis, N.S.	31 0	14 0	5 1	11	Willard Colfill, Cornwallis, N.S.
	Lovetta Rooney	Kingston	"	1866	Storrington, Ont.	91 7	23 7	8 3	156	F. R. Barnhardt, Deseronto, Ont.
75,907	Lorne	Chatham, N.B.	"	1879	Bathurst, N.B.	43 0	14 4	5 6	19	W. S. Loggie Co., Ltd., Chatham, N.B.
80,998	Lorne	Guyshore	"	1886	Isaac's Harbour, N.S.	63 6	20 6	7 3	51	Stephen McMillan, Isaac's Harbour, N.S.
83,290	Lorraine	Kingston	Sloop	1882	Kingston, Ont.	81 0	18 6	5 7	62	John S. Phillips, Wolfe Island, Ont.
77,783	Lost Hair	St. John, N.B.	Schr—Glt	1880	Port Medway, N.S.	40 9	13 5	6 0	15	Henry Alston, Lancaster, St. John Co., N.B.
85,676	Lottie	New Westminster	"	1881	New Westminster, B.C.	12 0	12 0	4 3	19	James Hatt, Mud Bay, B.C.
83,316	Lottie	Port Medway	"	1885	Vogler's Cove, N.S.	76 6	23 5	9 0	81	S. E. Teed, Vogler's Cove, N.S.
75,741	Lottie	Yarmouth	"	1875	Eel Brook, N.S.	38 0	12 5	1 9	12	H. McGrath, Granville, N.S.
100,835	Lottie B.	Lambourg	"	1894	Lambourg, N.S.	31 8	12 8	5 5	12	P. Bondrot, Dover, N.S.
80,884	Lottie M.	St. Andrews	"	1881	St. Patrick, N.B.	37 7	11 6	5 7	16	Thomas Carter, Pownfield, N.B.
107,654	Lottie May	Lambourg	"	1899	Malbone Bay, N.S.	60 1	18 3	7 4	40	George Ross, Little Bay, Nfld.
96,966	Lottie S.	Shelburne	"	1890	Shelburne, N.S.	51 0	18 0	7 3	42	John E. Shatford, Hubbard's Cove, N.S.
107,072	Lottie W.	St. John, N.B.	Whbr	1898	Westfield, N.B.	69 3	23 3	6 2	60	W. A. Waters, Westfield, N.B.
107,849	Lotus	Peterborough	Barge—Chalan	1889	Cobourg, Ont.	45 0	20 0	3 0	56	R. B. Rogers, Peterborough, Ont.
107,805	Lotus	St. John, N.B.	Schr—Glt	1899	Newcastle, N.B.	80 0	27 2	7 5	48	James R. Granville, St. John, N.B.
94,949	Louil	Yarmouth	Bgtm	1890	Shelburne, N.S.	109 0	26 6	11 1	187	Edgar K. Spinney, Yarmouth, N.S.
94,665	Louis Laby	Halifax	Schr—Glt	1889	Chezecook, N.S.	59 8	19 0	7 6	41	Simon Lapierre, Chezecook, N.S.
59,925	Louis Lanning	Quebec	Barge—Chalan	1869	Basireau, Que.	98 3	23 0	5 7	82	A. A. Laroque, Sorel, Que.
83,426	Louisa	St. John, N.B.	Schr—Glt	1883	Port Gilbert, N.S.	40 0	13 5	5 6	16	B. Hargrove, Chance Harbour, N.B.
80,777	Louisa	Sarnia	"	1866	Svean Creek, U.S.A.	51 0	15 5	4 0	30	Anos Little, Wallaceburg, Ont.
88,351	Louisa J. Selig	Quebec	"	1884	Lambourg, N.S.	80 0	23 6	9 3	99	Joseph Blas, Berthier, Que.
83,402	Louisa Maud	Halifax	"	1882	Indian Harbour, N.S.	63 8	15 3	6 3	21	Wesley Crooks, Peggy's Cove, N.S.
111,550	Louise	Vancouver	Scow—Chd	1901	Vancouver, B.C.	128 0	36 7	6 1	52	Edward M. Sullivan, Dawson City, Yukon Territory.
96,775	Louise	Port Hawkesbury	Schr—Glt	1891	Cheticamp, N.S.	38 0	11 5	5 3	11	P. Bondrot, Cheticamp, N.S.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued*

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, &c. — *Suite.*

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						Dimensions.				
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
		Feet.	Feet.	Feet.						
80,611	Louise.....	Yarmouth.....	Schr. Glt.....	1881	Tusket Wedge, N.S.....	79 0	23 0	8 8	85	A. O. Porter, Tusket Wedge, N.S.
92,338	Louise.....	Quebec.....	"	1886	St. Laure, Que.....	40 0	13 4	4 6	11	A. Letellier, Quebec, Que.
43,451	Louise Anna.....	"	"	1892	St. Thomas, Montmagny, Que.....	66 6	19 8	8 2	59	Pierre Galameau, Perce, Que.
92,349	Louisia.....	"	"	1888	Les Éboulements, Que.....	69 1	21 7	8 0	76	Francis Gagnon, Cap Chatie, Que.
63,619	Louisianna.....	"	"	1874	Grandines, Que.....	81 3	23 5	9 5	106	J. B. R. Thibaudau, Portneuf, Que.
103,721	Louvina.....	Parsons.....	Bktn Bkght.....	1896	Port Greenville, N.S.....	169 2	36 4	12 8	518	J. J. Warner, Bridgewater, N.S.
97,189	Lovisa.....	Windsor, N.S.....	"	1891	Horton, N.S.....	180 5	37 2	18 5	880	Chas. De W. Smith, Windsor, N.S.
72,335	Low Wood.....	St. John, N.B.....	Bk - Bq.....	1878	Portland, N.B.....	186 7	37 6	22 1	1091	H. D. Troop, St. John, N.B.
96,889	Lower Traverse.....	Ottawa.....	Barge Chalan.....			92 6	21 8	11 6	142	The Minister of Marine and Fisheries, Ottawa, Ont.
111,631	Loyal.....	Laurenburg.....	Schr. Glt.....	1900	Malbone Bay, N.S.....	91 5	25 0	9 6	99	Abraham Ernst, Malbone Bay, N.S.
100,266	Laurea.....	Windsor, N.S.....	Bktn Bkght.....	1870	Horton, N.S.....	163 8	34 4	16 0	632	Chas. De W. Smith, Windsor, N.S.
100,351	Lucina.....	Quebec.....	Schr. Glt.....	1888	St. Eustache, Que.....	61 2	18 8	5 7	37	Alexandre Tropanier, Les Éboulements, Que.
71,677	Lucinda Lozen.....	Amberstburg.....	"	1869	New Baltimore, U.S.A.....	58 6	16 7	5 0	33	John McComick, Pelee Island, Ont.
61,587	Lucretia Jane.....	Yarmouth.....	"	1875	Sheelburne, N.S.....	78 1	22 5	9 1	80	W. E. Le Blanc West Arichat, N.S.

SESSIONAL PAPER No. 21b

103,718	Lacy	"	"	1898	Pubnico, N.S.	32 0	10 8	5 0	10.A. D'Entremont, Pubnico, N.S.
103,330	Lacy	Port Hawkesbury	"	1901	Cheticamp, N.S.	36 9	11 6	5 6	11 Theophile-Millet, Cheticamp, N.S.
103,872	Lacy	Montreal	Sloop	1867	Pierreville, Que.	111 9	29 0	11 1	302 The Canadian Forwarding & Export Co., Ltd., Montreal, Que.
92,473	Lacy Louise	Charlottetown	Schr—Glt	1888	Egmont Bay, P.E.I.	37 7	14 3	6 5	19 J. Roach, Malpeque, P.E.I.
74,240	Laduille	Quebec	"	1871	Ste. Croix, Que.	59 5	19 5	5 3	39 Frederic Caron, St. Jean Port-Joli, Que.
103,563	Lac	Montreal	Sloop	1896	St. Thomas, Que.	86 5	21 5	5 1	58 P. Gill, St. Thomas, Que.
103,120	Lactia	Lunenbourg	Schr—Glt	1895	Lunenbourg, N.S.	86 2	24 0	9 5	98 Isaac Mason, M.O., Lunenburg, N.S.
92,352	Ladh	Montreal	Sloop	1888	Harlem, U.S.A.	21 5	10 1	1 8	2 J. Morris, St. Lambert, Que.
92,779	Ladh	New Westminster	Schr—Glt	1888	Seattle, U.S.A.	31 0	12 1	4 0	16 George H. West, New Westminster, B.C.
100,140	Ladh	Winnipeg	Barge—Chalan.	1892	Rat Portage, Ont.	45 5	15 0	4 5	23 Jacob H. Henesy, Rat Portage, Ont.
97,101	Ladh Beatrice	Port Burwell	Schr—Glt	1896	Port Burwell, Ont.	72 3	18 1	6 1	48 P. Haegblom, Port Burwell, Ont.
103,435	Lamber	Ottawa	Barge—Chalan.	1894	Rockland, Ont.	71 1	18 1	4 1	17 Alex. McLaren, Buckingham, Que.
80,632	Lammou	Yarmouth	Schr—Glt	1882	Tusket Wedge, N.S.	50 0	17 8	6 6	30 A. O. Porter, Tusket Wedge, N.S.
72,071	Lannon Diet	Arichat	"	1883	River Bourgeoise, N.S.	41 4	15 3	6 0	20 Urban Sampson, River Bourgeoise, N.S.
66,011	Lamina	Quebec	"	1872	Cap. St. Ignace, Que.	58 6	21 5	6 1	41 Alfred Fournier, St. Jean Port-Joli, Que.
72,915	Lamina	"	"	1875	Malabar, Que.	51 0	18 1	7 4	37 Adelard Warren, Malabar, Que.
85,963	Lana Price	St. John, N.B.	"	1882	Portland, N.B.	85 0	27 2	7 9	121 Alex. Cole, Dorchester, N.B.
100,236	Lantedia	Halifax	Sloop	1891	Parmouth, N.S.	29 2	7 3	5 1	4 John J. Jenney, Halifax, N.S.
96,789	Laydia A. Mason	"	Schr—Glt	1890	Tangier, N.S.	51 3	17 7	7 5	39 Peter Mason, Tangier, N.S.
77,965	Laydia B.	St. Andrews	"	1879	Crow Harbour, N.B.	32 4	13 0	6 0	18 John M. Calder, Campoello, N.B.
100,217	Laydia E.	Halifax	"	1892	Jeddore, N.S.	35 8	13 1	4 5	10 W. McC. Cook, Halifax, N.S.
51,972	Laydia Ryder	St. Bonne	"	1866	Argyle, N.S.	68 7	19 9	7 4	57 E. P. Greenwood, North East Harbour, N.S.
100,980	Layman	Chatham, N.B.	"	1888	Caraquod, N.B.	35 6	12 4	5 0	11 C. Robin Callis & Co., Ltd., Jersey.
88,265	Lyra	St. John, N.B.	"	1883	Cambridge, N.B.	83 1	27 3	7 0	99 George E. Evans, St. John, N.B.
85,296	Lys	Montreal	Sloop	1879	St. Thomas, Que.	82 0	20 0	3 6	36 A. Gervais, St. Louis, Que.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Pl. Decks Ft. Decks Ft. Decks		
111,600	M. B., No. 2	New Westminster	Barge—Chalan.	1896 Vancouver, B.C.	65 0	20 0	5 0	60	McKenzie Bros., Ltd., Vancouver, B.C.	
107,306	M. D. S.	Windsor, N.S.	Schr—Glt.	1900 Falmouth, N.S.	111 0	28 8	10 0	190	John Douglas, Windsor, N.S.	
83,408	M. A. Franklin	Halifax	"	1882 Clam Harbour, N.S.	36 7	14 3	5 8	22	D. Gorrie, Tor Bay, N.S.	
88,506	M. A. Louis	Yarmouth	"	1885 Pubnico, N.S.	71 5	21 5	7 8	61	A. F. Stoneham, Yarmouth, N.S.	
107,571	M. B. & Co., No. One	Lindsay	Barge—Chalan.	1892 Baddeck, Ont.	86 6	20 0	5 0	87	Mossam, M. Boyd, Baddeck, Ont.	
107,572	M. B. & Co., No. Two	"	"	1890 " "	88 6	22 4	5 0	99	" " " "	
107,573	M. B. & Co., No. Three	"	"	1892 " "	80 7	24 6	5 0	100	" " " "	
107,574	M. B. & Co., No. Four	"	"	1890 " "	70 0	21 7	5 0	76	" " " "	
55,815	M. C. McLean	Aricat	Schr—Glt.	1867 Shedburn, N.S.	73 5	21 7	8 4	67	Placide Le Blanc, Cheticamp, N.S.	
103,971	M. C., No. 3	Quebec	Barge—Chalan.	1896 Quebec, Que.	86 0	29 2	7 6	130	M. Connolly, Quebec, Que.	
103,972	M. C., No. 4	"	"	1896 " "	86 0	29 2	7 6	130	" " " "	
75,809	M. E. Dooks	Halifax	Schr—Glt.	1877 Jeddore, N.S.	53 3	18 7	8 0	44	Alex. Routhledge, Sheet Harbour, N.S.	
103,015	M. J. Soley	Parishore	"	1894 Fox River, N.S.	81 1	27 2	8 4	100	Walter E. Wasson, Parishore, N.S.	
111,676	M. J. Taylor	"	"	1901 Spencer's Island, N.S.	150 5	33 6	12 7	377	John S. Bagnall, Charlottetown, P. E. I.	

SESSIONAL PAPER No. 21b

97,022	M. & L. Chase	Digby	1866	Kemebank, Me., U.S.A.	69 9	19 7	6 6	46	Edwin Hooper, Hamilton, Bermuda, B. W. I.
61,428	Mab.	Chatham, N.B.	1873	Shippegan, N.B.	36 0	12 2	4 1	13	H. O'Leary, Richibucto, N.B.
83,233	Mabel	Kingston	1883	Dog Lake, Ont.	87 8	19 0	5 3	59	Wm. Jones, Belleville, Ont.
83,687	Mabel	Digby	1883	Digby, N.S.	59 4	17 7	6 7	38	Sidney Blenkhorn, Channing, N.S.
100,564	Mabel	Sydney	1892	Malome Bay, N.S.	120 7	25 8	12 9	27	Dominion Coal Co., Ltd., Glace Bay, N.S.
103,173	Mabel	Shelburne	1894	Loekeport, N.S.	53 3	15 4	7 2	21	Geo. Savoy, Chatham, N.B.
100,487	Mabel E.	Digby	1892	Laucauburg, N.S.	58 3	21 0	8 6	57	Charles E. Finnegan, Freeport, N.S.
107,911	Mabel B.	St. Andrews	1890	Grand Manan, N.B.	29 0	10 5	4 6	9	Webster Cossburn, Grand Manan, N.B.
103,796	Mabel Denyers	Shelburne	1890	North East Harbour, N.S.	32 0	13 3	6 0	14	Alexander Smith, Cape Negro, N.S.
107,704	Mabel G.	Toronto	1899	Pentanguishene, Ont.	50 0	20 0	3 0	82	W. M. Thompson, Pentanguishene, Ont.
107,603	Mabel M.	Weymouth	1900	Mavilotte, N.S.	30 0	12 8	6 0	20	Edison Ellis, M.O., Port Maitland, N.S.
85,458	Mabel M.	Quebec	1883	Iberville, Que.	103 0	23 5	7 6	129	Jos. Mochan, Iberville, Que.
90,614	Mabel R. H.	Yarmouth	1885	Yarmouth, N.S.	60 5	13 5	7 0	38	John Hipson, Shelburne, N.S.
107,584	McD. & Co., No. One	Lindsay	1897	Lindsay, Ont.	66 5	18 3	5 0	61	John Caraw, Lindsay, Ont.
107,585	McD. & Co., No. Two	"	1897	"	62 6	18 1	4 8	51	"
107,937	McW., No. 1	New Westminster	1898	New Westminster, B.C.	40 0	12 0	4 0	19	Daniel McWilliams, West Ham Islands, B.C.
100,704	McClure	Pictou, N.S.	1900	Tatamagouche, N.S.	101 4	27 1	10 8	191	David McClure, Montague, P.E.I.
100,991	MacMahon	Chatham, N.B.	1888	Caraquec, N.B.	35 0	12 6	4 8	11	P. Rive, Caraquec, N.B.
72,340	Macdon.	St. John, N.B.	1878	St. John, N.B.	210 9	39 2	24 4	143	S. C. Carey, M.O., Cardiff, Wales.
88,237	Madcap	Brookville	1888	Rockport, Ont.	52 6	15 5	3 5	20	Jos. Dewsberry, Belleville, Ont.
107,120	Madaira	Laucauburg	1898	Laucauburg, N.S.	98 8	25 0	9 6	99	T. Greaser, La Have, N.S.
83,384	Madeline	Toronto	1882	Fronté, Ont.	69 0	18 5	5 1	39	George Parker, Dumbarton, Ont.
96,866	Madge	Prescott	1897	Toronto, Ont.	130 0	27 0	11 0	335	Prescott Elevator Co., Ltd., Prescott, Ont.
107,110	Madona	Montreal	1899	Sorel, Que.	120 2	25 4	10 7	258	Charles Mongeau, Ste Anne de Sorel, Que.
107,431	Magdaline	St. Andrews	1898	St. Bernard, N.S.	40 0	15 0	5 6	49	John A. Dixon, Grand Manan, N.B.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued

LISTE ALPHABÉTIQUE des navires à voiles inscrits sur les registres, etc. Suite.

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Part of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Amateur ou amateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
64,917	Magenta.....	Liverpool.....	Schr—Glt.....	1873	Pouquet, N.S.	11 5	11 9	6 4	20	Samuel Dexter, Brooklyn, N.S.
88,570	Maggie.....	Kingston.....	Barge—Chalam.....	1869	Garden Island, Ont.....	166 1	26 4	11 8	415	Montreal Transportation Co., Montreal, Que.
90,475	Maggie.....	Maidland.....	Schr—Glt.....	1888	Noel, N.S.	51 9	17 0	6 2	31	Charles N. Hines, Noel, N.S.
90,621	Maggie Alice.....	Charlottetown.....	".....	1885	Souris, P.E.I.....	74 5	23 0	8 4	79	A. F. Cameron, Sherbrooke, N.S.
107,064	Maggie Alice.....	St. John, N.B.	Wdlat—Bal.....	1897	Range, N.B.	65 0	23 2	5 7	51	M. M. Kill, Greenwiche, N.B.
107,316	Maggie B.....	Halifax.....	Schr—Glt.....	1899	West Chezzetcook, N.S.	16 5	16 2	5 9	25	John Bellfontain, West Chezzetcook, N.S.
75,503	Maggie B.....	Charlottetown.....	".....	1877	Buctouche, N.B.	12 0	11 2	5 0	15	C. C. McLean, Buctouche, N.B.
90,874	Maggie Bell.....	Yarmouth.....	".....	1886	Melbourne, N.S.	11 0	11 0	4 8	10	D. Surette, Melbourne, N.S.
80,968	Maggie Bell.....	Halifax.....	".....	1881	Georges River, N.S.	59 3	20 5	8 0	46	P. Dauphine, French Village, N.F.
100,580	Maggie E. C.....	Lanenburg.....	".....	1893	Malone Bay, N.S.	11 8	15 5	6 1	20	D. F. Covey, St. Margaret's Bay, N.S.
103,909	Maggie E. Z.....	".....	".....	1896	Lanenburg, N.S.	70 9	22 3	9 0	70	H. Mosher, jr., Lanenburg, N.S.
107,377	Maggie Ella.....	Sydney.....	".....	1901	Cape North, N.S.	36 3	11 9	4 9	9	Thomas Ramsay, Cape North, N.S.
103,020	Maggie H.....	Quebec.....	".....	".....	".....	70 4	18 6	6 2	18	A. Gagnon, Quebec, Que.
80,924	Maggie Jane.....	Charlottetown.....	".....	1880	West Cape, P.E.I.	55 8	17 2	6 2	36	John D. Lavoie, Souris, P.E.I.

SESSIONAL PAPER No. 21b

85,539	Maggie Jane	Yarmouth	1883	Mavillette, N.S.	40 2	12 3	5 1	12	M. Robbins, Port Maitland, N.S.
88,277	Maggie Jane	St. John, N.B.	1883	Beaver Harbour, N.B.	37 4	13 2	5 2	18	Thomas Bright, Pematfield, N.B.
92,514	Maggie Jane	St. Andrews	1879	Back Bay, N.B.	29 4	10 5	5 0	10	L. Stanley, Grand Manan, N.B.
96,992	Maggie L.	Kingston	1889	Picton, Ont.	67 0	17 4	5 2	42	Richard La Rush, Kingston, Ont.
77,958	Maggie M.	Annapolis	1880	Granville, N.S.	44 2	15 2	5 6	16	P. Zwicker, Clements, N.S.
107,995	Maggie M. F.	Canso	1900	Queensport, N.S.	41 0	12 4	6 9	15	James Fitzgerald, Queensport, N.S.
97,100	Maggie M. W.	Lunenburg	1891	Lunenburg, N.S.	77 5	23 5	8 8	89	J. A. Hinde, Lunenburg, N.S.
74,155	Maggie McBeath	Charlottetown	1876	Buctouche, N.B.	48 6	15 6	6 2	26	James P. Thompson, Campbellton, P.E.I.
96,805	Maggie May	Habifax	1891	Chezetcook, N.S.	62 6	21 0	9 0	62	Jeremiah Ellis, Chezetcook, N.S.
61,400	Maggie May	Chatham, N.B.	1872	Tracadie, N.B.	38 5	13 5	1 9	13	Frank S. Gatum, Bathurst, N.B.
83,188	Maggie Millard	Sydney	1883	Liverpool, N.S.	86 6	23 8	10 0	112	Robt. J. Ormiston, M.O., Cabanose, N.S.
92,361	Maggie Miller	St. John, N.B.	1887	Waterborough, N.B.	77 5	26 8	7 0	93	Joseph W. McAlary, St. John, N.B.
77,754	Maggie Page	Shelburne	1879	Port Le Bert, N.S.	86 0	24 0	9 4	116	John, Peters, Halifax, N.S.
74,368	Maggie Roach	Richibucto	1877	Sable River, N.S.	58 4	20 1	7 0	44	John A. Cameron and Francis Weston, Richibucto, N.B.
72,253	Maggie S.	St. John, N.B.	1876	St. Martin's, N.B.	79 0	26 0	7 5	83	Calob Reel, Rockport, N.B.
88,216	Maggie Smith	Halifax	1882	Chezetcook, N.S.	10 2	11 6	5 7	15	A. N. Portipas, Bay of Islands, Nfld.
83,173	Maggie Smith	Port Hawkesbury	1881	Summerside, N.S.	76 8	22 7	8 8	89	John H. Suttis, Sherbrooke, N.S.
77,739	Magie	Digby	1879	Westport, N.S.	19 3	16 3	6 1	27	B. Hovy, <i>et al.</i> , Westport, N.S.
103,552	Magnum	Montreal	1895	Pierreville, Que.	86 8	21 7	5 1	76	Edmond Lizotte, St. Thomas, Que.
88,616	Malbone Bay Packet	Lunenburg	1884	Malbone Bay, N.S.	66 1	21 2	8 0	69	Bonjamin Hyson, M.O., Malbone Bay, N.S.
97,055	Maid of the Mist	Liverpool	1893	Liverpool, N.S.	69 0	19 6	7 7	58	John Millard, Liverpool, N.S.
74,339	Maitland	Parrishoro	1877	Green Cove, N.S.	62 0	19 0	7 2	46	R. A. Hatfield, Port Greville, N.S.
100,955	Majestic	Chatham, N.B.	1892	Caruquet, N.B.	36 0	12 9	4 5	10	C. Hubbard, Caruquet, N.B.
103,425	Majestic	Lunenburg	1895	La Have, N.S.	85 6	21 0	9 1	99	Rouba Rifeey, La Have, N.S.
96,779	Majestic	Port Hawkesbury	1891	Cheticamp, N.S.	55 0	11 8	5 3	12	A. W. DoGruchy, Cheticamp, N.S.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, &c. Suite.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						ft. mms.	ft. mms.	ft. mms.		
94,775	Malabar	Charlottetown	Schr—Glt	1888	Lunenburg, N.S.	77 8	23 4	8 8	98	Jas. Read, Summerside, P.E.I.
75,450	Malta	St. Catharines	Bk—Bq	1868	St. Catharines, Ont.	137 5	23 5	8 2	198	Mrs. Mary M. Blodgett, Windsor, Ont.
103,558	Malvina	Montreal	Bargo—Chalan.	1896	Yamaska, Que.	109 2	23 4	22 5	167	Montreal Sand & Gravel Co., Ltd., Montreal, Que.
107,309	Malwa	Windsor, N.S.	Bktn—Bkglt	1901	Black River, N.S.	165 2	35 0	13 3	540	John M. Smith, Windsor, N.S.
88,654	Mannie	Charlottetown	Schr—Glt	1884	Lot 11, P.E.I.	40 0	12 4	4 3	15	John P. Beaman, Alberton, P.E.I.
96,867	Mannie	Prescott	Bargo—Chalan.	1897	Montreal, Que.	129 4	28 0	11 2	370	Prescott Elevator Co., Ltd., Prescott, Ont.
96,887	Manicougan	Ottawa	Schr—Glt			92 6	21 8	12 0	143	The Minister of Marine and Fisheries, Ottawa, Ont.
83,286	Manitoba	Kingston	Bargo—Chalan.	1882	Bedford Mills, Ont.	103 0	17 2	5 6	75	Benjamin Tett, Bedford Mills, Ont.
75,435	Manitoba	Ottawa	"	1872	Fort Ann, U.S.A.	87 5	14 8	6 8	80	Adam Foster, Smith's Falls, Ont.
61,510	Manimato	Shelburne	Schr—Glt	1869	Pubnico, N.S.	67 0	20 0	7 8	50	R. G. Abbott, Lewis Head, N.S.
	Maple Leaf	Amherstburg	"	1871 1890	Toledo, U.S.A.	47 7	14 0	5 0	28	Wm. Berry, Port Stanley, Ont.
92,436	Maple Leaf	Toronto	"	1886	Bronzé, Ont.	70 0	18 5	5 4	59	Richard Goldring, M.O., Toronto, Ont.
92,769	Maple Leaf	Winnipeg	Bargo—Chalan.	1890	Fort Frances, Ont.	62 0	14 6	5 5	34	Walter Ross, Rat Portage, Ont.
111,721	Maple Leaf	Lunenburg	Schr—Glt	1901	Chester Basin, N.S.	120 1	30 0	11 0	199	S. W. Osner, Lunenburg, N.S.

SESSIONAL PAPER No. 21b

107,507	Maple Leaf	Parrishoro	1900	Spencer's Island, N.S.	31 8	25 1	7 8	98	Johnson Spicer, Spencer's Island, N.S.
107,546	Maple Leaf	St. John, N.B.	1892	St. John, N.B.	32 8	11 8	5 1	10	John McKelvey, St. John, N.B.
111,121	Maple-leaf	Halifax	1901	Bickerton, N.S.	48 2	15 4	7 5	25	Wm. Kaiser, Bickerton, N.S.
111,729	Maravilla	Launenburg	1901	Launenburg, N.S.	38 0	25 6	10 2	17	Wm. C. Smith, Launenburg, N.S.
75,811	Marcella	Halifax	1878	Bay St. George, Nfld.	48 5	17 9	6 9	32	Wm. Hulan, Bay St. George, Nfld.
69,499	Marcella Butler	"	1874	River Bourgeois, N.S.	56 4	18 2	7 6	38	Christopher McDonald, jr., Baylston, N.S.
100,718	Marchioness	Montreal	1891	Fairhaven, U.S.A.	16 3	8 0	2 9	2	R. Campbell Nelles, Montreal, Que.
103,117	Margaret	St. Andrews	1866	Gloucester, U.S.A.	59 0	18 2	7 0	49	Wellington Pezanson, Mt. Denison, N.S.
111,811	Margaret	Vancouver	1901	Vancouver, B.C.	129 6	36 7	6 1	556	Edward M. Sullivan, Dawson City, Yukon Territory.
(a)	Margaret Ann	Toronto	1870	Port Credit, Ont.	15 5	11 5	1 0	16	Henry Grafton, M.O., Port Credit, Ont.
75,883	Margaret Anne	Pictou, N.S.	1880	Tatamagouche, N.S.	62 8	19 6	7 8	53	Wm. Buckler, Tatamagouche, N.S.
38,596	Margaret Jane	Arsolat	1869	Port Richmond, N.S.	53 4	18 2	6 7	42	R. B. Noble, Richibucto, N.B.
75,640	Margaret Jane Lee	St. Catharines	1879	Merriton, Ont.	113 8	21 9	7 1	148	Robt. F. Lattimore, Dunnville, Ont.
88,511	Margaret L.	Sydney	1885	Big Harbour, N.S.	95 0	25 0	11 8	169	Murdoch McLeod, Baddeck, N.S.
107,296	Margaret May Riley	Annapolis	1900	Graenville, N.S.	123 5	30 5	11 2	210	F. W. Pickles, et al., Annapolis, N.S.
107,479	Marguerite	Digby	1900	Digby, N.S.	40 0	15 3	6 5	24	D. Sprout and O. Sprout, Digby, N.S.
107,337	Marguerite	Yarmouth	1900	Meteghan, N.S.	70 2	20 1	8 1	57	H. B. D'Entremont, Pubnico, N.S.
103,712	Marguerite	"	1897	Pubnico, N.S.	35 0	11 9	5 4	10	F. Brennan, Woods Harbour, N.S.
100,728	Marguerite	Montreal	1888	Booth Bay, Me., U.S.A.	21 8	8 0	3 0	3	Fred. L. Barlow, Montreal, Que.
61,373	Maria	Chatham, N.B.	1870	Escombac, N.B.	50 9	17 0	7 2	28	W. S. Loggie Co., Ltd., Chatham, N.B.
75,899	Maria	"	1878	Richibucto, N.B.	36 0	13 8	5 2	16	H. O'Leary, Richibucto, N.B.
88,463	Maria	Arsolat	1892	Petite-de-Grat, N.S.	37 9	14 0	5 7	14	H. McDonald, Glace Bay, N.S.
66,099	Maria	Quebec	1873	Portneuf, Que.	84 1	25 0	7 3	69	Hypolite Paquin, Portneuf, Que.
103,622	Maria	"	1896	Isle-aux-Grues, Que.	33 1	13 0	4 2	11	G. Normand, Isle-aux-Grues, Que.
103,990	Maria	"	1897	Isle-aux-Coudres, Que.	56 0	17 6	6 5	40	Amable Degagné, Isle-aux-Coudres, Que.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. *Suite.*

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Part of Registry. Port d'inscription.	Rig. Gréement.	Built. Construct.	Where Built. Lieu de construction.	Register Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur-gerant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Feet.	Feet.	Feet.		
103,532	Maria A.	Halifax	Schr—Glt	1895	Smith's Cove, N.S.	42.2	13.3	5.9	22	W. H. Paine, Port Hawkesbury, N.S.
55,863	Maria Adelinia	Quebec	"	1866	Bie, Que.	37.6	14.0	5.0	13	Cyrille Levesque, Isle Verte, Que.
55,863	Maria Annette	Port Hope	"	1867	Quebec, Que.	125.0	25.3	9.5	196	R. Heming, Port Hope, Ont.
61,392	Maria Catharina	Chatham, N.B.	"	1872	Frederic, N.B.	77.5	23.3	8.9	88	A. B. Crosby, Halifax, N.S.
92,339	Maria Decora	Quebec	"	1887	St. Jean de Châteaufort, Que.	54.8	17.2	7.0	37	C. Savard, St. Fulgence, Que.
83,349	Maria Elizabeth	"	"	1881	Kegaska, Que.	43.0	15.6	5.9	18	Thos. Demiss, Kegaska, Que.
111,615	Maria Stella	"	"	1901	St. Fulgence, Que.	68.8	21.5	7.0	61	Cadson Lajoie, St. Fulgence, Que.
85,742	Maria Stella	"	Sloop	1883	St. Jean, Isle d'Orléans, Que.	40.2	15.2	5.1	19	J. Tremblay, Tadoussac, Que.
107,779	Marie	Chatham, N.B.	Schr—Glt	1900	Shippagan, N.B.	40.4	13.2	5.6	15	Gaspard Saxoy, Shippagan, N.B.
72,100	Marie	"	"	1876	"	33.0	11.2	4.6	11	O. Chiasson, Shippagan, N.B.
92,403	Marie	"	"	1885	Grande-Anse, N.B.	50.1	16.2	5.4	25	Joseph U. Landry, Grande-Anse, N.B.
96,771	Marie	Port Hawkesbury	"	1892	Cheticamp, N.S.	33.3	10.6	5.0	10	X. Roach, Cheticamp, N.S.
100,853	Marie	Quebec	Sloop	1892	Tadoussac, Que.	62.0	19.9	5.6	42	P. Guerin, Mille-Vaches, Que.
111,630	Marie	"	"	1901	Bay St. Paul, Que.	51.6	19.8	4.8	25	Edward Lavioie, Bay St. Paul, Que.

SESSIONAL PAPER No. 21b

69,581	Marie	"	"	1871	St. Antoine, Que.	53 6	12 9	1 3	16	Sauvé Côté, St. Antoine de Tilly, Que.
92,752	Marie Adelaide	"	Schr—Gh	1888	Les Escoumains, Que.	58 6	22 0	6 9	55	Lazaro Michaud, Trois Pistoles, Que.
100,839	Marie Adelaide	"	"	1892	St. Alexis, Que.	60 0	18 9	8 6	60	A. Côté, St. Alexis, Que.
66,621	Marie Adelaide	"	"	1872	Pointe-aux-Trembles, Que.	51 2	11 9	5 5	29	F. C. Bonlianny, Bon Desir, Que.
69,630	Marie Adelaide	"	"	1871	Grandines, Que.	108 0	23 0	9 9	19	Olivier Rivard, Grandines, Que.
75,877	Marie Alice	"	Pictou, N.S.	1879	Shediac, N.B.	36 7	13 5	4 6	13	P. Poirier, Shediac, N.B.
103,983	Marie Alice	"	Quebec	1897	St. Croix, Que.	70 0	21 4	5 9	53	Louis Delisle, St. Croix, Que.
107,236	Marie Alphonsine	"	Quebec	1897	St. Michel, Que.	32 8	10 5	4 1	10	P. Vézina, St. Michel de Bellechasse, Que.
66,061	Marie Alvinia	"	"	1872	Mille-Vaches, Que.	57 0	18 0	8 0	19	Honoré Tremblay, Malbaie, Que.
107,671	Marie Ange	"	"	1899	St. Fulgence, Que.	73 6	22 2	8 2	87	Charles Lajoie, St. Fulgence, Que.
111,621	Marie Anna	"	"	1901	Isle-aux-Canards, Que.	19 6	16 7	5 8	27	Joseph Sanson, Quebec, Que.
111,621	Marie Anna	"	"	1901	Natashquan, Que.	51 0	16 1	6 1	31	Paul Landry, Natashquan, Que.
66,631	Marie Anna	"	"	1872	St. Frenée, Que.	82 4	22 0	10 0	116	Joseph Bergeron, Les Etchemendés, Que.
103,135	Marie Anna	"	"	1886	La Romana, Que.	33 6	11 6	1 8	11	H. Bilodeau, St. Thomas de Montmagry, Que.
69,380	Marie Anne	"	"	1875	Esquimaux Point, Que.	51 2	17 0	6 8	36	A. Lefebvier, Quebec, Que.
69,622	Marie Anne	"	"	1871	Malbaie, Que.	48 8	17 2	6 8	31	Horace Ducharme, St. Frenée, Que.
69,633	Marie Anne	"	"	1871	Cap-Chatte, Que.	19 8	17 0	6 5	26	Henry Kelley, St. Siméon, Que.
77,871	Marie Anne	"	"	1878	Parc St. Paul, Que.	65 7	21 0	8 9	77	J. T. Holliday, Quebec, Que.
107,227	Marie Anne	"	"	1897	Château Richer, Que.	80 0	21 0	7 0	75	W. Pardy, Château Richer, Que.
107,239	Marie Anne	"	"	1891	Caribou Islands, Que.	32 1	11 7	1 8	12	F. T. Conant, Caribou Islands, Que.
103,627	Marie Anne	"	"	1895	Les Ecouveils, Que.	13 6	13 2	3 8	11	Isidore Gouin, Les Ecouveils, Que.
80,766	Marie Anne	"	"	1881	St. Frenée, Que.	38 5	11 0	5 1	17	Thos. Minville, St. Thomas de Montmagry, Que.
83,350	Marie Anne	"	"	1881	Mille-Vaches, Que.	60 9	18 9	7 3	51	F. Tremblay, St. Siméon, Que.
92,310	Marie Anne	"	"	1887	Cap-Chatte, Que.	38 8	19 8	8 6	61	L. A. Boivin, Cap-Chatte, Que.
97,130	Marie Anne	"	"	1891	St. Croix, Que.	90 0	22 1	7 9	108	N. Boisvert, St. Croix, Que.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c. — *Continued.*

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Tonnage.		
					ft. mds.	ft. mds.	ft. mds.	tons.		
97,125	Marie Anne	Quebec	Sloop	1890 Notre-Dame-de-l'Assomption de Marenidy, Que.	18 8	16 2	6 1	30	Ernest Marquis, Seven Islands, Que.	
103,345	Marie Amie	"	"	1894 Murray Bay, Que.	61 1	19 0	7 1	59	F. Tremblay, St. Siméon, Que.	
111,616	Marie Antoinette	"	"	1901 St. Fulgence, Que.	61 2	20 8	6 4	46	Charles Savard, St. Fulgence, Que.	
89,760	Marie Apoline	"	"	1881 Baie St. Paul, Que.	51 2	18 1	7 0	43	Mrs. Sophronie Pontier, Fraserville, Que.	
66,053	Marie Arthémise	"	"	1870 Rivière du Loup, Que.	46 6	12 8	5 6	22	Océaime Belanger, Kamouraska, Que.	
83,342	Marie Arthémise	"	"	1881 Baie St. Paul, Que.	39 5	13 5	5 2	18	Jude Harvey, Isle aux Coudres, Que.	
92,764	Marie Bertha	"	"	1887 Cacoma, Que.	44 0	11 8	6 0	22	Firmin Paradis, Cacoma, Que.	
88,320	Marie Blanche	"	"	1885 St. Siméon, Que.	51 0	17 2	6 8	40	A. Roy dit Desjardins, St. Germain, Que.	
72,052	Marie C. Josephine	Chatham, N. B.	"	1875 Madisco, N. B.	31 0	12 3	1 3	13	E. Goodin, Madisco, N. B.	
80,721	Marie Caroline Blodie de Mer.	Quebec	"	1870 Ste. Anne-de-la-Pocatière, Que.	46 7	15 1	6 6	26	Auguste Lafrance, Ste. Anne-de-la-Pocatière, Que.	
103,278	Marie Célia	Chatham, N. B.	"	1891 Bathurst, N. B.	57 0	12 5	5 2	13	Pat. Blanchard, Caraquet, N. B.	
100,861	Marie Céline	Quebec	"	1893 Black River, Que.	50 1	17 6	6 8	34	J. M. Mather, Tadoussac, Que.	
53,850	Marie Céline	"	"	1866 St. Jean Port-Joli, Que.	55 0	16 9	7 4	38	Louis Bois, St. Siméon, Que.	
111,500	Marie Clarisse	"	"	1901 Isle aux Coudres, Que.	46 0	14 6	5 4	21	Joseph Harvey, Isle aux Coudres, Que.	

SESSIONAL PAPER No. 21b

103,136	Marie Claude	"	"	1894	Sandy Bay, Que.	43 4	14 7	5 4	21	Clas, Gagné, Grand Métais, Que.
103,369	Marie Clodia	"	"	1891	Les Escoumains, Que.	61 2	20 2	6 5	52	C. Pélanger, Les Escoumains, Que.
71,635	Marie D'Alvina	Montreal	Sloop	1873	Laurière, Que.	101 0	22 8	7 0	109	B. Desrosiers, Laurière, Que.
69,382	Marie du Sacré Cœur	Gaspé	Schr. Glt.	1876	Esquimaux Point, Que.	57 6	18 0	8 0	46	Quésime Turpin, Esquimaux Point, Que.
103,835	Marie Elise	Quebec	"	1896	Isle aux Coudres, Que.	46 2	15 0	5 6	19	N. Harvey, Isle aux Coudres, Que.
72,932	Marie Eliza	"	"	1874	Malbaie, Que.	47 0	14 8	6 6	27	Jos. Sinaud, St. Siméon, Que.
100,366	Marie Elizabeth	"	"	1891	St. Fidèle, Que.	46 8	16 2	5 6	23	Joseph Boily, Baie-St. Paul, Que.
61,971	Marie Emelia	"	"	1871	Baie St. Paul, Que.	56 0	17 0	6 9	36	Benjamin Lapointe, St. Siméon, Que.
88,315	Marie Emelie	"	"	1881	"	60 0	21 7	8 0	56	B. Boudreault, Anse-St. Jean, Que.
69,654	Marie Emma	"	"	1874	Les Eboulements, Que.	38 5	12 9	5 8	16	Joseph Bonclaire, Baie St. Paul, Que.
73,011	Marie Emma	"	"	1875	Baie St. Paul, Que.	50 4	17 5	6 2	31	F. T. Stockwell, Quebec, Que.
107,223	Marie Emma	"	"	1897	Bie, Que.	61 0	20 2	7 0	56	P. Pineault, Rimouski, Que.
73,024	Marie Enesie	Charlham, N. B.	"	1877	Pointe Basse, Que.	61 7	20 2	7 1	47	Robert R. McJean, Hardwick, N. B.
83,369	Marie Flora	Quebec	"	1882	Baie St. Paul, Que.	61 5	22 5	9 1	83	Felix Gagné, St. Etienne de la Malbaie, Que.
69,585	Marie Georgiana	"	"	1873	Champlain, Que.	106 0	21 5	9 2	158	Ludger Sauvageau, Champlain, Que.
80,727	Marie Helene	"	"	1879	St. Nicholas, Que.	74 7	21 5	6 8	68	F. N. Martel, Ste. Croix, Que.
80,761	Marie Isabelle	"	"	1881	Les Eboulements, Que.	48 5	18 2	7 8	38	Henry Dimming, Quebec, Que.
66,679	Marie Jeanne	"	"	1873	Grandmes, Que.	92 0	23 5	8 4	128	J. Tremblay, Murray Bay, Que.
103,985	Marie Jeanne	"	"	1895	Quebec, Que.	49 4	15 7	6 0	23	B. Gagnon, Les Eboulements, Que.
73,493	Marie Joseph	Amherst, M. I.	"	1882	Amherst, M. I., Que.	68 0	19 6	8 1	56	Cleophas Arsenau, House Harbour, Magdalen Islands, Que.
100,292	Marie Joseph	Charlham, N. B.	"	1891	Shippegan, N. B.	36 4	12 3	4 6	12	Lazare Gauvin, Shippegan, N. B.
96,777	Marie Joseph	Port Hawkesbury	"	1894	Cheticamp, N. S.	33 2	11 1	5 4	11	V. Rouch, Cheticamp, N. S.
100,152	Marie Joseph	Quebec	"	1892	St. Fulgence, Que.	60 6	20 6	6 0	47	Charles Lajoie, St. Fulgence, Que.
74,282	Marie Joseph	"	"	1876	St. Roch des Archaies, Que.	38 3	19 5	6 2	43	Elzear Tremblay, Malbaie, Que.
107,195	Marie Joseph	"	"	1898	Natashquan, Que.	45 0	13 8	6 0	22	F. Carboneau, Natashquan, Que.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. *Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						ft. inches.	ft. inches.	ft. inches.		
86,757	Marie Josephine	Quebec	Schr. Glt.	1876	St. Michel, Que.	31 0	13 5	4 6	11	Narcisse Lévesque, Isle Verte, Que.
107,505	Marie L'Espérance	"	"	1898	Isle aux Coudres, Que.	38 4	12 9	1 8	15	J. Harvey, Isle aux Coudres, Que.
53,868	Marie Laure	"	"	1866	St. Frénoy, Que.	40 2	14 0	5 9	19	Mrs. A. A. Lynch, Cacouna, Que.
83,346	Marie Laure	"	"	1881	Les Eboulements, Que.	49 7	16 8	6 8	33	Anable-Léonard, St. Thomas, Que.
77,886	Marie Laure-Atala	"	"	1879	Trois Pistoles, Que.	45 5	14 8	6 4	27	Flavien Boullivane, Tadoussac, Que.
80,741	Marie Léda	"	"	1880	Baie des Mille Vaches, Que.	50 2	16 8	6 4	34	Luc Tremblay, Portneuf, Que.
59,921	Marie Léda	"	"	1869	L'Islet, Que.	63 0	22 0	6 1	53	Wm. Tremblay, St. Jérôme de Matane, Que.
100,295	Marie Louise	Chatham, N.B.	"	1892	Carriquet, N.B.	38 0	13 3	6 4	18	Joseph A. Paulin, Carriquet, N.B.
75,449	Marie Louise	Gaspé	"	1886	Anticosti, Que.	40 0	11 1	4 3	11	Chas. G. Le Bas, Percé, Que.
59,985	Marie Louise	Quebec	Barge—Chalou.	1870	St. Anne-de-la-Poetière, Que.	92 5	22 5	6 6	93	S. Baudet, Genilly, Que.
64,975	Marie Louise	"	Schr. Glt.	1870	Clamplain, Que.	84 6	22 3	7 7	91	Evan John Price, Quebec, Que.
69,584	Marie Louise	"	"	1873	Natashquan, Que.	45 6	15 5	6 3	23	Mrs. Z. Castonguay, Macbider, Que.
69,586	Marie Louise	"	"	1872	Baie St. Paul, Que.	48 0	15 5	7 6	31	Alfred Tremblay, La Petite-Rivière St. François-Xavier, Que.
72,940	Marie Louise	"	"	1875	St. Fidèle, Que.	42 5	14 0	5 7	22	Denis Gauthier, St. Fidèle, Que.

SESSIONAL PAPER No. 21b

73,029	Marie Louise.	"	"	"	1874	Isle aux Coudres, Que.	31 1	11 0	5 6	13	Bernard Tremblay, St. Louis, Isle aux Coudres, Que.
73,983	Marie Louise.	"	"	"	1875	ChAMPLAIN, Que.	77 1	21 1	7 7	90	F. Thibaut, Portneuf, Que.
100,365	Marie Louise.	"	"	"	1880	Isle aux Grues, Que.	35 0	12 8	4 8	13	E. Germain, st., Quebec, Que.
100,457	Marie Louise.	"	"	"	1892	Grandes Bergeronnes, Que.	52 4	18 6	6 3	38	Alfred Tremblay, Grandes Bergeronnes, Que.
103,611	Marie Louise.	"	"	"	1895	Isle aux Coudres, Que.	41 0	14 8	5 7	21	T. Tremblay, Isle aux Coudres, Que.
107,222	Marie Louise.	"	"	"	1897	Bic, Que.	50 6	18 6	6 4	39	J. E. Hoppell, Bic, Que.
107,224	Marie Louise-Elida.	"	"	"	1897	Isle aux Coudres, Que.	53 2	17 0	6 1	31	J. Degagné, Isle aux Coudres, Que.
103,139	Marie Louisa.	"	"	"	1894	Murray Bay, Que.	61 1	19 2	8 1	61	T. Bois, St. Siméon, Que.
80,734	Marie Louisa.	"	"	"	1880	Isle aux Coudres, Que.	49 9	15 5	6 2	29	Désiré Morin, L'Islet, Que.
103,628	Marie Nodida.	"	"	"	1896	Tadoussac, Que.	39 0	12 6	5 6	19	I. Bouthane, Petites Bergeronnes, Que.
88,328	Marie Olivia.	"	"	"	1886	Les Etouffements, Que.	48 0	17 0	6 7	33	L. F. Vaillancourt, Tadoussac, Que.
100,464	Marie Olivia.	"	"	"	1893	Isle aux Coudres, Que.	32 1	12 4	4 8	12	Alex. Blais, Berthier, Montmagny, Que.
74,289	Marie Philouane.	"	"	"	1877	Les Etouffements, Que.	60 5	19 0	8 1	63	Mrs. Elizabeth Roy, Baie St. Paul, Que.
111,497	Marie Posi.	"	"	"	1900	La Petite Rivière, St. François Xavier, Que.	58 6	18 2	5 4	35	Milasse Stinard, Petite Rivière, Que.
111,626	Marie Rosanna.	"	"	"	1901	Baie St. Paul, Que.	48 0	15 1	6 0	26	Léon Elbe, Baie St. Paul, Que.
51,549	Marie Ste. Genevieve	"	"	"	1864	Battissem, Que.	79 5	22 5	7 3	81	Pierre Chevalier, Notre-Dame de Portneuf, Que.
103,092	Marie Stella.	Montreal	"	"	1833	Pierreville, Que.	107 7	23 0	8 2	143	J. Donnelly, jr., Kingston, Ont.
100,469	Marie Victoire.	Quebec	"	"	1892	Isle aux Coudres, Que.	40 2	13 9	5 7	20	Ernest Lavoie, Châteaufort, Que.
72,931	Marie Victoria.	"	"	"	1874	"	41 1	13 5	6 2	18	Joseph Boily, Baie St. Paul, Que.
77,877	Marie Vigilante.	"	"	"	1879	Baie St. Paul, Que.	76 2	23 0	9 9	111	Hon. Sir C. A. P. Pelletier, K.C.M.G., Quebec, Que.
74,281	Marie Vigilante.	"	"	"	1863	Isle aux Coudres, Que.	41 2	14 0	5 6	19	Joseph Harvey, Isle aux Coudres, Que.
97,139	Marie Vigilante.	"	"	"	1888	Goose Island, Que.	71 2	19 2	5 0	39	Eucher Laclance, Goose Island, Que.
103,986	Marie Vigilante.	"	"	"	1897	Baie St. Paul, Que.	56 0	18 5	7 0	41	L. MacIlhous, Baie St. Paul, Que.
100,354	Marie Zoé.	"	"	"	1886	Isle aux Coudres, Que.	32 0	11 8	4 4	10	P. Perron, St. Thomas, Montmagny, Que.
111,709	Marine.	Launenburg	"	"	1901	Malbone Bay, N.S.	95 7	24 8	9 8	100	Cyrus W. Parks, La Have, N.S.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						ft. fath.	ft. fath.	ft. fath.		
46,498	Mariner	Halifax	Sloop—Glt	1866	East Port Medway, N.S.	66 0	20 8	8 2	56	W. C. Henley, Spuy Bay, N.S.
53,879	Marinière	Quebec	"	1866	Grandines, Que.	76 8	22 0	8 0	89	Chas. Arcand, Grandines, Que.
72,157	Maron	Windsor, N.S.	"	1875	Wadton, N.S.	48 2	15 8	6 1	26	Sam. Post, Parrshoto, N.S.
103,257	Marion	St. John, N. B.	"	1895	Cambridge, N. B.	87 7	29 2	7 5	121	Stewart T. Sutor, Parrshoto, N.S.
100,696	Marion Emerson	Pictou, N.S.	"	1895	Murray Harbour, P. E. I.	51 5	16 0	6 5	30	Reuben Caloon, Murray Harbour, P. E. I.
88,662	Marion F.	Chatham, N. B.	"	1885	Tracadie, N. B.	48 4	15 3	6 3	24	Edward Gillis, Tignish, P. E. I.
	Marion L. Brock	Kingston	"	1863	Garden Island, Ont.	127 1	23 5	11 9	298	John McGibbon, Sumria, Ont.
111,672	Marion Louise	Charlottetown	"	1901	Pugwash, N.S.	101 9	28 2	10 7	196	Wm. H. Barnard, Summerside, P. E. I., Que.
103,831	Maripost	Quebec	"	1896	St. Antoine, Que.	98 6	23 4	7 0	115 1/2	Z. Gosselin, St. Antoine de Lotbinière, Que.
103,316	Marjorie	Montreal	Sloop	1895	Dorval, Que.	27 2	9 3	2 6	3	W. G. Ross, Montreal, Que.
91,875	Marquis of Leome	"	Barge—Chalun.	1879	Whitehall, U.S.A.	104 4	21 8	8 4	163	Norbert Leclair, Contrecoeur, Que.
100,155	Maubeut	Quebec	Sloop—Glt	1888	Les Escoumains, Que.	71 2	22 4	6 4	54	C. Gagnon, St. Siméon, Que.
103,413	Martello	Lauenburg	"	1891	Mahone Bay, N.S.	66 0	21 7	8 1	65	G. C. Hart, Halifax, N.S.
92,313	Martha	Liverpool	"	1886	Brooklyn, N.S.	33 2	12 7	5 0	11	John Arsenau, Margaree, N.S.

SESSIONAL PAPER No. 21b

83,284	Martha Ann	Kingston	Sloop	1876	Dog Lake, Ont.	83 0	17 3	4 1	38 P. M. Frederick, Belleville, Ont.
97,035	Martha Ella	Yarmouth	Schr—Glt	1891	Yarmouth, N.S.	36 4	12 7	5 0	13 George Hamilton, Argyle, N.S.
75,550	Martino	Barrington	"	1878	Bel Brook, N.S.	39 0	13 0	4 5	12 Hiram Nickerson, Barrington, N.S.
38,522	Mary	Arichat	"	1874	Froueh Village, N.S.	49 5	16 3	6 4	23 Isaac Boudrot, River Bourgeois, N.S.
38,400	Mary	"	"	1860	Ponlaumont, N.S.	59 2	18 0	7 7	24 John McKay, Marble Mountain, N.S.
46,082	Mary	"	"	1862	Shelburne, N.S.	59 5	18 2	7 2	43 Edward Doyle, Ponlaumont, N.S.
72,077	Mary	Chatham, N.B.	"	1870	Shippegan, N.B.	35 3	11 7	4 3	12 P. Robichaud, Shippegan, N.B.
75,896	Mary	"	"	1878	Richibucto, N.B.	34 7	12 3	4 3	9 Anthony Gallant, Lot 15, P. E. I.
85,692	Mary	"	"	1880	Caracquet, N.B.	34 0	12 8	1 7	11 J. Gimet, Caracquet, N.B.
66,066	Mary	Quebec	"	1873	Malabar, Que.	59 5	18 6	8 0	54 Emile Potvin, St. Alexis, Que.
100,462	Mary	"	"	1893	St. Francis, Que.	41 4	15 0	5 6	19 J. Samsou, Quebec, Que.
71,578	Mary	St. Catharines	"	1877	Merriton, Ont.	84 0	20 3	7 0	87 Andrew Baird, Toronto, Ont.
103,314	Mary	Port Hawkesbury	"	1893	Cheticamp, N.S.	34 0	10 6	5 0	10 John Boudrot, Eastern Harbour, N.S.
71,112	Mary A.	Lunenburg	"	1876	Broad Cove, N.S.	60 0	19 0	7 5	45 John C. McLeod, South Gut, N.S.
94,671	Mary A. W.	Halifax	"	1889	St. Margaret's Bay, N.S.	36 5	11 9	6 0	13 Mary Ann Blackney, St. Margaret's Bay, N.S.
97,029	Mary A. Law	Yarmouth	Bk—Bq	1890	Meteghan River, N.S.	185 4	35 6	19 3	891 William Law (Estate) Yarmouth, N.S.
85,990	Mary A. Troop	St. John, N.B.	"	1882	Portland, N.B.	189 4	37 3	22 4	1118 Howard D. Troop, St. John, N.B.
36,344	Mary Alice	Halifax	Schr—Glt	1861	Barrington, N.S.	69 5	22 3	7 6	58 J. M. Shand, Barrington, N.S.
85,388	Mary Alice	"	"	1883	La Have, N.S.	41 0	16 4	6 5	21 Wm. Malcolm, Port Malcolm, N.S.
57,250	Mary Alice	Lunenburg	"	1867	"	57 6	19 4	7 0	36 William Zwickler, M.O., Mahone Bay, N.S.
103,150	Mary Alice	Arichat	"	1898	West Arichat, N.S.	60 8	17 9	7 6	47 Abraham Terrio, West Arichat, N.S.
	Mary Ann	Dumville	Barge—Chalan	1867	Stromness, Ont.	78 0	15 0	8 0	57 Lake Superior Tug Co., Ltd., Port Arthur, Ont.
61,113	Mary Ann	Chatham, N.B.	Schr—Glt	1875	Richibucto, N.B.	41 5	12 5	1 8	13 A. Richard, Richibucto, N.B.
69,140	Mary Ann	Pictou, N.S.	"	1875	Antigonish, N.S.	45 6	15 9	6 0	22 George A. C. McIntosh, Murray River, P.E.I.
50,716	Mary Ann	Quebec	"	1866	Les Etablissements, Que.	51 0	15 5	7 0	29 Louis Sylvester, Riviere du Loup, Que.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
80,974	Mary Ann	Sydney	Schr—Glt	1882 Little Glace Bay, N.S.	43 2	13 4	5 6	19	Thomas Hart, Main-de-Dieu, N.S.
	Mary Ann	Montreal	Barge—Chalou.	1860 Sorel, Que	89 2	19 7	5 4	90	Gilbert Filant, Montreal, Que.
75,577	Mary Ann Bell	Louisenburg	Schr—Glt	1877 West Dublin, N.S.	53 0	17 5	7 0	33	Isaac Dugas, West-Artichat, N.S.
71,102	Mary Ann Lydon	Port Hope	"	1874 Port Burwell, Ont	121 0	26 0	9 7	222	T. F. James, Port Hope, Ont.
66,098	Mary Ann Marshall	Quebec	"	1873 Rimonski, Que	71 2	22 0	7 0	66	Mrs. Ellen S. Butehart, Quebec, Que.
111,479	Mary Atalanta	Artichat	"	1901 River Bourgeois, N.S.	37 6	13 1	5 6	15	Peter Bouchard, River Bourgeois, N.S.
90,841	Mary Baldwin	Port Hope	"	1876 Sackville Harbour, U.S.A.	31 6	10 3	4 5	7	A. Mathews, Lakeport, Ont.
92,385	Mary Bedford	Kingston	Barge—Chalou.	1888 Bedford Mills, Ont.	101 0	47 5	4 6	61	Benjamin Tett, Bedford Mills, Ont.
100,258	Mary Bell	Halifax	Schr—Glt	1893 Harrigan Cove, N.S.	32 8	11 9	5 7	10	J. A. McDonald, Harrigan Cove, N.S.
83,493	Mary C	Liverpool	"	1884 Liverpool, N.S.	77 1	23 5	8 9	84	Andrew M. Bell, Halifax, N.S.
51,151	Mary Covell	Halifax	"	1867 Jeddore River, N.S.	61 5	19 3	6 9	48	Mrs. Margaret Belleisle, Buctonchee, N.S.
88,114	Mary Culmer	"	"	1884 Harbour Island, Bahamas B.W.I.	110 4	27 6	10 4	297	G. C. Hart, Halifax, N.S.
80,861	Mary D	Aulacrest	"	1881 Wallace, N.S.	38 6	14 8	5 7	16	Jas. Drysdale, Wallace, N.S.
100,380	Mary D	Sydney	"	1893 Little-Bras d'Or, N.S.	46 8	16 7	6 2	27	Simoon Deveau, Bras d'Or, N.S.

SESSIONAL PAPER No. 21b

92,742	Mary E	Sackville	"	"	1890	Sackville, N.B.	79 6	25 0	7 2	99 S. L. Chapman, Dorchester, N.B.
83,064	Mary E	Halifax	"	"	1881	Malbone Bay, N.S.	41 6	12 6	5 6	14 Wm. W. Stammwhite, Tenence Bay, N.S.
52,159	Mary E	St. John, N.B.	"	"	1865	Carleton, N.B.	46 6	14 6	5 7	21 Frederick Buchanan, St. John, N.B.
88,464	Mary E	Arichat	"	"	1882	Sandy Cove, N.S.	33 1	11 2	5 2	10 C. W. Rankin, Grandstone, Magdalen Islands, Que.
107,355	Mary E	Sydney	"	"	1891	Ingonish, N.S.	33 2	12 4	5 2	9 Allan McIntyre, Ingonish, N.S.
57,485	Mary E. Lent	Annapolis	Reg'n	Bight	1872	Freeport, N.S.	86 8	22 2	9 3	96 Wm. Lent, Freeport, N.S.
75,826	Mary E. McDougall	Arichat	Schr	Glt	1878	Malbone Bay, N.S.	87 5	21 9	9 7	98 P. H. Wilson, Louisburg, N.S.
38,393	Mary Elizabeth	Digby	"	"	1871	West Arichat, N.S.	75 8	23 5	10 2	88 John E. Melancon, Plympton, N.S.
83,093	Mary Ellen	Chatham, N.B.	"	"	1882	Bellefleur, N.B.	36 1	13 0	1 5	12 Geo. Gordon, Dalhousie, N.B.
77,977	Mary Ellen	Victoria	"	"	1863	San Francisco, U.S.A.	75 0	23 7	7 0	63 J. Boscowitz, Victoria, B.C.
107,056	Mary Ellen	Farrington	"	"	1855	U.S.A.	65 5	19 5	7 1	56 Raymond Wilson, Farrington, N.S.
77,970	Mary Euclid	St. Andrews	"	"	1880	Beaver Harbour, N.B.	36 0	13 2	5 6	18 Jas. Murphy, Grand Manan, N.B.
103,084	Mary Emma	Chatham, N.B.	"	"	1891	Caraquet, N.B.	36 0	12 7	4 8	11 Wm. Fraing & Co., Ltd., Jersey.
83,156	Mary Everitt	Bellefleur	"	"	1867	Shannonville, Ont.	120 0	26 0	8 1	198 John Cooper, Wallaceburg, Ont.
80,026	Mary F.	Yarmouth	"	"	1878	Canning, N.S.	51 2	18 5	5 3	28 A. W. Eakins, Yarmouth, N.S.
83,087	Mary Florence	Port Hawkesbury	"	"	1883	Moser's River, N.S.	59 6	19 6	7 8	53 G. Brett, Bay of Islands, Newfoundland
111,478	Mary Hawes	Arichat	"	"	1845	Newburyport, U.S.A.	61 0	17 8	7 0	11 Douglas A. Smith, North Sydney, N.S.
107,278	Mary Hendry	Liverpool	Blkm	Bight	1899	Liverpool, N.S.	124 2	28 1	11 7	219 Abraham W. Hendry, Liverpool, N.S.
73,491	Mary Jane	Amherst, M.F.	Schr	Glt	1881	Abright Island, Que.	63 7	19 5	7 5	47 Amedee Cyr, House Harbour, Magdalen Islands, Que.
80,917	Mary Jane	Halifax	"	"	1880	Cape Wolfe, P.E.I.	69 0	19 0	7 3	55 Thos. Dunlap, Amherst, N.S.
77,851	Mary Jane	Sydney	"	"	1879	Cape North, N.S.	43 5	15 0	5 1	17 Wm. Gwinn, Cape North, N.S.
80,849	Mary Jane	Windsor, N.S.	"	"	1881	Cornwallis, N.S.	32 0	11 0	5 3	9 Wm. G. Eill, Cornwallis, N.S.
92,509	Mary Jane	St. Andrews	"	"	1870	Black's Harbour, N.P.	33 0	11 4	6 0	13 Mark Sharnan, Black's Harbour, N.P.
92,413	Mary Jane	Chatham, N.B.	"	"	1888	Tracadie, N.P.	37 5	13 0	5 1	11 Theodore Savoy, Tracadie, N.P.
71,352	Mary Joseph	Pictou, N.S.	"	"	1877	Morrisonish, N.S.	56 1	18 1	7 1	12 Uriah Matthew, Souris, P.E.I.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

Official number. N ^o me de matricule.	Name of Ship. Nom du navire.	Port of Registry Port d'enregistrement.	Reg. Cricement.	Built—Constructé.	Where Built. Lieu de construction.	Register Dimensions.			Registered Tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.			
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.					
						ft. mths.	ft. mths.	ft. mths.					
92,568	Mary Kate.....	Shelburne.....	Schu—Glt.....	1887	Sheet Harbour, N.S.....	35	4	12	6	6	0	13	Charles G. Acker, Charelover, N.S.
72,066	Mary L.....	Arsicat.....	"	1881	St. Peter's, N.S.....	45	0	15	9	6	3	19	E. V. Landry, Petite de Grat, N.S.
96,769	Mary Lambert....	Port Hawkesbury....	"	1889 1899	Cheticamp, N.S.....	38	0	12	4	5	1	11	C. Chaisson, Cheticamp, N.S.
92,420	Mary Louise.....	Chatham, N.B.....	"	1889	Pokemouche, N.B.....	35	4	13	2	5	2	13	D. Loggie, Church Point, N.E.
100,781	Mary Louise.....	"	"	1889	Carapnet, N.B.....	36	7	12	3	1	5	11	C. Hubbard, Carapnet, N.B.
83,095	Mary Margaret....	Port Hawkesbury....	"	1876	South River, P.E.I....	37	1	14	0	6	1	17	J. Chiasson, Murray Harbour, P.E.I.
111,475	Mary Matilda.....	Arsicat.....	"	1901	St. Peter's, N.S.....	37	5	13	9	6	6	15	Maurice Burke, St. Peter's, N.S.
83,431	Mary May.....	Shelburne.....	"	1886	Gilbert Cove, N.S.....	41	0	15	6	5	8	20	A. J. Firth, Shelburne, N.S.
103,839	Mary May.....	Halifax.....	"	1898	Port Felix, N.S.....	45	6	14	1	7	8	23	B. David, Port Felix, N.S.
85,453	Mary O'Dell.....	"	"	1875	St. Margaret's Bay, N.S.	31	8	12	5	5	0	10	Jas. L. Richardson, St. Margaret's Bay, N.S.
88,585	Mary Odell.....	Yarmouth.....	"	1881	Argyle, N.S.....	40	5	13	5	5	0	14	T. Torrio, Meteghan, N.S.
83,226	Mary Queen.....	Charlottetown.....	"	1881	Fifteen Point, P.E.I....	48	1	14	4	5	9	22	Samuel White, Cape Egenout, P.E.I.
100,357	Mary R.....	Chatham, N.B.....	"	1893	Carapnet, N.B.....	38	1	13	1	5	0	12	W. S. Loggie Co., Ltd., Chatham, N.B.
77,780	Mary S. Gordon....	Goderich.....	"	1882	Kincardine, Ont.....	56	0	17	0	1	9	28	John D. Carstan, Owen Sound, Ont.

SESSIONAL PAPER No. 21b

111,844	Mary, Star of the Sea	Chattham, N.B.	"	1900	Caraque, N.B.	59	6	12	9	5	1	14	J. N. LeFouhllier, Caraque, N.B.
83,457	Mary Taylor	Victoria	"	1875	Usabady, U.S.A.	67	0	20	3	8	0	63	Victoria Stealing Co., Ltd., Victoria, B.C.
88,447	Mary W. J.	Halifax	"	1884	Moser's River, N.S.	65	8	21	2	7	9	69	David McLeod, Charlottetown, P. E. I.
107,912	Mary & Hilda	St. Andrews	Sloop	1896	Quaco, N.B.	30	0	14	6	5	0	17	Wilnot Guptill, Grand Manan, N.B.
59,247	Marysville	St. John, N.B.	Willow Bb.	1869	Westfield, N.B.	75	2	25	5	6	6	78	Freeman White, Harvey Bank, N.B.
107,652	Masoot	Lanenburg	Sehr - Glt.	1829	Lanenburg, N.S.	97	7	25	4	9	6	98	Charles Hewitt, Lanenburg, N.S.
72,675	Masoot	Victoria	"	1875	Seattle, U.S.A.	68	7	19	2	4	6	10	Henry F. Steward, Victoria, B.C.
77,895	Matilda	Sackville	"	1882	Shediac, N.B.	59	0	18	8	6	7	47	Thomas Haines, Richibucto, N.B.
	Matilda	Montreal	Barge - Chalan.	1873	Yamaska, Que.	104	0	22	0	7	6	139	J. Courteau, Nicolet, Que.
92,572	Mattie B.	Halifax	Sehr - Glt.	1888	Ship Harbour, N.S.	17	0	17	7	7	3	33	Moses Chiasson, Mangaroo Forks, N.S.
100,816	Mattie Morrissey	Barrington	"	1894	Shelburne, N.S.	52	0	16	6	6	2	24	James T. Reno, Herring Cove, N.S.
71,636	Maud	St. John, N.B.	"	1876	Yarmouth, N.S.	52	0	16	5	6	2	34	Chas. S. Smith, St. Martin's, N.B.
163,162	Maud	Arichat	"	1900	St. John, N.B.	10	6	14	4	5	5	16	Henry Duong, Arichat, N.S.
90,269	Maud Carter	Halifax	"	1885	Humber Sound, Nfld.	71	9	21	9	9	0	92	D. H. Webber, Jeddore, N.S.
107,988	Maud Churchill	Shelburne	"	1907	Sable River, N.S.	90	8	23	7	9	4	96	Enos Clurehill, Lockport, N.S.
83,092	Maud F.	Port Hawkesbury	"	1875	Steep Creek, N.S.	23	6	11	0	5	6	11	W. Critchett, Steep Creek, N.S.
91,679	Maud Gillam	Halifax	"	1889	Shelburne, N.S.	76	0	22	0	8	6	79	Michael Gillam, Chamel, Nfld.
85,518	Maud S.	Toronto	"	1881	Port Credit, Ont.	52	3	16	4	3	6	25	A. Walker, Port Credit, Ont.
77,982	Maud S.	Port Rowan	"	1880	Georgian Bay, Ont.	52	0	15	0	6	5	21	R. Crocker, (address not known).
91,749	Maud S.	St. John, N.B.	"	1888	Macquait Lake, N.B.	65	5	20	5	5	4	63	Isaac H. Carl, Gaining, N.B.
100,576	Maud S.	Sydney	"	1892	Cow Bay, N.S.	36	6	12	4	6	3	13	G. P. Leslie, Spy Bay, N.S.
107,999	Maud S.	Causo	"	1900	Causo, N.S.	36	6	11	0	6	9	12	John W. Sprout, Causo, N.S.
92,691	Maudie	Digby	"	1889	Louisburg, N.S.	46	3	15	5	6	1	26	Freeman A. Beardsley, Port Lorne, N.S.
107,477	Maudie Ellen	"	Sloop	1900	Parker's Cove, N.S.	29	5	12	8	5	5	14	Leander Hudson, Parker's Cove, N.S.
111,714	Mauna Loa	Lanenburg	Sehr - Glt.	1904	Lanenburg, N.S.	95	8	24	8	9	6	99	John Schmeisser, LaHave, N.S.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Feet.	Feet.	Feet.			
111,502	Maivis	St. John, N.B.	Sloop	1900	St. John, N.B.	53	11	6	8	29	Wm. H. Street, Campo Bello, N.B.
92,703	Max.	Winnipeg.	Barge—Chalou.	1886	Rat Portage, Ont.	57	5	13	7	4	26 The Ontario & Western Lumber Co., Ltd., Rat Portage, Ont.
103,688	Max.	Chatham, N.B.	Schr—Glt	1893	Caracquet, N.B.	34	4	13	1	1	M. Gannier, Caracquet, N.B.
100,206	May	Vancouver	Scow—Chal	1887	Vancouver, B.C.	68	0	18	9	1	46 G. T. Legg, Vancouver, B.C.
80,651	May	Ottawa.	Barge—Chalou.	1880	Montreal, Que.	110	0	22	5	7	2 165 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,227	May	Habifax.	Schr—Glt	1893	Sambro, N.S.	37	8	11	4	5	0 10 T. F. Little, Terence Bay, N.S.
103,022	May	Parishono.	"	1865	Spencer's Island, N.S.	38	0	12	0	5	4 12 W. R. Lewedyn, Parishono, N.S.
92,581	May B.	Caspé	"	1888	P. E. Island	39	8	12	3	1	9 14 Robert J. Vincent, Montrose, P.E.I.
66,981	May Bell	St. John, N.B.	Walt—Babb.	1874	Jemseg, N.B.	76	0	26	0	6	6 70 C. A. Cannon, Harvey, N.B.
91,793	May English.	Richibucto.	Schr—Glt	1890	Rexton, N.B.	38	0	13	0	5	1 10 Daniel English, Rexton, N.B.
100,611	May Flower	Shelburne	"	1891	Jordan River, N.S.	32	0	12	1	5	4 11 J. E. Lloyd, Brighton, N.S.
100,029	May Flower	Annapolis	"	1878	Clementsport, N.S.	32	1	11	5	5	1 12 Freeman Beardsley, Port Lorne, N.S.
107,506	May Flower	Quebec.	"	1897	Caracquet, N.B.	66	8	20	2	8	4 76 J. Lantaigne, Caracquet, N.B.
107,777	May Flower	Chatham, N.B.	"	1900	Shippegan, N.B.	39	0	12	8	4	8 11 Octave Benoit, Shippegan, N.B.

SESSIONAL PAPER No. 21b

69,125	May Flower	Halifax	1875	Harbour au Poncho, N.S.	41	0	14	0	6	8	20 Hyacinth- Chiasson, Cheddiemp, N.S.
96,840	May Flower	Lambourg	1890	Summerside, N.S.	61	5	21	6	8	0	60 Howard Harding, Spanish Ship Bay, N.S.
69,213	May Fly	"	1875	LaHave, N.S.	39	0	13	5	5	0	72 Thos. Forhan, Halifax, N.S.
57,256	May Lily	"	1866	"	47	0	16	8	6	1	21 A. Young, Port Pepeswick, N.S.
167,967	May Myre	"	1900	"	86	0	23	2	9	3	89 Elias Richard, sr., New Dublin, N.S.
71,491	May Queen	Charlottetown	1875	Malpeque, P.E.I.	34	0	12	0	4	6	11 James Ellis, Lot 12, P.E.I.
73,108	May Queen	"	1846	Hingham, Mass., U.S.A.	63	5	16	8	7	0	47 William Campbell, Montague, P.E.I.
75,762	May Queen	Liverpool	1877	Liverpool, N.S.	41	2	11	3	5	5	17 Wm. Peterson, Liverpool, N.S.
88,431	Mayflower	Halifax	1881	Chezetook, N.S.	39	6	11	8	7	0	21 John Donovan, Ingonish, N.S.
92,576	Mayflower	"	1881	Sambro, N.S.	37	5	12	6	5	0	13 James Young, Sambro, N.S.
61,841	Mayflower	"	1871	Barrington, N.S.	35	9	12	8	5	2	14 S. M. Malone, Barrington, N.S.
111,462	Mayflower	Chatham, N.B.	1900	Miscou, N.B.	33	0	11	6	5	0	10 John A. Bizan, Miscou Harbour, N.B.
103,768	Mayflower	"	1896	Carapoc, N.B.	34	3	12	6	5	0	13 C. Robin Gollas & Co., Ltd., Jersey.
103,177	Mayflower	Shelburne	1891	Little Harbour, N.S.	32	3	11	6	5	6	12 A. B. Hamilton, Carleton Village, N.S.
103,181	Mayflower	"	1895	Shelburne, N.S.	46	0	15	5	6	5	26 G. C. Stevens, Freeport, N.S.
103,057	Mayflower	Yarmouth	1891	"	34	0	12	1	6	1	12 L. O. Blades, Pabnico, N.S.
167,757	Mayflower	Charlottetown	1901	Casumpoc, P.E.I.	45	1	13	1	6	2	18 George Tweedie, Alberton, P.E.I.
103,545	Mayfly	Halifax	1896	Barrmouth, N.S.	23	5	6	4	3	6	3 Dr. A. W. Cogswell, Halifax, N.S.
167,883	Mazar	Montreal	1899	Sorel, Que.	98	4	23	0	6	6	167 Arsené-Ally, Poreville, Que.
83,315	Mazurka	Port Medway	1885	Vogler's Cove, N.S.	76	1	23	5	9	2	83 Edward B. Richardson, Halifax, N.S.
	McCurdy	Montreal	1871	Sorel, Que.	124	9	23	1	10	0	251 Montreal Transportation Co., Montreal, Que.
92,777	Meda	New Westminster	1888	Barrard Inlet, B.C.	31	5	11	1	1	9	10 C. Thomas, M.O., Victoria, B.C.
69,205	Medora	Quebec	1873	St. Eustache, Que.	98	0	23	5	8	2	124 Damase Beaudet, Ste. Eustache, Que.
77,563	Medway	Montreal	1875	Sorel, Que.	89	9	22	6	6	1	90 M. Mongeau, Sorel, Que.
37,428	Medway Belle	Halifax	1851	Broad Cove, N.S.	61	0	19	8	7	7	50 Wm. Henderson, Murray Harbour, P. E. I.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. *Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Displacement. Déplacement.		
107,627	Moin	New Westminster	Barge—Chalan.	1898	Vancouver, B.C.	50 0	11 6	1 0	23	Anglo-British Columbia Packing Co., Ltd., Vancouver, B.C.	
107,363	Mellia	Windsor, N.S.	Sloop	1899	Gardner's Creek, N.B.	12 1	32 4	12 4	109 4	M. Smith, Windsor, N.S.	
85,773	Melinda	Montreal	Sloop	1883	Pierreville, Que.	91 0	22 1	6 7	102 A	A. Boucher, Sorel, Que.	
100,574	Melrose	Lambton	Sloop	1893	LaHave, N.S.	63 2	21 9	9 0	71 A	A. R. Morash, M.O., Lunenburg, N.S.	
103,546	Melrose	Montreal	Sloop	1895	Kingston, Ont.	183 6	35 8	14 0	740	Montreal Transportation Co., Montreal, Que.	
85,380	Mentor	Halifax	"	1881	Georgetown, P.E.I.	21 3	6 5	3 1	2 0	Stridinger, Halifax, N.S.	
100,897	Meredese	Weymouth	Sloop	1896	Beliveau's Cove, N.S.	95 5	27 2	9 7	189	Bank, Beliveau, M.O., Beliveau's Cove, N.S.	
61,447	Merida	Chatham, N.B.	"	1871	Shippagan, N.B.	36 6	12 2	4 6	13 A	Arche, Shippagan, N.B.	
71,319	Morino	Lambton	"	1877	Pubnico, N.S.	60 9	19 9	7 5	46 S	Bowdridge, Murray Harbour, P. E. I.	
59,471	Morit	Halifax	"	1871	LaHave, N.S.	57 0	18 7	7 2	11 C	Garnier, St. George's Bay, Nfld.	
92,600	Morit	Sydney	"	1887	Little Bras d'Or, N.S.	31 8	11 3	4 9	13	Alexander LeBlanc, Little Bras d'Or, N.S.	
100,849	Morl M. Parks	Lambton	Sloop	1891	LaHave, N.S.	83 7	21 5	9 4	11 S	Parks, LaHave, N.S.	
91,486	Morle	Toronto	Yacht	1887	South Boston, U.S.A.	39 9	12 7	5 5	100	Alex. McE. Macdonald, Toronto, Ont.	
80,606	Morlin	Montreal	Barge—Chalan.	1881	Montreal, Que.	106 2	22 3	6 8	146	Dickson Anderson, Montreal, Que.	

SESSIONAL PAPER No. 21b

92,637	Mermaid.....	Winnipeg.....	1889	Fort Frances, Ont.....	58.9	13.7	1.8	19	Robert Mosher, Fort Frances, Ont.
100,496	Mermaid.....	Victoria.....	1855	.....	43.7	20.3	10.0	73	Victoria Sealing Co., Ltd., Victoria, B.C.
97,912	Mermaid.....	St. Catharines.....	1885	Chippawa, Ont.....	36.0	7.5	5.1	9	Robt. Sutor, Cayuga, Ont.
100,779	Mermaid.....	Chatham, N.B.....	1891	Caraquet, N.B.....	34.7	13.1	4.5	11	C. Hubbard, Caraquet, N.B.
111,463	Mermaid.....	".....	1900	Petit Rocher, N.B.....	35.8	12.3	4.5	12	Sydney Desbrisay, Petit Rocher, N.B.
85,796	Merry May.....	Charlottetown.....	1884	Mount Stewart, P.E.I.....	67.7	21.8	7.2	64	Geo. McKay, Rustico, P.E.I.
103,671	Merry thought.....	Toronto.....	1885	Oakville, Ont.....	56.0	12.2	9.0	39	Geo. H. Gooderham, Toronto, Ont.
92,347	Mersey.....	Quebec.....	1888	Point Levis, Que.....	100.0	23.1	5.8	96	John Fursell, Quebec, Que.
71,381	Merton.....	Parrishoro, N.S.....	1876	Parrishoro, N.S.....	64.1	20.1	7.7	61	Stuart Mason, Parrishoro, N.S.
100,468	Messagere.....	Quebec.....	1893	St. Alexis, Que.....	53.2	16.2	7.4	12	N. Drouin, Quebec, Que.
38,417	Messenger.....	Arichat.....	1861	Cheticamp, N.S.....	56.8	15.8	6.3	29	Cyprien Burke, River Bourgeois, N.S.
78,030	Messenger.....	Collingwood.....	1882	Collingwood, Ont.....	81.0	21.6	6.8	94	Geo. Moberly, M.O., Collingwood, Ont.
111,553	Messenger.....	St. Andrews.....	1899	Grand Manan, N.B.....	29.8	12.8	5.1	12	Turner Ingersoll, Grand Manan, N.B.
73,042	Metapouashou.....	Quebec.....	1873	Murray Bay, Que.....	36.0	12.5	5.3	12	Chas. Boudet, Cap St. Ignace, Que.
61,919	Meteor.....	".....	1871	St. Eustache, Que.....	97.2	22.0	7.2	105	Z. Gosselin, St. Antoine de Tilley, Que.
97,070	Meteor.....	Charlottetown.....	1892	Bideford, P.E.I.....	150.0	30.2	15.0	394	William Richards, Bideford, P.E.I.
107,802	Meteor.....	St. John, N.B.....	1897	Deer Island, N.B.....	40.8	12.8	6.0	13	Sylvester R. Watt, North Head, Grand Manan, N.B.
113,022	Miantonah.....	Arichat.....	1872	Newburyport, U.S.A.....	80.0	23.1	8.0	72	Alfred Gannon, Arichat, N.S.
57,728	Mic Mac.....	Halifax.....	1868	LadHave, N.S.....	17.1	17.4	6.9	34	G. R. Davis, Bay of Islands, Nfld.
103,490	Mic Mac.....	Shelburne.....	1806	Shelburne, N.S.....	69.0	18.4	8.1	50	A. Hood, Shelburne, N.S.
61,918	Michigan.....	Quebec.....	1871	Quebec, Que.....	122.3	21.5	9.2	206	Dickson Anderson, Montreal, Que.
103,511	Midge.....	Halifax.....	1896	Parmouth, N.S.....	23.5	6.4	3.6	3	W. J. Steurs, Jr., Halifax, N.S.
88,461	Midnight.....	Gaspé.....	1865	Essex, U.S.A.....	71.2	21.1	8.0	66	Isaac A. Thompkins, Halifax, N.S.
100,785	Midnight.....	Chatham, N.B.....	1892	Caraquet, N.B.....	38.0	12.5	4.8	12	R. Young, Caraquet, N.B.
92,532	Mignomette.....	Quebec.....	1886	St. Etienne, Saguenay, Que.....	96.5	25.5	11.0	139	W. L. Madley, Montreal, Que.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c. — *Continued.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.				
											Feet. Pieds.	Feet. Pieds.
100,300	Mikado	Chatham, N.B.	Schr—Glt	1892	Carapuet, N.B.	35	4	12	5	0	13	C. Robin Collas & Co., Ltd., Jersey.
107,650	Mildred	Lunenburg	"	1893	Malbone Bay, N.S.	94	5	25	0	10	6	100 Abraham Ernst, Malbone Bay, N.S.
111,831	Mildred K.	Digby	"	1901	Granville, N.S.	45	5	16	8	6	5	35 Edward Keans, <i>et al.</i> , Granville, N.S.
72,976	Mildred M.	"	"	"	U.S.A.	63	8	19	5	7	0	52 Maurice D. Peters, <i>et al.</i> , Westport, N.S.
111,523	Mildred P.	"	"	1895	Port Maitland, N.S.	32	3	11	5	6	0	11 James W. Haskell, Port Maitland, N.S.
99,825	Miletus	Lunenburg	"	1888	Port Medway, N.S.	76	0	24	0	9	0	96 John Shankle, LaHave, N.S.
107,111	Millie Mae	"	"	1898	LaHave, N.S.	89	0	24	6	9	5	91 George Cresser, LaHave, N.S.
100,153	Milo	"	"	1891	Lunenburg, N.S.	81	1	21	1	9	3	99 Christian Geldert, Lunenburg, N.S.
61,503	Mina Belle	Halifax	"	1876	Sable River, N.S.	60	0	20	0	7	0	12 Placide Le Blanc, Chebamp, N.S.
111,408	Mindoro	Lunenburg	"	1900	LaHave, N.S.	91	2	24	0	9	8	91 David Ritey, LaHave, N.S.
83,380	Mink	Toronto	"	1880	Gravenhurst, Ont.	52	0	16	0	1	0	19 The Muskoka & Nipissing Navigation Co., Gravenhurst, Ont.
91,884	Mimodosa	Montreal	Barge—Chalan.	1890	Kingston, Ont.	245	0	36	3	15	1	101 Montreal Transportation Co., Montreal, Que.
83,119	Minnehaha	Halifax	Sloop	1881	Dartmouth, N.S.	26	0	10	2	4	3	7 Cape Geo. J. Playfair, R.A., Halifax, N.S.
77,628	Minnie	Kingston	"	1878	Howe Island, Ont.	40	6	11	9	4	9	17 James Cooper, South Bay, Ont.

SESSIONAL PAPER No. 21b

83,144	Minnie	St. Catharines	Schr. Glt	1880	Port Dalhousie, Ont.	38 0	9 8	4 9	8	Joseph Adamson, Toronto, Ont.
83,423	Minnie	Toronto	"	1881	Wallaceburg, Ont.	92 0	22 7	4 4	65	James Playfair, Midland, Ont.
100,221	Minnie	Halifax	"	1892	Sheet Harbour, N.S.	85 6	24 2	10 6	96	J. E. Grant, Cabotouise, N.S.
100,491	Minnie	Victoria	"	1886	Victoria, B.C.	45 5	13 5	3 9	10	M. Manson, Nanaimo, B.C.
83,456	Minnie	"	Sloop	.....	Washington Territory, U.S.A.	34 0	10 5	2 5	5	Mrs. Eliza Marshall, Victoria, B.C.
64,450	Minnie	"	Schr—Glt	1874	Victoria, B.C.	66 0	15 4	4 0	32	Wm. Moore, Victoria, B.C.
.....	Minnie	Ottawa	Barge	Chalan.	1873	Brewer's Mills, Ont	95 5	20 3	5 8	John Eligh and Peter Eligh, Beckett's Landing, Ont.
73,376	Minnie A.	Halifax	Schr—Glt	1877	LaHave, N.S.	59 5	19 8	7 5	42	Wm. Reid, Wallace, N.S.
103,112	Minnie B.	Lunenburg	"	1894	"	42 1	17 0	6 5	25	A. R. Morash, Lunenburg, N.S.
107,375	Minnie P.	Sydney	"	1900	Ingonish, N.S.	38 7	11 6	5 1	10	James G. Brewer, Ingonish, N.S.
90,722	Minnie Bell.	Halifax	"	1886	Musquodoboit, N.S.	34 5	12 6	4 8	11	John Kent, Musquodoboit Harbour, N.S.
96,935	Minnie Bell.	Charlottetown	"	1890	Wood Islands, P.E.I.	49 5	17 1	6 0	36	Geo. Waller, Charlottetown, P.E.I.
75,450	Minnie Biddle.	Quebec	"	1888	Barachois, Gaspé, Que.	74 5	22 0	9 7	93	Delima Coveney, Quebec, Que.
80,791	Minnie C.	Digby	"	1881	Freeport, N.S.	37 7	14 6	5 7	18	Charles H. Bailey, <i>et al.</i> , Westport, N.S.
85,333	Minnie C.	Yamouth	"	1883	Matland, N.S.	39 0	12 4	5 0	12	Minnie Haines, Freeport, N.S.
72,321	Minnie Chino.	St. John, N.B.	"	1877	Moss Glen, N.B.	73 0	19 7	7 3	46	Richard Chino, St. John, N.B.
90,682	Minnie D.	Shelburne	"	1886	Shelburne, N.S.	73 0	21 7	8 8	76	James T. Thomson, Halifax, N.S.
103,606	Minnie D.	Sydney	"	1896	Ingonish, N.S.	33 7	12 1	5 1	9	J. Dauphne, Ingonish, N.S.
94,792	Minnie E. Moody.	Richibucto	"	1888	Richibucto, N.B.	83 3	24 7	8 9	112	George Long, Richibucto, N.B.
107,438	Minnie F.	St. Andrews	Sloop	.....	Grand Manan, N.B.	29 0	11 5	5 0	11	Chester Frankland, Grand Manan, N.B.
83,577	Minnie Frances.	Kingston	Barge	Chalan.	1885	Kingston, Ont.	101 0	22 8	5 0	G. B. Magee, Merrickville, Ont.
107,434	Minnie G.	St. Andrews	Sloop	.....	West Isles, N. B.	30 6	12 2	5 6	13	Owen Green, Grand Manan, N.B.
103,923	Minnie H.	Parsboro'	Schr—Glt	1894	Canada Creek, N.S.	37 1	12 7	5 5	12	A. Bowser, Sackville, N.B.
83,466	Minnie J.	Arichat	"	1835	Sonora, N.S.	39 3	11 2	1 7	10	P. Munroe, White Head, N.S.
103,757	Minnie J. Heckman.	Lunenburg	"	1897	La Have, N.S.	94 1	25 0	10 0	100	A. Heckman, La Have, N.S.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
103,416	Minnie J. Smith	Lambourg	Schr. Glt.	1895	Stelbarnie, N.S.	91 0	23 8	9 5	99	John Penny, sr., Halifax, N.S.
111,904	Minnie L.	Arichat	"	1901	Cape George, N.S.	39 2	11 3	5 9	15	Elias Bois, Petite-de-Grat, N.S.
107,751	Minnie Laura	Charlottetown	"	1900	Murray Harbour, P.E.I.	50 0	15 9	6 6	31	John R. Bailey, Murray Harbour South, P.E.I.
77,631	Minnie Lieueudin	Kingston	Barge—Chalou.	1878	Seely's Bay, Ont.	94 0	17 7	4 8	61	G. F. Gibbelscove, Kingston, Ont.
83,101	Minnie Long	Richibucto	Schr. Glt.	1887	Richibucto, N.E.	43 1	11 3	5 8	19	Geo. Allen, North Sydney, N.S.
85,400	Minnie M.	Amherst, M. I.	"	1901	Old Harry, Que.	39 5	11 5	6 3	15	John J. Bushley, Grand Entry, Mag- dalen Islands, Que.
100,249	Minnie M.	Halifax	"	1891	Ship Harbour, N.S.	31 8	12 0	5 2	10	J. P. Martin, Ship Harbour, N.S.
107,972	Minnie M. Cook	Lambourg	"	1899	La Have, N.S.	87 0	24 0	9 3	81	Abraham Cook, Lunenburg, N.S.
83,302	Minnie Mac	Halifax	"	1882	Port Medway, N.S.	71 0	22 1	8 6	76	James McConnell, Port Hillford, N.S.
90,296	Minnie Mack	Charlottetown	"	1881	Bay St. George, Nfld.	38 2	12 5	5 7	15	John McKlogan, Bay View, Pictou, N.S.
97,052	Minnie Maud	Gaspé	"	1892	Liverpool, N.S.	81 0	23 7	8 6	85	Thos. Robert, Gaspé, Que.
100,116	Minnie May	Canso	"	1896	Somers, N.S.	33 7	12 1	5 2	12	Wm. L. Don, Sandy Cove, N.S.
85,399	Minnie May	Amherst, M. I.	"	1897	Spay Bay, N.S.	35 2	12 5	5 6	10	Charles Cormier, Amherst, Magdalen Islands, Que.
71,485	Minnie R.	Charlottetown	"	1875	Bayfield, N.E.	41 0	11 1	5 3	20	John McKay, Wood Islands, P.E.I.

SESSIONAL PAPER No. 215

107,502	Minniehaha	Toronto	House-boat	1898	Penetanguishene, Ont.	42 0	23 0	3 0	133	David Davidson, Penetanguishene, Ont.
61,999	Minnow	Lambourg	Schr—Glt	1871	Petite Riviere, N.S.	58 3	19 6	1 4	35	Hiram Chapman, Northport, N.S.
111,574	Minota	Toronto	Sloop	1899	Oakville, Ont.	40 0	9 0	5 3	13	G. H. Atkin, Chicago, Ill., U.S.A.
107,591	Minto	St. John, N. B.	Schr—Glt	1899	Westfield, N.B.	63 0	29 0	5 0	49	Thomas J. Buckley, Long's Cove, N.B.
100,450	Minto	Canso	"	1899	Canso, N.S.	42 2	13 7	6 9	18	E. C. Whitman, Canso, N.S.
107,121	Minto	Lambourg	"	1898	Lambourg, N.S.	102 2	25 4	10 0	119	D. Zinec, Lambourg, N.S.
66,298	Miranichei	Chatham, N. B.	"		P. E. Island	57 0	17 6	5 4	31	Neil McFadgen, Augustine Cove, P.E.I.
100,873	Miranda B.	St. John, N. B.	Wcht—Bab.	1893	Long Reach, N.B.	73 5	27 0	6 3	79	J. E. Moore, St. John, N.B.
103,422	Mischief	Lambourg	Schr—Glt	1895	La Have, N.S.	73 4	22 6	8 1	82	Andrew King, Halifax, N.S.
111,681	Mistral	Shelburne	"	1901	Shelburne, N.S.	92 0	24 2	9 6	99	Arthur E. Curran, Halifax, N.S.
80,775	Mittie	Sarnia	"	1881	Sarnia, Ont.	54 0	15 5	1 0	18	J. J. Johnson, Boston, U.S.A.
88,402	Mizpah	Digby	"	1884	Freeport, N.S.	57 9	19 8	7 4	53	E. Gaskill, Grand Manan, N.F.
103,326	Mizpah	Port Hawkesbury	"	1899	Cheticamp, N.S.	35 8	10 7	5 0	10	George LeBain, Cheticamp, N.S.
111,701	Mizpah	Lambourg	"	1901	Malone Bay, N.S.	93 2	25 0	9 6	109	J. W. Young, Lambourg, N.S.
100,094	Mosana	St. John, N. B.	"	1892	Black River, N.B.	143 1	32 7	12 0	381	John M. Smith, Windsor, N.S.
85,170	Moise	Quebec	Barge—Chalan	1883	Yamaska, Que.	103 4	22 6	7 3	124	Moise Robidoux, Yamaska, Que.
100,091	Mola	St. John, N. B.	Schr—Glt	1892	Gardner's Creek, N.B.	137 8	32 6	11 1	359	John M. Smith, Windsor, N.S.
103,599	Mollie Myer	Charlottetown	"	1897	Somris, P.E.I.	34 0	12 0	5 4	9	Societe Fonchere, Etang du Nord, Magdalen Islands, Que.
100,175	Molly Bawn	Montreal	Sloop	1891	Boston, U.S.A.	26 2	9 0	4 6	1	Walter Kavanaugh, Montreal, Que.
70,281	Monna	"	Barge—Chalan	1874	Sorel, Que.	131 1	24 5	9 0	229	John Torrance, Montreal, Que.
107,998	Money Bush	Canso	Schr—Glt	1901	Port Felix, N.S.	40 0	13 4	6 9	15	Thomas Richard, Port Felix, N.S.
107,991	Monitor	Lambourg	"	1900	Sable River, N.S.	92 1	21 1	9 5	99	J. Jos. Rudolf, Lambourg, N.S.
77,610	Monitor	"	"	1878	Malone Bay, N.S.	55 0	18 0	6 9	35	Roderick Fraser, Antigonish, N.S.
46,242	Monitor	Montreal	Sloop	1864	Clayton, U.S.A.	57 9	15 0	1 0	25	Richard LaRush, et al., Kingston, Ont.
103,276	Monkland	Chatham, N. B.	Barge—Chalan	1891	Chatham, N.B.	106 8	28 7	6 7	118	A. B. Snowball Co., Ltd., Chatham, N.B.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.					
						ft. inches.	ft. inches.	ft. inches.					
72,326	Monrovia	St. John, N.B.	Ship 3m	1878	St. John, N.B.	210	39	24	149	Robt. Thomson and John H. Thomson, St. John, N.B.			
100,361	Montagnais	Quebec	Sloop	1891	Isle aux Coudres, Que.	37	14	5	4	Jacob Maillon, Isle aux Coudres, Que.			
91,886	Montcalm	Montreal	Barge—Chalou.	1889	Pierreville, Que.	107	23	9	6	Jean Baptiste Charland, Pierreville, Que.			
103,979	Montmorency	Quebec	Schr—Glt.	1897	Quebec, Que.	68	0	21	6	0	51 O. Harvey, St. Alexis de Clucontini, Que.		
	Montreal	Montreal	Barge—Chalou.	1873	Montreal, Que.	113	0	33	3	9	7	357	Montreal Transportation Co., Montreal, Que.
80,608	Montrose	Yamouthe	Schr—Glt.	1880	Sablon River, N.S.	33	0	11	5	5	0	7	G. A. Parker, Lunenburg, N.S.
103,630	Moolhawk	Quebec	Sloop	1896	Les Ecouenils, Que.	37	6	13	6	5	0	16	Leon Langlois, Les Ecouenils, Que.
111,645	Moran	Lunenburg	Schr—Glt.	1901	La Have, N.S.	93	8	25	0	10	0	100	Elias Richard, sr., La Have, N.S.
107,656	Moravia	"	"	1899	"	100	4	25	6	10	0	99	Leann Smith, La Have, N.S.
83,283	Moravia	Kingston	Sloop	1882	Kingston, Ont.	81	5	18	7	5	0	53	S. H. Phippen, Belleville, Ont.
90,689	Mordell	Charlottetown	Schr—Glt.	1883	Georgetown, P.E.I.	39	0	13	2	5	1	16	Edward D. Delorey, Georgetown, P.E.I.
103,547	Morning Glory	Halifax	"	1896	Ship Harbour, N.S.	36	6	12	3	5	0	11	W. E. Murphy, Ship Harbour, N.S.
88,230	Morning Light	Charlottetown	"	1881	Chezetook, N.S.	41	5	16	5	6	8	28	W. G. Richards, Grand River, P.E.I.
69,969	Morning Light	Port Hawkesbury	"	1880	River Inhabitants, N.S.	55	1	17	6	7	5	39	C. Clisholm, Sydney, N.S.

SESSIONAL PAPER No. 21b

74,659	Morning Light.....	Windsor, Ont.....	Scow—Chd.....	1876	Anderdon, Ont.....	45	6	13	0	2	4	14 H. I. Stricker, Shrewsbury, Ont.
88,669	Morning Star.....	Chatham, N.B.....	Schr—Glt.....	1881	Pokemouche, N.B.....	32	2	11	4	1	5	12 Gustave Gionet, Pokemouche, N.B.
35,548	Morning Star.....	".....	".....	1886	Shippegan, N.B.....	50	0	15	4	7	3	30 A. Arsenau, Richlmcto, N.B.
83,100	Morning Star.....	Port Hawkesbury.....	".....	1881	Port Royal, N.S.....	34	8	12	2	5	2	13 Matthew Maddox, Grandigne, N.S.
73,992	Morning Star.....	Toronto.....	".....	1875	Port Credit, Ont.....	66	0	15	9	5	7	47 Joseph Adanson, Toronto, Ont.
80,677	Moses.....	Montreal.....	Barge—Chalan.....	1881	Montreal, Que.....	61	0	19	9	4	2	41 The Gilbert Blasting & Dredging Co., Ltd., Montreal, Que.
88,361	Mountain Chief.....	Victoria.....	Schr—Glt.....	1881	Naas River, B.C.....	41	0	16	5	6	5	23 James Mavassum (Indian), Packena, B.C.
103,839	Move.....	Quebec.....	".....	1896	Chateau Richer, Que.....	31	0	11	8	4	6	11 H. Caren, Chateau Richer, Que.
107,538	Mowgli.....	St. John, N.B.....	Sloop.....	1895	Yarmouth, N.S.....	21	4	9	1	3	8	1 F. B. J. Ruel, St. John, N.B.
80,914	Mowhawk.....	Prescott.....	Barge—Chalan.....	1872	Garden Island, Ont.....	151	0	26	7	10	8	341 R. McCarthy, Prescott, Ont.
83,363	Mud Lark.....	Quebec.....	".....	1872	Sorel, Que.....	62	0	22	0	3	9	95 A. St. Pierre, Three Rivers, Que.
100,719	Mudino.....	Montreal.....	Sloop.....	1889	Brooklyn, U.S.A.....	26	0	9	8	2	8	5 George R. Maiber, Montreal, Que.
100,631	Mudlark.....	Victoria.....	Barge—Chalan.....	1890	Victoria, B.C.....	90	0	30	0	6	0	139 R. P. Ribbet & Co., Ltd., Victoria, B.C.
111,473	Murlock Finlayson.....	Arichat.....	Schr—Glt.....	1900	L'Ardoise, N.S.....	73	1	21	1	8	8	80 Duncan Finlayson, L'Ardoise, N.S.
107,985	Muriel.....	Shelburne.....	".....	1900	Sable River, N.S.....	19	1	15	4	6	5	25 Thomas Johnson, Lockport, N.S.
83,760	Muriel.....	Quebec.....	Yawl—Yole.....	1883	St. Laurent, Que.....	10	8	15	5	5	0	19 John D. Gilmour, Quebec, Que.
90,542	Muriel.....	Ottawa.....	Barge—Chalan.....	1886	Montreal, Que.....	121	9	24	6	7	5	192 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,758	Muriel.....	Launenburg.....	Schr—Glt.....	1897	Launenburg, N.S.....	104	6	25	2	10	2	110 E. F. Zwickor, Launenburg, N.S.
107,298	Murray B.....	Annapolis.....	".....	1901	Margaretsville, N.S.....	59	0	19	7	7	1	43 J. A. Balcon, Margaretsville, N.S.
.....	Muskoka.....	Toronto.....	".....	1872	Chatham, Ont.....	149	0	26	0	11	6	481 The Collin's Bay Rafting & Forwarding Co., Ltd., Kingston, Ont.
100,269	Muskoka.....	Windsor, N.S.....	Ship—3 m.....	1891	Stockton-on-Tees, Eng.....	300	5	42	0	24	7	2259 Muskoka Ship Co., Ltd., London, Eng.
83,310	Myosotis.....	Port Medway.....	Schr—Glt.....	1884	Port Medway, N.S.....	80	0	23	5	8	8	93 T. H. Siddall, Port Medway, N.S.
90,748	Myra B.....	St. John, N.B.....	".....	1889	Canning, N.B.....	78	6	29	5	6	9	91 Nathaniel B. Cottle, St. John, N.B.
100,006	Myra Louisc.....	Barrington.....	".....	1893	Lockport, N.S.....	46	0	14	0	6	0	17 A. H. Perry, Port Saxon, N.S.
83,477	Myrtle.....	".....	".....	1883	Shelburne, N.S.....	80	5	22	7	8	8	91 G. Cunningham, Halifax, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Pl. hulls Pl. coques		
103,175	Myrtle.....	Shelburne.....	Schr—Glt.....	1891	Little Harbour, N.S.....	33 6	12 0	4 9	4 9	10 0	G. S. Decker, st., Little Harbour, N.S.
107,801	Myrtle.....	St. John, N.B.....	Sloop.....	1898	St. John, N.B.....	26 5	8 4	3 0	3 0	5	Arthur H. Likely, St. John, N.B.
100,254	Myrtle M. Gray.....	Halifax.....	Schr—Glt.....	1891	Lockeport, N.S.....	50 9	11 1	6 3	6 3	19 1/2	J. Gray, Pocomt, N.S.
88,425	Myrtle Pindy.....	St. John, N.B.....	Wdth—Bab.....	1884	Chipman, N.B.....	77 3	20 5	7 0	7 0	85	H. E. Grave, Harvey Bank, N.B.
88,363	Mystery.....	Victoria.....	Sloop.....	1881	Pt. Loulow, U.S.A.....	29 0	9 2	4 0	4 0	6	H. N. Rogers, Salt Spring Island, B.C.
85,412	Mystery.....	St. Andrews.....	Schr—Glt.....	1883	Cornwallis, N.S.....	40 0	13 2	6 0	6 0	11	Charles Dixon, Grand Manan, N.B.
90,845	Mystery.....	Guysboro'.....	".....	1890	Guysboro', N.S.....	98 0	26 5	11 0	11 0	162	John Wright, St. John's, Nfld.
100,610	Mystery No. 1.....	Victoria.....	Scow—Chd.....	1889	Vancouver, B.C.....	84 0	25 8	5 0	5 0	89	T. Earle, Victoria, B.C.
100,611	Mystery No. 2.....	".....	".....	1889	".....	76 0	24 0	5 0	5 0	74	"....."
90,659	N. A. Laura.....	Yarmouth.....	Schr—Glt.....	1886	Lockeport, N.S.....	68 0	22 0	8 0	8 0	59	Julien D'Entremont, Pubnico, N.S.
(a)89,367	N. B. Morris.....	Parrsboro'.....	Bk—Bq.....	1880	Parrsboro', N.S.....	160 0	33 5	20 2	20 2	699	P. E. Stewart, Cornwallis, N.S.
75,627	N. W. White.....	Quebec.....	Schr—Glt.....	1878	Jordan River, N.S.....	82 0	22 8	9 2	9 2	99	Albert Blanchard, Quebec, Que.
97,497	N. Paul.....	Montreal.....	Barge—Chalan.....	1890	Sorel, Que.....	100 1	22 9	8 5	8 5	126	Wm. J. Pomere, Morrisburg, Ont.

SESSIONAL PAPER No. 21b

107,681	Nedine	Prescott	Barge—Chadun	1898	Toronto, Ont.	166 0	29 8	12 6	184	Prescott Elevator Co., Ltd., Prescott, Ont.
90,543	Naomi	Ottawa	"	1886	Montreal, Que.	122 5	24 6	7 6	186	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
92,557	Napoleon	Montreal	Sloop	1888	Pierreville, Que.	101 4	22 8	7 4	180	Ensché, Mondou, St. Francis, Que.
	Napoleon	"	Barge—Chadun	1866	Gentilly, Que.	90 8	25 1	5 9	83	Octave Lafleur, St. Jean, Que.
103,249	Napoleon	"	"	1894	Sarsé, Que.	104 6	22 7	8 3	167	Simeone, McNaughton Labe, Ltd., Montreal, Que.
72,947	Napoleon	Quebec	"	1870	Gentilly, Que.	95 8	23 5	7 0	108	Ovide Baril, Gentilly, Que.
103,629	Napoleon	"	Sloop	1895	Les Ecorneils, Que.	61 8	21 4	5 7	47	A. Lemieux, Les Ecorneils, Que.
103,770	Narka	Lamoung	Schr. Glt.	1896	Lamoung, N.S.	98 8	25 6	10 5	151	W. N. Zwickler, Lamoung, N.S.
92,547	National	Montreal	Sloop	1886	Pierreville, Que.	108 7	22 8	8 1	154	Basil Morin, St. François du Lac, Que.
35,419	Nautilus	St. Andrews	Schr. Glt.	1862	St. Andrews, N.B.	66 0	15 0	6 2	19	H. C. Harris, Centreville, N.S.
83,662	Nautilus	Shelburne	"	1877	Jordan River, N.S.	37 0	13 4	4 6	11	Freeman Payzant, Lockport, N.S.
70,291	Nebaska	Montreal	Barge—Chadun	1871	Quebec, Que.	151 5	26 8	11 2	388	Montreal Transportation Co., Montreal, Que.
103,705	Nebula	Yarmouth	Schr. Glt.	1896	Pabuco, N.S.	19 5	16 4	7 0	21	E. Ambro, Pabuco, N.S.
83,322	Ned	Ottawa	Barge—Chadun	1881	Ottawa, Ont.	109 6	22 2	7 9	172	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
85,771	Negociant	Montreal	Sloop	1884	St. Thomas de Pierreville, Que.	105 4	22 3	7 7	129	Urbain Laroche, Sorel, Que.
77,680	Nel Dow	Charlottetown	Schr. Glt.	1878	Murray Harbour, P.E.I.	56 7	16 1	6 7	48	Wm. Irving, Richibucto, N.B.
61,948	Nellie	Liverpool	"	1870	Raggool Island, N.S.	37 0	10 0	5 5	13	J. Corkum, La Have, N.S.
90,892	Nellie	Yarmouth	"	1889	Tasket Wedge, N.S.	68 9	20 1	7 3	59	A. O. Porter, Tasket Wedge, N.S.
100,442	Nellie	Halifax	"	1893	Saona, N.S.	55 4	18 2	7 5	42	D. C. Harris, Gadarouse, N.S.
107,697	Nellie	Weymouth	"	1901	Meteghan River, N.S.	68 0	21 0	8 2	59	Charles W. Journey, Weymouth Bridge, N.S.
107,638	Nellie	New Westminster	Barge—Chadun	1898	Seaside, U.S.A.	28 0	8 0	3 0	5	Thomas H. Worsnop, Albin, P.C.
100,970	Nellie	Chatham, N.B.	Schr. Glt.	1892	Carriquet, N.B.	35 6	12 6	5 0	11	D. Gallien, Carriquet, N.B.
103,017	Nellie Carter	Parsonsboro	"	1894	Lower Maccam, N.S.	80 5	25 0	6 8	78	W. H. Adams, Parsonsboro, N.S.
85,665	Nellie D	Halifax	"	1881	Lamoung, N.S.	36 2	12 7	5 7	12	Andrew Mason, Pope's Harbour, N.S.
111,512	Nellie E. Gray	St. John, N.B.	"	1879	Backsport, Me., U.S.A.	79 2	23 2	5 8	63	Charles S. Smith, St. Martin's, N.B.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c. — *Continued.*LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. — *Suite.*

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'inscription.	Rig. Gréement.	Built—Constructé.	Where Built. Lieu de construction.	Register Dimensions. Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						ft. 100ths.	ft. 100ths.	ft. 100ths.		
72,977	Nellie H. Ham.....	Digby.....	Schr—Glt.....	1873	U.S.A.....	49.5	14.7	6.3	26	Lisette E. Anderson, Charles's Harbour, N.S.
71,174	Nellie Hunter.....	Kingston.....	".....	1874	Dog Lake, Ont.....	101.0	25.0	9.7	172	Jos. Darian, Lacombe, Que.
100,543	Nellie I. White.....	Parrishoro.....	".....	1892	Sand River, N.S.....	91.1	27.8	8.6	121	A. W. Atkinson, Advocate, N.S.
103,800	Nellie J. King.....	Shelburne.....	".....	1900	Shelburne, N.S.....	90.0	23.3	9.2	99	George H. King, Sand Point, N.S.
107,920	Nellie L.....	St. Andrews.....	Sloop.....	1900	West Isles, N.B.....	36.4	14.0	6.6	17	Austin Leay, Grand Manan, N.B.
111,722	Nellie Louise.....	Lunenburg.....	Schr—Glt.....	1901	La Have, N.S.....	115.1	29.3	11.0	243	Jessen Anderson, Lunenburg, N.S.
83,060	Nellie Morrow.....	Gaspé.....	".....	1882	Sable River, N.S.....	80.0	22.5	8.9	88	Richard A. Miller, Gaspé, Que.
92,683	Nellie Reid.....	Pictou, N.S.....	".....	1891	Brulé, N.S.....	80.3	21.6	8.9	79	Charles Reid, Brulé, N.S.
92,368	Nellie Watters.....	St. John, N.B.....	".....	1887	Ganning, N.S.....	79.5	26.5	7.0	96	John N. Smith, Coverdale, N.B.
	Nelson.....	Liverpool.....	".....	1853	Ragged Island, N.S.....	40.0	11.5	5.6	17	A. McQuibac, Ragged Island, N.S.
103,559	Nelson.....	Montreal.....	Sloop.....	1896	St. Thomas, Que.....	93.4	23.0	6.2	79	A. Yergeau, St. Thomas, Que.
88,484	Nelson River.....	Winnipeg.....	Barge—Chalan.....	1882	Winnipeg, Man.....	146.4	24.5	7.2	249	The Northwest Navigation Co., Ltd., Winnipeg, Man.
	Nenesis.....	Goderich.....	Schr—Glt.....	1863	Goderich, Ont.....	73.7	19.6	7.0	82	J. H. Spencer, Southampton, Ont.
85,396	Neptume.....	Amburst, M.I.....	".....	1889	Amburst, M.I., Que.....	54.6	16.9	7.4	34	Alexander G. McCleod, Point Ste. Anne, N.S.

SESSIONAL PAPER No. 21b

72,048	Neptune	Arichat	"	1875	River Bourgeoise, N.S.	48 8	16 5	6 9	26	Wm. LeVesconte, Desoussie, N.S.
37,470	Neptune	Liverpool	"	1889	Lambourg, N.S.	48 0	15 9	7 0	27	P. D. Collopy, East Port Medway, N.S.
103,290	Neptune	New Westminster	Barge—Chadani	1894	Kootenay Lake, B.C.	58 0	15 5	3 7	21	R. Yuill, Kaslo, B.C.
90,627	Noroid	Charlottetown	Schr Glt	1885	Montague, P.E.I.	75 0	22 8	9 1	75	B. D. Sharp, Summerside, P.E.I.
80,843	Nordic B. H.	Halifax	"	1890	Cham Harbour, N.S.	42 5	15 5	6 3	23	P. F. Smith, Port Mouton, N.S.
66,724	Nordic Cole	Liverpool	"	1872	East Port Medway, N.S.	40 0	13 0	4 9	13	R. D. Gardner and Jabez Gardner, Port Medway, N.S.
94,667	Nordic M. G.	Halifax	"	1889	Madone Bay, N.S.	48 4	17 7	7 3	32	M. Lynch, sr., Ferguson's Cove, N.S.
63,415	Nova	"	"	1875	Pomquet, N.S.	37 5	27 9	10 4	167	T. J. Boudrot, Arichat, N.S.
103,539	Nova	"	"	1882	Pennant, N.S.	33 5	11 0	5 5	11	E. Maryatt, Pennant, N.S.
80,681	Nova	Ottawa	Barge Chadani	1881	Montreal, Que.	110 0	22 6	6 9	118	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
"	Nova	Montreal	"	1869	Sorel, Que.	91 5	18 9	5 4	92	T. Owens, Stonefield, Que.
80,388	Novetia	Parishore	Schr Glt	1882	Parishore, N.S.	80 1	23 5	7 6	85	W. A. Howard, Fox River, N.S.
83,062	Noville	Ottawa	Barge Chadani	1886	East Templeton, Que.	112 0	22 7	7 2	158	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
90,716	New Dominion	Halifax	Schr Glt	1896	Chezetcook, N.S.	47 8	18 3	7 5	31	Bucannell Pike, Port au Pasques, Nfld.
61,969	New Dominion	Quebec	Bgtn Bkght	1871	S. G. Thomas, Montmagny, Que.	87 7	25 0	10 9	134	Wm. Glover, Campbellton, N.B.
85,703	New Dominion	Wallaceburg	Schr Glt	1883	Levis, Que.	117 5	25 3	9 2	196	Geo. H. Morden, Oakville, Ont.
107,968	New Era	Louisenbourg	"	1900	Madone Bay, N.S.	35 2	25 7	10 2	116	Howard Wynacht, Louisenbourg, N.S.
100,895	New Home	Weymouth	"	1896	Church Point, N.S.	48 0	17 2	6 9	31	M. Thibodeau, Church Point, N.S.
85,462	New Liverpool	Quebec	Barge Chadani	1875	Levis, Que.	103 0	21 5	8 2	114	Antoine L. Hurtubise, Montreal, Que.
112,006	New Ontario	Port Arthur	Pile draver	1898	Duluth, U.S.A.	50 0	20 0	2 8	17	James Whalen, Port Arthur, Ont.
94,833	News Bay	Liverpool	Schr Glt	1877	Vinal Haven, U.S.A.	36 5	12 8	5 5	46	Alex. Shankle, Port Mouton, N.S.
90,568	Newsboy	Toronto	"	1885	Bromé, Ont.	67 5	18 9	4 5	40	Lemuel Dorland, Bromé, Ont.
90,861	Nivemar	Louisenbourg	Bktn Bkght	1886	Madone Bay, N.S.	140 3	31 0	17 0	393	Thos. Fortan, Halifax, N.S.
103,854	Niubi	Halifax	Shoop	1897	Dartmouth, N.S.	23 6	6 6	4 0	2	A. N. Bayne, Halifax, N.S.
80,682	Nile	Ottawa	Barge Chadani	1881	Montreal, Que.	71 4	18 5	8 1	151	The Ottawa Transportation Co., Ltd., Ottawa, Ont.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Feet.	Feet.	Feet.		
80,882 Nile		Dorchester	Sloop	1857	Maryland, U.S.A.	96.6	21.6	8.2	161	Judson Edgett, Brooklyn, N.Y., U.S.A.
107,322 Nim		Halifax	Sloop	1897	Malbone Bay, N.S.	28.8	7.5	1.2	3	Edward C. Bethune, Halifax, N.S.
111,614 Nimrod		Lanenburg	Sloop	1901	La Have, N.S.	91.1	21.6	9.8	99	John D. Sperry, Petite Rivière, N.S.
80,841 Nina		Halifax	"	1880	Owl's Head, N.S.	31.8	13.2	5.4	13	Jos. E. Parker, Owl's Head, N.S.
94,830 Nina Blanche		Weymouth	"	1893	Bellevean's Cove, N.S.	50.0	17.2	7.0	31	J. A. Crocker, Jr., Freeport, N.S.
71,355 Nina Page		Charlottetown	"	1873	Barrington, N.S.	77.0	21.0	8.1	79	Harvey McLeod, Brooklyn, P.E.I.
Nine (9)		Montreal	Barge	1871	Pierreville, Que.	93.5	19.2	5.5	100	N. Viguier, Montreal, Que.
103,387 Ninety-six		Winnipeg	"	1896	Keewatin, Ont.	52.0	13.5	6.3	26	Dominion Fish Co., Ltd., Winnipeg, Man.
103,323 Nina		Port Hawkesbury	Sloop	1899	Port Mulgrave, N.S.	48.0	11.6	6.6	22	R. J. McDonald, Port Hastings, N.S.
107,628 Nidh		New Westminster	Barge	1898	Vancouver, B.C.	50.0	11.6	1.0	23	The Anglo-British Columbia Packing Co., Ltd., Vancouver, B.C.
107,588 Nogy		Landsay	"	1898	Robeygon, Ont.	69.7	19.1	5.0	68	Robert Kennedy, Landsay, Ont.
74,330 Nokomis		Yarmouth	Sloop	1877	Tusket Wedge, N.S.	71.7	20.1	8.3	68	N. Smith, Halifax, N.S.
103,861 Nomand		Halifax	Cutter	1898	Dartmouth, N.S.	30.2	7.8	1.5	5	C. L. Newman, Halifax, N.S.
92,636 Nonpareil		Lanenburg	Sloop	1888	Lanenburg, N.S.	73.6	23.0	8.9	88	Jos. N. Pettipas, Bay of Islands, Nfld.

SESSIONAL PAPER No. 21b

92,590	Nora.....	Gaspe.....	"	"	1855	Gaspe, Que.....	41.9	11.8	5.4	17-J. Quigley, Gaspe, Que.
90,687	Nora Wiggins.....	Yarmouth.....	Bktn—Bkgt	"	1887	Jordan River, N.S.....	113.0	33.0	13.1	Benjamin Davis, Yarmouth, N.S.
71,097	Norah.....	Bellefleur.....	Sloop	"	1880	Trenton, Ont.....	52.0	15.0	5.0	R. C. Smith, Port Hope, Ont.
	Nore.....	Montreal.....	Barge—Chalan.	"	1866	Sorel, Que.....	91.9	18.9	6.1	E. Laktiviere, Plantagenet, Ont.
100,387	Norma.....	Sydney.....	Schr—Glt	"	1894	Stc. Ann's, N.S.....	47.0	17.2	7.1	J. McLeod, Stc. Ann's, N.S.
61,029	Norman B.....	Digby.....	"	"	1870	Tiverton, N.S.....	47.8	14.2	6.7	Abraham Lent, Freeport, N.S.
103,281	Normandy.....	Chatham, N.B.....	"	"	1839	Shippagan, N.B.....	35.0	12.0	4.8	P. Rive, Caraquet, N.B.
59,465	North America.....	Arielat.....	"	"	1870	New Dublin, N.S.....	98.9	26.0	11.4	Simon Joyce, Desoussie, N.S.
80,601	North America.....	"	"	"	1880	Yarmouth, N.S.....	91.0	21.6	9.8	Israel Boudrot, Desoussie, N.S.
33,605	North Star.....	Gaspe.....	"	"	1855	Gaspe, Que.....	51.1	15.0	6.4	Robt. Setler, Anticosti, Que.
83,107	North Star.....	Charlottetown.....	"	"	1881	Chezecook, N.S.....	46.8	16.5	6.8	James H. Judson, Lot 49, P. E. I.
88,143	North Star.....	Halifax.....	"	"	1884	Wine Harbour, N.S.....	41.9	16.2	6.6	Robt. Cooper, Wine Harbour, N.S.
83,378	North West.....	Toronto.....	"	"	1882	Bronté, Ont.....	75.5	20.0	6.0	Edmund Goldring and Francis Goldring, Whitley, Ont.
66,081	Northern Bridge.....	Quebec.....	"	"	1871	Kamouraska, Que.....	46.5	13.9	5.2	Elzear Tremblay, Stc. Simcon, Que.
92,771	Northern Light.....	New Westminster.....	"	"	1887	New Westminster, B.C.....	35.0	12.0	4.0	Geo. B. Main, Ladners, B.C.
72,585	Norway.....	Kingston.....	"	"	1873 1881	Garden Island, Ont.....	135.5	26.0	11.9	M. Mahoney, Hamilton, Ont.
100,332	Norwood.....	Maitland.....	Ship—3 m.	"	1891	Maitland, N.S.....	255.3	42.7	24.0	Alex. Roy, Maitland, N.S.
71,391	Nota Bene.....	Parsonsboro.....	Schr—Glt	"	1877	Three Sisters, Parsonsboro, N.S.....	57.0	19.5	8.1	C. A. Lamb, Parsonsboro, N.S.
92,538	Notre Dame de Bonsecours.....	Montreal.....	Sloop	"	1887	Lamoraie, Que.....	108.4	21.3	8.3	Louis E. Bonaventure, Lamoraie, Que.
55,870	Notre Dame de la Garde.....	Quebec.....	Schr—Glt	"	1866	Natasiquan, Que.....	12.0	15.7	6.5	Paul Vignault, Natasiquan, Que.
103,879	Notre Dame de Parroville.....	Montreal.....	Sloop	"	1897	Notre Dame de Parroville, Que.....	106.2	23.1	7.1	J. P. Desmarais, Stc. Francois du Lac, Que.
36,296	Nova Scotian.....	Quebec.....	Schr—Glt	"	1859	Stc. Margaree's Bay, N.S.....	58.9	18.4	8.0	John Lechan, Dalhousie, N.B.
71,365	Nova Stella.....	Arielat.....	"	"	1877	Lockport, N.S.....	63.0	21.2	7.5	L. N. Poirier, Desoussie, N.S.
88,342	Nova Zeubla.....	Launenburg.....	"	"	1883	Launenburg, B.S.....	74.8	23.8	8.7	Enoch Mason, Malbone Bay, N.S.
107,389	No. C.....	Ottawa.....	Barge—Chalan.	"	1898	Cornwall, Ont.....	79.5	20.0	5.2	H. F. Cumming, Cornwall, Ont.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
107,388 No. 1		Ottawa	Barge Chalan	1897 Belleville, Ont.	50 0	20 0	3 5	24	John L. Wood, Montreal, Que.
80,678 No. 1		Montreal	"	1881 Sorel, Que.	168 0	22 6	7 1	157	Narcisse Paul, Sorel, Que.
80,686 No. 1		"	"	1873 Pierreville, Que.	77 0	22 0	5 5	59	M. Frechette, Sorel, Que.
100,520 No. 1		Parrisboro	Schr. Glt.	1893 St. John, N.B.	117 4	35 3	10 0	139	Cumberland Railway & Coal Co., Montreal, Que.
107,390 No. 1		Ottawa	Barge Chalan	1855 Ottawa, Ont.	61 5	20 5	5 0	57	Ottawa Sand & Gravel Co., Ottawa, Ont.
107,615 No. 1		"	"	1863 Osohooning Lake, Que.	37 0	16 0	3 2	14	H. F. McLachlin & Claude McLachlin, Amprior, Ont.
163,636 No. 1		"	Scow Chd.	1889 Mattawa, Ont.	63 0	11 6	3 6	35	Canadian Pacific Railway Co., Montreal, Que.
163,637 No. 1		"	Barge Chalan	1891 Kippewa, Que.	50 0	13 0	3 0	31	Peter Whelan, Ottawa, Ont.
163,845 No. 1		"	"	1895 Rockland, Ont.	91 8	20 2	5 3	74	Thos. Graham, Rockland, Ont.
80,687 No. 2		Montreal	"	1873 Pierreville, Que.	92 0	22 3	6 0	80	D. Lesperance, St. Aimé, Que.
80,679 No. 2		"	"	1881 Sorel, Que.	108 0	22 6	7 0	155	Sincennes McNaughton Lane, Ltd., Montreal, Que.
No. 2		"	"	1858 Montreal, Que.	90 6	18 6	5 8	78	J. B. St. Amour, Montreal, Que.
100,521 No. 2		Parrisboro	Schr.—Glt.	1893 Black River, N.B.	146 2	35 3	10 9	433	Cumberland Railway & Coal Co., Mont- real, Que.

SESSIONAL PAPER No. 21b

103,037	No. 2	Ottawa	Scow—Chd.	1889	Mattawa, Ont.	63	0	14	6	3	6	35	Canadian Pacific Railway Co., Montreal, Que.
107,616	No. 2	"	Barge—Chadan.	1893	Ostoboming Lake, Que.	49	4	12	6	4	0	31	H. F. McLaughlin and Claude McLaughlin, Amport, Ont.
103,638	No. 2	"	"	1895	Ostoboming, Que.	40	5	14	0	3	0	24	Peter Whelan, Ottawa, Ont.
103,846	No. 2	"	"	1895	Rockland, Ont.	91	8	20	2	5	3	74	Thos. Graham, Rockland, Ont.
100,525	No. 3	Parrsboro'	Schr—Glt.	1893	Gardner's Creek, N.B.	146	7	35	2	10	0	431	Cumberland Railway & Coal Co., Montreal, Que.
103,038	No. 3	Ottawa	Scow—Chd.	1888	Mattawa, Ont.	55	0	16	0	3	4	25	Canadian Pacific Railway Co., Montreal, Que.
100,526	No. 4	Parrsboro'	Schr—Glt.	1893	St. Martin's, N.B.	146	8	35	3	10	0	439	Cumberland Railway & Coal Co., Montreal, Que.
103,039	No. 4	Ottawa	Scow—Chd.	1888	Mattawa, Ont.	70	0	18	0	4	0	37	Canadian Pacific Railway Co., Montreal, Que.
100,529	No. 5	Parrsboro'	Schr—Glt.	1893	Black's River, N.B.	146	6	35	1	10	5	443	Cumberland Railway & Coal Co., Montreal, Que.
107,387	No. 5	Ottawa	Barge—Chadan.	1898	Hull, Que.	31	0	16	0	2	6	7	John L. Wood, Montreal, Que.
	No. 24	Montreal	"	1862	Sard, Que.	91	5	19	0	6	9	110	Sinennes, McNaughton Line, Ltd., Montreal, Que.
107,383	No. 31	Ottawa	Scow—Chd.	1898	Hull, Que.	40	9	16	0	3	6	17	E. J. Laverdure, Ottawa, Ont.
107,384	No. 33	"	"	1898	"	40	9	16	0	3	6	17	"
	No. 31	Montreal	Barge—Chadan.	1870	Sard, Que.	91	9	18	8	6	0	91	David Gilmore, Trenton, Ont.
	No. 36	"	"	1870	"	92	0	18	8	6	0	91	"
	No. 37	"	"	1870	"	91	1	18	8	5	1	89	"
	No. 38	"	"	1870	"	91	1	18	8	6	0	90	Louis Garcan, Lachine, Que.
107,263	No. 1, Cabanoc	Ottawa	"	1898	Aylmer, Que.	51	5	12	2	3	0	32	The Upper Ottawa Improvement Co., Ottawa, Ont.
107,264	No. 2, Cabanoc	"	"	1898	Aylmer, Que.	51	5	12	2	3	0	32	"
107,617	No. 5, Deep River	"	"	1899	Pembroke, Ont.	52	3	13	2	3	0	28	"
107,618	No. 6, Deep River	"	"	1899	"	52	3	13	2	3	0	28	"
107,261	No. 1, Qayon	"	"	1898	Qayon, Que.	51	5	12	2	3	0	32	"
107,262	No. 2, Qayon	"	"	1898	Qayon, Que.	51	5	12	2	3	0	32	"
59,367	Nymph	St. Andrews	Schr—Glt.	1875	Grand Manan, N.F.	31	0	12	5	4	8	11	Robert Spear, Eastport, U.S.A.
83,408	Nymphæa	Lambertburg	Vawl—Volec.	1878	Halifax, N.S.	32	6	9	1	3	8	6	F. D. Corbett, M. O., Halifax, N.S.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. *Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Feet—Pouces, ft.—inches—Pc.—mill.				
96,770	O. L. B.	Port Hawkesbury....	Schr Glt	1893	Cheticamp, N.S.	37 1	11 7	5 0	12 1/2	G. Boudrot, Cheticamp, N.S.
77,571	O. E. Owens.....	Montreal	Barge Chaland.	1877	Hull, Que.	90 1	19 5	6 2	85	W. Owens and T. Owens, Stonfield, Que.
91,779	O. P. Silver.	Lamenburg	Schr—Glt	1889	Lamenburg, N.S.	75 6	23 6	8 6	70	Thos. Kieckhauf, Souris, P.E.I.
85,632	Ocean Belle	Victoria	"	1883	"	71 4	22 5	9 2	87	Victoria Sailing Co., Ltd., Victoria, B.C.
54,139	Ocean Belle	Halifax	"	1868	Chezetcook, N.S.	41 8	11 7	6 1	20	E. McCallum, Byron Island, M.I., Que.
75,427	Ocean Bird.....	Annapolis	"	1878	Granville, N.S.	60 3	19 1	7 0	44	Norman Ray, Margaretsville, N.S.
37,573	Ocean Bride	Gaspé	"	1853	LaHave, N.S.	38 9	11 3	5 9	21	John Coasson, Natashquan, Que.
36,141	Ocean Bride	Charlottetown.....	"	1858	Sable River, N.S.	60 2	17 7	7 3	41	P. Shurtle, Buctouche, N.B.
61,018	Ocean Bride	Halifax	"	1872	Little River, N.S.	17 1	16 4	6 3	23	N. W. Keddy, Chester, N.S.
83,398	Ocean Child	"	"	1879	Chezetcook, N.S.	41 8	15 0	5 5	19	Jas. W. Meisner, Chezetcook, N.S.
75,602	Ocean Lily	Digby	"	1877	Clare, N.S.	29 4	15 4	5 6	17	Albert Morrell, <i>et al.</i> , Westport, N.S.
80,883	Ocean Queen	St. Andrews	Sloop	1860	Boston, Mass., U.S.A.	48 8	16 0	6 1	21	Wm. Benson, Grand Maun, N.B.
103,485	Ocean Rover	Victoria	Schr Glt	1896	Cardova Bay, B.C.	67 7	19 9	9 2	55	Harry Bishop, Victoria, B.C.
9,973	Ocean Wave.....	Sydney	"	1877	Little Bras d'Or, N.S.	41 1	11 5	6 1	20	Samuel Moore, Little Bras d'Or, N.S.

SESSIONAL PAPER No. 21b

103,568	Octavia	Montreal	Barge	Chadain	1896	Notre Dame de Pierrville, Que.	108 0	22 8	8 8	108	Victor Gladu, St. Francois du Lac, Que.
88,357	Octopus	Victoria	Sloop		1885	Victoria, B.C.	27 0	9 0	3 0	3	M. Watt, Comox, B.C.
69,692	Odell	Annapolis	Schr. Glt.		1876	Granville, N.S.	51 9	17 7	7 1	31	Wentworth E. Rose, Kentville, N.S.
78,001	Ogema	Winnipeg	Barge	Chadain	1885	Saskia, Man.	83 6	15 9	5 1	14	Wm. Robinson, Winnipeg, Man.
80,100	Oho	St. John, N.B.	Pgtn	Pkgdt.	1882	Portland, N.B.	127 6	29 1	13 0	325	T. E. Morrison, New York, U.S.A.
80,663	Oka	Montreal	Barge	Chadain	1881	Sorel, Que.	98 0	22 6	8 9	111	O. Gatineau, Contrecoeur, Que.
91,837	Olgive	St. Andrews	Schr. Glt.		1889	West Isles, N.B.	31 2	11 5	5 5	11	Lincoln Richardson, West Isles, N.B.
103,029	Olgie	Farrshore	"		1896	Port Grexville, N.S.	85 1	25 0	6 0	79	Wm. Roff, Port Grexville, N.S.
107,275	Olinde	Liverpool	"		1899	Liverpool, N.S.	110 0	28 5	10 6	199	Charles B. Wedde, Antigonish, N.S.
107,338	Olive A.	Sydney	"		1899	Seatarie, N.S.	12 0	14 2	7 0	19	Robert Spencer, Port Morien, N.S.
75,576	Olive Branch	Launenburg	"		1877	Aspotogan, N.S.	37 0	13 2	5 8	11	J. E. Shattford, St. Margaret's Bay, N.S.
76,387	Olive Branch	Toronto	"		1875	Port Credit, Ont.	51 0	11 0	4 5	16	Mrs. Charlotte Reid, Township of Toronto, Ont.
61,630	Olive J.	Halifax	"		1883	Coddie's Harbour, N.S.	62 3	20 3	8 4	57	James Malcolm, Port Malcolm, N.S.
92,381	Oliver Mowat	Kingston	"		1873	MtLlaven, Ont.	131 2	25 9	10 6	211	John McClellan, Bowmanville, Ont.
55,353	Olivia	Charlottetown	"		1868	Tatamagouche, N.S.	52 2	16 9	7 7	40	E. Sinclair, Miramichi, N.B.
85,399	Olivia	Digby	"		1882	Cambridge, N.B.	79 0	26 8	8 1	93	Elias Rawlings, et al., Clementsport, N.S.
85,428	Olivia Abbey	St. Catharines	Screw Chel.		1881	Port Robinson, Ont.	100 0	23 0	5 0	88	John Bradley, Merriton, Ont.
71,398	Olympia	Toronto	Schr. Glt.		1879	Brome, Ont.	57 0	15 5	3 6	23	Joseph Featherston, M. O., Port Credit, Ont.
97,061	Omega	Charlottetown	"		1891	Murray Harbour, P.E.I.	72 3	22 3	8 1	82	Neil Sutherland, St. Peter's, N.S.
100,743	Omega	Windsor, N.S.	"		1896	Cheverie, N.S.	112 0	30 1	10 1	199	R. Pratt, Cheverie, N.S.
107,196	Omega	Winnipeg	Barge	Chadain	1897	Rat Portage, Ont.	40 0	10 2	3 9	10	C. E. Neads, Rat Portage, Ont.
91,825	On Time	Weymouth	Schr. Glt.		1891	Church Point, N.S.	41 3	16 3	6 0	19	Henry Claven, Westport, N.S.
80,913	Onabago	Prescott	Barge	Chadain	1870	Garden Island, Ont.	135 0	26 5	12 0	329	R. McCarthy, Prescott, Ont.
103,381	One	Winnipeg	"		1895	Rat Portage, Ont.	56 5	11 3	6 3	17	Rainy River Nav. Co., Ltd., Rat Portage, Ont.
"	One (1)	Montreal	"		1857	Sorel, Que.	125 2	26 5	8 5	71	Harbour Commissioners, Montreal, Que.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						ft. fms.	ft. fms.	ft. fms.		
	One (1) Ploverville	Montreal	Barge Chalan.	1870	Pierreville, Que.	91.7	18.8	6.1	1061	P. Laplante, Laclaire, Que.
61,916	Only Scot	Liverpool	Schr Glt	1871	East Port Medway, N.S.	39.0	11.5	6.0	16	William Miller, <i>et al.</i> , Lunenburg, N.S.
91,732	Only Son	Windsor, N.S.	"	1889	Isle Haute, N.S.	33.6	12.1	5.0	13	J. Gordon, Mangaretsville, N.S.
100,002	Quora	Annapolis	"	1890	Bridgetown, N.S.	96.7	26.3	9.3	137	Chas. B. Whidden, Antigonish, N.S.
77,775	Ontario	Godorich	"	1867	Godorich, Ont	105.0	33.0	9.5	150	Francis Graville, Southampton, Ont.
70,291	Ontario	Montreal	Barge Chalan.	1874	Leicester, Ont	126.0	27.0	9.8	228	P. Laplante, Laclaire, Que.
72,190	Ontario	Windsor, N.S.	Bk Bq	1875	Hantsport, N.S.	100.7	35.3	20.1	825	Cypsum Packet Co., Ltd., Windsor, N.S.
	Ontario	Kingston	Schr Glt	1868	Dog Lake, Ont	56.6	17.5	4.7	56	J. Swift, Kingston, Ont.
	Ontario	"	Barge Chalan.	1867	Bedford Mills, Ont	103.2	22.6	5.8	122	The Canadian Construction Co., Ltd., Montreal, Que.
94,786	Ontario	Laurenburg	Schr Glt	1889	Lambertburg, N.S.	76.0	23.6	8.5	89	Henry McPatrick, Bay St. George, Nfld.
88,311	Onward	"	"	1884	"	72.6	23.0	8.4	87	James McKinnon, Gabarouse, N.S.
71,397	Onward	Parishore	"	1878	Parishore, N.S.	40.4	14.9	5.9	16	Wm. Hill, Wallon, N.S.
(6)72,681	Onward	Victoria	"	1871	California, U.S.A.	56.5	20.0	4.5	35	Charles Spang, Victoria, B.C.
94,903	Onward	Charlottetown	"	1889	Grand Tracadie, P.E.I.	40.3	14.5	5.5	15	Albert A. Hurst, Canso, N.S.

SESSIONAL PAPER No. 216

103,258	Onward	St. John, N.B.	"	1895	Waterborough, N.B.	77 5	27 0	7 0	92	B. R. Colwell, Cambridge, N.B.
75,716	Onward	Yarmouth	"	1877	Richmond, N.S.	36 8	13 8	4 9	11	W. Cheney, Grand Manan, N.B.
97,021	Onward	"	"	1884	Smith's Cove, N.S.	37 0	11 7	4 0	10	James M. Davis, Yarmouth, N.S.
85,553	Onyx	"	"	1884	Tusket, N.S.	93 0	21 0	9 8	39	James McKinnon, Gabarouse, N.S.
46,909	Opal	Port Hawkesbury	"	1845	Isaac's Harbour, N.S.	63 0	19 9	7 9	49	John A. Ashe, Pugwash, N.B.
111,673	Ophir	Parisboro'	"	1901	Spencer's Island, N.S.	123 9	29 8	11 5	249	James E. Pettis, Port Greville, N.S.
111,704	Ophir	Lunenburg	"	1901	Petite Riviere, N.S.	91 1	21 6	9 2	39	Edwin Eikle, Petite Riviere, N.S.
	Ora	Montreal	Barge	1860	Montreal, Que.	95 0	19 0	6 0	95	Antoine Bertrand, Vaubreuil, Que.
90,828	Ora	Yarmouth	Bgm	1890	Port Medway, N.S.	105 2	27 0	10 8	198	Benjamin Davis, Yarmouth, N.S.
100,245	Oracle	Halifax	Schr	1891	Sambro, N.S.	41 2	13 8	5 9	18	Daniel Wolfe, La Have, N.S.
103,728	Oreos	Parisboro'	"	1897	Port Greville, N.S.	66 3	21 2	6 0	53	John George, Parisboro', N.S.
85,562	Oreos	Halifax	"	1885	Port Saxon, N.S.	40 0	13 1	5 5	14	J. F. Proctor, Port Malcoln, N.S.
103,191	Oressa	Liverpool	"	1894	Port Monton, N.S.	32 0	12 1	5 3	10	J. Hagan, Ham's Point, N.S.
85,303	Orient	Montreal	Barge	1883	Montreal, Que.	101 6	22 4	7 1	150	Dickson Anderson, Montreal, Que.
103,176	Orient	Shelburne	Schr	1890	Vegler's Cove, N.S.	30 8	11 1	5 2	40	Jas. A. Ringer, Little Harbour, N.S.
57,473	Orilla	Annapolis	"	1870	Clements, N.S.	45 0	15 5	5 3	23	Henry R. Weaver, Port George, N.S.
83,422	Orinoco	Digby	"	1882	Gilbert Cove, N.S.	75 6	23 0	9 4	99	Alfred Monell, Digby, N.S.
96,977	Orion	Halifax	"	1892	Lockeport, N.S.	56 0	19 6	7 6	13	P. McConnell, Port Hillford, N.S.
88,127	Orion	St. John, N.B.	"	1884	St. John, N.B.	89 0	26 7	7 9	121	S. B. Kelley, River Hebert, N.S.
92,153	Orion	Toronto	Yacht	1886	Toronto, Ont.	85 7	29 4	8 5	50	George Gooderham, Toronto, Ont.
103,001	Orion	Chatham, N.B.	Schr	1890	Shippegan, N.B.	34 0	12 2	4 1	10	T. Abier, Shippegan, N.B.
80,970	Orion	Halifax	"	1881	Gabarouse, N.S.	13 6	15 2	5 8	24	Edward B. Pelrus, Larry River, N.S.
83,280	Osborga	Maitland	Bk-Bq	1884	Maitland, N.S.	195 0	37 6	22 5	1116	Adams McDougall, Truro, N.S.
90,139	Oscar F	Barrington	Schr	1892	Bear Point, N.S.	15 5	13 5	5 7	18	Charles H. McKay, Roseway, N.S.
97,156	Oscar and Hattie	Victoria	"	1884	Essex, Mass., U.S.A.	79 2	22 3	8 6	81	Victoria Seating Co., Ltd., Victoria, B.C.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						ft. tobs.	ft. tobs.	ft. tobs.		
92,550	Oscar	Montreal	Barge—Chalam.	1888	Valleyfield, Que	96.4	18.8	8.6	122	Hiram Easton, Merrickville, Ont.
88,249	Ostrus	Deseronto	"	1892	Deseronto, Ont.	109.5	26.5	6.1	106.7	P. Larkin, St. Catharines, Ont., and A. Sangster, Incpois, Ont.
103,349	Osprey	Montreal	Yacht	1888	Toronto, Ont.	22.4	7.6	1.8	2	C. L. Shorey, Montreal, Que.
103,005	Osprey	Chatham, N.B.	Schr—Glt	1889	Shippagan, N.B.	33.0	12.6	4.4	10	T. Almer, Shippagan, N.B.
71,399	Ossama	Richibucto	Bk—Bq	1883	Rexton, N.B.	171.7	33.5	20.0	778.7	J. Jardine and T. Jardine, Rexton, N.B.
103,268	Otis Miller	St. John, N.B.	Schr—Glt	1896	Waterborough, N.B.	79.9	27.1	7.6	98	M. C. Miller, Waterborough, N.B.
107,820	Otonabee	Peterborough	Barge—Chalam.	1900	Peterborough, Ont.	69.0	17.0	4.4	47	R. B. Rogers, Peterborough, Ont.
73,945	Otonabee	Ottawa	"	1872	Fort Ann, New York, U.S.A.	87.5	14.8	6.8	80	Thos. Moffat, Perth, Ont.
107,736	Ottawa	Kingston	Dredge—Draque	1889	Cornwall, Ont.	76.5	26.2	6.6	130	W. H. Davis, Ottawa, Ont.
80,585	Otter	Toronto	Scow—Clrd	1879	Gravenhurst, Ont.	72.2	18.6	5.0	51	J. G. Ross, Quebec, Que.
103,375	Otter	Winnipeg	Schr—Glt	1891	Fort Alexander, Man.	36.4	11.5	3.3	40	Robert Henderson, Fort Alexander, Manitola.
91,354	Otto	Victoria	"	1889	Malbone Bay, N.S.	71.3	23.5	9.2	86	Victoria Sealing Co., Ltd., Victoria, B.C.
85,652	Our Hope	Charlottetown	"	1883	Chezetcook, N.S.	19.8	18.5	7.2	36	Wm. D. Coffin, St. Peter's Bay, P. E. I.
88,318	Our Mand	Quebec	"	1885	Little-Métis, Que.	61.6	17.0	6.0	30	Horace Duchaine, St. Irénée, Que.

Onse	Montreal	Barge—Chalan.	1869 Sorel, Que.	91 3	18 9	5 1	91 T. Owens, Stonefield, Que.
94,641 Oxando	Lanenburg	Schr—Glt	1888 New Dublin, N.S.	73 9	23 5	9 0	88 Wm. Maurice, Bay St. George, Nfld.
107,360 Oxando	Sydney	"	1893 Smith Head, N.S.	35 0	13 2	4 9	11 Patrick Campbell, Main-a-Dien, N.S.
100,254 Oweence	Windsor, N.S.	Ship—3 m.	1891 Stockton-on-Tees, G.B.	309 0	42 0	24 6	2334 Oweence Ship Co., Ltd., London, Eng.
72,560 Ox	Kingston	Barge—Chalan.	1873 Kingston, Ont.	101 0	22 9	6 7	130 Alex. Gunn, Kingston, Ont.
107,453 P. Co. No. 1	New Westminster	Barge—Chalan.	1898 New Westminster, B.C.	60 0	14 0	3 0	23 Jas. D. Barr, M.O., New Westminster, B.C.
107,634 P. Co. No. 2	"	"	1898 "	60 0	14 0	3 0	"
111,815 P. Co. No. 3	Vancouver	Scow—Chd	1899 Vancouver, B.C.	48 0	18 0	4 0	29 Robt. D. Patterson, Vancouver, B.C.
38,421 P. L. G.	Charlottetown	Schr—Glt	1861 Little River, Richmond Co., P.E.I.	66 0	20 9	9 2	67 J. A. Downe, Charlottetown, P.E.I.
100,904 P. T. S.	Chatham, N.B.	"	1892 Caraquet, N.B.	34 0	12 3	4 6	11 Jos. N. Lebonthillier, Caraquet, N.B.
111,573 P. B. Locke	Toronto	"	1888 Toledo, U.S.A.	134 3	26 0	11 4	305 Michael J. Haney, Toronto, Ont.
61,979 P. C. Hill	Halifax	"	1879 Jeddore, N.S.	45 0	15 6	6 2	26 Philip Young, Pictou, N.S.
88,580 P. Bennet	Kingston	"	1869 Port Rowan, Ont.	89 0	21 6	7 1	83 Collin's Bay Rafting & Forwarding Co., Kingston, Ont.
88,298 P. Cormier	Quebec	Barge—Chalan.	1884 St. Michel d'Yanaska, Que.	105 3	22 3	8 0	142 Mrs. Jeanne C. Cormier, Sorel, Que.
66,060 P. Fortin	"	Schr—Glt	1872 Ste. Anne de Monts, Que.	70 0	20 5	9 7	79 Wm. Bonchard, St. Simeon, Que.
80,670 P. Girard	Ottawa	Barge—Chalan.	1881 Monte Bello, Que.	106 8	22 5	6 7	142 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,808 Paedwellis	Victoria	Schr—Glt	1891 James Island, B.C.	50 0	16 0	4 8	19 Jimmie Nyetam (Indian), Nitinat, B.C.
Pacific	Montreal	Barge—Chalan.	1873 Yanaska, Que.	101 8	22 8	9 2	171 Louis Delisle, Valleyfield, Que.
111,639 Pacific	Lanenburg	Schr—Glt	1901 Sheburne, N.S.	86 0	24 0	9 2	99 Norman Smith, La Have, N.S.
100,515 Paeket	Parishoro	"	1892 Spencer's Island, N.S.	63 1	21 1	7 3	49 J. H. Longuire, Bridgetown, N.S.
107,930 Paetodus	New Westminster	Barge—Chalan.	1900 Yale, B.C.	80 0	42 0	7 0	670 Yale Dredging Co., Ltd., Glasgow, Scotland.
80,889 Paixham	St. Andrews	Schr—Glt	Isle-Flaute, Me., U.S.A.	31 0	10 0	4 8	9 T. H. Smith, West Isles, N.B.
94,890 Palais Flottant	Montreal	Barge—Chalan.	1886 Sorel, Que.	47 2	15 6	2 2	26 Wm. Paul, Sorel, Que.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c. —Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
111,612	Palatia	Lunenburg	Schr—Glt	1901	Lunenburg, N.S.	89.6	24.0	9.7	45	Charles L. Silver, Lunenburg, N.S.	
111,716	Palua	"	"	1901	"	123.5	29.1	11.0	250	J. H. Shankle, La Hève, N.S.	
100,297	Palua	Chatham, N.B.	"	1892	Shippegan, N.B.	36.9	13.3	4.6	11	Thos. Ahier, Shippegan, N.B.	
92,724	Paloma	Toronto	Barge	Chalan	1885	Bolneygon, Ont.	99.0	22.7	5.6	122	Front Valley Navigation Co., Ltd., Bolneygon, Ont.
100,836	Panama	Lunenburg	Schr—Glt	1894	Lunenburg, N.S.	85.1	24.3	9.2	95	W. Miller, Lunenburg, N.S.	
100,246	Panchita	Halifax	"	1866	San Fern, Spain	97.5	25.6	13.9	252	The Dominion Coal Co., Ltd., N.S.	
100,078	Pandora	St. John, N.B.	"	1891	Greenwich, N.B.	83.6	27.0	7.3	98	H. A. Holder, St. John, N.B.	
100,486	Pandora	Lunenburg	"	1892	Lunenburg, N.S.	65.5	20.8	8.1	53	Abraham Cook, Lunenburg, N.S.	
72,316	Pausy	St. John, N.B.	"	1877 (1869)	Canning, N.B.	73.8	26.3	6.8	76	Asa F. Akorley, Greenwich, N.B.	
100,241	Pausy	Halifax	"	1891	Malone Bay, N.S.	47.6	16.8	6.8	32	Geo. Paer, Marie-Joseph, N.S.	
11,922	Paragon	Liverpool	"	1853	Port Medway, N.S.	56.5	17.2	6.9	35	Wm. Gosber, Canso, N.S.	
100,996	Parisian	Chatham, N.B.	"	1889	Shippegan, N.B.	34.0	12.6	4.4	10	Jos. W. Roudreau, Elm Tree, N.B.	
107,403	Parisien	Montreal	Sloop	1898	St. Thomas de Pierreville, Que.	85.6	19.9	5.0	65	Mrs. E. Duceau, Pierreville, Que.	
90,615	Parlee	Moncton	Schr—Glt	1855	Backs-port, U.S.A.	96.9	25.2	8.9	124	John Cullinan, M.O., St. John, N.B.	

SESSIONAL PAPER No. 21b

85,387	Parthenia.....	Port Medway	1882 Lunenburg, N.S.....	79 8	21 0	9 6	99 D. G. Cameron, Montague Bridge, P.E.I.
74,868	Parthenon.....	Toronto.....	1877 Oakville, Ont.....	62 0	18 5	6 5	56 Robt. McDonald, M.O., Hallowell, Ont.
90,877	Partridge.....	Yarmouth.....	1887 Shute Point, N.S.....	64 5	19 6	7 5	47 Joseph Goicoltchea, Arichat, N.S.
	Passport.....	Montreal.....	1864 St. Bonaventure, Que.....	86 4	22 6	5 7	74 F. Labelle, Sorel, Que.
107,583	Pastime	St. John, N.B.....	1897 St. John, N.B.....	24 3	8 6	2 7	3 E. D. N. Sears, St. John, N.B.
100,776	Patrick.....	Chatham, N.B.....	1890 Caraquet, N.B.....	36 9	12 2	5 0	11 P. Rivé, Caraquet, N.B.
91,857	Patriot.....	Port Hawkesbury.....	1890 Advocate, N.S.....	81 5	26 1	7 8	107 Jos. O. Hardy, Gabarouse, N.S.
100,187	Patriot.....	Montreal.....	1891 Pierreville, Que.....	93 1	22 2	5 5	90 E. Vergeau, Quebec, Que.
	Paul.....	".....	1873 Yauska, Que.....	102 8	21 5	6 6	97 J. B. C. St. Jean, Sorel, Que.
111,614	Paulette.....	Quebec.....	1901 Bergeronnes, Que.....	52 8	15 9	6 0	27 Ernest Boutinane, Bergeronnes, Que.
107,317	Pearl.....	Hullfax.....	1849 Wine Harbour, N.S.....	48 8	15 5	6 7	39 John Cooper, Wine Harbour, N.S.
100,231	Pearl.....	".....	1893 Mahone Bay, N.S.....	43 5	13 2	5 1	17 John J. Boutbot, Petite de Grat, N.S.
80,028	Pearl.....	St. John, N.B.....	1880 Holderville, N.B.....	67 0	21 6	5 9	47 Plymouth R. Stewart, Abma, N.B.
96,755	Pearl.....	".....	1889 Rexton, N.B.....	62 6	22 6	6 1	55 Henry G. McDougall, St. George, N.B.
100,723	Pearl.....	Montreal.....	1887 Bristol, Que.....	15 6	7 6	2 0	1 Wm. G. Ross, Montreal, Que.
111,114	Pearl Evelyn.....	Lunenburg.....	1900 Shelburne, N.S.....	100 0	25 0	9 7	99 Freeman Himmelman, La Have, N.S.
88,215	Peep O'Day.....	Hullfax.....	1878 Dover, N.S.....	39 8	12 5	6 0	12 A. Publicover, Dover, N.S.
111,712	Peerless.....	Lunenburg.....	1901 Lunenburg, N.S.....	90 6	21 8	9 5	95 A. H. Zwickler, Lunenburg, N.S.
85,371	Peerless.....	Yarmouth.....	1882 Londonderry, N.S.....	123 2	30 7	11 9	278 Benjamin Davis, Yarmouth, N.S.
103,778	Pelican.....	Chatham, N.B.....	1897 Shippagan, N.B.....	36 7	12 3	5 2	13 Wm. Fruing & Co., Ltd., Jersey.
103,994	Pelican.....	St. Andrews.....	1896 McTeague, N.S.....	40 6	14 5	7 0	21 Jas. A. Calder, Campo Bello, N.B.
103,044	Pendleton.....	Ottawa.....	1892 Casselman, Ont.....	51 5	14 5	4 3	36 La Banque Ville Marie, Montreal, Que.
73,783	Penelope.....	Victoria.....	1882 Yokohama, Japan.....	76 5	21 6	8 7	70 Victoria Sealing Co., Ltd., Victoria, B.C.
103,777	Penguin.....	Chatham, N.B.....	1897 Shippagan, N.B.....	36 8	12 3	5 1	13 Wm. Fruing & Co., Ltd., Jersey.
103,747	Perfect.....	Lunenburg.....	1896 La Have, N.S.....	61 3	20 8	7 8	51 J. Schmeisser, La Have, N.S.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct.	Where built. Lieu de construction.	Register Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.			
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.					
						ft.	inches.	ft.					
92,518	Peril.	St. Andrews.	Schr—Glt.	1888	Pennfield, N.B.	37	0	12	9	5	3	18	Martin Eldridge, Pennfield, N.B.
61,416	Perseverance.	Chatham, N.B.	"	1871	Shippegan, N.B.	39	1	12	9	5	1	14	Malcolm McPhail, Wellington, N.B.
85,451	Perseverance.	Quebec.	"	1877	St. Croix, Que.	65	8	20	6	5	8	68	Albert Gosselin, St. Antoine, Co. Lotbinière, Que.
168,122	Perseverance.	St. Andrews.	"	1865	St. Patrick, N.B.	48	6	16	9	1	8	21	C. D. Holt, St. Patrick, N.B.
92,485	Persia.	Windsor, N.S.	Bktn—Blight.	1886	Hantsport, N.S.	155	7	35	9	17	0	578	The Ship Persia Co., Ltd., Hantsport, N.S.
167,799	Peat.	St. John, N.B.	Sloop.	1897	St. John, N.B.	25	2	8	0	3	1	4	Jeremiah C. McKinsey, St. John, N.B.
92,386	Peruvian.	Kingston.	"	1888	Seely's Bay, Ont.	97	0	18	0	1	5	54	J. Shappie, Belleville, Ont.
75,892	Peter Mitchell.	Port Hawkesbury.	Schr—Glt.	1878	Escuminac, N.B.	50	6	17	3	6	9	26	Angus McDonald, Harbour au Pêche, N.S.
37,497	Petit Rivière.	Liverpool.	"	1857	Petite Rivière, N.S.	59	8	18	5	7	5	40	N. Swain, Barrington, N.S.
59,927	Petrol.	St. Andrews.	"		Trenton, U.S.A.	31	0	10	8	5	6	13	Wm. Holland, Lepreau, N.B.
71,391	Petrol.	Parsonsboro.	"	1878	Parsonsboro, N.S.	58	1	20	4	6	2	59	J. H. Nowcombe, Parsonsboro, N.S.
160,213	Petrol.	Halifax.	"	1891	Dartmouth, N.S.	72	1	17	9	10	5	56	John Hayes, Halifax, N.S.
163,761	Petrol.	Chatham, N.B.	"	1896	Shippegan, N.B.	36	0	12	0	4	8	12	T. Abier, Shippegan, N.B.
92,588	Petrol.	Gaspé.	"	1891	Grand River, Que.	36	6	12	0	5	2	13	J. H. LeBlanc, Grand River, Que.

SESSIONAL PAPER No. 21b

61,359	Phantom.....	Chatham, N.B.....	"	1871	Miramichi, N.B.....	47 6	14 2	5 7	17	John Read, Tidnish, N.S.
92,471	Phantom.....	Charlottetown.....	"	1888	Priest Pond, Lot 46, P.E.I.	41 3	8 7	7 4	11	Donald C. Leslie, Priest Pond, Lot 46, P.E.I.
100,510	Phantom No. 2.....	Victoria.....	Scow—Clad.....	1891	Victoria, B.C.....	70 0	26 0	6 0	77	J. A. Skayward, Victoria, B.C.
94,703	Phoebe & Emma Strall.....	Sydney.....	Schr—Glt.....	1869	U.S.A.....	74 7	21 3	7 8	70	John McKenzie, Baddeck, N.S.
80,575	Philomen.....	Windsor, Ont.....	Scow—Clad.....	1882	Belle River, Ont.....	69 0	17 2	3 6	38	H. Perrault, Detroit, U.S.A.
100,870	Philip Kearney.....	Quebec.....	Barge—Chalam.....	1881	Northumberland, N. Y., U.S.A.	94 8	18 4	8 2	119	Wm. Price, Quebec, Que.
71,645	Philippe.....	Montreal.....	Sloop.....	1873	Yanaska, Que.....	96 6	22 3	6 3	99	N. Turcotte, St. Edooard, Que.
103,248	Philippe.....	"	Barge—Chalam.....	1894	Sorel, Que.....	106 0	21 7	8 2	131	Sincennes McNaughton Line, Ltd., Montreal, Que.
80,665	Philippe.....	Ottawa.....	"	1881	"	108 0	22 0	7 2	154	M. Beaton, Cumberland, Ont.
55,931	Philomene.....	Quebec.....	"	1863	Grandines, Que.....	81 0	24 0	7 5	101	Germain Fongere, Champlain, Que.
69,580	Philomene.....	"	Schr—Glt.....	1873	Baie St. Paul, Que.....	51 0	15 0	7 1	28	H. Castonguay, L'Assomption de Macindet, Que.
72,007	Philomene D.....	Ariclet.....	"	1881	River Pomgoise, N.S.....	46 4	16 6	6 1	22	John Pelham, Javrus Harbour, N.S.
75,445	Phenix.....	Gaspé.....	"	1880	Esquimaux Point, Que.....	45 5	17 1	6 9	28	Placide Vigneau, Esquimaux Point, Que.
85,620	Phenix.....	Parrishoro.....	"	1883	Parrishoro, N.S.....	144 3	34 0	12 9	397	George W. Newcomb, Parrishoro, N.S.
78,049	Pholine.....	Chatham, N.B.....	"	1880	Bectouche, N.B.....	49 0	15 2	6 5	26	F. X. Lagere, Shediac, N.B.
107,320	Piena.....	Halifax.....	Sloop.....	1890	East Boston, U.S.A.....	34 8	11 0	5 2	9	Walter G. Jones, Halifax, N.S.
74,201	Pierreville.....	Montreal.....	"	1874	Pierreville, Que.....	103 0	22 7	7 5	126	A. Charland, St. Thomas de Pierreville, Que.
103,683	Pike.....	Ottawa.....	Barge—Chalam.....	1895	Kippewa, Que.....	53 8	13 2	4 2	17	Alex. Lamsden, Ottawa, Ont.
111,417	Pilgrim.....	Lanenburg.....	Schr—Glt.....	1900	La Have, N.S.....	96 0	24 2	9 7	99	Thos. A. Wilson, Bridgewater, N.S.
92,484	Pilot.....	Windsor, N.S.....	Sloop.....	1878	Cornwallis, N.S.....	41 0	12 0	1 9	14	Samuel Bigelow, Canning, N.S.
72,503	Pilot.....	Kingston.....	Schr—Glt.....	1866	Wilson, U.S.A.....	63 0	15 5	5 8	34	Benj. Bowen, Trenton, Ont.
100,477	Pilot.....	Lanenburg.....	"	1892	LaHave, N.S.....	52 9	18 6	7 3	42	Edward Malcolm, Port Malcolm, N.S.
72,674	Pilot.....	Victoria.....	Sloop.....	1876	Portland, U.S.A.....	122 0	24 0	11 0	120	James C. Prevost and F. Adams, J. O., Victoria, B.C.
91,838	Pinafore.....	St. Andrews.....	"	1878	Booth Bay, Maine, U.S.A.	37 1	15 0	5 5	17	George H. Leeman, West Isles, N.B.
92,505	Pioneer.....	Sydney.....	Schr—Glt.....	1887	Little Bras d'Or, N.S.....	36 0	11 6	5 2	9	Prod. Richard, Little Bras d'Or, N.S.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c. — *Continued.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						ft. mds.	ft. mds.	ft. mds.		
100,144	Piper.....	Winnipeg.....	Barge—Chalan.....	1892	Fort Frances, Ont.	51 0	8 5	4 0	17	Edward W. Byrdges, Rat Portage, Ont.
35,687	Planet.....	Liverpool.....	Schr. Glt.....	1848	Port Medway, N.S.	47 1	15 7	7 1	29	H. B. Mitchell, Chester, N.S.
77,622	Pleasantville.....	Lancenberg.....	".....	1879	Pleasantville, N.S.	80 0	23 8	9 1	98	W. H. Brookfield, Halifax, N.S.
66,710	Pleiades.....	Charlottetown.....	".....	1871	Pubnico, N.S.	54 1	18 1	6 6	38	Robert McInnis, Wallace, N.S.
85,641	Pleroma.....	Lancenberg.....	".....	1888	Malbone Bay, N.S.	81 5	24 1	9 3	95	A. L. Howard, Brownsburg, Que.
61,365	Plover.....	Chatham, N.B.....	".....	1872	Shippegan, N.B.	53 8	15 5	6 1	30	Philip Luce, Jersey.
89,801	Plymouth.....	Windsor, N.S.....	Bk. Bq.....	1879	Hantsport, N.S.	198 0	40 0	23 3	1312	The Ship Plymouth Co., Ltd., Hantsport, N.S.
88,437	Polar Star.....	Halifax.....	Schr. Glt.....	1884	Sherbrooke, N.S.	49 5	17 1	7 2	29	Jas. McConnell, Port Hillford, N.S.
66,747	Polar Star.....	Port Hawkesbury.....	".....	1875	Brooklyn, N.S.	73 6	22 2	8 2	76	W. S. Malley, Richibucto, N.B.
107,315	Pollywog.....	Halifax.....	Sloop.....	1899	Dartmouth, N.S.	23 7	6 5	3 1	2	Fredrick H. Waghorn, Halifax, N.S.
107,752	Pontiac.....	Kingston.....	Dredge.....	1890	Montsberg, Ont.	82 7	26 0	6 8	135	W. J. Poupore, Ottawa, Ont.
61,971	Pontiac.....	Quebec.....	Barge—Chalan.....	1871	Quebec, Que.	105 0	22 6	7 0	129	J. B. Lanchard, Montreal, Que.
103,437	Pontiac.....	Ottawa.....	".....	1889	Fuckingham, Que.	51 0	18 7	1 4	33	W. J. Poupore, Ottawa, Ont.
83,473	Porpoise.....	St. Andrews.....	Schr. Glt.....	1860	Laloe, Me., U.S.A.	52 7	17 8	6 0	32	Jas. W. Ingersoll, Grand Manan, N.B.

SESSIONAL PAPER No. 21b

Portland	Kingston	Barge—Chalan.	1863	Redford Mills, Ont.	108 0	20 7	7 5	1874	J. B. Cantin, Montreal, Que.
83,289	"	"	1872	Kingston, Ont.	108 0	22 8	7 0	126	S. T. Easton, Ottawa, Ont.
108,195	Liverpool	Schr—Glt	1882	Ottawa, Ont.	110 6	27 8	14 8	231	W. Mitchell, et al., Halifax, N.S.
71,035	Charlottetown	"	1894	Liverpool, N.S.	62 0	20 0	7 0	46	A. F. Bruce, Valleyfield, P.E.I.
100,738	Windsor, N.S.	"	1876	Tusket, N.S.	126 0	30 0	10 7	243	W. H. Baxter, Canning, N.S.
107,655	Lancenburg	"	1893	Canning, N.S.	98 5	25 2	9 8	99	James Wamback, M.O., La Have, N.S.
80,055	St. John, N.B.	"	1889	La Have, N.S.	75 0	25 1	6 8	73	John Prescott, Calais, Me., U.S.A.
85,416	Pride of America	"	1881	Calais, Me., U.S.A.	133 0	23 3	12 2	285	Michael Ryan, Quebec, Que.
41,776	Princess	Bktn Bggh.	1863	St. Catharines, Ont.	52 1	17 5	7 2	32	Wm. H. Paint, Port Hawkesbury, N.S.
92,371	Princess	Schr—Glt	1868	La Have, N.S.	37 8	13 8	6 2	11	August Gray, Pemaunt, N.S.
90,873	Princess	"	1887	Chester, N.S.	53 3	19 3	7 1	31	Ephraim Larkin, Slag Harbour, N.S.
75,711	Princess	"	1886	Matland, N.S.	38 0	13 4	5 1	10	J. Stevens, Freeport, N.S.
37,605	Princess Consort	"	1877	Cape St. Mary, N.S.	56 8	18 2	7 4	39	Joseph Shankell, St. Margaret's Bay, N.S.
92,663	Prince Edward	"	1897	Mahone Bay, N.S.	47 4	15 0	5 6	18	L. H. McLean, Charlottetown, P.E.I.
73,130	Princeport	"	1887	Summerside, P.E.I.	83 2	24 1	9 7	122	N. F. Marshall, Mulleton, N.S.
70,282	Princess	Barge—Chalan.	1883	Princeport, N.S.	142 0	26 6	10 2	300	Kingston & Montreal Forwarding Co., Montreal, Que.
80,963	Princess	Schr—Glt	1874	Montreal, Que.	32 4	11 9	5 4	10	W. H. McAlpine, Louisburg, N.S.
77,736	Princess	"	1880	Little Glace Bay, N.S.	88 2	25 0	9 3	137	James Morehouse, et al., Brighton, N.S.
100,219	Princess	"	1879	Port Gilbert, N.S.	42 8	14 7	5 2	16	Frank Romo and Joseph Romo, Chezet-cook, N.S.
83,257	Princess Louise	"	1889	Cheztook, N.S.	47 2	16 2	6 5	21	C. B. Ingalls, Grand Harbour, Grand Manan, N.B.
78,041	Princess Louise	"	1883	Granville, N.S.	49 0	16 2	6 3	21	R. R. Call, Newcastle, N.B.
37,374	Priscilla	"	1879	Chatham, N.B.	37 5	11 4	5 5	18	J. McKinzey, Canso, N.S.
107,274	Priscilla	"	1847	Cut of Canso, N.S.	98 6	25 6	10 0	130	Abraham W. Hendey, Liverpool, N.S.
111,509	Priscilla	"	1899	Liverpool, N.S.	81 6	27 0	7 6	102	Alonzo M. Granville, Waterborough, N.B.
83,265	Prize (The)	"	1900	Newcastle, N.B.	32 0	10 0	4 1	7	J. B. Templeman, Hampton, N.S.
		"	1885	St. John, N.B.					

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Reg. Groscent.	Built—Construct. Lieu de construction.	Where Built. Lieu de construction.	Register Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.			
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.					
						ft. mths.	ft. mths.	ft. mths.					
42,437	Progress	Gaspé	Schr—Glt	1872	Esquimaux Point, Que.	60	8	8	0	52	Nat. Boudreau, Esquimaux Point, Que.		
77,620	Progress	Liverpool	"	1879	Lanenburg, N.S.	69	6	8	2	73	A. B. Crosby, Halifax, N.S.		
59,241	Progress	St. John, N.B.	"	1869	Grand Lake, Queen's Co., N.B.	73	6	6	8	93	Chas. Flower, St. John, N.B.		
94,677	Progress	Halifax	"	1889	Spry Bay, N.S.	39	1	12	7	5	11	Robert Leslie, Halifax, N.S.	
103,977	Progress	Quebec	"	1893	St. Siméon, Que.	64	4	21	0	7	1	56	A. Bellez, St. Siméon, Que.
a103,069	Prohibition	Yarmouth	"	1896	Salmon River, N.S.	90	3	27	2	8	0	121	J. R. Blaufeld, Tusket, N.S.
107,347	Prosperare	"	"	1901	Port Coveville, N.S.	117	3	31	3	11	9	378	The Prosperare Shipping Co., Ltd., Yarmouth, N.S.
73,082	Protecteur	Montreal	Sloop	1874	St. Marcel, Que.	102	0	22	1	6	2	101	Moise Robidou, Yarmaska, Que.
111,402	Protector	Lanenburg	Schr—Glt	1900	La Have, N.S.	33	2	21	5	9	1	95	Thomas A. Wilson, Bridgewater, N.S.
74,231	Providence	Montreal	Sloop	1872	St. François, Que.	91	0	22	0	5	4	82	M. Larumie, St. Louis de Bonsecours, Que.
77,588	Providence	"	"	1875	Yarmaska, Que.	99	6	23	0	6	4	105	Joseph Laforet, Sorel, Que.
100,184	Providence	"	"	1891	Yarmaska, Que.	106	1	22	9	7	8	138	Alphonse Desrosiers, Laurotic, Que.
53,835	Providence	Quebec	Schr—Glt	1865	Caraguet, N.B.	65	6	18	0	7	9	18	J. B. Barrett, Baie Mille-Vaches, Que.
33,975	Providence	"	"	1855	Deschambault, Que.	65	6	22	0	7	2	69	Oncésime Faquet, Deschambault, Que.

SESSIONAL PAPER No. 21b

67, 69, 592	Providence.....	"	1873	Kaunouaskas, Que.....	61 6	18 5	6 6	45	Marciel Stangelet, Les Escoumains, Que.
74, 269	Providence.....	"	1876	Baie St. Paul, Que.....	67 6	19 7	9 0	75	François M. Audet, Quebec, Que.
85, 461	Providence.....	"	1882	Gentilly, Que.....	77 0	22 5	7 0	78	L. Sévigny, Ste. Croix, Que.
103, 976	Providence.....	"	1896	St. Siméon, Que.....	51 6	16 8	6 5	33	Jos. Tremblay, St. Fidèle, Co. Charlevoix, Que.
96, 732	Providence.....	Chatham, N.B.	1889	Shippegan, N.B.....	34 3	13 4	4 5	11	Wm. Pruing & Co., Ltd., Jersey.
96, 740	Providence.....	"	1890	Caraqueb, N.B.....	38 5	12 4	5 0	13	P. Albert, Caraqueb, N.B.
72, 676	Providence.....	"	1871	Shippegan, N.B.....	36 4	12 1	4 5	12	T. Abior, Shippegan, N.B.
91, 741	Prudent.....	St. John, N.B.	1888	Portland, N.B.....	43 9	26 6	7 6	121	John M. Taylor, St. John, N.B.
80, 858	Psyche.....	Halifax	1876	Halifax, N.S.....	25 0	7 8	4 0	1	Franklin S. West, Halifax, N.S.
103, 993	Pythian Knight.....	St. Andrews.....	1897	Shebourne, N.S.....	48 0	15 0	6 0	19	Frank Ingersoll, Grand Manan, N.B.
38, 773	Quartette.....	Halifax	1868	Wallace, N. S.....	67 5	21 5	8 0	61	Harris Halley, St. Margaret's Bay, N.S.
46, 201	Quebec.....	Montreal.....	1862	Quebec, Que.....	90 0	24 5	9 0	133	Prosper Laplante, Laclaine, Que.
111, 663	Quebec.....	"	1901	Levis, Que.....	206 2	10 0	11 6	983	The Montreal Transportation Co., Montreal, Que.
	Queen.....	"	1867	Rivière-du-Loap, Que.....	103 0	21 6	7 2	149	J. E. Poirer, Laclaine, Que.
109, 967	Queen.....	Chatham, N.B.	1888	Caraqueb, N.B.....	33 2	12 1	4 6	10	R. Young, Caraqueb, N.B.
103, 476	Queen Charlotte.....	Victoria.....	1895	Massett, B.C.....	52 0	16 0	5 5	25	A. Brown (Indian), Massett, B.C.
103, 474	Queen May.....	"	1895	Victoria, B.C.....	43 0	13 0	4 6	19	Chas. Peterson, Nanaimo, B.C.
52, 179	Queen of Clippers.....	St. John, N.B.	1865	Grand Lake, Queen's Co., N.B.	72 5	24 0	6 5	66	Joseph M. Belyea, Greenwiel, N.B.
36, 136	Queen of the East.....	Guy'sboro'	1857	Chicoteook, N.S.....	48 8	15 8	6 4	25	W. Gilfin, Isaac's Harbour, N.S.
69, 487	Queen of the Fleet.....	Lunenburg.....	1874	Lunenburg, N.S.....	61 0	20 3	7 6	46	P. W. Maskell, Jeddore-West, N.S.
77, 626	Queen of the Lakes.....	Kingston.....	1853	Portsmouth, Ont.....	128 0	23 3	10 3	190	George A. Richardson, Kingston, Ont.
	Queen of the North.....	Toronto.....	1861	Nottawasaga, Ont.....	125 0	23 2	10 8	317	Henry M. Jackson, Toronto, Ont.
100, 657	Quetay.....	St. John, N.B.	1891	St. John, N.B.....	94 4	26 2	7 5	123	John M. Taylor, St. John, N.B.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

Official number. Numero matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Constructé.	Where Built. Lieu de construction.	Register Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Feet.	Feet.	Feet.		
96,761	Quick	Port Hawkesbury	Schr. Glt.	1867	Cheticamp, N.S.	39 4	13 4	5 1	13	Philip Le Montais, Cheticamp, N.S.
57,681	Quick Step	Halifax	"	1868	Jeddore, N.S.	43 6	15 2	6 0	22	John McKinnon, West Bay, N.S.
111,471	Quickstep	Arichat	"	1889	Essex, Mass., U.S.A.	91 0	24 0	10 2	83	Samuel Spoon, Litchfield, N.S.
88,504	Quickstep	Sydney	"	1883	Lingan, N.S.	38 0	12 4	5 3	12	Frodk. Marsh, Lingan, N.S.
111,616	Quissetta	Lanenburg	"	1901	Lanenburg, N.S.	90 6	21 8	9 8	96	James A. Hirdle, Lanenburg, N.S.
107,901	Quoddy Queen	St. Andrews	Sloop	1899	Weymouth, N.S.	32 6	11 6	6 0	13	Harrington Captil, Grand Manan, N.B.
57,732	R. N. B.	Windsor, N.S.	Schr.—Glt.	1869	Londonderry, N.S.	56 8	17 5	6 8	37	L. A. Rowe, Parrshoro', N.S.
107,561	R. P. S.	Parsboro'	"	1899	Lower Economy, N.S.	70 8	23 0	8 0	71	R. P. Soley, Economy, N.S.
74,064	R. A. South	Windsor, Ont.	Screw Chel.	1877	River Thames, Ont.	40 0	12 6	3 2	11	Horace Bartlett, Sarnia, Ont.
77,991	R. C. W. McCaughey	Ottawa	Barge—Chatham.	1879	Hull, Que.	108 6	22 7	7 7	165	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
94,817	R. H. Brown	Windsor, Ont.	Schr. Glt.	1882	Marine City, U.S.A.	63 0	17 2	6 2	51	John Cacarette, Belle River, Ont.
2100,806	R. I. Morse	Victoria	"	1892	Fairhaven, U.S.A.	45 0	14 6	6 6	30	James Hunter, Victoria, B.C.

SESSIONAL PAPER No 216

80,659	R. O. Myers	Ottawa	Barge	Chatham	1881 Monte Belle, Que	106.9	22.5	6.8	113	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
83,328	R. S. McKenzie	"	"	"	1881 Hull, Que	109.4	21.7	7.9	151	"
80,891	R. W. Cooper	"	"	"	1880 Ottawa, Ont	110.3	22.6	7.7	161	"
69,293	R. W. Smith	Lunenburg	Schr	Glb	1875 Lunenburg, N.S.	72.0	22.7	8.4	71	Fred. Moseley, Sydney, N.S.
100,47	R. Beatrice	"	"	"	1892 Malbone Bay, N.S.	41.6	11.1	6.1	19	Jas. Morash, Dover, N.S.
92,375	R. Carson	St. John, N.B.	"	"	1868 St. Martin's, N.B.	80.8	27.2	7.5	99	Robt. Carson, St. Martin's, N.B.
88,432	R. Ferguson	Archet.	"	"	1867 Solher's Cove, N.S.	41.1	15.3	6.1	21	John McDonald, Lynch River, N.S.
79,431	R. Knight	St. John, N.B.	Wdgt	Bab.	1875 Cambridge, N.B.	67.3	22.6	6.9	17	Fanch. Nightingale, Newcastle, N.B.
84,777	R. Lepine	Montreal	Barge	Chatham	1884 Monte Belle, Que	112.3	22.7	6.2	12	Wm. Owens, Stonefield, Que
83,379	R. Montroy	Manitland	Bk	Bq	1884 Manitland, N.S.	191	37.6	22.2	156	Alas. For. Manitland, N.S.
92,510	Rachel	Montreal	Barge	Chatham	1867 Yama-Ea, Que	102.5	23.6	8.1	119	Jos. Benvier, St. Roch's Que
90,836	Rachel H. Poyel	Port Medway	Schr	Glb	1900 Port Medway, N.S.	91.2	21.1	19.9	115	James N. Wylie, Port Medway, N.S.
91,796	Racharn	Richibucto	"	"	1863 Roxton, N.B.	76.1	22.3	8.9	71	Henry McLean, Roxton, N.B.
90,758	Ramp St. Madeleine	Quebec	Sloop	"	1860 La Petite Riviere, St. Francis Xavier, Que	51.2	16.5	5.6	27	Bernard Tremblay, La Petite Riviere, St. Francis Xavier, Que
90,393	Rapha	Lunenburg	Schr	Glb	1865 Petite Riviere, N.S.	69.8	19.6	7.7	51	Thos. White, Margaree, N.S.
90,927	Ranona	Charlottetown	Blm	Blgth.	1890 Redford, P.E.I.	119.5	29.2	11.9	100	Wm. Richards, Redford, P.E.I.
11,368	Rango	Gaspere	Schr	Glb	1860 Sandy Beach, Que	55.8	18.6	7.3	12	John Gallant, Grandigne, N.B.
75,411	Rango	"	"	"	1877 St. John's, Nfld	41.8	12.3	5.3	11	Thos. Whittle, Antigonish, Que
11,619	Ranger	Pictou, N.S.	"	"	1859 Tomagouche, N.S.	47.8	15.5	6.5	21	J. M. McDonald, Guysborough, N.S.
77,913	Ranger	Port Hope	"	"	1877 Suspension Bridge, J.S.A.	65.9	12.5	1.2	21	N. Willeboer, Belleville, Ont
51,320	Rango	Quebec	Barge	Chatham	1831 Quebec, Que	133.5	21.7	11.9	211	J. J. Fobas, Quebec, Que
100,890	Rango	Barrington	Schr	Glb	1865 Barrington, N.S.	36.9	11.6	1.2	11	T. K. Nicholson, Barrington, N.S.
100,379	Rango	Chatham, N.B.	"	"	1868 Carquest, N.B.	36.9	12.1	1.1	16	C. Robt. Colles & Co., Ltd., Jersey
"	Raoul	Montreal	Barge	Chatham	1869 St. Francis, Que	51.8	17.8	5.1	100	Wm. McCaffrey, Ottawa, Ont
70,285	Rappel	Kingston	"	"	1871 Quebec, Que	121.5	21.1	9.6	22	The Kingston & Montreal Forwarding Co., Ltd. Kingston, Ont

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						Dimensions			
						Length Longueur	Breadth Largeur	Depth Profondeur	
85,528	Rapid City	Toronto	Schr—Glt	1881	Bronté, Ont.	70.0	19.1	3.7	37 W. G. Atkinson, Whitby, Ont.
100,475	Rapture	Laurenburg	"	1892	LaHave, N.S.	61.6	20.6	8.2	57 Edward Chapman, Marway Harbour, P. E. I.
103,256	Raven	St. John, N.B.	"	1895	Greenwich, N.B.	53.4	18.9	5.3	47 H. A. Willagar, Kars, N.B.
103,287	Raven	Chatham, N.B.	"	1895	Shippegan, N.B.	35.0	12.3	1.8	11 T. Abier, Shippegan, N.B.
100,273	Ravola	Windsor, N.S.	"	1892	Schuon River, N.S.	88.1	28.0	8.9	130 J. Willard Smith, St. John, N.B.
92,631	Ray	Laurenburg	"	1878	LaHave, N.S.	33.6	11.2	1.5	11 Timothy Rodden, Chester, N.S.
91,753	Ray G.	Parrsboro'	"	1889	St. Martin's, N.B.	75.1	26.1	7.5	96 Hugh Gillespie, Parrsboro', N.S.
103,900	Razal-Duzzle	New Westminster	Barge—Chalam.	1893	Island, U.S.A.	56.9	14.0	2.8	18 W. J. Kane, Kaslo, B.C.
75,649	Reerut	Deseronto	"	1886 1901	St. Catharines, Ont.	141.0	25.2	10.6	297 The Railton Co., Deseronto, Ont.
72,960	Red Bird	St. Catharines	Scow—Clad.	1870	Hamilton	64.6	17.3	4.1	39 H. Mimes, Welland, Ont.
96,888	Red Island	Ottawa	Schr—Glt			102.0	22.0	10.6	152 The Minister of Marine and Fisheries, Ottawa, Ont.
103,272	Red Weasel	Chatham, N.B.	"	1893	Tracadie, N.B.	35.2	12.0	4.8	11 J. Young, Tracadie, N.B.
100,775	Redgauntlet	"	"	1890	Caraguet, N.B.	35.5	12.0	4.6	11 P. Rive, Caraguet, N.B.
88,324	Redoubtable	Quebec	"	1886	St. Alexis, Que.	61.0	20.4	8.3	67 A. W. Dollard, Grand Bay, Que.

SESSIONAL PAPER No. 216

77,605	Reform	Lambourg	"	1878	Bridgewater, N.S.	64.5	21.0	8.0	56	Durance Bourgeois, St. Pierre, Miquelon.
111,705	Reform	"	"	1857	Essex, Mass., U.S.A.	68.0	19.7	7.6	58	Fred. Zwicker, Mahone Bay, N.S.
106,889	Reform	Yarmouth	Pktn—Bkgft.	1894	Stavanger, G.B.	191.0	30.4	13.5	545	W. L. Lovitt, Yarmouth, N.S.
85,748	Régina	Quebec	Schr—Glt	1883	St. Anne-de-Monts, Que.	71.5	22.4	7.9	79	J. E. Bouclard, Quebec, Que.
103,613	Régina	"	Sloop	1894	Bay St. Paul, Que.	51.6	18.9	5.0	27	A. Lavoie, Bay St. Paul, Que.
85,423	Régina	Montreal	Schr—Glt	1870 1886	Kingston, Ont.	171.0	25.7	11.3	61	Montreal Transportation Co., Montreal, Que.
103,735	Régina	Parrsboro'	"	1898	Port Greville, N.S.	76.0	23.7	6.5	74	Stephen Rolf, Port Greville, N.S.
83,133	Régina B.	Halifax	"	1881	Summerside, N.S.	75.3	22.4	8.6	79	M. Williams, Musquodoboit, N.S.
103,796	Régine	Yarmouth	Sloop	1896	Pubnico, N.S.	35.7	12.5	5.8	10	W. D'Entremont, Pubnico, N.S.
90,569	Reindeer	Toronto	Schr—Glt	1886	Port Credit, Ont.	41.5	13.4	3.6	14	Benjamin B. Lynn, Packdale, Ont.
12,707	Reine Victoria	Quebec	"	1839	Batiscaun, Que.	96.0	22.5	6.4	87	Omer Lafleur, Ste. Croix, Que.
77,369	Reine des Anges	"	Sloop	1879	St. Marcel, Que.	87.5	21.0	5.4	73	A. Hamel, L'Annapolis, Que.
92,539	Reine des Anges	Montreal	"	1887	Yamaska, Que.	77.8	22.3	5.7	91	E. Thérien, Ste. Anne, Que.
107,339	Reliance	Lambourg	Schr—Glt	1900	La Have, N.S.	91.8	24.6	9.8	100	Artemas Zueck, La Have, N.S.
72,985	Relief	Wallaceburg	Barge—Chalau.	1875	Port Lambton, Ont.	89.0	19.7	4.0	50	Jeanes O'Leary and Geo. W. Downs, Port Lambton, Ont.
59,478	Relief	St. John, N.B.	Wcht—Bsb.	1868	First Range, Queen's Co., N.B.	74.6	24.6	6.7	69	C. H. Gordon, Greenwich, N.B.
	Relief	Montreal	Barge—Chalau.	1871	Sord, Que.	101.1	22.8	7.3	149	J. LaRivière, Ste. Anne, Que.
101,292	Rembrandt	Sydney	"	1876	U.S.A.	297.8	40.3	24.0	143	The Dominion Coal Co., Ltd., Gloucester Bay, N.S.
103,586	Remus	Chatham, N.B.	Schr—Glt	1896	Shippagan, N.B.	39.3	13.0	5.6	17	W. S. Loggie Co., Ltd., Chatham, N.B.
80,736	Réna	Quebec	Barge—Chalau.	1876	St. Anne de la Paroisse, Que.	77.7	23.7	6.6	75	Antoine Lévesque, Batiscaun, Que.
107,806	Rena F.	St. John, N.B.	Sloop	1898	Deer Island, N.B.	38.0	13.5	5.0	12	Melvine Morse, Grand Manan, N.B.
33,317	Renard	Quebec	Schr—Glt	1857	Madaba, Que.	44.0	14.4	6.2	23	Sylvain Tremblay, St. Francis, Que.
107,785	René	Ottawa	Scow—Chd.	1895	Hull, Que.	40.3	16.0	2.6	10	E. G. Laverdure, Ottawa, Ont.
107,653	Renown	Lambourg	Schr—Glt	1899	Lambourg, N.S.	88.5	24.0	9.1	83	W. C. Smith, Lambourg N.S.
100,352	Replevin	Chatham, N.B.	"	1890	Carriquet, N.B.	36.6	12.3	1.2	10	C. Robin Collas & Co., Ltd., Jersey.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
85,588	Reporter	St. John, N.B.	Schr—Glt	1883	Wickham, N.B.	86 0	26 2	7 8	122	R. C. Elkin, St. John, N.B.
97,112	Republic	St. Andrews	"	1836	Hadden, Conn., U.S.A.	65 6	22 3	7 9	70	Wm. Carson, St. Andrews, N.B.
83,253	Rescue	Annapolis	"	1883	Clementsport, N.S.	43 9	14 9	6 0	17	Josiah Parrill, Clementsport, N.S.
77,787	Rescue	Habifax	"	1881	Port Medway, N.S.	42 9	14 6	6 2	20	J. Dauphiné, Tantallon, N.S.
100,311	Ressie	Mailand	Bktn—Bkgt	1901	Mailand, N.S.	106 8	37 0	13 7	561	A. Putnam, Halifax, N.S.
85,627	Restive	Charlottetown	Schr—Glt	1884	Economy, N.S.	74 0	21 2	7 5	71	Jos. Read, Summerside, P.E.I.
83,132	Restless	Digby	"	1881	Vogler's Cove, N.S.	47 6	16 1	6 5	25	J. Coggins, <i>et al.</i> , Westport, N.S.
51,671	Restless	Montreal	"	1859	Cleveland, U.S.A.	73 0	20 0	8 5	72	C. H. Dodge, Belmont, Ont.
107,547	Reta & Rhoda	St. John, N.B.	Sloop	1845	St. John, N.B.	38 4	13 0	4 0	11	Isaac Newton, Grand Harbour, Grand Maun, N.B.
111,521	Retta E	Digby	Schr—Glt	1845	Cape St. Mary, N.S.	32 5	10 5	5 0	10	John A. Doucette, Cape St. Mary, N.S.
100,305	Rouben Doud	Windsor, Ont	"	1873	Winnecome, U.S.A.	137 7	26 0	11 6	308	Albert I. Forster, Toronto, Ont.
100,511	Rewa	Parrsboro'	"	1892	Port Greville, N.S.	99 8	28 7	8 8	123	Wm. B. McLean, St. John, N.B.
61,406	Reward	Chatham, N.B.	"	1871	Shippegan, N.B.	36 0	13 1	4 5	11	Joshua Alexander, Shippegan, N.B.
103,078	Reward	"	"	1894	"	37 6	13 0	5 3	13	J. De Grâce, Shippegan, N.B.

SESSIONAL PAPER No. 216

85,600	Rev.	St. John, N.B.	1883	St. Martin's, N.B.	66 4	22 5	6 8	58 R. Canson, St. Martin's, N.B.
111,677	Reynard	Parrshoro'	1901	Parrshoro', N.S.	161 0	31 8	18 1	580 Samuel Reynard, New York, U.S.A.
103,299	Rhoda	Liverpool	1896	Liverpool, N.S.	109 9	28 0	11 1	199 J. H. Harlow, <i>et al.</i> , Milton, N.S.
107,907	Rhoda G.	St. Andrews	1891	St. John, N.B.	21 0	9 4	5 6	8 Hantfort Small, Grand Manan, N.B.
49,473	Rhnama	Sydney	1861	Westport, N.S.	57 0	20 0	7 8	16 Major Shuman, Summerside, P.E.I.
92,320	Rialto	Shelburne	1888	Liverpool, N.S.	60 0	20 0	7 5	46 Duncan McLean, Coleman's Station, P.E.I.
74,406	Richard	Chatham, N.B.	1877	Richibucto, N.B.	131 0	30 6	18 6	531 H. O'Leary, Richibucto, N.B.
73,028	Richard B.	Amherst, M.I.	1889	Old Harry, Gaspe' Co., Que.	51 0	17 8	7 7	32 W. G. Leslie, Grindstone Island, Que.
37,172	Richard Simonds	St. John, N.B.	1861	Portland, N.B.	70 2	19 8	7 5	15 Jos. L. Cleveland, Margaretsville, N.S.
72,039	Richmond Queen	Halifax	1877	Little River, N.S.	33 4	16 7	15 3	37 Arsene Doucet, Grand Etang, N.S.
100,982	Rideau	Ottawa	1889	Drague Welland, Ont.	70 8	25 4	4 1	137 The Minister of Railways and Canals, Ottawa, Ont.
100,588	Riley	Montreal	1891	Yamaska, Que.	127 6	26 0	10 0	245 Canadian Forwarding & Export Co., Ltd., Montreal, Que.
91,998	Ripley Ropes	Charlottetown	1859	Essex, Mass., U.S.A.	67 4	20 0	6 9	53 Daniel Sutherland, Stanley Bridges, P.E.I.
75,506	Ripple	Yarmouth	1877	Bear River, N.S.	11 8	11 4	6 9	19 Vincent Brannen, Wood's Harbour, N.S.
75,763	Ripple	Arichat	1877	Port Medway, N.S.	39 4	15 2	5 3	17 Daniel McDonald, Port Richmond, N.S.
88,439	Ripple	Halifax	1884	Jeddore, N.S.	40 8	14 3	5 9	20 Isidore Boudrot, Petite de Grat, N.S.
80,303	Ripple	Parrshoro'	1882	Parrshoro', N.S.	42 5	11 2	6 1	16 Joseph Mitchell, Hampton, N.S.
18,338	Ripple	Guysboro'	1864	Indian Harbour, N.S.	43 0	15 0	5 5	21 W. R. Cutler, Arichat, N.S.
64,033	Ripple	Port Hawkesbury	1873	Digby, N.S.	51 0	17 5	6 3	31 Leander Tanner, Coal Harbour, N.S.
103,617	Ripple	Quebec	1891	Chateau Richer, Que.	68 2	22 2	7 2	70 W. Dechene, Chateau Richer, Que.
107,587	Ripple	St. John, N.B.	1898	Canning, N.B.	56 9	21 3	5 7	41 A. E. Flower, Canning, N.B.
85,349	Rise Over	Halifax	1883	Lunenburg, N.S.	75 5	23 2	8 7	81 Robert Moulton, Burgeo, Nfld.
75,591	Rise & Co.	St. Andrews	1877	Clare, N.S.	13 0	11 9	5 1	16 W. O'Brien, Campo Bello, N.E.
75,575	Rising Dawn	Lunenburg	1877	La Have, N.S.	42 0	15 0	5 1	18 Leonard Richardson, Indian Harbour, N.S.
96,806	Rising Sun	Halifax	1891	Chezetook, N.S.	47 3	17 1	6 5	28 R. Christian, Prospect, N.S.

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					Dimensions.				
					Length. Longeur.	Breadth. Largeur.	Depth. Profondeur.		
		ft. inches.		ft. inches.		ft. inches.			
97,191	Rita	Chatham, N.B.	Sloop—Glt.	1890 Caraquet, N.B.	35 4	12 3	5 0	12 C. Robin Collas & Co., Ltd., Jersey.	
103,311	Rita	Montreal	Sloop	1865 LaChine, Que.	33 0	10 1	3 3	5 C. O. Clark, Côte St. Paul, Que.	
59,462	Rival	Halifax	Sloop—Glt.	1876 La Have, N.S.	42 1	11 8	6 0	20 Henry Faulkner, Jeddore, N.S.	
71,098	Rival	"	"	1877 Chezzetcook, N.S.	47 0	16 6	7 2	31 Jacob M. Mitchell, Jeddore, N.S.	
88,223	River Belle	"	"	1881 Clyde River, N.S.	32 5	12 3	5 5	11 John D. Christian, Upper Prospect, N.S.	
92,582	River Belle	Gaspé	"	1888 Barachois, Que.	73 0	21 0	9 5	82 C. Ladhamme, Barachois, Gaspé, Que.	
111,470	River Branch	Chatham, N.B.	"	1901 Shippagan, N.B.	36 9	12 6	4 3	11 Wm. Frising & Co., Ltd., Jersey.	
57,688	River Dale	Halifax	"	1868 La Have, N.S.	59 6	19 3	7 1	18 Thomas Adams, st., Gaspé, Que.	
103,118	River Pride	Gaspé	"	1894 Gaspé, Que.	63 2	19 2	7 6	52 Chas. Le Marquand, Point St. Peter, Que.	
75,517	River Rose	Barrington	"	1878 Port Clyde, N.S.	37 0	11 1	5 9	13 Walter Coggins, Westport, N.S.	
85,590	Riverdale	St. John, N.B.	Wedge—Fib.	1883 Waterborough, N.B.	75 3	26 3	7 0	81 N. C. Scott, St. John, N.B.	
75,706	Riverside	Sydney	Sloop—Glt.	1878 Bras d'Or, N.S.	53 8	17 1	7 2	36 John H. Christie, Bras d'Or, N.S.	
111,648	Riviera	Lancenburg	"	1901 Shelburne, N.S.	88 0	24 0	9 4	96 Robert Dawson, Bridgewater, N.S.	
111,723	Roanoke	"	"	1901 Mahone Bay, N.S.	98 2	25 3	10 8	100 Abraham Ernst, Mahone Bay, N.S.	

SESSIONAL PAPER No. 21b

100,319	Rob Roy	Yarmouth	1888	Lockeport, N.S.	41 0	13 4	5 0	12	Freeman Lowe, Cape Island, N.S.
94,425	Rob Roy	Pictou, Ont.	1897	Pictou, Ont.	144 0	31 0	10 3	311	A. W. Hepburn, Pictou, Ont.
100,566	Rob S.	Halifax	1892	Malbone Bay, N.S.	42 0	14 6	6 4	21	Lewis Dickson, Louisburg, N.S.
107,411	Robert	Montreal	1899	St. Thomas de Pierre-ville, Que.	139 5	29 4	13 0	418	J. Ernest Muir, Montreal, Que.
90,143	Robert Evans	Winnipeg	1885	Kewatin, Ont.	52 6	13 5	3 5	29	The Kewatin Lumbering & Manufacturing Co., Ltd., Hamilton, Ont.
100,516	Robert Ewing	Parishboro'	1862	Advocate, N.S.	142 4	33 3	12 0	339	W. W. Lewis, Louisburg, N.S.
96,834	Robert F. Mason	Lauenburg	1890	Lauenburg, N.S.	71 8	23 5	9 1	87	W. C. Smith, Lauenburg, N.S.
53,862	Robert Kerr	New Westminster	1866	Quebec, Que.	190 6	38 4	23 7	1123	Canadian Pacific Railway Co., Montreal, Que.
94,421	Robert McDonald	Pictou, Ont.	1890	Pictou, Ont.	70 0	19 0	6 5	44	A. Matthews, Charlotte, N.Y., U.S.A.
80,394	Robert S. Besnard	Parishboro'	1882	Eatonville, N.S.	191 0	38 8	23 0	112	The Barque Robert S. Besnard Co., Ltd., St. John, N.B.
103,100	Roberval	Montreal	1891	St. Thomas, Que.	111 3	28 2	11 6	371	J. E. Carmel, St. Scholastique, Que.
103,946	Robin	Chatham, N.B.	1899	Caraquet, N.B.	38 0	12 8	5 0	12	C. Robin Collas & Co., Ltd., Jersey.
107,511	Robin Hood	St. John, N.B.	1898	Yarmouth, N.S.	23 7	9 0	3 2	5	James P. Lumney, St. John, N.B.
103,018	Rocket	Ottawa	1891	Cumberland, Ont.	41 2	16 0	1 6	4	Godfrey Fabert, Cumberland, Ont.
83,075	Rockland	"	1881	Rockland, Ont.	110 3	22 0	6 6	136	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
	Rodolphe	Montreal	1866	Yanaska, Que.	96 3	22 9	6 8	106	P. Savaille, Sorel, Que.
85,703	Roi des Eaux	"	1885	Pierreville, Que.	93 3	23 0	6 0	96	E. Sauvageau, Champlain, Que.
94,880	Roi des Eaux	"	1889	Yanaska, Que.	85 0	21 1	5 3	68	The Canadian Construction Co., Ltd., Montreal, Que.
107,125	Roma	Lauenburg	1899	Stelluarne, N.S.	95 0	25 0	9 4	99	David Ritcey, La Have, N.S.
75,116	Romaine	Montreal	1881	Gaspé, Que.	61 5	20 6	9 3	65	C. A. Cantin, Montreal, Que.
103,358	Roméo	Quebec	1895	Ric, Que.	38 5	14 4	5 1	22	L. Pineau, Ric, Que.
100,073	Roméo	St. John, N.B.	1891	Cambridge, N.B.	84 4	28 9	7 1	111	Peter Medwyn, St. John, N.B.
103,729	Roméo	Parishboro'	1897	Port Greenville, N.S.	71 4	24 0	6 9	79	T. M. Docksouth, Parrishoro', N.S.
103,587	Romulus	Chatham, N.B.	1896	Shippagan, N.B.	39 0	13 7	5 7	19	W. S. Loeggie Co., Ltd., Chatham, N.B.
92,404	Rosa	"	1886	"	36 2	13 1	5 0	17	Fabien O. Ache, Shippagan, N.B.

SESSIONAL PAPER No. 21b

103,978	Rose	Mystereuse	Quebec	Schr—Glt	1896	Les Ecuireuls, Que.	55	8	17	0	5	9	39	J. B. Dussault, Les Ecuireuls, Que.
71,255	Roscheller	Windsor, Ont.	Windsor, Ont.	Scow—Chld	1875	River Puce, Ont.	58	0	16	0	4	0	21	Alex. Clouthier, Rochester, Ont.
90,262	Rosemary	Charlottetown	Charlottetown	Schr—Glt	1885	Bonne Bay, Nfld	82	0	22	0	10	0	94	J. R. Larkins, Richmond, P.E.I.
80,628	Roseneath	Yarmouth	Yarmouth	"	1882	Shelburne, N.S.	84	6	24	0	9	7	92	Z. Nickerson, Port Clyde, N.S.
107,265	Ross	Point Ferry	Ottawa	Horse ferry		Arnprior, Ont.	45	2	22	8	2	2	16	A. J. Campbell, Arnprior, Ont.
100,668	Round Islander	Boat	Kingston	Barge—Chalan	1895	Verona, Ont.	40	8	12	4	3	6	14	Henry Bowdler, Verona, Ont.
83,702	Rover	Wallaceburg	Wallaceburg	"	1884	Wallaceburg, Ont.	75	7	18	0	5	3	46	Geo. Travis, Wallaceburg, Ont.
103,301	Rover	Deseronto	Deseronto	Schr—Glt	1894	Napanee, Ont.	42	0	15	0	4	6	13	D. Smith, Storrington, Frontenac Co., Ont.
103,016	Rover	Ottawa	Ottawa	Barge—Chalan	1870	Ottawa, Ont.	96	6	18	8	6	0	74	R. O'Neil, Ottawa, Ont.
53,551	Roving Bird	Halifax	Halifax	Schr—Glt	1865	Chezetcook, N.S.	44	9	15	1	6	4	24	Frederick J. Hyson, Malone Bay, N.S.
73,864	Roving Lizzie	Weymouth	Weymouth	"	1879	Clare, N.S.	35	0	12	3	4	9	11	John Carter and Benj. Carter, Penfield, N.B.
83,557	Rowdy	Yarmouth	Yarmouth	"	1884	Glenwood, N.S.	44	6	14	2	5	4	18	John D. Forbes, Barrington, N.S.
100,572	Rowena	Halifax	Halifax	"	1893	La Have, N.S.	57	1	20	2	8	0	51	Jas. Hemlow, jr., Liscombe, N.S.
100,539	Rowena	Digby	Digby	"	1891	Digby, N.S.	55	0	12	2	5	2	10	Orbin Sproule, et al., Digby, N.S.
103,261	Rowena	St. John, N.B.	St. John, N.B.	"	1879	Long Beach, N.B.	76	2	26	4	7	4	96	Geo. McKean, St. John, N.B.
73,994	Rowena	"	"	"	1879	Canning, N.B.	73	6	25	6	6	6	84	Mrs. Loretta Ward, Sackville, N.B.
111,835	Roxana	Digby	Digby	"	1899	Pubnico, N.S.	32	5	10	0	5	5	11	Amalie Titus, Westport, N.S.
73,119	Royal	Halifax	Halifax	"	1875	Chezetcook, N.S.	36	7	13	2	5	2	12	H. W. Embree, Port Hawkesbury, N.S.
90,816	Royal	Sault Ste. Marie	Sault Ste. Marie	"	1889	Drummond's Island, U. S.A.	48	0	15	0	6	6	63	Thomas A. Clemeace, Toronto, Ont.
	Royal Oak	Montreal	Montreal	Barge—Chalan	1865	Lancaster, Ont.	112	3	22	7	9	1	196	Montreal Transportation Co., Montreal, Que.
107,376	Rozzie	Sydney	Sydney	Schr—Glt	1901	Little Bras d'Or, N.S.	43	8	14	2	5	8	17	Joseph Degaat, Little Bras d'Or, N.S.
88,379	Ruby	Victoria	Victoria	"	1880	Cypress Island, W. T., U.S.A.	30	0	10	5	3	0	6	James Hatt, Mud Bay, B.C.
80,667	Ruby	Montreal	Montreal	Barge—Chalan	1881	Montreal, Que.	106	6	22	3	6	7	145	Dickson Anderson, Montreal, Que.
100,090	Ruby	St. John, N.B.	St. John, N.B.	Schr—Glt	1892	Greenwich, N.B.	40	5	11	7	4	8	15	W. J. Dean, Musquash, N.B.
107,500	Ruby	Quebec	Quebec	Sloop	1897	St. Simcon, Que.	37	2	15	5	4	4	14	Henry Savard, St. Simcon, Que.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.				Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur-gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Beam. Largeur.		
						Feet.	Feet.	Feet.	Feet.		
90,535	Rumet.....	Montreal.....	Sloop.....	1885	St. Louis, Que.....	71	19	5	2	42	A. Dameau, Jr., Pierreville, Que.
100,773	Rupert.....	Chatham, N.B.....	Schr—Glt.....	1890	Carapic, N.B.....	36	4	4	8	12	P. Rive, Carapic, N.B.
103,602	Rush Light.....	Sydney.....	".....	1896	Fouchie, N.S.....	57	2	19	3	7	A. B. Hooper, Fouchie, N.S.
103,273	Russel.....	Chatham, N.B.....	".....	1894	Miscou, N.B.....	36	2	12	2	4	J. M. Ward, Miscou, N.B.
107,772	Ruth.....	".....	Barge—Chalan.....	1875	Lillesund, Norway.....	138	0	30	0	17	Hugh D. McKezic, Halifax, N.S.
96,727	Ryse.....	".....	Schr—Glt.....	1889	Shippagan, N.B.....	36	2	12	3	4	Simai Aché, Shippagan, N.B.
107,909	S. B.....	St. Andrews.....	Sloop.....	1890	St. John, N.B.....	30	0	11	3	5	Shadrack Hancock, Grand Manan, N.B.
107,293	S. C. II.....	Amnapolis.....	Schr—Glt.....	1900	Digby, N.S.....	67	8	20	3	6	J. S. Hayden, Victoria Beach, N.S.
107,417	S. O. Co. No. 52.....	Montreal.....	Barge—Chalan.....	1898	Elizabethport, U.S.A.....	139	0	30	6	11	The Imperial Oil Co., Ltd., Montreal, Que.
107,886	S. O. Co. No. 56.....	Sarnia.....	".....	1888	Chester, U.S.A.....	162	4	30	2	14	The Imperial Oil Co., Ltd., Sarnia, Ont.
107,418	S. O. Co. No. 72.....	".....	".....	1898	Elizabethport, U.S.A.....	139	0	30	6	11	".....
85,558	S. A. Crowell.....	Yarmouth.....	Schr—Glt.....	1884	Salmon River, N.S.....	19	1	16	6	7	Laure LeBlanc, Salmon River, N.S.

96,953	S. A. Fowles	St. John, N.B.	"	1890	Hampton, N.B.	90 1	27 6	7 4	123	Arthur W. Adams, St. John, N.B.
100,312	S. C. Hood	Yarmouth	"	1892	Yarmouth, N.S.	38 0	13 8	5 3	12	Timothy Powell, Yarmouth, N.S.
51,781	S. E. Cove	Halifax	"	1866	Port Medway, N.S.	65 0	21 0	8 0	54	Reni Fongere, Desoussu, N.S.
96,810	S. E. Parker	"	"	1891	Owl's Head, N.S.	49 8	16 8	6 9	40	R. Nutter, Glace Bay, N.S.
53,074	S. G. Marshall	"	"	1868	Rustico, P.E.I.	65 2	20 9	6 3	51	Maudlow Smith, Wellington, Kent Co., N.B.
103,992	S. K. Wilson	St. Andrews	"	1881	Chance Harbour, N.B.	26 5	11 6	7 0	11	H. Lambert, Grand Manan, N.B.
92,643	S. & J. Collier	Baymanville	"	1872	South Marysburg, Ont.	106 0	33 8	8 7	116	James Lynch and Bridget Doerty, J.O., Belleville, Ont.
73,111	S. McKay	Halifax	"	1876	Chezetook, N.S.	39 0	12 0	5 5	16	Robert McGrath, jr., Halifax, N.S.
99,455	Schaskong	Winnipeg	Barge	1882	Rat Portage, Ont.	53 5	13 1	1 2	17	W. R. Dick, Winnipeg, Man.
37,630	Sabine	St. Andrews	Schr. Glt	1872	Farrshore, N.S.	58 2	19 8	8 0	50	Joseph Bennett, Boston, U.S.A.
74,139	Sadie	Halifax	"	1876	LaHave, N.S.	58 0	19 3	7 5	41	Isaiah Fongere, Larry's River, N.S.
99,868	Sadie	Charlottetown	"	1887	Launenburg, N.S.	71 2	23 0	8 5	79	W. H. Atken, et al., Charlottetown, P.E.I.
92,698	Sadie M.	Sydney	"	1889	Ingonish, N.S.	32 0	12 9	5 3	11	D. McLeod, Ingonish, N.S.
111,771	Sadie No. 3	Victoria	Barge	1901	Vancouver, B.C.	90 0	28 0	6 6	108	George McGregor, Victoria, B.C.
100,493	Sadie Turpel	"	Schr. Glt	1892	Victoria, B.C.	76 0	20 5	7 4	56	Victoria Sealing Co., Ltd., Victoria, B.C.
74,335	Safe	Halifax	"	1877	Tusket, N.S.	60 5	18 2	6 1	35	David Duncet, Chedoke, N.S.
71,307	Saguna	Richibucto	Bk. Bq	1882	Rexton, N.B.	169 0	33 7	20 0	777	John Jardine, et al., Rexton, N.B.
83,404	Sailors Home	Halifax	Schr. Glt	1882	Madame Bay, N.S.	76 5	23 2	8 9	93	J. T. Thompson, Halifax, and R. Reid, Port Hilliard, N.S.
69,082	Saint Agnes	"	"	1874	Chezetook, N.S.	49 8	16 9	7 3	38	Elbanzer Honans, Cham Harbour, N.S.
107,404	St. Aimé	Montreal	Sloop	1898	St. Aimé, Que.	99 2	22 9	6 5	106	Z. Lebrun, St. Aimé, Que.
111,484	St. Alfred	Quebec	"	1900	Portneuf, Que.	55 8	17 0	1 6	24	Arthur Tremblay, Portneuf, Que.
103,361	St. Alfred	"	"	1895	Château Richer, Que.	56 6	16 2	1 8	24	T. Bois, St. Siméon, Que.
103,615	St. Alphonse	"	"	1891	St. Alphonse, Que.	38 6	15 4	5 3	20	Eloi Pothault, Isle aux Coudres, Que.
94,876	St. Alphonse	Montreal	"	1889	Pierreville, Que.	108 7	23 0	8 0	149	Alphonse Mongeau, Sord, Que.
107,562	St. Anthony	Parishovet	Schr. Glt	1899	Farrshore, N.S.	85 9	26 1	8 6	100	P. McLaughlin, Parrshore, N.S.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. Suite.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Et tous et tous en tods				
77,394	St. Antoine	Montreal	Sloop	1879	St. Marcel, Que.	80 5	19 7	4 4	51	Damaise Chausse, Lanoraie, Que.
100,363	St. Antoine	Quebec	Barge	Chabon	1891	St. Croix, Que.	85 6	22 4	6 6	85 V. Charland, St. Jean des Châtillons, Que.
69,657	St. Antoine	"	"	"	1873	Montmorency, Que.	99 8	22 8	7 1	99 Thomas Sanné, Montreal, Que.
112,026	St. Antoine	"	"	"	1901	Leclercville, Que.	83 4	23 3	7 2	98 Antoine Morneau, Leclercville, Que.
103,838	St. Antoine	"	Sloop	Château Richer	1895	Château Richer, Que.	61 7	21 0	7 6	94 P. Gosselin, Château Richer, Que.
107,502	St. Antoine	"	Sloop	"	1898	St. Siméon, Que.	32 4	11 2	4 4	12 A. Vézina, St. Siméon, Que.
107,669	St. Antoine	"	"	"	1899	Crane Island, Que.	39 8	16 4	5 4	22 Wilfred Vézina, Crane Island, Que.
111,488	St. Antoine	"	Sloop	Château Richer	1900	St. Fulgence, Que.	72 0	20 6	6 8	51 Arthénaus Lajoie, St. Fulgence, Que.
107,679	St. Antoine de Padoue	"	"	"	1900	La Petite Rivière, St. François Xavier, Que.	71 4	22 4	6 1	58 Alfred Bouchard, Petite Rivière, Co. Charlevoix, Que.
107,885	St. Bartolomé	Montreal	Sloop	"	1899	St. Aimé, Que.	67 7	18 4	4 6	37 Bartolomé Caron, St. Aimé, Que.
111,613	St. Benoît	Quebec	Sloop	"	1901	La Petite Rivière, St. François Xavier, Que.	67 2	20 2	5 2	41 Joseph Bouchard, Petite Rivière, Que.
107,570	St. Bernard	Parrsboro'	"	"	1901	Parrsboro', N.S.	90 8	26 7	9 1	123 P. McLaughlin, Parrsboro', N.S.
85,300	St. Bernardin	Montreal	Sloop	"	1882	St. Thomas, Que.	101 0	23 3	6 7	101 Nazaire Lavigne, Charlemagne, Que.
111,486	St. Cécile	Quebec	Sloop	"	1900	Isle aux Coudres, Que.	70 0	23 9	7 2	65 Alfred Desbiens, Isle aux Coudres, Que.

73,060	St. Charles	"	Barge—Chalan	1872	Yamaska, Que.	99.5	22.0	6.7	107	Jean Salvais, Yamaska, Que.
107,576	St. Charles	"	Sloop	1899	Green Island, Que.	38.0	14.8	4.4	16	Adolphe Fraser, Green Island, Que.
103,131	St. Charles	"	"	1893	L'Islet, Que.	30.8	14.6	4.2	16	Phidne Moreault, L'Islet, Que.
100,597	St. Charles	Montreal	"	1891	Pierreville, Que.	104.4	22.4	6.9	121	Charles Mongeau, Sorel, Que.
71,210	St. Clair	Chatham, Ont.	Schr—Glt	1875	Sophiasburgh, Ont.	82.0	21.0	8.0	101	W. T. Hunter, Bruce Tp., Ont.
107,117	St. Clair	Lambourg	"	1898	Lambourg, N.S.	85.6	23.5	9.3	98	Charles Smith, Lambourg, N.S.
91,739	St. Croix	Windsor, N.S.	Bkth—Bkglt	1890	Newport, N.S.	157.9	36.5	16.0	653	Thos. Aylward, Windsor, N.S.
73,100	St. Cyrrien	Montreal	Sloop	1872	Pierreville, Que.	105.0	22.8	7.1	128	J. B. Desmarais, Pierreville, Que.
97,198	St. Dona	"	"	1896	"	90.8	23.1	5.7	92	J. Varien, St. Michel, Que.
100,863	St. Edouard	Quebec	Schr—Glt	1893	St. Siméon, Que.	58.6	18.0	5.0	25	C. Gagnon, St. Siméon, Que.
83,359	St. Edouard	"	Sloop	1882	Château Richer, Que.	61.2	18.9	5.6	39	Jean Boithiaume, Bon Desir, Que.
100,368	St. Edouard	"	Barge—Chalan	1892	Gentilly, Que.	105.8	22.9	7.3	134	Télesphore Turcotte, Gentilly, Que.
92,761	St. Etienne	"	Schr—Glt	1888	Tadoussc, Que.	51.8	20.9	5.6	49	Auguste Côté, Grande Baie, Que.
71,257	St. Flavie	"	"	1876	St. Flavie, Que.	46.8	14.7	6.4	28	Ferdinand Émond, Ste. Flavie, Que.
97,135	St. François	"	Sloop	1890	L'Islet, Que.	48.0	16.8	1.8	19	H. Fournier, L'Islet, Que.
107,240	St. François	"	"	1898	St. Siméon, Que.	41.6	14.3	4.6	17	J. Foster, St. Siméon, Que.
77,551	St. François Xavier	Montreal	"	1874	Batiscau, Que.	88.0	22.3	6.6	92	L. Bernier, St. Jean des Chaillons, Que.
69,000	St. François Xavier	Quebec	Schr—Glt	1873	Ste. Genevieve de Batiscau, Que.	92.1	22.6	7.0	99	F. X. Desstream dit Barbeau, Batiscau, Que.
80,717	St. François Xavier	"	"	1878	Mille-Verdes, Que.	56.1	17.5	6.0	34	Alfred Renaud, La Petite Rivière, St. François Xavier, Que.
88,256	St. George	St. John, N.B.	"	1879	Westfield, N.B.	55.5	17.0	3.5	26	C. E. Belyea, St. John, N.B.
92,760	St. George	Quebec	"	1888	Lebinière, Que.	68.4	20.9	5.7	47	Louis Delisle, Ste. Croix, Que.
97,123	St. George	"	Sloop	1886	St. Thomas, Que.	52.8	16.4	5.4	26	Narcisse Collin, Montmagny, Que.
111,025	St. George	"	"	1901	Les Ebloulements, Que.	32.8	10.1	5.0	10	George Gagné, Les Ebloulements, Que.
111,612	St. George	"	"	1901	La Petite Rivière, St. François Xavier, Que.	54.0	18.6	5.2	30	Engenr. Dufour, Petite Rivière, Que.
103,361	St. George	"	"	1891	Château Richer, Que.	60.0	20.6	5.7	13	F. Simard, Château Richer, Que.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c. — *Continued.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Tonnage		
						ft.	ft.	ft.	ft.		
100,178	St. George	Montreal	Sloop	1891	Shoreham, G.B.	28 7	7 5	4 3	5	William A. Benyon, Montreal, Que.	
103,970	St. Gertrude	"	"	1868	St. Francois du Lac, Que.	104 9	22 9	6 5	111	O. Mayrand, Ste. Gertrude, Que.	
103,500	St. Helene	Louiseburg	Schr. Glt.	1896	Louiseburg, N.S.	97 8	23 8	9 5	99	H. Weinacht, Lunenburg, N.S.	
103,329	St. Helier	Port Hawkesbury	"	1900	Eastern Harbour, N.S.	35 1	11 9	6 9	12	C. Robin Collas & Co., Ltd., Jersey.	
80,700	St. Hilaire	Montreal	Sloop	1882	Batiscan, Que.	162 2	23 0	8 6	116	Louis Sauvageau, Champlain, Que.	
107,491	St. Hilaire	Quebec	"	1898	Baie St. Paul, Que.	12 6	18 0	6 0	29	P. Tugreen, Baie St. Paul, Que.	
111,625	St. Hilaire	"	Schr. Glt.	1901	Grandes Bergeronnes, Que.	70 4	20 3	6 0	50	Abelard St. Hilaire, Grandes Bergeronnes, Que.	
	St. Hyacinthe	Montreal	Barge—Chalau.	1873	Hawkesbury, Ont.	95 8	23 2	5 2	74	P. Teller, Lachine, Que.	
53,817	St. Jean	Quebec	"	1865	Batiscan, Que.	83 0	22 6	5 6	68	Jean Lonnay, St. Jean des Chaillons, Que.	
71,220	St. Jean Baptiste	Montreal	Sloop	1872	St. Francois, Que.	188 4	22 9	7 9	113	A. Labrosse, Lanoraie, Que.	
74,223	St. Jean Baptiste	"	"	1876	Yamaska, Que.	78 5	20 0	4 8	51	C. Levesque, Sorel, Que.	
80,676	St. Jean Baptiste	"	"	1874	Lachine, Que.	82 2	20 6	5 4	58	Theo. Quillem, St. Henri, Que.	
111,469	St. John	Chatham, N.B.	Schr.—Glt.	1901	Shippegan, N.B.	40 7	13 0	5 2	13	John Aché, Shippegan, N.B.	
52,481	St. Joseph	Quebec	Barge—Chalau.	1865	Champlain, Que.	95 7	22 5	7 2	106	Louis Morinville, M.O., Champlain, Que.	

SESSIONAL PAPER No. 21b

83,354	St. Joseph	"	Schr—Glt	1881 Isle Verte, Que.	45 5	15 1	3 5	13 J. Peron, Les Eboulements, Que.
69,659	St. Joseph	"	"	1875 St. Jean Port-Joli, Que.	39 0	15 0	6 1	18 Jos. Picard, Cap St. Ignace, Que.
73,001	St. Joseph	"	Bgtn—Bglgt	1875 Cap. St. Ignace, Que.	111 5	27 1	11 9	223 J. A. Maguire, Quebec, Que.
73,036	St. Joseph	"	Barge—Chakan	1871 St. Aimé, Que.	100 7	23 0	7 0	115 Leon Robidoux, St. Aimé, Que.
92,356	St. Joseph	"	"	1888 St. Emélie, Que.	77 4	22 6	6 0	60 Fritz Parrot, Leclereville, Que.
97,136	St. Joseph	"	Sloop	1890 L'Islet, Que.	34 8	11 3	5 0	14 Henri Tremblay, St. Etienne de la Malbatic, Que.
100,847	St. Joseph	"	"	1888 Isle aux Coudres, Que.	47 6	15 6	4 8	19 A. Bonly, St. Louis, Isle aux Coudres, Que.
103,353	St. Joseph	"	"	1894 St. Jean des Chaudières, Que.	56 4	17 2	5 2	22 A. Hamel, St. Jean des Chaudières, Que.
103,626	St. Joseph	"	Schr—Glt	1895 Les Deuxrueils, Que.	98 9	22 9	7 2	111 A. Bois, Les Deuxrueils, Que.
103,840	St. Joseph	"	"	1896 Château Richer, Que.	98 0	23 2	6 9	99 E. Himbeault, Château Richer, Que.
107,222	St. Joseph	"	"	1897 St. Siméon, Que.	64 6	20 5	5 6	48 A. Renaud, La Petite Rivière, St. François Xavier, Que.
111,181	St. Joseph	"	Sloop	1900 La Petite Rivière, St. François Xavier, Que.	59 4	20 4	5 0	36 Grégoire Bluteau, Petite Rivière, Que.
111,617	St. Joseph	"	Schr—Glt	1901 Isle aux Coudres, Que.	54 9	18 8	6 0	34 Germain Harvey, Isle aux Coudres, Que.
74,201	St. Joseph	Montreal	Sloop	1874 Pierreville, Que.	74 7	20 8	5 2	53 A. Desmarais, St. François, Que.
85,770	St. Joseph	"	"	1884 Sorel, Que.	97 3	23 0	7 2	103 Joseph Champagne, Nicolet, Que.
85,775	St. Joseph	"	"	1882 Pierreville, Que.	97 6	23 0	6 9	112 W. Carpentier, Champlain, Que.
90,518	St. Joseph	"	"	1886 Sorel, Que.	104 7	23 0	6 2	101 Eusébe Lassier, Sorel, Que.
	St. Joseph	"	Barge	1892 Yamaska, Que.	95 7	23 0	6 5	98 Alexis Page, Lamorne, Que.
	St. Joseph	"	"	1893 Batiscan, Que.	91 5	22 6	5 2	66 Alexis Page, Berthier, Que.
90,735	Saint Joseph	Port Hawkesbury	Schr—Glt	1887 Margaree, N.S.	49 0	16 0	6 7	27 John H. Beaver, Pleasant Harbour, N.S.
78,057	St. Joseph	Chatham, Ont.	"	1880 Stony Point, Ont.	50 0	15 4	4 0	14 A. Brady, Chatham, Ont.
103,008	St. Joseph	Chatham, N.B.	"	1893 Shippagan, N.B.	38 3	12 3	4 8	12 A. Ache, Shippagan, N.B.
107,231	St. Joseph	Trois-Rivières	Sloop	1898 St. Jean Port-Joli, Que.	49 8	18 2	5 6	28 Edvard Gagné, Cap St. Ignace, Que.
111,622	St. Laurent	"	Schr—Glt	1901 Grandes-Bergeronnes, Que.	71 2	20 8	6 1	53 Alfred Tremblay, Grandes-Bergeronnes, Que.
85,467	St. Laurent	"	"	1882 Rimonski, Que.	75 2	21 0	7 1	70 Joseph Ouellet, St. Germain de Rimonski, Que.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry, Books, &c. *Continued.*LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. *Suite.*

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct. Lieu de construction.	Register Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
77,873	St. Laurent	Quebec	Schr. Glt.	1874 Rivière du Loup, Que.	32 7	12 5	4 5	11 Geo. C. Stephen, Montreal, Que.	
97,138	St. Laurent	"	Sloop	1886 L'Islet, Que.	51 0	19 6	5 2	28 Arthur Leclerc, Quebec, Que.	
74,240	St. Laurent	Montreal	Barge Chalan.	1871 Soré, Que.	79 4	22 8	5 1	69 A. Corvais, St. Louis-de-Bonscours, Que.	
107,737	St. Lawrence	"	Sloop	1872 Frenoville, Que.	97 6	23 0	7 0	102 Moïse Lamirande, St. François, Que.	
107,737	St. Lawrence	Kingston	Dredge	1890 Cornwall, Ont.	90 2	30 1	6 0	125 W. H. Davis, Ottawa, Ont.	
73,374	St. Léon	Quebec	Barge Chalan.	1873 St. Jean des Chaillons, Que.	93 2	22 0	7 3	104 Fidèle Laliberté, Village des Chaillons, Que.	
103,461	St. Ludwina	Arichat	Schr. Glt.	1899 L'Ardoise, N.S.	35 9	10 2	5 3	11 Alexander Peters, L'Ardoise, N.S.	
59,967	St. Louis	Quebec	Barge Chalan.	1893 St. Émilie, Que.	91 0	20 0	5 7	73 Jos. Cléard, St. Émilie, Que.	
74,276	St. Louis	"	Schr. Glt.	1875 Mille Vaches, Que.	61 7	17 5	7 7	47 B. Caron, Les Escoumains, Que.	
107,496	St. Louis	"	Sloop	1897 St. Siméon, Que.	37 0	13 0	4 0	13 L. Dufour, St. Siméon, Que.	
100,362	St. Louis	"	"	1891 Ile aux Coudres, Que.	43 4	15 4	5 8	23 Alf. Bergeron, Ile aux Coudres, Que.	
74,250	St. Louis	Montreal	"	1876 St. Hugues, Que.	77 8	19 5	5 0	50 N. Lavigne, Montreal, Que.	
90,541	St. Louis	"	"	1886 Yamaska, Que.	97 1	22 4	7 1	114 A. Laplante, Lachine, Que.	
75,636	Saint-Louis	St. Catharines	Bktn	1877 St. Catharines, Ont.	127 7	26 2	11 9	331 D. Sylvester, M.O., Toronto, Ont.	

SESSIONAL PAPER No. 21b

85,367	St. Louis de Bonsecours, Quec.	Montreal	1878	St. Louis, Quec.	73 5	18 6	4 6	40 F. Varien, St. Louis de Bonsecours, Quec.
100,173	St. Marie	"	1889	St. Anne, Quec.	79 4	20 2	5 0	52 Nazaire Lavigne, Charlemagne, Quec.
77,596	St. Marie	"	1897	Sorel, Quec.	101 0	22 3	6 5	117 A. Fortier, Montreal, Quec.
	St. Marie	"	1894	Chatham, N.B.	93 6	20 0	6 6	103 P. Laplante, Lachine, Quec.
54,500	St. Martin's Packet	Arichat	1863	St. Martin's, N.B.	58 8	18 2	6 8	42 Alpbic Cormier, Ructoncho, N.B.
91,872	St. Maurice	Montreal	1888	Pierreville, Quec.	48 6	22 7	6 6	112 Olivier Paul, jr., Sorel, Quec.
103,723	Saint Maurice	Parishboro'	1896	Port Groville, N.S.	119 9	31 3	11 3	272 A. W. Copp, Parishboro', N.S.
66,017	St. Michel	Quebec	1872	St. Jean des Chaudières, Quec.	93 2	22 5	7 2	103 L. Ladleur, Village des Chaudières, Quec.
91,877	St. Michel	Montreal	1887	Yamaska, Quec.	92 0	20 8	6 4	90 Philip Carrette, St. Jean des Chaudières, Quec.
92,543	St. Nicholas	"	1885	Pierreville, Quec.	85 8	16 9	4 0	45 Canadian Construction Company, Ltd., Montreal, Quec.
100,153	St. Nicolas	Quebec	1891	Château Richer, Quec.	70 0	23 8	6 1	66 Pierre Tremblay, Château Richer, Quec.
103,161	St. Patrick	Arichat	1899	L'Ardoise, N.S.	55 5	11 3	8 0	27 Thomas Channon, L'Ardoise, N.S.
108,000	St. Patrick	Canso	1901	Port Felix, N.S.	43 0	13 2	7 6	18 R. Belfountain, Port Felix, N.S.
100,582	St. Patrick	Montreal	1890	Pierreville, Quec.	93 0	22 5	6 3	96 Elisee Daneau, St. Thomas, Quec.
83,096	Saint Patrick	Chatham, N.B.	1881	Margaree, N.S.	41 2	13 9	5 7	16 J. White, Alberton, P.E.I.
75,076	St. Patrick de Fraser ville	Quebec	1877	Rivière du Loup, Quec.	51 2	18 5	5 9	36 A. Desbien, Isle aux Coudres, Quec.
97,174	St. Paul	Windsor, N.S.	1890	Newport, N.S.	131 9	33 0	15 0	410 Thos. Aylward, Windsor, N.S.
97,157	St. Paul	Quebec	1891	Fate St. Paul, Quec.	61 8	19 0	5 8	39 N. Desfile, Ste. Croix, Quec.
111,020	St. Paul	"	1901	"	66 6	21 6	6 2	56 Louis Matillon, Bay St. Paul, Quec.
107,776	St. Peter	Chatham, N.B.	1900	Shippegan, N.B.	39 0	12 6	5 0	12 Adolphe Achié, Shippegan, N.B.
83,089	Saint Peter	Pictou, N.S.	1883	Mabou, N.S.	38 5	13 0	5 6	16 Edwin Gibbs, Fighish, P.E.I.
97,157	St. Peter	Windsor, N.S.	1891	Newport, N.S.	118 6	35 0	16 0	551 Thos. Aylward, Windsor, N.S.
88,297	St. Philippe	Quebec	1881	St. Thomas de Pierre- ville, Quec.	100 0	22 5	7 4	121 Jos. Durand, Champlain, Quec.
64,987	St. Pierre	"	1869	Champlain, Quec.	81 0	19 0	5 6	62 Isidore Hardy, Ste. Anne de la Parade, Quec.
97,140	St. Pierre	"	1891	Fate des Facons, Quec.	67 1	20 6	5 0	41 L. Bonchard, Portneuf, Quec.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. *Suite.*

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'inscription.	Rig. Gréement.	Built—Construct. Lieu de construction.	Register Dimensions.			Registered Tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur-gérant, et adresse.
					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
103,621	St. Pierre	Quebec	Schr—Glt	1896 St. Fulgence, Que.	66 6	21 2	6 6	53 A. P'tote, St. Fulgence, Que.	
77,553	St. Pierre	Montreal	Sloop	1876 St. Pierre, Que.	82 5	22 0	6 0	76 L. St. Cyr, St. Pierre de Bequets, Que.	
80,688	St. Pierre	"	"	1881 Sorel, Que.	102 2	22 2	6 6	113 P. Mongeau, Sorel, Que.	
77,581	St. Pierre	"	"	1873 St. Thomas, Que.	70 0	18 3	1 3	39 P. Bellefeuille, Sorel, Que.	
107,899	St. Pierre	"	Dredge—Drague	1899 Three Rivers, Que.	79 2	28 0	8 1	180 Antoine St. Pierre, Three Rivers, Que.	
103,987	St. Roch	Quebec	Sloop	1897 Grandes-Graves, Que.	57 0	19 0	4 8	32 A. Tremblay, Grandes-Graves, Que.	
107,228	St. Roch	"	"	1897 Isle aux Grues, Que.	61 2	21 0	5 2	H. C. Veziua, Isle aux Grues, Que.	
103,561	St. Roch	Montreal	"	1891 Pierreville, Que.	107 9	22 8	7 9	110 J. Robitaille, Montreal, Que.	
107,318	St. Stephen	Halifax	Schr—Glt	1899 Port Felix, N.S.	17 5	12 7	6 8	19 Charles Pichme, Port Felix, N.S.	
111,902	St. Thomas	Arichat	"	1901 Rockdale, N.S.	30 0	11 0	5 6	10 Thomas Pottin, Rockdale, N.S.	
75,830	St. Thomas	Charlottetown	"	1878 Margaree, N.S.	50 0	19 0	7 0	38 George H. Toombs, Charlottetown, P.E.I.	
107,618	St. Vincent	Lanenburg	"	1899 La Have, N.S.	75 6	22 3	9 0	78 Andrew King, Halifax, N.S.	
73,690	St. Zenon	Montreal	Sloop	1870 Lanoraie, Que.	97 0	23 0	6 3	96 E. Hayneman, Lanoraie, Que.	
107,225	St. Alphonsine	Quebec	Schr—Glt	1897 Château Richer, Que.	59 0	18 6	8 1	44 F. Simard, Château Richer, Que.	

SESSIONAL PAPER No. 21b

88,319	Stc. Anne	"	"	1883	St. Antoine, Que.	34.6	13.5	5.3	110 C. Vézina, Crauc Island, Que.
73,926	Stc. Anne	"	"	1878	Betchouane, Que.	45.0	16.2	6.5	20 Lézaro Michaud, Isle Verte, Que.
92,765	Stc. Anne	"	"	1886	Bon Desir, Que.	48.8	16.8	6.4	28 J. Truchon, Bon Desir, Que.
64,954	Stc. Anne	Barge	Chalau.	1870	Stc. Anne de la Parade, Que.	95.5	21.3	7.2	33 Pierre-N. Plean, Stc. Anne-de-la Parade, Que.
69,577	Stc. Anne	Schr	Gl	1873	Stc. Anne-de-Chicoutimi, Que.	63.2	19.8	7.3	54 Mme. Sabine Parent, Fraserville, Que.
74,251	Stc. Anne	Barge	Chalau.	1873	Lamorais, Que.	90.8	22.5	7.7	129 Alfred Morin, Champlain, Que.
85,406	Stc. Anne	Schr	Gl	1883	Stc. Luce, Que.	59.0	19.3	6.6	44 Jos. Chartier, Carouac, Que.
83,352	Stc. Anne	"	"	1881	Seven Islands, Que.	41.1	13.7	6.4	18 D. Morin, L'Islet, Que.
83,360	Stc. Anne	"	"	1878	St. Fabien, Que.	36.1	12.5	4.1	13 Peter Fraser, Notre-Dame-de-Isle-Verte, Que.
103,149	Stc. Anne	"	"	1894	Isle-aux-Coches, Que.	55.6	17.4	6.0	36 Cleophas Vézina, St. Michel de Belle-chasse, Que.
107,661	Stc. Anne	"	"	1898	St. France, Que.	83.1	23.7	9.2	102 Celestin Lajoie, St. France, Que.
107,670	Stc. Anne	"	"	1899	Moisie River, Que.	41.2	13.6	5.6	18 Ed. Boudreau, Moisie River, Que.
107,677	Stc. Anne	Barge	Chalau.	1898	St. Antoine de Tilly, Que.	36.6	25.1	7.2	122 Leon Colin, St. Antoine-de-Tilly, Que.
103,832	Stc. Anne	Schr	Gl	1895	Les Eboulements, Que.	50.8	17.8	6.0	31 A. Tremblay, Les Eboulements, Que.
107,231	Stc. Anne	"	"	1897	Mauicougan, Que.	35.6	12.4	5.4	13 M. Chouinard, Mauicougan, Que.
90,433	Stc. Anne	Barrington	"	1890	Eel Brook, N.S.	38.0	12.5	4.5	11 F. A. Smith, Cape Island, N.S.
103,973	Stc. Augustine	Quebec	"	1896	Sandy Bay, Que.	36.4	12.8	5.0	12 Mrs. A. St. Laurent, Sandy Bay, Que.
66,035	Stc. Catherine	"	"	1869	Point du Lac, St. Maurice Co., Que.	76.0	22.5	7.0	79 M. S. Dedise, Portneuf, Que.
107,667	Stc. Croix	"	"	1899	Stc. Croix, Que.	77.2	21.1	6.2	63 Ubaldo Desrochers, Stc. Croix, Que.
66,096	Sainte Elmire	"	"	1872	St. Emélie, Que.	68.0	20.8	5.7	48 Simé Delorme, Stc. Anne-de-la-Parade, Que.
73,048	Stc. Eulalie	"	"	1875	Les Eboulements, Que.	41.5	14.0	5.8	20 François Bourgoing, Tadoussac, Que.
92,334	Stc. Marie	"	"	1886	Moisie, Que.	60.0	20.6	7.8	53 Jos. Guimond, St. Jerome-de-Matane, Que.
107,508	Stc. Marie	Barge	Chalau.	1898	St. Siméon, Que.	95.0	23.2	7.4	407 Arthur Tallon, St. Siméon, Que.
107,507	Stc. Marie	Schr	Gl	1898	"	64.8	20.2	5.4	41 Wm. Savard, St. Siméon, Que.
88,305	Stc. Marie Anne	"	"	1884	Château Richer, Que.	70.6	19.4	6.4	54 Zéphirin Rhéaume, Château Richer, Que.

Alphabetical List of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. *Suite.*

Official number. N ^o matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'inscription.	Rig. Gréement.	Built—Constructé.	Where Built. Lieu de construction.	Register Dimensions. Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
71,246	Sabaterry	Montreal	Sloop	1869	Pierreville, Que.	81.3	22.5	6.0	74	A. Levisque, Charlemagne, Que.
80,763	Salmon Queen	Quebec	Schr. Glt.	1881	Murray Bay, Que.	38.5	14.0	4.5	15	J. Jean, Murray Bay, Que.
92,515	Salvail	Montreal	Barge	1887	Yamaska, Que.	107.7	22.7	8.4	168	Pierre Leclandre, Yamaska, Que.
107,301	Samm. Slobk	Windsor, N.S.	Schr. Glt.	1898	Mt. Denison, N.S.	78.0	22.9	8.8	30	T. W. McKinley, Mt. Denison, N.S.
77,838	Sambo	Sydney	"	1876	Little Bras d'Or, N.S.	42.8	13.2	5.1	15	Angus B. Morrison, Ste. Anne's, N.S.
90,632	Samm'd Drake	Charlottetown	"	1886	Wood Islands, P.E.I.	67.0	22.0	7.5	68	James Pope, Louisbourg, N.S.
103,331	Saneta Anna	Montreal	Sloop	1891	Pierreville, Que.	116.8	24.8	10.1	228	D. Salvaille and N. Salvaille, Sorel, Que.
75,675	Saneta Maria	Quebec	Schr. Glt.	1877	Natashquan, Que.	42.5	13.7	6.0	20	Hypolite Landry, Natashquan, Que.
97,015	Sand Fly	St. Catharines	Scow	1885	U.S.A.	45.2	20.0	3.1	28	Wm. Hand, Port Dalhousie, Ont.
88,525	Sandy	Hamilton	"	1886	Hamilton, Ont.	52.0	11.0	4.0	28	Oscar Matthews, M.O., Hamilton, Ont.
88,589	Sanford	Yamonth	Schr. Glt.	1884	Maitland, N.S.	45.5	11.8	5.8	20	W. A. Kilham, Yamonth, N.S.
71,401	Sara	Chatham, N.B.	"	1876	Shippagan, N.B.	35.0	11.3	4.4	11	Nazaire Noel, Shippagan, N.B.
88,296	Sara	Quebec	Yawl	1884	St. Laurent, Island of Orleans, Que.	28.5	11.2	1.0	8	Arland Patry, Beaumont, Que.
71,136	Sarah	Port Burwell	Schr. Glt.	1882	Port Dover, Ont.	73.3	19.1	6.6	65	C. Graham, Kincairdine, Ont.

SESSIONAL PAPER No. 21b

64,511	Sarah	St. John, N.B.	.....	.....	47 0	15 0	6 7	23	William Russell, Grand Manan, N.B.
100,907	Sarah	Chatham, N.B.	.....	1890	Caraquet, N.B.	38 1	13 0	4 1	10 R. Young, Caraquet, N.B.
88,438	Sarah A. Townsend	Halifax	.....	1884	Pugwash, N.S.	93 5	25 3	10 8	145 Wm. H. Townsend, Louisburg, N.S.
92,408	Sarah A. W.	Chatham, N.B.	.....	1887	Miscou, N.B.	38 7	12 9	5 3	15 Robt. Wilson, Miscou, N.B.
36,152	Sarah Ann	Halifax	.....	1858	New Dublin, N.S.	46 3	14 9	6 3	20 James L. Oxner, Chester Basin, N.S.
103,010	Sarah B.	Chatham, N.B.	.....	1889	Caraquet, N.B.	36 5	12 2	4 5	10 J. Le Bouthillier, Caraquet, N.B.
59,378	Sarah Beach	Parrsboro'	.....	1876	St. Andrews, N.B.	51 0	17 6	5 6	28 Daniel Fulmore, Five Isles, N.S.
61,907	Sarah D.	Liverpool	.....	1870	Liverpool, N.S.	38 0	13 5	5 2	12 J. Hawbolt, Chester, N.S.
94,756	Sarah E. Ellis	St. John, N.B.	.....	1889	Baxter's Harbour, N.S.	42 7	15 3	6 1	19 L. Houghton, Hall's Harbour, N.S.
85,483	Sarah H. Sooton	Shelburne	.....	1883	Lockeport, N.S.	80 0	23 0	8 9	95 Albert Garnier, St. George's Bay, Nfld.
75,639	Sarah Jane	St. Catharines	.....	1872	Port Robinson, Ont.	131 0	24 5	9 5	238 J. S. Nesbitt, Samia, Ont.
100,746	Sarah Jane	Windsor, N.S.	.....	1896	Baxter's Harbour, N.S.	40 0	14 0	5 6	15 W. Brewster, Hall's Harbour, N.S.
61,869	Sarah L. Oxner	Halifax	.....	1872	Port Medway, N.S.	48 0	17 4	7 0	34 Edward D. Delory, Georgetown, P.E.I.
103,252	Sarah M.	St. John, N.B.	.....	1894	Black River, N.B.	69 0	23 0	5 8	77 R. P. & W. F. Starr, Ltd., St. John, N.B.
100,218	Sarah M. W.	Halifax	.....	1892	St. Margaret's Bay, N.S.	38 2	12 7	5 5	14 Hezekiah Wamboult, Indian Harbour, N.S.
91,992	Sarah P. Ayer	Charlottetown	.....	1869	Gloucester, Mass., U.S.A.	74 5	21 6	7 0	64 James S. Gordon, Alberton, P.E.I.
88,495	Saskatchewan	Winnipeg	.....	1882	Winnipeg, Man.	146 4	24 5	7 2	219 The Northwest Navigation Co., Ltd., Winnipeg, Man.
88,257	Satellite	St. Andrews	.....	1890	Kenebunk, Me., U.S.A.	48 8	15 9	5 8	26 F. B. Lent, Westport, N.S.
100,505	Saturnia	Victoria	.....	1888	Victoria, B.C.	68 0	20 0	4 2	41 G. Byrnes, Victoria, B.C.
69,170	Saucy Fanny	Sydney	.....	1874	Baddeck, N.S.	44 5	12 5	5 7	16 Robert Clarke, Baddeck, N.S.
.....	Saucy Jack	Port Dover	.....	1864	Sandusky Creek, Ont.	72 0	16 0	6 7	68 J. H. McDonald, Toronto, Ont.
100,800	Saucy Lass	Victoria	.....	1892	Victoria, B.C.	57 4	19 8	8 2	38 Victoria Sealing Co., Ltd., Victoria, B.C.
503,070	Savitar	Yarmouth	.....	1895	Boston, U.S.A.	26 3	10 0	2 9	3 C. T. Grantham, Yarmouth, N.S.
90,480	Savona	Mariland	.....	1891	South Mariland, N.S.	226 9	49 5	23 2	1584 M. Dickie, Truro, N.S.
85,350	Saxon	Charlottetown	.....	1883	Lumenburg, N.S.	75 0	23 1	8 5	79 E. Foswell, Crapaud, P.E.I.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. *Suite.*

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
103,581	Saxon.....	Chatham, N.B.	Schr—Glt	1886, Shippegan, N.B.	37 2	12 2	1 8	15	Phillip River, Caraquet, N.B.
96,951	Sayre.....	St. John, N.B.	Bk—Bq	1880, St. John, N.B.	181 0	36 7	15 1	68 1	E. E. Hatclings, New York, U.S.A.
100,739	Sayward No. 1.....	Victoria.....	Barge—Chalun.	1883, Victoria, B.C.	78 0	27 5	6 0	101	Sayward Mill & Lumber Co., Ltd., Victoria, B.C.
92,627	Sceptre.....	Lamoulang.....	Figm—Blight	1887, Lunenburg, N.S.	88 6	21 5	9 7	120	W. N. Zwickel, Lunenburg, N.S.
111,613	Scintilla.....	".....	Schr—Glt	1901, La Have, N.S.	92 1	21 3	9 3	100	Wm. C. Smith, Lunenburg, N.S.
92,126	Scotland.....	Prescott.....	Barge—Chalun.	1863, Brockville, Ont.	148 0	28 0	9 7	343	James Buckley, Prescott, Ont.
111,656	Scow No. 1.....	Montreal.....	Scow—Chof	1901, Hawkesbury, Ont.	138 0	31 4	6 8	253	Riordan Paper Mills, Ltd., Merrittton, Ont.
111,657	Scow No. 2.....	".....	".....	1901, "	138 6	31 5	6 8	251	".....
111,658	Scow No. 3.....	".....	".....	1901, "	103 8	21 1	6 6	138	".....
107,917	Scow No. 4.....	St. Catharines.....	".....	1901, Buffalo, U.S.A.	89 5	31 2	10 3	282	Michael J. Hogan, Quebec, Que.
100,682	Send.....	St. John, N.B.	Schr—Glt	1891, French Lake, N.B.	63 7	20 4	5 1	76	H. S. Upton, French Lake, Sumbury Co., N.B.
100,433	Send.....	Moncton.....	".....	1891, Hopewell, N.B.	34 8	12 1	5 1	11	C. W. Edgett, M.O., Moncton, N.B.
72,092	Send.....	Chatham, N.B.	".....	1876, Richlancton, N.B.	52 0	17 8	6 6	28	Robert Cochrane, Richlancton, N.B.
85,757	Seyda.....	Gaspé.....	".....	1882, Madam's Bay, N.S.	85 8	24 0	9 6	95	James Biltman, Halifax, N.S.

59,200	Sea Bird.....	St. John, N.B.....	Wldbt. Bab.....	1868 1883	Greenwich, N.B.....	76 3	26 7	7 3	80 J. D. Andrews, Westfield, N.B.
59,928	Sea Bird.....	Quebec.....	Schr. Glt.....	1869	Murray Bay, Que.....	60 0	19 5	8 2	53 F. X. Boudrault, Anse St. Jean, Que.
	Sea Bird.....	Kingston.....	".....	1847	Baffinsea, Ont.....	91 8	21 9	7 7	121 Mary A. Cameron, Picton, Ont.
97,012	Sea Bird.....	Halifax.....	".....	1869	Chezetcook, N.S.....	38 2	13 7	5 8	17 Louis Murphy, Ship Harbour, N.S.
100,950	Sea Bird.....	Chatham, N.B.....	".....	1862	Shippagan, N.B.....	31 0	12 1	5 0	10 W. S. Loggie Co., Ltd., Chatham, N.B.
63,967	Sea Breeze.....	Arichat.....	".....		Gloucester, Mass., U.S.A.	60 8	18 9	6 8	47 Anne A. Terrio, West Arichat, N.S.
59,322	Sea Flower.....	St. John, N.B.....	".....	1870	St. George, N.B.....	31 0	12 1	5 0	11 James Thompson, Chance Harbour, N.B.
53,003	Sea Flower.....	Charlottetown.....	".....	1865	Margaree, N.S.....	46 0	17 0	6 6	26 L. Lavache, West Arichat, N.S.
100,901	Sea Flower.....	Chatham, N.B.....	".....	1892	Carapuet, N.B.....	37 0	12 7	5 0	12 R. Young, Carapuet, N.B.
100,911	Sea Flower.....	".....	".....	1892	".....	36 0	12 2	5 3	11 C. Robin Collas & Co., Ltd., Jersey.
75,724	Sea Foam.....	Yarmouth.....	".....	1878	Salmon River, N.S.....	70 7	23 0	8 5	75 A. O. Porter, Tusket Wodge, N.S.
83,254	Sea Foam.....	Amepolis.....	".....	1883	Granville, N.S.....	49 9	17 8	6 5	28 R. Wilson, Charleville, N.S.
88,283	Sea Foam.....	St. Andrews.....	".....	1874	Briar Island, N.S.....	33 1	12 0	5 3	13 Daniel Leavitt, St. George, N.B.
96,926	Sea Foam.....	Charlottetown.....	".....	1890	Malpeque, P.E.I.....	37 5	13 6	5 6	15 D. A. McInlyre, Arlington, P.E.I.
100,311	Sea Fox.....	Yarmouth.....	".....	1892	Sheburne, N.S.....	71 5	15 8	5 6	19 W. C. Newcombe, Hopewell Cape, N.B.
71,087	Sea Gem.....	Halifax.....	".....	1876	Chezetcook, N.S.....	45 4	17 2	7 0	30 Mark Harpell, Jeddore, N.S.
90,471	Sea Gull.....	Manland.....	".....	1880	Urbania, N.S.....	55 0	16 9	4 5	25 R. S. Watson, Admiral Rock, N.S.
51,963	Sea Hound.....	Liverpool.....	".....	1866	Tusket Wodge, N.S.....	51 0	16 5	5 8	32 John H. Smith, <i>et al.</i> , Port Mouton, N.S.
91,717	Sea King.....	St. John, N.B.....	Wldbt. Bab.....	1888	Cambridge, N.B.....	52 5	19 1	5 2	30 Jessie E. Crawford, Oak Point, N.B.
59,486	Sea Lily.....	Lomenburg.....	Schr. Glt.....	1872	La Have, N.S.....	51 4	18 6	7 3	38 Constant G. Church, Chester, N.S.
71,308	Sea Mouse.....	Rielinfecto.....	".....	1882	Rexton, N.B.....	32 2	12 2	4 6	10 John Donette, Rexton, N.B.
107,180	Sea Pearl.....	Charlottetown.....	".....	1899	Lower Montague, P.E.I.	33 9	12 6	5 9	11 Augustus Boudreau, Lower Montague, P.E.I.
92,513	Sea Pink.....	St. Andrews.....	".....	1878	Briar Island, N.S.....	29 0	10 0	5 0	8 Alfred W. Wilcox, West Isles, N.B.
92,629	Sea Queen.....	Lomenburg.....	".....	1883	Mill Cove, N.S.....	43 0	15 6	6 0	24 Geo. D. Young, Mill Cove, N.S.
100,711	Sea Queen.....	Windsor, N.S.....	".....	1866	U.S.A.....	45 2	15 0	5 1	18 Wm. Ogilvie, Summersville, N.S.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, &c.—Suite.

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built— Construct.	Where Built. Lieu de construction.	Registered Dimensions. Dimensions.				Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Tonnage.		
						ft. tobs.	ft. tobs.	ft. tobs.	tobs.		
37,612	Sea Slipper.....	Charlottetown.....	Schr—Glt.....	1858	Malone Bay, N.S.....	59 3	17 4	7 8	4	Seymour Campbell, Montague Bridge, P.E.I.	
100,616	Sea Slipper.....	Shelburne.....	".....	1891	Green Harbour, N.S.....	32 6	12 8	5 1	11	James Euslow, sr., Green Harbour, N.S.	
75,680	Sea Star.....	Quebec.....	".....	1877	Bathouane, Que.....	57 1	19 5	8 0	52	Louis P. de Couval, Arthabaskaville, Que.	
90,731	Sea Star.....	Chatham, N.B.....	".....	1889	Shippegan, N.B.....	35 7	12 8	1 8	13	Joseph Savoy, Shippegan, N.B.	
74,160	Seabird.....	Charlottetown.....	".....	1876	Murray Harbour, P.E.I.....	40 6	14 6	6 1	20	William Reynolds, Murray Harbour, P.E.I.	
74,256	Seabird.....	Quebec.....	".....	1875	St. Jean des Chailions, Que.	80 8	22 8	8 5	104	Gaspar Dorion, Château Richer, Que.	
100,255	Sealoe.....	Halifax.....	".....	1889	Little Harbour, N.S.....	37 0	12 4	6 0	12	James Stevens, Little Harbour, N.S.	
107,756	Searchlight.....	Charlottetown.....	".....	1901	Souris, P.E.I.....	96 2	26 0	9 7	116	Hugh Keeping, St. John's, Nfld.	
90,519	Seattle.....	Parsons.....	".....	1888	Economy, N.S.....	66 1	19 6	7 3	56	W. H. Edgett, Moncton, N.B.	
88,229	Seaway.....	Halifax.....	".....	1881	Chezetook, N.S.....	43 8	15 2	6 4	22	Gabriel Murphy, Chezetook, N.S.	
100,471	Secret.....	Lunenburg.....	".....	1892	Lunenburg, N.S.....	78 5	24 1	9 0	87	John B. Young, Lunenburg, N.S.	
100,065	Selma.....	St. John, N.B.....	".....	1892	St. Martin's, N.B.....	71 3	23 2	6 2	60	C. S. White, Alma, N.B.	
103,097	Selkirk.....	Montreal.....	Sloop.....	1894	Kingston, Ont.....	183 3	34 5	14 5	719	Montreal Transportation Co., Montreal, Que.	
100,802	Selma.....	Victoria.....	Schr—Glt.....	1893	Victoria, B.C.....	50 5	13 8	6 8	21	Christopher Lee, Victoria, B.C.	

SESSIONAL PAPER No. 21b

92,341	Senida	Quebec	"	1887	Grandes Bergeronnes, Que.	52 0	18 1	7 0	41	Hern. Brisson, Tadoussac, Que.
89,098	Sonator	Montreal	Barge—Chalam.	1882	Kingston, Ont.	150 7	26 8	9 5	308	Montreal Transportation Co., Montreal, Que.
88,279	Sonator	St. Andrews	Schr. Glt.	1831	Essex, Mass., U.S.A.	49 5	17 0	7 0	33	John W. Tucker, West Isles, N.B.
103,774	Sonator Snowball	Chatham, N.B.	"	1897	Chatham, N.B.	53 2	17 7	7 1	31	R. R. Call, Newcastle, N.B.
85,457	Soneval	Quebec	Sloop	1883	Quebec, Que.	60 0	19 0	5 7	38	Paul Badette, jr., Mills-Vaches, Que.
100,323	Sonora	Yarmouth	Schr. Glt.	1893	Pubnico, N.S.	78 2	22 9	8 4	85	M. A. Surette, Pubnico, N.S.
88,319	Sonovar	Lanenburg	"	1884	Malone Bay, N.S.	75 9	23 0	9 0	79	Nathan Hiltz, Malone Bay, N.S.
96,871	Sophie	Godorich	"	1889	Godorich, Ont.	136 0	27 6	10 1	261	Ontario Lumber Co., Ltd., Toronto, Ont.
57,432	Sorene	Parsboro	"	1898	Pubnico, N.S.	69 0	21 0	8 0	54	J. H. Lyons, Parrishoro, N.S.
46,482	Soven Brothers	Quebec	"	1863	Bay St. Paul, Que.	46 0	16 5	7 0	28	A. Fenard, Bay St. Paul, Que.
85,418	Sovern	Windsor, N.S.	"	1881	Newport, N.S.	148 0	32 6	15 9	416	Edward E. Hutchings, New York City, U.S.A.
88,648	Sovern	Charlottetown	Bktn—Blght.	1884	Egmont Bay, P.E.I.	146 6	29 1	15 9	397	John C. Wylie, London, Eng.
103,215	Sovern	Ottawa	Scow—Chd.	1890	Buckingham, Que.	50 0	11 1	4 3	46	G. Bodwell, Buckingham, Que.
100,014	Shafner Brothers	Annapolis	Schr. Glt.	1894	Clementsport, N.S.	98 0	28 8	10 0	148	E. Renaud, West Arichat, N.S.
83,073	Shamrock	Ottawa	Barge—Chalam.	1889	Kingston, Ont.	108 0	22 0	5 6	116	Adbert Vipond, Hudson, Que.
107,334	Shamrock	Yarmouth	Sloop	1899	Pubnico, N.S.	38 0	12 1	7 0	17	Wm. S. Murphy, Yarmouth, N.S.
107,963	Shamrock	Lanenburg	Schr. Glt.	1900	Lanenburg, N.S.	90 4	21 3	9 3	89	Alexander Knuckle, Lanenburg, N.S.
74,237	Shelba	Montreal	Sloop	1875	St. Marcel, Que.	71 7	20 4	5 0	14	Hilaire Cartier, St. Louis, Que.
100,418	Shepherd Bay	Ottawa	Barge—Chalam.	1893	Ottawa, Ont.	83 6	21 0	5 3	62	T. H. Kirby, Ottawa, Ont.
96,798	Shenbrooke	Halifax	Schr. Glt.	1890	St. Mary's, N.S.	75 2	22 6	9 0	96	Charles A. Martel, Main à Dieu, N.S.
77,949	Shoo Fly	Charlottetown	"	1880	Summerside, P.E.I.	36 2	11 4	4 7	40	Thomas R. Thompson, Tignish, P.E.I.
96,928	Siolanian	"	Bktn—Blght.	1890	Grand River, Lot 11, P.E.I.	148 0	29 5	14 9	389	John Yeo, Port Hill, P.E.I.
100,101	Sierra	Parsboro	Schr. Glt.	1891	Eatonville, N.S.	88 0	27 6	9 5	124	C. F. Eaton, Kenville, N.S.
1094,004	Sierra	Victoria	"	"	"	50 0	17 5	4 5	25	Lee Hau, M.O., Victoria, B.C.
11,413	Sizeloff	Lanenburg	"	1877	Boston, Mass., U.S.A.	35 7	11 6	6 5	13	Wm. Westchaver, Lanenburg, N.S.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						ft. inches.	ft. inches.	ft. inches.		
85,535	Sigefroi	Yamouth	Scht—Glt	1883	Tusket Wedge, N.S.	61 6	18 9	7 0	41	A. D. Giffin, Lockeport, N.S.
103,376	Siguros	Winnipeg	"	1863	Icelandic River, Man	51 0	12 5	4 8	21	Kirstyoun Finson, Icelandic River, Man.
59,357	Silver Bell	St. Andrews	"	1874	Campo Bello, N.B.	30 5	12 0	5 5	13	Peter Malloch, Campo Bello, N.B.
80,784	Silver Cloud	Digby	"	1880	Brighton, N.S.	58 8	18 6	7 0	45	James I. Letteney, Digby, N.S.
100,961	Silver Moon	Chatham, N.B.	"	1893	Shippagan, N.B.	37 4	13 0	5 0	14	W. S. Loggie Co., Ltd., Chatham, N.B.
103,733	Silver Spray	Parsonsboro'	"	1897	West Bay, N.S.	31 6	11 9	4 1	9	R. S. DeWolfe, Parsonsboro', N.S.
74,096	Silver Stream	Halifax	"	1877	Seaforth, N.S.	52 0	17 6	7 5	35	Parker F. Smith, Port Mouton, N.S.
100,062	Silver Wave	St. John, N.B.	"	1891	St. Martin's, N.B.	82 1	25 9	7 3	99	Geo. R. McDonough, St. Martin's, N.B.
88,272	Simeon H. Bell	St. Andrews	"	1880	Eastport, Me., U.S.A.	31 0	12 2	5 8	14	J. R. Moses, Grand Manan, N.B.
77,629	Singapore	Kingston	"	1878	Kingston, Ont.	106 0	25 4	9 9	186	J. C. Sutherland, Goderich, Ont.
75,632	Sir C. T. Van Stran benzie.	St. Catharines	Bktn—Bgdgt.	1877	St. Catharines, Ont.	127 7	26 2	12 0	317	John Williams, Toronto, Ont.
100,788	Sir Charles	Chatham, N.B.	Schr Glt	1887	Caracquet, N.B.	36 5	12 3	4 5	11	R. Young, Caracquet, N.B.
107,731	Sir Hector	Kingston	Dredge	1883	Point Levis, Que.	106 8	34 7	7 0	183	W. J. Pomroy, Ottawa, Ont.
107,433	Sir John	St. Andrews	Sloop.	1892	Grand Manan, N.B.	31 2	11 3	5 0	11	Hiram Morse, Grand Manan, N.B.

SESSIONAL PAPER No. 21b

97,064	Sir John A. McDonald	Charlottetown	Schr—Glt	1892	Murray Harbour, P.E.I.	56 5	19 8	6 9	46	John B. Hyde, Murray Harbour, P.E.I.
107,186	Sir Louis	"	"	1898	Malpeque, P.E.I.	78 5	23 2	8 9	86	Peter McNutt, Darnley, P.E.I.
107,327	Sir Wilfred	Halifax	"	1899	St. Margaret's Bay, N.S.	39 0	14 5	6 2	18	Charles Fader, St. Margaret's Bay, N.S.
42,987	Sir Wilfred	Pictou, N.S.	"	1893 1900	Murray Harbour, P.E.I.	53 8	17 1	7 4	39	Alexander Roberts, Tatamagouche, N.S.
100,703	Sirdar	"	"	1899	River John, N.S.	145 0	35 6	15 7	498	Charles H. McLennan, River John, N.S.
69,399	Siren	Kingston	Barge—Chalam.	1874	Pointe Levis, Que.	157 0	30 0	9 9	307	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
100, 7	Sirocco	St. John, N.B.	Schr—Glt	1891	St. Martin's, N.B.	129 5	32 3	10 3	298	Howard D. Troop, St. John, N.B.
80,043	Sissie Belle	Halifax	"	1883	Conquerall, N.S.	53 0	17 8	7 5	40	Frank Mitchell, Chester, N.S.
66,844	Sissie Laik	"	"	1874	Fortune Bay, Nfld	52 0	16 4	7 4	27	A. McDonald, Port Hood, N.S.
100,974	Sivnet	Chatham, N.B.	"	1886	Caracquet, N.B.	34 3	12 3	4 4	10	R. Young, Caracquet, N.B.
	Six (6)	Montreal	Barge—Chalam.	1872	Piorreville, Que.	90 1	22 6	5 3	78	M. Beauchemin, St. Aimé, Que.
	Six (6)	"	"	1870	"	94 0	18 8	6 0	104	Adolphe Gafien, Hull, Que.
100,733	Skoda	Windsor, N.S.	Bktn—Bkght.	1893	Kingsport, N.S.	168 0	37 0	16 0	658	The Bktn. Skoda Co. Ltd., Wolfville, N.S.
100,880	Skylark	St. John, N.B.	Schr—Glt	1893	Westfield, N.B.	51 5	15 4	3 1	21	J. L. Belyea, Greenwich, N.B.
72,711	Sligo	St. Catharines	"	1874	St. Catharines, Ont.	137 0	23 0	11 8	284	W. J. Pulling, Windsor, Ont.
103,286	Snipe	Chatham, N.B.	"	1895	Shippegan, N.B.	36 5	12 7	4 8	11	T. Ahier, Shippegan, N.B.
78,055	Snow Ball	Chatham, Ont.	"	1881	Chatham, Ont.	60 0	9 0	3 0	23	A. Morrison, Tilbury East, Ont.
72,991	Snow Bard	Toronto	"	1863	Toronto, Ont.	77 0	18 7	6 7	82	Powell Granite & Marble Co., Ltd., Toronto, Ont.
37,529	Snow Drop	Liverpool	"	1858	Shelburne, N.S.	52 5	16 0	6 8	30	G. Sholez, et al., Port La Tour, N.S.
100,165	Snow Queen	Lomburg	"	1891	Malone Bay, N.S.	63 0	23 0	8 2	67	Leander McIsner, Malone Bay, N.S.
69,179	Snow Queen	Quebec	"	1873	"	71 4	20 2	7 8	55	Jos. Leveque, Chicoutimi, Que.
103,133	Snow Shoe	"	"	1886	Anticosti, Que.	39 0	14 9	5 6	20	X. Laville, St. Pierre, Montmagny, Que.
100,982	Snowdrop	Chatham, N.B.	"	1888	Caracquet, N.B.	35 0	12 2	5 0	11	C. Robin Collas & Co., Ltd., Jersey.
75,653	Sophie-Jeanette	Quebec	"	1877	Ste. Anne de la Parade, Que.	74 6	22 0	7 2	69	A. Tremblay, Portneuf, Que.
83,069	Soudan	Halifax	"	1884	Port Mulgrave, N.S.	86 0	35 1	9 5	119	Chas. B. Whidden, Antigonish, N.S.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

Officiel number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.			Registered Tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						ft. mths.	ft. mths.	ft. mths.		
100,803	South Bend.....	Victoria	Schr—Glt.....	1881	South Bend, U.S.A.....	58 3	14 8	5 5	21 C.	F. Dillon, Victoria, B.C.
85,544	Southern Cross.....	Parishoro	".....	1883	Meteghan, N.S.....	89 2	21 4	9 0	99 W.	B. King, Montreal, Que.
100,313	Sauveur.....	Yarmouth.....	".....	1892	Pulanco, N.S.....	75 1	22 9	7 8	71	Henry T. D'Entremont, Pubnico, N.S.
85,743	Sauveur.....	Quebec.....	Sloop.....	1883	St. Jean, Island of Orleans, Que.	40 3	15 2	5 4	49 M.	Tremblay, St. Siméon, Que.
83,366	Souveraine.....	".....	Schr—Glt.....	1882	St. Antoine, Que.....	61 0	17 5	6 5	48 Wm.	Tremblay, Mill-Vache, Que.
75,606	Sovereign.....	Digby.....	".....	1878	Digby, N.S.....	54 1	17 1	6 5	31	Clarence Peters, Westport, N.S.
72,568	Sovereign.....	Kingston.....	Sloop.....	1876	Kingston, Ont.....	83 1	18 3	1 8	53	James Mullens, Belleville, Ont.
85,611	Sower.....	Parishoro.....	Schr—Glt.....	1883	Three Sisters, N.S.....	88 0	27 2	9 2	124 D.	J. Purdy, St. John, N.B.
59,370	Sparkling Willow.....	St. Andrews.....	".....	1860	Edgecomb, Me., U.S.A.....	48 0	16 9	6 3	25	Geo. R. Watson, Campoello, N.B.
77,731	Sparmaker.....	St. John, N.B.....	".....	1879	Gilbert Cove, N.S.....	45 0	17 5	6 0	24 F.	W. Mills, Advocate Harbour, N.S.
77,956	Speed.....	Yarmouth.....	".....	1880	Clements-port, N.S.....	38 7	13 2	5 1	43 R.	Nickerson, Wood's Harbour, N.S.
85,596	Speedwell.....	St. John, N.B.....	".....	1883	Chapman, N.B.....	78 1	26 4	6 9	83	Mrs. Ellen G. Driscoll, St. John, N.B.
69,383	Speedwell.....	Gaspé.....	".....	1876	Corner of Beach, Que.	48 5	15 3	7 3	31	Frank Assels, New Carlisle, Que.
42,438	Speedy.....	".....	".....	1872	Point St. Peter, Que.....	69 7	20 4	8 6	65 C.	Robin Collas & Co., Ltd., Jersey.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						FT. INCHES. PES. LIGNES.	FT. INCHES. PES. LIGNES.	FT. INCHES. PES. LIGNES.		
61,404	Superb	Chatham, N.B.	Schr—Glt	1871	Shippegan, N.B.	39 6	13 8	4 6	11 E.	Robichaud, Shippegan, N.B.
64,954	Supérieure	Quebec	Barge—Chalan.	1870	Champlain, Que.	161 5	22 0	7 9	119	Joseph Durand, Champlain, Que.
111,845	Superior	Chatham, N.B.	Schr—Glt	1901	Caraquet, N.B.	40 0	13 1	5 5	14 1/2	N. LeBouthillier, Caraquet, N.B.
74,213	Surprenant	Montreal	Sloop	1874	Pierreville, Que.	96 0	22 7	5 7	80	Jos. Bertrand, Champlain, Que.
100,448	Surprise	Canso	Schr—Glt	1898	Canso, N.S.	40 8	13 8	6 7	15	John J. Mcagher, Canso, N.S.
85,625	Surprise	Parrsboro'	"	1884	Parrsboro', N.S.	68 7	20 0	7 1	60	E. L. Currie, Margaretsville, N.S.
92,745	Surprise	Charlottetown	"	1893	Port Elgin, N.B.	46 5	13 5	6 2	18	Neil McLeod, French River, New London, P.E.I.
103,772	Surprise	Chatham, N.B.	"	1894	Caraquet, N.B.	56 0	11 9	4 8	10	T. Blanchard, Caraquet, N.B.
69,133	Susan	Halifax	"	1874	Malbone Bay, N.S.	41 0	14 2	5 6	17	Daniel McGilvray, Sydney, N.S.
75,453	Susan	Windsor, N.S.	"	1877	Kempt, N.S.	43 6	14 8	6 3	19	Jeremiah Dexter, Kempt, N.S.
85,390	Susan C.	Barrington	"	1883	St. Margare's Bay, N.S.	41 3	15 0	6 5	21	P. P. Smith, Cape Island, N.S.
69,423	Susan King	Charlottetown	"	1875	Tatamagouche, N.S.	53 6	16 9	5 3	28	Adam A. Grant, Port Elgin, N.B.
100,274	Susie N.	Windsor, N.S.	"	1891	Port Elgin, N.B.	52 0	18 0	6 8	39	N. W. Eaton, Spencer's Island, N.S.
92,367	Susie Pearl	St. John, N.B.	Wdbrt—Bab.	1887	Waterborough, N.B.	75 8	24 7	6 8	75	Joshua Prescott, Sussex, N.B.

SESSIONAL PAPER No. 21b

100,435	Stacie Prescott	Moncton	Schr- Glt	1892	Albert, N.B.	79 2	25 7	7 6	99	Crandall S. Prescott, Albert, N.B.
100,524	Sava	Paraburd	"	1893	Port Greville, N.S.	72 0	20 4	7 6	69	W. F. Conlon, Parrisboro, N.S.
80,806	Swallow	Charlotte-town	"	1885	Wallace, N.S.	48 7	17 7	6 6	29	M. Finlayson, Piquette, P.E.I.
83,093	Swallow	Port Hawkesbury	"	1880	Margaree, N.S.	36 0	12 0	5 6	12	Duncan McDonald, Margaree, N.S.
74,948	Swallow	Sydney	"	1877	Big Bras d'Or, N.S.	43 1	14 2	5 7	16	Wm. Carey, Big Bras d'Or, N.S.
96,572	Swallow	St. John, N.B.	"	1889	Chipman, N.B.	81 6	26 3	7 2	90	H. D. Troop, St. John, N.B.
100,065	Swallow	"	"	1891	Westfield, N.B.	52 8	17 1	3 7	26	R. J. Armstrong, St. John, N.B.
103,006	Swallow	Chatham, N.B.	"	1893	Shippagan, N.B.	31 0	12 2	1 6	11	T. Albier, Shippagan, N.B.
103,947	Swallow	"	"	1899	Carapicet, N.B.	37 0	12 6	5 0	13	C. Robin Collas & Co., Ltd., Jersey.
103,762	Swan	"	"	1896	"	38 1	13 0	1 8	11	T. Albier, Shippagan, N.B.
90,431	Swan	Barrington	"	1889	Port LaTour, N.S.	33 5	12 2	4 9	10	George Smith, Port LaTour, N.S.
100,069	Swan	Shelburne	"	1893	Shelburne, N.S.	73 0	19 2	7 5	56	Milton Haines, Freeport, N.S.
100,011	Svanhilda	Annapolis	"	1892	Granville, N.S.	87 4	26 1	8 3	129	Samuel Groves, Granville, N.S.
75,468	Swansea	Windsor, N.S.	Bk- Bq	1877	Hantsport, N.S.	163 6	33 6	25 0	7	The Ship Swansea Co., Ltd., Hantsport, N.S.
100,986	Swift	Chatham, N.B.	Schr- Glt	1888	Carapicet, N.B.	35 6	12 6	5 0	11	Chas. DoCarmey, Carapicet, N.B.
90,493	Swift Current	Port Hawkesbury	"	1885	St. Margaree's Bay, N.S.	64 8	22 0	7 8	65	E. Boswell, Victoria, P.E.I.
103,761	Swing	Chatham, N.B.	"	1893	Carapicet, N.B.	31 6	12 3	4 8	11	Agapit Albert, Carapicet, N.B.
72,953	Sylvester Neelan	St. Catharines	"	1875	St. Catharines, Ont	137 0	26 2	12 0	291	The Collin's Bay Rafting & Forwarding Co., Kingston, Ont.
111,822	T. J. K. 1	Vanconver	Scow- Glt	1901	Vanconver, B.C.	72 0	21 0	5 0	59	Henry Clyne, Vanconver, B.C.
111,713	T. A. Mahone	Lanenburg	Schr- Glt	1901	Mahone Bay, N.S.	70 2	21 8	8 0	64	Abraham Ernst, Mahone Bay, N.S.
54,080	T. W. S. Grosier	Digby	"	1866	LaHave, N.S.	51 0	17 4	7 2	30	Andrew Coggins, et al., Westport, N.S.
77,836	T. W. Smith	Halifax	"	1879	Chezetcook, N.S.	48 5	17 5	7 0	35	Isaac Dauphinee, St. Margaree's Bay, N.S.
75,528	T. Owens	Montreal	Range- Chalan	1874	Montreal, Que.	94 0	19 2	5 7	90	The Charlemagne & Lac Beauport Lumber Co., Ltd., Charlemagne, Que.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. *Suite.*

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Grément.	Built—Constructé.	Where Built. Lieu de construction.	Register Dimensions.				Registered Tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur-gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	SC. TONS. ÉVALUÉS EN TONNES.		
66,017	Tadoussac	Quebec	Schr. Glt.	1867	Malbaie, Que.	40.0	13.0	5.1	11	Elzéar Gauthier, St. Irenée, Que.	
103,611	Tadoussac	"	Sloop	1836	Tadoussac, Que.	53.5	17.9	1.9	41	Benoît Bergeron, Sault au Cochon, Que.	
103,751	Talnooth	Lunenburg	Schr. Glt.	1897	La Have, N.S.	92.8	21.4	10.0	100	Fred. Remby, La Have, N.S.	
107,541	Tauwaba	St. John, N.B.	Sloop	1897	St. John, N.B.	33.3	9.9	1.2	6	Robert Seely, St. John, N.B.	
83,186	Tarquin	Charlottetown	Schr. Glt.	1836	Scituate, Mass., U.S.A.	70.0	18.8	8.5	72	Chas. Lyons, Charlottetown, P.E.I.	
100,175	Tartar	Lunenburg	"	1892	La Have, N.S.	65.7	21.1	8.5	61	W. N. Reinhardt, La Have, N.S.	
111,636	Tasmania	"	"	1901	Lunenburg, N.S.	91.3	21.9	9.8	99	Howard Weinacht, Lunenburg, N.S.	
78,000	Tay	Ottawa	Barge—Chalan.	1880	Hull, Que.	111.7	22.1	6.8	151	The Ottawa Transportation Co., Ltd., Ottawa, Ont.	
92,369	Tay	St. John, N.B.	Schr. Glt.	1887	Black River, N.B.	93.7	27.7	7.1	125	Peter McIntyre, St. John, N.B.	
61,111	Telegraph	Richibucto	"	1869	Miramichi, N.B.	39.3	13.5	5.8	20	John Jardine, jr., Rexton, N.B.	
74,129	Telephone	Port Medway	"	1877	Port Medway, N.S.	73.3	20.7	8.3	70	J. Weston, Rexton, N.B.	
59,387	Telephone	St. Andrews	"	1877	St. Andrews, N.B.	43.0	15.2	6.1	19	Charles H. Greenwood, Campo Belle, N.B.	
59,872	Temperance	Quebec	Barge—Chalan.	1867	Deschambault, Que.	63.0	20.0	5.2	35	O. Caron, Châteauc Richer, Que.	
74,062	Temperance	Windsor, Ont.	Scow—Gld.	1877	Tilbury West, Ont.	66.0	17.0	4.1	38	J. B. Gervais, Tilbury West, Ont.	

SESSIONAL PAPER No. 216

64,738	Temperance	Port Hawkesbury	Schr - Glt	1873	Margaree, N.S.	53	7	15	6	6	5	26	Daniel McNeil, Fort Hood, N.S.
64,454	Temperance Bell	St. John, N.B.	"	1870	Johnston, N.B.	81	6	27	1	7	1	77	M. H. Tufts, St. John, N.B.
59,149	Templar	"	Wdbr - Bab.	1868	Grand Lake, Queen's Co., N.B.	74	7	25	9	6	9	78	Crook, H. Shannon, St. John, N.B.
74,122	Temple Bar	Port Medway	Schr - Glt	1876	East Port Medway, N.S.	62	0	20	3	7	6	41	John H. Longaine, Bridgetown, N.S.
107,390	Terence C. Lockwood	Shelburne	"	1901	Lockeport, N.S.	92	9	24	1	9	5	98	Wm. McMillan, Lockeport, N.S.
90,781	Teresa	Victoria	"	1883	San Salvador, U.S.A.	80	0	23	3	7	2	63	P. A. Pabington, M.O., Victoria, B.C.
100,777	Teutonic	Chatham, N.B.	"	1892	Carapquet, N.B.	36	0	13	0	4	6	11	C. Hubbard, Carapquet, N.B.
	Teviot	Montreal	Barge - Chalan.	1863	Montreal, Que.	105	3	22	6	9	1	160	J. Gagnon, Montreal, Que.
80,657	Texas	"	"	1880	"	111	0	29	0	8	0	265	Dickson Anderson, Montreal, Que.
80,890	Thames	Ottawa	"	1880	Hull, Que.	110	7	22	3	7	0	151	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,015	Theba	Annapolis	Schr - Glt	1825	Granville, N.S.	68	5	29	0	7	1	49	W. A. Pigott, Granville, N.S.
107,492	Themis	Quebec	"	1898	Ense St. Paul, Que.	40	8	13	0	1	8	17	A. H. Simard, Ense St. Paul, Que.
90,891	Theresa	Yarmouth	"	1889	Eel Brook, N.S.	43	8	14	6	5	1	18	R. W. Stevens, Cape Sable Island, N.S.
91,685	Theresa	"	"	1888	Jordan River, N.S.	105	0	26	0	10	1	148	Alfred Peters, Arichat, N.S.
107,307	Theta	Windsor, N.S.	"	1901	Cheverie, N.S.	148	7	31	8	12	1	120	Rob. Pratt, Cheverie, N.S.
107,545	Thetis	St. John, N.B.	Sloop	1898	St. John, N.B.	28	0	10	0	3	2	5	Henry R. McLellan, St. John, N.B.
42,822	Thetis	Halifax	Schr - Glt	1862	Marie Joseph, N.S.	75	5	22	5	9	5	92	G. Allen, St. Peters, N.S.
92,577	Thetis	"	Cutter	1888	Dormouth, N.S.	21	8	6	5	5	3	4	H. R. McLaren, Halifax, N.S.
357		Montreal	Barge - Chalan.	1870	Sorel, Que.	92	0	18	8	6	0	91	David Gilmore, Trenton, Ont.
73,192	Thirza	Amherst, M.E.	Schr - Glt	1881	Grandstone Island, Que.	39	2	12	5	5	5	11	Timothe LaRue, Magdalen Islands, Que.
96,795	Thistle	Charlottetown	"	1890	Fouche, N.S.	49	8	17	8	6	3	31	John S. Marchison, Point Prim, P.E.I.
83,071	Thistle	Ottawa	Barge - Chalan.	1869	Kingston, Ont.	108	0	22	3	5	5	117	John Blich and David Blich, J.O., Barritt's Rapids, Ont.
92,346	Thistle	Quebec	Schr - Glt	1887	Chicoutimi, Que.	82	2	25	8	10	1	110	Wm. Price, Quebec, Que.
92,599	Thistle	Sydney	"	1888	Little Bras d'Or, N.S.	38	2	13	2	4	7	11	W. J. Christie, Little Bras d'Or, N.S.
97,145	Thistle	St. Andrews	Sloop	1888	Grand Manan, N.B.	27	0	12	9	5	0	12	Frank Ingersoll, Grand Manan, N.B.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	ft. both. Ft. both.		
88,479	Thistle.....	Winnipeg.....	Barge—Chalan.....	1884	Fort Frances, Ont.	48 0	11 9	3 9	23	A. McKinnon, Rat Portage, Ont.	
100,100	Thistle.....	St. John, N.B.	Schr—Glt.....	1893	St. Martin's, N.B.	92 6	27 6	7 9	123	Peter McIntyre, St. John, N.B.	
107,071	Thistle.....	"	Sloop.....	1897	St. John, N.B.	31 0	11 2	4 0	8 0	DeVeber, Gagetown, N.B.	
71,634	Thomas.....	Montreal.....	"	1874	Yamaska, Que.	102 0	22 2	6 2	96	E. Cocheure, Sord, Que.	
83,070	Thomas Beckett.....	Ottawa.....	Barge—Chalan.....	1881	Hull, Que.	111 4	21 7	7 0	151	The Ottawa Transportation Co., Ltd., Ottawa, Ont.	
(074,372)	Thomas Clark Street.....	St. Catharines.....	Blk. Pk.....	1869	St. Catharines, Ont.	138 4	25 6	11 5	319	Hagerly & Grassett, Toronto, Ont.	
90,893	Thomas H.....	Yarmouth.....	Schr—Glt.....	1889	Pubnico, N.S.	40 0	13 5	5 1	13	Seth Nickerson, Clarke's Harbour, N.S.	
.....	Three (3).....	Montreal.....	Barge—Chalan.....	1870	Pierreville, Que.	94 1	18 8	6 0	165	Dennis Murphy, Ottawa, Ont.	
88,542	Three Balls.....	Barrington.....	Schr—Glt.....	1884	Lockport, N.S.	79 0	23 0	9 0	92	B. C. Newell, Cape Island, N.S.	
42,432	Three Brothers.....	Gaspe.....	"	1866	Esquimaux Point, Que.	49 6	16 0	5 9	36	Isidore Boudreau, Esquimaux Point, Que.	
90,738	Three Brothers.....	Chatham, N.B.	"	1890	Shippagan, N.B.	35 2	12 5	4 8	12	John Young, Tracadie, N.B.	
88,325	Three Brothers.....	Quebec.....	"	1883	Les Etoulements, Que.	58 5	16 0	6 8	44	N. Guélin, St. Paul de Mille-Valées, Que.	
107,440	Three Links.....	St. Andrews.....	Sloop.....	1899	Grand Manan, N.B.	30 0	11 0	6 0	12	Robert A. Mann, Grand Manan, N.B.	
100,814	Three Sisters.....	Barrington.....	Schr—Glt.....	1894	Bear Point, N.S.	38 5	13 0	4 2	10	F. O. Brindley, Chebogue, N.S.	

SESSIONAL PAPER No. 21b

75,726	Thrush	Yarmouth	"	1878	Cape St. Mary, N.S.	40 0	13 7	5 4	13 E. C. Bowers, Westport, N.S.
97,200	Thrush	Montreal	Barge—Chalan.	1890	Montreal, Que.	181 0	34 4	11 7	584 Kingslon & Montreal Forwarding Co., Ltd., Kingston, Ont.
103,082	Thrush	Chatham, N.B.	Schr—Glt	1890	Shippagan, N.B.	32 4	12 0	4 8	10 T. Abier, Shippagan, N.B.
92,606	Thurso	Ottawa	Barge—Chalan.	1887	Rockland, Ont.	105 0	22 5	7 5	153 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,019	Thurston.	Parrsboro.	Schr—Glt	1895	Fox River, N.S.	70 6	21 6	6 0	61 J. H. Allan, Parrsboro, N.S.
100,918	Tickler	Chatham, N.B.	"	1892	Carapet, N.B.	39 0	12 8	5 3	12 C. Robin Collas & Co., Ltd., Jersey.
111,707	Tidal Wave	Lunenburg	"	1901	La Have, N.S.	78 3	21 7	9 7	75 J. Norman Rafuse, La Have, N.S.
96,961	Tivoli	Shelburne	"	1890	Little Harbour, N.S.	41 0	15 0	6 5	24 William J. Doane, Red Head, Shelburne, Co., N.S.
	Toledo	Montreal	Barge—Chalan.	1872	Quebec, Que.	137 9	29 6	10 0	392 Montreal Transportation Co., Montreal, Que.
59,156	Tom	St. John, N.B.	Schr—Glt	1867	Harvey, N.B.	40 1	13 0	1 7	14 Peter Payne, Chance Harbour, N.B.
(685,387	Topaz	Liverpool	"	1883	Port Clyde, N.S.	85 5	24 5	9 1	104 Henry Hanville, St. Lucia, B.W. Indies.
92,423	Topsy	Prosscott	Scow—Chd.	1866	Isopois, Ont.	46 0	13 0	4 0	22 Mrs. Sarah M. Cuman, Isopois, Ont.
107,651	Torata	Lunenburg	Schr—Glt	1899	Malome Bay, N.S.	86 9	21 0	9 5	92 J. Wm. Young, Malome, Lunenburg, N.S.
88,224	Tormentor	Halifax	"	1873	Mathone Bay, N.S.	39 8	11 0	5 2	15 Michael Rice, Lower Prospect, N.S.
71,601	Toronto	Montreal	Barge—Chalan.	1871	Montreal, Que.	150 0	26 0	10 2	395 Montreal Transportation Co., Montreal, Que.
80,696	Topolo	"	"	1882	"	81 0	22 5	5 0	117 E. E. Gilbert, Montreal, Que.
92,623	Torribon	Charlottetown	Schr—Glt	1887	Pleasantville, N.S.	80 3	23 9	9 6	97 Ronald Campbell, Summerside, P.E.I.
92,540	Tourterelle	Montreal	Shoop	1887	Pierraville, Que.	95 9	22 8	6 5	102 A. Arcand, Portneuf, Que.
88,637	Tradewind	Whitby	Schr—Glt	1868	Port Hope, Ont.	100 5	21 1	9 0	181 J. Oliver, Kingston, Ont.
90,506	Trader	Parrsboro	"	1885	Parrsboro, N.S.	70 2	23 0	7 1	73 Norie M. Ogilvie, Parrsboro, N.S.
100,602	Trader	Shelburne	"	1892	Shelburne, N.S.	91 0	24 7	10 7	137 Geo. A. Cox, Shelburne, N.S.
107,113	Transfer, No. 1.	Vanconver	Scow—Chd.	1898	Vanconver, B.C.	186 4	40 0	12 0	773 Union Colliery Co., Victoria, B.C.
41,821	Traveller	St. John, N.B.	Schr—Glt	1868	St. Martin's, N.B.	38 3	10 7	5 1	45 David Backshaw, St. Martin's, N.B.
85,028	Treasurer	Parrsboro	Ship—3 m	1881	Economy, N.S.	225 8	40 5	23 6	129 R. P. Soley, Economy, N.S.
92,567	Trial	Halifax	Schr—Glt	1882	Margaree, N.S.	36 0	12 8	5 6	13 Alexander Cormie, Margaree, N.S.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
103,179	Trilby	Digby	Schr—Glt	1865	Sable River, N.S.	53 7	16 5	7 1	31	Francis B. Leach, Westport, N.S.
103,199	Trilby	Canso	"	1865	Liverpool, N.S.	37 0	13 1	5 7	12	Edward Flaherty, Canso, N.S.
100,261	Trinidad	Windsor, N.S.	Bktn—Bkght.	1891	Kempt, N.S.	158 2	36 0	16 1	636	H. H. Greene, Kempt, N.S.
64,927	Triumph	Halifax	Schr—Glt	1873	Louisburg, N.S.	53 0	17 2	7 2	38	A. Corkum, Chester, N.S.
90,681	Triumph	Victoria	"	1887	Sheburne, N.S.	85 0	23 8	9 3	98	J. G. Cox, M.O., Victoria, B.C.
74,277	Trois Saumons	Quebec	"	1876	St. Jean Port-Joli, Que.	67 2	19 5	5 2	15	Pascal Tremblay, Baie des Bacons, Que.
	Trout	Ottawa	Barge—Chalan.	1870	Montreal, Que.	93 0	19 0	6 2	96	S. St. Denis, Lachine, Que.
59,568	True	Sackville	Wdkt—Bab.	1879	Grand Lake, Queen's Co., N.B.	74 0	23 9	6 4	61	L. McCreath, Parrshoro, N.S.
71,038	True Blue	Yarmouth	Schr—Glt	1876	Clare, N.S.	33 0	11 0	4 0	8	Wallace Haines, Clare, N.S.
103,531	True Love	Halifax	"	1889	Somerset, N.S.	33 2	11 4	5 6	16	John C. Arnold, Terence Bay, N.S.
107,991	True Love	Canso	"	1895	Canso, N.S.	37 0	10 5	5 8	10	David Walsh, Canso, N.S.
88,414	Trumpet	St. John, N.B.	"	1887	Essex, Mass., U.S.A.	45 2	13 9	6 0	20	A. W. Holmes, Beaver Harbour, N.B.
	Try	Montreal	Barge—Chalan.	1860	Montreal, Que.	91 3	18 7	5 5	81	E. Griffin, Ottawa, Ont.
103,998	Try Again	St. Andrews	Sloop	1898	Meteghan, N.S.	36 1	13 0	5 0	15	A. W. Ingensoll, Grand Manan, N.B.

107,055	Twilight	Barrington	1864	Harpwell, U.S.A.	62	4	20	3	4	7	37	Roswell B. Penny, Barrington, N.S.
38,036	Twilight	Digby	1865	Long Island, N.S.	39	5	13	6	5	2	14	Benjamin Taylor, Digby, N.S.
75,833	Twilight	Halifax	1878	Owl's Head, N.S.	42	0	14	4	6	0	14	E. J. Covey, Indian Harbour, N.S.
64,470	Twilight	St. John, N.B.	1870	Portland, N.B.	60	5	17	0	6	6	30	William Quinn, St. John, N.B.
103,382	Two	Winnipeg	1895	Rat Portage, Ont.	56	5	14	3	6	3	17	Rainy River Nav. Co., Ltd., Rat Portage, Ont.
	Two (2)	Montreal	1872	Montreal, Que.	71	4	24	1	8	3	42	Montreal Transportation Co., Montreal, Que.
38,480	Two Brothers	Arichat	1866	River Bougeoise, N.S.	51	6	16	6	7	4	31	Simon Landry, River Bougeoise, N.S.
103,460	Two Brothers	"	1899	L'Ardoise, N.S.	42	4	14	8	6	0	18	Maurice Peters, L'Ardoise, N.S.
107,991	Two Brothers	Canso	1898	Port Felix, N.S.	40	0	13	0	6	4	14	Frederick Jello, Port Felix, N.S.
75,895	Two Brothers	Charlottetown	1878	Miramichi, N.B.	51	0	16	8	6	3	26	John Gosbie, Murray River, P.E.I.
90,491	Two Brothers	Halifax	1885	Chezetook, N.S.	43	8	15	8	6	0	21	Peter Ferguson, Halifax, N.S.
80,879	Two Brothers	Pictou, Ont.	1881	Battersca, Ont.	95	0	18	6	4	8	56	Geo. Cousins, Belleville, Ont.
77,920	Two Brothers	Port Hope	1868	Port Barwell, Ont.	95	0	23	5	7	5	122	Jno. Wright, Port Hope, Ont.
103,583	Two Brothers	Chatham, N.B.	1895	Shippagan, N.B.	37	0	12	4	4	8	11	W. S. Loggie Co., Ltd., Chatham, N.B.
77,936	Two Sisters	Charlottetown	1879	Murray River, P.E.I.	43	9	15	1	6	5	24	Hugh Daley, Commercial Cross, P.E.I.
92,749	Two Sisters	Sackville	1896	Sackville, N.B.	76	6	25	0	7	2	86	Thos. Egan, <i>et al.</i> , Sackville, N.B.
83,287	Twilight	Kingston	1882	Dog Lake, Ont.	79	0	15	8	4	5	41	Clement Bell, Belleville, Ont.
100,575	Tyler	Lunenburg	1893	Lunenburg, N.S.	62	7	20	7	8	0	54	W. C. Smith, Lunenburg, N.S.
97,096	Tyree	"	1896	Bridgewater, N.S.	126	5	30	0	11	9	285	Thos. A. Wilson, Bridgewater, N.S.
103,869	Uganda	Halifax	1898	Ship Harbour, N.S.	38	8	12	7	5	2	14	J. B. Stoddard, Ship Harbour, N.S.
94,631	Umbria	Shelburne	1888	Shelburne, N.S.	85	0	22	3	9	7	99	Joseph W. Peppet, North Sydney, N.S.
73,027	Una	Amburst, M.I.	1879	House Harbour, M.I., Que.	62	6	19	4	7	3	41	Francis Cheverie, Magdalen Islands, Que.
103,172	Una	Shelburne	1894	Shelburne, N.S.	77	2	22	2	8	2	82	Jas. T. Thompson, Halifax, N.S.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. Suite.

Official number. Numero matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct. Lieu de construction.	Register Dimensions.			Registered Tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur-gérant et adresse.
					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
100,225	Una	Halifax	Schr. Glt.	1883 Pleasant Harbour, N.S.	31.8	11.9	4.1	9.1	Cronan, Halifax, N.S.
88,597	Uckle-Son	Barrington	"	1885 Pabnico, N.S.	86	53.5	8.2	97	Geo. D'Entremont, Pabnico, N.S.
107,957	Ungawa	Louemburg	"	1900 Mahone Bay, N.S.	88.8	24.3	9.1	88	Wm. Cleversey, La Have, N.S.
72,095	Union	Chatham, N.B.	"	1876 New Brandon, N.B.	67.5	20.1	10.1	77	Lawrence Corriar, Arichat, N.S.
12,433	Union	Gaspé	"	1883 Painsula, Gaspé, Que.	40.4	12.6	5.2	19	John Ascab, Anticosti, Que.
61,946	Union	Halifax	"	1870 Jeddore, N.S.	11.0	16.4	6.1	22	B. Mountain, Lot 3, Alma, P.E.I.
94,750	Union	St. John, N.B.	"	1880 St. Martin's, N.B.	79.0	26.6	7.3	97	John J. Shields, Alma, N.B.
107,636	Union No. 8	New Westminster	Barge Chalam.	1878 Vancouver, B.C.	56.0	14.0	4.0	28	Union Steamship Co., Vancouver, B.C.
103,742	Unique	Louemburg	Schr. Glt.	1846 Mahone Bay, N.S.	93.1	24.3	9.5	95	A. Ernst, Mahone Bay, N.S.
100,123	Uno	Wallaceburg	Barge Chalam.	1892 Wallaceburg, Ont.	76.0	20.2	5.0	75	J. W. Taylor, Wallaceburg, Ont.
96,890	Upper Traverse	Ottawa	Schr. Glt.	"	77.0	20.0	9.5	97	The Minister of Marine and Fisheries, Ottawa, Ont.
97,098	Urania	Louemburg	"	1891 Louemburg, N.S.	85.9	24.5	8.8	100	Nathaniel Smith, Halifax, N.S.
66,997	Uranus	St. John, N.B.	"	1874 Canung, N.B.	73.2	26.4	6.8	74	Chas. D. Dyleman, Jemseg, N.B.
83,436	Urban B.	Parisboro	"	1887 Beliveau's Cove, N.S.	76.8	53.5	8.8	98	H. Gillespie, Parisboro, N.S.

SESSIONAL PAPER No. 21b

103,417	Uruguay	Louenbourg	"	1895	La Have, N.S.	83 0	23 9	9 3	97 D. Dolmes, La Have, N.S.
91,694	Utah and Emico	Digby	"	1889	Freeport, N.S.	50 3	18 0	6 3	33 M. Hannes <i>et al.</i> , Freeport, N.S.
100,431	Utility	Moncton	"	1891	Waterside, N.B.	94 1	26 2	7 8	124 W. S. Starratt, Hopewell, N.B.
83,495	Utopia	Liverpool	"	1884	Brooklyn, N.S.	81 0	21 8	9 0	98 Wm. L. McLeod, Halifax, N.S.
107,249	V. C. Co., No. 1	New Westminster	Barge—Chalam	1888	New Westminster, B.C.	47 5	11 6	3 4	15 Victoria Canning Co. of B.C., Ltd., Victoria, B.C.
107,250	V. C. Co., No. 2	"	"	"	"	47 0	13 6	3 4	18 " " " "
107,252	V. C. Co., No. 3	"	"	"	"	55 0	18 0	4 5	41 " " " "
107,621	V. C. Co., No. 1	"	"	1898	"	47 5	11 6	3 4	15 " " " "
107,629	V. C. Co., No. 5	"	"	1898	"	52 5	11 6	3 4	21 " " " "
107,631	V. C. Co., No. 6	"	"	1898	"	50 0	13 8	3 6	20 " " " "
107,632	V. C. Co., No. 7	"	"	1898	"	49 0	13 8	4 0	25 " " " "
90,669	V. T. H.	Digby	Schr—Glt	1888	Bear River, N.S.	95 4	26 3	9 7	149 Alphaeus Marshall, <i>et al.</i> , Bear River, N.S.
80,692	V. Paradis	Montreal	Barge—Chalam	1881	Sorel, Que.	130 0	21 7	10 0	214 Nap. Laforceur, Sorel, Que.
103,340	Vabla	"	Sloop	1890	Lachine, Que.	27 0	8 0	1 8	3 A. F. Riddell, Montreal, Que.
92,743	Valdare	St. John, N.B.	Schr—Glt	1888	Cambridge, N.B.	83 0	27 0	7 2	100 Calin C. Rice, Bear River, N.S.
92,391	Valencia	Kingston	"	1888	Garden Island, Ont.	178 0	30 8	13 2	543 The Pennsylvania Coal Co., Ltd., Montreal, Que.
90,752	Vab-eta	St. John, N.B.	"	1885	Rodhesay, N.B.	81 0	27 0	7 4	99 Roderick A. Cameron, St. John, N.B.
83,161	Valiant	Louenbourg	"	1881	La Have, N.S.	76 5	22 5	8 8	88 Thomas A. Cook, LaHave, N.S.
111,555	Valkyrie	St. Andrews	Sloop	1895	West Isles, N.B.	37 0	13 0	5 6	16 Lorenzo C. Watt, Grand Manan, N.B.
100,237	Valkyrie	Halifax	Schr—Glt	1893	Tancook, N.S.	34 4	8 6	3 6	5 H. E. Marsh, Halifax, N.S.
103,285	Valkyrie	Chatham, N.B.	"	1895	Shippegan, N.B.	36 1	12 0	5 2	12 P. Rice, Caraquet, N.B.
103,716	Valkyrie	Yarmouth	"	1898	Pulnico, N.S.	34 6	11 7	5 8	11 W. Worthen, Yarmouth, N.S.
83,101	Valona	Richtbucto	Bk—Bk	1881	Rexton, N.B.	173 8	33 5	20 2	800 John Jarline jr. and H. Andrews, Rexton, N.B.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. Suite.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
103,852	Vampire	Halifax	Sloop	1897	Barnmouth, N.S.	23 6	6 6	3 5	2	H. De S. Isaacson, Halifax, N.S.
36,983	Van	Guysboro'	Schr—Glt	1860	East Port Medway, N.S.	60 0	90 0	7 6	59	J. Clory, West Arichat, N.S.
71,034	Vanguard	Arichat	"	1876	"	60 7	19 6	7 5	51	Dominick Boudrot, Petite de Grat, N.S.
80,630	Vanity	Yarmouth	"	1882	Maitland, N.S.	39 0	12 6	4 8	11	S. F. Perry, Maitland, N.S.
61,607	Varena	Guysboro'	"	1871	Country Harbour, N.S.	38 4	13 4	5 7	16	Richard Hardy, Rose Blanch, Nfld.
85,758	Varina	Quebec	"	1883	St. Jean Port-Joli, Que.	51 0	14 9	6 5	21	J. Bouillon, Ste. Anne de la Pte, au Pere, Co. Rimouski, Que.
	Vassal	Montreal	Barge—Chalan	1866	St. Francis, Que.	96 3	22 5	6 8	106	A. Boucher, Sorel, Que.
100,036	Vedette	Toronto	Yacht	1892	Toronto, Ont.	46 0	9 6	5 2	6	F. M. Gray and J. C. Reid, J.O., Toronto, Ont.
97,121	Vega	Quebec	Schr—Glt	1890	Murray Bay, Que.	55 0	19 3	7 4	59	Joseph Blouin, St. Jean, Island of Or- leans, Que.
100,851	Vega	"	"	1892	Isle aux Coudres, Que.	42 8	15 2	6 2	24	R. Daly, Quebec, Que.
100,434	Velina A.	Moncton	"	1892	Harvey, N.B.	32 6	12 1	4 4	9	J. A. Derry, Harvey, N.B.
75,863	Venice	Weymouth	Bigto—Biglt	1879	Church Point, N.S.	92 0	25 6	10 2	149	A. Melancon, Gilbert's Cove, N.S.
103,711	Venite	Yarmouth	Schr—Glt	1897	Maxillette, N.S.	45 0	14 0	5 6	16	S. A. Doucette, Maxillette, N.S.
92,778	Venture	Victoria	"	1888	Vancouver, B.C.	68 3	16 6	6 3	48	Victoria Stealing Co., Ltd., Victoria, B.C.

SESSIONAL PAPER No. 21b

96,781	Venture	Halifax	1889	Port Petreswick, N.S.	54 2	18 9	7 8	43	Edward Dempsey, Herring Cove, N.B.
92,315	Venturer	Liverpool	1886	Brooklyn, N.S.	115 0	29 4	11 8	318	E. E. Hutchings, Brooklyn, N.Y., U.S.A.
100,896	Venturer	Weymouth	1896	Meagham, N.S.	110 0	27 2	10 6	194	" " " "
61,401	Venus	Chatham, N.B.	1872	Miramachi, N.B.	43 4	14 8	5 9	19	Francis E. Winslow, Chatham, N.B.
94,832	Venus	St. Andrews	1885	Booth Bay, Me., U.S.A.	59 0	18 4	6 7	42	Jos. Thurber, Freeport, N.S.
103,058	Venus	Yamouth	1894	Shelburne, N.S.	28 0	11 1	5 3	8	C. Blades, Pubnico, N.S.
100,613	Vera	Victoria	1887	San Francisco, U.S.A.	74 0	21 2	8 5	60	Victoria-Sealing Co., Ltd., Victoria, B.C.
103,609	Verbeena	Sydney	1898	Gabarouse, N.S.	56 0	15 7	5 9	27	G. W. Grant, Gabarouse, N.S.
103,736	Vere B. Roberts	Parishboro'	1898	Parishboro', N.S.	93 3	27 2	9 2	124	V. B. Roberts, Parishboro', N.S.
88,282	Veritas	St. Andrews	1878	Eastport, U.S.A.	30 3	10 6	5 6	10	Simon Leonard, West Isles, N.B.
107,964	Vernie May	Lanenburg	1900	Madone Bay, N.S.	83 2	23 8	9 3	76	Abraham Ernst, Madone Bay, N.S.
79,983	Veronica	St. John, N.B.	1879	Indiantown, N.B.	186 4	37 8	22 1	1093	Robt. Thomson and John H. Thomson, (Ship's Husband) St. John, N.B.
71,647	Vert Pomme	Montreal	1872	Pierreville, Que.	101 2	23 4	6 9	111	G. Lebrun, St. Amicé, Que.
100,608	Vesper	Shelburne	1893	Sable River, N.S.	35 4	14 0	6 0	14	Chas. Chapman, Summersville, N.S.
69,290	Vesta	Lanenburg	1874	Madone Bay, N.S.	68 0	21 6	8 3	64	Geo. McPherson, Pictou Landing, N.S.
61,501	Vesta	Digby	1868	Jordan River, N.S.	49 5	16 1	6 5	22	Nathan W. Eaton, Canning, N.S.
100,304	Vesta	Windsor, Ont.	1873	Chamont, U.S.A.	135 3	26 0	11 3	260	Wm. Allen, Walkerville, Ont.
83,376	Vesta Pearl	St. John, N.B.	1882	Canning, N.B.	79 0	27 0	6 8	85	J. A. Johnson, Grandville, N.S.
108,811	Vesta Pearl	Lanenburg	1893	Shelburne, N.S.	63 0	17 4	7 8	40	Solomon Winters, Rose Bay, N.S.
103,274	Vesturus	Chatham, N.B.	1888	Caraquee, N.B.	35 0	12 1	5 0	10	G. Madlet, Shippegan, N.B.
77,564	Victor	Montreal	1872	Yamaska, Que.	104 0	22 7	7 0	115	Geo. Foreman, Grace's Point, Que.
100,715	Victor	"	1893	Pierreville, Que.	108 3	22 8	10 4	180	N. Laroche, Pierreville, Que.
80,071	Victor	Ottawa	1884	Monte-Bello, Que.	108 0	22 6	6 1	140	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,026	Victor	Parishboro'	1836	Saybrook, Conn., U.S.A.	58 8	20 6	6 0	33	Leonard Bishop, Harvey Bank, N.B.
80,058	Victor	St. John, N.B.	1881	Moss Glen, N.B.	87 0	26 1	8 4	110	Edward Lantalu, St. John, N.B.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. Suite.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						ft. inches.	ft. inches.	ft. inches.		
107,359	Victoria	Sydney	Schr. Glt.	1899	New Haven, N.S.	37 0	12 4	5 0	11	James Turner, Glacier Bay, N.S.
111,409	Victoria	Lunenburg	"	1900	LaHave, N.S.	35 6	24 6	9 8	100	Thomas A. Wilson, Bridgewater, N.S.
38,523	Victoria	Arichat	"	1874	French Village, N.S.	52 9	16 5	6 1	24	Henry Bourke, French Village, N.S.
74,222	Victoria	Montreal	Sloop	1875	Yanaska, Que.	99 8	21 0	5 8	96	X. Lebrun, St. Amé, Que.
51,539	Victoria	Quebec	Barge Chalam.	1856	St. Jean des Châtillons, Que.	80 0	22 9	7 5	77	L. Houde, M.O., St. Jean, des Châtillons, Que.
73,055	Victoria	"	Schr. Glt.	1860	St. Antoine, Que.	59 3	19 5	6 1	12	Zenophon Legendre, St. Antoine, Que.
100,458	Victoria	"	"	1891	Quebec, Que.	68 0	21 7	6 0	53	E. J. Price, Quebec, Que.
90,709	Victoria	St. Catharines	Scow Chd.	1870	Wendland, Ont.	109 0	23 0	6 5	156	Allan J. Holloway, Toronto, Ont.
96,996	Victoria	New Westminster	Sloop	1892	Port Guelion, B.C.	36 0	11 0	3 5	13	John A. Maxwell, Nanaimo, B.C.
100,492	Victoria	Victoria	Schr. Glt.	1892	Victoria, B.C.	80 0	20 4	8 4	63	Sproff Balcom, Victoria, B.C.
103,775	Victoria	Chatham, N.B.	"	1897	Shippegan, N.B.	38 9	13 3	5 6	16	W. S. Loggie Co., Ltd., Chatham, N.B.
80,852	Victory	Halifax	"	1880	Moser's River, N.S.	73 2	22 1	9 0	88	Augustus LeBlanc, Desconsue, N.S.
85,755	Victory	"	"	1883	Laurenburg, N.S.	79 2	23 6	9 0	97	Robert S. Munn, Harbour Grace, Nfld.
100,052	Victory	St. John, N.B.	"	1890	Waterside, N.B.	86 6	27 7	7 0	121	Ernest W. Lynds, Hopewell, N.B.

SESSIONAL PAPER No. 21b

59,310	Victory	St. Andrews	"	1865	Harpwell, Me., U.S.A.	30	8	10	4	4	8	8	Geo. Mutholland, Campo Bello, N.B.
61,553	Violette	Port Hawkesbury	"	1873	Sable River, N.S.	65	6	22	0	7	9	58	E. C. Whitman, Canso, N.S.
90,558	Vicma	Bowmanville	"	1871	Port Barwell, Ont.	102	0	23	5	8	5	136	F. H. Laird and T. E. Laird, J.O., President, Ont.
92,767	Vigie	Quebec	"	1889	Quebec, Que.	70	7	19	0	8	6	59	The Corporation of Pilots, Quebec, Que.
92,589	Vigilant	Gaspé	"	1891	Pescie River, Que.	32	6	13	0	4	6	11	J. Duguay, Anticosti, Que.
100,251	Vigilant	Halifax	"	1894	Tancook Island, N.S.	34	3	9	0	3	7	5	Dudley Mills, Halifax, N.S.
100,621	Viking	Port Dover	Sloop	1891	Port Dover, Ont.	62	0	16	6	7	8	39	Mrs. Susan Mitchell, Oakville, Ont.
107,331	Viking	Yarmouth	"	1899	Yarmouth, N.S.	30	3	11	6	3	6	9	Charles T. Grantham, Yarmouth, N.S.
103,504	Viking	Lanenburg	Schr—Glt	1896	Lanenburg, N.S.	85	2	23	6	9	3	96	A. Corkum, LaHave, N.S.
75,785	Village Belle	Port Medway	"	1878	East Port Medway, N.S.	63	8	21	0	8	3	55	S. E. Teel, Vogler's Cove, N.S.
57,662	Village Bride	Halifax	"	1867	Chezetook, N.S.	45	4	15	0	6	4	21	Peter Malcolm, Port Malcolm, N.S.
69,192	Village Queen	"	"	1874	Mabone Bay, N.S.	48	6	15	9	6	6	24	Charles Braudage, Sheet Harbour, N.S.
88,302	Villagross	Quebec	Barge Chalan	1881	St. Jean des Châlleux, Que.	92	6	22	6	6	5	93	G. Giguac, Portneuf, Que.
38,389	Vincent	Arichat	Schr Glt	1859	Cheticamp, N.S.	57	9	16	6	6	7	33	Stanislas Bouchot, Cheticamp, N.S.
37,418	Vine	Liverpool	"	1838	Sable River, N.S.	46	2	13	0	6	3	23	N. Munroe, Liverpool, N.S.
97,186	Viola	Windsor, N.S.	"	1891	Salmon River, N.S.	90	0	28	0	9	0	124	J. Willard Smith, St. John, N.B.
100,330	Viola Pearl	Yarmouth	"	1894	Eel Brook, N.S.	45	0	16	7	6	7	24	H. Goodwin, Pabnico, N.S.
100,290	Violet	Halifax	"	1891	Sambro, N.S.	33	6	11	4	5	0	12	James H. Smith, Sambro, N.S.
94,726	Violet N.	Digby	"	1888	Cornwallis, N.S.	54	0	17	8	6	4	32	Andrew Giggins <i>et al.</i> , Westport, N.S.
90,485	Violet West	Halifax	"	1885	Seaford, N.S.	49	6	18	0	7	0	36	Wm. Burke, Main à Dieu, N.S.
100,548	Violetta	Digby	"	1898	Hillsburn, N.S.	36	0	13	4	5	4	11	A. W. Longuire <i>et al.</i> , Hillsburn, N.S.
96,773	Virgin	Port Hawkesbury	"	1894	Cheticamp, N.S.	33	0	11	4	4	9	10	M. Ramard, Cheticamp, N.S.
103,125	Virgin Queen	St. Andrews	Sloop	1896	East Machias, U.S.A.	40	0	13	0	5	6	16	Nelson Morse, Grand Manan, N.B.
70,283	Virginia	Montreal	Barge Chalan	1874	Montreal, Que.	110	0	22	9	8	8	185	The Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
51,337	Virginie	Quebec	"	1864	Grandines, Que.	83	3	22	0	7	4	86	E. Hamelin, Grandines, Que.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c. — *Continued.*LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. — *Suite.*

Official number. Numero matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gémeut.	Built—Constructé.	Where Built. Lieu de construction.	Register Dimensions. Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Amateur ou amateur gérant, et adresse.	
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Feet. Pieds.	Feet. Pieds.	Feet. Pieds.			
74,258	Virginie	Quebec	Barge	1876	St. Eudie, Que.	95	8	7	6	112	Solomon Berard, Sorel, Que.
75,678	Virginie	"	Schr—Glt	1877	Les Eboulements, Que.	39	0	14	5	5	21 E. Talbot, Fraserville, Que.
90,803	Viva	Victoria	"	1885	Chester, N.S.	76	9	22	8	9	92 Victoria Sealing Co., Ltd., Victoria, B.C.
90,597	Vivian	Lambert	"	1885	Lambert, N.S.	80	6	23	4	9	99 R. Harrington, Sydney, N.S.
36,245	Vivid	Halifax	"	1859	La Have, N.S.	50	8	16	9	7	30 George Stiles, La Poile, Nfld.
75,749	Vivid	Yarmouth	"	1879	Clareh Point, N.S.	64	0	20	3	7	41 T. F. Spear, Pemmfield, N.B.
103,678	Vladimir	Toronto	Scow	1897	Bracebridge, Ont.	44	4	13	2	1	B. S. Brown, Bracebridge, Ont.
100,995	Voltaine	Chartham, N.B.	Schr—Glt	1891	Shippagan, N.B.	35	0	12	0	4	10 P. Rive, Caraquet, N.B.
100,357	Voltaire	Quebec	Scow	1888	Kimonski, Que.	35	2	13	2	1	14 P. Theriault, Kimonski, Que.
103,352	Voltaire	"	Sloop	1894	Les Escoumains, Que.	60	8	18	6	5	31 C. Delanger, Les Escoumains, Que.
74,062	Volunteer	Hamilton	Schr—Glt	1871	Mill Point, Ont.	110	0	26	3	8	197 Jean E. Farrington, Belleville, Ont.
96,910	Volunteer	Kingston	Sloop	1891	Dog Lake, Ont.	88	8	17	0	5	59 Barney Black, Kingston, Ont.
103,111	Volunteer	St. Andrews	"	1888	Grand Manan, N.B.	36	0	12	3	5	14 Milton W. Jagersoll, Grand Manan, N.B.
100,996	VonMoltke	Chartham, N.B.	Schr—Glt	1890	Caraquet, N.B.	36	1	11	9	4	11 P. Rive, Caraquet, N.B.

SESSIONAL PAPER No. 21b

46,034	Vreda	Toronto	Yacht	1888	Troom, Ayrshire, Scotland.	53.3	10.1	9.5	18	A. G. Penchen, Toronto, Ont.
103,588	Vulture	Chatham, N.B.	Schr—Glt	1896	Caroquet, N.B.	36.0	12.5	5.0	13	The W. S. Loggie Co., Ltd., Chatham, N.B.
42,588	W. J. B.	Gaspé	Schr—Glt	1896	Corner of Beach, Que.	68.0	20.0	8.8	66	Chas. G. LeBas, Percé, Que.
107,436	W. K. IV	Vancouver	Scow—Clad	1899	Vancouver, B.C.	59.0	21.9	4.8	52	Simon McKenzie, Vancouver, B.C.
111,555	W. K. No. III	"	"	1891	"	62.0	22.2	5.0	55	Gordon T. Legg, Vancouver, B.C.
111,536	W. K. No. IV	"	"	1891	"	58.0	21.0	3.5	55	"
111,537	W. K. No. 5.	"	"	1891	"	58.0	21.0	5.0	51	"
92,661	W. A. Crombie	Ottawa	Barge—Chalan.	1887	Ottawa, Ont.	110.0	22.0	7.0	155	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
77,995	W. A. Woodbury	"	"	1879	Hull, Que.	107.0	22.3	6.9	150	"
80,895	W. C. Edwards	"	"	1880	Ottawa, Ont.	111.0	22.0	7.1	154	"
42,023	W. D. Bickford	Digby	Schr—Glt	1860	Hillsburg, N.S.	58.8	17.1	7.5	44	J. A. Steves, Sackville, N.B.
107,512	W. E. Gladstone	St. John, N.B.	Sloop	1898	Carleton, N.B.	42.0	15.0	5.9	19	Lawton C. Guphill, Grand Manan, N.B.
69,211	W. E. Stowe	Lunenburg	Bgmt—Bkgt	1875	Lunenburg, N.S.	88.0	21.0	10.7	160	Chas. S. Morash, M.O., Lunenburg, N.S.
83,174	W. E. Young	"	Schr—Glt	1882	"	78.0	23.4	8.5	93	Thos. Gannon, M.O., Arichat, N.S.
88,518	W. F. Elizabeth	Sydney	"	1886	St. Peters, N.S.	32.1	12.8	5.1	10	Bradford Lepage, Rusticoville, P.E.I.
75,793	W. G. Perley	Ottawa	Barge—Chalan.	1878	Hull, Que.	107.1	22.6	7.8	164	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
75,795	W. H. Lewis	"	"	1878	Ottawa, Ont.	108.0	22.7	7.6	156	"
92,669	W. H. Sixsmith	"	"	1887	Hull, Que.	112.0	23.0	7.6	147	"
100,099	W. H. Waters	St. John, N.B.	Schr—Glt	1893	Westfield, N.B.	86.5	28.1	7.9	121	William H. Waters, Westfield, N.B.
90,531	W. J. Henry	Ottawa	Barge—Chalan.	1895	Sorel, Que.	111.8	22.9	8.0	185	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
71,274	W. J. Suffell	Port Hope	Schr—Glt	1874	Port Burwell, Ont.	120.0	26.0	9.8	238	J. Corson, Port Hope, Ont.
(b) 57,257	W. L. Holmes	Lunenburg	"	(1866) (1881)	La Have, N.S.	55.3	18.1	7.4	38	Wm. Holmes, La Have, N.S.
69,091	W. M. Vogler	Port Medway	"	1874	Vogler's Cove, N.S.	61.5	20.3	7.6	46	E. F. Russell, Halifax, N.S.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. Suite.

Official Number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'inscription.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.			Registered Tonnage. Tonnage enregistré.	Owner, or Managing Owner and Address. Armateur ou amateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
103,374	W. P. Andrus	Winnipeg	Barge—Chalou.	1891	Rat Portage, Ont.	52 0	12 2	6 0	28	The Rat Portage Fish Co., Rat Portage, Ont.
88,688	W. R. Barry	St. John, N.B.	Wedge—Bâb.	1885	Westfield, N.B.	51 1	16 0	4 4	30	Chas. A. O. Gorham, Greenw. N.B.
100,105	W. R. Humbley	Parrshoro	Schr—Gh.	1891	Port Grenville, N.S.	100 1	28 1	10 1	167	C. S. Howard, Parrshoro, N.S.
100,390	W. S. Fielding	Sydney	"	1895	Ingonish, N.S.	38 8	12 9	5 1	14	A. B. Morrison, Ste. Ann's, N.S.
111,696	W. S. Fielding	Liverpool	"	1901	Liverpool, N.S.	115 0	27 9	11 1	199	Abraham W. Hendry, Liverpool, N.S.
111,649	W. S. Wynn	Lambertburg	"	1901	Malbone Bay, N.S.	90 8	21 7	10 0	100	Charles U. Mader, Malbone Bay, N.S.
100,070	W. W. McLanahan	St. John, N.B.	Blk—Bap.	1891	Hopewell, N.B.	100 3	33 4	13 2	47	Ernest W. Lynds, Hopewell Cape, N.B.
103,836	W. W. Ogilvie	Quebec	Schr—Gh.	1896	St. Croix, Que.	97 8	23 8	6 6	95	D. Tousignant, Leclercville, Que.
92,672	W. Dunbar	Pictou, N.S.	"	1887	Brûlé, N.S.	48 0	17 6	6 6	28	Joseph O. Read, Pugwash, N.S.
100,174	W. Gill	Montreal	Sloop	1891	Pierreville, Que.	91 0	23 0	6 0	89	Dedalus Hamel, St. Thomas de Pierreville, Que.
75,529	W. Owens	Montreal	Barge—Chalou.	1874	Monte-Bello, Que.	91 0	19 2	5 7	90	J. Beauvier, St. Roch, Que.
100,543	W. Farnell O'Hara	Digby	Schr—Gh.	1886	Essex, Mass., U.S.A.	80 2	23 0	8 3	79	Edgar Post et al., Digby, N.S.
107,800	Wahbewawa	St. John, N.B.	Sloop	1899	St. John, N.B.	32 2	11 4	4 1	8	Henry Gilbert, jr., Roddesay, N.B.
83,382	Wales	Toronto	Schr—Gh.	1881	Kingston, Ont.	110 0	21 7	10 0	152	The Muskoka Mill & Lumber Co., Toronto, Ont.

88,422	Wadhwa	St. John, N.B.	Wdhb—Bdb	1884	Chipman, N.B.	77 0	25 2	6 9	82	J. N. Pugsley, River Hebert, N.S.
92,569	Walter	Halifax	Schr—Glt	1882	Red Head, N.S.	36 3	13 4	6 5	14	Robert Johnston, Halifax, N.S.
88,294	Walter J. Clarke	Digby	"	1883	Carleton, N.B.	50 0	15 5	6 4	20	A. W. Porter <i>et al.</i> , Westport, N.S.
94,814	Walter L. Rich	Victoria	"	1887	Booth Bay, U.S.A.	79 2	22 0	7 6	84	Victoria Sealing Co., Ltd., Victoria, B.C.
96,944	Walter Miller	St. John, N.B.	"	1890	Black River, N.B.	93 2	27 7	7 3	118	N. C. Scott, St. John, N.B.
90,663	Walter P. Hall	Victoria	"	1886	Gilbert Cove, N.S.	78 0	22 8	9 0	99	T. R. Smith, Victoria, B.C.
	Wanderer	Toronto	"	1866	Oakville, Ont.	80 0	20 4	7 6	110	John Spence, jr., Southampton, Ont.
85,617	Wandrian	Parrsboro'	"	1883	Parrsboro', N.S.	135 3	32 3	12 5	31	Sarah Gillespie, Shulee, N.S.
100,019	Wanita	Amapolis	"	1897	Granville, N.S.	60 8	20 0	7 8	42	D. Gallant, Granville, N.S.
107,561	Wanda	Parrsboro'	"	1899	Port Greville, N.S.	126 3	31 9	10 5	272	J. Willard Smith, St. John, N.B.
90,896	Wapiti	Yarmouth	"	1889	Shelburne, N.S.	90 4	24 2	9 7	100	A. F. Stemenan, Yarmouth, N.S.
103,594	Warren W.	Charlottetown	"	1896	Montague, P.E.I.	83 0	22 5	8 6	79	George Wightman, Montague, P.E.I.
61,583	Warrior	Halifax	"	1875	Jordan River, N.S.	80 0	22 1	10 0	93	James Jackson and William Jackson, Spay Bay, N.S.
92,378	Wascotto	St. John, N.B.	"	1888	Coverdale, N.B.	88 2	26 3	8 2	115	W. H. Steeves, Hillsboro', N.B.
100,985	Wasp	Chartham, N.B.	"	1888	Caraquet, N.B.	36 0	12 8	5 0	12	C. Robin Collas & Co., Ltd., Jersey.
103,855	Wasp	Halifax	Sloop	1897	Dartmouth, N.S.	23 6	6 6	4 0	2	R. Bauld, Halifax, N.S.
80,356	Watchman	Parrsboro'	Schr—Glt	1879	Parrsboro', N.S.	55 4	18 5	7 4	46	John Woods, Parrsboro', N.S.
52,198	Watchman	St. John, N.B.	"	1865	Grand Lake, Queen's Co., N.B.	64 0	22 2	6 0	46	W. C. Douglas, St. George, N.B.
61,904	Water Lily	Halifax	"	1870	Liverpool, N.S.	38 4	14 0	5 5	14	Horatio Zineck, Westdover, N.S.
66,957	Water Lily	St. John, N.B.	Wdhc—Fdb	1874	Greenwich, N.B.	75 6	26 3	6 5	71	Eugene D. Wood, Minasville, N.S.
59,325	Water Witch	St. Andrews	Schr—Glt		Essex, Me., U.S.A.	39 0	12 0	5 0	12	Eben Greenlaw, West Isles, N.B.
80,961	Waterlily	Halifax	"	1880	Little Glace Bay, N.S.	41 6	14 6	5 8	19	Shelah Evans, Halifax, N.S.
	Waubashone	Toronto	"	1872	Chartham, Ont.	149 0	26 0	11 6	478	The Collins Bay Rafting & Forwarding Co., Kingston, Ont.
72,980	Wave	Digby	"	1873	Salmon River, N.S.	39 6	12 2	4 8	11	Thos. Paek, Westport, N.S.
90,488	Wave	Charlottetown	"	1885	Spay Harbour, N.S.	43 5	14 0	5 5	19	Wm. M. Coffin, Charlottetown, P.E.I.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

Official Number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						ft. mths.	ft. mths.	ft. mths.		
77,969	Wave Queen	St. Andrews	Schr—Glt	1879	St. George, N.B.	30	11	5	11	Wm. McMan, St. George, N.B.
	Wawanosh	Sarnia	"	1873	Sarnia, Ont.	138	26	12	370	Jas. King, Sarnia, Ont.
64,049	Weconna	Digby	"	1875	Fiverton, N.S.	40	15	6	49	Morton Morrell, Fiverton, N.S.
74,117	Welcome	Charlottetown	"	1876	La Have, N.S.	58	19	7	45	J. Smith, Buctouche, N.B.
88,228	Welcome	"	"	1884	Chezetcook, N.S.	47	17	7	33	Robert Whiteway, Murray River, P.E.I.
100,118	Wellman Hall	Parrishoro	"	1892	Advocate, N.S.	98	27	9	136	S. F. Knowlton, Advocate, N.S.
92,329	Wenonah	Sydney	"	1889	Liverpool, N.S.	82	23	9	100	Jos. O'Toole, Louisburg, N.S.
94,730	Wentworth	Windsor, N.S.	"	1889	Port Greenville, N.S.	139	33	11	328	W. C. Purves, St. John, N.B.
100,152	Werra	Launenburg	"	1891	Launenburg, N.S.	77	23	8	85	W. N. Zwickler, Launenburg, N.S.
75,595	West Wind	Digby	"	1877	Port Gilbert, N.S.	15	16	6	25	Geo. Post, Digby, N.S.
107,760	Western Prince	Charlottetown	"	1880	Unknown	35	12	4	10	Wallace Richards, Alberton, P.E.I.
(0)85,574	Westfield	St. John, N.B.	Whit—Bab	1883	Westfield, N.B.	75	26	7	80	John Cullinan, St. John, N.B.
100,551	Westmorland	Dorchester	Bk—Bq	1893	Harvey, N.B.	161	4	18	698	Barque Westmorland Co., Ltd., Dorchester, N.B.
103,303	Wharnock	New Westminster	Schr—Glt	1895	New Westminster, B.C.	40	14	4	26	Neil Cameron, Langley, B.C.

SESSIONAL PAPER No. 216

Wheat Bin.....	Montreal.....	Barge—Chalan.....	1879 Montreal, Que.....	148 9	24 6	9 5	320 Montreal Transportation Co., Montreal, Que.
77,744 Whip-poor-Will.....	Shelburne.....	Schr—Glt.....	1875 Lockeport, N.S.....	44 0	13 6	5 5	17 Gilbert Littlewood, Littlewood, Shelburne Co., N.S.
103,704 Whispet.....	Yarmouth.....	".....	1896 Pubnico, N.S.....	55 5	14 9	7 0	31 William McGrath, Digby, N.S.
90,658 Whistler.....	St. John, N.B.....	".....	1880 Eel Brook, N.S.....	50 9	14 7	6 3	24 David Chute, Cornwallis, N.S.
77,572 White Bird.....	Montreal.....	Sloop.....	1878 Yamaska, Que.....	92 5	22 5	6 2	89 E. Anclair, Haverhill, U.S.A.
100,962 White Bird.....	Chatham, N.B.....	Schr—Glt.....	1893 Shippagan, N.B.....	46 8	15 8	6 0	27 Frank Gallant, Leoville, P.E.I.
91,967 White Cloud.....	Quebec.....	".....	1889 Mahone Bay, N.S.....	80 4	21 0	9 3	99 A. B. Dupuis, Quebec, Que.
96,735 White Fish.....	Chatham, N.B.....	".....	1890 Shippagan, N.B.....	35 2	13 0	4 9	12 Joseph Savoy, Shippagan, N.B.
72,571 White Oak.....	Kingston.....	".....	1867 Oakville, Ont.....	111 0	24 8	9 5	180 D. W. Spence, Southampton, Ont.
90,520 White Swan.....	Parrsboro.....	".....	1889 Parrsboro, N.S.....	78 5	21 9	6 2	78 Mary G. Noddy, Parrsboro, N.S.
83,155 White Wings.....	Hamilton.....	Sloop.....	1886 Trenton, Ont.....	40 0	15 6	6 1	22 H. R. Fowler, Port Credit, Ont.
100,453 White Wings.....	Chatham, N.B.....	Schr—Glt.....	1890 Caraquet, N.B.....	35 1	12 7	4 4	10 R. Young, Caraquet, N.B.
100,806 White Wings.....	Lambertburg.....	Bktn—Bkglt.....	1893 St. Joseph de Lewis, Que.....	112 0	28 6	12 5	396 E. E. Hutchings, Brooklyn, N.Y., U.S.A.
100,590 Wide Awake.....	Montreal.....	Sloop.....	1891 New York, U.S.A.....	46 5	7 2	3 5	1 H. M. Tolson, Montreal, Que.
92,333 Wide Awake.....	Kingston.....	".....	1887 Kingston, Ont.....	65 3	15 3	3 8	24 John Tuttle, Kingston, Ont.
61,917 Widgeon.....	Halifax.....	Schr—Glt.....	1869 Chetzcook, N.S.....	42 5	14 8	6 6	22 John Peipus, Bay of Islands, Nfld.
72,321 Widgeon.....	St. John, N.B.....	".....	1872 Portland, N.B.....	32 1	11 5	5 3	10 James Kennedy, Portland, N.B.
96,934 Wild Frier C.....	Charlottetown.....	".....	1890 Minnigash, P.E.I.....	17 0	15 0	5 5	24 Walter Matheson, Charlottetown, P.E.I.
64,972 Wild Goose.....	Quebec.....	Barge—Chalan.....	1871 Quebec, Que.....	105 0	22 5	7 0	130 Jean B. Blanchard, Montreal, Que.
11,929 Wild Wave.....	Liverpool.....	Schr—Glt.....	1859 Liverpool, N.S.....	59 0	17 5	6 7	35 B. G. Crowell, <i>et al</i> , Shelburne, N.S.
54,016 Wildflower.....	St. John, N.B.....	Wdbr—Fdb.....	1866 Washadenook, N.B.....	35 0	18 7	5 0	33 John B. Edgar, Kars, N.B.
85,586 Wildwood.....	".....	Bk.....	1883 St. John, N.B.....	222 3	40 1	24 0	188 Robert Thomson and John H. Thomson, St. John, N.B.
107,351 Wilfred Laurier.....	Sydney.....	Schr—Glt.....	1897 Ingonish, N.S.....	41 0	11 4	6 0	10 D. McLeod, Ingonish, N.S.
90,882 Will o' the Wisp.....	Yarmouth.....	".....	1888 Pubnico, N.S.....	67 8	19 7	7 5	51 A. F. Stoneham, Yarmouth, N.S.
92,662 Willard Crane.....	Ottawa.....	Barge—Chalan.....	1887 Hull, Que.....	119 0	22 0	7 0	155 The Ottawa Transportation Co., Ltd., Ottawa, Ont.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	ft. inches Pieds et. pouces				
92,578	Wilhelmina	Halifax	Schr Glt	1888	Sambro, N.S.	37	12	9	5	5	12	Joseph Gray, Sambro, N.S.	
69,675	William	King ton.	Barge	1875	Point Levis, Que.	128	1	27	0	10	3	287	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
38,698	William	Sydney	Schr Glt	1871	Lorraine, N.S.	43	3	43	6	5	6	16	Malcolm McFadden, Charlotetown, P. E. I.
85,397	William A.	Amherst, M.I.	"	1890	Blanc du Nord, Grindstone Island, Que.	33	6	12	3	1	7	9	John N. LeBlanc, Blanc du Nord, Grindstone Island, Que.
73,630	William Albert	"	"	1881	Grindstone, Que.	57	1	19	6	8	1	11	W. G. Leslie, Grindstone, M. I., Que.
40,007,280	William G. Gordon	Liverpool	"	1900	Liverpool, N.S.	96	6	26	0	10	5	99	John Day, <i>et al.</i> , Liverpool, N.S.
61,881	William Henry	Halifax	"	1871	Louisburg, N.S.	19	6	15	6	6	0	19	Alex. McMullin, Bridgeport, N.S.
75,912	Wm. Jamieson	Whitby	"	1878	Mill Point, Ont.	100	0	25	4	8	6	143	D. Galbraith, Whitby, Ont.
61,025	William Jenkins	Yarmouth	"	1872	Port Gilbert, N.S.	83	0	31	0	9	5	120	Augustus W. West, Halifax, N.S.
98,674	William Law	"	Ship 3 m.	1891	Greenock, C. B.	252	1	40	5	22	1	1631	The William Law Shipping Co., Ltd., Yarmouth, N.S.
85,363	Wm. McGillivray	Ottawa	Barge	1886	Hull, Que.	111	1	22	8	7	2	157	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,865	William R.	Halifax	Schr Glt	1898	Sheet Harbour, N.S.	58	5	18	4	7	2	13	Ismael Nauflts, Liscombe, N.S.
88,663	Wm. Sinclair	Chatham, N. B.	"	1885	Chatham, N. B.	11	0	15	0	5	6	17	W. S. Leggie Co., Ltd., Chatham, N. B.
74,317	Willie	Yarmouth	"	1876	Yarmouth, N.S.	41	0	15	8	5	5	22	J. Denton, Westport, N.S.

107,474	Willie	Quebec	Sloop	1900 St. Irene, Que	45 6	13 2	6 0	22	Mrs. M. A. Duchaine, St. Etienne de la Malbaie, Que.
	Willie	Windsor, Ont.	Sloop	1871 River Ruscom, Ont.	65 0	15 4	2 9	37	J. Beausoliel, Sandwich East, Ont.
75,869	Willie A.	Aricbat	Schr—Glt	1881 Meteghan, N.S.	69 4	22 0	8 3	70	F. B. Landry, Descousse, N.S.
73,962	Willie B.	Halifax	"	1876 Liverpool, N.S.	53 9	18 3	7 3	39	F. P. White, Mangaree, N.S.
96,776	Willie B.	Port Hawkesbury	"	1894 Cheticamp, N.S.	33 0	11 5	5 4	11	J. A. Reach, Cheticamp, N.S.
82,559	Willie F.	Yarmouth	"	1884 Cape Cove, N.S.	40 7	12 5	5 0	12	F. B. Lent, Westport, N.S.
100,226	Willie H. Crosby	Halifax	"	1863 Chezacook, N.S.	61 8	22 2	8 9	65	J. Julien, Chezacook, N.S.
85,511	Willie M.	Barrington	"	1883 Matland, N.S.	53 0	16 0	6 6	24	Wilson Tefny, Barrington, N.S.
85,487	Willie Metowan	Shelburne	"	1883 Shelburne, N.S.	88 0	23 8	9 6	116	Wm. H. Moore, North Sydney, N.S.
111,403	Willis C.	Lunenburg	"	1900 La Have, N.S.	86 3	22 5	9 3	82	Amiel Corkum, La Have, N.S.
66,727	Willow	Halifax	"	1872 " "	11 0	11 6	5 8	18	Louis Boudet, Montmagny, Que.
75,463	Windsor Packet	Windsor, N.S.	"	1877 Margaretsville, N.S.	68 0	24 8	7 5	66	W. E. Wynan, Freeport, N.S.
107,792	Windward	St. John, N.B.	"	Long Island, U.S.A.	49 2	15 8	5 2	24	Sydney L. Kerr, St. John, N.B.
77,378	Winged Racer	Victoria	"	Madison, U.S.A.	37 0	12 2	4 9	12	G. K. Shutter, Victoria, B.C.
(107,372)	Winifred	"	"	1863 Watcom, U.S.A.	42 5	13 7	1 5	13	C. S. Spring, M.O., Victoria, B.C.
97,149	Winnie	St. Andrews	"	1877 Green's Cove, N.S.	30 0	11 3	4 9	12	Thos. Bright, Seely's Cove, N.B.
94,459	Winnie G. S.	Lunenburg	"	1889 Chester Basin, N.S.	45 0	16 0	7 0	26	Donald McGregor, Dalhousie, N.B.
100,711	Winnipeg	Montreal	Sloop	1893 Kingston, Ont.	179 5	31 6	11 5	68	Montreal Transportation Co., Montreal, Que.
88,493	Winnipeg River	Winnipeg	Barge Chalan	1883 Winnipeg, Man.	132 0	25 5	6 3	205	The Northwest Nav. Co., Ltd., Winni- peg, Man.
107,559	Winnegone	St. John, N.B.	Sloop	1898 Milledgeville, N.B.	29 0	10 0	3 0	7	F. Fairweather, St. John, N.B.
70,295	Winona	Montreal	Barge Chalan	1874 Quebec, Que	121 0	23 0	9 8	227	Francois Sauve, Beauharnois, Que.
96,717	Winona	Ottawa	"	1890 Grenville, Que	110 0	21 0	7 3	149	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
111,551	Winona	St. Andrews	Sloop	1896 Buzzard's Bay, Mass., U.S.A.	20 0	8 3	2 0	1	Edward Maxwell, Montreal, Que.
96,829	Wisteria	Lunenburg	Schr Glt	1887 Lunenburg, N.S.	77 6	23 5	8 9	96	Freeman Anderson, Lunenburg, N.S.
91,983	Wona	Toronto	"	Gloucester, U.S.A.	27 6	8 6	4 6	4	Wm. P. Eby, Toronto, Ont.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc. *Suite.*

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'immatriculation.	Rig. Gréement.	Built—Construct.	Where built. Lieu de construction.	Register Dimensions.				Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	et. tobs. Ft. tobs.—ft. tobs.		
92,531	Wood	Ottawa	Barge	1887	Sorel, Que.	111.9	22.8	8.1		171	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,012	Wood Bros.	Parisboro'	Schr. Glt.	1890	Parisboro', N.S.	71.5	25.0	6.4		68	Robt. Newcombe, Parisboro', N.S.
100,973	Wood's Fair	Chatham, N.B.	"	1883	Caraquet, N.B.	37.2	12.4	4.8		11	R. Young, Caraquet, N.B.
90,897	Wrasse	Yarmouth	"	1889	Ed Brook, N.S.	64.1	20.2	7.4		56	A. F. Stoneman, Yarmouth, N.S.
103,183	Wren	Shelburne	"	1895	Shelburne, N.S.	52.0	13.4	6.7		22	Wm. McCarthy, Shelburne, N.S.
103,079	Wren	Chatham, N.B.	"	1891	Shippegan, N.B.	34.6	12.5	4.8		11	T. Abier, Shippegan, N.B.
100,225	Wym	Halifax	Cutter	1892	Parliament, N.S.	32.5	7.3	5.4		6	R. R. Kennedy, Halifax, N.S.
100,812	Wyvern	Barrington	Schr. Glt.	1894	Lockeport, N.S.	53.0	17.0	7.0		25	J. E. Swin, Clarke's Harbour, N.S.
85,454	Yanaska	Quebec	Barge—Chatham	1873	Yanaska, Que.	107.5	22.6	9.3		169	Abelard Bourdon, Lanoraie, Que.
	Yanaska	Montreal	"	1859	"	79.5	21.6	5.4		57	Wm. Graham, Vaudreuil, Que.
103,963	Yanaska	"	Sloop	1898	"	95.8	22.5	6.0		99	François Lamontagne, St. Louis de Houssours, Que.
75,745	Yarmouth Packet	Yarmouth	Schr—Glt	1878	Plymouth, N.S.	75.0	22.0	8.3		77	E. F. Parker, Yarmouth, N.S.

SESSIONAL PAPER No. 21b

107,645	Yosemite.	Lanenburg	"	1899	La Have, N.S.	80 3	22 5	9 0	84	Kenneth Silver, La Have, N.S.
96,808	Youla	Halifax	Cutter	1891	Parliament, N.S.	32 5	7 3	5 4	6	Harry M. Wytde, Halifax, N.S.
75,722	Yuba.	Yarmouth	Schr—Glt	1878	Green Cove, N.S.	42 0	14 6	5 5	15	J. A. Nickerson, Slag Harbour, N.S.
111,419	Yukon	Lanenburg	"	1900	La Have, N.S.	96 4	24 7	9 7	97	Arthur Ritcey, La Have, N.S.
35,680	Zebra	Liverpool	Schr—Glt	1841	La Have, N.S.	48 0	17 3	6 6	26	T. R. Puffin, (Estate) Liverpool, N.S.
85,508	Zelena.	St. John, N. B.	"	1888	St. Martin's N.B.	40 2	13 6	5 2	14	James T. Smith, Rockland, N.B.
83,348	Zelia	Quebec	"	1881	Les Ebolements, Que.	58 1	21 6	8 0	61	N. Simard, St. Alphonse, Que.
107,917	Zelua	St. Andrews	Sloop	1897	Grand Manan, N.B.	35 0	13 4	4 7	17	H. Frankland, Grand Manan, N.B.
71,368	Zelu	Lanenburg	Schr—Glt	1876	Port Medway, N.S.	46 8	17 3	6 0	21	Isaac Westhaver, Lanenburg, N.S.
100,320	Zephyr	Chatham, N. B.	"	1891	Caracquet, N. B.	36 3	12 4	5 0	12	C. Robin Collas & Co., Ltd., Jersey.
85,378	Zephyr	Halifax	"	1868	Malbone Bay, N.S.	40 5	14 4	5 5	16	Robert J. Sloughenwhite, Terence Bay, N.S.
73,906	Zephyr	"	"	1876	Brooklyn, N.S.	48 0	17 0	6 8	27	Walter C. Beak, Halifax, N.S.
100,589	Zephyr	Montreal	Sloop	1892	Yamaska, Que.	62 6	16 6	4 9	33	J. Paquette, Champlain, Que.
111,453	Zephyr No. 1.	"	"	1901	St. Thomas de Pierre ville, Que.	74 4	18 8	5 4	50	Johnny Paquette, Champlain, Que.
97,095	Zeta	Port Medway	Schr—Glt	1890	Lanenburg, N.S.	90 2	25 0	10 3	148	Amos Sabean, Port Medway, N.S.
103,086	Zillah May.	Victoria	"	1896	Ballard, U. S. A.	77 3	20 8	8 3	66	Spratt Balcom, Victoria, B. C.
83,127	Zoulan	Weymouth	"	1883	Crosses Coupes, N.S.	40 0	12 0	5 5	12	Louis N. Teabo, Plympton, N.S.
80,013	Zulu.	St. John, N. B.	"	1879	Portland, N. B.	29 8	11 3	4 8	8	Edward Hampton, St. John, N. B.

THIRTY-FOURTH ANNUAL REPORT

OF THE

DEPARTMENT OF MARINE AND FISHERIES

1901

FISHERIES

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

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

1902

*To His Excellency the Right Honourable SIR GILBERT JOHN ELLIOT, EARL OF MINTO,
Governor General of Canada.*

MAY IT PLEASE YOUR EXCELLENCY :

I have the honour to submit herewith, for the information of Your Excellency and the Legislature of Canada, the Thirty-Fourth Annual Report of the Department of Marine and Fisheries, Fisheries Branch.

I have the honour to be,
Your Excellency's most obedient servant,

JAMES SUTHERLAND,
Minister of Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES,
OTTAWA, January 22, 1902

ALPHABETICAL INDEX

TO THE

FISHERIES REPORT

1901.

A

	PAGE.
'Acadia,' D.G. cruiser	268
Antigonish County, N.S., overseer's reports	44, 57
Anticosti Island, lobster fishery, &c.	138, 326
Areas—extent of water	xxii
Armstrong, Wm., hatchery officer, Newcastle, Ont.	251
Associations of Bait Freezers	xxiv, 222
Ayhmer Lake, P. Q.	193

B

Bait, cold storage of	xxiv, 222
Black Bass, breeding and transportation of	xxxiii, 231, 234, 237
Bay View lobster hatchery	257
Behring Sea Question, remarks	xi
" Sealing Fleet of 1900 and 1901	xi, 176
" Catch of Seals 1900 and 1901	xi, 177
Belliveau, A. H., Inspector's reports	xxxii, 191
Bertram, A. C., Inspector of Cape Breton Island, reports	xxviii, 35
Biological Marine Station	ix
Bonaventure County, P. Q.	184, 190, 194
Bounties Fishing regulations	10
" Statement of claims received and paid 1900	12
" General remarks	15
" Statement of claims received and paid since 1882	16
" Statement of all vessels receiving them, 1900	19 to 34
British Columbia, Reports on fisheries by Inspector C. B. Sword	172
" Report on fish culture	236
" Seal catch, 1900 and 1901	177, xi
" List of Salmon canneries and pack of 1900-1901	xxxvi, 175
" Statements of catch and fishing material	178, 181
" Expenditure	2, 1
Bureau, Fisheries Intelligence	xxvi
" Detailed report on, by Mr. Mackerron	288
" Report on cod, herring, lobsters, mackerel, salmon, squid, &c.	289 to 327

C

	PAGE.
Campobello's Fish Fair.....	101
Cape Breton Island. (See Nova Scotia District No. 1).....	35
" Fisheries officers' reports.....	38
" Fisheries Intelligence Bureau reports.....	301 to 316
Capital invested in the fisheries of Canada.....	xiii, xiv
Catellier, L. N., report on fish culture.....	248
Causo.....	x, 288
Chapman, R. A., Inspector, N.B., reports.....	xxix, 104
Charlotte County, N.B., reports of overseers.....	101, 109
Coast—extent of Canadian coast line.....	xii
Cod, remarks on.....	36, 46, 182, 291
Colechester County, N.S., Overseer's report.....	44
Cruisers, Canadian list of, stations.....	268
Culture of fish. (See 'F').	
'Curlew', D.G. cruiser.....	268, 275
Cunningham, F. H., Inspector of hatcheries, report.....	236
Cumberland County, N.S.....	44, 60

D

Digby County, returns.....	76, 78, 290
Dunn, Capt. E. of Dominion cruiser 'Petrel'.....	283
Duncan, A. G., Inspector, Ont.....	xxxiv, 145

E

Expenditure.....	xii, 1
" Subdivision by provinces.....	2
" Fish culture.....	4
" Fisheries protection service.....	5
" Comparative statement.....	8
Export of fish from Canada.....	xix

F

Fish Culture.....	xxv
" Report on, by Prof. E. E. Prince.....	228
" Breeding of trout.....	228
" Transportation of live bass to B. C.....	234, 238
" <i>Re</i> New hatcheries.....	37, 229
" Reports of officers in charge of hatcheries.....	239
" List.....	xxviii
" Hatcheries in British Columbia.....	239
" Nova Scotia.....	241, 257
" New Brunswick.....	242, 244
" Quebec.....	248, 250
" Ontario.....	251, 253
" Manitoba.....	256
" Expenditure.....	3
" Oysters cultivation. (See letter 'O')	
Fisheries Protection Service.....	xxvi
" Report on, by Commander O. G. V. Spain.....	268
" Cruisers, their captains and stations.....	268
" Expenditure.....	2

SESSIONAL PAPER No. 22

F— *Continued.*

	PAGE.
Fisheries Protection Service <i>Modus vivendi</i> licenses.	269
" List of U.S. fishing vessels entering Canadian ports.	271
" Reports from captains of cruisers	275
Fish fair at Campobello, N.B.	101
Fishery officers, staff.	xxvii
" Intelligence Bureau. (<i>See</i> letter 'B').	288
" Bounties. (<i>See</i> letter 'B').	10
" Statistical statements. (<i>See</i> letter 'S').	
" Season of 1901, remarks on	xxviii
Finlayson, Alex., hatchery officer at Magog.	250
Ford, L. S., Inspector, report.	46
Fraser River, B.C., Hatcheries.	239
Fraser, J. F., report on bait storage.	222
Fry, distribution of.	234
" Recapitulation since 1873.	232
Fundy Bay, its fisheries.	98

G

Gaspé County, P.Q.	184, 190, 196
Gloucester County, N.B., returns.	116, 118
Gourdeau, F. Lt. Col. Deputy Minister's Report.	ix to xxvii
Grand Manan fisheries.	102, 318
Granite Creek hatchery.	239
Guysborough County, N.S.	45, 62

H

Halifax County, N.S., reports.	45, 66, 290
Harrison, Chas., Fishery officer in B.C.	286
Hatchery, new.	229
" Report on. (<i>See</i> also Fish culture).	229
Herring, remarks on	36, 43, 99, 183, 187, 288
Hockin, R., Inspector, reports.	xxix, 41

I

Intelligence Bureau. (<i>See</i> letter 'B').	288
Inspectors of Fisheries, list of.	xxvii
" " Reports from. (<i>See</i> each Province).	xxviii
Inverness County, N.S., Overseer's reports.	39, 50

K

Kemp, Ernest, oyster expert's report.	258
Kent County, N.B., returns.	116, 118
Kent, Capt. W. H., cruiser 'Kingfisher', report.	278
'Kingfisher' D.G. cruiser.	268, 278
Knowlton, C. T., Capt. of the 'Osprey'.	280

L

	PAGE.
La Have, N.S., fishing fleet.....	295
Lake Superior.....	116
" Huron.....	148
" Erie.....	152
" Ontario.....	154
" of the Woods.....	143, 146
" Memphrenagog.....	193
" others in the Eastern Tps.....	193
Lobsters, Remarks on.....	xv, 43, 46, 105, 183, 190, 288
" Hatchery, N.S.....	257
Lunenburg, fishing fleet.....	295
" County, returns.....	82, 293

M

Magog Hatchery.....	250
" and Memphrenagog Lakes.....	193
Marine Biological Station report.....	ix
Magdalen Islands.....	184, 185, 326
May, Capt. Geo. M., of the "Constance".....	282
Mackerel, remarks on.....	43, 47, 183, 288
Manitoba Lake.....	164, 166
Manitoba, report and statistics of Fisheries by Insp. W. S. Young.....	163, 166
Margaree hatchery, C.B.....	37
Massawippi Lake.....	193
Matheson, J. A., Insp. P. E. I. reports.....	xxx, 131
Megantic Lake.....	193
Miles, H. S., Insp. N.B., report.....	xxx, 106
Miller, E. W., Inspector, N.W.T., reports.....	xxxv, 167
Miramichi Hatchery, N.B., report.....	244
Mowat, Alex., hatchery officer at Restigouche.....	246
Moisie and Mingan divisions.....	185, 325
McCluskey, Chas. Hatchery officer and report.....	242
Mackerraw, A. D. Intelligence Bureau.....	288
McPherson, A. J., Overseer, Lake Winnipegosis.....	164

N

Nepigon Lake, Ont.....	145, 147
New Brunswick, Report on District No. 1, by Insp. J. H. Pratt.....	xxix, 98
" " 2 " R. A. Chapman.....	xxiv, 104
" " 3 " H. S. Miles.....	xxx, 106
" Synopsis of Fishery Overseers' reports.....	101, 107
" Statistics of Fisheries District No. 1.....	109
" " " No. 2.....	114
" " " No. 3.....	122
" Recapitulation of Yield and Value of fish.....	129
" " Fishing Materials.....	130
" List of Vessels receiving bounties.....	28
" Movements of Fish, Intelligence Bureau.....	318
Newcastle, Ont., hatchery, report.....	251
N.W. Territories, Report by Inspector E. W. Miller.....	xxxv, 167
" Statistics of fisheries, &c.....	171
North Shore Division, P.Q., reports.....	184, 200
Northumberland County, N.B., returns.....	116-118

SESSIONAL PAPER No. 22

O

	PAGE.
Ontario, remarks on fisheries.....	143
" statistics of Fisheries.....	146 to 161
" statement of fishing materials.....	162
Overseer's reports. (See each province and district).	
Oyster culture, by Mr. E. Kemp.....	xxvi, 258
" remarks on.....	38, 106, 132
Ogden, Alfred, hatchery officer, N.S.....	241, 257
' Osprey ' Dominion Cruiser.....	268-280
Ottawa hatchery.....	253

P

Parker, Wm., hatchery officer, Sandwich, Ont.....	254
Pelagic sealing.....	xi
' Petrel ' Dom. Cruiser in Ontario.....	283
Pictou County, N.S., reports.....	45, 71
Prince Edward Island, Report on fisheries, Inspector J. A. Matheson.....	131
" Statistics of Fisheries.....	133
" " Fishing Material.....	142
" Intelligence Bureau Reports.....	316
Prince, Prof. E. E., Commissioner, report on Fish Culture.....	228
" " Marine Biology.....	ix
Pratt, Capt. J. H., Inspector, N.B., reports.....	xxix, 98
Protection Service (See letter ' F. ').....	268

Q

' Quadra ' D. G. Str. of B. C.....	285
Quebec, Reports on the Gulf St. Lawrence, by Dr. Wm. Wakeham.....	xxxi, 182
" " South Shore, by Dr. Lavoie.....	xxxi, 187
" " Inland division, by A. H. Belliveau.....	xxxii, 191
" Synopsis of overseers reports.....	184
" Statistics of Fisheries for Gulf Division.....	194
" " Inland Division.....	216
" Recapitulation of yield of fisheries.....	220
" " Fishing Materials.....	221
" Intelligence Bureau reports.....	321

R

Revenue, statement of.....	7
" Comparative statement of.....	9
Report of Deputy Minister.....	iv
Reports of Inspectors. (See also each province).....	xxviii
Restigouche hatchery.....	246
" County returns.....	116
Regulations <i>re</i> bounties.....	10
Russian Arbitration.....	xii
Richmond County No. 3 overseer's reports.....	40, 52

S

	PAGE.
St. Louis Lake	xxxiii, 192
St. Francis Lakes	xxxiii, 192-193
St. John River, districts N.B.	107, 122
Sandwich hatchery	254
Salmon, remarks on	xxxvi, 37, 42, 47, 172, 182
Seals Behring sea, remarks	xi, xxxvi, 177
Selkirk, hatchery, Manitoba	256
Shad, remarks on	42, 104, 107
Sheasgreen, Isaac, Officer Miramichi hatchery	244
Shelburne County returns	86
Sword, C. B., Inspector of B.C., reports	xxxvi, 239, 172
Sheppard, O. B., Inspector, Ont.	xxxiv
Spain, O. G. V., Commanding Fisheries Pro. Service	268
Staff, Outside officers	xxvii
Statistics of Fisheries (See each province).	
Statements recapitulating the value of fish since 1870	xxiii
" " Fishing gear	xiv
" " Number of fishermen	xvii
" the catch of fish in detail. (See each province).	
Storage of Bait frozen	xi, 222

T

Tadoussac hatchery report	248
Tom cod, remarks on	191

U

United States, list of fishing Vessels calling at our ports	271
" " Modus Vivendi licenses	269

V

Value of Fisheries. (See also each province)	xviii
Victoria County, N.S. Overseers' reports	40, 54

W

Walbran, J. T., Capt. of Cruiser 'Quadra'	285
Walker, John, hatchery officer report	253
Wakelham, Wm., M.D., reports	xxxi, 182
Westmoreland County, N.B., returns	116, 118
Winnipegosis Lake	164, 166

Y

Yarmouth County returns	88, 303
Young, N.S., Inspector, Manitoba	xxxv, 163, 256

REPORT

OF THE

DEPUTY MINISTER.

To the Honourable

JAMES SUTHERLAND,

Minister of Marine and Fisheries.

SIR,—I have the honour to submit the annual report upon the transactions of the Fisheries branch of the Marine and Fisheries Department, embracing the fiscal year ending on June 30 last. That part of the report with reference to Fish Culture, Oyster Culture, Bait Cold Storage, Fisheries Protection Service, Intelligence Bureau and Behring Sea, comprises the whole calendar year 1901, while the Fishing Bounties and statistics of fisheries, as usual, cover only the previous year. However, the preliminary reports of our various inspectors give a fair idea of the fishing operations and the state of the fisheries in the different provinces for the year just closed.

No change has taken place since my last report, respecting the system of fishery protection between the Federal and Provincial authorities, as defined in the judgment of the Lords of the Judicial Committee of the Privy Council in May, 1898.

Special reports by Professor E. E. Prince, Commissioner of Fisheries, treating of:—

1. The Protection and Planting of Predaceous Fish :
2. The Aim and Basis of Fishery Regulations ; will be published as a supplement to this report.

The Commissioner also publishes as Appendix 12, his usual report on Fish Culture operations during the season 1901.

MARINE BIOLOGICAL STATION.

After carrying on its work for two years at St. Andrews, N.B., the Marine Biological Station was moved to Canso, N.S., early during the season, and the staff have been engaged in important fishery and scientific investigations at that great centre of the maritime fishing industries.

The Board of Management, at their annual meeting in Ottawa, in January, decided that as the researches commenced in Passamaquoddy Bay had been carried to a fair state of completion, it was in the public interest that other urgent fishery problems, on some part of the coast further north, should engage the attention of the scientific staff.

There were many reasons for locating at Canso during the present year (1901). Not only is it the centre of considerable and varied fishing industries, and affording therefore unusual facilities for securing abundance of interesting and valuable material for study; but it forms, as it were, a connecting link between the fishing industries and the marine fauna of the southern waters of the Dominion, as found in Passamaquoddy Bay, and the more northerly fisheries and fauna of the Gulf of St. Lawrence proper.

The staff have had every reason to be satisfied with the decision reached by the Board. It was a somewhat perilous task to tow the station, placed upon its capacious scow, from St. Andrews, across the Bay of Fundy and up the coast of western Nova Scotia to the Strait of Canso. Commander Spain, when the matter was brought before him, most willingly agreed to do anything in his power to ensure the safe conveyance of the floating station from the New Brunswick location to the proposed site on the coast of eastern Nova Scotia. It was, however, a somewhat hazardous undertaking, as the distance is much greater than the station is ever likely to traverse at a single trip again, and the exposed nature of the coast and the unfavourable time of the year (early spring), combined to make it a notable excursion for a craft not built for long voyages. Thanks to the skill and characteristic energy of Capt. J. H. Pratt, of the Dominion cruiser, *Curlew*, to whom Commander Spain committed the task of towing the station, the trip was completed with safety, and on arrival at Canso was at once beached and placed in position at the east end of the town of Canso.

For nearly five months continuous investigation was carried on, the whole of the laboratory tables being at one time or other occupied by investigators of scientific standing and repute. A new beam trawl was tried on several occasions in Chedabucto bay by the kind assistance of the Messrs. Whitman & Co., who allowed their steam tug to be utilized on these and on other occasions during the summer. Tow-netting was also actively carried on in the waters adjacent to the station, and dredging, line fishing and other methods of testing the neighbouring sea and of procuring specimens for study were adopted. The experiments with dynamite, intended to show accurately what the effect of the explosive is upon schools of fish, and other important lines of work were actively pursued, and a most valuable and interesting summer's work was accomplished, upon which detailed reports will, in due course, be presented.

Professor Prince, the director, spent some weeks at the station continuing some special researches commenced the previous year, but the main part of the summer's work was superintended and personally carried on by the assistant director, Professor Ramsay Wright, who spent the whole of the season at the station. Dr. Stafford again undertook the duties of curator, and with unremitting zeal aided the workers, and at the same time pursued special investigations.

During the season the tables were occupied and work carried on at sea or upon shore by the following staff: Professor Ramsay Wright, Professor A. P. Knight, Professor A. B. Macallum, Professor Fowler, Dr. Joseph Stafford, Mr. C. McLean-Fraser, Mr. Geo. A. Cornish and Dr. Linville, of New York, and as already stated, Professor Prince, Commissioner of Fisheries, conducted some fishery investigations at the station.

Valuable additions to the equipment of the station were made, and the library received a fine series of scientific memoirs and papers, procured from Germany through Professor Wright. The station, now that it is in full and active operation, finds itself

SESSIONAL PAPER No. 22

somewhat cramped by its limited means, but the printed series of papers recently issued, dealing with fishery and marine biological subjects, will indicate the varied and substantial character of the work accomplished in this promising domicile of science. During the season, the staff were continually indebted for ready advice and practical help to the Messrs. Whitman & Co., of Canso. To Mr. Edward Whitman especially, as also Mr. Clem. Whitman, the station owes much of the success which has attended its work at Canso during the season of 1901, and the season of 1902 at the same place promises to be of increased interest and importance.

THE BEHRING SEA QUESTION AND PELAGIC SEALING.

This question being still within the scope of the Joint High Commission for the consideration of points of difference between Canada and the United States, and therefore being for the time removed from the ordinary channel of diplomatic correspondence, no change has taken place in its standing as an international issue.

The industry is still proceeding under the regulations reached by the award of the arbitrators at Paris in 1893.

The sealing fleet during 1901 aggregated 39 vessels, representing 2,791 tons register. The crews comprised 443 whitemen and 465 Indians, employing 139 boats and 226 canoes.

These 39 vessels were so distributed at different times during the season that 37 of them participated in the North American coast fishery, 26 in the Behring Sea fishery, 8 in the Japanese coast fishery, and 8 in the vicinity of the Russian seal islands.

The catch is divided as follows ;—

North American coast, including Indians coast catch.	8,533
Japan coast.	2,130
Vicinity of Russian islands.	3,397
Behring Sea.	10,362
Total.	<u>24,422</u>

Although the catch is comparatively small, the sealers report that the seals do not appear to be any scarcer, but it is more difficult to approach them than in former years.

The quality of the skins secured was generally good and they were sold at the annual sale in London to advantage, the amount realized from the skins sent to the British market being about \$350,000.

It is noticeable that the sealers are again exploiting the waters of the Asiatic side of the North Pacific Ocean on the Japan coast and in the vicinity of the Russian Seal Islands, a branch of the seal fishery which during the past few years had been practically abandoned.

No complaints have been made of any violations or transgressions of the law by the sealers this year, and no complications have arisen.

It is also gratifying to be able to state that there has been an absence of disaster to the sealing fleet, and no loss of life has been reported.

ARBITRATION OF SEIZURES OF SEALING VESSELS BY RUSSIA IN 1892.

There is no change in the position of this question, and although it has continued to form the subject of diplomatic correspondence no agreement has yet been reached as to the precise terms of reference of the claims to the arbitrator.

GENERAL STATISTICS OF FISHERIES.

EXPENDITURE AND REVENUE.

The details of the total expenditure for the different fisheries services during the last fiscal year amounting to \$491,569, form the first appendix of this report. This amount comprises, fisheries proper, \$111,760; fish-culture, \$68,961; fisheries protection service, \$124,211; miscellaneous expenses, \$27,833, and the \$158,802 distributed as fishing bounties.

The total sum received during the same period as revenue from fishery licenses, fines, &c., in the different provinces is given at \$88,145, including the *modus vivendi* licenses granted to the United States fishing vessels (\$98,178).

A comparative statement of all expenditure and revenue for the last fourteen years concludes this appendix.

FISHING BOUNTIES.

For the season of 1900, the sum of \$158,802 was paid as fishing bounties to the deep sea fishermen of the Maritime provinces. Of this amount \$68,721 was divided amongst the crews of 802 fishing schooners and the balance shared by 22,031 boat fishermen. These different amounts entailed the payment of 13,776 claims.

For the last year, Nova Scotia received about two-thirds of the bounty fund, amounting to \$101,448; Quebec, \$33,203; New Brunswick, \$13,562, and Prince Island \$10,589.

For the last nineteen years, the distribution of the fishing bounties to the deep-sea fishermen of the Maritime provinces would aggregate a sum of over \$3,000,000.

EXTENT OF COAST.

The fisheries of Canada are the most extensive in the world comprising an immense sea-coast line, besides innumerable lakes and rivers. The eastern sea-coast of the Maritime provinces from Bay of Fundy to the Straits of Belle Isle exceeds 5,600 miles, while the western coast of British Columbia is given at 7,180 miles, that is more than double that of Great Britain and Ireland.

While the salt-water in-shore area, not including minor indentations, cover more than 1,500 square miles, the fresh water area of the part of the great lakes within Canada is reckoned at 72,700 square miles, not including the numerous lakes of Manitoba and the North-west Territories all stocked with excellent species of food fishes.

SESSIONAL PAPER No. 22

CAPITAL INVESTED IN THE FISHERIES OF CANADA AND NUMBER OF FISHERMEN.

The following table shows that over 80,000 men were engaged during the season of 1900 in our fishing industry, using boats, nets and other implements, aggregating a value of \$10,990,125. About 1,200 schooners, manned by over 9,200 sailors, besides 71,859 other fishermen, using 38,930 boats and 6,295,000 fathoms of nets, all found employment in this vast industry.

The lobster plant alone is valued at \$1,419,100, comprising 919 canneries, dispersed on the seaboard of the Maritime provinces. No less than 18,200 persons were engaged in this preserving branch of the industry.

The salmon canning industry of British Columbia in 1900, comprising seventy-one establishments, valued at \$1,420,000, gave employment to 19,787 persons.

The sealing fleet in the same province for the year 1900 consisted of 37 schooners, 114 boats and 316 canoes, valued at \$147,200, and manned by 1,052 sailors and hunters.

RECAPITULATION.

Showing the value of Fishing Vessels, Boats, Nets, &c., and of all Capital engaged in the Fishing Industry of Canada, 1900.

Province.	FISHERMEN IN		VESSELS.		BOATS.		GILL-NETS AND SEINES.		Value of pound and trawls, etc.	Value of Lobster plant.	Approximate value of freezers, ice and smoke houses, and other fixtures not itemized.	Total Value.	
	Vessels.	Boats.	Number.	Tonnage.	Value.	Number.	Value.	Fathoms.					Value.
Nova Scotia	5,816	19,396	557	26,064	947,646	44,766	302,219	1,878,571	556,196	246,483	656,508	3,278,623	
New Brunswick	1,080	11,559	299	4,658	135,100	7,050	257,752	1,104,181	730,609	325,686	367,170	2,361,087	
Prince Edward Island	49	4,895	19	750	13,850	2,330	64,167	106,080	35,482	19,316	268,150	442,120	
Quebec	160	12,937	29	982	18,000	1,083	95,131	327,638	167,573	138,269	126,976	830,869	
Ontario	420	2,082	491	1,339	252,589	1,187	66,317	1,901,576	247,116	173,456	49,564	789,042	
British Columbia	1,032	19,787	437	2,611	126,000	4,130	27,200†	823,000	626,081	27,950	1,546,500	2,987,104	
Manitoba and N.W. Territories	475	1,263	158	3,950	325,650	5,113	314,329†	153,392	22,800	300	129,015	301,280	
Totals	9,205	71,859	2,263	41,397	1,940,329	38,930	1,248,171	6,295,311	2,405,860	931,460	1,419,101	10,990,125	

† Fishing tugs.
 ‡ Sealing fleet with boats and canoes.
 § Sailors and seal hunters.

SESSIONAL PAPER No. 22

RECAPITULATION.
STATEMENT of the Lobster Industry in Canada, 1900.

PROVINCES.	Number of Persons Employed.	PLANT.				CATCH.					
		Number of Canneries.	Value. %	Number of Traps.	Value. %	Total Value of Plant.	No. of 1-lb. Cans.	Value. %	Fresh or Alive. Cwt.	Value. %	Total Value of Catch.
Nova Scotia	6,447	277	225,785	698,972	430,723	656,508	3,263,780	1,052,754	169,195	845,975	1,898,729
New Brunswick	5,440	237	144,460	246,861	222,710	307,170	2,038,692	407,738	19,729	98,645	506,383
Prince Edward Island	3,184	246	103,805	302,117	164,615	268,450	2,223,712	411,742	135	675	445,417
Quebec	3,134	159	50,676	134,985	76,300	126,976	1,022,106	204,421	80	100	204,821
Total	18,205	919	524,726	1,382,635	894,378	1,419,104	10,548,290	2,109,655	189,139	945,695	3,055,350

COMPARATIVE TABLE showing Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries of Canada together with the Value of Fishing Materials employed, from 1879 to 1900.

Year.	VESSELS.			BOATS.		Value of Nets and Seines.	Value of other Fishing Material.	Total of Capital Invested.
	No.	Tonnage.	Value.	No.	Value.			
			§		§	§	§	§
1879.....	1,183	43,873	1,714,917	25,616	854,289	988,698	456,617	4,014,521
1880.....	1,181	45,323	1,814,688	25,266	716,352	985,978	419,564	3,936,582
1881.....	1,120	48,389	1,765,870	26,108	696,710	970,617	679,852	4,113,049
1882.....	1,140	42,845	1,749,717	26,747	833,137	1,351,193	823,938	4,757,985
1883.....	1,198	48,106	2,023,045	25,825	783,186	1,243,366	1,070,930	5,120,527
1884.....	1,182	42,747	1,866,711	24,287	741,727	1,191,579	1,224,646	5,014,663
1885.....	1,177	48,728	2,021,633	28,472	852,257	1,219,284	2,604,285	6,697,459
1886.....	1,133	44,605	1,890,411	28,187	850,545	1,263,152	2,720,187	6,814,295
1887.....	1,168	44,845	1,989,840	28,092	875,316	1,490,328	2,384,356	6,748,840
1888.....	1,137	33,247	2,017,558	27,384	859,953	1,594,992	2,390,502	6,863,005
1889.....	1,100	44,936	2,064,918	29,555	965,010	1,591,685	2,149,138	6,770,151
1890.....	1,069	43,084	2,152,790	29,803	924,346	1,695,358	2,600,147	7,372,641
1891.....	1,027	39,377	2,125,355	30,438	1,007,815	1,644,892	2,598,124	7,376,186
1892.....	988	37,205	2,112,875	30,513	1,041,972	1,475,043	3,017,945	7,647,835
1893.....	1,104	40,096	2,246,373	31,508	955,109	1,637,707	3,174,404	8,681,557
1894.....	1,178	41,768	2,469,029	34,192	1,009,189	1,921,352	4,099,546	9,439,116
1895.....	1,121	37,829	2,318,290	34,268	1,014,057	1,713,190	4,208,311	9,253,848
1896.....	1,217	42,447	2,041,130	35,398	1,110,920	2,146,934	4,527,267	9,826,251
1897.....	1,184	40,679	1,701,239	37,693	1,128,682	1,955,304	4,585,569	9,370,794
1898.....	1,154	38,011	1,707,180	38,675	1,136,943	2,075,928	4,940,046	9,860,097
1899.....	1,178	38,508	1,716,973	38,538	1,195,856	2,162,876	5,074,135	10,149,840
1900.....	1,212	41,307	1,940,329	38,930	1,248,171	2,405,860	5,395,765	10,990,125

SESSIONAL PAPER No. 22

COMPARATIVE TABLE showing the number of men employed in the Fishing Industry since 1879.

Year.	Number of Persons in Lobster Canneries.	Number of Men in Vessels.	Number of Men in Boats.	Total Number of Fishermen.	Total Number of Persons in Fishing Industry.
1879.....		8,818	52,577	61,395	
1880.....		8,757	51,900	60,657	
1881.....		8,359	50,679	59,056	
1882.....		8,498	52,785	61,283	
1883.....		9,966	52,259	62,225	
1884.....		9,968	51,854	61,822	
1885.....		9,539	53,282	62,821	
1886.....		8,927	53,073	62,000	
1887.....		8,911	55,247	64,158	
1888.....		9,574	53,109	62,683	
1889.....		9,621	55,382	65,003	
1890.....		8,726	55,000	63,726	
1891.....		8,666	56,909	65,575	
1892.....		8,330	55,348	63,678	
1893.....		8,899	58,854	67,753	
1894.....		9,525	61,194	70,719	
1895.....	13,030	9,804	61,530	71,334	84,364
1896.....	14,175	9,735	65,502	75,237	89,412
1897.....	15,165	8,879	70,080	78,959	94,124
1898.....	16,548	8,657	72,877	81,534	98,082
1899.....	18,708	8,970	70,893	79,893	98,601
1900.....	18,205	9,205	71,859	81,064	99,269

VALUE OF THE FISHERIES.

The total value of the catch of fish in Canada for the year 1900 amounts to \$21,557,639, being a decrease of \$334,067 as compared with the previous yield. This amount, which has only been exceeded in 1899 and 1897, is over one million dollars above the average of the last ten years, and is subdivided by provinces as follows :

Provinces.	Value of Fish.	Increase.	Decrease.
Nova Scotia	\$ 7,809,152	\$ 461,548	
British Columbia	4,878,820		\$ 335,254
New Brunswick	3,769,742		350,149
Quebec	1,989,279	36,144	
Ontario	1,333,294		257,153
Prince Edward Island	1,059,193	15,548	
Manitoba and North-west Territories	718,159	95,248	

As may be noticed, there has been a falling off in three provinces and an increase in the fisheries of the other four provinces. The principal fluctuation is the surplus given by Nova Scotia which may be exclusively attributed to the large catch of mackerel off its shores. The considerable diminution shown in the provinces of New Brunswick and British Columbia is ascribed to the comparative failure of the herring industry in the Bay of Fundy district in the former, and to the shortage in the salmon pack of Fraser river district, B.C., in the latter case.

The features of these various fluctuations and other important matters are fully explained by our different inspectors in their respective reports, forming appendices three to ten of this publication.

The figures given above do not comprise the large quantities of fish consumed by the Indian population of British Columbia, and of the remote parts of the North-west Territories, where fish form their staple food.

The following statement shows the relative values of the principal kinds of commercial fishes (above \$100,000) for the year 1900 as compared with that of the previous year.

Kinds of Fish.	Value.	Increase.	Decrease.
Salmon	\$ 3,893,217		\$ 640,803
Cod	3,614,775		140,198
Lobsters	3,055,350	\$ 183,298	
Herring	1,853,237		310,813
Mackerel	1,549,448	747,754	
White-fish	705,323	52,161	
Trout	657,248		217,282
Haddock	608,067		78,544
Hake	520,504		75,302
Snelts	475,004	33,341	
Halibut	405,963	130,753	
Sardines	308,021		201,249
Pickarel	243,749		30,945
Pollock	216,250		26,836
Sturgeon	205,062	67,972	
Oysters	167,680	5,628	
Alewives	162,014	26,706	
Eels	125,454	15,874	
Tom cod	124,538	1,405	

SESSIONAL PAPER No. 22

The quantity of fish used as bait is valued at \$396,487, that of fish oil at \$208,778, while the fur seal skins of British Columbia have realized \$562,845.

A glance at the above table will show that the increases and decreases are about evenly divided in the different species mentioned. The most accented fluctuations are the increase of nearly 50 per cent in the catch of mackerel, especially felt in the Northumberland Strait, and the falling off in the salmon pack in British Columbia of over half a million dollars. Notwithstanding this decline, salmon still heads the list, with cod as a close second.

The lobster industry not only holds its own but shows an increased value of nearly \$200,000. This improvement cannot be ascribed to the packing industry which remained stationary, but to the steady growth of the live lobster trade with the United States markets, chiefly from the western counties of Nova Scotia. It is an amelioration which should be encouraged as only large lobsters are wanted for this special branch of the industry on foreign markets. With the present mode of rapid transit at our disposal, there seems no good reason why live or fresh lobsters should not be distributed on the markets of all our chief inland cities and towns.

The comparative failure of the Bay of Fundy herring in 1900, explains the deficit of half a million dollars above noticed in the aggregate values of herring and sardines.

The halibut fishery is still progressing, especially in the Pacific water, where their yield is valued \$130,000 more than the previous one.

Of the fresh water species, whitefish and trout are by far the principal kinds. While the former shows an increased value of \$50,000, the latter has fallen off by over \$200,000.

Of the other fluctuations, might be mentioned the large increase in sturgeon and caviare of \$67,000 over the value of the previous season.

From the year 1869 to 1900 inclusive, the five principal commercial fishes have yielded the following enormous values :—

Cod	\$121,137,901
Salmon	62,996,388
Herring	62,518,153
Lobsters...	62,265,477
Mackerel	41,232,875

EXPORT OF FISH.

During the last fiscal the value of the fish including fish oil and marine animals exported from Canada to foreign countries was \$10,720,352.

Details of these fish exports will be found in the annual report of the Department of Customs for 1901.

STATEMENT of the production of each Branch of the Fisheries

No.	KINDS OF FISH.	NOVA SCOTIA.		NEW BRUNSWICK.		BRITISH
		Quantity.	Value.	Quantity.	Value.	Quantity.
			§		§	
1	Cod, dried..... Cwt.	511,315	2,285,260	85,947	343,788	5,485
	" tongues and soundings..... Brls.	890	8,900	183	1,830	
2	Haddock, dried..... Cwt.	87,964	263,892	7,108	21,324	
	" fresh..... Lbs.	4,650,750	139,523	571,900	17,157	
	" smoked (finnan haddies)..... "	1,437,550	86,253	866,600	52,140	
3	Hake, dried..... Cwt.	161,726	363,883	29,350	66,038	
	" soundings..... Lbs.	51,549	25,774	26,612	13,306	
4	Pollock..... Cwt.	88,581	177,162	19,544	39,088	
5	Tom cod or frost fish..... Lbs.	236,420	11,821	1,877,500	93,875	
6	Halibut..... "	1,639,501	163,950	91,100	9,110	4,261,000
7	Flounders..... "	1,029,685	51,034	125,900	6,295	
	Salmon, preserved in cans..... "	6,160	924	10,600	1,590	29,113,440
	" fresh..... "	511,604	102,321	1,223,650	244,730	1,728,000
8	" smoked..... "	9,038	1,807	1,100	220	301,060
	" pickled..... Brls.	155	2,325			4,950
	" dry salted..... Lbs.					5,700,000
9	Trout..... "	109,200	10,920	232,600	23,260	339,750
10	Omananiche..... "					
11	Whitefish..... "					
12	Smelts..... "	385,830	19,291	7,863,050	393,152	86,500
13	Oulachons (in B.C.)..... "					1,399,100
	Herring, salted..... Brls.	82,732	330,928	181,696	726,784	
14	" fresh..... Lbs.	3,055,240	30,552	3,723,500	37,235	1,145,000
	" smoked..... "	749,800	14,996	6,639,000	132,780	
	" kippered..... Cans.			228,200	22,820	
15	Sardines, preserved..... "			1,870,000	93,500	
	"..... Brls.			101,116	200,445	
16	Shad..... "	1,750	17,500	6,383	63,830	25
17	Alewives..... "	11,923	47,692	26,500	106,002	
18	Pike..... Lbs.					
19	Maskinongé..... "					
20	Eels, salted..... Brls.	2,364	23,640	2,245	22,450	
	" fresh..... Lbs.					
21	Perch..... "			30,000	1,500	
22	Pickarel..... "			146,000	7,300	
23	Bass (sea)..... "	10,100	1,005	327,600	32,760	
24	" (achigan)..... "					
25	Mackerel, salted..... Brls.	57,442	861,630	1,430	21,450	
	" fresh..... Lbs.	3,224,972	386,996	786,000	94,320	
26	Sturgeon..... "			10,000	700	105,000
	" caviare..... "			350	175	1,500
27	Lobsters, canned..... Cwt.	5,263,780	1,052,754	2,038,692	407,738	
	" fresh or alive..... "	169,195	845,975	19,729	98,645	
28	Oysters..... Brls.	1,855	7,420	19,240	76,960	3,000
29	Clams..... "	1,827	8,322		67,486	
30	Squid..... "	5,351	21,404	1,104	4,416	
31	Coarse and mixed fish..... Lbs.	58,432	116,864	6,195	12,390	
	"..... "	378,500	7,185	499,500	5,970	504,000
32	Home consumption (not included above)..... "					
33	Fur seal skins (in B.C.) *..... No.					35,523
34	Hair..... "	24	29	77	110	7,825
35	Belugas (white whales)..... "					
36	Fish oil..... Galls.	360,431	108,128	53,630	16,089	128,100
37	Fish used as bait..... Brls.	103,858	155,787	88,823	138,334	
38	Fish used as manure and guano..... "	110,610	55,305	101,300	50,650	2,000
	Totals.....		7,809,152		3,769,742	

* Add 20 sea-otter skins, \$8,000.

† Dulse.

SESSIONAL PAPER No. 22

in the different Provinces of Canada for the Year 1900.

COLUMBIA.	QUEBEC.		ONTARIO.		P. E. ISLAND.		MANITOBA AND N. W. TERRITORIES.		No.
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	
\$		\$		\$		\$		\$	
27,425	196,666	789,654			38,352	153,408			1
	290	2,900			163	1,630			2
	2,286	6,858			6,635	19,905			3
	29,200	876			4,625	139			4
	738	1,661			15,263	34,342			5
					31,000	15,500			6
	780,000	18,340			10,050	502			7
213,050	190,028	19,003			8,500	850			8
2,911,344									9
172,800	698,797	138,741							10
30,100					500	100			11
49,500	581	8,715							12
228,000									13
33,975	446,687	44,669	5,477,093	531,854	40,700	4,070	170,000	8,500	14
	75,000	7,500							15
	50,600	4,048	2,711,258	216,055			9,704,400	485,220	16
	4,325	460,400	23,020		704,325	35,216			17
71,360									18
	43,744	174,976	1,031	4,126	35,664	142,656			19
48,350	2,064,960	20,650	7,971,738	159,435	469,110	4,691			20
	112,900	2,258							21
									22
	4,692	14,076							23
250	192	2,273			3	30			24
					2,080	8,320			25
	330,550	13,222	1,285,838	51,433			1,562,300	31,246	26
	47,650	2,859	405,826	24,350					27
	206	2,060			551	5,510			28
	1,153,091	69,185	43,490	2,609					29
	427,700	12,831	1,110,117	33,303			48,000	960	30
	352,111	17,695	2,695,618	130,281			2,952,100	88,563	31
									32
	114,895	9,192	374,712	29,977					33
	7,951	119,265			3,613	54,195			34
					96,600	11,592			35
5,250	504,899	30,294	876,212	52,573			1,039,500	61,790	36
750			90,761	45,380			17,500	8,750	37
	1,022,106	204,421			2,223,712	444,742			38
	80	400			135	675			39
12,000					17,825	71,300			40
22,500					1,420	4,120			41
	5,044	20,176			622	2,488			42
38,700	665	1,930			203	406			43
26,200	2,676,200	30,652	2,556,837	51,918			2,159,200	28,812	44
365,000							428,800	4,288	45
562,845									46
5,869	25,762	32,293			85	170			47
	168	672							48
35,227	146,317	43,895			18,131	5,439			49
	44,903	67,354			23,341	35,612			50
6,000	62,930	31,465			2,185	2,185			51
4,878,820	1,989,279		1,333,294		1,059,193		718,159		52

RECAPITULATION

OF the Yield and Value of the Fisheries in the Dominion of Canada for the Year 1900.

No.	Kinds of Fish.	Quantity.	Value.	Total Value.
1	Cod, dried.....	Cwt. 897,765	\$ 3,599,515	8
	" tongues and sounds.....	Brls. 1,526	15,260	
				3,614,775
2	Haddock, dried.....	Cwt. 103,993	311,979	608,367
	" fresh.....	Lbs. 5,236,475	157,695	
	" smoked—(finnan haddies).....	" 2,304,150	138,393	
3	Hake, dried.....	Cwt. 207,077	465,924	520,504
	" sounds.....	Lbs. 109,161	54,580	
4	Pollock.....	Cwt. 108,125	216,250	216,250
5	Tom cod or frost-fish.....	Lbs. 2,903,970	124,538	124,538
6	Halibut.....	" 6,190,129	405,963	405,963
7	Flounders.....	" 1,146,585	57,329	57,329
8	Salmon, preserved in cans.....	" 29,130,200	2,913,858	3,893,217
	" fresh.....	" 4,156,961	658,592	
	" smoked.....	" 311,638	32,227	
	" pickled.....	Brls. 5,686	60,540	
	" dry, salted.....	Lbs. 5,700,000	228,000	
9	Trout.....	" 6,816,030	657,248	657,248
10	Ouananiche.....	" 75,000	7,500	7,500
11	Whitefish.....	" 12,466,258	705,323	705,323
12	Snelts.....	" 9,500,105	475,004	475,004
13	Oulachons (in B.C.).....	" 1,399,100	71,360	71,360
14	Herring, salted.....	Brls. 344,867	1,379,470	1,853,237
	" fresh.....	Lbs. 18,429,548	300,913	
	" smoked.....	" 7,501,700	150,034	
	" kippered.....	Cans. 228,200	22,820	
15	Sardines, preserved.....	" 1,870,000	93,500	308,021
	".....	Brls. 105,808	214,521	
16	Shad.....	" 8,353	83,883	83,883
17	Alewives.....	" 40,503	162,014	162,014
18	Pike.....	Lbs. 3,178,688	95,901	95,901
19	Maskinonge.....	" 453,476	27,209	27,209
20	Eels, salted.....	Brls. 5,366	53,660	125,454
	" fresh.....	Lbs. 1,196,581	71,794	
21	Perch.....	" 1,615,817	48,594	48,594
22	Pickarel.....	" 6,055,829	243,749	243,749
23	Bass (Sea).....	" 337,600	33,765	33,765
24	" (Achigan).....	" 489,607	39,169	39,169
25	Mackerel.....	Brls. 70,436	1,056,540	1,549,448
	" fresh.....	Lbs. 4,107,572	492,908	
26	Sturgeon.....	" 2,535,611	150,607	205,662
	" caviare.....	" 110,111	55,055	
27	Lobsters, preserved in cans.....	" 10,548,290	2,109,655	3,055,350
	" fresh or alive.....	Cwt. 189,139	945,695	
28	Oysters.....	Brls. 41,920	167,680	167,680
29	Clams.....	".....	102,428	102,428
30	Squid.....	Brls. 12,121	48,484	48,484
31	Coarse and mixed fish.....	" 84,845	169,690	320,457
	".....	Lbs. 8,374,237	150,767	
32	Home consumption, not included above.....	".....	369,288	369,288
33	Fur seal skins in B.C.....	No. 35,523	562,845	562,845
34	Hair.....	" 33,773	38,381	38,381
35	Beluga skins (white whales).....	" 168	672	672
36	Sea-otter skins.....	No. 29	8,000	8,000
37	Fish oil.....	Galls. 706,609	208,778	208,778
38	Fish used as bait.....	Brls. 260,925	396,487	396,487
39	" " manure and guano.....	" 279,025	143,605	143,605
Total for 1900.....				21,557,639
" 1899.....				21,891,706
Decrease.....				334,067

RECAPITULATION

Showing the Total Value of the Fisheries in the respective Provinces of Canada, from 1870 to 1900, inclusive, as compiled from the Annual Reports of the Department of Fisheries.

Year.	Nova Scotia.	New Brunswick.	Prince Edward Island.	Quebec.	Ontario.	British Columbia.	Manitoba and North-west Territories.	Total for Canada.
1870.	4,019,425	1,131,433	No data.	1,161,351	264,982	No data.	No data.	6,577,391
1871.	5,101,030	1,189,033	"	1,093,612	193,324	"	"	7,573,199
1872.	6,016,835	1,965,439	"	1,329,189	267,033	"	"	9,546,116
1873.	6,377,085	2,285,662	297,595	1,391,564	303,091	"	"	10,754,997
1874.	6,652,302	2,685,794	288,863	1,608,660	446,267	"	"	11,681,886
1875.	5,573,851	2,427,654	298,927	1,506,759	453,194	"	"	10,350,385
1876.	6,029,050	1,953,389	494,967	2,097,668	437,229	104,697	"	11,117,000
1877.	5,327,838	2,133,237	763,036	2,569,147	438,223	583,433	"	12,005,934
1878.	6,131,600	2,305,790	840,344	2,664,655	348,122	925,767	"	13,295,678
1879.	5,752,337	2,534,722	1,402,301	2,820,335	367,133	631,766	"	13,529,254
1880.	6,291,061	2,744,477	1,675,089	2,631,536	444,491	713,335	"	14,499,979
1881.	6,214,782	2,939,904	1,955,290	2,751,962	509,903	1,454,321	"	15,817,162
1882.	7,131,418	3,192,339	1,855,687	1,976,516	825,457	1,842,675	"	16,824,092
1883.	7,689,374	3,183,674	1,272,468	2,138,397	1,027,033	1,644,646	"	16,438,192
1884.	8,763,779	3,739,454	1,085,619	1,694,361	1,133,724	1,358,267	"	17,706,404
1885.	8,283,922	4,065,431	1,293,430	1,719,460	1,342,692	1,678,038	"	17,222,973
1886.	8,415,362	4,189,227	1,141,991	1,741,382	1,435,998	1,577,348	"	18,679,288
1887.	8,379,782	3,559,507	1,037,426	1,773,567	1,531,850	1,974,887	186,980	18,386,163
1888.	7,817,030	2,941,863	876,822	1,869,012	1,839,369	1,902,195	129,081	18,386,163
1889.	6,346,722	3,067,039	886,430	1,876,194	1,963,123	1,902,195	180,077	17,448,510
1890.	6,636,444	2,699,055	1,041,109	1,615,119	2,069,637	3,348,067	167,979	17,633,236
1891.	7,011,390	3,571,050	1,238,733	2,008,678	1,806,389	3,481,432	232,104	17,714,992
1892.	6,340,724	3,293,922	1,179,856	2,236,732	2,042,198	3,008,755	332,969	18,977,878
1893.	6,407,279	3,746,121	1,133,368	2,318,905	1,694,430	2,849,483	1,008,254	18,941,171
1894.	6,547,387	4,351,626	1,119,738	2,303,386	1,639,968	4,43,963	1,042,093	20,686,661
1895.	6,213,131	4,403,138	976,836	1,867,320	1,584,473	3,359,478	787,087	29,719,573
1896.	6,070,895	4,799,433	976,126	2,025,754	1,605,674	4,401,354	732,466	29,199,338
1897.	8,099,346	3,934,135	954,919	1,737,011	1,289,922	4,183,999	745,343	29,407,425
1898.	8,849,357	4,419,357	1,070,292	1,751,440	1,433,632	6,138,865	638,416	22,783,546
1899.	7,247,694	4,119,891	1,043,645	1,953,134	1,500,441	3,713,191	613,355	19,667,121
1900.	7,809,132	3,769,742	1,039,193	1,981,279	1,533,297	3,214,074	622,911	21,891,706
Totals	208,415,563	96,613,448	29,170,080	60,296,165	33,614,092	65,403,766	8,237,687	501,646,667

BAIT COLD STORAGE.

Reference was made in previous reports to the inauguration of a system of bait cold storage, and the leading features of this system were thus summarized :

1. Formation of Fishermen's Bait Associations at the various fishing centres.
2. Incorporation of the associations formed under special Acts passed by the local legislatures of the Maritime provinces.
3. Erection of bait freezers under the superintendence of skilled foremen provided by the department.
4. Audit of the accounts by one of the officials and the payment of 50 per cent of the cost by the department.
5. Practical explanation of the method of freezing and storing fish frozen for bait.
6. Provision of suitable forms for returns to be made to the department showing daily the amount of fish received and issued and the temperatures maintained.
7. Payment of a bonus of \$5 per ton for bait frozen up to 20 tons, on the certificate of an inspector.

The coöperative cold storage work, undertaken by the department and the fishermen of the Maritime provinces, for the purpose of providing a supply of bait during periods of scarcity has been continued during the past year with success.

The operations have been confined to the provinces of Nova Scotia and Prince Edward Island, under special Acts passed by the legislatures of these provinces. An Act has also been passed by the legislature of New Brunswick, permitting the free incorporation of Fishermen's Bait Associations. Arrangements were made to erect freezers at several points in this province, notably at Caraquet, but they were not carried out. The legislature of the province of Quebec did not deem it advisable to pass a special act for the free incorporation of Bait Associations, and in consequence, it was impossible to organize associations to build bait freezers in this province. It is to be hoped during the coming session of this local legislature, that the benefits of this system will be recognized and provision made for its extension into Quebec.

The plan adopted for the aid of the fishermen in this important matter of providing a constant bait supply, has been devised on the principle of bearing equally with them the necessary expenditure for construction and equipment, overseeing as far as possible, that no mistakes are made in operating, but leaving the internal affairs and management solely under the control of a local board of directors.

Nineteen freezers have been erected, thirteen of which operated during the past fishing season. The bait freezers constructed have a combined storage capacity of 470 tons of bait. Those operated this season had storage capacity of 330 tons and in all 156 tons of bait were frozen, or, on an average, 47 per cent of their total capacity was utilized. Inverness County, C.B., and Prince County, P.E.I., contain the largest number of freezers, viz, three each. Antigonish, Guysborough and Shelburne Counties in Nova Scotia, contain two each, while one freezer has been erected in each of the counties of Kings, P.E.I., Victoria, Cape Breton, Richmond, C.B., Halifax, Yarmouth and Digby in Nova Scotia.

SESSIONAL PAPER No. 22

The method of carrying on the work has been outlined under the heads of forming Fishermen's Associations; incorporating the same: erection of bait freezers; explanation of methods of freezing; provision for returns of bait frozen and payment of bonus of \$5 per ton.

The work during the past season has been carried out under the above arrangement, special emphasis being laid on the 'Explanation of methods of freezing.' Trained men who have been employed in the commercial freezers at Canso were secured and sent to the various freezers for a period of a week or ten days, when they were receiving bait, and this arrangement has proved very satisfactory.

Of the thirteen freezers operated during the past season, six were entirely successful in fulfilling their object, viz., those at Frog Pond, Alberton, Ballentyne's Cove, Bayfield, Sambro and Lower East Pubnico. Five were less successful, viz., Port Hood Island, Whitehead, Port Beckerton, Gabarus and Clarke's Harbour, while two must be counted as failures, Souris, P.E.I., and Port La Tour, N.S. There is no reason, however, why the seven latter named freezers should not be equally as successful in the future as the first named ones have been in the past.

In every case, the freezers have performed their work with satisfaction, the bait fish being well frozen and, when the storage rooms have been attended properly, have kept in good condition.

The work undertaken by the department has attracted the attention of the Governments of Newfoundland and France. At the request of the Honourable the Minister of Marine and Fisheries of Newfoundland, full information and plans were forwarded to that colony. The French ship *Islay* called at several points on Prince Edward Island during the past summer for the purpose of investigating the operation of the bait stations in that province.

From its inception, the bait cold storage work has been favourably commented on in the Maritime provinces and during the past season the interest taken in it has not decreased.

Further information as to the operations at each bait station will be found in Appendix No 11 of this report.

FISH CULTURE.

The Fish-culture report for the year 1901 by Professor Edward E. Prince, Commissioner of Fisheries forms Appendix 12 of this publication. It embraces a general review of the operations carried on during the year including not only the capture of parent fish, collection of ova, the incubation and planting of the fry of various fishes of economic importance, but also the experimental scheme for introducing the black bass of Ontario into the waters of British Columbia and the North-west Territories.

During the year, no less than 203,540,000 fry were hatched in Government hatcheries and distributed in Canadian waters. About half of these fry were lobsters, the balance consisting of salmon, great lake trout and whitefish.

Professor Prince calls attention to the fact that owing to special circumstances three of the hatcheries could not be operated, but the work in the remaining twelve

hatcheries was so successful that the total output of fry was far in excess of the average and has only been exceeded in five previous years.

The building of three new hatcheries, one in the province of Quebec (at Gaspé), one in the province of Nova Scotia (at N. E. Margaree), and one in British Columbia, on the Skeena River, are referred to and the completion of the Granite Creek Salmon Hatchery, on Shuswap Lake, near Sicamous, B.C., is mentioned as a notable feature in the year's fish culture work. During the present fall (1901) the tanks of the new hatchery have been filled with an enormous supply of sockeye eggs in splendid condition. Thus the operations in the various hatcheries have been sustained with characteristic success and activity, and public interest in the work was never more general or more intense.

OYSTER CULTURE.

As an annex to the Fish culture appendix will be formed a full report of last season's work on the cultivation of oysters by Mr. E. Kemp, the department's expert.

Mr. Kemp devoted most of the summer in examining the condition of oyster areas in Nova Scotia and Prince Edward Island, with a view to preparing favourable grounds for the planting of oysters.

At page 266 of this report will be found a recapitulation table showing the oyster production of the Dominion for the last twenty-five years, representing an aggregate value of nearly four million dollars.

FISHERIES PROTECTION SERVICE.

The report of the operations of the Fisheries Protection Service during the season of 1901, by Commander O. G. V. Spain forms Appendix 13 of this volume. It is pleasing to note that this service has again been carried on without accidents and in a very satisfactory manner.

The fleet of cruisers consisted of the same ships as last year, viz. : the *Acadia*, *La Canadienne*, *Curlew*, *Osprey*, *Kingfisher*, *Constance*, *Stanley* and *Petrel*. The latter cruising in the Ontario great lakes and the others in the Gulf of St. Lawrence and off the Atlantic coast. The steamer *Quaira* was also partly employed for the protection of our fisheries off the British Columbia coast.

The number of United States fishing vessels taking advantage of the *modus vivendi* licenses was 82 and the amount received therefrom was \$9,445.

A glance at the long list of foreign fishing schooners calling at our ports, shows of what importance these harbours are to them.

At the end of the season, Commander Spain and his officers devoted much time to the protection of the lobster industry, and any traps found in use during the close season were seized and destroyed.

FISHERIES INTELLIGENCE BUREAU.

A full report of the Intelligence Bureau service, which also comes under the control of Commander Spain, by the officer in charge at Halifax, forms an annex to Appendix 13.

SESSIONAL PAPER No. 22

Compilations of the various reports of 53 stations now dispersed on our Atlantic coast are daily sent to Halifax and then wired to the principal fishing localities of the provinces.

THE FISHERIES STAFF.

The outside staff of fishery officers connected with this department during the last calendar year aggregates 848 men, including the crews of the fisheries protection fleet.

These officers were dispersed as follows :—

Ontario	3
Quebec	12
Nova Scotia	61
New Brunswick	30
Prince Edward Island	5
Manitoba	5
North-west Territories	7
British Columbia	10
Fishery guardians employed in 1901	295
Officers and crews of the fisheries protection fleet	420
Total	848

The following are inspectors of fisheries in the different provinces of the Dominion :

Name.	P. O. Address.	Extent of Jurisdiction.
Bertram, A. C	North Sydney, N.S.	District No. 1.—Cape Breton Island.
Hockin, Robt.	Pictou, N.S.	District No. 2.—Cumberland, Colchester, Pictou, Antigonish, Guysboro Halifax, and Hants counties.
Ford, L. S.	Milton, N.S.	District No. 3.—Lunenburg, Queen's, Shelburne, Yarmouth, Digby, Annapolis and King's counties.
Pratt, J. H., capt.	St. Andrews, N.B.	District No. 1.—The counties of Charlotte and St. John.
Chapman, Robt. A.	Moncton, N.B.	District No. 2.—Restigouche, Gloucester, Northumberland, Kent, Westmorland and Albert counties.
Miles, H. S	Oromocto, N.B.	District No. 3.—King's, Queen's, Sunbury, York, Carleton and Victoria counties.
Matheson, J. A.	Charlottetown	Prince Edward Island.
Wakeman, Wm., M.D.	Gaspé Basin, Que.	Lower St. Lawrence River and Gulf.
Lavoie, N., M.D.	L'Islet, Que	That portion of Quebec, south of River St. Lawrence and north and east of and including county of Bellechasse.
Belliveau, A. H	Ottawa	Province of Quebec, north of River St. Lawrence and west from and including River Saguenay, and the portion south of River St. Lawrence which lies west and south of the county of Bellechasse.
Hurley, J. M.	Belleville	That portion of Ontario east of the western boundary line of the counties of Durham, Victoria and Haliburton, including Lake Scugog and the eastern boundary of Muskoka and Parry Sound districts.
Sheppard, O. B.	Toronto, Ont	That part of the province of Ontario west of the eastern boundaries of the county of Ontario, and the districts of Muskoka and Parry Sound along the Mattawa and Ottawa Rivers, and northward along the north-eastern boundary line of said province to James Bay.
Duncan, A. G	Marksville, Ont	That portion of Ontario lying west and north of Lake Nipissing, the Rivers Mattawa and Ottawa and the north-east boundary line of the province to James Bay, embracing Nipissing, Algoma, Thunder Bay and Rainy River districts, Lake Superior and such portions of Lake Huron and Georgian Bay as lie adjacent or opposite to the part of Ontario above described.
Young, W. S	Selkirk, Man	Province of Manitoba.
Miller, E. W	Qu'Appelle, N.W.T.	All the North-west Territories.
Stewart, Theophilus	Dawson City	Yukon district, N. W. Territories.
Sword, C. B	N. Westminster, B.C.	Province of British Columbia.

The following are the officers in charge of the Government Fish Hatcheries :

Name.	Rank.	P. O. Address.
Armstrong, Win.	Officer in charge of Government Fish Hatchery	Newcastle, Ont.
Parker, Win.	"	Sandwich, Ont.
Walker, John	"	Ottawa, Ont.
Finlayson, Alex	"	Magog, Que.
Catellier, L. N.	"	Tadoussac, Que.
Lindsay, Robt.	"	Gaspé Basin.
Mowat, Alex	"	Campbellton, N.B.
McCluskey, Chas	"	Grand Falls, N.B.
Sheasgreen, Isaac	"	South Esk, Miramichi, N.B.
Ogden, A.	"	Bedford Basin, N.S.
"	Government Lobster Hatchery	Pictou, N.S.
Sword, C. B.	Government Fish Hatchery	New Westminster, B.C.
Young, W. S.	"	Selkirk, Man.
Kemp, Ernest	Oyster Culture	Ottawa, Ont.

PRELIMINARY REPORTS ON THE FISHING SEASON OF 1901.

Herewith appended are the preliminary reports on the fishing operations of the season just closed, received from our different inspectors in their respective districts.

NOVA SCOTIA.

Inspector A. C. Bertram, of Sydney, C.B., reports as follows on the fisheries of the Cape Breton district for 1901 :—

The statistics for the fishing season just closed will give a decreased catch in nearly all important branches of the fishing industry. In some remote districts, however, there is an average catch in commercial fish, but those districts are in the coastal waters, far from the busy mining operations, railway construction, &c. There is no indication in any sections of the coastal waters surrounding this island that fish are scarcer than in previous years, on the contrary, cod, salmon and mackerel have been more plentiful, but owing to the development now going on in coal mines, iron and steel plant construction and operation, the quarrying of limestone and the building of new railway lines, as well as the increased number of men employed on the Intercolonial railway road-bed during this season, the falling off in the catch of fish for 1901 can alone be attributed to fishermen abandoning the prosecution of the fishery for other less uncertain employment.

There is every probability of the live lobster industry being more vigorously prosecuted next season than in the past, as the price for the canned article rules low and many canners lost money last year. The cause of the fall in the price of preserved lobsters is owing to over production, the markets abroad being overstocked.

A drouth extending over fourteen weeks prevailed during mid-summer, which caused salmon and trout to remain in the tidal waters, but when heavy rains occurred during the latter part of September and October salmon ascended to the upper waters of the rivers in large numbers. The close seasons were well observed during the year.

SESSIONAL PAPER No. 22

Inspector Robt. Hockin, of Pictou, reports a shortage in all the important branches compared with last year, and the yield of all the fisheries will probably be under the average of that of the past twelve years. The *lobster* fishery shows a falling off of about 10 per cent. The *cod* fishery in the eastern part of the district was better than last year, but in the western or Margaret's Bay portion, there was so great a decrease that the yield will be 15 per cent less than last year. While the catch of *mackerel* in the season 1900 was the largest during the past twelve years, this season's will only be about one-half of last season's, but it will be about an average of that of the past twenty years. The *hake* and *haddock* fisheries show a slight decrease, but there was an unusually large catch of *pollock*, an increase of 75 per cent. The *herring* fishery shows a decrease of about 40 per cent. The returns of *halibut* are only 50 per cent of that of last year. The *shad* fishery was a failure and the catch not more than 10 per cent of 1900. The *smelt* fishery is not a very important one and the shortage will not be great. The *salmon* fishery alone shows an increase over the catch of last year of say 10 per cent. The other fisheries show about an average yield.

NEW BRUNSWICK.

Inspector J. H. Pratt, of St. Andrews, reports that the past season has been quite a successful one for the fishermen of his district. The total value of catch will show quite an increase over that of 1900. This is attributed in a large measure to the immense school of sardine herring that entered St. Andrews Bay during the latter part of the summer, and remained there till November. The other parts of the district will also show a marked improvement. Quite an increase will also be noticed in the catch of cod and haddock. A surprisingly large catch of *pollock* is reported by the fishery officers at Grand Manan and Campobello, which was due not only to the fact that pollock were more plentiful than they have been for many years, but that more men were engaged in this fishery. The slaughter of pollock by the use of dynamite at Grand Manan, by an increased number of vessels this season, was an unfortunate but important factor in the unusually large catch.

The *lobster* fishery will yield about the same as in 1900, and it is beyond a doubt that in Charlotte County the lobsters are becoming less each year, although the amount of lobster fishing gear is annually increasing. The adoption of the 10½ inch law, as in St. John County, is advocated by the large majority of the fishermen, and there is no doubt that this change is now an absolute necessity. The catch of lobsters in the latter county will show about the same as last season.

Salmon will show an average catch not only in the St. Croix River but among the net fishermen of the Bay of Fundy.

The canning of the several kinds of fish is becoming quite an industry among the fishermen of the Bay of Fundy, and the number of cases of canned sardine herring put up will show a large increase.

Many hundreds of barrels of clams were exported from our numerous beds, and it seems that in the near future some measures will have to be adopted in order to save this valuable fishery from entire ruin.

Inspector R. A. Chapman, of Moncton, N.B., says that the aggregate catch will be again larger than that of the previous year. More salmon have been taken at all the

principal fishing districts than in 1900, these fish had much difficulty in reaching the spawning grounds last fall owing to very low water. Spring herring for food, bait, &c., were caught in the usual large quantities, many of which were smoked in large smoke houses recently erected at Point au Chêne, Bay Verte, &c. Fall herring on the Carquet Miscou banks were also very plentiful, and a large catch secured which sold readily at paying prices. The catch of codfish is somewhat in advance of that of last year, and, prices being good, it was an exceedingly profitable season for those interested in this fishery either as fishermen or dealers. The take of oysters outside of those fished on the reserve in Shediac last year will exceed that of 1900; of hard shell clams (quahogs) large quantities were raked in Buctouche and Cocagne, even exceeding somewhat the take of the previous year, and now with the Order in Council giving the local officers power to prevent any encroachment upon the oyster beds, this fishing can be safely prosecuted. The clam canning establishment at Inkerman, Gloucester County, has considerably increased its output. More smelts were taken than ever before. I believe the aggregate will reach fully 8,000,000 lbs. (4,000 tons), the benefits of this fishery to the people can hardly be overestimated. Mackerel were abundant early in the season but were of an inferior quality; later when fat and good they were scarce. The catch of lobsters has again fallen off except in parts of the Straits of Northumberland, where it is believed they are getting some help from the Pictou hatchery and one or two other places. I believe the only way to remedy this would be to establish hatcheries, say at Shemogue, Westmorland County, and on the north side of Shippegan Island, Gloucester County, where large fishing is done in each case in the immediate vicinity, and where I have no doubt 400,000,000 fry from both establishments could be turned out yearly, and if even 5 per cent of these matured it would give more than double the quantity now caught on our coasts from Quebec to Nova Scotia.

The catch of other kinds of fish was about an average one, except of bass, which is again smaller. Prices of all kinds of fish have been good, making it a profitable year for all concerned.

Inspector H. S. Miles, of the St. John River district, states that the fishing industry in his district during the season just closed has been most satisfactory to all parties concerned. Although there was a slight falling off in the catch of shad and alewives on account of continued high gales prevailing at the time, they are said to be the most numerous in the St. John river and its tributaries, however the decrease was so slight that very few complaints were heard. The salmon fishermen on the St. John river in King's, Queen's and Sunbury counties were all satisfied with their catch. In York county complaints were heard that few salmon were taken in comparison to other years, however they were as cheap in Fredericton last summer as on former occasions and the supply always was in excess of the demand. Salmon in the upper St. John, in Carleton and Victoria counties, were numerous in the past year and reports say that they went up the different tributaries in large numbers this fall, especially the Tobique river.

PRINCE EDWARD ISLAND.

Inspector J. A. Matheson, of Charlottetown, P.E.I., says the fisheries for the season have been fairly sustained in some sections, in others a shortage is noticed. In Prince and Queen's counties the *oyster* catch has been about up to former years. A ready market and good prices were obtained throughout the season, which was satisfactory to shippers and fishermen.

SESSIONAL PAPER No. 22

The *mackerel* catch shows an increase, and fishermen look forward to an improvement in this branch.

Lobsters have fallen a little short, but not sufficient to cause alarm.

Herring were not as plentiful as in former years. All other kinds of fish were in fair supply.

In King's county lobsters were in excess of last season. Mackerel not so plentiful; quite a falling off in codfish and hake, especially in Murray harbour district, principally caused by not having been prosecuted to the same extent as in former years through the demand for labour in building a branch railway in that locality, and also at the iron and steel works at Sydney. But, on the whole, the season was well up to the expectations of the employer and employed.

QUEBEC.

Commander Wakeham, officer in charge of the Gulf of St. Lawrence Division, reports that the returns for 1901 will show a considerable increase in the total value over that for 1900. This will be due entirely to the greatly increased yield of the salmon and cod fisheries. The lobster and fat herring returns show a considerable decrease.

On that part of the north shore of the Gulf west of Natashquan, the yield from the *salmon* net fishery on the sea coast and in the estuaries, was phenomenally great. Over most of the coast of Gaspé and Bonaventure the fishing was fair, slightly below an average, while on the lower north coast, from Blancs Sablons west to Natashquan, the catch was poor.

The summer *cod* fishing all over the Gulf was one of the best we have ever had. Fish were well inshore and unusually abundant, while the weather was fine. On the Labrador, in June and July, for the third season in succession, heavy field ice drove in through the Strait of Belle Isle, and hung about the shore as far west as Harrington, greatly interfering with the fishing, but whenever they could be got at through the ice, fish were taken in the trap nets. The fall cod fishing was a complete failure owing to heavy weather and a scarcity of herring, the usual fall bait; but so abundant was the summer cod fishing, which begins with June and ends with August, that the returns will show one of the best fisheries we have ever had in spite of the fact that dogfish did a great deal of damage during the summer and that practically nothing was done in the fall. Prices paid were above the average and fishermen have made a good season.

Herring were as abundant as ever during the spring spawning season, but afterwards seemed to have backed off shore, and very few fat summer or fall herring were taken anywhere along the coast. This failure has been quite seriously felt by our fishermen, as salted fat herring forms the staple food of the people during the winter. The *lobster* fishing continues to fall off, and in spite of the lengthened season and a reduction in the legal size, a very serious decrease will be shown by the returns. *Mackerel* were abundant at the Magdalen Islands all through the season, but the price was low and the fishing was not prosecuted with any very great energy. The fall *smelt* fishing in Gaspé Bay was about an average. Owing to the mildness of the season the first catch of smelt did not reach New York in very good order. When the weather got cooler and fish were coming into the bay more abundantly, the steamer *Admiral* stopped running and the fishing came to an abrupt conclusion.

Inspector N. Lavoie, M.D., of L'Islet, reports as follows:—The principal kinds of fish frequenting the waters of this district are cod, herring, salmon, eels, sardines, shad, sturgeon, pickerel, whitefish, &c. The yield of the fisheries for the year 1901 has been satisfactory. Cod, which, for many years past, had completely deserted the upper shores of the county of Gaspé, has again made its reappearance in sufficient numbers to warrant a hope that former abundance will again revive. This happy result is, undoubtedly, due to the disappearance of white whales from these waters. *Herring* was abundant everywhere, and large quantities were pickled or used fresh, as bait or manure. Owing to improved modes of fishing and the more general use of gill nets, fishermen are enabled to secure better catches than in former years. *Salmon* fishing, which is reported as so productive around Gaspé and along the coast of Bay des Chaleurs, gave only middling results. Some stations did well; others poorly. It is stated that 208 salmon were killed with the fly in Ste. Anne des Mouts River, and 80 in Matane River. Metis River is reported as being well stocked with fish. Cape Chatte River was not leased, and as a consequence, I apprehend, much poaching was carried on there. No reliable information could be had of the quantity of trout caught in the inland lakes, but it must have been large. *Sardine* fishing was a comparative failure; the statistics showing only 244,000 lbs. against 360,000 in 1900. Bar fishing was more remunerative than last year; the statistics showing an increase of about 6,000 lbs. Shad fishing was a failure. About twenty-two white whales were killed at River Ouelle; ten more than last year. The skins sold for three dollars; and the oil fetched twenty-two cents a gallon. It is reported that eighteen seals were killed at River du Loup; seven at Bic; and twenty at Cr ne Island. Eel fishing shows a decline of nearly 50 per cent.

During two months of the year, May and June, I am engaged in supervising the lobster canneries; that portion of the coast extending from Maguasha to Gaspé Basin, issuing canning licenses, distributing labels and seeing generally that the law is strictly complied with. I have never met with better disposed people; always pleased and even anxious to help the department and its officer in every way. Not a single complaint reached me during the whole season; not a violation of the law came under my notice. These facts speak volumes for the men's honesty. Although the number of traps and canneries has more than doubled within the last twenty years, the production failed to keep pace with this increase, so much so, that the profits have fallen off in such a manner as to render the business unprofitable. There were, this year, 29 canneries in operation; the pack amounted to 3,778 cases, against 3,862 in 1900, and 4,164 in 1899. Again, in 1880, with about half the number of traps and canneries, the yield amounted to 9,345 cases. During that year, some fishermen caught as much as 50,000 lbs. of lobsters with only 45 to 50 traps. Owing to the above facts, which cannot be gainsaid, it is evident that measures of some kind are necessary, if this valuable industry is to be saved from total extinction. What these measures should be, I am unable, at present, to determine. Some parties suggest a total cessation of canning for five years; others favour a further shortening of the fishing season, or curtailment of the number of traps, &c. It will be for the department to consider these alternatives, so as to determine what had better be done for the preservation of this fishery.

Inspector A. H. Belliveau who has charge of the *inland division of Quebec* states that as far as he can judge from his few visits to the principal fishing centres of his district the yield of fish during the season of 1901 will be much inferior to the previous

SESSIONAL PAPER No. 22

one. The better grades of fish are steadily falling off and the catch now chiefly consists of coarse fish. This depletion can be safely ascribed not only to overfishing in the past, but to the indiscriminate use of small meshed gear capturing young immature fish, unfit for food.

Lakes St. Francis and St. Louis will henceforth receive better protection, as netting of all kinds has been prohibited therein for a period of two years. The same restriction is also applied to all the beautiful lakes of the eastern townships, thus facilitating the duties of the local officers in enforcing these fishery regulations in that neighbourhood. Unfortunately a few netting permits were granted last summer in some of the best fishing lakes in the vicinity of Sherbrooke. This retrograde step will have a bad effect on the residents around these and other lakes, as it will further induce them to poach, justifying their action by the thought that they might as well fish as others.

To make this prohibition of all nets thoroughly efficient, they should be liable to confiscation on sight whether wet or dry, wherever found by an officer, but I fear such a step would be beyond our Act.

Mr. Belliveau says that most of the remarks in his report (p. 191) apply to this season as well as to the former.

ONTARIO.

Inspector J. M. Hurley, of Belleville, reports as follows on the fisheries of Eastern Ontario district :—

The forty-three local overseers in my division are all deeply interested in carrying out the regulations, and studying the habits of fish in their respective localities, at the same time advising the fishermen to adhere closely to the fishery regulations.

In the Bay of Quinté district no nets of any kind were allowed in the waters during the months of July, August, and the first two weeks of September of this year. Several fishermen who disregarded the instructions of the local overseer had their seines and nets confiscated. All admit now that it is the right thing to do and consequently fish were more plentiful this fall than in several years past, as no nets were allowed in the Bay of Quinté during the sporting season while visitors were camping and angling. Bass and maskinonge were plentiful in Bay of Quinte and Trent River districts. In Crow Lake near Marmora several parties landed maskinonge weighing from 30 to 35 lbs. I saw one that weighed 44 lbs. caught between Massassaga Park and Ox Point, an old ground which has been fished for upwards of a century.

The Bay of Quinté bass breeding pond has proved a great success. The handling and transportation of live fish, by the officer of your department was also very successful, thousands of these bass being carried safely for hundreds of miles with comparatively small loss.

The trout fishing in the numerous small lakes, of my division, was very good, especially in Charleston, Marmora, Sydenham and other lakes along the Rideau River. St. Ola is the centre of several lakes where trout are also plentiful. Tourists have found good fishing with their up-to-date tackle for fishing in deep water.

With the exception of sturgeon which are almost extinct, all kinds of fish are on the increase. Pike especially so in the Bay of Quinte district.

1-2 EDWARD VII., A. 1902

Nearly all the fish caught from Brighton to the head of the St. Lawrence (about one hundred miles), are shipped fresh to United States cities at fair prices, while every town and city on the Canadian side are furnished with fish from Manitoba, Georgian Bay or from the eastern provinces.

Inspector O. B. Shepperd, of Toronto, says that the catch of commercial fish in his division has been an average one, with the exception of herring and blue pickerel which has been exceptionally good. In the Lake Huron and Georgian Bay district, the trout, whitefish and yellow pickerel have been rather below the average of the last two years, while herring and blue pickerel have been considerably above. In the Lake Erie district the catch of whitefish shows a considerable falling off, and the trout practically nil, while the herring, both in quantity and size, have increased over last year. In Lake Ontario district the catch has been below the average in all kinds of fish, but especially in trout and whitefish.

During the summer I visited all the important fishing stations in my division, and found the law being fairly well observed, except in the Georgian Bay district, where illegal trap net fishing is being done to an alarming extent. The Provincial Government is doing something to stop the practice, but should, in my opinion, take more drastic measures than are taken at present to prevent it. I have visited a great many of the inland waters and made a careful study of the line and rod fishing, and am pleased to be able to say that they are holding up fairly well, and if proper care and protection is given, will continue to do so. I consider the inland fisheries or angling fisheries a most important one, as this is what brings the thousands of strangers to our shores, who spend large amounts of money among all classes. Every pound of fish that is caught by the angler or sportsman represents at least twenty times the value of the same number of pounds dealt with commercially. This part of our fisheries should be carefully guarded and properly protected, so that it will not deteriorate. The one great menace to the inland fisheries in my division is the rapid increase of the German carp. It is rapidly spreading over nearly all the waters, both inland and international, and I would advise that any and every means possible should be at once taken to prevent further increase. If drastic measures are not at once taken in this respect, the damage to our fisheries will be irreparable. The sturgeon, one of the most valuable fish in Canadian waters, is becoming scarcer every year. It can still be secured in some of the northern waters, and I would strongly recommend the transplanting of the parent fish to congenial waters, where they were formerly found (as they are very tenacious to life this could easily be done) and have them properly protected for a few years. If this were done I am satisfied the small cost incurred would be repaid a thousandfold.

Inspector A. G. Duncan, in charge of the western district of Ontario, says that he visited last summer the most important fishing points of this district, and found that there has been a good deal of illegal fishing carried on with trap nets and seines east from St. Joseph Island to Bustard Islands and Badgely Island. There will be a good increase especially in whitefish in the above grounds over the previous one. To a great extent this increased catch of whitefish may be ascribed to the illegal use of seines in the above locality. From Sault Ste. Marie west to Pilot Harbour on Lake Superior, the catch of trout compares well with that of previous years; up to September 1 it promised to be larger than in 1900, but after that date we had a succession of storms that made it impossible to fish regularly. In that locality whitefish will yield less than in 1900, and seems to be decreasing each year. Fish dealers informed me that these two kinds of

SESSIONAL PAPER No. 22

fish are about the only ones they handle. This is due to the fact that fishing in Lake Superior on the east coast is all deep water fishing, and these are the only kind of fish found in deep water.

I would recommend that some steps be taken to establish a fish hatchery at Sault Ste. Marie, where it could restock the waters of Lake Huron, Georgian Bay and Lake Superior, and it is possible the city would furnish free water, as such an institution would be a great attraction in the town.

MANITOBA.

Inspector W. S. Young, of Selkirk, says when all the fishery returns are in, they will show an increase over the year 1900; while the catch of *whitefish* will not give much of an increase, *pickrel*, *tullibee* and *catfish* will show a very large surplus over last report. Catfish heretofore have not been caught here to any great extent, owing to the low price paid for them. The best price the fishermen could get was half a cent to one cent per pound, during last year the price averaged from $2\frac{1}{2}$ to 3 cents per pound. The most of these fish are caught with hook and line in the Red River, and at the mouth of the above river in Lake Winnipeg. The half-breeds catch the most of these fish, and are making a good living out of the industry, which is a blessing to them, as they are enabled to buy flour and clothing for themselves and families. The cause of the demand for these fish is due to the falling off in the catch in the Mississippi river, as the most of these fish are shipped to that district. The tullibee catch has been the best for some years, and when the returns are in they will show a very large increase over the previous one. The next annual report will show a considerable value of fish over that of the previous year, which will bring it near the half million mark. With proper regulations for the protection of the fisheries in this province and enforcement, there is nothing to fear from depletion. The season's operations have been successful, both for the fishermen and the companies engaged.

NORTH-WEST TERRITORIES.

Inspector E. W. Miller, of Qu'Appelle, says:—In general the Territorial waters have continued in excellent condition throughout the year and fish are reported plentiful in all districts. The catch of fish, however, will not be up to the average of former years. This is mainly due to two causes. In the settled districts farming operations have been so crowned with success as to prevent much resort to the fisheries, more remunerative employment being obtainable. In the northern districts the Indian and half-breed population, who generally more or less depends on fish for their livelihood, have found game more plentiful than usual. Along the Saskatchewan river especially the great abundance of muskrats has afforded very profitable occupation.

In the Edmonton district most of the lakes are now found again well stocked with fish, the reports from Lac la Biche, Lac St. Annes, and Pigeon lake being most encouraging. Both there and in the Prince Albert district, a high stage of water prevailed throughout the year, and many of the lesser lakes have gained considerably in volume. The sturgeon fishery at Cedar lake was closed for the summer season; the catch last winter was fairly good, and it will be exceeded during the present season, as the fish are

1-2 EDWARD VII., A. 1902

reported very plentiful. At Lake Winnipegosis fishing was carried on vigorously throughout the winter and summer seasons. This is at present the only territory where whitefish and pickerel are fished for export on an extensive scale, and the operations are being carefully observed, so that the lake shall not be overfished.

The large rainfall has much improved the condition of the smaller lakes in Assiniboia, and fish are reported more plentiful in most. There is still, however, a deficiency of whitefish in some lakes once noted for their large output of that species. Long lake is in specially good condition. High water in the spring prevented the illegal fishing generally prevalent at that season, and no serious infractions of the regulations were reported.

BRITISH COLUMBIA.

Inspector C. B. Sword, for British Columbia, states that the amount of salmon preserved in 1901 exceeds by nearly 200,000 cases the pack of 1897, the largest previously recorded, the total pack for this year being 1,224,491 cases. One-half of this increase is owing to the larger pack on the Fraser river obtained from the phenomenally large run of sockeyes (*O. Nerka*).

In 1900, when the total pack of sockeye was only 413,802 cases, there were 193,046 cases of the less marketable varieties, coho, spring, humpbacks and dog salmon, put up. In 1901 the total pack of these was only 78,360 cases. This smaller pack was chiefly owing to there being enough of sockeyes to fill the cans provided, but partly also to the fear of the canners that with the heavy pack of sockeyes there might be difficulty in finding a market for the cheaper varieties. The heavy run of sockeyes in 1901 occasioned also a heavy pack on Puget Sound, and the British Columbia canners complain that while they paid 10 $\frac{5}{8}$ cents for fish to the gill net fishermen, their rivals on the Washington side were permitted to use traps and purse seines and secured their fish at a much lower price, the consequence being that while the present prices in the London and Liverpool markets would leave a profit to the Puget Sound canners, the British Columbia pack could not be sold except at a loss. There has been an increase of 2,981 barrels of salt salmon over the amount put up in 1900. The pack of dog salmon salted is 5,426,207 pounds, against 5,700,000 pounds in 1900. The amounts both of pickled and dry salted salmon put up in 1901 were affected by a shortage in the supply of salt. The returns for fresh salmon show an increase of over 400,000 pounds, the total being 2,142,805 pounds in 1901.

Sturgeon again shows a decrease, yielding only 65,000 pounds, against 105,000 in 1900. *Halibut* shows an increase, the return being 5,701,000 pounds in 1901, against 4,261,000 pounds in 1900.

Seal fishery.—The Collector of Customs at the port of Victoria reports the catch of fur seals for 1901 as 24,422, at a value of \$15 each, as against 35,523 in the previous season.

CONCLUSION.

A perusal of the above concise reports from our inspectors will give a fair impression of the principal fluctuations of the various species in the different provinces during the season just closed, as compared with the previous yield of fish published in detail in this report.

SESSIONAL PAPER No. 22

In the Maritime provinces, the catch, though an average one, will not be up to that of 1900. The falling off is more noticeable in the Cape Breton districts, where the development of other more permanent industries has recently attracted many who formerly sought the sea for a livelihood. Unfortunately the extraordinary capture of mackerel in the Northumberland Strait in 1900, the best in twelve years, was not repeated last season and only an average quantity was secured. However, the aggregate fishery production in New Brunswick and Prince Edward Island will, no doubt, exceed that of the year before. The Bay of Fundy herring fisheries were more productive than in 1900. The Gulf of St. Lawrence fisheries, especially the salmon on the north shore, will be above the average.

The inland districts, from Quebec to the Rockies, will hold their own in fishery matters, excepting perhaps in the North-west Territories, where a falling off is anticipated. In British Columbia, probabilities and conjectures make way to established facts, especially concerning the salmon industry, which this year eclipses by far the phenomenal output of 1897. No less than 58,785,000 cans of salmon were preserved there in 1901; besides 9,155,200 pounds of salted and fresh salmon. Unless the minor branches of fisheries have utterly failed, which is not likely, as halibut also shows a large improvement, British Columbia will in our next report supersede old Nova Scotia, which has always headed the list of fisheries.

With such figures in evidence it is safe to estimate that the aggregate value of Canada's fishery production for 1901 will be the largest in its records, exceeding twenty-three million dollars.

I have the honour to be, sir,

Your obedient servant,

F. GOURDEAU, LT.-COL.,
Deputy Minister of Marine and Fisheries.

APPENDIX No. I.

EXPENDITURE AND REVENUE.

The total expenditure for all Fisheries services, except Civil Government, for the fiscal year ending June 30, 1901, including Fishing Bounty, amounted to \$491,569, being within the appropriation by \$69,342.

The total net fisheries revenue, during the same period, from rents, license fee, fines and sales, including the *modus vivendi* licenses to United States vessels, amounted to \$88,145.

Service.	Expenditure.		Vote.	
	\$	cts.	\$	cts.
Fisheries.....	111,760	67	115,000	00
Fish-breeding.....	68,961	40	77,500	00
Fisheries protection service.....	124,211	21	154,297	50
Fishing bounty.....	158,802	50	160,000	00
Miscellaneous expenditure.....	27,833	79	54,113	90
Total	491,569	57	560,911	40

The details of the above will be found in the Auditor General's report under the proper headings.

In addition to the above, the following summary shows the salaries and disbursements of fishery officers in the several provinces, together with the expenses for maintenance of the different fish-breeding establishments throughout the Dominion.

Service.	Expenditure.		Amount.	
	\$	cts.	\$	cts.
Fisheries, Ontario	3,819	57		
" Quebec.....	7,934	03		
" New Brunswick.....	28,452	51		
" Nova Scotia.....	35,739	69		
" Prince Edward Island.....	7,934	03		
" Manitoba.....	2,669	74		
" North-west Territories.....	6,351	39		
" British Columbia.....	17,886	36		
" Yukon.....	1,159	85		
General account.....	1,117	49		
Total			111,760	67

This expenditure by provinces is subdivided as follows:—

EXPENDITURE.

	\$	cts.	\$	cts.
<i>Ontario.</i>				
Salaries of officers.....	3,241	65		
Disbursements of officers.....	385	92		
Miscellaneous.....	192	00		
Total.....			3,819	57
<i>Quebec.</i>				
Salaries of officers.....	2,826	00		
Disbursements of officers.....	3,820	80		
Miscellaneous.....	6	16		
Total.....			6,652	96
<i>New Brunswick.</i>				
Salaries of officers.....	19,292	13		
Disbursements of officers.....	8,954	00		
Miscellaneous.....	206	38		
Total.....			28,452	51
<i>Nova Scotia.</i>				
Salaries of officers.....	19,799	14		
Disbursements of officers.....	15,753	09		
Miscellaneous.....	178	46		
Total.....			35,730	69
<i>Prince Edward Island.</i>				
Salaries of officers.....	5,156	92		
Disbursements of officers.....	2,746	71		
Miscellaneous.....	31	10		
Total.....			2,934	03
<i>Manitoba.</i>				
Salaries of officers.....	1,894	71		
Disbursements of officers.....	647	95		
Miscellaneous.....	128	00		
Total.....			2,669	74
<i>North-west Territories.</i>				
Salaries of officers.....	5,669	25		
Disbursements of officers.....	2,777	79		
Miscellaneous.....	4	35		
Total.....			6,351	39
<i>British Columbia.</i>				
Salaries of officers.....	9,452	38		
Disbursements of officers.....	3,140	47		
Miscellaneous.....	5,273	51		
Total.....			17,866	51
<i>Yukon.</i>				
Salaries of officers.....	1,150	00		
Disbursements of officers.....	9	85		
General account.....			1,159	81
			1,117	49
Total.....			111,760	67

SESSIONAL PAPER No. 22

FISH-BREEDING.

Service.	Expenditure.		Amount.	
	\$	cts.	\$	cts.
Fish-breeding, Ottawa hatchery.....	1,679	03		
" Newcastle ".....	3,952	55		
" Sandwich ".....	5,621	83		
" Tadoussac ".....	3,406	04		
" Gaspé ".....	5,858	29		
" Magog ".....		737		85
" Restigouche.....	5,216	46		
" Bedford ".....	1,971	22		
" Bay View ".....	4,663	27		
" Quinté Bass Pond hatchery.....	1,582	19		
" Miramichi hatchery.....	2,703	35		
" St. John River hatchery.....	3,272	94		
" Fraser River ".....	1,648	01		
" Selkirk ".....	4,174	53		
" Margaree ".....	5,160	33		
" Granite Creek ".....	16,061	76		
General account.....	1,851	75		
Total.....			68,861	40

SALARIES, ETC.

	\$	cts.	\$	cts.
<i>Newcastle Hatchery.</i>				
Salaries.....	650	00		
Miscellaneous expenditure.....	3,302	55		
Total.....			3,952	55
<i>Sandwich Hatchery.</i>				
Salaries.....	900	00		
Miscellaneous expenditure.....	4,721	83		
Total.....			5,621	83
<i>Ottawa Hatchery.</i>				
Salaries.....	800	00		
Miscellaneous expenditure.....	879	03		
Total.....			1,679	03
<i>Tadoussac Hatchery.</i>				
Salaries.....	650			
Miscellaneous expenditure.....	2,756			
Total.....			3,406	04
<i>Gaspé Hatchery.</i>				
Miscellaneous expenditure.....			5,858	29
<i>Magog Hatchery.</i>				
Salaries.....	420	00		
Miscellaneous expenditure.....	317	85		
Total.....			737	85

FISH-BREEDING—Continued.

	\$	cts.	\$	cts.
<i>Restigouche Hatchery.</i>				
Salaries	800	00		
Miscellaneous expenditure.....	4,416	46		
Total.....			5,216	46
<i>Bedford Hatchery.</i>				
Salaries.....	450	00		
Miscellaneous expenditure	1,521	22		
Total.....			1,971	22
<i>Bay View Hatchery.</i>				
Salaries.....	450	00		
Miscellaneous expenditure.....	3,613	27		
Total.....			4,063	27
<i>Miramichi Hatchery.</i>				
Salaries.....	850	00		
Miscellaneous expenditure.....	1,853	35		
Total			2,703	35
<i>St. John River Hatchery.</i>				
Salaries.....	600	00		
Miscellaneous expenditure	2,672	94		
Total			3,272	94
<i>Sakirak Hatchery.</i>				
Miscellaneous expenditure.....			4,174	53
<i>Fraser River Hatchery.</i>				
Salaries.....	850	00		
Miscellaneous expenditure.....	798	01		
Total.....			1,648	01
<i>Quinte Bass Pond.</i>				
Miscellaneous expenditure.....			1,582	19
<i>Margaree.</i>				
Miscellaneous expenditure			5,160	33
<i>Granite Creek.</i>				
Miscellaneous expenditure.....			16,061	76
General account			1,851	75
Total.....			68,961	40

SESSIONAL PAPER No. 22

FISHERIES PROTECTION SERVICE—1900-1901.

	\$	cts.	\$	cts.
<i>Steamer 'Acadia.'</i>				
Wages of officers and men.....	7,931	67		
Provisions.....	2,584	80		
Fuel.....	3,280	14		
Repairs.....	9,412	75		
Miscellaneous.....	4,010	45		
Total			28,219	81
<i>Steamer 'La Canadienne.'</i>				
Wages of officers and men.....	6,959	03		
Provisions.....	1,227	26		
Fuel.....	2,525	85		
Repairs.....	3,346	77		
Miscellaneous expenditure.....	2,199	53		
Total			16,258	44
<i>Steamer 'Carlew.'</i>				
Wages of officers and men.....	6,584	59		
Provisions.....	2,326	21		
Fuel.....	1,984	56		
Repairs.....	3,252	71		
Miscellaneous expenditure.....	3,036	41		
Total			17,184	48
<i>Steamer 'Petrel.'</i>				
Wages of officers and men.....	6,606	35		
Provisions.....	1,698	67		
Fuel.....	1,127	32		
Repairs.....	777	57		
Miscellaneous expenditure.....	1,094	60		
Total			11,304	51
<i>Steamer 'Constance.'</i>				
Wages of officers and men.....	6,490	02		
Provisions.....	1,917	94		
Fuel.....	2,663	75		
Repairs.....	7,421	22		
Miscellaneous expenditure.....	1,932	53		
Total			20,425	46
<i>Schooner 'Osprey.'</i>				
Wages of officers and men.....	3,720	45		
Provisions.....	2,248	59		
Fuel.....	31	58		
Repairs.....	1,236	07		
Miscellaneous expenditure.....	975	94		
Total			8,212	63
<i>Schooner 'Kingfisher.'</i>				
Wages of officers and men.....	3,205	86		
Provisions.....	1,445	24		
Fuel.....	88	87		
Repairs.....	1,109	77		
Miscellaneous expenditure.....	714	71		
Total			6,564	48

FISHERIES PROTECTION SERVICE—1900-1901—*Concluded.*

<i>'Stanby.'</i>	\$ cts.	\$ cts.
Wages of officers and men.....	2,112 19	
Provisions.....	1,137 75	
Fuel.....	1,000 07	
Repairs.....	58 66	
Miscellaneous expenditure.....	118 67	
Total.....		4,457 34
<i>'Brant.'</i>		
Wages of officers and men.....	185 00	
Provisions.....	600 54	
Fuel.....	122 10	
Repairs.....	286 59	
Miscellaneous expenditure.....	89 32	
Total.....		1,283 55
Construction of new steamers.....		19,973 20
Fisheries Intelligence Bureau.....		2,486 11
General account.....		2,266 67
		144,636 67
Less amount paid by Customs Department for steamer <i>Constance</i>		20,425 46
Net total.....		124,211 21

MISCELLANEOUS EXPENDITURE.

MISCELLANEOUS.	\$ cts.
Building fishways.....	479 45
Legal and incidental expenses.....	1,143 90
Canadian fisheries exhibit.....	1,011 24
Expenditure in connection with the distribution of fishing bounties.....	4,821 21
Surveys of oyster beds.....	3,380 87
Issuing licenses to United States fishing vessels.....	423 90
Cold storage.....	12,674 72
Balance for counsel fees—Behring Sea Commission.....	3,690 00
C. C. Carlton, refund of duties on fish and oil.....	208 50
Total.....	27,833 79

SESSIONAL PAPER No. 22

STATEMENT of Fisheries Revenue paid to the credit of the Receiver General of Canada,
for the Fiscal Year ended June 30, 1901.

	\$	cts.
Ontario, rents, license fees, fines, &c.	717	35
Quebec "	4,738	92
Nova Scotia "	6,595	94
New Brunswick "	10,150	40
P. E. Island "	1,525	30
Manitoba "	1,103	00
N. W. Territories "	816	55
British Columbia "	52,960	35
Yukon Territory "	406	00
LESS—Refunds	79,013	81
		47 20
Licenses to U.S. fishing vessels	78,966	61
		9,178 50
Net Total	88,145	11

SESSIONAL PAPER No. 22

Fisheries Department, from July 1, 1887, to June 30, 1901.

1890-91.		1891-92.		1892-93.		1893-94.		
Expendi- ture.	Revenue.	Expendi- ture.	Revenue.	Expendi- ture.	Revenue.	Expendi- ture.	Revenue.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
15,540 30	26,517 70	15,155 83	25,368 90	20,116 91	30,623 09	22,634 37	28,632 82	1
10,666 98	3,642 14	10,917 36	4,742 76	11,761 34	7,471 70	11,692 82	7,211 82	2
16,082 77	7,193 69	15,707 98	6,334 83	15,721 05	7,831 53	18,522 94	8,333 24	3
17,844 19	5,582 65	18,755 86	3,357 42	19,444 22	6,782 02	20,420 81	5,296 27	4
3,242 25	667 00	1,835 65	166 00	2,847 69	304 10	3,078 55	980 15	5
3,609 03	1,234 00	3,593 43	1,079 00	3,932 96	1,661 68	5,331 29	926 99	6
4,220 53	12,859 02	6,158 17	8,192 48	5,490 60	40,264 00	5,283 21	25,337 90	7
39,496 45	1,286 50	43,957 74	178 00	47,322 49	.....	15,024 67	.....	8
83,050 16	1,934 49	93,397 40	.....	106,805 39	.....	115,147 59	.....	9
13,382 28	.....	17,449 06	.....	100,602 14	.....	34,892 19	.....	10
207,234 94	60,917 19	226,928 48	49,719 39	334,044 70	94,938 12	282,028 44	76,719 19	
165,967 22	.....	156,892 25	.....	159,752 15	.....	158,794 54	.....
1897-98.		1898-99.		1899-00.		1900-01.		
2,389 66	.....	2,632 12	.....	652 41	.....	1,117 49	.....	11
19,239 34	30,574 57	11,784 22	5,830 85	3,804 94	794 12	3,819 57	717 35	12
11,140 16	7,371 15	11,350 27	6,287 71	5,452 41	2,543 04	7,934 03	4,738 92	13
17,063 58	5,317 08	22,922 50	10,430 08	21,659 94	12,015 27	28,452 51	10,150 40	14
21,683 91	11,511 85	25,348 11	6,668 22	27,161 91	5,494 49	35,760 39	6,595 94	15
6,775 78	2,707 57	6,832 85	2,242 24	7,364 30	2,207 12	7,934 03	1,525 30	16
1,206 26	1,515 00	1,883 37	1,537 85	1,723 59	2,028 00	2,669 74	1,103 00	17
2,324 66	393 87	4,065 68	150 50	3,848 25	1,522 50	6,251 39	1,222 55	18
8,508 79	47,864 75	8,459 47	45,801 75	13,662 17	53,195 35	17,886 36	52,960 35	19
28,002 32	.....	34,522 57	.....	38,070 12	.....	68,961 40	.....	20
101,807 96	.....	105,133 27	.....	97,370 11	.....	124,211 21	.....	21
59,919 56	.....	23,207 73	.....	31,125 67	.....	27,833 79	.....	22
280,061 98	107,455 84	427,599 16	76,949 20	411,717 35	79,799 89	332,767 07	79,013 81	
157,504 00	.....	159,459 00	.....	160,000 00	.....	158,802 50	.....

APPENDIX No. 2

FISHING BOUNTIES.

The payments made for this service are under the authority of Act 54-55 Vic., cap. 42, intitled : ' An Act to encourage the development of the sea fisheries and the building of fishing vessels,' which provides for the payment of the sum of \$160,000 annually, under regulations to be made from time to time by the Governor General in Council.

REGULATIONS.

The regulations governing the payment of fishing bounties are as established by the following Order in Council dated December 10, 1897.

Order in Council.

AT THE GOVERNMENT HOUSE AT OTTAWA.

FRIDAY, the 10th day of December, 1897.

Present :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, in virtue of the provisions of ' The Bounty Act, 1891 ' 54-55 Vic., toria, chapter 42, and by and with the advice of the Queen's Privy Council for Canada is pleased to order that the regulations governing the payment of fishing bounties established by order of the Governor in Council dated August 24, 1894, shall be and the same are hereby rescinded, and the following regulations substituted therefor :—

1. Resident Canadian fishermen who have been engaged in deep-sea fishing for fish other than shell-fish, salmon and shad, or fish taken in rivers, or mouths of rivers, for at least three months, and have caught not less than 2,500 pounds of sea-fish, shall be entitled to a bounty ; provided always, that no bounty shall be paid to men fishing in boats measuring less than 13 feet keel, and not more than 3 men (the owner included), will be allowed as claimants in boats under 20 feet.

2. No bounty shall be paid upon fish caught in trap-nets, pound-nets and weirs, nor upon the fish caught in gill-nets fished by persons who are pursuing other occupations than fishing, and who devote merely an hour or two daily to fishing these nets but are not, as fishermen, steadily engaged in fishing.

3. Only one claim will be allowed in each season, even though the claimant may have fished in two vessels, or in a vessel and a boat, or in two boats.

4. The owners of boats measuring not less than 13 feet keel which have been engaged during a period of not less than three months in deep-sea fishing for fish other than shell-fish, salmon or shad, or fish taken in rivers or mouths of rivers, shall be entitled to a bounty on each such boat.

5. Canadian registered vessels, owned and fitted out in Canada, of 10 tons and upwards (up to 50 tons) which have been exclusively engaged during a period of not less than three months in the catch of sea-fish other than shell-fish, salmon or shad, or fish taken in rivers, or mouths of rivers, shall be entitled to a bounty to be calculated on the registered tonnage which shall be paid to the owner or owners.

6. The three months during which a vessel must have been engaged in fishing, to be entitled to bounty, shall commence on the day the vessel sails from port on her fishing voyage and end the day she returns to port from said voyage.

SESSIONAL PAPER No. 22

7. Owners or masters of vessels intending to fish and claim bounty on their vessels must, before proceeding on a fishing voyage, procure a license from the nearest Collector of Customs or Fishery Overseer, said license to be attached to the claim when sent in for payment.

8. Dates and localities of fishing must be stated in the claim, as well as the quantity and kinds of sea-fish caught.

9. Ages of men must be given. Boys under 14 years of age are not eligible as claimants.

10. Claims must be sworn to as true and correct in all their particulars.

11. Claims must be filed on or before November 30 in each year.

12. Officers authorized to receive claims will supply the requisite blanks free of charge, and after certifying the same will transmit them to the Department of Marine and Fisheries.

13. No claim in which an error has been made by the claimant or claimants shall be amended after it has been signed and sworn to as correct.

14. Any person or persons detected making returns that are false or fraudulent in any particular will be debarred from any further participation in the bounty, and be prosecuted according to the utmost rigour of the law.

15. The amount of the bounty to be paid to fishermen and owners of boats and vessels will be fixed from time to time by the Governor in Council.

16. All vessels fishing under bounty license are required to carry a distinguishing flag, which must be shown at all times during the fishing voyage at the main-topmast head. The flag must be four feet square in equal parts of red and white, joined diagonally from corner to corner. Any case of neglect to carry out this regulation reported to the Department of Marine and Fisheries will entail the loss of the bounty, unless satisfactory reasons are given for its non-compliance.

JOHN J. MCGEE,
Clerk of the Privy Council.

The bounty for the year 1900 was distributed on the basis authorized by the following Order in Council.

AT THE GOVERNMENT HOUSE AT OTTAWA,
MONDAY the 21st day of January, 1901.

Present :

HIS EXCELLENCY IN COUNCIL.

His Excellency, in virtue of the provisions of the Act 54-55 Victoria, chapter 42, intituled: 'An Act to amend chapter 96 of the Revised Statutes, intituled an Act to encourage the development of the Sea Fisheries and the building of fishing vessels,' and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the sum of one hundred and sixty thousand dollars payable under the provisions of the said Act shall be distributed for the year 1900-1901, upon the following basis, and the same is hereby ordered accordingly :

Vessels: The owners of vessels entitled to receive bounty shall be paid one dollar (\$1) per registered ton, provided, however, that the payment to the owner of any one vessel shall not exceed the sum of eighty dollars (\$80) and all vessel fishermen entitled to receive bounty, shall be paid the sum of \$6.50 each.

Boats: Fishermen engaged in fishing in boats, who shall also have complied with the regulations entitling them to receive the bounty, shall be paid the sum of Three dollars and fifty cents (\$3.50) each, and the owners of fishing boats shall be paid one dollar (\$1.00) per boat.

JOHN J. MCGEE,
Clerk of the Privy Council

There were received for the year 1900, 13,771 claims, a decrease of 122 compared with the year 1899.

The number of claims paid during the year was 13,776, being an increase of 148 as compared with the previous year. This includes a number of claims held over from 1899.

There were \$68,721 in bounties paid to vessels and their crews, and \$90,081.50 to boats and boat fishermen, making the total bounty paid during the year 1900-1901, \$158,802.50.

The number of vessels which received bounty during the year was 802, the total tonnage being 26,639 tons, showing an increase of 13 vessels and 100 tons, as compared with the previous year.

Bounty was paid on 12,974 boats, and to 22,031 boat fishermen during the year, being an increase of 135 boats and 293 fishermen, over 1899.

DETAILED STATEMENT of Fishing Bounty Claims received and paid during the year 1900.

Province.	County.	Number of Claims received.	Number of Claims rejected.	Number of Claims paid.
Nova Scotia	Annapolis	131		131
	Antigonish	122		*133
	Cape Breton	440	12	*438
	Cumberland	5	1	4
	Digby	456	6	450
	Guysborough	1,082	4	*1,075
	Halifax	1,517	8	1,509
	Inverness	426	1	*427
	King's	55	6	*50
	Lunenburg	1,032	2	1,030
	Pictou	28	19	*17
	Queen's	170	2	168
	Richmond	819	3	*818
	Shelburne	619	1	*621
Victoria	376	1	375	
Yarmouth	206		206	
	Totals	7,484	66	7,452
New Brunswick	Charlotte	428	1	*429
	Gloucester	352		*353
	Kent	61		61
	Northumberland	7		7
	Restigouche	1		1
	St. John	55	2	53
	Totals	904	3	904
Prince Edward Island	King's	538	6	*555
	Prince	456	17	*490
	Queen's	125	1	124
	Totals	1,119	24	1,169
Quebec	Bonaventure	859	3	*864
	Gaspé	2,554	3	*2,564
	Rimouski	69	29	40
	Saguenay	782	3	*783
	Totals	4,264	38	4,251
	Grand totals	13,771	131	*13,776

*NOTE.—The number of claims paid include several applications for previous years, which explains the difference between claims paid and claims received, after deducting those rejected.

SESSIONAL PAPER No. 22

DETAILED STATEMENT of Fishing Bounties paid to Vessels in each County for the Year 1900.

Province.	County.	Number of Vessels.	Tonnage.	Average Tonnage.	Number of Men.	Amount paid.	
						8 cts.	
Nova Scotia	Annapolis	13	304	23.38	78	811 00	
	Antigonish	1	10	10	3	29 50	
	Cape Breton	15	254	16.93	61	650 50	
	Cumberland	2	34	17	6	73 00	
	Digby	58	1,734	29.89	475	4,821 50	
	Guysborough	28	685	24.46	150	1,660 00	
	Halifax	58	1,425	24.57	340	3,635 00	
	Inverness	25	331	13.24	124	1,137 00	
	King's	2	33	16.50	5	67 00	
	Lunenburg	170	12,540	73.76	2,717	30,200 50	
	Pictou						
	Queen's	9	136	15.11	38	383 00	
	Richmond	48	1,370	28.54	337	3,560 50	
	Shelburne	57	1,902	33.36	541	5,418 50	
	Victoria	2	22	11	7	67 50	
	Yarmouth	37	1,694	45.78	470	4,749 00	
	Totals	525	22,474	42.61	5,352	57,263 50	
New Brunswick	Charlotte	40	651	16.27	146	1,600 00	
	Gloucester	184	2,162	11.75	707	6,759 00	
	Kent						
	Northumberland	4	49	12.25	14	133 00	
	Restigouche	1	26	26	4	52 00	
	St. John	5	81	16.20	19	204 50	
	Totals	234	2,969	12.68	890	8,748 50	
Prince Edward Island	King's	21	559	26.62	122	1,376 50	
	Prince	7	161	23	25	323 50	
	Queen's	1	17	17	6	56 00	
	Totals	29	737	25.41	153	1,756 00	
Quebec	Bonaventure						
	Gaspé	4	109	27.25	20	239 00	
	Rimouski						
	Saguenay	10	350	35	56	714 00	
	Totals	14	459	32.78	76	953 00	
	Grand totals	802	26,639	33.21	6,471	68,721 00	

1-2 EDWARD VII., A. 1902

DETAILED STATEMENT of Fishing Bounties paid to Boats in each County for the Year 1900, showing also total amount paid to Vessels and Boats for the Year.

Province.	County.	Number of Boats.	Number of Men.	Amount paid.		Total Bounty paid to Vessels and Boats in 1900.
				\$	cts.	
Nova Scotia	Annapolis	118	188	776	00	1,587 00
	Antigonish	132	193	807	50	837 00
	Cape Breton	423	743	3,023	50	3,674 00
	Cumberland	2	5	19	50	92 50
	Digby	392	717	2,901	50	7,723 00
	Guysborough	1,047	1,652	6,829	00	8,489 00
	Halifax	1,451	1,932	8,213	00	11,848 00
	Inverness	402	842	3,349	00	4,486 00
	King's	48	71	296	50	363 50
	Lunenburg	860	1,004	4,374	00	34,574 50
	Pictou	17	30	122	00	122 00
	Queen's	159	281	1,142	50	1,525 50
	Richmond	770	1,169	4,861	50	8,422 00
	Shelburne	564	964	3,938	00	9,356 50
	Victoria	373	591	2,441	50	2,569 00
Yarmouth	169	263	1,089	50	5,838 50	
	Totals	6,927	10,645	44,184	50	101,448 00
New Brunswick	Charlotte	389	609	2,520	50	4,120 50
	Gloucester	169	387	1,523	50	8,282 50
	Kent	61	99	407	50	407 50
	Northumberland	3	8	31	00	164 00
	Restigouche					52 00
	St. John	48	81	331	50	536 00
	Totals	670	1,184	4,814	00	13,562 50
Prince Edward Island	King's	534	790	3,299	00	4,675 50
	Queen's	483	1,127	4,427	50	4,751 00
	Prince's	123	281	1,106	50	1,162 50
	Totals	1,140	2,198	8,833	00	10,589 00
Quebec	Bonaventure	864	1,533	6,229	50	6,229 50
	Gaspé	2,560	5,091	20,377	50	20,616 50
	Rimouski	40	54	229	00	229 00
	Saguenay	773	1,326	5,414	00	6,128 00
	Totals	4,237	8,004	32,250	00	33,203 00
	Grand totals	12,974	22,031	90,081	50	158,802 50

GENERAL STATISTICS.

The fishing bounty was first paid in 1882.

The payments were made each year on the following basis :—

1882, vessels \$2 per ton, one half to the owner and the other half to the crew.

Boats at the rate of \$5 per man, one-fifth to the owner and four-fifths to the men.

1883, vessels \$2 per ton, and boats \$2.50 per man, distributed as in 1882.

1884, vessels \$2 per ton, as in 1882 and 1883.

Boats from 14 to 18 feet keel	\$1 00
do 18 to 25 do	1 50
do 25 feet keel upwards	2 00

And boat fishermen \$3 each.

1885, 1886 and 1887, vessels \$2 per ton as in previous years. Boats measuring 13 feet keel having been admitted in 1885, the rates were :—Boats from 13 to 18 feet keel, \$1 ; from 18 to 25 feet keel, \$1.50 ; from 25 feet keel upwards, \$2, and fishermen \$3 each.

1888, vessels \$1.50 per ton, one half each to owner and crew. Boats, the same as in 1885, 1886 and 1887.

1889, 1890 and 1891, vessels \$1.50 per ton as in 1888. Boats \$1 each. Boat fishermen \$3.

1892, vessels \$3 per ton, one half each to owner and crew. Boats \$1 each. Boat fishermen \$3.

1893, vessels \$2.90 per ton, paid as formerly. Boats \$1 each. Boat fishermen \$3.

1894, vessels \$2.70 per ton, distributed as in previous years. Boats \$1 each. Boat fishermen \$3.

1895, vessels \$2.60 per ton, half each to owner and crew. Boats \$1 each. Boat fishermen \$3.

1896, vessels \$1 per ton, which was paid to the owners, and vessel fishermen \$5 each, clause 5 of the regulations having been amended accordingly. Boats \$1 each, and boat fishermen \$3.50 per man.

1897, vessels \$1 per ton, and vessel fishermen \$6 each. Boats \$1 each, and boat fishermen \$3.50 per man.

1898, vessels \$1 per ton, and vessel fisherman \$6.50 each. Boats \$1 each, and boat fishermen \$3.50 per man.

1899, vessels \$1 per ton and vessel fishermen \$7 each. Boats \$1 each, and boat fishermen \$3.50 per man.

1900, vessels \$1 per ton, and vessel fishermen \$6.50 each. Boats \$1 each, and boat fishermen \$3.50 per man.

Since 1882, 15,445 vessels, totalling a tonnage of 556,027 tons, have received the bounty. The total number of vessel fishermen which received bounty is 118,336, being an average of nearly 8 men per vessel.

The total number of boats to which bounty was paid since 1882 is 264,377, and the number of fishermen 490,984. Average number of men per boat, 2.

The highest bounty paid per head to vessel fishermen was \$21.75 in 1893 ; the lowest 83 cents, while the highest to boat fishermen was \$4, the lowest \$2.

The general average paid per head is \$4.92.

COMPARATIVE STATEMENT by Provinces for the Years 1882 to 1900, inclusive, showing :—
(1) Total number of Fishing Bounty Claims received and paid by the Department of Marine and Fisheries.

YEAR.	NOVA SCOTIA.		NEW BRUNSWICK.		P. E. ISLAND.		QUEBEC.		TOTAL.	
	Received.	Paid.	Received.	Paid.	Received.	Paid.	Received.	Paid.	Received.	Paid.
	1882	6,780	6,613	1,257	1,142	1,169	1,100	3,162	3,117	12,318	11,972
1883	7,171	7,076	1,693	1,579	1,138	1,106	3,602	3,325	13,604	13,086
1884	7,007	6,930	1,252	1,224	923	885	3,470	3,429	12,652	12,468
1885	7,646	7,599	1,609	1,588	1,117	1,025	3,943	3,912	14,315	14,124
1886	7,639	7,572	1,767	1,763	1,131	1,080	4,275	4,355	14,812	14,900
1887	8,262	8,227	1,975	1,958	1,201	1,126	4,138	4,105	15,576	15,416
1888	8,481	8,429	2,065	2,026	1,153	834	4,328	4,310	16,027	15,599
1889	8,816	8,523	2,428	2,392	1,211	1,511	4,664	4,652	17,119	17,078
1890	9,337	9,429	2,522	2,469	1,352	1,257	4,860	4,804	18,071	17,959
1891	10,242	10,063	2,831	2,684	1,482	1,446	5,108	4,913	19,663	18,506
1892	8,272	8,186	1,067	1,001	1,065	1,051	4,425	4,204	14,829	14,442
1893	7,926	7,844	967	881	1,027	1,012	4,059	3,898	13,979	13,635
1894	8,640	8,600	925	911	983	963	3,948	3,876	14,496	14,350
1895	8,835	8,825	979	975	1,009	1,025	3,904	3,955	14,727	14,780
1896	8,597	8,562	1,137	1,064	1,111	1,120	4,366	4,229	15,211	14,973
1897	8,450	8,418	1,042	991	1,175	1,171	4,180	4,149	14,847	14,729
1898	8,446	8,347	934	917	1,143	1,145	4,171	4,092	14,679	14,501
1899	7,894	7,754	849	825	1,016	947	4,134	4,102	13,893	13,628
1900	7,484	7,452	904	904	1,119	1,169	4,264	4,251	13,771	13,776
Totals.....	155,875	154,579	28,203	26,694	21,525	20,973	78,986	77,678	284,589	279,924

(2) NUMBER of vessels, tonnage and number of men which received Bounty in each year.

YEAR.	NOVA SCOTIA.			NEW BRUNSWICK.			P. E. ISLAND.			QUEBEC.			TOTAL.		
	No. of Vessels.	Tonnage.	No. of Men.	No. of Vessels.	Tonnage.	No. of Men.	No. of Vessels.	Tonnage.	No. of Men.	No. of Vessels.	Tonnage.	No. of Men.	No. of Vessels.	Tonnage.	No. of Men.
1883	700	29,788	6,238	126	2,102	496	16	450	66	62	2,236	443	904	34,576	7,243
1884	700	29,828	6,327	139	2,289	560	16	582	92	56	1,965	382	911	34,664	7,361
1885	629	27,709	5,897	128	2,120	496	19	597	113	55	1,791	317	831	32,217	6,823
1886	562	25,375	5,022	145	2,628	520	32	1,071	215	52	1,730	320	791	30,804	6,077
1887	566	24,520	4,900	154	2,889	563	33	1,677	338	54	1,883	334	812	30,969	6,135
1888	589	26,008	5,450	150	2,545	544	37	1,245	246	51	1,842	388	827	31,640	6,631
1889	597	27,123	5,684	153	2,590	565	35	1,274	239	48	1,729	330	833	32,716	6,818
1890	540	23,955	4,935	133	2,129	447	32	1,002	208	34	1,182	220	739	28,268	5,805
1891	527	22,780	4,618	124	2,051	411	27	778	155	27	924	168	705	26,533	5,352
1892	507	22,279	4,611	108	1,683	343	30	983	139	23	803	159	668	25,748	5,252
1893	536	23,195	4,786	210	2,922	634	27	910	151	32	952	179	895	27,979	5,744
1894	602	24,735	5,077	238	3,189	721	21	594	114	38	1,066	178	809	29,584	6,090
1895	603	25,018	5,184	238	3,107	764	27	769	129	39	1,262	173	907	30,156	6,250
1896	553	23,415	4,607	250	3,337	800	23	656	114	36	1,143	144	862	28,551	5,665
1897	507	21,323	4,829	239	3,079	816	20	490	100	24	833	116	790	25,725	5,870
1898	508	20,868	4,840	239	3,155	839	24	561	125	16	524	77	784	25,108	5,901
1899	519	22,533	5,323	238	3,131	885	15	373	76	17	497	78	789	26,529	6,362
1900	525	22,474	5,352	234	2,969	890	29	737	153	14	459	76	802	26,630	6,471
Totals.....	10,858	465,772	99,017	3,366	50,086	11,845	483	15,138	2,854	741	25,031	4,624	15,445	556,027	118,336

SESSIONAL PAPER No. 22

(3) NUMBER of Boats and boat fishermen which received Bounty in each year.

Year.	NOVA SCOTIA.		NEW BRUNSWICK.		P. E. ISLAND.		QUEBEC.		TOTAL.	
	No. of Boats.	No. of Men.	No. of Boats.	No. of Men.	No. of Boats.	No. of Men.	No. of Boats.	No. of Men.	No. of Boats.	No. of Men.
1882	6,043	12,130	1,024	2,530	1,087	3,070	3,071	5,716	11,225	23,446
1883	6,458	13,553	1,453	3,309	1,098	3,106	3,226	6,188	12,275	26,156
1884	6,257	12,669	1,086	2,505	869	2,346	3,344	6,416	11,556	23,936
1885	6,970	13,396	1,460	3,254	1,006	2,606	3,857	7,485	13,293	26,741
1886	7,140	13,351	1,618	3,567	1,048	2,547	4,303	7,981	14,109	27,446
1887	7,662	13,997	1,804	3,994	1,088	2,711	4,051	7,550	14,605	28,252
1888	7,840	14,115	1,876	4,148	797	2,141	4,259	7,852	14,772	28,256
1889	7,926	14,118	2,237	5,032	1,475	3,568	4,602	8,807	16,240	31,525
1890	8,886	15,738	2,324	5,242	1,192	3,024	4,766	9,241	17,168	33,245
1891	9,525	16,552	1,928	4,126	1,383	3,427	4,865	9,402	17,701	33,507
1892	7,679	12,307	893	1,765	1,021	2,047	4,181	7,693	13,774	23,812
1893	7,308	11,748	671	1,314	985	1,962	3,866	7,245	12,830	22,269
1894	7,956	12,899	661	1,281	913	1,813	3,821	7,139	13,351	23,132
1895	8,222	13,106	737	1,434	998	2,141	3,916	7,877	13,873	24,558
1896	8,008	12,454	814	1,553	1,095	2,126	4,189	7,688	14,106	23,821
1897	7,911	12,542	752	1,351	1,151	2,147	4,125	7,572	13,939	23,612
1898	7,872	12,438	678	1,237	1,121	2,199	4,076	7,627	13,747	23,501
1899	7,235	11,305	587	1,027	932	1,710	4,085	7,696	12,839	21,738
1900	6,927	10,645	670	1,184	1,140	2,198	4,237	8,004	12,974	22,031
Totals	143,825	249,063	23,273	49,853	20,399	46,889	76,880	145,179	264,377	490,984

(4) TOTAL Number of men receiving Bounty in each year.

Year.	NOVA SCOTIA.	NEW BRUNSWICK.	P. E. ISLAND.	QUEBEC.	Total.
	No. of Men.	No. of Men.	No. of Men.	No. of Men.	
1882	17,473	3,061	3,144	6,254	29,932
1883	19,791	3,805	3,172	6,631	33,399
1884	18,996	3,065	2,438	6,798	31,297
1885	19,293	3,750	2,719	7,802	33,564
1886	18,373	4,087	2,762	8,301	33,523
1887	18,897	4,557	3,049	7,884	34,387
1888	19,565	4,692	2,390	8,240	34,887
1889	19,802	5,597	3,807	9,137	38,343
1890	20,673	5,689	3,227	9,461	39,050
1891	21,170	4,537	3,582	9,570	38,859
1892	16,918	2,108	2,186	7,852	29,064
1893	16,528	1,948	2,113	7,424	28,013
1894	17,976	2,002	1,927	7,317	29,222
1895	18,290	2,198	2,270	8,050	30,808
1896	17,061	2,353	2,240	7,832	29,486
1897	17,371	2,167	2,256	7,688	29,482
1898	17,278	2,096	2,324	7,704	29,402
1899	16,628	1,912	1,786	7,774	28,100
1900	15,997	2,074	2,351	8,080	28,502
Totals	348,080	61,698	49,743	149,799	609,320

(5) TOTAL annual payments of Fishing Bounty.

Year.	Nova Scotia.	New Brunswick.	P. E. Island.	Quebec.	Total.
	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.
1882.....	106,098 72	16,997 00	16,137 00	33,052 75	172,285 47
1883.....	89,432 50	12,395 20	8,577 14	19,940 01	130,344 85
1884.....	104,934 09	13,576 00	9,203 96	28,004 93	155,718 98
1885.....	103,999 73	15,908 25	10,166 65	31,464 76	161,539 39
1886.....	98,789 54	17,894 57	10,935 87	33,283 61	160,903 59
1887.....	99,622 03	19,699 65	12,528 51	31,907 73	163,757 92
1888.....	89,778 90	18,454 92	9,092 96	32,858 75	150,185 53
1889.....	90,142 51	21,026 79	13,994 53	33,362 71	158,526 54
1890.....	91,235 64	21,108 33	11,686 32	34,210 72	158,241 01
1891.....	92,377 42	17,235 96	12,771 30	34,507 17	156,891 85
1892.....	109,410 39	10,864 61	9,782 79	29,694 35	159,752 14
1893.....	108,060 67	12,524 09	9,328 62	28,320 72	158,234 10
1894.....	111,460 03	12,690 80	7,875 79	28,040 18	160,066 80
1895.....	110,765 27	12,919 32	9,285 13	30,598 27	163,567 99
1896.....	98,048 95	13,602 88	9,745 50	32,992 44	154,389 77
1897.....	102,083 50	13,454 50	9,809 00	32,137 00	157,504 00
1898.....	103,730 00	13,746 00	10,188 00	31,795 00	159,459 00
1899.....	106,598 50	13,514 50	7,822 00	32,065 00	160,000 00
1900.....	101,448 00	13,562 50	10,589 00	33,203 00	158,802 50
Totals.....	1,918,016 39	291,175 87	199,520 07	591,459 10	3,000,171 43

SESSIONAL PAPER No. 22

List of Vessels which received Fishing Bounty for the Year 1900.

PROVINCE OF NOVA SCOTIA.

ANNAPOLIS COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							% cts.
80093	Anna K.	St. John, N.B. . .	14	Edward Fales.	Margaretsville . .	4	40 00
111526	Annie May.	Digby.	11	David Sabeau.	Port Lorne.	4	37 00
88396	Brant.	Windsor.	12	Amos B. Lewis.	"	4	38 00
107291	Elva J. Hayden. . .	Annapolis.	65	David Hayden.	Lower Granville. .	15	162 50
36569	Hope.	Halifax.	34	Elias Hudson.	Parker's Cove. . .	6	73 00
107478	Jessie C.	Digby.	10	Lewis Sabeau.	Port Lorne.	2	23 00
83461	Josie L. Day.	"	16	Albert Coates.	Hillsburn.	6	55 00
42089	Lily.	St. Andrews. . .	10	James Aldred.	Margaretsville. . .	2	23 00
85682	Malapert.	Digby.	23	Wm. Ellis.	Victoria Beach. . .	8	75 00
83253	Rescue.	Annapolis.	17	Josiah Burrell.	Clementsport. . .	5	49 50
100314	Sea Fox.	Yarmouth.	19	Israel W. Banks. . .	Port Lorne.	4	45 00
107293	S. V. H.	Annapolis.	49	John S. Hayden. . .	Victoria Beach. . .	15	146 50
90658	Whistler.	St. John, N.B. . .	24	Lewis R. Morris. . .	Clementsport. . .	3	43 50

ANTIGONISH COUNTY.

90642	Komaroff.	Yarmouth.	10	John Brow.	Harb'rauBouche	3	29 50
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CAPE BRETON COUNTY.

100389	Annie F.	Sydney.	13	John Farrell.	Main-à-Dieu. . .	5	45 50
100221	Baleka.	Halifax.	31	Philip Berge.	North Sydney. . .	8	83 00
100372	Betsy Jane.	Sydney.	11	Samuel Moore.	Little Bras d'Or. .	4	37 00
85381	Champion.	"	19	John Williams.	Louisburg. . .	4	45 00
107372	Emerald.	"	15	Ephraim Burke.	Lingan. . .	6	54 00
75571	Fanny.	Liverpool.	16	W. J. Christie.	North Sydney. . .	5	48 50
100383	Florence L.	Sydney.	10	Vital Arsenaault. . .	Little Bras d'Or. .	5	42 50
85382	G. H. Marryatt. . .	Halifax.	24	Ambrose Allan.	North Sydney. . .	*	24 00
83306	I. O. N. A. . .	"	26	Chas. Pike.	"	2	39 00
88463	Maria.	Arichat.	14	Harry McDonald. . .	Little Glace Bay	3	33 50
92600	Merit.	Sydney.	13	Alex. LeBlanc.	Little Bras d'Or. .	4	39 00
107358	Olive A.	"	19	Robert B. Spencer. . .	Port Morien. . .	3	38 50
107360	Ovands.	"	11	Patrick Campbell. . .	Main-à-Dieu. . .	3	30 50
100566	Rob S.	Halifax.	21	Ambrose Forward. . .	Lingan. . .	6	60 00
107358	Victoria.	Sydney.	11	James Turner.	Little Glace Bay	3	30 50

CUMBERLAND COUNTY.

59375	Cadet.	St. Andrews. . .	19	Abner Neves.	W. Apple River. .	2	32 00
100746	Sarah Jane.	Windsor.	15	De Wilton Holmes. . .	Parrshoro'. . .	4	41 00

DIGBY COUNTY.

107476	Addie B.	Digby.	13	Chas. H. Bailey.	Westport. . .	4	39 00
90660	Alice May.	Yarmouth.	18	Charles Teed.	Freeport.	9	76 50
88598	Alph B. Parker. . .	St. John.	47	Holland Outhouse. . .	Tiverton.	12	125 00
94696	Annie M. Sproul. . .	Digby.	70	Orbin Sproul.	Digby.	16	174 00

* Crew not entitled to bounty.

LIST of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*DIGBY COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							\$ cts.
100547	B and C	Digby	14	Loran Perry	Freeport	5	46 50
94698	Carrie H	"	20	Elmer Gower	Westport	8	72 00
94704	Charles Haskell	"	67	Howard Anderson	Digby	15	164 50
74331	Condor	"	11	Howard Titus	Westport	5	43 50
103181	Curlew	"	63	Joseph F. Milberry	Digby	14	154 00
107474	Dorothy	"	59	M. G. Crocker	Freeport	16	163 00
103749	Emerald	"	29	John H. Syda	Digby	6	68 00
77740	Elmer	"	15	Norman Apt.	"	8	67 00
107604	Emma D	Weymouth	20	Frank S. Doucett	Salmon River	6	59 00
94707	Ernest F. Norwood	Digby	79	Joseph E. Snow	Digby	14	170 00
107475	Ethel May	"	16	Reuben E. Hudson	"	5	48 50
75757	Etta	"	17	Clarence Webber	Westport	6	56 00
74329	Fairy Queen	"	13	Wallace Coggins	Westport	5	45 50
100891	Fleur de Lis	Weymouth	17	Chas. W. Pyne	Little River	3	36 50
100315	Freddie A	Yarmouth	10	Norman Gregory	Digby	4	36 00
80798	Freddie G	Digby	18	George Gower	Westport	7	63 50
77963	Freeman Colgate	St. Andrews	26	Stewart Hicks	"	10	91 00
90436	Genesta	Barrington	32	George Denton	"	13	116 50
94835	Georgie Linwood	Digby	25	Herbert Johnstone	Digby	7	70 50
107480	Hattie & Eva	"	11	Edwin Haines	Freeport	4	37 00
100544	Helen Maud	"	26	Chas. McDormand	Westport	7	71 50
77786	Hesperus	Halifax	17	John A. Powell	"	2	30 00
100064	Isma	Digby	31	Stewart Hicks	"	11	102 50
111525	James W. Cousins	"	80	Joseph F. Milberry	Digby	7	125 50
88587	Jessie May	Yarmouth	14	Larion P. Robicheau	Meteghan	5	46 50
77957	Kedron	Digby	22	Isaiah Kinghorn	Digby	4	48 00
59388	Letitia	St. Andrews	10	Peter H. Belliveau	Belliveau's Cove	4	36 00
85690	Lora T	Digby	15	Judson D. Thurber	Freeport	7	60 50
100487	Mabel B.	"	57	M. G. Crocker	"	12	135 00
107605	Mabel M.	Weymouth	20	Leazine Boudreau	Cape Cove	4	46 00
107479	Marguerite	Digby	24	Orbin Sproul	Digby	9	82 50
88583	Mary Odell	Yarmouth	14	John T. Therio	Meteghan	6	53 00
103184	Mayflower	Shelburne	26	G. C. Stevens	Freeport	8	78 00
107477	Maudie Ellen	Digby	14	Leander Hudson	Digby	4	40 00
100574	Melrose	Lunenburg	71	Augustus Haycock	Westport	16	175 00
92640	Minerva	"	80	E. C. Bowers	"	16	184 00
80794	Minnie C	Digby	18	L. H. Outhouse	Tiverton	5	50 50
85533	Minnie C	Yarmouth	12	Edwin Haines	Freeport	6	51 00
100895	New Home	Weymouth	31	Moses Thibaudeau	Church Point	10	96 00
94825	On Time	Digby	19	Henry Glavin	Westport	5	51 50
83132	Restless	"	25	Charles Shaw	Centreville	7	70 50
100319	Rob Roy	Yarmouth	12	Moses T. Theriault	Meteghan	7	57 50
100539	Rowena	Digby	10	Warren Snow	Smith's Cove	3	29 50
85558	S. A. Crowell	Yarmouth	23	Wallace Gower	Westport	9	81 50
100609	Swan	Shelburne	56	Milton Haines	Freeport	12	134 00
94694	Utah and Eunice	Digby	33	Edwin Haines	"	9	91 50
103711	Venite	Yarmouth	16	Stephen A. Doucette	Cape Cove	8	68 00
94832	Venus	St. Andrews	42	Edwin Haines	Freeport	14	133 00
100811	Vesta Pearl	Digby	40	Churchill Sollows	Tiverton	7	85 50
100548	Violetta	"	11	Bernard Longmire	Digby	7	56 50
88264	Walter J. Clarke	"	20	John W. Ellis	"	6	59 00
75595	West Wind	"	25	George Post	"	9	83 50
103704	Whisper	Yarmouth	31	Wm. McGrath	"	9	89 50
100543	W. Parnell O'Hara	Digby	79	Wm. Snow	"	18	196 00

GUYSBORO COUNTY.

90866	Alice	Lunenburg	12	Herbert O. Rudolph	Beckerton	4	38 00
107992	Alice J. Davis	Canso	20	Edward Hearn	Canso	7	65 50
90426	Amanda	Barrington	38	F. H. Hawes	"	8	90 00

SESSIONAL PAPER No. 22

LIST of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*GUYSBORO COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							% cts.
41771	Atalia	Guysboro	34	Jesse M. Hunson	Mulgrave	4	60 00
103321	Christie Campbell.	Port Hawkesbury	55	Thomas H. Peoples.	"	1	61 50
107993	Florence May.	Canso	11	Wentworth G. Mathews	Canso.	5	43 50
83180	Friend	Halifax.	17	Thurlo Munroe	White Head	6	56 00
94963	Golden Seal	"	32	Edward B. Pelrine.	Larry's River.	6	71 00
107996	Green Linnet.	Canso	12	John D. Ryan.	Canso.	5	44 50
100815	Happy Home.	Barrington	10	Samuel Snow.	White Head	5	42 50
85569	Jessie B.	"	36	Hubert Richard.	Charlo's Cove.	5	68 50
57715	John Lawrence.	Halifax.	23	Henry A Richard.	"	8	75 00
100835	Lottie B.	Lunenburg	12	Robert Mathews.	Queensport.	6	51 00
107995	Maggie M. F.	Canso	15	James Fitzgerald	"	5	47 50
75577	Mary Ann Bell	Lunenburg.	33	Joseph O'Neill.	Auld's Cove	5	65 50
103859	Mary May.	Halifax.	23	Benjamin David.	Port Felix.	8	75 00
100446	Minnie May.	Canso	12	Wm. L. Dort.	Sandy Cove.	5	44 50
100450	Minto.	"	18	Wm. O'Hara.	Canso	6	57 00
103323	Nita.	Pt. Hawkesbury.	22	Lewis Maguire.	Mulgrave	1	28 50
100241	Pansy.	Halifax	32	George Pace	Marie Joseph	8	84 00
100231	Pearl	"	17	Martin Meagher.	Canso	3	36 50
75822	Peter Mitchell.	Pt. Hawkesbury.	26	Michael Power.	Mulgrave.	2	39 00
111471	Quickstep.	Ariehat	80	J. W. Sproul.	Canso.	13	164 50
74139	Sadie	Halifax	44	Joseph Fongere.	Larry's River.	7	89 50
100444	Stella May.	Canso	12	James Meagher.	Canso	4	38 00
100448	Surprise	"	15	John J. Meagher	"	4	41 00
107994	True Love	"	10	David Walsh	"	12	23 00
107991	Two Brothers.	"	14	Frederick Jello.	Port Felix.	7	59 50

HALIFAX COUNTY.

100846	Albatross	Lunenburg	26	John Sullivan.	Herring Cove.	7	71 50
107313	Alice A.	Halifax	16	Alexander Fillis	W. Chezzetcook.	3	35 50
103507	Annie A.	"	16	Charles Covey.	Indian Harbour.	3	35 50
90495	Annie S.	"	34	J. J. Scott	East Dover.	5	66 50
103858	B. & B. Holland.	"	26	Richard Holland.	Portuguese Cove	8	78 00
94662	Bessie Florence.	"	12	Chas. W. Twohig.	Pennant	4	38 00
90493	Black Prince	"	18	George Julien.	W. Chezzetcook.	3	37 50
103537	Bonacord.	"	12	Jas. W. Smith.	Sambro	2	25 00
90721	Brilliant Star	"	36	Peter Hartlin.	East Jeddore.	8	88 00
94643	Carrie M. C.	Lunenburg	39	Simeon Coolen	Hubbard's Cove.	12	117 00
100819	David James.	Halifax	27	John C. Martin.	Ketch Harbour.	7	72 50
103852	Dawn	"	13	T. & J. Parker.	Owls Head.	2	26 00
59484	Day Spring.	"	36	George L. Baker.	West Jeddore.	1	42 50
90481	Ella D.	"	32	Archibald Darrach, sr.	Herring Cove.	11	103 50
85738	Emma F.	Lunenburg	13	Eliza Cook	Halifax.	3	32 50
107320	Eva Gertrude.	Halifax	31	Andrew Sullivan.	Herring Cove.	11	105 50
90785	Eva M. B.	"	45	Daniel Bonang, et al.	W. Chezzetcook.	5	77 50
92564	Evangeline.	"	23	Lewis Murphy	Pleasant Harb'r.	5	55 50
100247	Fairy Queen	"	11	Geo. H. Nickerson.	Sambro.	3	30 50
100259	Florence G.	"	15	Caleb Gray	"	5	47 50
80996	Gertie Belle.	Guysboro.	15	James Yorke.	Eastern Passage.	3	34 50
97088	Glendale.	Lunenburg	38	Simeon Conrod et al.	Seaforth	13	122 50
107319	Globe.	Halifax	32	Charles W. Hart.	Sambro	10	97 00
100228	Golden Dawn.	"	46	Edward Conrod et al.	E. Chezzetcook.	11	117 50
103544	Grace D.	"	10	James Maryatt.	Pennant.	3	29 50
88220	Grande.	"	14	John P. Slaunwhite.	Terence Bay.	4	40 00
90489	Greenleaf	"	45	Angus Julien et al.	"	11	116 50
107983	John J. Hayes.	Shelburne	56	Edward Hayes.	Herring Cove.	11	127 50
100216	Katie M.	Halifax	41	Charles Nelson.	Halifax.	3	30 50
107654	Lottie May.	Lunenburg	40	George Schnair.	Pennant.	10	105 00
94665	Louis Luby.	Halifax	41	Simon Lapierre et al	W. Chezzetcook.	5	73 50
100580	Maggie E. C.	Lunenburg	20	David Covey.	Hagget's Cove.	7	65 50

LIST of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*HALIFAX COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							¢ cts.
96805	Maggie May	Halifax	62	Jeremiah Fillis et al.	W. Chezetcook.	9	120 50
85664	Mary E.	Halifax	14	Andrew Twobig	Pennant	4	40 00
100227	May	"	10	Edward Little	Terence Bay	3	29 50
103182	Meta	Shelburne	18	James Reno	Herring Cove	8	70 00
100524	Myrtle M. Gray	Halifax	19	James Gray	Pennant	7	64 50
85665	Nelle D.	"	12	James Crooks	Halifax	5	31 50
94667	Nettie M. G.	"	32	Mathew Lynch	Ferguson's Cove.	7	77 50
103539	Neva	"	11	Ephraim Marryatt	Pennant	4	37 00
80841	Nina	"	13	Ingraham Stevens	Owls Head	3	32 50
92571	Primrose	"	14	Angus Gray	Pennant	6	53 00
94677	Progress	"	14	David Richardson	L.W. Ship Harb.	2	27 00
100474	R. Beatrice	Lauenburg	19	James Morash	West Dover	7	64 50
75575	Rising Dawn	"	18	Frederick Boutillier	Indian Harbour	1	24 50
96806	Rising Sun	Halifax	28	Richard Christian	Prospect	6	67 00
69082	Saint Agnes	"	38	E. & S. Homans	Clam Harbour	3	57 50
100218	Sarah M. W.	"	14	Hezekiah Wambolt	Indian Harbour	5	46 50
100255	Scafee	"	12	James Stevens	Clam Harbour	4	38 00
75833	Twilight	"	14	Ainsley Hubley	Boutillier's Cove.	7	59 50
77836	T. W. Smith	"	35	Charles Beaver	Spry Bay	4	61 00
103869	Uganda	"	14	Jas. B. Stoddard	Ship Harbour	4	40 00
96781	Venture	"	43	Edward Dempsey	Herring Cove	11	114 50
100269	Violet	"	12	James H. Smith	Sambro	3	31 50
61904	Water Lily	"	14	Albert Lant	West Dover	4	40 00
92578	Willetta	"	12	Joseph Gray	Sambro	4	38 00
100226	Willie H. Crosby	"	65	James Julien et al	W. Chezetcook	16	169 00
85378	Zephyr	"	16	Robert Slaunwhite	Terence Bay	6	55 00

INVERNESS COUNTY.

71302	Alice	Charlottetown	10	Pepin Chaisson	Belle Cote	6	49 00
103322	Bonnie Brier Bush	Port Hawkesbury	38	R. J. McDonald	Port Hastings	5	70 50
96778	Campania	"	11	Robin Collas & Co.	Eastern Harbour	5	43 50
103313	Catherine	"	10	Severin F. Chiasson	Little River	4	36 00
103325	Elizabeth Ann	"	11	David Bourgeois	Eastern Harbour	4	37 00
103542	Emma Brow	"	17	Simon Bellefontaine	"	5	49 50
96774	Florence	"	11	"	"	5	43 50
103317	Flying Star	"	11	"	"	5	43 50
103312	Laura	"	13	Medrick Aucoin	Belle Cote	6	52 00
103316	Laura	"	10	Ubald Bourgeois	Back Settlement	5	42 50
103315	Lillie	"	12	P. Fiset	Eastern Harbour	5	44 50
103318	Little Heir	"	19	Michael Maillet	"	6	58 00
96775	Louise	"	11	Simon Bellefontaine	"	6	50 00
96779	Majestic	"	12	Robin Collas & Co.	"	5	44 50
96771	Marie	"	10	John Roach	"	4	36 00
96777	Marie Joseph	"	11	Victor Roach	"	5	43 50
103314	Mary	"	10	Paul J. Aucoin	"	4	36 00
96769	Mary Lambert	"	11	Charles L. Chiasson	Little River	6	50 00
69125	May Flower	"	20	Hyacinthe Chiasson	"	7	65 50
103326	Mizpah	"	10	George Le Brun	Eastern Harbour	5	42 50
96770	O. L. B.	"	12	David Chaisson	Grand Etang	5	44 50
96962	Sunrise	Yarmouth	18	Duncan J. Gillis	Seaside	3	37 50
103329	Saint Hélier	Port Hawkesbury	12	Robin Collas & C.	Eastern Harbour	4	38 00
96773	Virgin	"	10	Michael J. Ramard	Little River	5	42 50
96776	Willie B.	"	11	John F. Roach	Point Cross	4	37 00

SESSIONAL PAPER No. 22

LIST of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*

KING'S COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	N. of Crew paid.	Amount of Bounty paid.
							\$ cts.
83261	Economist.....	Digby	14	Jesse Parker.....	Hall's Harbor...	2	27 00
94756	*Sarah E. Ells....	St. John.....	19	Leonard Houghton...	"	3	40 00

LUNENBURG COUNTY.

100839	Acalia.....	Lunenburg.....	34	Nathan Silver.....	Lunenburg.....	6	73 00
107353	Ahava.....	"	80	G. A. Smith.....	"	17	190 50
107644	Albertha.....	"	80	Amiel Corkum.....	Middle La Have	17	190 50
94783	Alaska.....	"	80	Benj. Anderson.....	Lunenburg.....	17	190 50
107657	Alcaea.....	"	80	Alexander Knickle.....	"	17	190 50
100489	Algoma.....	"	56	Jeffrey Publicover....	Getson's Cove... 15	153 50	
107124	Alma Nelson.....	"	80	J. Wm. Young.....	Lunenburg.....	20	210 00
107955	Amie C. Hall.....	"	74	Adam Selig.....	Vogler's Cove... 17	184 50	
103799	Arbitrator.....	"	80	Christian Geldert.....	Lunenburg.....	17	190 50
100172	Arcana.....	"	80	Alex. Knickle.....	"	17	190 50
103495	Athlon.....	"	80	Freeman Conrad.....	Dayspring..... 17	190 50	
100170	Atlanta.....	"	80	Freeman Anderson....	Lunenburg..... 17	190 50	
103745	Avis.....	"	80	Albert V. Conrad.....	Parks Creeks... 8	132 00	
111412	Baden-Powell.....	"	80	Jessen Anderson.....	Lunenburg..... 20	210 00	
103501	Barcelona.....	"	80	John M. Ritecy.....	Ritecy's Cove... 17	190 50	
103755	Basil M. Geldert...	"	80	Robert Geldert.....	Lunenburg..... 18	197 00	
107130	Beatrice L. Corkum	"	80	Wm. C. Smith.....	"	17	190 50
103430	Beluga.....	"	80	Albert V. Conrad.....	Park's Creek... 8	132 00	
103503	B. G. Anderson.....	"	80	Thomas Hamm.....	Lunenburg..... 17	190 50	
100838	Blanche A. Colp....	"	80	C. U. Mader.....	Mahone Bay... 17	190 50	
103421	Blenheim.....	"	80	Charles Smith.....	Lunenburg..... 17	190 50	
94782	Bona Fides.....	"	80	J. J. Rudolph.....	"	16	184 00
96828	Bonanza.....	"	80	H. W. Adams.....	"	17	190 50
100848	Britannia.....	"	59	Lambert Lobnes.....	Middle La Have 14	150 00	
100571	Britannia.....	"	80	Charles Smith.....	Lunenburg..... 17	190 50	
94645	C. A. Chisholm....	"	80	Abraham Ernst.....	Mahone Bay... 4	80 00	
94658	C. A. Ernst.....	"	57	Abraham Ernst.....	"	11	128 50
97084	Calla Lily.....	"	62	Albert V. Conrad.....	Park's Creek... 15	179 50	
103427	Cambrian.....	"	60	Dean Fralick.....	Pleasantville.. 14	151 00	
103502	Cartraine.....	"	80	Alvin Himmelman....	Lunenburg..... 18	197 00	
97081	Carrie.....	"	80	James Romkey.....	Lower La Have. 18	197 00	
107115	Cayuga.....	"	80	Simon Hirtle.....	Middle La Have 20	210 00	
100579	Citizen.....	"	80	Murdoch McGregor....	Ritecy's Cove... 17	190 50	
90869	Clara E. Mason.....	"	80	Richard Smith.....	Lunenburg..... 15	177 50	
103415	Clarence Smith....	"	80	Wm. C. Smith.....	"	17	190 50
107122	Collector.....	"	80	W. N. Reinhardt.....	La Have..... 19	203 50	
103759	Columbia.....	"	80	J. A. Silver.....	Lunenburg..... 17	190 50	
107966	Companion.....	"	80	Jeffrey Publicover....	Getson's Cove... 21	216 50	
100834	Comrade.....	"	80	W. N. Reinhardt.....	La Have..... 17	190 50	
100159	C. U. Mader.....	"	80	C. U. Mader.....	Mahone Bay... 17	190 50	
107112	Daisy Linden.....	"	80	Abraham Ernst.....	"	17	190 50
88355	D. A. Mader.....	"	80	C. U. Mader.....	"	13	164 50
111405	Deeta M.....	"	80	John McLean.....	"	14	171 00
90855	Delta.....	Shelburne.....	25	E. F. Zwiicker.....	Lunenburg..... 8	77 00	
90834	Diego.....	Port Medway... 27	Harris Conrad.....	Vogler's Cove... 5	59 50		
97089	Dictator.....	Lunenburg.....	80	S. Watson Oxner.....	Lunenburg..... 17	190 50	
107649	D. M. Owen.....	"	72	J. Norman Rafuse....	Conquerall Bank 17	182 50	
107962	Edward Roy.....	"	75	Wm. C. Smith.....	Lunenburg..... 15	172 50	
83308	Ella.....	"	10	Jennis C. Hanson....	Oakland..... 1	16 50	
107127	Ellen L. Maxner....	"	80	H. W. Adams.....	Lunenburg..... 17	190 50	
103424	Elva M.....	"	80	C. U. Mader.....	Mahone Bay... 18	197 00	
103492	Emily L.....	"	10	Wesley Stevens.....	Tancook..... 2	23 00	
107123	Emulator.....	"	80	John M. Ritecy.....	Ritecy's Cove... 17	190 50	
88356	Energy.....	"	80	C. U. Mader.....	Mahone Bay... 17	190 50	

* For 1899.

† Crew not entitled to bounty.

List of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*LUNENBURG COUNTY—*Continued.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
94659	Enterprise	Lunenburg	80	Andrew Ross	Middle La Have	18	197 00
100151	Ermine	"	80	Thomas Hamm	Lunenburg	17	190 50
105429	Fern	"	70	Edmund Walters	Middle La Have	17	180 50
103743	Flo F. Mader	"	80	C. U. Mader	Mahone Bay	20	210 00
111406	Flora W. Sperry	"	80	John D. Sperry	Petite Rivière	17	190 50
111401	Frances Willard	"	80	Wm. C. Smith	Lunenburg	16	184 00
97083	Garland	"	51	John D. Sperry	Petite Rivière	10	116 00
90582	G. A. Smith	"	80	G. N. C. Hawkins	Lunenburg	17	190 50
103753	Gladys B. Smith	"	80	Benj. C. Smith	"	19	203 50
96836	Gleamer	"	80	Wm. C. Acker	"	15	177 50
103752	Glyndon	"	80	Titus Wentzel	Ritcey's Cove	17	190 50
100850	Grace	"	80	Daniel Getson	Getson's Point	17	190 50
90862	Grenada	"	80	S. Watson Oxner	Lunenburg	15	177 50
107958	Guardian	"	80	Reuben Ritcey	Ritcey's Cove	17	190 50
100488	Gurnet	"	56	Alvin Creaser	"	10	121 00
107119	Harold J. Parks	"	80	L. B. Currie	West Dublin	17	190 50
107951	Harry Lewis	"	80	Wm. C. Smith	Lunenburg	21	216 50
103744	Harry Wilson	"	80	Henry Wilson	"	17	190 50
107641	Hattie L. M.	"	80	P. B. Zwicker	Mahone Bay	17	190 50
107965	Hazel B. Mosher	"	72	Thomas Hamm	Lunenburg	17	182 50
107659	Hilda C.	"	80	S. Watson Oxner	"	19	203 50
107128	Huron	"	80	Henry Wilson	"	16	184 00
107956	Iona	"	80	Murdoch McGregor	Ritcey's Cove	17	190 50
100490	Irene M. B.	"	66	Eli Ernst	Mahone Bay	13	150 50
107116	Ivy	"	12	Joshua Ernst	Conquerall	3	31 50
96830	J. A. Silver	"	80	Charles L. Silver	Lunenburg	17	190 50
103414	Jeanie Myrtle	"	80	John M. Ritcey	Ritcey's Cove	17	190 50
103491	Jennie May	"	80	Martin B. Westhaver	Lunenburg	16	184 00
107646	Jessie L. Smith	"	80	James Romkey	Lower La Have	20	210 00
100164	J. H. Ernst	"	80	S. Watson Oxner	Lunenburg	17	190 50
100837	J. M. Young	"	80	J. Wm. Young	"	17	190 50
107960	J. W. Mills	"	76	Jacob Hilts	Indian Point	17	186 50
107969	Kandahar	"	80	Wm. C. Smith	Lunenburg	17	190 50
107970	Kamoo	"	80	Annon Ritcey	Ritcey's Cove	17	190 50
111404	Kimberley	"	80	C. U. Mader	Mahone Bay	17	190 50
107114	Klondyke	"	80	James Richard	Getson's Cove	18	197 00
111410	Kuvera	"	80	James Young	Lunenburg	19	203 50
96838	La France	"	80	S. Watson Oxner	"	17	190 50
94788	Laura C. Zwicker	"	80	Joshua E. Backman	"	17	190 50
94780	Lawrence	"	80	Abraham Ernst	Mahone Bay	20	210 00
103202	L. B. Currie	"	80	L. B. Currie	West Dublin	17	190 50
107125	Lena F. Oxner	"	80	James W. Geldert	Lunenburg	17	190 50
96827	Leopold	"	80	Howard Wynthacht	"	17	190 50
96833	L. E. Young	"	80	Benjamin Anderson	"	17	190 50
107660	Lila D. Young	"	80	John B. Young	"	20	210 00
107129	Lilla B. Hirtle	"	80	Benj. Anderson	"	21	216 50
103760	Lillian	"	80	Elias Richard, Sr.	Getson's Point	19	203 50
107113	L. Morton	"	60	Adam Selig	Vogler's Cove	13	144 50
100830	Lorraine C.	"	64	Henry Wilson	Lunenburg	16	168 00
83316	Lottie	Port Medway	80	Samuel E. Teel	Vogler's Cove	19	203 50
103420	Luetta	Lunenburg	80	Isaac Mason	Lunenburg	18	197 00
103509	Maggie E. Z.	"	70	Emanuel Zellars	"	17	180 50
97100	Maggie M. W.	"	80	Howard Wynthacht	"	17	190 50
100162	Magie	"	45	John D. Sperry	Petite Rivière	10	110 00
107120	Madeira	"	80	Theophilus Creaser	Ritcey's Cove	20	210 00
103425	Majestic	"	80	Reuben Ritcey	"	17	190 50
107652	Mascot	"	80	Charles Hewett	Lunenburg	19	203 50
107967	May Myree	"	80	Elias Richard, Sr.	Getson's Point	19	203 50
100849	Merl M. Parks	"	80	James Wamback	Park's Creek	17	190 50
107650	Mildred	"	80	Abraham Ernst	Mahone	18	197 00
100153	Milo	"	80	J. Wm. Young	Lunenburg	18	197 00
107111	Millie Mace	"	80	Wm. C. Smith	"	18	197 00
11408	Mindoro	"	80	Isaac Zink	Ritcey's Cove	17	190 50

SESSIONAL PAPER No. 22

LIST of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*LUNENBURG COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							¢ cts.
103412	Minnie B.	Lunenburg	25	Phineas Richard	W. LaHave Ferry	7	70 50
107952	Minnie M. Cook...	"	80	Wm. C. Smith	Lunenburg	21	216 50
107121	Minto.....	"	80	Daniel Zink	"	18	197 00
103757	Mimmie J. Heckman	"	80	Anthony Heckman	Ritcey's Cove	18	197 00
103422	Mischief	"	80	Thomas A. Wilson	Bridgewater	17	190 50
92632	Monarch	"	80	Allan R. Morash	Lunenburg	15	177 50
107961	Monitor	"	80	J. Jos. Rudolph	"	18	197 00
103758	Muriel	"	80	E. F. Zwicker	"	19	203 50
107968	New Era	"	80	Howard Wynaclit	"	19	203 50
100485	Nightingale.....	"	52	John Haughm	Pentz Settlement	9	110 50
92636	Nonpareil	"	80	E. F. Zwicker	Lunenburg	17	190 50
88342	Nova Zembla.....	"	79	C. U. Mader	Mahone Bay	13	163 50
94786	Ontario.....	"	80	Thomas Hamm	Lunenburg	17	190 50
94779	O. P. Silver.....	"	80	Charles L. Silver	"	17	190 50
100245	Oracle	Halifax	18	Daniel Wolfe	West Dublin	2	31 00
100836	Panama	Lunenburg	80	Henry Adams	Lunenburg	17	190 50
107642	Pavia	"	80	James Wamback	Park's Creek	17	190 50
103747	Perfect	"	54	John Schmeisser	Middle La Have	14	145 00
107655	Premier	"	80	James Wamback	Park's Creek	17	190 50
111402	Protector	"	80	Thomas A. Wilson	Bridgewater	17	190 50
100483	Puma	"	58	Simon Pentz	Pentz Settlement	16	162 00
94774	Puritan	"	80	Theophilus Creasor	Ritcey's Cove	18	197 00
107959	Reliance	"	80	Artenas Zink	"	18	197 00
107653	Renown	"	80	Wm. C. Smith	Lunenburg	17	190 50
96834	Robert F. Mason	"	80	Martin Mason	"	18	197 00
107647	Roc	"	80	C. U. Mader	Mahone Bay	15	177 50
107125	Roma	"	80	E. F. Zwicker	Lunenburg	17	190 50
100572	Rowena.....	"	51	Wm. Schmeisser	Middle La Have	14	142 00
100471	Secret	"	80	John B. Young	Lunenburg	17	190 50
88349	Senovar.....	"	80	Nathan Hiltz	Martin's River	10	145 00
107963	Shamrock	"	80	Alexander Knickle	Lunenburg	17	190 50
111413	Sigdrifa.....	"	13	Wm. Westhaver	"	3	32 50
100165	Snow Queen	"	67	C. U. Mader	Mahone Bay	15	164 50
107167	St. Clair	"	80	Charles Smith	Lunenburg	14	171 00
103500	St. Helena.....	"	80	Howard Wynaclit	"	17	190 50
107648	St. Vincent.....	"	78	Edmund Walters	Middle La Have	18	195 00
111407	Strathcona	"	80	Freeman Anderson	Lunenburg	17	190 50
103754	Tahnouth.....	"	80	John D. Sperry	Petite Rivière	17	190 50
107651	Torato	"	80	J. Wm. Young	Lunenburg	17	190 50
103199	Trilby	"	12	Nathan Levy	"	4	38 00
100575	Tyler	"	54	W. A. Zwicker	"	12	132 00
107957	Ungava	"	80	Wm. Clevesey	Pleasantville	21	216 50
103742	Unique	"	80	Abraham Ernst	Mahone Bay	17	190 50
97098	Urania	"	80	Daniel Heisler	Lunenburg	18	197 00
103417	Uruguay	"	80	Daniel Lohmes	Ritcey's Cove	17	190 50
83164	Valiant	"	80	Thomas A. Cook	Lunenburg	15	177 50
107964	Vermie May	"	76	Abraham Ernst	Mahone Bay	17	186 50
111409	Victoria	"	80	W. N. Reinhardt	La Have	19	203 50
103504	Viking	"	80	Amiel Corkum	Middle La Have	18	197 00
100152	Werra	"	80	E. F. Zwicker	Lunenburg	17	190 50
111403	Willis C.	"	80	Amiel Corkum	Middle La Have	18	197 00
96829	Wisteria.....	"	80	Freeman Anderson	Lunenburg	17	190 50
107645	Yosemite.....	"	80	Kenneth Silver	Dayspring	19	203 50

QUEEN'S COUNTY.

100607	Icelanda	Shelburne	19	John E. McDonald	Port Jolly	5	51 50
83134	Infant	Lunenburg	15	Wm. Wagner	Summerville	4	41 00
103174	Iona	Liverpool	15	Robert Smith	Hunt's Point	5	47 50
103191	Jennie B.	"	13	Lawson Vogler	Port Jolly	4	39 00

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Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							\$. cts.
54132	John Franklin	Halifax	18	Andrew McNutt	Liverpool	3	37 50
94833	News Boy	Liverpool	16	Alexander Shankle	Port Mouton	4	42 00
61916	Only Son	"	16	Wm. A. Conrad	Liverpool	4	42 00
103194	Oressa	Liverpool	10	Joseph Hagan	Hunt's Point	4	36 00
100608	Vesper	Shelburne	14	Oren Huskins	Summerville	5	46 50

RICHMOND COUNTY.

36474	Alexander Fraser	Lunenburg	32	Samuel Sampson	River Bourgeois	10	97 00
88456	Alice May	Arichat	39	Wm. I. LeVesconte	"	10	104 00
77544	Alpha	"	42	"	"	6	81 00
111472	Amie May	"	17	James Monbourquette	Rock Dale	3	36 50
103463	Annie May	"	11	Placide Dugas	River Bourgeois	5	43 50
94680	Bonnie Glen	Halifax	17	Xavier Marchand	Petit de Grat	6	56 00
75561	Boreas	Lunenburg	41	John Colford	Port Richmond	9	99 50
54156	British Lady	Halifax	19	Albert Joyce	Riv. Inhabitants	1	25 50
74100	Candid	Arichat	23	Desiré Burke	River Bourgeois	7	68 50
72061	C. P. M.	"	22	Alexander Burke	"	6	61 00
88462	Fannie S	"	28	Andrew Fongère	"	9	86 50
88599	Guide	Halifax	38	Edward Poirier	Goulet	11	109 50
88513	Ida	Sydney	11	Isiah LeBlanc	Little Bras d'Or	5	43 50
96764	Ida C. Stafford	Hawkesbury	54	Robert Murray	Port Richmond	9	112 50
103470	Ida M. Burke	Arichat	16	Samuel P. Burke	St. Peters	4	42 00
85560	Jacques	Yarmouth	58	Frederick Poirier	D'Escousse	15	155 50
85689	James Beckwith	Halifax	31	D. T. Leslie	Spry Bay	5	63 50
46294	Janett	"	32	John B. Girroir	West Arichat	6	71 00
43135	J. B. M	"	20	John Landry	Petit de Grat	5	52 50
88454	Jubilee	Arichat	34	Arthur Poirier	D'Escousse	10	99 00
103458	K. McKenzie	"	17	James Barrow	L'Ardoise West	6	56 00
88467	Katie	"	11	Henry LeLacheur	Martinique	2	24 00
103469	Katie B.	"	16	John Burke	River Bourgeois	6	55 00
38516	Lady of the Lake	"	26	Peter Landry	St. Peters	5	58 50
61615	Laura Cox	Guysboro	49	Alex. E. Morrison	D'Escousse	14	140 00
88455	Laura Victoria	Arichat	39	Henry McDonald	"	12	117 00
96763	Lelia Linwood	"	67	Wm. I. LeVesconte	River Bourgeois	15	164 50
103467	Lizzie May	"	12	Abram Fongère, jr.	"	4	38 00
72071	Lumen Diei	"	20	Urbain Sampson	"	6	59 00
103532	Maria A.	Halifax	22	John Walker	Basin Riv. Inh.	2	35 00
38522	Mary	Arichat	23	Isaiah Boudrot	River Bourgeois	7	68 50
85388	Mary Alice	Halifax	21	Edward Malcom	Port Malcom	5	53 50
100380	Mary D.	Sydney	27	Simon Deveaux	Little Bras d'Or	6	66 00
103462	Maud	Arichat	16	Henry Duon	Arichat	3	35 50
72045	Neptune	"	26	Henry Sampson	River Bourgeois	7	71 50
74365	Nova Stella	"	53	Léon Poirier	D'Escousse	16	157 00
54139	Ocean Belle	Halifax	20	Isidore Fongère	Poulaumont	7	65 50
61630	Olive J.	"	57	John J. Malcom	Port Malcom	9	115 50
72067	Philomene D.	Arichat	22	John Pelham	Janvrin Island	5	54 50
190477	Pilot	Lunenburg	42	Wm. Proctor	Riv. Inhabitants	7	87 50
69193	Star	Halifax	33	David Goyetche	Cape Augnet	8	85 00
103461	St. Lidwina	Arichat	11	Alexander Peters	L'Ardoise	4	37 00
103464	St. Patrick	"	27	Thomas Clannon	Lower L'Ardoise	10	92 00
92599	Thistle	Sydney	11	R. Monbourquette	L'Ardoise West	4	37 00
103460	Two Brothers	Arichat	18	Maurice Peters	Lower L'Ardoise	6	57 00
71034	Vanguard	"	51	Thomas Boudrot	Petit de Grat	6	90 00
38523	Victoria	"	24	Henry Burke	St. Peters	6	63 00
57662	Village Bride	Halifax	24	John D. Malcom	Port Malcom	5	56 50

SESSIONAL PAPER No. 22

LIST of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*

SHELBURNE COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							% cts.
94632	A. C. Greenwood...	Shelburne	15	Howard Chetwynd...	Port Saxon	6	54 00
97034	A. D'E.	Yarmouth	15	James Stoddart	Bear Point	7	60 50
103793	Agatha	Shelburne	80	John H. Thorbourne	Lr. Jordan Bay	22	223 00
103792	Alice M. Gordon...	"	80	Enos Churchill	Lockport	21	216 50
100620	Alina	Shelburne	80	Churchill Locke	Lockeport	20	216 00
100617	Altona	"	28	Austin Swansburg	Little Harbor	9	86 50
90655	Annina	Yarmouth	12	George Pike	Coffins Croft	7	57 50
107984	Aroma	Shelburne	80	John A. McGowan	Shelburne	17	190 50
100813	Blanche	Barrington	24	John F. Dunean	Clark's Harbour	12	102 00
107053	Bonnie Lin	"	10	Norman Madden	Baccaro	5	42 50
103186	Brittania	Shelburne	11	Ross Enslow	W. Green Harbr	5	43 50
96970	Charlie Richardson	"	26	John B. Harding, sr.	Rockland	8	78 00
100605	Dawn	Barrington	49	A. N. Smith	Barrington	16	153 00
103063	Defender	Yarmouth	20	Davis Jeffrey	U. Woods Harbr	5	52 50
103118	Della F. Tarr	St. Andrews	34	E. P. Greenwood	N. E. Harbour	9	92 50
83492	Dessie	Liverpool	11	Eugene Locke	Lockeport	4	37 00
103053	Eddie C.	Yarmouth	11	R. H. Nickerson	U. Woods Harbr	3	30 50
103060	Edith M.	"	20	George Hagar	N. W. Harbour	7	65 50
96976	Edith	Shelburne	40	Enos Churchill	Lockeport	9	98 50
103789	Effie B. Nickerson	"	22	T. L. Nickerson	L. Woods Harbr	6	61 00
77603	Eldon C.	Barrington	27	Knowles Thomas	Cape Negro	9	85 50
103795	Etta Vaughan	Shelburne	80	B. P. Thorburn	Sandy Point	22	223 00
107054	Favourite	Barrington	28	Samual S. Atwood	Barrington	10	93 00
85476	Fleetwing	Shelburne	15	Edward A. Capstick	Lockeport	5	47 50
83255	Floyd	Annapolis	20	Alfred E. Sheppard	Barringt'n Head	8	72 00
90645	Fly	Yarmouth	16	Wm. Wickens	Shag Harbour	4	42 00
100818	Geneva Ethel	Barrington	29	Hugh McAlpine	Lockeport	8	81 00
90647	Hattie Emeline	Yarmouth	11	Charles A. Reynolds	U. Port La Tour	6	50 00
103790	Helene	Shelburne	80	Churchill Locke	Lockeport	20	210 00
85566	J. Lyons	Barrington	17	W. H. Nickerson	Cape Negro	8	69 00
94941	John Purney	Shelburne	80	George H. King	Sandy Point	20	210 00
73967	Katie	Liverpool	14	Churchill Locke	Lockeport	5	46 50
107981	Kestrel	Shelburne	80	George A. Cox	Shelburne	21	216 50
90488	Lark	Barrington	13	John Ross	U. Port La Tour	5	45 50
94661	L. C. Tough	Shelburne	12	Thomas Swain	Black Point	5	44 50
107982	Lottie A. Burns	"	80	Wm. McMillan	Lockeport	22	223 00
51972	Lydia Ryder	"	57	E. P. Greenwood	N. E. Harbour	9	115 50
103796	Mabel Denvers	"	14	Alexander Smith	Cape Negro	5	46 50
103712	Marguerite	Yarmouth	10	Alexander Abbott	Forbes' Point	4	36 00
83493	Mary C.	Liverpool	80	John M. Harding	Osborne	9	138 50
83434	Mary May	Shelburne	20	Adam J. Firth	Shelburne	7	65 50
103177	Mayflower	"	12	Avard Hamilton	Carleton Village	4	38 00
100606	Myra Louise	Barrington	17	Arthur H. Perry	Port Saxon	6	56 00
103175	Myrtle	Shelburne	10	Wm. E. Wolfe	Port Le Herbert	4	36 00
103800	Nellie I. King	"	80	George H. King	Sandy Point	23	229 50
90439	Oscar F.	Barrington	18	Clarence H. McKay	Roseway	6	57 00
100820	Ranger	"	11	Freeman Atwood	Atwood Brook	2	24 00
103706	Regine	Yarmouth	10	Luther McComiskey	Centerville	4	36 00
53551	Roving Bird	Halifax	24	King Perry	N. E. Harbour	7	69 50
103753	Springwood	Shelburne	80	Wm. McMillan	Lockeport	22	223 00
90433	Ste. Anne	Barrington	11	H. A. Nickerson	Forbes' Point	6	50 00
100648	Stranger	"	20	Robert Atkinson	North East Point	5	52 50
96961	Tivoli	Shelburne	24	Wm. J. Doane	Red Head	6	63 00
77744	Whip-poor-Will	"	17	J. P. Littlewood	Ingomar	6	56 00
90430	Will Carlton	Barrington	80	James Snow	U. Port La Tour	17	190 50
103183	Wren	Shelburne	22	Wm. McCarthy	Shelburne	7	67 50
75722	Yuba	Yarmouth	15	Josiah S. Nickerson	U. Port La Tour	6	54 00

List of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*

VICTORIA COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							¢ cts.
97046	Fredona.....	Liverpool.....	12	Dan Buchanan.....	Eel Cove.....	3	31 50
107351	Wilfred Laurier....	Sydney.....	10	Dan McLeod.....	South Ingonish.	4	36 00

YARMOUTH COUNTY.

80647	Annie M. Bell.....	Yarmouth.....	64	David D'Entremont...	West Pubnico...	18	181 00
94980	Aurore.....	".....	80	Leon D'Eon.....	".....	18	197 00
88267	Bessie May.....	St. John.....	23	Roland Sholds.....	Charlesville.....	1	29 50
85536	Circassian.....	Yarmouth.....	80	A. F. Stoneman & Co.	Yarmouth.....	23	229 50
94977	Civilian.....	".....	80	Henry S. LeBlanc....	West Pubnico....	20	210 00
103066	Eddie J.....	".....	23	Luxime D'Entremont..	".....	10	88 00
85683	Edith L.....	Digby.....	16	James Adams.....	Port Maitland... 6	55 00	
97036	Eva.....	Yarmouth.....	10	Abijah Rankin.....	Lower Argyle.... 3	29 50	
90654	Flora.....	".....	64	David D'Entremont...	West Pubnico.... 20	194 00	
94972	Florence.....	".....	11	Marc Boudreau.....	Tusket Wedge.... 7	56 50	
90885	Georgina.....	".....	80	Henry Lewis.....	Yarmouth..... 22	223 00	
100327	Hattie.....	".....	11	Robert Ellenwood....	"..... 3	30 50	
89643	Hazel Dell.....	".....	80	James Amiro.....	West Pubnico.... 20	210 00	
85554	Hazel Glen.....	".....	80	H. T. D'Entremont...	L. E. Pubnico.... 21	216 50	
103717	Henry L.....	".....	10	A. C. D'Entremont...	West Pubnico.... 3	29 50	
103709	Lizzie E.....	".....	14	Ernest J. Ellis.....	Port Maitland... 6	53 00	
80614	Louise.....	".....	80	J. H. Porter & Co....	Tusket Wedge.... 20	210 00	
103718	Lucy.....	".....	10	A. F. D'Entremont...	West Pubnico.... 2	23 00	
80632	Lumen.....	".....	30	J. H. Porter & Co....	Tusket Wedge.... 6	69 00	
88596	M. A. Louis.....	".....	64	A. F. Stoneman & Co.	Yarmouth..... 18	181 00	
107337	Marguerite.....	".....	57	L. P. D'Entremont...	West Pubnico.... 17	167 50	
103057	Mayflower.....	".....	12	Nathaniel Pierce.....	Charlesville..... 3	31 50	
111523	Mildred P.....	Digby.....	11	James Haskell.....	Port Maitland... 2	24 00	
90659	N. A. Laura.....	Yarmouth.....	59	Julien D'Entremont...	West Pubnico.... 16	163 00	
90892	Nellie.....	".....	59	J. H. Porter & Co....	Tusket Wedge.... 15	156 50	
111521	Retta E.....	Digby.....	10	Calvin Sollows.....	Port Maitland... 3	29 50	
88589	Sanford.....	Yarmouth.....	20	Samuel N. Perry.....	"..... 6	59 00	
83254	Seafoam.....	Annapolis.....	28	Joseph L. Amiro.....	L. E. Pubnico.... 11	99 50	
75724	Sea Foam.....	Yarmouth.....	75	J. H. Porter & Co....	Tusket Wedge.... 17	185 50	
100323	Senora.....	".....	80	Marc A. Surette.....	West Pubnico.... 22	223 00	
100313	Souvenir.....	".....	71	Louis D'Eon.....	"..... 16	175 00	
88597	Uncle Sam.....	".....	80	G. D'Entremont.....	East Pubnico.... 21	216 50	
100330	Viola Pearl.....	".....	23	Harvey Goodwin.....	Pubnico..... 9	81 50	
90896	Wapite.....	".....	80	A. F. Stoneman & Co.	Yarmouth..... 22	223 00	
85559	Willie F.....	".....	12	Riley Haskell.....	Port Maitland... 6	51 00	
90882	Will O'the Wisp....	".....	51	A. F. Stoneman & Co.	Yarmouth..... 19	174 50	
90897	Wrasse.....	".....	56	".....	"..... 18	173 00	

PROVINCE OF NEW BRUNSWICK.

CHARLOTTE COUNTY.

103124	Addie B.....	St. Andrews....	13	Arthur Ramsdell....	Whitehead Isl'd.	1	19 50
107439	Armita.....	".....	15	Hemon E. Guptill....	Grand Harbour...	1	21 50
107913	Arnold B.....	".....	10	Henry H. Cheney....	"..... 2	23 00	
107603	Augusta Evelyn....	Weymouth.....	29	James Scovil.....	Flagg's Cove.... 7	74 50	
103127	Avis C. Tobey....	St. Andrews....	13	Jesse Guptill.....	Whitehead Isl'd.	4	39 00
64011	Bee.....	".....	18	Sherman Lawson....	Flagg's Cove.... 3	37 50	
107911	Bertie.....	".....	13	Judson L. Guptill, jr.	Grand Harbour...	3	32 50
103114	Edward Morse.....	".....	32	Alexander Calder....	Campo Bello.... 10	97 00	

SESSIONAL PAPER No. 22

List of Vessels which received Fishing Bounty, &c.—New Brunswick—*Con.*CHARLOTTE COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
59391	Eliza Ann.....	St. Andrews.....	12	John Wills.....	Whitehead.....	1	18 50
107916	Emma.....	".....	22	Walter Calder, sr.....	Welshpool.....	4	48 00
83202	Enchantress.....	".....	10	Peter Dixon, sr.....	Flagg's Cove.....	3	29 50
80803	Exenia.....	Windsor.....	18	Wm. F. Parker.....	Beaver Harbour.....	4	44 00
88276	Falcon.....	St. Andrews.....	12	John F. Cronk.....	Flagg's Cove.....	4	38 00
92511	Fleet Wing.....	".....	11	Aldin McFarland.....	".....	3	30 50
107915	Freddie L.....	".....	15	Charles E. Leighton.....	Grand Harbour.....	1	21 50
97146	Free Trade.....	".....	10	L. C. Watt.....	Flagg's Cove.....	1	16 50
107432	Golden Rule.....	".....	49	Marimer Calder, et al.....	Wilson's Beach.....	14	149 00
107910	Grace and Ethel.....	".....	16	Robert Ingersoll.....	Woodward's Cove.....	5	48 50
107437	Hattie L.....	".....	12	F. A. Cheney.....	Grand Harbour.....	3	31 50
83463	Havelock.....	".....	33	Wm. James.....	Wilson's Beach.....	5	65 50
103119	Hortense.....	".....	15	Wm. J. Morse.....	White Head Is.....	4	41 00
103997	Jessie James.....	".....	11	Lewis Frankland.....	".....	2	24 00
77766	Laconia.....	Shelburne.....	15	John Dixon, sr.....	Flagg's Cove.....	3	34 50
88273	Lillian E.....	St. Andrews.....	13	S. L. Dakin.....	Beaver Harbour.....	2	26 00
59342	Lizzie S. McGee.....	".....	14	Andrew McGee.....	Back Bay.....	3	33 50
77965	Lydia B.....	".....	18	John M. Calder.....	Welshpool.....	2	31 00
92514	Maggie Jane.....	".....	10	John Thomas.....	Flagg's Cove.....	3	29 50
107438	Minnie H.....	".....	11	Chester Frankland.....	White Head Is.....	4	37 00
92518	Pearl.....	".....	18	Martin Eldridge.....	Beaver Harbour.....	3	37 50
107904	Quoddy Queen.....	".....	13	Harrington Guptill.....	White Head Is.....	3	32 50
75391	Rise and Go.....	".....	16	William Sirls.....	Wilson's Beach.....	7	61 50
107909	S. B.....	".....	12	Shadrach Bancroft.....	White Head Is.....	3	31 50
88287	Satellite.....	".....	26	Simon Brown.....	Wilson's Beach.....	5	58 50
107433	Sir John.....	".....	11	Hiram Morse.....	White Head.....	3	30 50
59387	Telephone.....	".....	19	James Brown, jr., 3rd.....	Wilson's Beach.....	4	45 00
107440	Three Links.....	".....	12	Robert A. Main.....	Woodwards Cove.....	3	31 50
88282	Veritas.....	".....	10	Simon Leonard.....	Leonardville.....	1	16 50
103125	Virgin Queen.....	".....	16	Nelson Morse.....	White Head Is.....	4	42 00
77969	Wave Queen.....	".....	11	Hiram W. Foster.....	Grand Harbour.....	4	37 00
107917	Zelma.....	".....	17	Henry Frankland.....	White Head Is.....	4	43 00

GLOUCESTER COUNTY.

103009	Adeline Gladys.....	Chatham.....	12	J. N. LeBouthillier.....	Caraquet.....	4	38 00
72099	Adelina.....	".....	12	Clement Lanteigne.....	Lameque.....	4	38 00
103081	Albatross.....	".....	13	Thomas Ahier.....	Shippegan.....	3	32 50
100984	Alice.....	".....	11	Joseph J. Doiron.....	Caraquet.....	4	37 00
103279	Alice Maud.....	".....	10	Robin, Collas & Co.....	".....	4	36 00
97194	Alika.....	".....	12	Lange Paulin.....	Lameque.....	5	44 50
103763	Alouette.....	".....	10	Thomas Ahier.....	Shippegan.....	4	36 00
103071	Anglesea.....	".....	12	Hy. LeBouthillier.....	Caraquet.....	4	38 00
103073	Anna.....	".....	11	W. S. Loggie & Co.....	Chatham.....	5	43 50
92419	Anna.....	".....	12	Docitb� Chirasson.....	Lameque.....	4	38 00
100960	Annie M.....	".....	11	W. S. Loggie & Co.....	Chatham.....	3	30 50
100987	Arabi.....	".....	12	Philip Rive.....	Caraquet.....	3	31 50
96739	Argeline.....	".....	14	Octave Paulin.....	".....	4	40 00
103085	Argentina.....	".....	12	Robin, Collas & Co.....	".....	3	31 50
100983	Bee.....	".....	11	".....	".....	2	24 00
61431	Bee.....	".....	11	Paul Noel.....	Lameque.....	3	30 50
72079	Betsy.....	".....	13	Wm. Fruing & Co.....	Shippegan.....	4	39 00
100975	Big Bear.....	".....	10	Robert Young.....	Caraquet.....	3	29 50
100299	Blanchard.....	".....	12	Robin, Collas & Co.....	".....	4	38 00
103589	Blenheim.....	".....	13	".....	".....	4	39 00
100909	Bluenose.....	".....	11	Joseph Sewell.....	".....	3	30 50
103780	Britanna.....	".....	13	Wm. Fruing & Co.....	".....	3	32 50
100780	Britannic.....	".....	12	Colson Hubbard.....	".....	3	31 50
100988	Caesar.....	".....	10	Philip Rive.....	".....	3	29 50
100774	Calliope.....	".....	12	".....	".....	3	31 50

LIST of Vessels which received Fishing Bounty, &c.—New Brunswick—*Con.*GLOUCESTER COUNTY—*Continued.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew Paid.	Amount of Bounty paid.
							¢ cts.
103271	Celia	Chatham	11	Dominique Gallien	Caraquet	4	37 00
103585	Cedric	"	14	Philip Rive	"	3	33 50
100784	Charlotte	"	13	Robert Young	"	4	39 00
100789	Chazalie	"	11	"	"	4	37 00
96730	Christina	"	11	Robin, Collas & Co.	"	3	30 50
101000	Condor	"	10	Thomas Ahier	Shippegan	5	42 50
103083	Corsair	"	10	"	"	3	29 50
100916	Cygnat	"	12	Robin, Collas & Co.	Caraquet	5	44 50
100971	Cyprian	"	10	Elie Sivret	"	4	36 00
100913	Daffodil	"	10	Thomas Ahier	Shippegan	3	29 50
100915	Dawn	"	12	Robin, Collas & Co.	Caraquet	4	38 00
103076	Dipper	"	12	W. S. Loggie & Co.	Chatham	3	31 50
92412	Dollie Dutton	"	13	John Jones	Little Lamèque	5	45 50
103948	Dora	"	12	Peter Fiott	Caraquet	4	38 00
100999	Dove	"	11	Thomas Ahier	Shippegan	5	43 50
100998	Eagle	"	10	"	"	4	36 00
103590	Eliza	"	13	C. Robin, Collas & Co.	Caraquet	4	39 00
100293	Eliza	"	15	Robert Young	"	3	34 50
96737	Elmina	"	11	Jacques Noel	Lamèque	4	37 00
96723	Emma	"	15	Sebastien Noel	Little Lamèque	4	41 00
100911	Emperor	"	10	Thomas Ahier	Shippegan	4	36 00
100786	Empress	"	12	Robert Young	Caraquet	3	31 50
103776	Esk	"	14	"	"	4	40 00
100772	Estelle	"	13	Philip Rive	"	4	39 00
100787	Ethel	"	11	Robert Young	"	3	30 50
100905	Evangeline	"	10	Philip Rive	"	3	29 50
103001	Falcon	"	10	Thomas Ahier	Shippegan	4	36 00
103077	Fame	"	10	W. S. Loggie & Co.	Chatham	3	29 50
100298	Fisher	"	12	Joseph J. Chiasson	Little Lamèque	4	38 00
61445	Flavie	"	13	Theophile Duguay	Lamèque	4	39 00
96736	Fly	"	14	Wm. Fruing & Co.	Shippegan	4	40 00
61405	Fly	"	11	Alex. McLaughlin	Tracadie	4	37 00
100782	Flying Foam	"	12	Robert Young	Caraquet	3	31 50
100912	Foam	"	10	Thomas Ahier	Shippegan	4	36 00
85699	Four Sisters	"	10	Marcil Caron	Caraquet	4	36 00
100778	Gambetta	"	13	Colson Hubbard	"	3	32 50
100993	Garfield	"	10	Philip Rive	"	3	29 50
100954	Gazelle	"	10	Colson Hubbard	"	5	42 50
100919	Gazelle	"	12	C. Robin, Collas & Co.	"	4	38 00
100968	Gen	"	11	"	"	4	37 00
103766	Genesta	"	12	Thomas Ahier	Shippegan	3	31 50
103282	Gilknockie	"	11	Robert Young	Caraquet	3	30 50
100964	Gladstone	"	10	Philip Rive	"	3	29 50
100910	Gleaner	"	13	Luke Lanteigne	"	4	39 00
107775	Goldseeker	"	13	Peter Fiott	"	3	32 50
100992	Great Mogul	"	11	Philip Rive	"	4	37 00
92418	Grip	"	12	Gervais Chenard	"	4	38 00
100790	Guiding Star	"	11	Robert Young	"	4	37 00
103086	Gypsy	"	20	W. S. Loggie & Co.	Chatham	5	52 50
100956	Harold N.	"	12	"	"	3	31 50
100991	Hercules	"	10	Philip Rive	Caraquet	4	36 00
107771	Heron	"	13	Wm. Fruing & Co.	Shippegan	4	39 00
103950	Hibernia	"	10	"	"	4	39 00
103765	Hironnelle	"	11	Thomas Ahier	"	4	37 00
61425	Hope	"	13	C. Robin, Collas & Co.	Caraquet	3	32 50
100903	Hope	"	12	Robert Young	"	4	38 00
103939	Hope	"	11	Charles Real, jr.	Little Shippegan	3	30 50
100906	Hotspur	"	10	Philip Rive	Caraquet	4	36 00
103779	Ibis	"	11	Wm. Fruing & Co.	Shippegan	4	37 00
103931	Irene	"	12	"	"	4	38 00
96724	Isabel	"	11	"	"	4	37 00
103281	Japan	"	11	Robert Young	Caraquet	4	37 00
103289	Jersey Lily	"	12	Thomas Ahier	Shippegan	3	31 50

SESSIONAL PAPER No. 22

LIST of Vessels which received Fishing Bounty, &c.—New Brunswick—*Con.*

GLOUCESTER COUNTY—*Continued.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							% cts.
100959	John B.	Chatham	11	W. S. Loggie & Co.	Chatham	4	37 00
100965	Josephine	"	11	Philip Rive	Caraquet	4	37 00
103949	Kingfisher	"	13	Wm. Fruing & Co.	"	4	39 00
100981	Kite	"	11	C. Robin, Collas & Co.	"	4	37 00
103288	Kite	"	10	Thomas Ahier	Shippegan	4	36 00
107774	Klondyke	"	14	Peter Fiott	Caraquet	4	40 00
103283	Koh-i-noor	"	13	Philip Rive	"	4	39 00
103089	Lady Maud	"	11	"	"	5	43 50
103003	Lark	"	10	Thomas Ahier	Shippegan	5	42 50
100951	Leo	"	13	Hy. Lanteigne	Caraquet	4	39 00
107773	L'Etoile	"	15	Prudent Gallien	"	4	41 00
109972	Lizzie D.	"	11	Robert Young	"	4	37 00
100902	Lord Stanley	"	10	Wm. Fruing & Co.	Shippegan	3	29 50
100980	Lynx	"	11	C. Robin, Collas & Co.	Caraquet	3	30 50
100955	Majestic	"	10	Colson Hubbard	"	5	42 50
107779	Marie	"	15	Gas-pard Savoy	Shippegan	4	41 00
72100	Marie	"	11	Onésime Chiasson	Lameque	4	37 00
103278	Marie Celia	"	13	P. D. Blanchard	Caraquet	4	39 00
100292	Marie Joseph	"	12	Lazare Gauvin	Little Lameque	4	38 00
100295	Marie Louise	"	18	Joseph A. Paulin	Caraquet	4	44 00
103084	Mary Emma	"	11	Wm. Fruing & Co.	"	4	37 00
100781	Mary Louise	"	11	Colson Hubbard	"	4	37 00
100957	Mary R.	"	12	W. S. Loggie & Co.	Chatham	4	38 00
103768	Mayflower	"	13	C. Robin, Collas & Co.	Caraquet	3	32 50
107777	May Flower	"	11	Octave Benoit	Little Lameque	4	37 00
103088	Max	"	10	Maxime Cormier	Caraquet	4	36 00
61447	Merida	"	13	André D. Aché	Lameque	4	39 00
100779	Mermaid	"	11	Colson Hubbard	Caraquet	3	30 50
100300	Mikado	"	13	C. Robin, Collas & Co.	"	4	39 00
100785	Midnight	"	12	Robert Young	"	4	38 00
88669	Morning Star	"	12	Gustave Gionet	St. Rose	3	31 50
100970	Nellie	"	11	Dominique Gallien	Caraquet	4	37 00
103284	Normandy	"	11	Philip Rive	"	3	30 50
103004	Oriole	"	11	Thomas Ahier	Shippegan	3	30 50
103005	Osprey	"	10	"	"	4	36 00
100297	Palma	"	14	Oliver Duguay	Lameque	5	46 50
100776	Patrick	"	11	Philip Rive	Caraquet	3	30 50
103778	Pelican	"	13	Wm. Fruing & Co.	Shippegan	4	39 00
103777	Penguin	"	13	"	"	4	39 00
103674	Petrel	"	12	Thomas Ahier	"	4	38 00
96740	Providence	"	13	Prosperé Albert	Caraquet	4	39 00
96732	Providence	"	11	Joseph L. Robichaud	Shippegan	4	37 00
72076	Providence	"	12	Thomas Ahier	"	3	31 50
100904	P. T. S.	"	11	J. N. LeBouthillier	Caraquet	4	37 00
100979	Ranger	"	10	C. Robin, Collas & Co.	"	3	29 50
103287	Raven	"	11	Thomas Ahier	Shippegan	4	37 00
100775	Red Gauntlet	"	11	Philip Rive	Caraquet	4	37 00
103272	Red Weasel	"	11	A. E. Windsor	Miscou	4	37 00
100952	Replevin	"	10	C. Robin, Collas & Co.	Caraquet	4	36 00
103078	Reward	"	13	James DeGrace	Shippegan	4	39 00
97191	Rita	"	12	C. Robin, Collas & Co.	Caraquet	4	38 00
103946	Robin	"	12	Peter Fiott	"	3	31 50
103587	Romulus	"	18	W. S. Loggie & Co.	Chatham	4	44 00
100908	Rosalie	"	10	Edward LeBouthillier	Caraquet	4	36 00
100773	Rupert	"	12	Philip Rive	"	4	38 00
103273	Russell	"	10	John M. Ward	Miscou	4	36 00
96727	Ryse	"	11	Luc S. Aché	Lameque	4	37 00
74401	Sara	"	11	Nazaire Noël	"	4	37 00
100907	Sarah	"	10	Robert Young	Caraquet	3	29 50
103010	Sarah E.	"	10	J. N. E. Lanteigne	"	4	36 00
103584	Saxon	"	13	Philip Rive	"	4	39 00
100959	Sea Bird	"	10	W. S. Loggie & Co.	Chatham	3	29 50
100914	Sea Flower	"	11	C. Robin, Collas & Co.	Caraquet	4	37 00

LIST of Vessels which received Fishing Bounty, &c.—New Brunswick—*Con.*GLOUCESTER COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							¢ cts.
100901	Sea Flower	Chatham	12	Robert Young	Caraquet	4	38 00
96731	Sea Star	"	13	Joseph M. Savoy	Shippegan	4	39 00
100961	Silver Moon	"	14	W. S. Loggie & Co.	Chatham	5	46 50
100788	Sir Charles	"	11	Robert Young	Caraquet	3	30 50
100963	Stanley	"	11	Philip Rive	"	4	37 00
103087	Stanley	"	10	Joseph Bodin	Miscou	2	23 00
100982	Snowdrop	"	11	C. Robin, Collas & Co.	Caraquet	5	43 50
103767	Stella Maris	"	19	Luc Friolet	"	4	45 00
103193	Sturtle	Halifax	11	Theotime Blanchard	"	3	30 50
103008	St. Joseph	Chatham	12	Adolphe Aché	Lamèque	4	38 00
107776	St. Peter	"	12	"	"	4	38 00
103772	Surprise	"	10	Thomas Blanchard	Mizzonette	3	29 50
103947	Swallow	"	13	Peter Fiott	Caraquet	4	39 00
103006	Swallow	"	11	Thomas Ahier	Shippegan	4	37 00
103762	Swan	"	14	"	"	4	40 00
100986	Swift	"	11	Fabien G. Chiasson	Little Shippegan	4	37 00
103761	Swing	"	11	Agapit A. Albert	Caraquet	3	30 50
100777	Tentonic	"	11	Colson Hubbard	"	5	43 50
96738	Three Brothers	"	12	Chas. S. Hachey	"	4	38 00
103082	Thrush	"	10	Thomas Ahier	Shippegan	3	29 50
100918	Tickler	"	12	C. Robin, Collas & Co.	Caraquet	3	31 50
103583	Two Brothers	"	11	W. S. Loggie & Co.	"	3	30 50
103285	Valkyrie	"	12	Philip Rive	"	3	31 50
103274	Vesuvius	"	10	George Maillot	Shippegan	4	36 00
103775	Victoria	"	16	W. S. Loggie & Co.	Chatham	4	42 00
100995	Voltaire	"	10	Philip Rive	Caraquet	4	36 00
100966	Von Moltke	"	11	"	"	4	37 00
103588	Vulture	"	13	W. S. Loggie & Co.	Chatham	5	45 50
96735	White Fish	"	12	Joseph L. Savoy	Lamèque	4	38 00
100953	White Wings	"	10	Robert Young	Caraquet	3	29 50
100973	World's Fair	"	11	"	"	4	37 00
103079	Wren	"	11	Thomas Ahier	Shippegan	4	37 00
100920	Zephyr	"	12	C. Robin, Collas & Co.	Caraquet	3	31 50

NORTHUMBERLAND COUNTY.

96725	Bessie T.	Chatham	10	Donald Loggie	Church Point	2	23 00
100969	John Bull	"	10	James Anderson	"	4	36 00
92420	Mary Louise	"	13	Donald Loggie	"	3	32 50
83096	St. Patrick	"	16	John White	Upper Neguac	5	41 50

RESTIGOUCHE COUNTY.

94959	Winnie G. S.	Lunenburg	26	Donald McGregor	Dalhousie	4	52 00
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ST. JOHN COUNTY.

88253	E. B. Colwell	St. John	19	Addison Thompson	Dipper Harbour	5	51 50
83205	Elsie	Windsor	10	Wm. A. Hampton	St. John, East	3	29 50
77783	Lost Heir	St. John	15	Henry Alston	Pisarinco	3	34 50
83426	Louisa	"	16	Birstall Hargrove	Dipper Harbour	4	42 00
52159	Mary E.	"	21	Fred. Buchanan	St. John	4	47 00

SESSIONAL PAPER No. 22

List of Vessels which received Fishing Bounty, &c.—*Con.*

PROVINCE OF PRINCE EDWARD ISLAND.

KING'S COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	Number of Crew paid.	Amount of Bounty Paid.
							\$/ cts.
92675	Can't Help It*.....	Pictou.....	40	John Herring.....	Murray Har. S.	9	103 00
100445	Carrie O.....	Canso.....	12	Albert McLeod.....	"	4	38 00
83196	Ethel Blanche*.....	Pictou.....	17	George Dunn.....	"	6	59 00
83196	Ethel Blanche.....	".....	17	Neil C. Penny.....	"	4	43 00
66749	Flash*.....	Halifax.....	24	Joseph Lane.....	Souris, East.....	6	66 00
107190	France and Russie.....	Charlottetown.....	27	Simon Cheverie.....	Souris.....	6	66 00
100691	Frances E. Willard*.....	Pictou.....	23	Benj. H. Herring.....	Murray Har. S.	5	58 00
100691	Frances E. Willard.....	".....	23	".....	".....	3	42 50
75552	Hannah Eldridge.....	Charlottetown.....	57	Henry Dicks.....	Georgetown.....	7	102 50
75566	Julia A.....	".....	15	Gabriel Billard.....	Beach Point.....	4	41 00
75481	Julia Ward*.....	".....	39	Thomas Roberts.....	Murray Harb., S.	9	102 00
94670	Katie A. Burns.....	Halifax.....	36	Joseph White.....	".....	9	94 50
69105	Lady of the Lake.....	".....	20	Samson Bowdridge.....	Beach Point.....	6	59 00
74064	Laura E. Douglas*.....	Barrington.....	39	John Dicks.....	Georgetown.....	5	74 00
100696	Marion Emerson*.....	Pictou.....	30	Reuben Cahoon.....	Murray Harb., S.	9	93 00
100696	Marion Emerson.....	".....	30	".....	".....	9	88 50
64869	Sarah L. Oxner.....	Halifax.....	34	Edward Delory.....	Georgetown.....	5	66 50
74160	Sea Bird.....	Charlottetown.....	20	Phillip Strickland.....	Cape Bear.....	4	46 00
107189	Sea Pearl.....	".....	11	Augustine Boudreau.....	Lower Montague.....	5	43 50
75895	Two Brothers.....	".....	26	John Gosbee.....	Murray River.....	5	58 50
90488	Wave.....	".....	19	James Delorey.....	Georgetown.....	2	32 00

PRINCE COUNTY.

71310	Black Watch.....	Charlottetown.....	23	Benjamin Perry.....	Alberton.....	4	49 00
103771	J. Amy.....	Chatham.....	12	John Poirier.....	Tignish.....	5	44 50
92473	Lucy Louise.....	Charlottetown.....	19	James Roach.....	Malpeque.....	4	45 00
103592	Rosamond*.....	".....	18	Michael Lynch.....	Tignish.....	4	18 00
94992	Sarah P. Ayer.....	".....	64	John Champion.....	Alberton.....	7	109 50
96926	Sea Foam.....	".....	15	John W. Skerry.....	".....	3	34 50
88518	W. F. Elizabeth.....	Sydney.....	10	Roderick McDougald.....	Port Hill.....	2	23 00

QUEEN'S COUNTY.

92466	G. H. Gardner.....	Charlottetown.....	17	E. Marshall, jr.....	North Rustico.....	6	56 00
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* For 1899.

† Crew not entitled to bounty.

LIST of Vessels which received Fishing Bounty, &c.—*Con.*

PROVINCE OF QUEBEC.

GASPÉ COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	Number of Crew paid.	Amount of Bounty Paid.
							¢ cts.
103334	Diamond Jubilee	New Carlisle	32	D. Hatton & Co.	Montreal	5	64 00
85399	Minnie May	Magdalen Islds.	10	Charles Cormier	Aulherst	4	36 00
193148	River Pride	Gaspé	52	Alexander & Le Mar- quand	Point St. Peters	9	110 50
94675	Success	Halifax	15	R. J. Leslie	Halifax	2	28 00

SAGUENAY COUNTY.

83756	Aristide	Quebec	19	Phileas Vezina	St. Michel	2	32 00
80754	Eugenie	"	48	André Vigneau	Esquimaux Pt.	7	93 50
69382	Marie du Sacre-Coeur	Gaspé	46	Alexandre Turbis	"	10	111 00
75445	Phoenix	"	28	Napoleon Scherrer	"	7	73 50
103358	Rouge	"	22	Louis Pineau	Bic	2	35 00
75680	Sea Star	"	52	Fidèle Cormier	Esquimaux Pt.	6	91 00
80753	Stella Maris	"	51	Louis Cummings	"	10	116 00
107231	Ste. Anne	"	13	Magloire Choumard	Manicouagan	3	32 50
92334	Ste. Marie	"	53	Pierre Ouellette	Quebec	6	92 00
66727	WFlow	Halifax	18	Auguste Boulet	St. Thomas	3	37 50

APPENDIX No. 3.

NOVA SCOTIA.

District No. 1.—Comprising the four counties of the Island of Cape Breton.
Inspector A. C. Bertram, North Sydney, C.B.

District No. 2.—Comprising the counties of Cumberland, Colchester, Pictou, Antigonish, Guysborough, Halifax and Hants.
Inspector Robert Hockin, Pictou.

District No. 3.—Comprising the counties of King's, Annapolis, Digby, Yarmouth, Shelburne, Queen's and Lunenburg.
Inspector L. S. Ford, Milton.

DISTRICT No. 1.

ANNUAL REPORT ON THE FISHERIES OF CAPE BRETON ISLAND, 1900.

NORTH SYDNEY, C.B., December 31, 1900.

To the Dominion Commissioner of Fisheries,
Department of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit herewith my annual report of the fisheries for the year 1900, of District No. 1, comprising the four counties of the Island of Cape Breton, together with statistical tables showing in detail the catch of each kind of fish in each section and county, the total value of said catch, as well as the number of people employed in the work, and the classification and value of materials used; also, a brief synopsis of the fishery overseers' reports.

At the outset I regret to have to report a decrease in the value of the total catch of \$228,322. The value of the catch of the previous year was \$1,300,409, and that of 1900, \$1,072,087. This decrease is made up by the returns from the counties of Cape Breton, Inverness and Richmond.

The following table will show more clearly the increase and decrease in each county:—

County.	VALUE.		Increase.	Decrease.
	1899.	1900.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Cape Breton.	387,260 00	260,105 95	.....	127,154 05
Inverness	311,898 75	225,081 48	.....	86,817 27
Richmond	473,880 04	456,444 20	.....	17,435 84
Victoria	127,370 85	130,455 30	3,084 45	.....
	1,300,409 64	1,072,086 93	.....	231,407 16
				3,084 45
Decrease				228,322 71

The kinds of fish which make up the total decrease in the returns from the whole island are pickled salmon, herring, mackerel, lobsters (in shell), cod, haddock, pollock, smelts, oysters and squid. The cause of the marked decrease in the fisheries in Cape Breton, and I may add, in Inverness and Richmond counties as well, is owing to the drain on the fishing districts as a result of the construction of the Dominion Iron and Steel plant in Sydney, as well as the additional employment given in the coal mines this year in Cape Breton county, besides the construction of the railway in Inverness county and development of the mines there. Hundreds of men who formerly were engaged in fishing were employed a good part of the fishing season at good wages at the works above referred to. Not only were hundreds of Cape Breton fishermen employed at these works, but some three thousand fishermen from Newfoundland were also given employment here. As the iron and steel plant construction is about through, many of the fishermen employed will no doubt return to their respective districts to again engage in the prosecution of the fisheries.

I find in the four leading branches of the fisheries, viz.: lobsters, cod, mackerel and herring that there is a decrease this year in all excepting canned lobsters. The fact that there were six more canneries engaged this season than last, accounts for the increased pack of 183,828 pounds. I may add here that in the majority of the districts of the costal waters, lobsters were as plentiful as during any one of the three previous years.

COD.

The falling off in the codfishery is greater than any other branch, being 23,900 cwt., the returns from each of the four counties showing a decreased catch. In the early part of the summer, cod, as is invariably the case in recent years, are scarce in the inshore waters, but in the autumn months these fish come inshore, particularly in the costal waters from St. Anns Bay to Cape St. Lawrence, Victoria county. On this stretch of coast, during the month of December, the waters are literally alive with these fish, and the fishermen, in a few hours fishing, when weather permits, fill their boats. Their presence this autumn in such large numbers is no doubt owing to the large run of squid, which preceded the cod. As codfishery will be continued during the month of January in the costal waters in Victoria county, when weather permits, the returns next year for this county should exhibit a large increase in this branch.

MACKEREL.

There is also a decrease in pickled mackerel of 1,670 brls. The falling off in this branch has occurred in the autumn fishery. On their journey south these fish kept out in deep water. The United States mackerel fleet fared very poorly on the Cape Breton coast this fall. Scarcity of fish was the reason given by American seiners, many of of the vessels leaving our coast with less than a third catch.

HERRING.

In herring there is a decreased catch of 8,900 barrels of pickled, and 244,660 lbs. in smoked and fresh. This decrease has again occurred in the mid-summer run. This run of herring, as is well known, are large and fat, and when well cured are equal to the Labrador herring of years ago in size and flavour. The spring run of herring are small and are largely used for bait, particularly lobster bait. Attempts were made by some vessel fishermen to throw seines on certain spawning grounds in June when these fish were spawning, but having learned of this I personally notified the captains of the vessels of the consequence if they threw a seine, which they did not do.

SESSIONAL PAPER No. 22

SALMON.

In this branch there is an increase in fresh, canned and smoked of 92,052 lbs., while there is a falling off in pickled salmon of 860 brls. The increase in the fresh and the falling off in pickled salmon is owing to the increased demand for the fresh article for the freezers. The fishermen obtain a better price from the owners of freezers than from the fish merchants, who buy these fish to pickle. There is an opening for freezers in Ingonish and Aspy Bay, where enough salmon and mackerel, as well as halibut for two freezers, can be had during the fishing season. There is also a good market abroad for this class of fish, besides the growing market in Cape Breton for fresh fish, as a result of the increased population in the Sydneys and in the mining towns.

HALIBUT.

The increase of 50,294 lbs. in this branch may be attributed to the more vigorous prosecution in consequence of the demand in the local markets for fresh halibut. This branch should be more vigorously prosecuted in the future as a result of increased local demand for the fresh article. The statistics this year show an increase in all branches of fresh fish as a result of the increased population in the Cape Breton county towns.

VESSELS AND BOATS.

In 1899 there were 102 vessels and 523 men engaged in the prosecution of the fisheries, against 108 vessels and 656 men this year. There is, however, a decrease in both the number of boats and men. In 1899 there were 3,252 boats employed and 6,244 men, as compared with 3,010 boats and 5,790 men this year. The increase of six in fishing vessels is a favourable feature of the fisheries in this district, and it is to be hoped an increase will occur every year, as vessels can reach the outside well fished banks and engage in the prosecution of the fishery when small boats cannot go out owing to rough weather. With the vessels it is a case of going outside of the Canadian inshore waters and competing with fishermen of other countries in the fish wealth, while the inshore waters are given a chance. There is no doubt there is more money for the fishermen in vessel fishing than in boat fishing, besides less labour.

BAIT.

The bait question is being solved by the department's system of establishing freezers in different fishing districts. The department in thus assisting in the establishment of 'bait freezers' is rendering good service to the country and it is hoped the fishermen will do their part. They will be the principal gainers, as the success of the department's efforts to assist them will depend on their efforts to assist themselves.

NEW FISH HATCHERY.

The work of construction of the new fish hatchery on the Margaree River has commenced, and this hatchery, when completed, promises to be one of the best equipped in Canada. The salmon spawn for this hatchery will be taken from the midsummer run of parent fish caught in the Margaree and Little River Cheticamp, and the salmon hatched out in this hatchery will largely be used to stock these two rivers from which the heaviest drain of any rivers in Cape Breton occurs every year, as a result of gill-net fishing in the costal and tidal waters adjacent to these two rivers.

There are two runs of salmon entering the Margaree and Little rivers in Inverness county. The first run make their appearance after the middle of June and the second

run first appear in September. The first run under our present salmon regulations are the commercial fish. The salmon fishing season expires before the September run of salmon make their appearance. It is therefore the first run of salmon which should be captured to supply the hatchery with spawn, being the commercial run of fish so called. The fall or September run, is usually twenty-five per cent greater than the midsummer or our present commercial run. This, I think, is owing to the stocking of the rivers from the Sydney hatchery which took its spawn from the fall run of salmon. The close season for salmon gill-net fishing begins on August 15. The September run, therefor, is of no commercial value, while these fish which spawn later are good food fish in September. I would therefore recommend that in the tidal waters of Margaree and Little rivers, net fishing be prohibited until August 20, and one month be allowed inside to gill-net fishing in these waters until September 20.

OYSTERS.

The oyster beds of Malagawatch and River Dennis Basin are much in need of attention, as the beds apparently are becoming extinct. I am of the opinion that the wash from the now cultivated and fertilized farms adjacent these grounds is carrying deleterious matter to the beds to their injury. Mr. Kemp, the expert, upon investigation, I have no doubt, could determine the cause of these once prolific beds becoming extinct. These beds were, years ago, extensively fished and their product found its way to the towns and cities of the provinces, as well as to St. Johns, Nfld., and St. Pierre, Miq. Now the local demand cannot be supplied so limited is this fishery.

SYNOPSIS OF FISHERY OVERSEER'S REPORTS FOR THE ISLAND OF CAPE BRETON, 1900.

Overseer A. R. Forbes, of North Sydney, reports an increase in mackerel, herring and lobsters over last season and a decrease in cod, haddock, hake and pollock. Lobsters were plentiful and the weather during the season was all that could be desired. Herring, mackerel and halibut met with ready sale. The regulations were well observed.

Overseer Murdo McLean, of Jacksonville, reports an increase in herring in his division. The regulations were well observed. A greater quantity of fish was used for home consumption than heretofore.

Overseer John McLean, of Gabarus Lake, reports a good catch of herring, mackerel and lobsters, which he attributes to fine weather during the respective seasons. Cod and haddock show a decrease caused by stormy weather during the autumn months.

Overseer John McCuish, of Bateston, reports a marked decrease in all branches of the industry in his district this season with the exception of lobsters. This decrease he attributes to scarcity of bait more than to a less vigorous prosecution of the industry. No abuses exist in this district and the regulations were well observed. About ten per cent of the total catch was used for home consumption, the balance being exported to Canadian markets.

Overseer M. R. McInnis, of Amaguades Pond, in his report notes a decrease in lobsters owing to a scarcity of these fish and a less vigorous prosecution of the industry. Other branches show an increase over the previous year. About seventy-five per cent of the total catch was exported to Canadian markets; the balance was used for home consumption. The close seasons have been well observed.

Overseer C. E. Rees, of Port Morien.—The statistics of this officer show a considerable increase in salmon, lobsters and mackerel, while there is a falling off in cod,

SESSIONAL PAPER No. 22

haddock, pollock and halibut. The cause of the decrease he attributes to a less vigorous prosecution of the industry than formerly. Close seasons were well observed. About 20 per cent of fish taken was exported and the balance used for home consumption.

INVERNESS COUNTY.

Overseer D. F. McLean, of Port Hood, reports a decrease in salmon, mackerel, cod, haddock, hake, alewives and squid, and an increase in lobsters, trout and smelts. The decrease is principally due to a less vigorous prosecution of the industry. The violent storms in September and October did much damage to boats and fishing gear and thus effected the catch to some extent. About 30 per cent of the fish taken in his district was used for home consumption and the remainder exported to foreign countries. No abuses exist in his district, and the several close seasons were well observed. A bait freezer is in course of construction at Port Hood Island, which will doubtless prove quite a boon to fishermen in that locality.

Overseer J. B. McLellan, of Kingsville, reports a decrease in all branches of the fisheries in his district this season. This decrease was due to scarcity of fish. The total catch, with the exception of a small portion of herring sold to fishing vessels for bait, was used for home consumption. No illegal fishing came to his notice, the guardians employed in his district having taken the utmost precautions to guard against such.

Overseer Lewis McKeen, of Mabou. The returns for the district over which this officer has supervision show a considerable increase in salmon, herring and mackerel. The cause of this increase may be attributed more properly to the fact that these fish were found plentiful than to vigorous prosecution of the industry. Lobsters show a falling off as compared with 1899. This may be accounted for by the fact that the season was late in opening owing to the presence of drift ice on the coast. The price of lobsters, however, ruled higher than in previous years, which made up for the poor catch this season. The regulations were well observed. No abuses exist in his district. The total catch of fish taken in his district was used for home consumption, with the exception of lobsters which were shipped to Halifax.

Overseer Angus McIntosh, of Pleasant Bay, reports an increase in salmon, cod and mackerel, and a decrease in lobsters. The cod fishery is not prosecuted to any great extent in his district, and the total catch is used for home consumption. The decrease in lobsters he attributes to a less vigorous prosecution of the industry than formerly, there being one factory less in operation than in the previous year. The close seasons were well observed. The total catch of mackerel was shipped to the United States, while lobsters and salmon were sold in Canada.

Overseer Wm. Aucoin, of Cheticamp, reports a decrease in the fisheries of his district this season owing to a less vigorous prosecution of the industry. The fishermen are now turning their attention to other and more remunerative pursuits. Stormy weather also interfered with the fisheries this season, especially in the case of the lobster industry. About 75 per cent of the total catch was disposed of in Canada, the balance being used for home consumption. The close seasons were well observed.

Overseer Albert Ingraham, of N. E. Margaree, reports that the close seasons were strictly observed in his district, as well as the Sawdust Act. He recommends that a larger number of guardians be employed during the coming season in order to protect the salmon fishery, now that the new hatchery is under course of construction, and salmon will be required for breeding purposes.

Overseer A. A. Chisholm, of Margaree Forks, shows a decrease in cod and lobsters, and an increase in salmon, mackerel, hake and halibut. The total catch, with the exception of about 30 per cent, was shipped to Canadian and American markets. The close seasons were well observed, and the guardians employed rendered efficient service.

RICHMOND COUNTY.

Overseer D. R. Boyle, of West Arichat, reports an increased catch of salmon, herring, mackerel, lobsters, fresh and smoked haddock, pollock, eels and squid, and a decrease in cod, haddock (dried), hake and alewives. The decreases, which occur chiefly in dried fish, such as cod and haddock, he attributes to the largely increased quantities of the fresh article disposed of. The increase in lobsters is owing to the reduction in the size limit, and the fact that the run of lobsters along the coast was of a much larger size than usual. With the exception of smelts and live lobsters, which were exported to the United States, all the fish was sold in Canadian markets. About ten per cent was consumed at home. Close seasons were well observed.

Overseer Arch. Morrison, of Cannes, reports a decrease in the catch of all kinds of fish in his district, with the exception of lobsters. This industry proved more remunerative than in past years, both with regard to quantity caught and prices obtained. The short catches in other branches he attributes to scarcity of fish. Ninety-five per cent of the total catch was sold in Canada and the remainder used for home consumption. No abuses exist and the close seasons were well observed.

Overseer Arthur Brymer, of Lower L'Ardoise, returns a decrease in herring, lobsters, cod and haddock, and an increased catch of mackerel, halibut and pollock. The halibut and pollock industries received more attention from the fishermen this season, there being a better market for these fish than formerly, and this fact doubtless accounts for the increased catch. The lobster fishery was also more vigorously prosecuted on account of the high prices prevailing for these fish. Close seasons were well observed. A large percentage of the total catch was exported to Canadian markets.

VICTORIA COUNTY.

Overseer W. R. Moffatt, of Cape North, reports a decrease in nearly all branches of the industry with the exception of salmon and herring. He attributes this falling off to a less vigorous prosecution of the industry than formerly. Many of the fishermen have abandoned their calling to secure employment at the iron and steel works under course of construction at Sydney. Herring were more plentiful than for many previous years. About 95 per cent of the total catch of all kinds of fish for his district was exported to Canadian and American markets and the balance used for home consumption. Close seasons were well observed.

Overseer D. P. Montgomery, of Neils Harbour.—The returns of this officer exhibit a decrease in herring and mackerel over the previous year and about an average catch in other branches. Dogfish interfered with the prosecution of the industry to some extent. No abuses exist and the close seasons were observed. About 90 per cent of the total catch is sold in Canada.

Overseer Alex. Morrison, of Wreck Cove, reports an increase in mackerel, herring and lobsters, while there is a falling off in the codfishery. This falling off he attributes to the fact that fishermen who previously engaged in this industry turned their attention this season to lobster fishing, as this branch proved more remunerative than in past seasons. The total catch of lobsters and salmon were shipped to Halifax. Of the other branches, about one half the catch was used at home. Close seasons were well observed.

Overseer Angus McLean, of Ingonish.—This officer's returns will exhibit a decrease in herring, mackerel, cod and haddock. The decrease in the above named branches is principally due to a less vigorous prosecution of the industry than formerly, fishermen this year turning their attention to other pursuits. Lobsters show only an average catch. About 5 per cent of the total catch is used for home consumption, the remainder is exported to Canadian markets.

SESSIONAL PAPER No. 22

Overseer Chas. McRae, of Middle River, reports a slight decrease in all branches of the industry this season owing to a less vigorous prosecution. Storms also did considerable damage and interfered with the fisheries. Sixty per cent of the total catch is disposed of in Canada and the balance used for home consumption. No abuses exist and the close seasons were well observed.

Overseer Duncan Gillis, of Baddeck, reports an increase in the total value of fish taken in his district this season, caused by an increased catch of salmon, herring and cod. Mackerel and lobsters exhibit a decrease. About 30 per cent of the total catch was used for home consumption. No abuses exist and the close seasons were well observed.

I have the honour to be, sir,
Your obedient servant,

A. C. BERTRAM,
Inspector of Fisheries.

DISTRICT No. 2.

ANNUAL REPORT ON THE FISHERIES OF DISTRICT No. 2, NOVA SCOTIA,
COMPRISING THE COUNTIES OF ANTIGONISH, COLCHESTER, CUMBERLAND, GUYSBOROUGH, HALIFAX, HANTS AND PICTOU.

PICTOU, NOVA SCOTIA, January 2, 1901.

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit my annual report of the fisheries of District No. 2, Nova Scotia, together with tabulated returns showing the increase or decrease of each kind of fish.

The estimated value of the total catch for the past season is \$2,112,022, as compared with the estimated value of the catch for the season 1899, \$1,721,734, showing an increase of \$390,288, or nearly 23 per cent over the value of that year. This increase is chiefly attributable to the very large catch of mackerel in some parts of the district.

The following table shows the estimated value of several years' catch since the year 1890, when this district was allotted to me:—

1890..	\$1,453,015
1891..	1,640,912
1892..	1,357,208
1893	1,427,605
1894	1,510,900
1895..	1,429,782
1896	1,245,463
1897..	1,461,327
1898..	1,456,271
1899..	1,721,735
1900..	2,112,022

Showing that the results of last season's fishing has been 34 per cent better than the average of the past ten years.

Of the anadromous fishes the reports show that of salmon there is an increase of 24 per cent; shad, a decrease of 42 per cent; smelts, an increase of 3 per cent, and alewives, an increase of 27 per cent.

Of the deep-sea fishes, the catch of halibut show an increase of about $1\frac{1}{2}$ per cent; cod, a decrease of about 20 per cent; haddock, an increase of about 17 per cent; hake, an increase of about 10 per cent, and pollock, a decrease of about 33 per cent.

Aggregating the catch of the whole cod family and comparing it with last year's (and this because of the fact that the average fisherman rarely can give the quantities of each of the different kinds he has caught), there is a decrease of about 11 per cent.

SALMON.

The conditions of this fishery in this district are peculiar, because that a portion of the district is on the Atlantic coast, another on the Straits of Northumberland, and a third on the Bay of Fundy. There have been times when there has been a decrease in some parts and an increase in others, but this season there appears to have been an increase in the catch over the whole district—on the Atlantic coast, of 80 per cent; on the Straits of Northumberland, of 20 per cent, and on the Bay of Fundy, of 10 per cent. In my report of the season of 1896, I noted the fact that the rivers during the months of October and November of that year had been kept brimful owing to the heavy rains, and that the spawning salmon could not easily be molested, and it was expected the results would be beneficial to the future of the fishery. For the protection of the parent fish when in the rivers for spawning purposes, we have to rely upon the energy and faithfulness of the guardians appointed to patrol the rivers. The persons who are likely to violate the regulations are those living near the river, and as the fish do not ascend many of the rivers until the close season, they do not participate in any resulting increase by the protection of the fish, hence the guardians work in an adverse community. Nevertheless there are frequent indications of activity and honest effort upon the part of such officers. Nets are seized and convictions obtained against offenders by their evidence.

SHAD.

This fishery exhibits fluctuations which are of a puzzling character without any known change in the conditions regarding their spawning or capture. The returns for the past twelve years give the following figures as the catch for each season:—

	Barrels.
1889	535
1890	750
1891	1,178
1892	1,811
1893	746
1894	981
1895	1,185
1896	1,079
1897	1,382
1898	2,777
1899	3,208
1900	1,375

a decrease of about 43 per cent, and if the fish are estimated at \$10 per barrel, a loss compared with 1899 of \$18,000 to the counties of Cumberland, Colechester and Hants, in this district (for these fish are chiefly taken in the Bay of Fundy). It will be seen, however, that the catch is an average one of the past twelve years, but at the same time is much smaller than the reported results of this fishery twenty-five to thirty years ago.

SESSIONAL PAPER No. 22

ALEWIVES.

From the counties of Cumberland and Guysborough there are reports of an increased catch. They are said to have been very plentiful at the head of the Bay of Fundy. The returns from the Straits of Northumberland are about the same as last year.

SMELTS.

Judging from the returns, the quantity of these fish taken was in excess of last season. Owing, however, to the unusually mild weather prevailing during the season, they could not be marketed in good condition and prices were not remunerative.

HERRING.

The catch of herring has been larger by twenty-five per cent than that of last year, but is under the average of the past twelve years by about 14 per cent. The question is discussed as to the advisability of setting apart a portion of the coast waters in the vicinity of Fishermans Harbour and Port Beckerton. It is argued that in September large quantities of herring are taken which are full of spawn, and that there should be no nets set in this area at that time. I think it will be found, that herring taken at any part of the coast about that period are in the same condition, and that if there be a close season it should apply to the whole coast. One question for examination is whether at that period of the year, herring are to be found more plentiful at the place mentioned than at other parts of the coast. Another is whether these fish frequent the same places for spawning purposes, or do they deposit spawn just where they happen to be at the ripening period. I have understood that such is the case and that no particular portion of the coast can be said to be a spawning resort more than other localities.

MACKEREL.

The reports show a phenomenally large catch of these fish, being equal to 43,600 barrels, about 170 per cent of an increase over the catch of last year, which was about an average catch of the past twelve years. This increase is largely owing to the unusual catch in Margarets Bay, Halifax County, where more of these fish were taken than have been caught during the past twenty-five years. On other parts of the coast good catches were made, better than last year, but nothing like the quantities obtained in that locality.

LOBSTERS.

The value of the reported catch of lobsters is just about the same as that of last year. There was a slight increase of about 2 per cent over that of last season from nearly all of the counties interested in this fishery. The returns are better, that is to say, from Halifax and Guysborough on the Atlantic, Antigonish, Pictou and Colchester on the Straits of Northumberland have all had better catches than last year, but Cumberland County officials report a decrease equal to about 15 per cent. It is to be noted that in seasons when the catches from Pictou and Antigonish were less than average, that from Cumberland was more. This season the converse is true. One of the overseers lately appointed, *Mr. Campbell*, in Cumberland County, who has had years of experience as a lobster packer, urges that some measures be adopted for the preservation of spawn lobsters other than the present methods. There is a penalty for having spawn lobsters in possession, not exceeding one hundred dollars, but it would require an officer present at every factory every day to prevent violations, and *Mr. Campbell's* proposition to have the eggs preserved and developed in hatcheries, and the fry placed back into the

ocean to take its chances for life, I believe to be worthy of serious consideration. I have for years believed that this is the best thing that can be done for the fishery in view of our present fishing season, and especially if eggs can be incubated at a cost not exceeding two dollars per million. During the past season the lobster regulation regarding time limits have been well observed, excepting on that part of the coast bordering on the province of New Brunswick, and convictions have been obtained in two cases there and the parties fined forty dollars each. Upon the Atlantic coast, where formerly much illegal fishing existed, there is now practically none, the suspected violators are under five, and if means can be devised to secure convictions in their cases, they will be dealt with severely. Four parties were sent to jail, not having paid their fines for violation of these regulations and it is hoped that these examples will have a deterring effect.

The experiment of freezing fish for bait, which has been begun at Whitehead, Beckerton and Sambro, in this district, and also at Cape George, will be watched with interest. It is argued by some that when herring are on the shore, deep-sea fishes, cod, haddock, &c., will take no other bait; that the same holds good when squid is abundant, and that when neither are present, there are no deep-sea fish either, that therefore the results from freezers, so far as bait is concerned, is problematical.

Fish-ways are required in a number of dams in the district which have been previously reported. Two serviceable structures were completed during the past summer—one at Ingram River and one at Ship Harbour River. The last, however, has not been inspected yet, but I hope to do so as soon as the gaspereaux appear.

SYNOPSIS OF OVERSEERS REPORTS.

Overseer McAdam, of Antigonish County, says that salmon, mackerel and lobsters were more plentiful than the previous year, but owing to the scarcity of bait the cod, haddock and lake fishing were not prosecuted as vigorously as would have been done had bait been available. The freezers at Cape George, it is hoped, will provide sufficient bait when it cannot be obtained otherwise. Close seasons were well observed, guardians rendering efficient service. One infraction only of the fishery laws came to his notice, but he could not procure sufficient evidence to convict. The fish-way at Fraser's Mills, South River, is not in a satisfactory condition.

Overseer J. W. Davison, of Colchester County, says the catch of shad was the smallest that has been taken for many years. In former times he has reported as many as 5,000 barrels; last season's catch was only 269. He claims that the falling off is because the shad are not protected during spawning season; that the present close season from Friday evening until Monday morning is useless, for when you get shad up in a small river the use of large nets for three or four days each week must result in enormous destruction, and unless the close season extends during the whole spawning time it is useless. The salmon fishery was satisfactory, being 17 per cent over last year and 214 per cent over 1898. This increase attributes to the disposition of the people to obey the season regulations.

Overseer James R. Mosher, of Hants County, joins with *Overseer Davison* in complaints of the inadequacy of protection afforded the spawning shad, which appear in May, and great numbers caught before reaching the spawning resorts. He proposes a close season until June 20, and that all weirs and seines set for shad be compelled to open their gates between Friday night and Monday morning.

Overseer John Campbell, of Cumberland, says lobsters have been scarce in the district as compared with other seasons. The bottom that is fished over is mostly mud and sand, which lobsters frequent at shelling time. Some packers favour a later season than the present which ends July 10. Lobsters generally are becoming scarcer owing to the immense amount of gear used over the whole coast, and also to the fact that by reckless men, as many in the business are, the law is not well observed, especially with

SESSIONAL PAPER No. 22

regard to the preservation of the berried female. Many fishermen who are desirous of preserving the fishery are yet careless about returning those fish to the sea, feeling sure that they will be caught and used by those who are indifferent and the shells burned to prevent detection. There seems to be a need of some method of securing the spawn of berried lobsters. Cheap hatcheries should be maintained and an inducement offered to save the spawn. Part of the expense could be met by an additional license tax, for it would be no injustice to factories or fishermen to have to bear part, as it would be for their benefit. The result of the smelt fishery was about the same as last year, but very much less than formerly. Like the lobster they are more vigorously fished for. The gaspereaux fishing is rapidly becoming scarcer owing to the rivers being obstructed by dams. The lobster fishery season regulations were generally well observed. Two or three cases of infraction came to his notice and some of the parties had been convicted and fined.

Overseer Joseph Davis says, during the season for catching lobsters the weather was favourable and high prices were received. Salmon were plentiful. Herring scarce but of very superior quality, and they brought a better price. The season has been a fairly prosperous one and the law has been well observed. Only two violations came to his notice; both offenders were fined.

Overseer David Reid, Guysborough County, St. Mary's District, says the salmon fishery is slightly in the increase over 1899. Splendid catches of herring were taken, especially at Drumhead, Fisherman's Harbour and Beckerton. The cod fishery was below last season, owing to rough weather in the autumn months. The guardians were active in the discharge of their duties, however. No violations were reported to him.

Overseer Gaston, of Halifax, says the season was a very prosperous one for the fishermen. The close season was well observed, only one case of illegal fishing came to his notice, and proceedings were taken against the offender and he was convicted and fined. There were three fish-ways in his division all in need of repair.

Overseer George Rowlings, of Halifax, says that in the cod fishery the boat fishermen did not do nearly so well as last year, owing to the rough weather during the autumn. There was an increase in the alewives, but it was observed that although there are large lakes at the head of Petpeswick and Chezzetcook rivers, and there are no obstructions in the rivers, but no alewives entered them. The department is having a canal built at the entrance of Porter's lake for navigation purposes, which, when completed, the lake should abound with gaspereaux as it formerly did, but owing to the inlet from the sea being frequently closed at spawning times, the fish are scarce. The close season, especially with regard to lobsters, has been well observed. Fishermen do not seem to have any disposition to violate the law as they did a few years ago. At the same time, he urges the patrol of the coast by a steamer, as the only practical way of maintaining the law. Fish-ways should exist in the dam on the Lawrencetown river which is frequented by salmon trout and alewives, but it is completely obstructed by this dam. A new dam has been built at the head of the tide at Ship Harbour with a fish-way in it.

Overseer Wm. Kennedy, West Halifax, remarks the very large catch of mackerel in Margaret's Bay. These fish are taken largely by seines. During the fishing season a lookout is kept for signs of mackerel, and when they are in the bay the seine is partly run out. A watchman is stationed in a suitable place, who uses a water-glass and watches the movement of the fish along the bottom. As soon as a favourable opportunity is afforded, the seine is paid out round a school and the lot of fish secured. Sometimes very large hauls are made. Owing to the great quantity of the fish taken, the prices realized were not equal to previous years. He notes the completion of a fish-way at Snake Lake dam, Ingram river. Another is wanted at Boutelier's dam, Nine-mile river.

Overseer A. J. McDonnald, Pictou East, says spring herring were very plentiful. The lobster factory which had been operated at Lismore in 1899 was closed during the season of 1900. The close seasons were well observed and the rivers faithfully protected by the guardians. Some poachers were seen in disguise in Barney's river, but they escaped arrest and identification.

Overseer Nathaniel Forbes says that the several close seasons were well observed. The lobster regulations coming in force for the first time, setting a time limit for the putting out of traps, was found to have been violated by one of the packers setting his traps too soon, but in view of recent legislation, he was cautioned to remove them and did so after some hesitation. The Sunday law which requires that all nets, whether under license or not, shall be so raised or adapted for the free passage of fish from Saturday night until Monday morning, was found to have been violated. Five nets were seized and confiscated. The fish-gate on the east branch of St. Mary's is in good repair and kept free from rubbish. The rivers were full of water this fall owing to frequent rains and therefore favourable for the salmon fishery.

I have the honour to be, sir, your obedient servant,

ROBERT HOCKIN,
Inspector of Fisheries.

DISTRICT No. 3.

ANNUAL REPORT OF THE FISHERIES OF DISTRICT No. 3, COMPRISING THE COUNTIES OF KING'S, ANNAPOLIS, DIGBY, YARMOUTH, SHELburnE, QUEEN'S AND LUNENBURG.

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit herewith my annual report on the fisheries of district No. 3, Nova Scotia, together with statistical tables showing in detail the fish caught in each section during the past year. I am pleased to report an increased value in the aggregate of nearly \$300,000.

COD.

This important branch of the fisheries, though actively prosecuted, shows a decrease of \$80,000. It is not difficult to explain this falling off. While the bank fishermen have done fairly well, the shore fisheries in many places show a marked decline. One cause may be the increased demand for lobsters, for as a rule all other fishing is neglected during the lobster season. Another reason is the scarcity of bait, not only for the use of fishermen, but the bait that induces the cod and haddock to visit our coast. It is a notable fact that cod feed largely on the small fish that ascend and descend our rivers yearly for spawning, and it needs no logic to show that the inshore fisheries depend to a larger extent than people are inclined to credit, on the free passage of such fish to their spawning grounds. Even mackerel have been found in the fall full of the young 'gaspereaux' about two inches in length, caught in the estuaries of the rivers. The cordon or dog-fish of our coast is a source of loss and annoyance to our fishermen, and if some means were found to make them of commercial value, such as a bounty to manufacture of phosphate manure, it would doubtless remove the pest from our shore.

LOBSTERS.

Following closely in value the cod family, lobsters show an increase catch of \$313,161 over that of 1899. This increase is made up by seventeen more canneries using 22,559

SESSIONAL PAPER No. 22

more traps, and 416 more men engaged in the industry than last year. Last year, the value of lobsters shipped fresh in shell was \$459,195, this year \$747,890, showing an increase for 1900 of \$288,695. Of lobsters canned last year the value was \$254,919, and this year \$279,985, an increase of over \$25,000. This increased catch does not of necessity mean that the fish are increasing at that rate, as will readily be seen by the larger number of traps and men engaged in the business. At the same time, it is wonderful to see how they do hold out despite the suicidal attempts of some of the fishermen to drive them out of our waters.

MACKEREL.

This branch of the fishery shows a marked increase of \$225,000. This increase was confined almost exclusively to the counties of Digby, Yarmouth and Lunenburg. Why they steered clear of Shelburne and Queen's needs investigation. I think in the near future the Departments of Fisheries of Canada and the United States will be found taking into consideration some method to stop this wholesale destruction of mackerel on their way to their spawning grounds in the fall.

SALMON.

Salmon show a decreased value of over \$3,000. This valuable fishery needs more protection than it has at present. The regulations governing this fishery are neither practical nor profitable, and it is to be hoped they will soon be thoroughly investigated and improved. In the meantime the salmon ascending our rivers run the gauntlet from which few escape. If fishing of all kinds were stopped from sea to lakes, Saturday, Sunday and Monday, this valuable fishery would, in my opinion, soon show a marked improvement. It is a well known fact that more fish are killed above tidal waters on Monday than on any other day of the week. The reason is obvious. The absence of nets and the quiet of Sunday permit them to get to the falls. Give them Monday free from molestation and the question of breeding will be settled.

HERRING.

These fish show a decreased catch of nearly \$5,000. This fishery seems to be declining year by year, and, as they are largely used for bait, such decline should be seriously considered.

While haddock fishing shows a decrease, halibut has an increase.

TROUT.

Show an increased value of about \$1,000. It is practically impossible, for obvious reasons, to estimate or in any way secure the number and value of trout caught in our streams. As long as they were considered as sport for the local fishermen and home consumption, they grew and multiplied, but since they became of commercial value and were exported to the United States, all sorts of traps and illegal appliances are used to destroy them. Unless some stringent measures are taken in the near future, there will be few left even for sportsmen. All other kinds of fish have been an average catch. Fishermen, as a rule, have done well financially, and with the later arrangements for freezing bait, they can hopefully look forward to the fisheries of Nova Scotia as a permanent business.

I am, sir, your obedient servant,

L. S. FORD,
Inspector, District No. 3.

NOVA SCOTIA—FISHERY STATISTICS—District No. 1.

RETURN showing the Number, Tonnage and Value of Vessels and Boats, Nets, Ac., and the Quantity and Value of Fish caught in the Island of Cape Breton, Province of Nova Scotia, for the Year 1900.

Number.	DISTRICTS.				FISHING VESSELS AND BOATS.				FISHING GEAR OR MATERIALS.				KINDS OF FISH.																											
	Vessels.				Boats.				Gill Nets.				Trawls.				Salmon, fresh, lbs.		Salmon, smoked, lbs.		Herring, salted, lbs.		Herring, fresh, lbs.		Mackerel, salted, lbs.		Mackerel, fresh, lbs.		Herring, smoked, lbs.		Herring, fresh, lbs.		Mackerel, salted, lbs.		Mackerel, fresh, lbs.		Tobacco, preserved in cans, lbs.		Number.	
	Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	%	Number.	Value.	Men.	%	Pathoms.	Value.	Number.	Value.	Number.	Value.	%	Salmon, fresh, lbs.	Salmon, smoked, lbs.	Herring, salted, lbs.	Herring, fresh, lbs.	Herring, smoked, lbs.	Herring, fresh, lbs.	Mackerel, salted, lbs.	Mackerel, fresh, lbs.	Herring, smoked, lbs.	Herring, fresh, lbs.	Mackerel, salted, lbs.	Mackerel, fresh, lbs.	Tobacco, preserved in cans, lbs.	Number.	Number.						
<i>Cape Breton County.</i>																																								
1					116	1725	190	1210	24800	60880	190	1900	500							500		1261	37000	900	1000	47	38400	1												
2					22	525	38	52	1010	280	4	50	500							500		1050			2000															
3					21	267	36	28	560	200	8	60										85																		
4					17	260	25	25	520	143	17	42										119																		
5					11	169	20	16	343	90	11	31										72																		
6					12	148	15	11	231	62	6	16										33																		
7					17	196	26	19	405	108	10	22										120																		
8					17	228	22	22	443	132	12	27										62																		
9					4	850	20		1800	450	55	275										90			200															
10					22	410	41	60	1200	300	3	15	2700									50	1000																	
11					11	280	28	60	1200	300	3	15	2700									765																		
12					51	2982	133	245	6975	6285			680									100	9000																	
13					1	19	200	4	100	2500	750											170	15000																	
14					30	750	60	300	7500	2250			4000									5	15000																	
15					2	600	11		12100	7640			13387									750	15000																	
16					30	278	53	201	4663	4586			1933									395																		
17					3	30	7	85	1090	800			295									12																		
18					1	600	5	15	1400	5500	25	250	3000									100	10000																	
19					2	1200	10	29	677	3300	59	23	1200									420																		
					33	848	46	127	2294	1636			3000									310																		
					25	1418030	146	560	12719	114383155	438	2726	31155									55988	72900	900	35140	995	586512													

Total nets valued at \$70,000.

SESSIONAL PAPER No. 22

RETURN showing the Quantity and Value of Fish, &c.—Nova Scot —Continued.

DISTRICTS.	KINDS OF FISH.													FISH PRODUCERS.			TOTAL VALUE OF ALL FISH.	Number.	
	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, brs.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Hake, dried, cwt.	Hake, sounds, lbs.	Pollock, cwt.	Hallbut, lbs.	Trout, lbs.	Smelts, lbs.	Alwives or gas-pevan, brs.	Eels, brs.	Flounders, lbs.	Tom cod or frost fish, lbs.	Squid, brs.			Coarse and mixed fish, brs.
<i>Cape Breton County.</i>																			
1 Sydney to Glace Bay.....	17 18	10	47	23	21 0	5	133 00	1000	27	33	435 0	600	25,298 75	1					
2 North Sydney to Ball's Creek.....	585												6,880 00	2					
3 George's River to Boisblanc.....	635												2,080 00	3					
4 Annapolez Pond to Piper's Cove.....	20	300					100	1,200	16				2,112 30	4					
5 Grand Narrows to Christmas Island.....	16						100	600	2				1,163 80	5					
6 Big Beach, Shumacadie and Beavers Cove.....	15	98					100	700	8				793 30	6					
7 North and South Side East Bay and Eskasoni.....	139						600	700	6				1,835 90	7					
8 Big Pond to Fish Cove.....	6	130					300	800	15				1,061 00	8					
9 Little Bras d'Or.....	500	1200					10	5000	18	300	400		26,295 40	9					
10 Little and Big Pond and Sydney Mines.....	15	900					2	800	13				1,405 00	10					
11 Gabarus, Grand Mira and Big Lake.....	1200						20		50				44,321 30	11					
12 Louisburg and Kennington Cove.....	300	430							10000				400 100	12					
13 Big Lorraine.....	200	1100	670										16,785 10	13					
14 Maria-Dien and Little Lorraine.....	2555						12	335					1200 300	14					
15 Baillie to Mira River.....	937						8	317					1440 27	15					
16 Catalogue.....	430						3	100					821 15	16					
17 Scatarie Island.....	400	2000					500	18000					120 33	17					
18 Port Morien and South Head.....	326	6 1500					15	163 60					800 400	18					
19 Black Brook, Waelden's Cove and Mira Gut.....	330	1000					40	6000					190 686	19					
Totals.....	2157	14593	165476	1330	31	200	615	69752	1500	15500	170	152	300	100	201	20	10989	2884	260,105 45

RETURNS showing the Number, Tonnage and Value of Vessels and Boats and the Quantity and Value of Fish, &c.—
Nova Scotia—Continued.

Number.	FISHING VESSELS AND BOATS.				FISHING GEAR OR MATERIALS.				KINDS OF FISH.											
	Vessels.		Boats.		Gill Nets.		Trawls.		Salmon, preserv- ed in cans, lbs.	Herring, fresh, brls.	Herring, fresh, lbs.	Mackerel, fresh, lbs.	Mackerel, salted, brls.	Lochets, preserv- ed in cans, lbs.	Lochets, fresh in shell, cwt.	Number.				
	Tonnage.	Value.	Men.	Number.	Value.	Men.	Value.	Number.									Value.	Number.	Value.	
<i>Inverness County.</i>																				
1	18	500	6	62	1400	100	300	9000	3000	180	1250			300	8000	1000	100	45024	1	
2				19	220	32	40	1200	300	25	100			60	2000	400	10		2	
3				9	140	22	60	1800	600	25	100			70	6000	800	30	12960	3	
4				20	240	40	70	2000	700	30	150			150	50000	200	40		4	
5				15	150	30	30	1000	240	30	60			40	6000	200	20	20172	5	
6				20	300	20	70	2000	500	25	100	600		120	3000	400	50	18096	6	
7				18	200	30	40	1200	300	20	80	750		250	2500	200	20		7	
8				20	200	25	70	2000	700	50	250			100	1500	100	16		8	
9	37	1200	6	17	250	20	60	1500	500	25	100			250	2000	400	200		9	
10				10	200	12	50	1500	500	20	80			50	1000	2000	60		10	
11				72	854	87	284	5650	1085	22	53			135	390000				11	
12				50	588	69	189	3780	740	17	42			50	150000				12	
13				24	480	50	32	800	320	7	84	600		200	200	600	7	14554	13	
14				12	210	24	16	580	160	100	100			6	150		8	2448	14	
15				9	125	18	15	300	140	7	80			20					15	
16				6	72	12	7	150	40										16	
17				49	555	169	20	1460	915					13834	978				17	
18				17	255	31	11	144	7								6	9168	18	
19				17	640	58	20	680	129					60			40	26840	19	
20				75	3960	244	26	780	175	6	60	6000		1150			24	35718	20	
21	278	3700	106	47	1840	200	160	8500	3950	37	550	2500		500			140	16368	20 21	
22	1	200	5	36	1000	133	102	5500	2350	21	300	4800		310			95	2736	22	
23				22	430	48	37	1787	740	11	200	1000		70			36	3200	23	
24				41	1200	169	90	3765	3060	29	440	2000		155			61	3300	24	
25	2	500	11	54	1760	180	119	5400	2200	30	750	34500	1000	30	450		105	13728	25	
Totals.																				
28	268	6100	134	742	17249	1696	1908	62146	23412	607	4839	68534	1978	30	43416	622350	6300	1296	250834	688

RETURN showing the Quantity and Value of Fish, &c.—Nova Scotia—Continued.

Number.	Districts.	KINDS OF FISH.													TOTAL VALUE OF ALL FISH.							
		Cod, dried, cwt	Cod, tongues & sounds, lbs	Haddock, fresh lbs	Haddock, dried, cwt.	Hake, dried, cwt.	Hake, sounds, lbs.	Pollock, cwt.	Hallibut, lbs.	Trout, lbs.	Smelts, lbs.	Alwates or gasperuan, lbs.	Bass, lbs.	Belts, lbs.		Oysters, lbs.	Tom Cod, or Frost Fish, lbs.	Squid, lbs.	Coarse and mixed fish, lbs.	Fish oil, galls.	Fish, as salt, lbs.	Fish, as Manure, Bbls.
<i>Inverness County.</i>																						
1	Port Hood	1500		4000	600	2000	400		100	400	20						50		600	150	30	25,254 80
2	Little Mabon	200		400	30	80	40		50	80							5		20	20		1,625 00
3	Seaside	50		500	30	80	40		30	100	10						15		20	30	20	4,132 00
4	Little Judique	20		300	20	30			100	300	12		4				5		20	30		2,204 50
5	Judique	15		100					1500	1600			6				6		10	25		5,651 90
6	Long Point	30		400	15				1200	1000							10		12	25		5,439 30
7	Oreighish	40		500	20				200	100							10		10	30		1,817 00
8	Low Point	20		150	10				100	100							7		20	20		864 50
9	Port Hastings	25		500	15				200	6000			7				5		10	35		4,792 50
10	Port Hawkesbury	50		600	30				500	1400							20		60	15		1,808 50
11	West Bay to Madagawatch	90															18			25		5,112 50
12	North and South side River Dennis	34									12		24	160	400					20	11	2,806 50
13	Mabon Harbour and Coal Mines	220							500	3500	6	100	12	3			10		10	150	100	5,676 55
14	Port Bam and Broad Cove	70							30	2500	5000						3		2	50	35	1,361 10
15	Whycocomagh	100								1000	2000						10		5	15		962 50
16	Scottsville and Lake-Amslie																					1,580 00
17	Meat Cove, Pollett's Cove, and Pleasant Bay	150								8000	6000	20		40						72	700	13,227 50
18	Fishing Cove and Delaney's Cove	15																		5		2,210 10
19	Cheticamp Lake and Point	1600	8	800	115	60	200	1									40		32	630	145	14,748 50
20	Easton Harbour, Little River and Cape Ronce	7047	20	2000	211	165	350		800								68		380	320	3323	48,372 75
21	Grand Etang	1800	10	750	700	300	300	120000	100								70		200	1000	100	23,888 60
22	Friar's Head	1050	7	515	600	150	110000										5		50	100	750	11,172 20
23	Belle-Cote, Whale Cove and Chimney Corner	490	2	87	56	115	19	1500		150	9						55		135	237	94	5,527 10
24	Broad Cove, Wash, St. Rose and Loch Leven	1115	1	210	208	278	108	3650			25		7				133		182	250	180	10,301 00
25	Margaree River, Harbour and Island	425	5	500	600				1250	400	165		13				40		150	600	85	22,038 10
	Totals	16156	53	10250	3292	4558	4773	831	10620	15080	28130	279	100	216	173	400	942		1136	8019	3116	225,081 00

RETURN showing the Number, Tonnage and Value of Vessels and Boats, and the Quantity of Fish, etc.—Nova Scotia—*Cont.*

Number	FISHING VESSELS AND BOATS.										FISHING GEAR OR MATERIALS.										KINDS OF FISH.																																							
	Vessels.					Boats.					Gill Nets.					Trawls.					Salmon, preserved in cans, lbs.					Salmon, fresh, lbs.					Herring, fresh, lbs.					Herring, salted, lbs.					Mackerel, fresh, lbs.					Mackerel, salted, lbs.					Lobsters, preserved in cans, lbs.					Lobsters, fresh in shell, lbs.				
	Number	Tonnage	Value, %	Men	Number	Value, %	Men	Number	Partons.	Number	Value, %	Number	Value, %	Salmon, preserved in cans, lbs.	Salmon, fresh, lbs.	Herring, fresh, lbs.	Herring, salted, lbs.	Mackerel, fresh, lbs.	Mackerel, salted, lbs.	Lobsters, preserved in cans, lbs.	Lobsters, fresh in shell, lbs.																																							
<i>Richmond County.</i>																																																												
1	103	1250	20	157	2000	211	730	15000	6000	150	660	2500	500	1617	65000	17100	531	53280	1216	1																																								
2	87	1150	18	161	2130	212	888	9700	8725	205	1000	1815	81900	10900	371	35496	730	2																																										
3	302	6550	87	21	250	35	175	9500	1800	119	580	527	15000	5700	199	17760	210	3																																										
4	70	1250	20	10	110	11	135	2370	420	100	25	100	2000	112	25	3																																												
5	350	4850	105	31	550	18	165	3300	160	300	5	15	32504	6	1																																													
6	130	2000	25	150	1500	160	1500	30000	4500	2000	2000	2000	50	500	7392	10																																												
7	312	2100	50	60	600	80	900	1800	2700	180	15	150	3000	375	350	80592	492	11																																										
8	57	1650	170	295	6560	1700	40	200	400	600	115	3000	3500	665	10742	510	12																																											
9	101	3175	41	303	6270	619	3910	65450	8900	68	1120	100	115	570	92900	50000	2230	4694	13																																									
10	11	1050	105	140	2700	100	1	40	115	4500	2030	50	21912	150	14																																													
Totals																																																												
52	1455	22685	356	1205	19230	2015	10711	179610	51255	762	4610	4100	1100	21	8930	275600	91305	5101	606152	3308																																								

SESSIONAL PAPER No. 22

RETURN showing the Quantity and Value of Fish, &c.—Nova Scotia—Continued.

Number.	DISTRICTS.	KINDS OF FISH.													Fish as bait, bls.	Fish, oil, galls.	Total VALUE OF ALL FISH.	Number.					
		Coil, dried, cwt.	Coil, tongues and sounds, bls.	Hadlock, fresh, lbs.	Hadlock, dried, cwt.	Hadlock, smoked fishman haddies.	Hake, dried, cwt.	Hake, sounds, lbs.	Pollock, cwt.	Haddock, lbs.	Trout, lbs.	Snells, lbs.	Alwives or gaspereau, bls.	Eels, bls.					Flounders, lbs.	Tom cod or frost fish, lbs.	Squid, bls.	Coarse and mixed fish, bls.	
<i>Richmond County.</i>																							
1	Arlivat and Petit de Grat	1744	15 1256000	1245	80000	130	125 1078	107							29 105 100000		30	215 1350	850	64,807	70	1	
2	Cape Auger, West Arivat, Port Royal and Tenym Island	1615	15 31300	1111		88	58 1766	300	6000	108	80 105000						60	265 300	1160	52,905	20	2	
3	Rocky Bay and Cape Le Rond	490	6 6200	209		6	3 239	200		18	22 12400						10	350	95	22,900	50	3	
4	Descoise, Poulamond and Martinique	2588	8 7500	243		5	12 7000		11500	15	85 47000						37	215 780	1520	22,329	25	4	
5	St. Peter's	500		50															200	20	3,095	00	5
6	River Bourgeois	4000		200															1600	80	21,685	80	6
7	Barcelois St. Louis	500		300					4500										200	20	4,115	00	7
8	Basin River Inhabitants	150		100					5500	300	12								60	10	11,278	00	8
9	Port of Maldehu and Gut of Canso	150		150						550									60	10	16,461	00	9
10	West Bay	250																					6
11	Fourchu to St. Esprit	3100	8 475			125	52 280	10500	1200	80	48 21000						138	2250	695	150	48,225	15	11
12	L'Archevêque to Point Michaud	920	33 195			98	265 8300	700		112	29 29000						51	5900	620	91	56,764	40	12
13	L'Archevêque, Lower L'Archevêque and Rochdale	6250	46 20000	2730		70	42 1950	64000	900								80	920	765	290	110,236	80	13
14	Grand Greve, Indian Reserve and St. Peter's East	1125		20000	130		68 14 340	5000	1800	500	54 74 10000						60	120	170	72	16,881	00	14
	Totals	23382	131 211 000	7081	800000	590	296 5990	97 697	1600	28000	2067	515 600300	51100	516	10235 6305 5229		456,444	20					

RETURN showing the Number, Tonnage and Value of Vessels and Boats, and the Quantity of Fish, &c.—Nova Scotia—*Con.*

Number.	FISHING VESSELS AND BOATS.				FISHING GEAR OR MATERIALS.				KINDS OF FISH.								
	Vessels.		Boats.		Gill Nets.		Trawls.		Salmon, fresh, lbs.	Salmon, preserved in cans, lbs.	Salmon, salted, lbs.	Herring, salted, lbs.	Herring, fresh, lbs.	Mackerel, fresh, lbs.	Mackerel, salted, lbs.	Number.	
	Number.	Tonnage.	Value.	Men.	Number.	Value.	Number.	Value.									
<i>Victoria County.</i>																	
1				74	1380	1290			300			175	3000			60	1
2				164	6700	2255			6310	176	12	180	6500			265	2
3				112	3780	1836			110			100	2100			78	3
4				15	240	240					4					6	4
5				17	528	128						100	40			26	5
6				65	1500	300			12000		50	50	650			50	6
7				36	1380	116					6	95				75	7
8				74	3130	1050					10	198				112	8
9				72	2580	836					10	68				35	9
10				48	3101	1636			600		5	68	21000	3000		229	10
11				100	3750	1290			19000		2	100	18000	5000		228	11
12				22	770	177			1200			20	200			12	12
13				47	63	403			100			175	21800	400		13	13
14				21	42	140			700			54	8300			14	14
15				33	63	189						71	18300			15	15
16				11	42	175			3500			37	10300			16	16
	3	40	700	10	31652	12379	160	901	49310	176	99	1491	111290	10800		1164	

SESSIONAL PAPER No. 22

RETURNS showing the Quantity and Value of Fish, &c.—Nova Scotia—Continued.

Number.	DISTRICTS.	KINDS OF FISH.											FISH PRODUCTS.		TOTAL VALUE OF ALL FISH.	Number.				
		LoBSTERS, preserved in cans, lbs.	LoBSTERS, fresh in shell, cwt.	COD, dried, cwt.	HADDOCK, dried, cwt.	HADY, dried, cwt.	POLLOCK, cwt.	HARBUT, lbs.	TROUT, lbs.	SMELTS, lbs.	ALWAGES or GASPAREAN, lbs.	POLE, lbs.	DOG-FISH.	OYSTERS, bbls.			TONGED or FROST FISH.	SQUID, bbls.	COARSE and MIXED FISH, bbls.	FISH OIL, galls.	FISH AS BAIT, bbls.
<i>Victoria County.</i>																				
1	Meat Cove, East to Bay St. Lawrence	11304	220	22	3	9500	130	10	6,771	80	1									
2	Dingwall, White Point, Sparlin's Brook and Money Point	20352	1075	137	15	1500	20000	60												
3	New Haven and Neil's Harbour	28224	1800	200	17															
4	Green Cove and South Point	4914	300																	
5	New Campbellton and Big Bras DOG		135																	
6	Englishtown		500	106	25	10														
7	Padford, Smokey and French River		75	29																
8	Black Rock, Wreck Cove, Breton Cove and Little River	49008	280	29																
9	Plaster, Indian River and Barasos		55	11																
10	North Bay, Ingonish and Ingonish Ferry	18210	1332	728																
11	South Bay and Ingonish Island	9144	1999	500		3000														
12	North Side—Little Narrows		51			700														
13	South Side—Little Narrows, McKinnon's Harbour and Jamesville		39	817																
14	Harbour and Washbrook	28	158																	
15	Boulevardrie, Kemp Head, South Side and Big Harbour		25	3																
16	Plaster Mines and Paddock Shore		42																	
Totals		112116	90, 11734	1562	49	30	4500	700	5450	55	83	38500	113	5300	562	1115	9201	14	130,455	30

RECAPITULATION

OF the Yield and Value of the Fisheries of the Island of Cape Breton for the Year 1900.

Kinds of Fish.	Quantity.	Rate.		Value.
		§	cts.	§	c.s.
Salmon, fresh	Lbs. 153,679	0	20	30,735 80
" preserved	" 3,254	0	15	488 10
" smoked	" 210	0	20	42 00
" pickled	Brls. 155	15	00	2,325 00
Herring, pickled	" 20,755	4	00	83,020 00
" fresh or frozen	Lbs. 1,082,140	0	01	10,821 40
" smoked	" 900	0	02	18 00
Mackerel, fresh	" 146,849	0	12	17,621 88
" pickled	Brls. 8,556	15	00	128,340 00
Lobsters, preserved in cans	Lbs. 1,387,714	0	20	277,542 80
" fresh in shell	Cwt. 6,243	5	00	31,215 00
Cod, dried	" 65,865	4	00	263,460 00
" tongues and sounds	Brls. 200	10	00	2,000 00
Haddock, fresh	Lbs. 227,120	0	03	6,813 60
" dried	Cwt. 13,265	3	00	39,795 00
" smoked finnan haddies	Lbs. 80,000	0	06	4,800 00
Hake, dried	Cwt. 5,219	2	25	11,742 75
" sounds	Lbs. 2,269	0	50	1,134 50
Pollock	Cwt. 7,466	2	00	14,932 00
Halibut	Lbs. 203,479	0	10	20,347 90
Trout	" 21,980	0	10	2,198 00
Smelts	" 77,080	0	05	3 854 00
Alewives	Brls. 2,571	4	00	10,284 00
Bass	Lbs. 100	0	05	5 00
Eels	Brls. 966	10	00	9,660 00
Oysters	" 286	4	00	1,144 00
Flounders	Lbs. 607,200	0	65	30,360 00
Tom Cods	" 57,200	0	05	2,860 00
Squid	Brls. 2,221	4	00	8,884 00
Coarse and mixed fish	" 12,536	2	00	25,072 00
Fish oil	Galls. 35,114	0	30	10,534 20
Fish used as bait	Brls. 12,443	1	50	18,664 50
" manure	" 1,973	0	50	98 50
Dogfish	Lbs. 38,500	0	01	385 00
Total for 1900				1,072,086 93
" 1899				1,300,409 64
Decrease				228,322 71

STATEMENT

SHOWING the Number and Value of Fishing Vessels, Boats, Nets, &c., in District No. 1 of Nova Scotia, for the Year 1900.

	Value.	Total.		Value.	Total.
	§	§		§	§
108 vessels, 2,394 tons	37,765		80 lobster canneries	48,785	
3,010 boats	58,201		160,853 lobster traps	83,169	
17,395 gill-nets, 351,006 fathoms	120,658				131,954
4 seines, 810 fathoms	1,200		27 freezers and ice houses	7,495	
3 trap-nets	1,500		992 smoke and fish houses	36,128	
1,967 trawls	13,076		281 piers and wharfs	64,262	
31 wiers	620		70 tugs, steamers and smacks	10,440	
77 smelt nets	573		Total value		118,325
13,926 hand lines	8,300				492,172
		241,893			

RETURN showing the Number, Tonnage and Value of Vessels and Boats, Nets, etc., and Quantities of Fish—Nova Scotia—*Con.*

Number.	FISHING VESSELS AND BOATS.				FISHING GEAR OR MATERIALS.				KINDS OF FISH.									
	Boats.				Gill Nets.				Herring, fresh, lbs.	Herring, salted, lbs.	Herring, fresh, lbs.	Herring, smoked, lbs.	Lobsters, preserved in cans, lbs.	Cod, dried, cwt.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Number.	
	Number.	Value.	Tonnage.	Men.	Number.	Fathoms.	Value.	Salmon, fresh, lbs.										
<i>Colchester County.</i>																		
1	Shearling	23	460	26														1
2	Scwacke	100	1000	200	20	6300	1880	15000						36722				2
3	Five Islands	8	240	32				10852								130	1800	20
4	Economy	1	125	11				8000			15	2000				26	200	8
5	Little Bass River to Highland Village	42	660	52	20	7760	1540	39200										7
6	Great Village to Queen's Village	22	500	41	22	1425	1400	36740										6
Totals		174	2985	308	62	15425	4820	110392			15	4000	3500	36722	150	2000		28
Values								22078			60	40	70	7344	600	60		24

SESSIONAL PAPER No. 22

RETURN showing the Quantity and Value of Fish, &c. Nova Scotia—Continued.

Districts.	KINDS OF FISH.													Fish Producers.			Total Value of All Fish.		
	Haddock, fresh, lbs.	Haddock, dried, cwt.	Hake, dried, cwt.	Pollock, cwt.	Hallbutt, lbs.	TROUT, lbs.	SHAD, lbs.	Shells, lbs.	Alweaves or Casperew.	Brass, lbs.	Eels, lbs.	Oysters, lbs.	Flounders, lbs.	Tom cod or frost fish, lbs.	Coarse and mixed fish, lbs.	Fish oil, galls.		Fish as bait, lbs.	Fish as manure, lbs.
<i>Cambelund County.</i>																			
1 Puvwash, Madagash, Gulf and shore						230	31000			5	350			10000			1658	1000	68,445 00
2 Port Philip, Northport and Amherst shore					100	100	75000	30						10000			2825	300	40,028 00
3 Wallace					200	200	19300	245	725	10	612				49				4,810 00
4 River Philip					500	500	200	800		25									1,630 00
5 LaPlanche, Macan and Nappan	3800	10	50	71	1800	230	1000	685		10			1500	300			15	25	3,540 00
6 Mimidie to Apple River					20	200	50						800	2000					4,907 00
7 Advocate					25	20	200						800						685 00
8 Spencer's Island	1000	15	30	30	200	100													900 00
9 Port Greville	100				3	200	150			10			800						1,681 00
10 Parr-shore					100	100				5			1500						1,445 00
11 Two Islands					200	10													
Totals	5100	110	180	136	1149	1680	305	111300	1185	1525	65	992	7100	12300	49	15	1508	1300	128,799 00
Values	153	3.0	405	312	411	168	3030	7065	4740	152	650	3068	370	615	98	13	6762	650	

Number. Number.
% cts.

RETURN showing the Number, Tonnage and Value of Vessels and Boats, Nets, &c., and Quantities of Fish—Nova Scotia—*Con.*

Number.	FISHING VESSELS AND BOATS.				FISHING GEAR OR MATERIALS.										
	Vessels.		Boats.		Gill Nets.		Trap Nets.		Trawls.						
	Number.	Tonnage.	Value.	Men.	Number.	Fathoms.	Value.	Number.							
<i>Cape Breton County.</i>															
1	1	30	800	8	15	1000	90	30	1	30	1	6	30	1	
2	1	30	800	8	42	1100	80	40	800	200	100	11	51	21	
3					70	1800	130	47	940	235	5	5	20	3	
4					35	750	70	80	1600	500	3	3	12	4	
5					27	500	40	75	1500	150	120	120	5	20	5
6					10	700	65	80	1600	400	1	1	16	6	
7					5	150	10	18	360	80	80	10	7	1	
8					50	1450	70	130	2600	650	100	100	14	140	8
9					25	820	35	80	1600	100	100	100	5	20	10
10					40	900	50	150	3000	750	3000	750	10	20	10
11					40	850	40	130	2600	650	2600	650	8	40	11
12					35	780	38	100	2000	500	2000	500	5	25	12
13					30	700	35	98	1960	490	1	60	40	3	10
14					50	1100	46	125	1650	410	2	120	75	5	25
15					50	1100	46	125	1650	410	2	120	75	5	25
16					95	2500	115	300	9000	2000	7000	1700	50	250	16
17					60	1800	60	150	4500	1125	4500	1125	40	200	17
18					60	1800	60	150	4500	1125	4500	1125	40	200	17
19					150	2900	147	1000	18000	4500	18000	4500	105	525	19
20					59	2205	90	271	5120	1280	5120	1280	2	800	15
21					210	7200	71	210	10000	2500	10000	2500	15	6000	22
22					22	490	26	219	4880	1335	2	220	600	9	196
23					61	1531	61	173	9490	3311	4	450	1200	9	2000
24					10	1010	41	460	9290	3220	2	240	800	24	315
25					60	1680	61	800	16000	5600	6	840	2000	8	2500
26					25	500	35	300	6000	2100	2	125	400	1	440
27					70	1400	75	645	12000	4515	2	140	225	21	1000
28					1	400	5	775	8940	3129	1	1000	1000	40	280
29															

SESSIONAL PAPER No. 22

30 Guysborough and Manchester	1	36	200	2	50	950	68	1200	24000	8400	1	100	200	.....	30	210 30
31 Ragged Head .....	.....	.....	.....	.....	40	720	40	300	6000	2100	2	170	400	.....	28	196 31
32 St. Francis .....	.....	.....	.....	70	1900	75	800	16000	16000	5600	.....	.....	.....	.....	60	420 32
33 Oyster Ponds .....	.....	.....	.....	50	1000	56	700	14000	14000	4900	1	120	400	.....	40	280 33
34 Sand Point .....	.....	.....	.....	54	1620	60	498	9960	18000	3486	2	200	700	.....	40	280 34
35 Steep Creek	2	47	1900	14	70	1400	77	900	18000	6300	2	200	720	.....	48	336 35
36 Mulgrave and Aulds Cove	3	145	3600	19	40	780	40	340	6800	2380	.....	.....	.....	.....	16	112 36
Totals	32	807	22200	196	2213	55462	2658	15446	308920	105286	387	18005	12677	51	17690	1231	8409

1-2 EDWARD VII., A. 1902

RETURN Showing the Quantity and Value

Number.	Name.	KINDS												
		Salmon, fresh, lbs.	Salmon, preserved in cans, lbs.	Salmon, smoked, lbs.	Herring, salted, lbs.	Herring, fresh, lbs.	Mackerel, fresh, lbs.	Mackerel, smoked, lbs.	Lobsters, preserved in cans, lbs.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongue & sounds, lbs.	Haddock, fresh, cwt.	Haddock, dried, cwt.
<i>Guysborough County.</i>														
1	Ecum Secum	500			152			6	6432	66	250			23
2	Marie-Joseph	120			160			13	34464	272	352			35
3	Liscombe Spanish Bay and Geggogin	3200	180		175			3	56736	390	100			52
4	St. Mary's Bay & River	6500	100	500	120			5	27360		40			10
5	Wine Harbour	2600			318			6			51			8
6	Indian Harbour & Lake				330			40			35			6
7	Holland's Harbour and Indian River	150			48			8			27			5
8	Port Beckerton				620			10	34704	290	210			30
9	Fisherman's Harbour				536			20	26784	100	86			11
10	Country Harbour and Isaacs Harbour and River	1200			511			15	24528	52	116			10
11	Drum Head	300			776			5			175			22
12	Seal Harbour	400			348			4	54576	546	240			25
13	Coddles Harbour				291			6	25200	123	210			37
14	New Harbour				682			62	22980		320			102
15	Tor Bay				191			26	25248	170	271			71
16	Larry's River				695			376			782			374
17	Charle's Cove	3000	400		524			139	57408	117	1007	13		669
18	Cole Harbour	900			561			122			280	4		538
19	Port Felix	800	406		792	30000	30000	214	27456		1412	7		998
20	Whitehead	1000	500		712	60000	13200	200	92160	16	1652		40000	583
21	Raspberry and Dover	400			145	20000	80000	50	138720	452	404		17000	48
22	Causo & Causo Tittle	7000	1000		198	70000	119825	233	138732	1237	4790	18	1900000	1348
23	Fox Island Main	2000			25	12000	21600	36			34		1100	11
24	Half Island Cove	200			319	14000	37200	100			399		18000	68
25	Philip's Harbour				93	11000	15900	20			181		14000	96
26	Queensport	1000	500		209	30000	30000	40	81608	99	571		7000	90
27	Peas Brook				111	12000	18000	18			156		9000	78
28	Halfway Cove				212	10000	30000	16			127		178000	160
29	Sandy Cove and Cook's Cove	13000			177	7000	60000	62			191		30000	91
30	Guysborough and Manchester	7000			160		30000	26			179		1000	80
31	Ragged Head				85		12000	20			53			43
32	St. Francis				202		48000	44			112			48
33	Oyster Ponds				168	30000	24900	10			17			12
34	Sand Point				200	57300	30400	43			26			28
35	Steep Creek				300	14000	150000	130			19			5
36	Mulgrave & Auds Cove				100	27300	372000	300	26832		28			2
Totals		51270	2906	680	11249	534600	1122625	2433	961028	3930	15203	42	2215100	5757
Values		\$ 10254	436	136	44896	5346	134715	36495	180204	19650	60812	420	66453	17271

SESSIONAL PAPER No. 22

of Fish, &c.—Nova Scotia—Continued.

OF FISH.																				
Haddock, finnan backies, lbs.	Hake, dried, cwt.	Hake, sounds, lbs.	Pollock, cwt.	Halibut, lbs.	Trout, lbs.	Smelts, lbs.	Alwives or Gasparan, bbls.	Eels, bbls.	Clams, bbls.	Flounders, lbs.	Tom Cod or Frost Fish, lbs.	Squid, bbls.	Coarse and Mixed Fish, bbls.	Fish Oil, galls.	Fish as Bait, bbls.	Fish as Manure, bbls.	Seal Skins, No.	Total Value of all Fish.	Number.	
			18	2000	500	400	5	10			800	3		275	500	25		4,806	1	
			15	800	160	350	10	15			750	5		300	380	120		11,812	2	
			25	3225	1000	1500	40	20			1200	4		380	730	190		18,761	3	
			12	300	2800	1000	100	15			800	1		50	350	100		9,180	4	
				4500	150	300		5			650	2		60	200			2,998	5	
			4	300	350	2000		10			700	3		40	400			3,010	6	
			2	200	900			5	5		500	1		25	215	110		1,063	7	
			6	1200				10	10		1200	7		200	420	90		13,046	8	
			5	200				6	4		800	4		80	320			9,332	9	
			7	3000		1600	8	10			1000	3		110	300	80		9,279	10	
			43	2350			12	8			1500	6		200	400			5,213	11	
			30	1200			10	6			1200	4		200	300	180		17,168	12	
			53	600			8	12			1000	3		195	290	90		8,790	13	
			120	2000		4000	15	30			2000	8		300	500	70		11,667	14	
			2	418	2450	400		4					40	700	500	80	2	10,597	15	
			435	14	330	6568	600		5	10			50	1100	150			15,808	16	
			110	9	412	2532	300		5				54	1100	750	190	7	26,149	17	
					77	100	600		12	7			28	400	180			7,816	18	
			31	583	4556	200		36	50	9			90	1600	1000	90		29,749	19	
			441	20	1188	2200		81	50		400		70	1900	1500			43,958	20	
					105	80	1000		70			10	30	300	3000	300	9	49,353	21	
200000	1057	22	2000	300000	1700			59	90	7	11000		600	400	23000	9000	460		209,320	22
			10					1					500	12	40	20			6,950	23
			32					15	2				200	19	1000	500	470		12,027	24
			2	60					2				11	10	150	40			4,321	25
			242	10	87			5	3				70	22	1000	41			26,651	26
			8	37				3					9	11	100	30	270		4,494	27
			46	10	61			27	2				100	60	4000	200			13,314	28
			18	4	104			67	5	4			40	10	300	200			14,592	29
			4		78		700	9000	116	11	10			100	500	180			8,915	30
			7		1				91	7	8			17	200	100			3,133	31
			117		1				155		9			20	350	140			9,478	32
									131	9	1			18	40	100			5,076	33
			2		6				14	2					42	167			6,023	34
			30		23				8	4					30	101			23,027	35
			20		4				3	5					30	50	90		55,541	36
200000	2570	89	5889	340421	11360	20150	1057	499	48	11000	25100	1624	1061	40297	23194	3005	18			
12000	5782	44	11778	34041	1136	1008	4228	490	96	550	1255	6496	2122	12087	34790	1503	22		711,117	

RETURN showing the Quantity and Value of Fish, &c.—Nova Scotia—Continued.

Number.	DISTRICT.	KINDS OF FISH.												FISH PRODUCTS.			TOTAL VALUE OF ALL FISH	Number.						
		Lobsters, fresh, in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Haddock, smoked fish, man haddes, lbs.	Hake, dried, cwt.	Hake, sounds, lbs.	Pollock, cwt.	Hairbut, lbs.	TROUT, lbs.	Smelts, lbs.	Alwives or gaspereau, brls.	Pels, brls.	Chans, brls.			Oysters, brls.	Flounders, lbs.	Tom cod or frost fish, lbs.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.
<i>Halifax County.</i>																								
1	North Shore.....	60	300	3	100	100	20	175	200	200	200	5	10	30	8000	6000	40	130	300	100	136,365	1		
2	East St. Margaret's.....	70	1400	8	1000	100	150	400	4000	600	30	30	10	40	6000	12000	60	300	1000	125	89,816	2		
3	Indian Harbour.....	1500	2000	6	1000	300	1000	75	400	150	25	25	7	7	700	10000	40	200	1000	200	122,889	3		
4	Peggy's Cove.....	300	500	6	500	40	300	100	3000	10	10	10	2	2	300	1200	10	30	100	30	26,115	4		
5	Dover.....	1500	2000	15	5000	500	1000	300	2000	1000	160	160	8	60	6000	10000	30	60	1000	200	116,234	5		
6	Prospect.....	500	1400	6	1000	100	50	100	2000	50	40	20	1	50	2500	2000	15	100	800	70	58,490	6		
7	Terrence Bay.....	400	1000	6	2000	100	200	160	2000	100	10	10	1	20	2000	700	50	70	100	50	29,291	7		
8	Pennant.....	6	700	1	1000	40	200	100	2000	100	10	1	20	1	1000	600	10	20	200	25	13,166	8		
9	Sambro.....	20	4000	2	15000	100	500	300	12000	1500	4	4	100	100	4000	8000	40	5	1200	200	47,083	9		
10	Ketch Harbour.....	20	2000	1	1500	10	50	1000	400	30	2	2	15	15	500	800	30	40	100	10	26,060	10		
11	Portuguese Cove.....	10	70	4000	30	400	10	30	400	10	10	10	25	25	500	1000	20	30	10	10	29,368	11		
12	Herring Cove.....	10	11000	6	10000	400	200	200	90000	10	10	10	5	5	2000	2000	80	30	1000	80	78,360	12		
13	Ferguson's Cove.....	6	600	1	2000	30	3000	1	3000	200	1	1	13	13	200	700	20	20	60	10	7,402	13		
14	Bedford and Halifax.....	130	1200	4	30000	10	10000	150	50000	500	10	10	25	25	500	2000	40	40	600	10	29,072	14		
15	Eastern Passage and Devil's Island.....	13	466	1	14000	103	13	110	9225	500	8	8	6	6	6000	6000	14	14	288	58	5,690	15		
16	Cow Bay and Lawrence town.....	64	64	13	13	13	13	31	600	500	3	3	3	3	3000	3000	9	9	40	9	1,128	16		
17	Seaforth and Three Fathoms Harbour.....	26	26	16	16	16	16	15	380	180	22	22	5	5	5000	5000	20	20	5	10	1,880	17		
18	West Chezetcook.....	1181	4091	1	350	61	7175	61	3000	3000	27	27	4	4	4300	4300	1930	395	20	5	23,880	18		
19	East Chezetcook.....	383	277	1	198	60	3210	54	600	1600	21	21	9	9	8000	8000	580	118	70	7	7,219	19		
20	Pequeswick Harbour.....	383	277	1	198	60	3210	54	600	1600	21	21	9	9	5000	5000	200	38	38	38	9,424	20		
21	Musquodobit Harbour.....	391	1006	1	58	75	2360	45	1700	5500	2	2	5	5	5000	5000	216	45	45	45	4,619	21		
22	Jeddore.....	391	1006	1	58	75	2360	45	1700	5500	2	2	5	5	9000	9000	545	118	118	118	15,539	22		
23	Clam Harbour and Owl's Head.....	540	452	40	40	40	40	55	2200	400	66	66	3	3	3000	3000	210	45	80	80	15,023	23		
24	West Ship Harbour.....	132	132	19	19	19	19	20	520	800	4	4	3	3	2000	2000	75	13	13	13	2,838	24		

SESSIONAL PAPER No. 22

25 East Ship Harbour.....	177	14	.....	18	1490	.....	3	1800	.....	139	8	.....	3,087 25							
26 Pleasant Harbour and Tan- gier.....	300	24	.....	21	3300	500	2	6000	.....	295	17	85	11,299 26									
27 Pope's Harbour and Ger- ard's Island.....	297	6	.....	15	1206	.....	9	.....	.....	264	14	128	14,314 27							
28 Spry Bay, Taylor's Head and Mushaboon.....	653	56	60	65	2105	200	8	.....	.....	389	30	160	29,178 28									
29 Sheet Harbour and Sober Island.....	499	17	.....	21	3490	400	7	.....	.....	281	18	140	18,719 29								
30 Beaver Harbour and Port Dufferin.....	416	7	.....	10	440	.....	3	.....	.....	85	5	140	11,454 30							
31 Quoddy and Harrigan Cove 1078	88	3	.....	4	150	200	1	.....	.....	63	2	290	23,639 31								
32 Moser River and Smith's Cove.....	88	3	.....	.....	.....	.....	2	.....	.....	37	4	.....	412 32				
33 Mitchell's Bay and Ecum- Secum.....	254	19	.....	7	2120	100	3	.....	.....	119	11	190	18,610 33								
Totals.....	9222	67	211000	2471	10000	5046	2251	5772	229098	7130	22100	497	124	448	5	9850	57000	500	9957	14036	2123	1572	
Values.....	8,46110	153940	670	6330	7413	600	11353	1126	11544	22910	713	1105	1988	1240	896	20	4925	2850	2000	1930	4210	3185	786	1,028,423

RETURN showing the Number, Tonnage and Value of Vessels and Boats, Nets, &c.,

Number.	DISTRICT.	BOATS.			FISHING GEAR OR MATERIALS.							
		Number.	Value.	Men.	Gill Nets.		Seines.		Weirs.			
					Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.
	<i>Hants County.</i>		%			%		%		%		
1	Maitland to Shubenacadie	12	69	12	15	285	101					
2	Shubenacadie to Grand Lake	13	65	13	13	250	75					
3	Walton to Maitland	8	185	9	8	2550	285	1	1100	200	5	370
4	West Hants	25	710	32	32	4900	800				5	400
	Totals	58	1029	66	68	7985	1261	1	1100	200	10	770
	Values											

Number.	DISTRICTS.	FISHING VESSELS AND BOATS.						FISHING GEAR OR MATERIALS.							
		Vessels.			Boats.			Gill Nets.			Trawls.			Salmon, fresh, lbs.	Herring, salted, brls.
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.		
	<i>Pictou County.</i>								%		%				
1	West Pictou					151	3655	154	128	3800	870	4	30	3500	
2	Pictou Island	3	49	1300	6	72	2160	98	39	820	210				
3	Central Division					10	250	12	20	400	100	3	15		30
4	Southern Division					34	410	40	68	2495	1292	20	40	5190	20
5	Merigomish Island					12	235	12	23	1082	550			3700	
6	North Beach					10	138	12	34	1723	1803	1	20	11700	77
7	Ponds					14	310	15	26	978	457	4	50	5300	12
8	Lismore					6	94	7	13	398	276			2300	
	Totals	3	49	1300	6	309	7252	350	351	11696	5468	32	155	31690	138
	Values													6338	536

SESSIONAL PAPER No. 22

and the Quantity and Value of all kinds of Fish, &c.—Nova Scotia—Continued.

KINDS OF FISH.														
Salmon, fresh, lbs.	Herring, salted, brls.	Herring, smoked, lbs.	Cod, dried, cwt.	Pollock, cwt.	Trout, lbs.	Shad, brls.	Smelts, lbs.	Alewives or gaspereau, brls.	Bass, lbs.	Clams, brls.	Flounders, lbs.	Tom cod or trout fish, lbs.	TOTAL VALUE OF FISH.	Number.
													\$ cts.	
2325					500			54					731 00	1
1250					1000	4		80	500				760 00	2
1600	9	300	44	19	400	92	3500	20	1550	75	2000	1500	2,271 00	3
2075					5200	105		10		100			2,225 00	4
7250	9	300	44	19	7100	201	3500	164	2050	175	2000	1500		
1450	36	6	176	38	710	2010	175	656	205	350	100	75	5,987 00	

KINDS OF FISH.

Herring, fresh, lbs.	Mackerel, fresh lbs.	Mackerel, salted, brls.	Lobsters, preserved in can, lbs.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Hake, dried, cwt.	Hake sounds, lbs.	Trout, lbs.	Smelts, lbs.	Alewives or gaspereau, brls.	Eels, brls.	Clams, brls.	Oysters, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	TOTAL VALUE OF FISH.	Number.	
																		\$ cts.		
10000	4000		277248		56			200	6000	25	10	25	20	2	20	1200	920	59,886 00	1	
			162336													200	550	33,042 00	2	
					20	150	300	3000	200		50								2,298 00	3
28900	4200	2	17424		52			600		2	7	3				30	100	5,967 00	4	
			14448						2500								60		3,980 00	5
5100	7600			30	2	15	60	400	1200		55								4,507 00	6
8400	4000		29376		9	32		400			22						136		8,119 00	7
				120				100									30		1,115 00	2
52400	19800	2	500832	150	145	197	360	4700	9900	27	144	28	220	8	50	1816	1530			
524	2376	30	100167	750	580	444	180	470	495	108	1440	56	880	16	15	2724	765	118,914 00		

RECAPITULATION

Of the Yield and Value of the Fisheries in District No. 2, Nova Scotia, with Comparative Statements of the Increase or Decrease for the Years 1899 and 1900.

Kinds.	Quantity in 1900.	Rate.	Totals.	QUANTITIES.		
				Increase.	Decrease.	
		\$ cts.	\$			
Salmon, fresh.....	Lbs.	263,750	0 20	52,750	52,812	
" preserved in cans.....	"	2,906	0 15	436		1,094
" smoked.....	"	6,128	0 20	1,225	1,078	
Herring, salted.....	Brls.	27,185	4 00	108,740	8,313	
" fresh.....	Lbs.	753,000	0 01	7,530		1,201,300
" smoked.....	"	544,500	0 02	10,890	538,800	
Mackerel, fresh.....	"	2,575,603	0 12	309,000		199,756
" salted.....	Brls.	30,779	15 00	461,685	28,469	
Lobsters, preserved in cans.....	Lbs.	2,476,138	0 20	495,226	117,218	
" fresh in shell.....	Cwt.	13,374	5 00	66,870		2,391
Cod, dried.....	"	55,010	4 00	220,040		13,279
" tongues and sounds.....	Brls.	109	10 00	1,090	23	
Haddock, fresh.....	Lbs.	2,433,200	0 03	72,996	451,050	
" dried.....	Cwt.	8,693	3 00	26,079		4
" smoked haddies.....	Lbs.	210,000	0 06	12,600	59,500	
Hake, dried.....	Cwt.	10,403	2 25	23,406	1,217	
" sounds.....	Lbs.	7,850	0 50	3,925		1,407
Pollock.....	Cwt.	11,841	2 00	23,682		6,214
Halibut.....	Lbs.	576,059	0 10	57,606	6,589	
Trout.....	"	42,920	0 10	4,292		4,685
Shad.....	Brls.	1,375	10 00	13,750	10,167	
Smelts.....	Lbs.	223,250	0 05	11,162	6,000	
Alewives or gaspereaux.....	Brls.	3,312	4 00	13,248	730	
Bass.....	Lbs.	8,675	0 10	867		2,185
Eels.....	Brls.	878	10 00	8,780	151	
Clams, in shell.....	"	1,049	2 00	2,098		996
Oysters.....	"	1,569	4 00	6,276		108
Flounders.....	Lbs.	130,525	0 05	6,526	51,125	
Tom cod or frost fish.....	"	95,900	0 05	4,795		44,310
Squid.....	Brls.	2,146	4 00	8,584		2,181
Coarse and mixed fish.....	"	2,188	2 00	4,376		3,215
Fish oil.....	Galls.	56,119	0 30	16,834	1,508	
Fish used as bait.....	Brls.	33,724	1 50	50,586	5,685	
" products used as manure.....	"	8,102	0 50	4,051		1,587
Seal skins.....	No.	18	1 25	22	18	
Total for 1900.....				2,112,023		

SESSIONAL PAPER No. 22

RECAPITULATION

SHOWING the Number and Value of Fishing Vessels, Boats, &c., in the District No. 2, Province of **Nova Scotia**, for the Year ending December 31, 1900.

Material.	Value.	Total.
	\$	\$
98 fishing vessels (2,535 tons).....	62,790	
3,734 fishing boats.....	108,898	
27,048 gill nets (726,109 fathoms).....	167,998	
780 seines (56,681 fathoms).....	59,837	
72 trap nets.....	20,835	
42 weirs.....	5,230	
149 smelt nets.....	2,420	
8,720 hand lines.....	4,449	
2,710 trawls.....	14,601	
127 lobster canneries (1,774 hauds).....	119,450	447,058
334,955 lobster trap.....	208,912	
		328,362
57 freezers and ice houses.....	26,855	
1,977 smoke and fish houses.....	75,398	
976 wharfs and piers.....	66,661	
72 tugs, steamers, smacks.....	39,420	
		208,334
Total value.....		983,754

COMPARATIVE STATEMENT of the Value of the Fisheries in each County of District No. 2, **Nova Scotia**, for the years 1899 and 1900.

County.	Value in 1899.	Value in 1900.	Increase.	Decrease.
	\$	\$	\$	\$
Antigonish.....	83,161	74,648		8,513
Colchester.....	50,975	44,135		6,840
Cumberland.....	128,149	128,799	650	
Guysborough.....	608,749	711,117	102,368	
Halifax.....	732,678	1,028,423	295,745	
Hants.....	12,916	5,987		6,929
Pictou.....	105,112	118,914	13,802	
Totals.....	1,721,740	2,112,023	412,565	22,282
Net increase.....			390,283	

1-2 EDWARD VII., A. 1902

NOVA SCOTIA—

RETURN showing the Number, Tonnage and Value of Vessels and Boats, Nets,
Nova Scotia,

Number.	FISHING VESSELS AND BOATS.									FISHING GEAR OR MATERIALS.			KINDS OF FISH.			
	Vessels.			Boats.			Gill Nets.			Salmon, fresh, lbs.	Herring, salted, brls.	Herring, smoked, lbs.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.		
	Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.						Value.	
<i>Annapolis County.</i>																
1	Margaretville	2	24	300	7	8	150	8	15	700	300	2500	200	120	500	
2	Point George					10	200	15	20	800	400	2000	417	95	300	
3	Port Lorne	4	50	800	12	12	300	30	25	2000	800		559	300	550	
4	Hampton					13	300	20	20	1800	700		300	275	500	
5	Phinny and Young's Cove					20	500	30	30	2000	800		400	250	475	
6	Parker's Cove					25	600	40	30	2000	800		300	300	350	
7	Hilsburn's and Delap's Cove	1	16	300	4	20	400	30	50	2500	1000		200	280	400	
8	Victoria Beach	2	71	2000	40	30	600	50	50	3000	1500		80	200	3950	
9	Thorne's Cove	1	65	1000	17	10	200	12	20	800	400			18		
10	Clementsport	2	41	1000	10	8	200	14	20	1800	500		40	4000	275	
11	Annapolis to County Line					25			50	500	60	500				
12	Lequille River											500				
13	*Round Hill River											400				
14	Inland Lakes															
Totals		12	267	5400	90	156	3450	249	330	17900	7260	5900	2496	4000	1838	7300
Values												1180	9984	80	9190	29200

*Hook and line fishing.

SESSIONAL PAPER No. 22

District No. 3.

&c, and the Quantity and Value of Fish caught in District No. 3, Province of for the Year 1900.

	KINDS OF FISH.												FISH PRODUCTS.			TOTAL VALUE OF ALL FISH.	Number.			
	Cod, tongues and sounds, brls.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Hake, dried, cwt.	Hake, smoked, lbs.	Pollock, cwt.	Halibut, lbs.	Trout, lbs.	Shad, brls.	Smelts, lbs.	Bass, lbs.	Eels, brls.	Tom cod or frost fish, lbs.	Coarse and mixed fish, brls.	Fish oil, galls.			Fish as bait, brls.	Fish as manure, brls.	
1	900	110	112	100	85	300									150	25	110	4,906 50	1	
1	1400	175	118	110	60	7600									175	30	120	5,678 00	2	
2	1700	210	240	125	95	785									195	35	125	7,681 30	3	
3	1500	600	400	200	175										200	45	110	7,982 50	4	
2	1000	900	900	400	200										250	50	25	10,287 50	5	
3	1000	950	880	350	300										200	40	35	9,902 50	6	
3	900	800	1000	500	350										300	45	40	9,634 50	7	
2	3000	2500	3800	3000	2200										1000	110	30	39,720 00	8	
			90	400	100	90										25	20	1,537 50	9	
1	800	1000	450	200	100										200	25	20	5,794 00	10	
							800	40	1000	900		1000	1500						3,770 00	11
							300			200									180 00	12
							700												190 00	13
							8000												800 00	14
24	12200	7335	8300	5085	3655	8583	9800	40	1000	1100	7	1000	1500	2670	430	635				
240	366	22005	18675	2542	7310	869	980	400	50	110	70	50	3000	801	645	317	108,064 30			

SESSIONAL PAPER No. 22

&c., and the Quantity and Value of all Fish, &c.—Nova Scotia—Continued.

KINDS OF FISH.											FISH PRODUCTS.			TOTAL VALUE OF ALL FISH.	Number.		
Salmon, fresh, lbs.	Herring, salted, brls.	Herring, fresh, lbs.	Herring, smoked, lbs.	Cod, dried, cwt.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Pollock, cwt.	Halibut, lbs.	Trout, lbs.	Shad, brls.	Alwives or gaspereau, brls.	Fish oil, galls.	Fish as bait, brls.			Fish as manure, brls.	\$	c
2500				46			23		450	125				30	1,540	00	1
									1400		500				2,640	00	2
										55				40	570	00	3
										10				30	115	00	4
		2500	5000							5				40	195	00	5
10000	250			250	60	190	175						190	150	5,281	80	6
9000	150			90	75	100	90					40	60	75	3,381	75	7
5000	60		9000	50	25	40	25	200					30	20	1,865	75	8
4000	40			50	40	60	30	400					50	50	1,541	20	9
3000	150		75000	90	60	30	90						75	100	3,494	30	10
1500	210		40000	160	70	48	40						80	60	3,076	10	11
4000	200		20000	140	40	30	80	150					50	50	2,926	20	12
200	150		16000	100	60	75	25			68			100	75	2,504	30	13
39200	1240	2500	165000	976	430	573	578	750	1850	263	500	40	635	720			
7840	4960	25	3300	3904	13	1719	1156	75	185	2630	2000	12	952	360	29,131	40	

SESSIONAL PAPER No. 22

RETURN showing the Kinds, Quantities and Value of Fish, &c.—Nova Scotia—Continued.

District.	KINDS OF FISH.																TOTAL VALUE.	Number.							
	LoBSTERS, PRESERVED in cans, lbs.	LoBSTERS, FRESH IN SHELL, cwt.	COD, DRIED, cwt.	COD, TONGUES AND SOUNDS, lbs.	HADDOCK, FRESH, lbs.	HADDOCK, DRIED, cwt.	HADDOCK, SMOKED FINNAN HADDIES, lbs.	HAKE, DRIED, cwt.	HAKE, SOUNDS, lbs.	POLLOCK, cwt.	HABIT, lbs.	TROUT, lbs.	SMELTS, lbs.	ALWIVES OR GASPE- PEANX, lbs.	CLAMS, lbs.	PELS, lbs.			FOUNDERS, lbs.	TOM COD OR FROST BELL, lbs.	SQUID, lbs.	COARSE AND MIXED FISH, lbs.	FISH OIL, GALLS.	FISH AS BAIT, lbs.	FISH AS MANURE, bbls.
<i>Laurelbury County.</i>																									
1 Fox Point		10	500		50	100	300	70	100							12	60000	150	250	1500	340	600	40	42,079 00	1
2 Mill Cove			1000	250		160	50	15	15							5	60000		112	1400	290	500	100	44,965 50	2
3 The Lodge		7	200	2	300	35	50	16	16							10	3000		20	70	40	70		13,934 50	3
4 North west Cove			50			25	30		17							6	2500		12	65	25	65		34,234 50	4
5 Aspotogan	45840	12	18			2			45							7	1000		10	75	20	100		40,196 00	5
6 Bayswater		6	16			1			30							3	1700		7	75	20	55		12,736 50	6
7 Blandford		20	300		210	210	210		65							4	20000	300	25	300	100	330		19,889 00	7
8 Little Tancook Island		12	600		200	100	100		45	430						12	5000		80	80	200	100		17,458 00	8
9 Big Tancook Island		12	1500	650000	500	110	100		75	1000						10	35000		35	1000	600	1000	300	37,615 50	9
10 Deep Cove		8	1500	21	10	8	5		8							5	2900		10	30	10	30		12,622 25	10
11 Chester	50000	10	1000	10	3200	50	70		25	1000	500	3000	100	15	30	50000	1450	70	270	300	500	40		35,062 00	11
12 Malone Bay and Martin's River		13	50000	90	15000	70	300	175	200	35000	200	2000	20	8	18	8000	600	40	110	14000	900			233,121 50	12
13 Lunenburg Harbour to Back Harbour and vicinity	39936	116	112000	25	4500	430	430		190	41500						15		400			84000	18		520,041 70	13
14 LaHave River District and vicinity	18864	169	1006300	10	110	600			135			9000				20		600			75268	20		459,474 20	14
15 Petite Riviere to County line		140	7600		30				3			1000				15		700			5700	12		39,639 00	15
Totals	154640	545	270974	395	68550	6015	600	1505	345	969	74930	700	17000	140	71	151	218800	4200	581	4975	180913	4300	480	1,563,071 15	
Values	30928	2725	1107896	3350	2056	18045	36	3386	173	1938	7993	70	850	560	568	1510	13440	210	2336	9950	54274	6430	240		

SESSIONAL PAPER No. 22

RETURN showing the Kinds, Quantities and Values of Fish, &c.—Nova Scotia—Continued.

Number.	DISTRICTS.	KINDS OF FISH.					KINDS OF FISH.										TOTAL VALUE OF ALL FISH. \$ cts.	Number.	
		Code, tongues and sounds, lbs.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Smoked herring haddies, lbs.	Hake, dried, cwt.	Pollock, cwt.	Halibut, lbs.	Trout, lbs.	Smelts, lbs.	Alwives or gaspereau, lbs.	Eels, lbs.	Flounders, lbs.	Tom cod or frost fish, lbs.	Squid, lbs.	Coarse and mixed fish, lbs.			Fish oil, galls.	Fish as bait, lbs.
<i>Shelburne County.</i>																			
1	North-east Harbour, North-west Harbour and Pt. Saxon	1000	195	6	70	1500	1000	1000	1200	400	10	1500	220	8	300	300	25	13,670 75	1
2	Black Point to Round Bay	1200	220	16	42	1000	1000	1000	1200	400	10	1500	3000	20	600	600	150	13,171 00	2
3	Roseway and McNutt's Island	1000	510	7	132	200	200	200	800	30	10	2100	2400	5	500	500	100	10,932 75	3
4	Gunning Cove to Birchtown	1400	255	3	235	175	250	250	100	40	6	1200	600	5	250	250	100	9,549 25	4
5	Shelburne and Sandy Point	3000	320	3	220	1200	7000	300	300	175	7	800	1000	5	3475	650	650	57,633 30	5
6	Jordan River	800	200	300	10	310	1200	500	500	25	7	1000	1500	3	850	200	200	13,604 00	6
7	Lackport	3000	745	25	505	13000	1000	500	500	5	10	1500	500	10	7365	1921	7365	114,633 25	7
8	Barrington	1200	100	100	130	250	500	500	500	425	5	1500	400	10	200	2000	250	40,006 20	8
9	Wood's Harbour	500	50	50	100	700	300	300	300	30	30	7000	400	10	300	7000	800	115,436 60	9
10	Shag Harbour	600	75	75	450	900	300	300	300	30	30	7000	400	10	300	7000	800	40,006 20	8
11	Bear Point	150	50	50	1600	251000	1000	1000	1000	30	30	7000	400	10	300	7000	800	115,436 60	9
12	Capre Island	7000	3000	3000	3100	25000	1000	1000	1000	140	140	1500	1500	2000	3000	10000	2000	6,277 50	11
13	Port La Tour and Baccaro	1000	2000	2000	3100	2500	1000	1000	1000	140	140	1500	1500	2000	3000	10000	2000	217,525 20	12
14	Upper Port La Tour	500	1900	1900	3000	1200	200	200	200	140	140	1500	1500	2000	3000	10000	2000	73,367 60	13
15	Capes Negro and Blanche	600	800	800	1000	900	300	300	300	300	300	900	900	130	130	500	500	20,100 00	14
16	Cape Negro Island	500	200	200	300	2000	600	600	600	150	150	1500	600	1000	1000	1000	1000	37,638 60	15
17	Port Clyde	20	20	20	20	2000	600	600	600	150	150	1500	600	1000	1000	1000	1000	22,639 00	16
Totals		32	23450	9810	300	8319	247385	12250	8100	1445	52	8100	9620	54	13	20965	28346	804,685 30	320
Values		320	703	29430	18	135	16638	24739	1225	5780	520	405	481	216	26	6271	42519	804,685 30	320

RETURN showing the Number, Tonnage and Value of Vessels and Boats, Nets, &c.—Nova Scotia.—Continued.

Number.	FISHING VESSELS AND BOATS.										FISHING GEAR OR MATERIALS.				KINDS OF FISH.						
	Vessels.					Boats.					Gill Nets.		Trap Nets.		Herring, fresh, lbs.	Herring, smoked, lbs.	Mackerel, fresh, lbs.	Lobsters, preserved in cans, lbs.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Number.
	Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.									
<i>Yarmouth County.</i>																					
1	Yarmouth.....	8	507	11050	142	53	1060	78	430	10400	2350	4	12000	1000	150	290000	90000	100000	8000	18000	1
2	Port Maitland.....	6	82	2000	29	27	1300	45	45	300	850	2	5000	825	250	30000	75000	8000	600	10000	2
3	Sandford.....	.....	.....	.....	.....	27	510	45	225	4500	1200	3	6500	3000	1300	1400	150000	.....	500	1000	3
4	Arcadia.....	.....	.....	.....	.....	28	560	33	45	1200	250	.....	.....	.....	875	.....	500	.....	750	600	4
5	Pubnico.....	17	901	25850	233	50	500	85	150	3000	750	1	2500	.....	100	.....	5000	215000	5000	12000	5
6	Tasquet Wedge.....	5	260	6800	65	55	530	68	185	3700	720	1	1600	200	250	.....	6000	200000	2000	7500	6
7	Tasquet.....	.....	.....	.....	.....	250	1300	250	1800	63000	10000	.....	.....	1250	150	.....	.....	.....	.....	.....	7
8	Eel Brook.....	.....	.....	.....	.....	45	360	301	130	3000	650	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
9	Sahmon River.....	.....	.....	.....	.....	20	120	26	100	2550	500	.....	.....	650	.....	.....	.....	.....	.....	.....	9
10	Argyle.....	.....	.....	.....	.....	35	210	35	120	2100	600	.....	.....	.....	100	.....	.....	150000	600	250	10
Totals.....		36	1750	45700	469	590	6580	755	3250	97350	18070	11	27600	6925	3175	321400	1550	326500	673000	17450	49350
Values.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12700	3214	31	39180	134600	87250	197400

SESSIONAL PAPER No. 22

RETURN showing the Kinds, Quantities and Value of Fish, &c.—Nova Scotia—Continued.

Number.	Districts.	KINDS OF FISH.													FISH PRODUCTS.			TOTAL VALUE OF ALL FISH.	Number.	
		Cod, tongues and sounds, brls.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Haddock, smoked, lbs.	Hake, dried, cwt.	Pollock, cwt.	Halibut, lbs.	TROUT, lbs.	SMELTS, lbs.	Alwives or gaspereau, brls.	Beef, brls.	Flounders, lbs.	Tom cod or frost fish, lbs.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.			Fish as bait, brls.
<i>Yarmouth County.</i>																				
1	Yarmouth	50000	3500	600	16000	15700	3000	20000	20000	2960	25	100	4000	275	300	197,092 50	1			
2	Port Maitland	4	72500	60	1850	2200	2000	2000	2000	2000	20	1250	1700	550	550	65,631 00	2			
3	Sandford		200		200	5300	2000	2000	2000			500	200	275	275	33,141 50	3			
4	Arcadia		130		25	200	2500	2500	65					200	200	11,105 00	4			
5	Pubnico		1815		1460	3000	6500	6500						5000	50	127,410 00	5			
6	Tusket Wedge		800		500		6500	6500	40					2000	25	87,080 00	6			
7	Tusket							950	40					60000		9,225 00	7			
8	Ed Brook							600	35					100		2,900 00	8			
9	Salmon River							360	25					90		1,355 00	9			
10	Argyle					20		50	12					1500		35,262 00	10			
	Totals	4	122500	6520	20035	26120	95000	31000	1960	177	2000	68500	120	2400	9300	1215	1325			
	Values	\$	3675	19500	49070	2612	950	1550	7840	1770	100	3425	480	4800	2790	1823	662			570,802 00

RECAPITULATION

OF the Yield and Value of the Fisheries in District No. 3, Province of Nova Scotia, for the Year 1900.

Kinds of Fish.	Quantity.	Rate.		Value.		Total.	
		§	cts.	§	cts.	§	cts.
Salmon, fresh	Lbs. 94,175	0	20	18,835	00		
" smoked	" 2,700	0	20	540	00	19,375	00
Herring, salted	Brls. 34,792	4	00	139,168	00		
" fresh	Lbs. 1,229,100	0	01	12,291	00		
" smoked	" 294,490	0	02	4,088	00	155,457	00
Mackerel, fresh	" 503,120	0	12	60,374	40		
" salted	Brls. 18,197	15	00	271,605	00	331,979	40
Lobsters, canned	Lbs. 1,399,928	0	20	279,985	60		
" fresh in shell,	Cwt. 149,578	5	00	747,890	00	1,027,875	60
Cod, dried	" 450,440	4	00	1,801,760	00		
" tongues and sounds	Brls. 581	10	00	5,810	00	1,807,570	00
Haddock, dried	Cwt. 66,006	3	00	198,018	00		
" fresh	Lbs. 1,990,430	0	03	59,712	90		
" smoked finnan haddies	" 1,147,550	0	06	68,853	00	326,583	90
Hake	Cwt. 146,104	2	25	328,734	00		
" sounds	Lbs. 41,430	0	50	20,715	00	349,449	00
Pollock	Cwt. 69,274	2	00	138,548	00		
Halibut	Lbs. 859,963	0	10	85,996	30		
Trout	" 44,300	0	10	4,430	00		
Shad	Brls. 375	10	00	3,750	00		
Eels	" 520	10	00	5,200	00		
Smelts	Lbs. 85,500	0	05	4,275	00		
Alewives	Brls. 6,040	4	00	24,160	00		
Bass (sea)	Lbs. 1,325	0	10	132	50		
Clams	Brls. 778	8	00	6,224	00		
Flounders	Lbs. 282,960	0	05	14,148	00		
Tom cod	" 83,320	0	05	4,166	00		
Squid	Brls. 984	4	00	3,936	00		
Coarse and mixed fish	" 43,708	2	00	87,416	00		
" "	Lbs. 340,000	0	02	6,800	00	94,216	00
Fish oil	Galls. 269,198	0	30	80,759	40		
Fish as bait	Brls. 57,691	1	50	86,536	50		
" as manure	" 100,535	0	50	50,267	50		
Seal's skins	" 6	1	25	7	50		
Total for 1900						4,625,042	60
" 1899						4,325,453	00
Increase						299,589	60

SESSIONAL PAPER No. 22

RECAPITULATION

Of the Value of Fishing Vessels, Nets, &c., in District No. 3, Nova Scotia for the Year 1900.

Material.	Value.	Total.
	\$	\$
351 fishing vessels (21,225 tons)	847,085	
6,022 " boats	135,120	
532 " dories	6,308	
26,930 gill nets (715,748 fathoms)	159,270	
265 seines (28,160 fathoms)	47,233	
193 trap-nets	70,835	
100 weirs	18,040	
16 smelts nets	682	
3,219 trawls	68,532	
4,861 hand lines	16,790	
70 lobster canneries	57,550	1,369,895
203,164 " traps, &c.	138,642	
160 freezers and ice houses	15,270	196,192
1,397 smoke and fish houses	79,285	
465 piers and fishing wharfs	103,720	
69 fishing tugs or snacks	38,335	
		236,610
Total		1,802,697

Number of persons employed in the fisheries of the same district.

Men in fishing vessels	4,529
" boats	6,497
Hands in lobster canneries	2,675
Total	13,701

SESSIONAL PAPER No. 22

RECAPITULATION—Continued.

Showing the Number, the Quantity and Value of Fishing Materials, &c.—Continued.

COUNTIES.	FISHING GEAR OR MATERIALS.						LOBSTER PLANT.				OTHER FIXTURES USED IN FISHING.									
	Weirs.		Smelt Nets		Hand Lines.		Canneries.		Traps.		No. of hands employed		Freezers and Ice Houses		Smoke and Fish Houses		Piers and Wharfs		Tugs, Steamers and Smacks.	
	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.
1 Cape Breton	31	626	20	30	3109	1701	13	14450	46351	25730	405	5	2215	299	5380	164	7360	17	6515	1
2 Inverness	32	133	32	133	4459	3086	27	13070	49305	24886	334	18	1780	282	10908	79	48370	15	715	2
3 Richmond	24	415	24	415	4697	2574	20	15465	51980	25065	1086	3	2500	297	12250	23	3915	32	2980	3
4 Victoria	1	5	1	5	1661	939	20	5800	13217	7488	173	1	1000	114	7590	15	4617	6	230	4
5 Antigonish	28	400	8	160	326	127	6	6800	20800	11610	151	1	1000	116	1056	.....	.....	.....	.....	.....
6 Colchester	4	60	111	1490	100	81	37	22625	46630	25335	343	9	700	41	1435	.....	.....	.....	.....	.....
7 Cumberland	16	460	3597	2083	32	39000	32	39000	125575	102222	557	25	21600	872	46272	336	6300	48	21840	7
8 Guysborough	1	25	4625	2093	22	15450	22	15450	89650	38585	305	22	3555	871	24543	633	14969	24	17380	9
9 Halifax	10	770	13	285	52	40	26	33375	47700	30660	388	.....	.....	2	20	.....	.....	.....	.....	.....
10 Hants	18	2300	13	285	52	40	26	33375	47700	30660	388	.....	.....	11	167	1	20	.....	.....	.....
11 Pictou	18	2300	13	285	52	40	26	33375	47700	30660	388	.....	.....	11	167	1	20	.....	.....	.....
12 Annapolis	37	5350	12	412	1679	4869	9	13300	30274	23875	834	13	935	140	4900	.....	.....	.....	.....	.....
13 Digby	40	9400	138	138	138	138	9	13300	30274	23875	834	13	935	272	13665	74	45775	17	8700	12
14 King's	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15 Lunenburg	.....	.....	.....	.....	2750	3955	7	2150	13290	9450	488	.....	.....	351	24050	204	23290	16	1400	15
16 Queens	.....	.....	.....	.....	745	385	11	2550	11080	4006	345	13	400	82	970	3	900	11	2835	16
17 Shelburne	.....	.....	.....	.....	170	5854	24	18250	108210	62886	171	17	2800	604	24400	167	23335	3	7900	17
18 Yarmouth	5	990	3	100	3340	1722	17	19800	32590	32500	770	8	3700	44	7700	107	10430	22	17900	18
Totals	173	23890	242	3675	37507	29539	277	225785	698972	430723	6447	244	49620	4366	190811	1722	234643	211	88195	.....

RECAPITULATION—Continued.
 RETURN Showing the Kinds and Quantities of Fish and Fish Products in the whole Province of Nova Scotia, &c.—Continued.

Number.	Salmon.		Herring.		Mackerel.		Lobsters.		Cod.		Haddock.		Hake.		Numbers.												
																Fresh.		Preserved in Cans.		Dried.		Smoked.		Dried.		Smoked.	
																Lbs.	Brls.	Lbs.	Brls.	Lbs.	Brls.	Lbs.	Brls.	Lbs.	Brls.	Lbs.	Brls.
1	31 135	5	5988	72900	900	35440	995	586512	2157	14508	16	5470	1330	31	200	1											
2	68534	1978	4346	622350	6304	1296	256834	688	16156	53	10250	3292	4558	1773	2	2											
3	4100	1100	8980	275600	94305	5101	406152	3308	23382	131	211400	7681	590	296	3	3											
4	4910	176	1491	111290	10800	1164	144216	90	11734	1	1562	40	2398	5150	4	4											
5	33700	.....	1875	5590	10778	565	158036	769	.....	.....	.....	.....	.....	.....	.....	.....			
5	Antigonish	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	116392	.....	15	4000	3590	.....	36729	.....	150	.....	.....	28	12	.....	.....	.....								
6	Colchester	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	11800	.....	655	52000	530000	7400	390000	72	214	.....	.....	110	180	.....	.....	.....								
7	51270	2906	680	534600	.....	1122625	2433	391028	3930	13203	12	2215100	5757	200000	2750	89	8									
8	17648	.....	4948	13243	104500	10700	440400	2729	486250	67	2471	10000	5046	2251	9	9										
9	Halifax	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	7250	.....	9	52400	300	19800	.....	506832	150	145	.....	.....	.....	.....	.....	.....	.....			
10	31690	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	5900	.....	2496	4000	4000	96925	48500	1838	7300	24	12900	7335	8300	5085	12	12										
11	1060	.....	275	866100	31850	.....	.....	51165	47797	126	1763300	35350	1128150	135459	36000	14	14							
13	King's	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	39290	.....	1240	2500	165000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	15845	.....	4724	18100	56925	17680	154640	545	276974	395	68550	6015	600	1505	345	16	16									
15	21550	.....	3042	9000	2000	3000	89276	30100	2653	.....	.....	403	300	900	17	17								
16	3865	.....	19840	3000	.....	19770	434512	48480	65390	32	23450	9810	300	60	18	18									
16	6925	.....	3175	321400	1550	320500	.....	673000	1745	49350	41	125500	6520	780	19	19									
17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.	511604	6160	155	9038	82732	3065240	749800	3224972	57442	169195	571315	890	4650750	87964	1437550	161736	51549										

RECAPITULATION—Concluded.

RETURN Showing the Kinds and Quantities of Fish and Fish Products in the whole Province of Nova Scotia, &c.—Concluded.

Number.	KINDS OF FISH—Con.															Total Value of All Fish.	Number.		
	Pollock.	Halibut.	Trout.	Shad.	Smelts.	Alwives or Gaspereau.	Bass.	Clams.	Rels.	Oysters.	Flounders.	Tom Cod or Frost Fish.	Squid.	Coarse and Mixed Fish.	Fish Oil.			Fish as Bait.	Fish as Manure.	Seal Skins.
	Cwt.	Lbs.	Lbs.	Bbls.	Lbs.	Bbls.	Lbs.	Bbls.	Bbls.	Bbls.	Lbs.	Lbs.	Bbls.	Lbs.	Galls.	Bbls.	Bbls.	No.	% cts.
1 Cape Breton.....	615	60752	1600	.....	155600	170	.....	.....	152	.....	300	400	201	20	10688	2884	.....	.....	260,105 95
2 Inverness.....	831	40629	15080	.....	281300	279	100	.....	216	173	.....	400	942	1136	8019	3116	.....	.....	225,081 48
3 Richmond.....	5990	97607	4900	.....	280000	2967	.....	.....	515	.....	606300	51100	516	10235	6805	5229	.....	.....	456,144 20
4 Victoria.....	30	4500	700	.....	5150	55	.....	.....	83	113	.....	5800	562	1145	920	1214	.....	.....	130,455 30
5 Antigonish.....	.....	.....	1900	.....	11500	82	3800	.....	46	293	11625	.....	22	76	1511	2063	.....	.....	74,618 05
6 Colchester.....	5	2109	9050	869	14800	300	1300	350	69	863	.....	1230	.....	.....	130	29	120	.....	44,135 00
7 Cumberland.....	156	4440	1680	365	11300	1185	1525	.....	65	992	7100	12300	.....	49	45	4508	1300	.....	128,739 00
8 Guysborough.....	5889	310421	11360	.....	29150	1057	.....	48	199	.....	11000	25100	1624	1061	40297	23194	3005	18	711,117 00
9 Halifax.....	5722	229098	7130	.....	22100	497	.....	448	124	5	98500	57000	500	985	14036	2124	1572	.....	1,028,423 00
10 Hants.....	13	.....	7100	210	3500	164	2650	175	.....	.....	2000	1300	.....	.....	.....	.....	.....	.....	5,987 00
11 Pictou.....	.....	.....	4700	.....	9300	27	.....	28	14	220	.....	.....	.....	8	50	1816	1530	.....	118,914 00
12 Annapolis.....	3655	8683	9800	10	1000	1106	225	707	109	7	21060	1000	.....	1500	2670	430	635	.....	108,064 30
13 Digby.....	35515	492345	3750	71	29300	500	.....	.....	.....	.....	.....	226	.....	31815	54450	22635	97315	.....	1,341,183 75
14 Kings.....	578	750	1850	263	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40	635	720	.....	29,131 40
15 Lunenburg.....	969	79930	700	.....	17000	140	.....	71	151	.....	248800	4200	584	4975	18913	4300	400	.....	1,563,071 15
16 Queen's.....	293	4150	6450	1	3200	889	.....	.....	24	.....	8100	9620	51	13	29063	28346	.....	6	298,104 70
17 Shelburne.....	8319	217385	12250	.....	3400	1445	.....	.....	52	.....	2900	68500	120	2400	9300	1215	1325	.....	894,689 30
18 Yarmouth.....	20035	26420	9500	.....	31000	1360	.....	.....	177	.....	.....	.....	.....	.....	.....	.....	.....	.....	570,802 00
Totals.....	88581	10395601	109290	1750	3858390	11923	10100	1827	2364	1855	1020685	236420	5351	58482	360431	163858	110610	24	7,809,152 53

SESSIONAL PAPER No. 22

RECAPITULATION

OF the Value of all Fishing Material in the **whole** Province of **Nova Scotia** for
the Year 1900.

Articles.	Value.	Total.
	\$	\$
557 fishing vessels (26,064 tons).....	947,640	
14,766 " boats.....	302,219	
71,373 gill nets (1,792,923 fathoms).....	447,926	
1,049 seines (85,651 fathoms).....	108,270	
268 trap nets.....	93,170	
173 weirs.....	23,890	
242 smelt nets.....	3,675	
7,896 trawls.....	96,209	
37,507 hand lines.....	29,539	
277 lobster canneries.....	225,785	2,052,538
698,972 " traps.....	430,723	
244 freezers and ice-houses.....	49,620	656,508
4,366 smoke and fish-houses.....	190,811	
1,722 piers and wharfs (fishing).....	234,643	
211 tugs and smacks.....	88,195	
532 dories.....	6,308	569,577
Total value of fishing capital invested.....		3,278,623

Number of persons employed in the fisheries of **Nova Scotia**, 1900.

Men in fishing vessels.....	5,816
" " boats.....	19,396
Persons employed in lobster canneries.....	6,447
Total.....	31,659

APPENDIX No. 4.

NEW BRUNSWICK.

District No. 1, comprising the county of Charlotte.—*Inspector J. H. Pratt, St. Andrews.*

District No. 2, comprising the counties of Restigouche, Gloucester, Northumberland, Kent, Westmorland and Albert.—*Inspector R. A. Chapman, Moncton.*

District No. 3, comprising the counties of St. John, King's, Queen's, Sunbury, York, Carleton and Victoria.—*Inspector H. S. Miles, Oromocto.*

District No. 1.

REPORT ON THE FISHERIES OF DISTRICT No. 1, NEW BRUNSWICK,
COMPRISING THE COUNTY OF CHARLOTTE, FOR THE YEAR
1900, BY INSPECTOR JOHN H. PRATT.

ST. ANDREWS, N.B., December 31, 1900.

To the Dominion Commissioner of Fisheries,

Ottawa.

SIR,—I have the honour to submit herewith my twelfth annual report, on the fisheries of District No. 1, New Brunswick, which comprises the county of Charlotte, and the Chiputneticook Lakes, forming a portion of the boundary line between New Brunswick and the adjoining State of Maine. I also inclose tabulated statements showing the value and catch of fish in the several sub-districts, together with a synopsis of the officers' reports, which you will find contain many very interesting facts, concerning the sea and inland fisheries. In order to better understand the fluctuations of the catches of this district more clearly, I think it advisable to insert here their values for the past ten years:—

Total for	Total for
1891 \$1,279,977	1896 \$1,108,701
1892 863,465	1897 870,287
1893 771,182	1898 1,145,361
1894 1,118,477	1899 1,216,394
1895 968,203	1900 638,890

It is a source of regret for me to report such a decrease in the catch and value for the past season, so perceptible in the accompanying returns. While some branches of the fishing industries were fairly successful, the principal industry of the Bay of Fundy, the herring fishery, yielded very poor returns throughout the entire season. For instance, take the fisheries of the island of Grand Manan, for some unaccountable reason, not at present apparent, the value of the island's total catch this past year was but \$167,689, while the value of the previous catch for the season of 1899 was over half a million dollars, an immense decrease for one district alone, and nearly all in the herring fishery. Then notice the catch in St. Andrews Bay, with a decrease of nearly \$100,000, all owing to a decline in the herring catch.

SESSIONAL PAPER No. 22

The usual ingenious theories have been advanced to account for this decrease in catch, and one of the prevailing ideas, which finds general acceptance among numerous intelligent fishermen, holds that dynamiting for pollock at Grand Manan is wholly responsible for the diminished schools of herring playing in shore during the past season. However, strange to say, the fishermen in this district do not by any means feel despondent over the poor returns, but feel certain that the coming season of 1901 will amply compensate them for the shortage of the past season. It has been noticed by the experienced fishermen, and it is generally believed to be correct, that a poor season is invariably followed by one of the opposite nature, and it is very much to be hoped that our fishermen will not be disappointed in their belief. One of the signs that fishermen believe in the foregoing is to be noticed in the increased number of applications for new sardine herring weirs to be erected during the coming season, although the number of weir licenses issued in the season just closed exceeded that of any previous season. Although I spent considerable time this past year on the Nova Scotia and Cape Breton coasts, endeavouring to prevent the United States mackerel schooners from poaching within our territorial waters, still, I was enabled to give satisfactory attention to the enforcement of the various laws governing the fisheries of this district.

Some poaching was attempted on the Grand Manan spawning grounds during the annual close season there, but, owing to the energetic movements of the local officer, the poachers operations were very quickly frustrated. The energy displayed by the numerous sardine factories in the adjoining State of Maine, in order to secure small herring for the operation of their factories, assisted our weir owners very much from a financial standpoint, especially the weir owners who had not entered into any contract to sell their catch at the regulation price of \$4 per hoghead. The Eastport Syndicate factories and the numerous factories opposed to the syndicate, competed merrily at times when small herring were scarce, and our weir owners, who were reaping the benefit, enjoyed this competition hugely. One morning at a weir in the Magaguadavic River, I was a witness to as much as \$22.75 per hoghead being paid for the catch of one of the weirs located there. These fancy prices, I regret to say, are not paid very often.

An increase of over \$50,000 will be noticed in the value of fishery material used, which was rendered necessary by the increased number of new weirs erected this season, and the seines, boats, &c., required to operate each weir.

HERRING.

This fishery is the leading industry in my district and attracts the attention of nearly all the fishermen for their annual income and support. The failure of the other branches of the fisheries in this district would only cause a slight ripple of disappointment, but the failure of herring to strike inshore causes a blow to be delivered that shakes every portion of the district. The herring failure this year has been discussed in all its various bearings, but, as usual, without any satisfactory solution of the causes of their appearance in such diminished numbers. A large element of doubt must always remain with reference to the causes that lead to the movements of fish life, but the discussion of those causes will always yield ample opportunities for the interchange of opinions. The fishermen feel that after a life-long study of the herring question in the Bay of Fundy, that these fish will manage to preserve themselves notwithstanding the terrible slaughter being made on them to satisfy the demands of the human race. It is sincerely to be hoped that they are correct in their conclusions on this subject. Should sardine herring strike in through this coming season, it promises to be of great benefit to our weir owners. Quite a number of new sardine factories have been erected in the State of Maine in opposition to the sardine syndicate at present controlling the sardine supply, and they will endeavour by every means in their power to break down the controlling power of the syndicate. This competition to procure the raw material will naturally benefit our weir holders, and although it may mean the extinction of some of the contending factories, it will be the exact opposite for our fishermen, and we fervently trust that this competition may not terminate for many years.

I presume that the figures of the sardine industry in the State of Maine for the past year showing number of cases packed, values, &c., would be of interest. Nearly all our sardine herring are exported to this state for manufacture and are given in their official reports as the product of American fisheries. Eight hundred and fifteen thousand and sixty cases of sardines were packed during the year, averaging 100 cans to each case, having a value of \$2,932,434. This pack and value is considerably less than that of 1899. There are seventy-nine of those sardine canning factories in the State of Maine, giving employment to nearly 8,000 employees, and distributing among this number wages aggregating nearly \$800,000.

POLLOCK.

The methods employed by many avaricious fishermen this year on the pollock grounds at Grand Manan have been the subject of much sharp and bitter criticism all through the maritime provinces. I refer to the killing of them by exploding dynamite cartridges in their midst, by which means, no doubt, half of the fish are lost to the fishermen by their not coming to the surface after the explosion. A law should be enacted prohibiting the landing of fish killed by dynamite, and also the fitting out of boats for this unpopular method of fishing. It is the unanimous desire that this dynamiting should be stamped out completely, and it seems that a law as outlined above would be effective. Notwithstanding the large number of quintals taken by the employment of this nefarious method of dynamiting the schools, and the catch also by the old-time methods employed by law-abiding class of fishermen, a decrease of about 4,000 quintals will be noticed in the returns when compared with the returns for last season.

SALMON.

A considerable increase may be noticed in the catch of salmon, the past season being an exceptionally good one for the anglers, especially those fishing in the waters of the St. Croix River, where your departments efforts in retaining the services of the two guardians for such a lengthy period each season, is meeting with the success it merits. Good signs of salmon ascending through the fish-ways at St. George are quite in evidence each season now, and there is no doubt, with the exercise of constant vigilance this river will become stocked with this most toothsome fish.

LOBSTERS.

A decrease of nearly 3,000 cwt. is to be noticed, I regret to say, in the lobster catch, and the pack of the canned article by the several factories, will also show a decrease. Poor fishing was reported by the majority of those engaged in the fishery, although the same amount of gear was used as in previous seasons. It seems to be beyond question that more restrictive measures will have to be adopted, in order that this fishery will be kept from becoming worthless to those prosecuting it. It is hoped by the vast majority of the fishermen in this district that your department will change the present size limit to ten and one-half inches.

COD.

A decrease of over 1,500 quintals will be noticed in the catch of cod, due mainly to less men being engaged in this fishery, a large number of them having turned their attention to the weir fishery.

SESSIONAL PAPER No. 22

HADDOCK.

About \$7,000 will be noticed as the decrease in the value of this fishery, when compared with that of last year, although this falling off can not be attributed to any scarcity in the schools of this fish, but simply to a less vigorous prosecution of this fishery, by fewer men being engaged in it. During the month of December a number of men and vessels were employed in this fishery in the channel between Grand Manan and Campobello, and by the well deserved success they met with it was quite evident that this and other line fish had not deserted our shores, as some persons would have us believe.

CAMPOBELLO'S FISHERIES ASSOCIATION.

The annual exhibition and aquatic sports of this society were held at Welshpool, Campobello, on October 18, and were full of interest to the large number of people who were so fortunate as to be present. I had the honour of being appointed as one of the judges for the sailing regatta and the races were started from the stern of the *Curlew* by the starting gun on board. It was a pleasure to be ordered there and the association officers treated me, as an official representative, with the greatest courtesy. In one of the buildings the numerous exhibits of fish were laid in a most inviting manner before the public gaze, and won well deserved approbation. Handsome money prizes were awarded to the successful competitors. It was a revelation to the attending strangers, to see the handsome sloop rigged boats that competed in the principal boat race. Outsiders generally have but a faint idea of the excellent vessels used by the fishermen in Passamaquoddy waters. The annual dinner of the society took place in the evening at the Owen Hotel, followed by the annual ball, which was very largely attended by the representative people of the county and of the neighbouring states.

SYNOPSIS OF FISHERY OFFICERS' REPORTS.

Guardian Hall of St. George, who has control of the important fish-ways on the Magaguadavic River, states: that frost fish and alewives have been very abundant during the past year. Trout also have been plentiful and Lake Utopia was visited by sportsmen from many United States cities, all having effected good catches. More salmon were seen in the river than during any previous year, although none were taken. The fish-ways are all in good condition, except the one at upper falls, which needs looking after.

Overseer Todd, who has charge at St. Stephen of the important salmon fishery of the St. Croix River, says that the increase in the number of salmon ascending the river is plainly evident to the most ordinary observer. This owing wholly to the efficient protection given by the two night guardians there under his direction, who efficiently prevent illegal fishing on the Canadian side of the boundary line.

Guardian McLaughlin, who looks after the fisheries of Lake Utopia, and the other lakes in this vicinity, in his annual report states that trout have been very plentiful, and satisfactory catches have been made by the numerous sportsmen visiting the lakes and streams in the vicinity of St. George. Smelts, frost fish, and alewives, have been very plentiful in their season, and salmon have been very plentiful on the Pocologan River. They enter this river about August 20, and, no doubt, numbers of them are taken illegally. The river being quite a distance from here, he could not devote as much time in protecting it as he would like.

Overseer Campbell, of St. Andrews, states that he regrets that his returns show quite a decrease in the value and catch. There were twenty more weirs fishing than in 1899, and still the catch was not much more than half that of the previous year. Herring- were plentiful but too small for sardines. He believes that this sardine industry is destroy

ing the herring fishery. There have been no net herring for some years, but plenty of britt, and if, as Prof. Prince says, none of the herring canned in the State of Maine have ever spawned, it is only a question of time when the herring fishery will be done. There has been some line fishing, but not as good as in 1898 and 1899. The lobster fishing is about done, which is attributed to taking lobsters smaller than 10½ inches, and also fishing for them during the winter.

There was considerable illegal fishing during the season, both torching and seining which can only be stopped by having a force on the grounds at all times. The lobster catch in the bay which fifteen years ago amounted to 600 tons, is now only about ten which is ascribed to winter fishing.

Overseer Lord, who has control of the fisheries of West Isles, states that britt, and undersized herring were very plentiful this season, but gave no value to the fishermen. Herring suitable for sardine herring show a decrease both in quantity and value. They seem to be getting scarcer each year, and a number of weirs not catching enough to pay for expenses of repairing. Some think as their was so many britts there will be plenty of herring next year, but the fish are becoming scarcer each year. There was no herring smoked in this district last year. The lobster catch in this division will show a decrease, which is probably to be attributed to the large number of men being engaged in it.

Guardian McLean, who controls the district from L'Etang to the Magaguadavic River, states that the catch of line fish for the year has been about the same as last year, with prices about the same. The lobster fishing was good, more men and more traps were employed at it. Pollock, hake and cod fishing have been good, but the prices have not been as good as formerly, which I think, is due to the fact of the Porto Rico markets being in the hands of the United States government. There was a large school of sardine herring as in former years, but rather too small for sardine purposes, but only about half a catch was made when compared with previous years. An increase was made in the pack in the sardine factory located in this district, over 8,000 cases being put up.

Guardian Cross, located at Beaver Harbour, states that on the whole the fishermen have not done as well as last year, and cannot account for the fact of herring becoming scarcer each year, and believes it must be owing to so many small ones being taken from the weirs for lobster bait. Quite a trade in clams and dulse is being developed in his district, and many also are engaged in dragging for scallops, which are canned.

He thinks it would be a good idea to have a close season for clams and scallops, to save them from extinction. The lobster catch fell off this year and there is not the slightest doubt they are becoming scarcer. Line fishing fell off this year, owing to the difficulty in securing bait at times, and also to the fact that there were not so many men engaged in it, but he believes the fish were just as plentiful as ever. Pollock in large numbers were very often found in the weirs. No large herring have been taken of late years, only what have been caught at the Wolves, and there is no doubt the taking of small herring is injuring the catch of the large. Clams have increased, and more of them have been handled than in previous years, and he can also say the same of scallops.

Overseer Fraser, of Grand Manan, returns only about half a catch of fish of all kinds in comparison with that of the previous year, but with reference to the herring catch it was considerably less than half of that taken in 1899. He cannot give any correct cause for this decrease, but it is a well known fact that each kind of fish is becoming scarcer year by year. The line fishermen complain that the dynamiting seriously injures their fishing, and they give as a reason that when a charge has been exploded anywhere within their vicinity, they would be unable to hook any more fish. There is no doubt this killing of fish by dynamite is very injurious to the fisheries, and if this slaughter is allowed to continue the results will be ruinous. If a law is not enacted preventing this harmful method from continuing, a greater number will provide themselves with a dynamite outfit. He suggests that vessels be prohibited from carrying this outfit, as the best means to break up the practice.

SESSIONAL PAPER No. 22

A large decrease in the catch of pollock will be noticed for the reason that none were taken in the weirs as in previous years. The price received for them was somewhat higher. The prices quoted for fish of each kind, are, with very few exceptions, the same as last year. A gratifying advance was noticed in the prices paid for boxes of bloaters, which advanced from 60 to 90 cents per box. This officer suggests the enactment of a law requiring all nets to be taken from the water at sunrise and not set again till sunset. He also suggests a more stringent protection of the spawn fish during the close season. The placing of some restriction on the taking of britt by the weirs, which was carried on the past season to a ruinous extent, is absolutely necessary. Large quantities of those small fish were taken and sold for lobster bait, and it required from fifteen to twenty-five of them, by actual count, to balance in weight one mature herring. A number of the weirs, principally a few in Seal Cove, made very good hauls of herring suitable for smoking which were sold in Lubec and Eastport, more being realized there than the people of the island would pay. The close seasons were not properly observed, though he did all in his power to enforce same.

Overseer Savage, of Campobello, in his report for the year states, that pollock made their appearance early in June in large schools and the catch was much larger than that of last year. Although very few were caught in weirs, the price paid was fair. Line fish of the different kinds, yielded an average catch, with prices ruling somewhat lower than the previous year. The catch of lobsters will show an increase, owing partly to their being more numerous on the ground and to the fact of unusually good weather prevailing during the spring months. Good prices were paid for canning purposes and also for shipment in a fresh state. Herring were scarcer than previous year. There was a large run of very small herring during the summer months, but they were too small to be of any commercial value. Large herring of the size caught in gill-nets were almost a failure. He attributes to a very large extent the scarcity of fish this season, was almost entirely owing to the dynamite pollock fishing at Grand Manan, which was carried on outside the three mile limit, but perhaps in foggy weather, closer in shore. Fishermen differ in their opinions regarding the scarcity of some kinds of fish, but, no doubt, the great amount of fishing done both off shore and inshore tends to make all kinds of fish scarce. He believes that the fishery regulations have been as well observed as usual.

Guardian Conrad, of St. Croix, who patrols the Chiputneticook lakes, running between New Brunswick and the State of Maine, in his report states that he met with considerable difficulty in endeavouring to enforce the fishery regulations on those lakes. There is a determined class of poachers who reside on the American side, who will embrace every opportunity to set their nets on the Canadian side, where the fishing is very much superior to that on the United States side. The different kinds of fish found in the lakes, black bass, white perch and pickerel, are still quite plentiful, and a good angler, under good conditions, can easily hook 200 lbs. per day.

Chief Boatman, Silas Mitchell, patrolling the fishing grounds in Quoddy River, opposite Eastport, reports that very little trouble was experienced in keeping the American fishermen from poaching on the Canadian side of the boundary line, as they are becoming better acquainted with the fact that the Canadian fishery laws will be strictly enforced against them. Pollock made their appearance on the fishing grounds in the Quoddy River about the middle of May and lasting till about the middle of September. The catch was good during this time and the total for the season was quite large. The catches of haddock, cod and hake, in the 'North Channel' that is, between Grand Manan and Campobello, during the month of December, have been exceedingly good.

I have the honour to be sir,
Your obedient servant,

JOHN H. PRATT,
Inspector of Fisheries.

DISTRICT No. 2.

REPORT ON THE FISHERIES OF DISTRICT No. 2, NEW BRUNSWICK,
 COMPRISING THE COUNTIES OF RESTIGOUCHE, GLOUCESTER,
 NORTHUMBERLAND, KENT, WESTMORLAND AND
 ALBERT, FOR THE YEAR 1900, BY INSPECTOR
 R. A. CHAPMAN, MONCTON.

MONCTON, N. B., Jan. 2, 1901.

To the Dominion Commissioner of Fisheries,
 Ottawa.

SIR,—I have the honour to submit my report of the fisheries in District No. 2, of the province of New Brunswick, consisting of the counties of Restigouche, Gloucester, Northumberland, Kent, Westmorland and Albert, for the year 1900, with tabulated statement, giving the products and values by districts and counties, together with an estimate of the capital employed in the prosecution of these fisheries.

The returns referred to show an increase in the aggregate value of fish taken over that of 1899 of \$204,280, the values for the two years being :

For 1899.....	\$2,595,024
“ 1900.....	2,799,304

which is somewhat better than I expected when I wrote my preliminary report, and with the high prices prevailing for fish of all kinds it has certainly been a good year for all concerned in the business. I would now beg briefly to refer to the several leading kinds of fish caught.

SALMON.

The catch is a little larger than last year and fly fishing was reported good on all the streams, showing that the spring run of fish had succeeded in ascending in large numbers, the spawning grounds were also well stocked with parent fish last fall, which is regarded as favourable for coming seasons.

SHAD.

The catch has been very small in the Bay of Fundy, and no better can be expected until these fine fish are protected during their spawning season, which I have referred to so often.

HERRING

Were, as every year, abundant in the spring and the usual large quantities taken. Parties from Charlotte County have and are erecting smoke-houses and curing considerable quantities of them. This business is open to unlimited possibilities. The fall herring, on the banks between Caraquet and Miscou, were unusually plentiful the past season, and large quantities of fine fish taken which were sold at good prices.

SESSIONAL PAPER No. 22

MACKEREL.

Nearly three times as many of these fish were caught as in 1899, they being very plentiful on many parts of our coasts early in the season, and some immense catches were made. Tinkers or small fish having swarmed along our shores for the past few years and should lead to good fishing for some time to come.

ALEWIVES,

As usual, were in large numbers in several of our rivers last spring and might have been taken in large quantities, but little attention appears to be given to this fishery.

COD.

The catch slightly exceeds that of last year and would have been much larger only for the storm in September, referred to in my preliminary report, when so many vessels and lives were lost. Prices were good, and it has been a profitable year for those engaged in this very important fishery.

BASS.

The quantity taken is again falling off, and another close time on the Miramichi River may be necessary to restore this fishery again. At any rate, hook and line fishing should be prohibited during the spawning season, as these fish mature slowly.

TROUT.

Both sea and lake trout are caught in many different places in considerable quantities. A number of clubs are formed who lease the streams and lakes and give some protection thereto. The catch appears to be increasing.

SMELTS.

The quantity of smelts taken is upwards of 800,000 pounds more than in 1899, which was previously the largest on record. The importance of this fishery can hardly be overestimated, and it is now proved conclusively that there is no danger of overfishing. Many years ago, before they had a commercial value, large quantities were taken in the spring for manure, &c., and this when they had come into the rivers to spawn. This, of course, now is all stopped. The present winter the weather from the first has been extremely favourable, and such large quantities have been caught that prices have gone down, and there is no talk of extension of the season as heretofore. The totals for 1901 will, consequently, be still larger than for 1900.

LOBSTERS.

With more factories and gear of all kinds the pack is considerably below that of last year. The high prices prevailing is stimulating this fishery, I am sure, beyond what it reasonably can bear, and it is hard to tell what is best to be done to prevent its gradual extermination. Fall fishing, I believe, would do it, as this would give all the female fish a chance to spawn. But those interested will not agree to this change for

several reasons, prominent among which is the stormy weather prevailing during that season of the year. If hatcheries were established at different points along our coasts, they would, no doubt, be of great help, and this might save what is of such vast importance, as this fishery capitalized at four per cent is worth, in my district, about \$10,000,000.

OYSTERS

Show a somewhat larger catch than in 1899, due partly to the opening of the reserve in Shediac and partly to the high prices prevailing, which stimulated those engaged in this industry to greater exertions. In my report of 1898, I referred to the necessity of an examination of the Caraquet beds, which do not produce at all what they did years ago, and which, I believe, are becoming covered with mud and sediment. This could probably be overcome by dredging. At any rate, a close examination by the oyster expert, Mr. Kemp, would be worth making.

I have reports from only three or four of the local officers, and these contain no matter not covered by my own report.

I have the honour to be, sir, your obedient servant,

R. A. CHAPMAN,
Inspector.

DISTRICT No. 3.

REPORT OF THE FISHERIES OF DISTRICT No. 3, OF NEW BRUNSWICK, COMPRISING THE COUNTIES OF ST. JOHN, KING'S, QUEEN'S, SUNBURY, YORK, CARLETON AND VICTORIA, FOR THE YEAR 1900, BY H. S. MILES, INSPECTOR.

OROMCTO, January 1, 1901.

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit my report on the fisheries of District No. 3, New Brunswick, for 1900, also statistical returns showing the quantities of fish taken and their value, which, when compared with that of the preceding year, shows an increase, as follows :

St. John County, 1899	\$238,635 75	
“ “ 1900	258,464 75	
Increase		\$19,829 00
River Counties, 1899	\$69,971 50	
“ “ 1900	73,083 00	
Increase		\$3,111 50

SESSIONAL PAPER No. 22

SYNOPSIS OF FISHERY OFFICERS' REPORTS.

Overseer O'Brien, of St. John County, in his annual report, states that the season just closed was a successful one for the fishermen. Early in the season alewives were scarce, but on May 15, they struck in and were taken in great quantities for two weeks by both weir and net fishermen.

SHAD

Shows a smaller catch than usual, resulting from over fishing, which might be in part prevented by prohibiting their being taken when returning from the spawning beds, as they are then unfit for use.

SALMON.

There were less salmon than usual taken by the boat fishermen in the bay, but in the weirs along the south shore the catch was particularly good. Grilse were more numerous than for twenty years. Trawling for cod, hake and haddock was good, and the ready market made the fishermen feel happy.

The catch of lobsters was a little short on account of the regulation measurement of not less than 10½ inches being enforced. The Fry Island weirs did not go into the Eastport syndicate and kept the price of herring up, otherwise they would not be worth catching. The young herring were used for lobster bait and sardines. A considerable quantity of eels were taken and shipped fresh in ice to the States, where a fair price was obtained, but generally speaking this industry is only a one man business. The greatest difficulty is experienced in enforcing the Sunday close time, and for violations ten parties were fined.

H. S. Parlee, guardian at Studholm, King's County, reports a careful observance of the fishery laws and regulations in his district.

M. G. Jenkins, guardian at Kars, King's County, reports that the fisheries carried on in his district have been strictly according to law; he has not heard one complaint from any one in his district.

R. C. Foster, guardian, Upperton, King's County, reports a careful enforcement of the regulations preventing the escape of sawdust into the various rivers and streams in his district. No illegal fishing was permitted.

Jonah Keith, guardian, Havelock, King's County, reports a large run of shad in Canaan River last spring. Law well observed in his district.

Michael Brown, guardian, Westfield, King's County, reports a successful salmon and shad fishing season, also a careful observance of the regulations.

W. U. S. Gamblin, guardian, Pearsonville, King's County, says he had much difficulty in a proper or satisfactory enforcement of the sawdust regulations. The angling for trout was good and sportsmen were many.

Overseer I. J. Hetherington, of Queen's County, reports the catch of salmon much above the general average. Shad too was vigorously fished throughout the season, and although there were no heavy runs at one time, yet industry had its reward, and a good yield was obtained. Alewives were abundant, but less than usual were taken on account of the high wages paid for less disagreeable work. Other fish, including lake herring, trout, pickerel and eel were about as usual. It seems that the fishermen now realize that the strict observance of the laws are to their advantage, so no seizures or fines were necessary for their enforcement. The usual number of guardians were employed this season.

Overseer Cecil F. McLean, of Sunbury County, reports an increase in the catch of alewives, shad and pickerel over any former year. Salmon also were more plentiful than for some time past, but, owing to the high water, less were taken. He thinks an efficient fish-way should be put in the dam at Hartts Mills, above which are excellent spawning grounds in North Oromocto Lake.

Guardian C. H. Turney, of Burton, Sunbury County, reports two violations, which were satisfactorily settled.

Overseer Robert Orr, of York County, reports that he devoted all his time to the fisheries on the St. John River and South-west Miramichi, also north branch of South-west Miramichi in Carleton County. He found great difficulty in preventing poaching of all kinds, but thinks with the assistance of the six guardians given him, a fair protection was afforded on the Miramichi River. In the St. John River, the constant run of logs prevent the setting of nets above tidal waters until late in June, after which a careful lookout has to be maintained. During the heavy freshet in September, a great run of salmon successfully made their way to the spawning grounds on the Tobique.

Guardian McEwen, Upper Miramichi, in Carleton County, says that salmon were more plentiful on the spawning beds than they had been for the last ten years. On the night of October 20, the river froze hard enough to carry a horse, and so afforded protection to the salmon on the bars and cut short the work of the guardians. The inspector made two trips over river this season, spending in all about ten days on river.

Carleton County (note by Inspector), I have no overseer in this county. The usual number of guardians were in service on St. John River and Miramichi, no complaints were made by guardians and the laws were well observed.

Overseer Leonard Wilson, Victoria County, reports plenty salmon and says that the guardians should be appointed not later than May 15, otherwise net fishing will be done.

Overseer Hector Nadeau, for the Madawaska district, reports as follows:—It is impossible for me to compare accurately the catch of the last year with that of previous years, as I have no figures to go by, this being my first year as an overseer. Judging, however, from surrounding circumstances, I infer that the amount received from this business by the population of this county, must be getting smaller every year. This is likely a result of saw-mills being allowed to dump sawdust and mill refuse into the different streams, but principally into the St. John River. Ten years ago trout and whitefish in quite large quantities could be taken out of the waters of the St. John, anywhere between Grand Falls and the St. Francis River, but to-day a fisherman returning home after a few hours' fishing must consider himself lucky if one or two fishes (small at that) adorn the inside of his basket. Grand River, in the parish of St. Leonard's, is not now the fisherman's paradise it used to be. This, I think, is principally due to the all-summer drives which have taken place on that stream for the last twenty years.

Green River is fished to excess, and as it is one of the many streams in this county which has no special guardians, our friends from across the international boundary and a few of our own people are in the habit, I am told, of using explosives and other illegal means of fishing. This stream should be protected.

Madawaska River is well looked after on the New Brunswick side of the line, but on the Quebec side, I have been told by eye witnesses that some nights this autumn as many as twenty lights could be seen on the river at the same time. Another guardian should be appointed to look after that part of the river, as the present one has, I understand, no time to give it his attention.

Baker Brook has no fish now to speak of, but the lakes (which are in the province of Quebec) that empty into it, used to be full of trout, whitefish, toque, &c., but they are now fast losing their finny population for about the same reasons as given *re* Green River. Baker Brook and those lakes should be guarded. The catch at Baker Lake seems to be getting smaller every year. There was only one fine collected this year from a gentleman from Fort Kent, Maine. This fine was for \$20, and made poachers give Baker lake a wide berth this year. There are no fish-ways on any of the dams in this county, and I do not think they are needed.

I have the honour to be, sir, your obedient servant,

H. S. MILES,
Inspector.

SESSIONAL PAPER No. 22

RETURN showing the Quantity and Value of Fish, &c.—New Brunswick—Continued.

Number.	DISTRICTS.	Kinds of Fish.										Fish Products.			Seal skins, No.	TOTAL VALUE OF ALL FISH.	Number.				
		Haddock, lbs.	Trout, lbs.	Dale, lbs.	Snells, lbs.	Alwives or Gasparan, brs.	Cod, fresh or frozen, lbs.	Pikelets, lbs.	Herring, kippered, cans, No.	Sardines, brs.	Sardines, preserved, cans.	Flourders, lbs.	Ton cod or frost fish, lbs.	Squid, brs.				Coarse and mixed fish, brs.	Fish oil, galls.	Fish as bait, brs.	Fish as manure, brs.
<i>Charlotte County.</i>																					
1	St. Stephen and vicinity	6000		24500	7000	200	5000	73200	16795	1000000	4900	500			4000	3125	400		5	2,235 00	1
2	Leppan to L'Efang							30945	800000	4900					600					145,857 30	2
3	L'Efang to St. Stephen				2000			36365	16000	5000					100	1000	2000			117,220 00	3
4	St. George to St. Stephen	20000		75000				155000							1500	3300				95,162 50	4
5	Grand Manan				600				3436						5860	1068	55			167,689 00	5
6	Campobello				750				10000						3000	1000	125			58,422 60	6
7	West Isles				3000	50														50,704 25	7
8	St. George and vicinity	6000																		1,600 00	8
	Totals	18000	20000	39500	13350	250	75000	228200	97541	1810000	11900	3500	125	20	25060	9743	2580		5	638,890 65	

RECAPITULATION

Of the Yield and Value of the Fisheries in District No. 1, Province of New Brunswick,
for the Year 1900.

Kinds of Fish.	Quantity.	Price.		Value.
		\$	cts.	\$ cts.
Salmon, fresh in ice.....	Lbs.	3,850	0 20	770 00
Scallops, preserved.....	Cans	28,800	0 15	4,320 00
" fresh.....	Lbs.	2,500	0 15	375 00
Herring, pickled.....	Bbls.	3,386	4 00	13,544 00
" fresh or frozen.....	Lbs.	3,262,500	0 01	32,625 00
" smoked.....	"	2,167,000	0 02	43,340 00
" kippered.....	Cans	228,200	0 10	22,820 00
Sardines, fresh.....	Brls.	97,541	2 00	195,082 00
" preserved.....	Cans	1,810,000	0 05	90,500 00
Lobsters, canned.....	Lbs.	99,552	0 20	19,910 40
" fresh.....	Cwt.	9,539	5 00	47,695 00
Cod, dried.....	"	3,300	4 00	13,236 00
" fresh or frozen.....	Lbs.	75,000	0 04	3,000 00
Clams in shell.....	Brls.	3,571	1 00	3,571 00
" shelled.....	"	1,084	7 00	7,588 00
" preserved.....	Cans	60,520	0 10	6,052 00
Haddock, fresh.....	Lbs.	571,900	0 03	17,157 00
" dried.....	Cwt.	1,063	3 00	3,189 00
Finman haddies, smoked.....	Lbs.	83,000	0 06	4,980 00
" " canned.....	Cans	3,600	0 10	360 00
Hake, dried.....	Cwt.	12,005	2 25	27,011 25
" sounds.....	Lbs.	13,252	0 50	6,626 00
Pollock, dried.....	Cwt.	18,884	2 00	37,768 00
Halibut, fresh.....	Lbs.	20,000	0 10	2,000 00
Trout, fresh.....	"	18,060	0 10	1,806 00
Smelts, fresh.....	"	13,350	0 05	667 50
Alewives, pickled.....	Brls.	250	4 00	1,000 00
Pickarel, fresh.....	Lbs.	5,000	0 05	250 00
Flounders, fresh.....	"	11,900	0 05	595 00
Tom cod and frost fish.....	"	3,500	0 05	175 00
Squid.....	Brls.	129	4 00	516 00
Coarse and mixed fish.....	"	20	2 00	40 00
Fish oil.....	Gall.	25,060	0 30	7,518 00
Fish used as bait.....	Brls.	9,793	1 50	14,689 50
" " manure.....	"	2,580	0 50	1,290 00
Mackerel, preserved.....	Cans.	2,000	12 00	240 00
" fresh.....	Lbs.	5,000	12 00	600 00
Seal skins.....	No.	5	4 00	20 00
Dulse.....	Lbs.	99,500	0 06	5,970 00
Total value of catch for 1900.....				638,890 65
" " " 1899.....				1,216,259 95
Decrease during 1900.....				577,369 30

RECAPITULATION

SHOWING the Number and Value of Vessels, Boats, Nets, Weirs, &c., engaged in the Fisheries of District No. 1, New Brunswick, for the Year 1900.

Number.	Material.	Values.
		8 cts.
76	Fishing vessels (tonnage 1,330).....	35,850 00
1,233	" boats.....	78,537 00
773	Gill nets, (21,620 fathoms).....	7,749 00
394	Weir seines, (12,181 fathoms).....	26,415 00
623	Trawls.....	5,964 00
392	Weirs.....	165,710 00
26	Smelt nets.....	252 00
1,542	Hand lines.....	1,085 00
12	Lobster canneries.....	29,000 00
19,461	" traps.....	16,610 00
8	Freezers and ice houses.....	5,650 00
755	Smoke and fish houses.....	140,460 00
227	Piers and wharfs.....	38,740 00
24	Tugs and smacks.....	12,300 00
5	Sardine factories.....	41,000 00
2	Clam canneries.....	600 00
4	Kipperd herring factories.....	10,000 00
1	Fish guano factory.....	5,000 00
6	Fish curing ".....	3,000 00
70	Weirs scows.....	4,000 00
70	Pile drivers.....	5,500 00
40	Fish presses.....	3,000 00
	Total value of material.....	\$ 636,422 00

NEW BRUNSWICK—District No. 2.

RETURN Showing the Number, Tonnage and Value of Vessels and Boats, Nets, &c., in the District No. 2, Province to New Brunswick, for the Year 1900.

Number.	DISTRICTS.										FISHING GEAR OR MATERIALS.					
	FISHING VESSELS AND BOATS.					Boats.					Gill Nets.		Smelt Nets.			
	Number.	Tonnage.	Value.	Men.		Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	
		%			%						%		%		Number.	
<i>Restigouche County.</i>																
1	Above Dalhousie.....	1	28	500	5	35	700	50	37	7700	6500	170	8500	1		
2	Below Dalhousie.....					195	4000	300	130	18600	20000	24	1650	2		
	Totals.....	1	56	500	5	230	4700	350	167	26300	26500	194	10150			
<i>Gloucester County.</i>																
1	Beresford, and part of Bathurst.....					425	9800	860	1660	61000	42000					
2	Caracquet, New Bandon and part of Bathurst.....	121	1385	48000	490	510	16000	900	1900	67000	38000	51	2500	1		
3	Samaruez, Inkerman and Shippegan Mainland.....	22	240	9500	90	340	6200	490	2850	84700	32500	175	6500	2		
4	Shippegan and Miscou Islands.....	62	750	33000	230	450	19000	850	580	28000	9500	38	1400	3		
	Totals.....	205	2375	90500	720	1755	51000	3100	6990	238500	122000	284	9400			
<i>Northumberland County.</i>																
1	Negouac, &c.....	4	49	1850	16	290	7000	300	800	50000	45000	220	19800	1		
2	Bay du Vin, &c.....	3	50	1200	10	210	8000	300	800	80000	70000	250	10000	2		
3	Charham, &c.....					150	4000	150	220	40000	35000	400	28000	3		
4	South-west and North-west Miramichi Rivers.....					110	1500	110	300	13000	7000			4		
	Totals.....	7	99	3050	26	670	20500	1060	2120	183000	157000	870	57800			

SESSIONAL PAPER No. 22

	1	20	500	3	304	10160	500	5800	116000	24500	350	14000
<i>Kent County.</i>												
1 Richibucto, St. Louis, &c.	1	20	500	3	304	10160	500	5800	116000	24500	350	14000
2 Bouctouche, &c					480	14000	800	1500	65000	16500	250	13000
3 Cocagne, &c.					300	30000	400	700	24000	8000	65	3000
Totals.	1	20	500	3	1084	33160	1700	8000	205000	46000	665	30000
<i>Westmorland County.</i>												
1 Shediac, Moncton and Salisbury.					365	12000	720	650	28000	13000	130	6500
2 Botsford					375	3500	700	400	16500	8000	50	2000
3 Sackville and Westmorland.					200	4000	250	350	5000	2000	32	1650
4 Dorchester.					34	2200	67	210	8700	3600		
Totals.					974	27700	1737	1560	58200	26600	212	10150
<i>Albert County.</i>												
1					4	200	8	10	1800	1000		
Grand totals.	214	2522	94650	751	4717	137560	7955	18847	712800	382100	2205	117500

RETURNS showing the Quantity and Value of Fish, &c.—New Brunswick—Continued.

DISTRICTS.	KINDS OF FISH.													Number.			
	Salmou, fresh, lbs.	Salmou, preserved in cans, lbs.	Salmou, smoked, lbs.	Herring, salted, lbs.	Herring, fresh, lbs.	Herring, smoked, lbs.	Mackerel, fresh, lbs.	Mackerel, salted, lbs.	Lobsters, preserved in cans, lbs.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, lbs.	Hadcock, dried, cwt.		Hake, dried, cwt.	Hake, sounds, lbs.	Halibut, lbs.
<i>Restigouche County.</i>																	
1 Above Dalhousie.....	50500			1550	30000				22500	140	140						7000
2 Below Dalhousie.....	147000								95		140						6000
Totals.....	197500			1550	30000				22500	235	140						13000
<i>Gloucester County.</i>																	
1 Beresford and part of Bathurst.....	74500	300	500	15400	50000	30000	20000	20	17520	120	2500				1000		7000
2 Caraquet, New Bandon and part of Bathurst.....	216500			40000	50000	150000	150000	10	182000	200	43270	80		10000	1500	30000	12000
3 Sannareze, Inkerman and Slippogan Mainland.....	353000			9000	51000		14000	10	82500	185	9000	30		2200	4200	11000	8000
4 Slippogan and Miscou Islands.....		10000		10000	40000		15000	10	335000	150	21500	50		1500	2500	20000	1000
Totals.....	329000	10300	500	71400	191000	30000	46000	80	618020	655	70270	160		4700	8200	62000	28000
<i>Northumberland County.</i>																	
1 Nogauc, &c.....	85500			5000	13000	2000	2000	30	43500	120	2000			100		1500	6000
2 Bay du Vin, &c.....	92000			3000	10000		300000	100	50000	150	200		150	200		2000	2000
3 Chatham, &c.....	96000			25			1000				150						5000
4 South-west and North-west Miramichi Rivers.....	80000																17000
Totals.....	353500			8025	23000	2000	303000	130	93600	270	2350		150	300		3500	30000

RETURN showing the Quantity and Value of Fish, &c.—New Brunswick—Continued.

DISTRICTS.	KINDS OF FISH.										FISH PRODUCTS.				TOTAL VALUE OF ALL FISH.	Number.	
	Shad, brls.	Smelts, lbs.	Alwives or gaspereau, brls.	Bass, lbs.	Clams, brls.	Refs, brls.	Oysters, brls.	Flounders, lbs.	Tom cod or frost fish, lbs.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.			Seal skins, number.
<i>Restigouche County.</i>																	
1 Above Dalhousie.....	456700					45	30000	290000			80		10	20		37,470	1
2 Below Dalhousie.....	1250000					50	20000	20000				20	400	200		49,711	2
Totals.....	5817000					95	32000	220000			80	20	410	220		87,181	
<i>Gloucester County.</i>																	
1 Beresford and part of Bathurst.....	4000			1500	50	30	19000	5000			10	250	1200	15000	8	105,164	1
2 Caraquet, New Brandon and part of Bathurst.....	480000			20000	1000	350	1050	20000	120000	400	1200	16000	8000	15000	12	495,245	2
3 Saumarez, Inkerman and Shippegan Mainland.....	350000	1200		8000	4000	200	20	4000	10000	25	500	2200	2000	2000	24	148,685	3
4 Shippegan and Miscot Islands.....	250000			8500	1000	100		4000	6000	20	500	7000	7000	6000	12	239,020	4
Totals.....	1094000	1200		38000	6050	680	1070	47000	141000	455	2500	25450	18200	38000	56	988,114	
<i>Northumberland County.</i>																	
1 Neguac, &c.....	700000	100		40000	300	25	2000		41000			400	10000	1000		122,675	1
2 Bay du Vin, &c.....	950000	200		10000	100	50	5000	10000	100000	300			5000	5000		167,350	2
3 Chatham, &c.....	1700000	400		50000	50	25	3000	1200000	200000				20	2000	*	143,500	3
4 South-west and North-west Miramichi Rivers.....	1000			800	130000	300			2000							50,200	4
Totals.....	3350000	1500		250000	450	400	10000	10000	1343000		300	400	15020	8000		554,325	

Number.

SESSIONAL PAPER No. 22

	1	2	3		2500	2900	2100	490	20	115000	24000	1420	210	140	13300	1320	993000	155	
<i>Kent County.</i>																			
1 Richibucto, St. Louis, &c.....	262,465	2500	2100	490	20	115000	24000	1420	210	140	13300	1320	993000	155					
2 Buctouche, &c.....	107,560	3500	2500	1200	100	125000	3200	9000	140	1600	400	1600	550000						
3 Cocagne, &c.....	75,515	2500	1100	400	50	60000	1800	4000	100	1300	200	2000	140000						
Totals.....	505,540	10500	6500	2250	20	300000	6420	13140	450	22200	1920	22200	1692000	155					
<i>Westmorland County.</i>																			
1 Shediac, Moncton and Salisbury.....	326,499	30000	20000	500	...	15000	1500	3000	200	4000	500	4000	900000						
2 Pictou.....	224,620	10000	12500	...	...	10000	100	100	40	2000	120	2000	150000						
3 Sackville and Westmorland.....	103,610	2000	3000	...	...	10000	150	50	35	2000	200	2000	80000						
4 Dorchester.....	16,630	...	100	...	...	3000	...	...	25	...	...	...	1500						
Totals.....	677,359	42000	35500	500	200	38000	1750	3150	300	8000	820	8000	1130000	2000					
<i>Albert County in all.....</i>	6,785	...	50	...	...	30000	...	40	...	400	...	400	2000	200					
Grand totals.....	2,799,304	98720	75630	28370	975	1874000	19240	22790	1965	318600	5440	318600	7849700	4055					

* Includes 60,000 cans of sardines.

RECAPITULATION

Of the Yield and Value of the Fisheries in District No. 2, New Brunswick, for the Year 1900.

Kinds of Fish.	Quantity.	Price.		Value.
		§	cts.	§
Salmon, fresh.....	Lbs. 920,800	0	20	184,160
" preserved in cans.....	" 10,600	0	15	1,590
" smoked.....	" 1,100	0	20	220
Herring, salted.....	Brls. 176,925	4	00	707,700
" fresh.....	Lbs. 461,000	0	01	4,610
" smoked.....	" 4,242,000	0	02	84,840
Mackerel.....	Brls. 1,430	15	00	21,450
" fresh.....	Lbs. 779,000	0	12	93,480
Lobsters, preserved.....	Cans. 1,939,140	0	20	387,828
" in shell.....	Cwt. 4,110	5	00	20,550
Cod.....	" 80,790	4	00	323,160
" tongues and sounds.....	Brls. 178	10	00	1,780
Haddock.....	Cwt. 1,350	3	00	4,050
Hake.....	" 9,380	2	25	21,105
" sounds.....	Lbs. 13,360	0	50	6,680
Halibut.....	" 71,100	0	10	7,110
Trout.....	" 114,000	0	10	11,400
Shad.....	Brls. 4,055	10	00	40,550
Smelts.....	Lbs. 7,849,700	0	05	392,485
Alewives.....	Brls. 5,440	4	00	21,760
Bass.....	Lbs. 318,600	0	10	31,860
Clams.....	Brls. 22,790	2	00	45,580
Eels.....	" 1,965	10	00	19,650
Sardines, preserved.....	Cans. 60,000	0	05	3,000
Oysters.....	Brls. 19,240	4	00	76,960
Flounders.....	Lbs. 114,000	0	05	5,700
Frost-fish or tom-cod.....	" 1,874,000	0	05	93,700
Squid.....	Brls. 975	4	00	3,900
Coarse fish.....	" 5,520	2	00	11,040
Fish oil.....	Galls. 28,370	0	30	8,511
Fish as bait.....	Brls. 75,630	1	50	113,445
Fish as manure.....	" 98,720	0	50	49,360
Seal skins.....	Pieces. 72	1	25	90
Totals, 1900.....				2,799,304
" 1899.....				2,595,024
Increase.....				204,280

SESSIONAL PAPER No. 22

RECAPITULATION

OF the Number and Value of Vessels, Boats, Nets, Traps, &c., engaged in the Fisheries
in District No. 2, New Brunswick, in the Year 1900.

Material.	Value.	Total.
	\$	¢
214 fishing vessels (2,522 tons)	94,550	
4,717 " boats	137,260	
712,800 fathoms gill nets	382,100	
2 mackerel trap nets	3,000	
280 trawls	1,300	
350 bass nets	1,850	
2,205 smelt nets	117,500	
3,020 hand lines	3,475	741,035
225 canneries	115,460	
217,400 lobster traps	196,100	311,560
213 freezers and ice houses	59,550	
473 fish and smoke houses	43,650	
53 piers and wharfs	19,150	
72 tugs and smacks	25,000	
794 smelt shanties	11,910	158,660
Totals		1,211,255

SESSIONAL PAPER No. 22

RETURN showing the Quantity and Value of Fish, &c.—New Brunswick—Continued.

Number.	DISTRICTS.	KINDS OF FISH.														FISH PRODUCTS.		TOTAL VALUE OF ALL FISH.	Number.								
		Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Sturgeon, fresh, lbs.	Haddock, dried, cwt.	Haddock, smoked in nan haddies.	Hake, dried, cwt.	Pollock, cwt.	TROUT, lbs.	SHAD, brls.	SHAD, FRESH, No.	ALWIVES or GASPAREAU, brls.	ALWIVES, smoked, lbs.	BRASS, lbs.	PICKEREL, lbs.	EELS, brls.			SARDINES, brls.	COARSE and MIXED FISH, brls.	FISH OIL, galls.	FISH AS BAIT, brls.				
<i>St. John County.</i>																											
1	St. John Harbour.	460	38			485	780000	470									120	75						156,881 00	1		
2	Dipper Harbour.	2800	280	5		2975	5000	250																	39,565 00	2	
3	Pisameo.	1200	400			450	620	110		25															24,575 00	3	
4	Musquash.	520	200			400	890												3500						24,292 50	4	
5	St. Martin's.	1100	120			385	300	300																	13,151 25	5	
	Totals	6080	1098	5		4635	780000	7965	650	620		16476	163500				120	3575							298,464 75		
<i>Other Counties.</i>																											
6	King's.								26000	400	600	400	1800	9000	20000	50									17,791 00	6	
7	Queen's.								8000	750	300	1300	1700	28000	20										16,334 00	7	
8	Lanenburg.								1600	65	400	1200	1400	36000	20										8,358 00	8	
9	York.								30000	400	2000	450	2500	40000	25										21,120 00	9	
10	Carleton.								10000	30	500	90	1000	12000	15										3,880 00	10	
11	Victoria.								25000	25		25		5000	10										5,600 00	11	
	Totals						780000		106500	1670	3800	3465	8400	9000	141000	160										78,083 00	
	Grand totals.	6080	1098	5		4635	780000	7965	650	100600	2290	19941	173900	9000	141000	280										331,547 75	

* Add 5 kegs of caviare.

RECAPITULATION

OF the Yield and Value of the Fisheries in District No. 3, **New Brunswick**, for the Year 1900.

Kinds of Fish.	Quantity.	Price.		Value.
		§	cts.	
Salmon, fresh.....	Lbs. 299,000	0	20	59,800 00
Herring, salted.....	Brls. 1,385	4	00	5,540 00
" smoked.....	Lbs. 230,000	0	02	4,600 00
White perch.....	" 30,000	0	95	1,500 00
Lobsters, fresh or alive.....	Cwt. 6,080	5	00	30,400 00
Cod.....	" 1,098	4	00	4,392 00
Tongues and sounds.....	Brls. 5	10	00	50 00
Sturgeon.....	Lbs. 10,000	0	07	700 00
Haddock.....	Cwt. 4,695	3	00	14,085 00
Finnan haddies.....	Lbs. 780,000	0	06	46,800 00
Hake.....	Cwt. 7,965	2	25	17,921 25
Pollock.....	" 660	2	00	1,320 00
Trout.....	Lbs. 100,600	0	10	10,060 00
Shad.....	Brls. 2,290	10	00	22,900 00
Shad, fresh.....	No. 3,800	0	10	380 00
Alewives.....	Brls. 19,941	4	00	79,764 00
Smoked alewives.....	Lbs. 173,900	0	02	3,478 00
Bass, sea.....	Lbs. 9,000	0	10	900 00
Pickarel.....	" 141,000	0	05	7,050 00
Eels.....	Brls. 280	10	00	2,800 00
Sardines.....	" 3,575	1	50	5,362 50
Caviare.....	Kegs. 5	35	00	175 00
Coarse fish.....	Brls. 655	2	00	1,310 00
Bait.....	" 3,400	3	00	10,200 00
Oil.....	Galls. 200	0	30	60 00
				331,547 75

RECAPITULATION

OF Number and Value of Vessels, Boats, Nets, &c., engaged in the Fisheries in District No. 3, **New Brunswick**, for the Year 1900.

Materials.	Value.		Totals.
	§	cts.	
9 fishing vessels (206 tons).....	4,700	00	
1,100 " boats.....	11,955	00	
355,200 fathoms gill nets.....	328,225	00	
28 seines (2,380 fathoms).....	6,120	00	
245 trawls.....	7,350	00	
42 weirs.....	18,200	00	
156 canoes.....	1,560	00	
10,000 lobster traps.....	10,000	00	
59 ice houses.....	8,600	00	418,110 00
107 smoke houses.....	43,600	00	
73 piers and wharfs.....	39,100	00	
8 steamers and smacks.....	4,000	00	
			95,300 00
			513,410 00

SESSIONAL PAPER No. 22

RECAPITULATION showing the Number, Tonnage and Value of Vessels and Boats and the Quantity and Value of all Fishing Materials, &c., used in the Fishing Industry in the Province of **New Brunswick**, for the Year 1900.

Number.	FISHING VESSELS AND BOATS.										FISHING GEAR OR MATERIALS.														
	Vessels.					Boats.					Gill Nets.					Trawls.					Weirs.				
	Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.		
1	28	5000	5	230	4700	350	167	26300	26300	26300	26300	210	956	210	956	210	956	210	956	210	956	210	956		
2	205	96500	720	4755	51000	3100	6300	238500	122000	238500	122000	210	956	210	956	210	956	210	956	210	956	210	956		
3	39	3050	26	670	20500	1060	2120	183000	157000	183000	157000	70	350	70	350	70	350	70	350	70	350	70	350		
4	20	500	3	1084	33166	1700	8000	205000	49000	205000	49000	70	350	70	350	70	350	70	350	70	350	70	350		
5				974	27700	1737	1560	58200	26300	58200	26300	70	350	70	350	70	350	70	350	70	350	70	350		
6	140	3500	35	443	28500	886	3722	282200	282200	282200	282200	245	7350	245	7350	245	7350	245	7350	245	7350	245	7350		
7				150	6000	300	600	18000	14000	18000	14000	70	350	70	350	70	350	70	350	70	350	70	350		
8	26	160	2	297	3105	144	900	27000	13500	27000	13500	70	350	70	350	70	350	70	350	70	350	70	350		
9	1	40	800	1	60	1200	120	13000	6500	13000	6500	70	350	70	350	70	350	70	350	70	350	70	350		
10				120	2400	240	200	6000	4000	6000	4000	70	350	70	350	70	350	70	350	70	350	70	350		
11				30	300	60	20	300	275	300	275	70	350	70	350	70	350	70	350	70	350	70	350		
12				90	450	90	48	1500	750	1500	750	70	350	70	350	70	350	70	350	70	350	70	350		
13				285	1253	78557	1494	773	21620	7749	394	12181	26415	623	5964	392	165710	14	183010	14	183010	14	183010		
14				1080	7050	257752	11559	25510	1080620	718074	422	14561	32585	1148	14614	434	183010	14	183010	14	183010	14	183010		
	229	4658	135100	1080	7050	257752	11559	25510	1080620	718074	422	14561	32585	1148	14614	434	183010	14	183010	14	183010	14	183010		

RECAPITULATION showing the Number, Tonnage and Value of Vessels and Boats and the Quantity and Value of Fish, &c.—
New Brunswick—Continued.

Number.	FISHING GEAR OR MATERIALS.— <i>Con.</i>				LOBSTER PLANT.				OTHER FIXTURES USED IN FISHERIES.										
	Smelt Nets.		Hand Lines.		Cameries.		Traps.		Number of hands employed.		Freezers and Ice Houses.		Smoke and Fish Houses.		Piers and Wharfs.		Tugs, Steamers and Smacks.		
	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	
COUNTIES.																			
1 Restigouche	194	10150	.....	.....	2	1600	4100	3100	72	15	10000	3	500	1	200	4	3500	1	
2 Gloucester	264	9400	3300	2600	67	51500	85300	81000	1730	56	15900	117	18426	14	10000	45	5500	2	
3 Northumberland	870	57800	300	425	16	15000	15300	13000	346	51	24500	130	12500	18	6000	18	6000	3	
4 Kent	665	30000	1180	385	55	18860	52700	47000	1000	16	7650	27	3300	20	750	3	8000	4	
5 Westmorland	212	10150	240	65	85	28500	60000	52000	1750	75	1500	195	8300	18	8200	12	2000	5	
6 Albert	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7 St. John	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8 King's	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9 Queen's	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10 St. Mary	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11 York	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12 Carleton	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13 Victoria	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14 Charlotte	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	2231	117752	6562	4560	237	144460	240861	222710	5440	280	73800	1338	227110	353	90390	104	41300	14	

RECAPITULATION showing the Quantity and Value of Fish, &c.—New Brunswick—Continued.

Number.	COUNTIES.	KINDS OF FISH.														Number.				
		Salmon, fresh, lbs.	Salmon, preserved in cans, lbs.	Salmon, smoked, lbs.	Herring, sated, brls.	Herring, fresh, lbs.	Herring, smoked, lbs.	Mackerel, fresh, lbs.	Mackerel, sated, brls.	Lobsters, preserved in cans, lbs.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lbs.	Haddock, dried, cwt.		Smoked finnan haddies, lbs.	Hake, dried, cwt.	Hake, sounds, lbs.	Pollock, cwt.	Halibut, lbs.
1	Restigouche	197500	103600	500	1550	30000	30000	30000	46000	80	22600	235	140	160	150	1200	4350	8200	62000	1
2	Gloucester	326000	103600	500	74400	191000	30000	30000	46000	80	618020	655	70270	160	150	1200	4350	8200	62000	2
3	Northumberland	359500	300	600	8025	23000	2000	2000	303000	130	93600	270	2350	18	1200	4350	5160	3500	3500	3
4	Kent	29600	300	600	33650	60000	407000	900	418000	900	418000	450	1840	18	1200	4350	5160	5600	4	
5	Westmorland	3200	3000	134000	59100	3000	4210000	23000	23000	230	786320	2500	90	90	20	20	20	5	5	
6	Albert	3000	3000	3000	200	3000	230000	230000	230000	230000	6080	6080	1008	5	4635	780000	7965	660	6	
7	St. John	215600	850	500	850	500	500	500	500	500	500	500	500	500	500	500	500	500	7	
8	King's	20000	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	8	
9	Queen's	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	9	
10	Sunbury	3000	3000	3000	3000	3000	3000	3000	3000	3000	3000	3000	3000	3000	3000	3000	3000	3000	10	
11	York	40000	40000	40000	40000	40000	40000	40000	40000	40000	40000	40000	40000	40000	40000	40000	40000	40000	11	
12	Carleton	6000	6000	6000	6000	6000	6000	6000	6000	6000	6000	6000	6000	6000	6000	6000	6000	6000	12	
13	Victoria	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	13	
14	Charlotte	3850	3850	3850	3850	322500	2167000	7000	7000	99552	9539	3309	571900	1063	83000	12005	13252	18884	20000	14
Totals.....		1223650	106600	1100	181096	3723500	6638000	786000	1430	2038692	19729	85197	183	571900	7108	863000	20350	26612	19544	91100

RECAPITULATION showing the Quantity and Value of Fish, &c.—New Brunswick—Continued.

Number.	COUNTIES.	KINDS OF FISH.														TOTAL VALUE OF ALL FISH.	Number.			
		Trout, lbs.	Shad, brls.	Smelts, lbs.	Alewives or gaspereau, lbs.	Bas, lbs.	Pickrel, lbs.	Sal, brls.	Sardines, brls.	Oysters, brls.	Clams, brls.	Pomanders, lbs.	Tom cod or frose fish, lbs.	Squid, brls.	Coarse and mixed fish, brls.			Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, number.
1	Restigouche	13000		581700			95					22000		80	20	410	220		87,181 00	1
2	Gloucester	28000	50	1094000	1200	38000	680		1070	6050	47000	141000		157	25430	18200	38000	56	988,114 00	2
3	Northumberland	30000	1050	3350000	1500	2500000	400	+	10000	450	10000	1343000		300	400	15020	8000		534,325 00	3
4	Kent	18500	155	1032000	1920	22500	450		6420	13140	24000	300000		20	2050	6500	10500	8	505,540 00	4
5	Westmorland	16500	2000	1130000	820	8000	300		1750	3150	10000	38000	500	500	200	35500	42000	8	677,359 00	5
6	Albert	8000	200	2000	400		40					30000		50	500	3400			6,785 60	6
7	St. John		620	*16476			120	3575							200				258,464 75	7
8	King's	20000	400	400	9000		20000		40		400			110					17,791 00	8
9	Queens	8000	750	1300			50							45					16,334 00	9
10	Sunbury	1600	65	1200			20		40					40					8,358 00	10
11	York	30000	400	450			40000							160					21,120 00	11
12	Carlton	10000	30	90			12000							100					3,880 00	12
13	Victoria	25000	25	25			5000							200					3,600 00	13
14	Charlotte	18000		13350								3500	120	20	25000	9793	2580	5	688,890 65	14
	Totals	232600	6345	7863050	25631	327600	146000	2245	101116	19240	27445	125500	1877500	1104	6195	53630	88823	101300	77	3,709,742 40

NOTE.—In No. 11 add 30,000 lbs. Perch. In No. 7 add 10,000 lbs. Sturgeon and five kegs of Caviare. *165,500 smoked Alewives, 460,000 cans. †1,810,000 cans.

RECAPITULATION

Of the Yield and Value of the Fisheries of the whole Province of New Brunswick, for the Year 1900.

Kinds of Fish.	Quantity.	Price.		Value.		Total Value.	
		§	cts.	§	cts.	§	cts.
Cod, dried..... Cwt.	85,947	4	00	343,788	00		
Cod tongues and sounds..... Brls.	183	10	00	1,830	00		
							345,618 00
Haddock, dried..... Cwt.	7,108	3	00	21,324	00		
" fresh..... Lbs.	571,900	0	03	17,157	00		
" smoked (finnan haddies)..... "	866,600	0	06	52,140	00		
							90,621 00
Hake, dried..... Cwt.	29,350	2	25	66,037	50		
" sounds..... Lbs.	26,612	0	50	13,306	00		
							79,343 50
Pollock..... Cwt.	19,544	2	00				39,088 00
Tom cod or frost fish..... Lbs.	1,877,500	0	05				93,875 00
Halibut..... "	91,100	0	10				9,110 00
Flounders..... "	125,900	0	05				6,295 00
Salmon, fresh..... "	1,223,650	0	20	244,730	00		
" preserved in cans..... "	10,600	0	15	1,590	00		
" smoked..... "	1,100	0	20	220	00		
							246,540 00
Trout, fresh..... "	232,600	0	10				23,260 00
Smelts..... "	7,863,050	0	05				393,152 50
Herring, salted..... Brls.	181,696	4	00	726,784	00		
" fresh..... Lbs.	3,723,560	0	01	37,235	00		
" smoked..... "	6,639,000	0	02	132,780	00		
" kippered, cans..... "	228,200	0	10	22,820	00		
							919,619 00
Sardines..... Brls.	101,116			200,444	50		
" preserved in..... Cans	1,870,000	0	05	93,500	00		
							293,944 50
Shad..... Brls.	6,383	10	00				63,830 00
Alewives..... "	26,500	4	00				106,002 00
Eels..... "	2,245	10	00				22,450 00
Perch..... Lbs.	30,000	0	05				1,500 00
Pickarel..... "	146,000	0	05				7,300 00
Sea Bass..... "	327,600	0	10				32,760 00
Mackerel, fresh..... "	786,000	0	12	94,320	00		
" salted..... Brls.	1,430	15	00	21,450	00		
							115,770 00
Sturgeon..... Lbs.	10,000	0	07	700	00		875 00
" caviare..... Kegs	5	35	00	175	00		
							76,960 00
Oysters..... Brls.	19,240	4	00				
Clams..... "	27,445			56,739	00		
" preserved..... Cans	60,520	0	10	6,052	00		
							62,791 00
Scallops..... Lbs.	31,300	0	15				4,695 00
Squid..... Brls.	1,104	4	00				4,416 00
Lobsters, preserved in cans..... Lbs.	2,038,692	0	20	407,738	40		
" fresh in shell..... Cwt.	19,729	5	00	98,645	00		
							506,383 40
Coarse and mixed fish..... Brls.	6,195	2	00				12,390 00
Fish as bait..... "	88,823	1	50				138,334 50
Fish as manure..... "	101,300	0	50				50,650 00
Fish oil..... Galls.	53,630	0	30				16,089 00
Dulse..... Lbs.	99,500	0	06				5,970 00
Seal skins..... No.	77						110 00
Total for the year 1900.....							3,769,742 40
" " " 1899.....							4,119,891 20
Decrease.....							350,148 80

RECAPITULATION

Of the Fishing Vessels, Boats, Nets, and other Materials used in the whole Province
of **New Brunswick**, for the Year 1900.

Articles.	Value.		Total.	
	§	cts.	§	cts.
299 fishing vessels (4,058 tons)	135,100	00		
7,050 fishing boats.....	257,752	00		
1,089,620 fathoms of gill nets.....	718,074	00		
14,561 " seines.....	32,535	00		
2 trap nets.....	3,000	00		
2,231 smelt nets.....	117,752	00		
350 bass nets.....	1,850	00		
434 weirs.....	183,910	00		
1,148 trawls.....	14,614	00		
6,562 hand lines.....	4,560	00		
			1,469,147	00
237 lobster canneries.....	144,460	00		
246,861 " traps.....	222,710	00		
			367,170	00
5 sardine canneries.....	41,000	00		
12 other fish preserving establishments.....	13,600	00		
1 guano factory.....	5,000	00		
40 fish presses.....	3,000	00		
280 freezers and ice houses.....	73,800	00		
1,338 smoke and fish houses.....	227,110	00		
353 fishing piers and wharfs.....	96,990	00		
104 tugs and smacks.....	41,300	00		
156 fishing canoes.....	1,560	00		
70 scows for weirs.....	4,000	00		
70 pile drivers.....	5,500	00		
794 smelt shanties.....	11,910	00		
			524,770	00
Total.....			2,361,087	00

Number of Persons Employed in the **New Brunswick** Fisheries :—

Men employed in fishing vessels.....	1,080
" " " boats.....	11,559
Persons " " lobster canneries.....	5,440
Total.....	<u>18,079</u>

SESSIONAL PAPER No. 22

APPENDIX No. 5.

PRINCE EDWARD ISLAND.

REPORT ON THE FISHERIES OF PRINCE EDWARD ISLAND FOR THE
YEAR 1900, BY INSPECTOR J. A. MATHESON.

CHARLOTTETOWN, P.E.I., January 2, 1901.

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit my report of the fisheries of this province for the year 1900, together with a synopsis of the reports of the overseers, the statistical tables, and the usual comparative statements.

The returns show an increase in the value of fish taken last year of \$15,551.

Total for 1899	\$1,043,646
“ 1900	1,059,197

LOBSTERS.

I regret having to report a decrease in the catch of lobsters. Although the number of traps and factories has increased, the pack has run short to the extent of nearly \$50,000.

On the south side the fish were satisfactory in size, but on the north, they were not only scarce, but small.

HERRING.

This fish was quite plentiful, and sufficient quantities were secured for bait.

COD.

Cod fishing commenced about May 20, and large quantities of good sized fish were taken with trawls.

Fishermen at Nail Pond and at Skinner's Pond derived a great advantage over other sections in being able to procure bait from cold storage, a freezer having been erected in that locality, which is highly appreciated by the fishermen. The heavy storm on September 12, when several Caraqueet boats and crews were lost off Tignish, broke up the fall fishing, otherwise the catch would have been much larger.

MACKEREL.

I am pleased to report that this fish has apparently returned to this coast, after an almost complete absence for several years. Large schools appeared about July 20, and remained about two weeks, during which time some good catches were made. Fishermen are looking forward to a recurrence of the large catches of former times.

OYSTERS

This fishing was about an average one in Prince County. It now looks as if, under proper protection, the catch can be maintained in Richmond Bay which contains the principal beds. As anticipated in last year's report, the placing of special guardians at the different landings in Prince County for preventing the landing of undersized fish has had very beneficial results. In Queen's County, the catch has fallen off about 33 per cent in the last year. I would recommend that North and West Rivers be closed for a year or two.

SMELT fishing was not quite as good as usual.

TROUT fishing was well up to the average.

OVERSEERS' REPORTS.

Overseer Davison, of Prince County, reports an increase in herring, cod, eels and mackerel, the latter especially being more plentiful than for several years. He attributes the increase in cod to the fact that fishermen were enabled to procure bait from the freezers. In this county the decrease in the lobster catch was due to overfishing. Eighty-five per cent of the total catch was exported to Ontario, United States and even to Europe, and the remainder was used for home consumption.

Overseer James A. McCormack, of King's County, reports a decrease in the lobster catch on the north side. This he attributes to the prevailing north winds which prevented the boats from fishing. Herring was not fished for with the usual vigour, owing to the lack of demand occasioned through vessels not seeking bait as in former years. Lobster-packers are well satisfied with the present opening season and wish the regulations strictly enforced.

I have the honour, to be, sir,

Your obedient servant,

J. A. MATHESON,
Inspector of Fisheries.

RETURN showing the Quantity of Fish, &c.—Prince Edward Island.—Continued.

Number.	Districts.	KINDS OF FISH.												TOTAL VALUE OF ALL FISH.	Number.					
		Cod.		Haddock.		Hake.		Halibut, lbs.	Shad, brls.	Smelts, lbs.	Alewives or gaspereau, brls.	Pols, brls.	Oysters, brls.			Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.
		Dried, cwt.	Tongues and sound, brls.	Fresh, lbs.	Dried, cwt.	Fresh, lbs.	Dried, cwt.														Sound, lbs.
<i>Prince County.</i>																				
1	Tignish.....	2000			50	1000	4500	5000	3	6000							3000	2000	73,740 00	1
2	Nail Pond.....	3350	10		200	200	500	1000									382	1185	57,157 50	2
3	Frog Pond.....	224				30											145	1000	19,473 00	3
4	Mimungash.....	1410				950	800			4100							984	1200	29,438 50	4
5	Alberton.....	135								20000								575	29,087 70	5
6	Narrows and Lock 11.....	750			60	43		500		4000							250	500	9,108 40	6
7	Ellerslie Lock 12.....	100								14000							80	515	14,978 10	8
8	Grand River.....	4000								3000							200	200	29,972 00	9
9	Malpeque.....	3															15	300	29,176 50	10
10	Richmond Bay.....	30				10				4557							25	4256	3,891 75	11
11	Roxbury Lock 6.....	50								16000	50							1070	67,356 80	12
12	Effieen Point.....																	1600	13,488 00	13
13	Bree.....																	350	20,920 00	15
14	West Point.....																	40	2,375 00	16
15	Traveller's Rest.....									30000								1350	18,227 20	17
16	Summer-side.....									40000								1700	26,727 30	15
17	Carleton.....									9050										
18	Troyon.....																			
	Totals.....	14052	10	2100	310	2233	5800*	6500	3	197725	50	111	13685	20	48	5081	19891	465	.....	.....
	Value.....	56208	100	63	930	5024	2900	650	30	9886	200	1110	54740	80	96	1524	29836	465	472,339 40	

* Add 1200 bushels of quailogs.

SESSIONAL PAPER No. 22

RETURN showing the Number, Tonnage and Value of Vessels and Boats and the Quantity and Value of Fish, &c.—Prince Edward Island—Continued.

DISTRICTS.	FISHING BOATS.			FISHING GEAR AND MATERIALS.				KINDS OF FISH.							
	Number.	Value.	Men.	Gill Nets.		Sieves.		Herring, salted, brls.	Herring, fresh, lbs.	Mackerel, fresh, lbs.	Mackerel, salted, brls.	Lobsters, preserved in cans, lbs.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues & sounds, cwt.
				Number.	Fathoms.	Value.	Number.									Fathoms.	Value.
<i>Queen's County.</i>															
1 Tracadie.....	80	2400	140	350	7000	2200		1500	20000	10000	300	638340	20	2000	30
2 New London.....	70	2000	130	120	3800	1000		2000	40000		400	69000		1800	25
3 Crapaud.....	26	780	60	15	125	100		100	1000			48576			
4 Point Prim.....	90	2250	200					100				93792	20		
5 Rustico.....	90	2500	200	90	2500	680		3500		3000	300	116352	10	2500	
6 Charlotte-town.....	30	300	40											1500	
7 Wheatley River.....	3	150	6	20	100	40						86160	25		
8 Lot 65.....	90	1550	130	10	100	75		100				31104			
9 Pownal.....	34	270	60												
10 Bays and River.....	40	400	80					2000							
Totals.....	553	12600	1046	605	13625	4045		9300	61000	13000	1000	496824	75	7800	55
Values.....								37200	610	1560	15000	49964	375	31200	350

RETURNS showing the Quantity and Value of Fish and Fish Products, &c.—Prince Edward Island—Continued.

Number.	KINDS OF FISH— <i>Con.</i>													TOTAL VALUE OF ALL FISH.	Number.				
	Districts.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Hake, dried, cwt.	Hallant, lbs.	Trou	Smelts, lbs.	Mullett or gaspream, lbs.	Clams, brls.	Fels, brls.	Oysters, brls.	Tom cod or frost fish, lbs.	Squid, brls.			Fish oil, galls.	Fish as bats, brls.	Fish as murre, brls.	Seal skins, number.
<i>Queen's County.</i>																			
1	Tracadie.....	25,000	6,000			500	40,000	10,000	20	300	16,000			1,200	300	1,000		61,583 00	1
2	New London.....	25	1,000	30	1,500	600	20,000	150	20	10	100			1,000	250	75		40,058 25	2
3	Capraud.....						5,000								300	60		10,885 20	3
4	Point Prim.....			400		2,000	5,000	20	40	6	600				100	100	10	22,588 40	4
5	Rustico.....					400	10,000	20	40	15		50	12	100		130		54,310 90	5
6	Charlottetown.....					2,000	10,000											7,000 00	6
7	Wheatley River.....					200	6,000		50	25				100				6,800 00	7
8	Lox 65.....									10	800							21,057 00	8
9	Pownal.....					5,000	10,000	600	150		1,000		100			30		6,250 80	9
10	Bays and Rivers.....					107,000	196,000	17,900	320	366	11,000	50	112	27,000	850	495	10	353,900 00	10
	Totals.....	25,275	6,000	430	1,500	107,500	196,600	17,900	320	366	11,000	50	112	27,000	850	495	10	263,133 55	
	Values.....%	75	18,000	967	150	107,000	2,180,000	7,160	1,280	36,660	16,100	2 50	418	810	1,275	495	80		

SESSIONAL PAPER No. 22

RETURN showing the Number, Tonnage and Value of Vessels and Boats, &c.—Prince Edward Island—Continued.

Number.	DISTRICTS.		FISHING VESSELS AND BOATS.						FISHING GEAR OR MATERIALS.						KINDS OF FISH.							
	Vessels.		Boats.			Gill Nets.			Trap Nets.			Trawls.			Herring, fresh, lbs.	Herring, salted, lbs.	Herring, fresh, lbs.	Mackerel, salted, lbs.	LoBSTERS, preserved in cans, lbs.	Number.		
	Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	%	Number.	Value.	%	Number.	Value.	%
<i>King's County.</i>																						
1	26	300	5	967	1500	135	3000	6000	1800	90	180	216	2592	1000	16000	100	55872	1				
2				50	1000	100	160	3200	960	25	50	40	480	200	12000	15	28416	2				
3				130	2600	320	400	8000	2400	15	30	36	360	1000	18000	40	138360	3				
4	200	3600	45	80	3000	160	320	6400	1920	40	80	35	360	2500	50000	60	91584	4				
5				80	3000	160	350	7000	2100			90	1080	1000		35	138720	5				
6	390	7000	46	150	2100	220	300	6000	1800	40	80	110	1320	2000		80	74880	6				
7				100	2000	300	600	12000	3600			50	500	300		200	85824	7				
8				60	900	120	200	4000	1200			30	300	150		120	40176	8				
9				70	840	150	300	6000	1800			30	300	600		250	32256	9				
10				30	450	60	100	2000	600			30	300	200		60	36864	10				
Totals		616	10900	76	846	17390	1725	30330	60600	210	420	631	7532	500	9250	96000	960	716448				
Values														100	37000	960	14400	143289				

RETURN showing the Kinds and Quantities of Fish and Fish Products, &c.—Prince Edward Island—Continued.

Number.	Districts.	Kinds of Fish.														Fish Products.			Total Value of All Fish.	Number.		
		Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, dried, cwt.	Hake, dried, cwt.	Hake, sounds, lbs.	Halibut, lbs.	Trout, lbs.	Smelts, lbs.	Alwives or Casperea, brls.	Eels, brls.	Clams, brls.	Oysters, brls.	Tom cod or frost fish, lbs.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.			Fish as manure, brls.	Seal skins.
<i>King's County.</i>																						
1	Souris and Red Point.....	4000	51	50	25500	5000	.....	1000	800	.....	5	470	.....	1000	50	40	3500	200	100	.....	45,109	40
2	Bay Fortune.....	500	4	10	750	1500	.....	4000	3000	.....	5	80	40	500	20	10	500	100	150	.....	12,960	70
3	Amandale.....	600	4	10	600	1200	.....	4000	1000	.....	4	10	.....	1000	100	30	700	150	100	.....	38,442	20
4	Georgetown.....	750	10	15	400	800	.....	10500	1000	.....	500	120	.....	500	120	.....	500	250	150	.....	33,491	80
5	Murray Harbour (North).....	900	800	1000	750	1300	.....	1000	800	40	10	15	.....	4000	20	.....	1200	300	200	.....	40,636	50
6	" (South).....	7000	40	100	7000	14000	.....	2000	2000	60	20	10	.....	2000	100	75	2000	100	300	.....	78,076	00
7	Morell and St. Peter's.....	1000	15	50	100	200	.....	12000	1000	60	15	10	.....	1000	20	.....	1000	250	150	.....	29,920	80
8	Naunfrage.....	500	.....	.....	.....	.....	.....	1000	1000	110	10	25	.....	40	.....	.....	250	350	.....	13,250	20	
9	North Lake.....	750	4	50	.....	500	1000	4000	1000	.....	5	10	.....	.....	.....	.....	300	400	50	.....	17,981	20
10	East Lake.....	500	6	25	500	.....	2000	.....	2000	.....	5	10	.....	20	.....	.....	400	200	25	.....	12,371	80
Totals.....		16500	98	325	12600	25200	500	30000	10600	240	71	620	40	10000	490	155	10350	2600	1225	45	323,660	60
Values.....		63000	980	975	28350	12600	50	3000	530	960	740	2180	160	500	1960	310	3105	3300	1225	90	323,660	60

SESSIONAL PAPER No. 22

RECAPITULATION by Counties showing the Number, Tonnage and Value of Vessels and Boats and the Quantity and Value of all Fishing Materials and other fixtures used in the Fishing Industry in the Province of Prince Edward Island, for the Year 1900.

Number.	FISHING VESSELS AND BOATS.										FISHING GEAR OR MATERIALS.																				
	Vessels.					Boats.					Gill Nets.					Seine.					Trap Nets.					Trawls.					
	Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Value.	Men.	Number.	Value.	Number.	Value.	Pathoms.	Number.	Value.	Number.	Value.	Pathoms.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	
1	616	10900	%	76	846	17380	%	1725	3030	60600	18180	%	210	420	210	420	661	7532	%	1	532	1	532	1	532	1	532	1	532		
2	134	2950	%	23	533	12600	%	1046	1470	29495	4095	%	20	800	20	800	55	660	%	2	660	2	660	2	660	2	660	2	660		
3	750	13850	%	99	2330	64167	%	4805	5105	103720	31182	%	231	2220	231	2220	782	9091	%	3	9091	3	9091	3	9091	3	9091	3	9091		
Totals																															

Number.	FISHING GEAR OR MATERIALS										LOBSTER PLANT.										OTHER FIXTURES USED IN FISHERIES.										
	Smelt Nets.		Hand Lines.		Canneries.		Traps.		Number of hands employed.		Freezers and Ice Houses.		Fish Houses.		Smoke and Wharfs.		Piers and Steamers.		Tugs, Snacks and Steamers.												
	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.			
1	46	270	2320	%	2820	55	38440	87535	51940	710	2	3800	124	1740	6	2600	3	500	1	500	1	500	1	500	1	500	1	500			
2	42	1350	1700	425	63	27675	77550	40500	1000	10	175	10	175	10	175	10	175	10	175	10	175	10	175	10	175	10	175	10	175		
3	107	2697	858	553	128	37690	136972	69205	1474	4	3000	31	1610	15	27430	15	27430	15	27430	15	27430	15	27430	15	27430	15	27430	15	27430		
Totals																															

REGULATION by Counties showing the Kinds and Quantities of Fish and Fish Products, in the Province of Prince Edward Island, for the Year 1900.

County.	KINDS OF FISH.												Totals			
	Salmon, fresh, lbs.	Herring, salted, brls.	Herring, fresh, lbs.	Mackerel, fresh, lbs.	Mackerel, salted, brls.	Loobsters, preserved in cans, lbs.	Loobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Hake, dried, cwt.		Hake, sounds, lbs.	Hallbut, lbs.	Trout, lbs.	Number.
1 King's	500	9250	96000	13000	960	716148	16500	16500	98	325	12600	25200	25200	500	30000	1
2 Queen's	.....	3300	61000	13000	1000	498804	75	7800	53	2525	6000	430	.....	1500	10700	2
3 Prince	.....	17111	312110	83600	1653	1007469	60	14052	10	2100	2233	3800	.....	6500	.....	3
Totals	500	35661	469110	96600	3613	2223712	135	38352	163	1625	6635	15263	31000	8500	40700	6

County.	KINDS OF FISH.										FISH PRODUCTS.			TOTAL VALUE OF ALL FISH.	Number.		
	Shad, brls.	Smelts, lbs.	Alwives or gasper-eau, brls.	Quahogs, bush.	Eels, brls.	Clams, brls.	Oysters, brls.	Tom cod or frost fish, lbs.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.			Seal skins, No.	\$	cts.
1 King's	.....	10600	240	.....	74	620	40	10000	490	155	16350	2600	1225	45	323	60	1
2 Queen's	.....	496000	1700	.....	366	320	4100	50	112	.....	2700	850	435	40	263	133	2
3 Prince	.....	197725	50	1200	111	.....	13685	20	48	.....	5681	19891	465	.....	472	399	3
Totals	3	704325	2080	1200	551	940	17825	10050	622	203	18131	23341	2185	85	1,053	193	6

SESSIONAL PAPER No. 22

RECAPITULATION

SHOWING Yield and Value of the different Fisheries in the Province of Prince Edward Island during the Year 1900.

Kinds of Fish.	Quantity.	Price.		Value.	
		\$	cts.	\$	cts.
Salmon, smoked.....	Lbs. 500	0	20	100	00
Herring, salted.....	Brls. 35,664	4	00	142,656	00
" fresh.....	Lbs. 469,110	0	01	4,691	10
Mackerel, fresh.....	" 96,600	0	12	11,592	00
" salted.....	Brls. 3,613	15	00	54,195	00
Lobsters, canned.....	Lbs. 2,223,712	0	20	444,742	40
" fresh.....	Cwt. 155	5	00	675	00
Cod, dried.....	" 38,352	4	00	153,408	00
" tongues and sounds.....	Brls. 163	10	00	1,630	00
Haddock, fresh.....	Lbs. 4,625	0	03	138	75
" dried.....	Cwt. 6,635	3	00	19,905	00
Hake, dried.....	" 15,263	2	25	34,341	75
" sounds.....	Lbs. 31,000	0	50	15,500	00
Halibut.....	" 8,500	0	10	850	00
Trout.....	" 40,700	0	10	4,070	00
Shad.....	Brls. 3	10	00	30	00
Smelts.....	Lbs. 704,325	0	05	35,216	25
Alewives.....	Brls. 2,080	4	00	8,320	00
Quahogs.....	Bush. 1,200	0	30	360	00
Eels.....	Brls. 551	10	00	5,510	00
Clams.....	" 940	4	00	3,760	00
Oysters.....	" 17,825	4	00	71,300	00
Tom cod.....	Lbs. 10,050	0	05	502	50
Squid.....	Brls. 622	4	00	2,488	00
Coarse and mixed fish.....	" 203	2	00	406	00
Fish oil.....	Galls. 18,131	0	30	5,439	30
Fish for bait.....	Brls. 23,341	1	50	35,011	50
Fish as manure.....	Tons. 2,185	1	00	2,185	00
Seal skins.....	No. 85	2	00	170	00
Total.....				1,059,193	55

RECAPITULATION

SHOWING the Number and Value of Vessels, Boats, Nets, Lobster Canneries, Traps, &c., used in the Fisheries of the Province of Prince Edward Island, Season, 1900.

Articles.	Value.		Total.	
	\$	cts.	\$	cts.
19 fishing vessels, (750 tons)	13,850	00		
2,330 fishing boats	64,167	00		
5,105 gill nets, (103,720 fathoms)	31,182	00		
12 seines, (3,260 fathoms)	4,300	00		
231 trap nets	2,220	00		
782 trawls	9,091	00		
195 dip nets	390	00		
195 smelt nets	4,317	00		
4,878 hand lines	3,298	00		
			132,815	00
246 lobster canneries	103,805	00		
302,117 lobster traps	164,645	00		
			268,450	00
6 freezers and ice houses	6,800	00		
155 smoke and fish houses	3,350	00		
31 piers and wharfs	30,205	00		
3 steamers and smacks	500	00		
			40,855	00
Total value			442,120	00

Number of persons employed in the fisheries of Prince Edward Island—

Men in fishing vessels	99
" " boats	4,895
Persons in lobster canneries	3,184
Total	<u>8,178</u>

APPENDIX No. 6.

ONTARIO.

GENERAL REMARKS.

Last year in this province 1,893,000 fathoms of gill net, 471 pound nets, 499 hoop or fyke nets, 95 seines, 107 dip nets, 3 machines, and several thousand baited hooks were used.

This occupation has given employment to 2,502 men, 91 tugs and 1,187 boats.

An estimated capital of \$789,042 is invested in the industry.

The aggregate catch amounts to 25,698,591 pounds, which shows a decrease as compared with last year of 1,789,888 pounds, and is valued at \$1,333,293.82.

While there has been a considerable falling off in our principal food fishes—the whitefish, lake trout, herring and pickerel, there has been a marked increase in the quantity of the coarser varieties taken.

As has been reported, if the fisheries in the Lake of the Woods are ever depleted by over-fishing, the blame will certainly be more easily laid against the State of Minnesota than the province of Ontario, as, until last year, licenses on the American side were issued indiscriminately, with very few provisions attached, and at a fee of only \$10 per pound net, as compared with the policy pursued by the Canadian authorities of limiting the number of licenses, and the higher fee of \$50. There were something over 250 pound net licenses issued on the American side, while but 34 were issued on the Canadian side.

There can be but little doubt that the past year has in many places been the most unfavourable in years for fishing operations, owing to the heavy storms which have visited our lakes, and the shortage in most places is in a large measure attributed to this cause. Particularly was this the case on Lake Erie and the Georgian Bay, where the results to the fishermen, not only from the diminution of the catch, but on account of the destruction of nets and other gear, were most disastrous.

Another cogent reason given for the shortage from the Georgian Bay and Lake Superior is, that owing to the large quantity of frozen fish held over from the previous year, fishing operations in these waters were not prosecuted so vigorously nor so late as in former years.

The unfavourable weather also made it practically impossible for the fishermen to take advantage of the extension of the open season which was granted, and on the whole it is doubtful if the results of such extensions are not rather a detriment than a benefit.

A new species of herring was last year reported in Lake Ontario, being thought to be a cross between the blue-backed herring and the cisco. The species is said to be increasing, and it is believed will ultimately be as numerous as the cisco of former years. It is larger than the cisco, and is said to command a better price in the market.

It will also be noticed that the quantity of sturgeon is largely in excess of that taken last year. In Lake Erie, where for many years there has been a gradual decrease, there is this year an increase of over 26,000 pounds, the total catch being 169,925 pounds. This fish has greatly increased in value, not only on account of the demand for its flesh, but more particularly from the caviare prepared from its eggs, and the

NOTE.—In these remarks on the Ontario fisheries reliance has been largely placed upon the published Provincial reports.

taking of radical measures for the prevention of its extinction has been suggested. On the other hand, the fishermen allege that it is most destructive of the eggs of other fish, and that gallons of freshly absorbed spawn have been taken from a single sturgeon. In that case it is a question whether it is expedient that any steps should be adopted in the direction of protection.

VIOLATIONS IN THE GEORGIAN BAY.

The past year has been no exception to its predecessors as to the amount of illegal fishing carried on in these waters, and perhaps no other waters in the province have been subjected to so much vigilance and assiduous attention on the part of fishery officers. One hundred and nineteen trap nets, and many yards of illegally fished gill nets, have been lifted. The trap nets have been invariably destroyed, as being an implement of capture prohibited by the Fisheries Act of the Dominion. Where the gill nets are of a mesh which is authorized by the department, these nets are sold where possible, and the amounts received therefor placed to the credit of the treasurer of the province.

COMMERCIAL FISHERIES.

For many years our great lake fisheries have contributed a considerable portion of the fish food not only of the people of our own province but of the neighbouring republic. Perhaps 95 per cent of the whole catch is consumed in the United States. If there is one industry in the province more than another that deserves protection and attention, it is this great fishing industry, as it affects most vitally not only the present population, but future generations. The hatcheries are doing a great work towards replenishing the drain upon the whitefish and the lake trout, no fewer than 98,625,000 fry having been deposited in Ontario waters this year; The view that the introduction of such vast quantities of artificially hatched fry renders unnecessary legal close seasons finds favour in many quarters, and the suggestion that such enactments should be abolished is supported by the policy adopted very largely in the United States' portions of the great lakes. Canadian fishermen complain that our laws compel them to cease fishing operations whereas the States bordering on the great lakes either have no such prohibitory regulations or they make no effort to enforce them. The considerations based upon these facts have frequently had such weight that the November close season has been frequently curtailed and our fishermen have thus continued fishing for ten or fifteen days after the close season, by law had commenced. Thus vast schools of spawning fish have been taken especially whitefish just as they approached the spawning beds. This destruction of breeding whitefish must, to a large extent, render ineffectual the efforts to increase the supply by artificial propagation. Of course the capture of fish at any time lessens the total number in any given area; but when the capture is made just about spawning time untold millions of eggs ready to be deposited are taken and destroyed, and the fry which would be hatched from such eggs had protection been afforded, would have helped to replenish the waters in the future.

In spite of all such unfavourable circumstances the fishermen generally regard the planting of whitefish as highly beneficial and they would strongly favour the enforcement of close seasons if the United States authorities did the same.

SESSIONAL PAPER No. 22

A. G. Duncan, Dominion fishery inspector for Western Ontario, states that he noticed a great deal of destitution and depravity amongst the Indian residents of the Nepigon district, owing, in his opinion, to the want of employment to enable them to secure the necessaries of life. Game is becoming scarce and difficult to obtain; they depend a great deal on fish; some of them had potatoes, but few had anything to buy flour or clothing with. At their request, he recommends that Lake Nepigon be leased to some reliable person who would guarantee to employ them to fish or buy their fish. If this were carried out, he feels certain that a great deal of distress among the Indian population would be relieved.

Mr. Duncan deplors the fact that most of the fisheries of his large district are controlled by a powerful syndicate of United States citizens, who keep the earning rates of our Canadians at the minimum. He even recommends the appointment of a commission to inquire into this alleged injustice to the bona fide British subjects. He is of opinion that all fishing tugs in our waters should be captained and manned by Canadians, and that steam-lifting gear be done away with. By employing foreign crews it enables them to land Canadian catch in their own ports without reporting. Besides, this syndicate have their establishment at Sault Ste. Marie, on the Michigan side, where Canadian officers are debarred inspection and where none of our people are employed. The supplying of nets by this rich and obnoxious syndicate to our fishermen seldom turns to their advantage, as the cut rates in fish leaves a very small balance to the individual fisherman at the end of the season. The result is that, in order to live, they fish many more nets than licensed for. He regrets to see the perilous toil of our fishermen wasted for the benefit of foreign capitalists.

He has notified the mill-owners of Manitoulin Island to desist from throwing sawdust and rubbish in the waters of that locality.

VALUE of the Ontario Fisheries from 1870 to 1900, inclusive.

Years.	Value.	Years.	Value.
	\$		\$
1870	264,982	1887	1,531,850
1871	193,523	1888	1,839,869
1872	267,633	1889	1,963,123
1873	293,091	1890	2,009,637
1874	446,267	1891	1,806,389
1875	453,194	1892	2,042,198
1876	437,229	1893	1,694,930
1877	438,223	1894	1,659,968
1878	348,122	1895	1,584,473
1879	367,133	1896	1,665,674
1880	444,491	1897	1,289,822
1881	509,903	1898	1,433,631
1882	825,457	1899	1,477,815
1883	1,027,033	1900	1,333,293
1884	1,133,724		
1885	1,342,692		
1886	1,435,998		
		Total	33,501,368

SESSIONAL PAPER No. 22

A R I O.

the Quantity and Value of all Fishing Materials ; also the Kinds and Quantities of Fish Ontario, during the Year 1900.

KINDS OF FISH.												TOTAL VALUE.	Number.	
Herring, fresh, lbs.	Whitefish, lbs.	Trout, lbs.	Bass, lbs.	Pickeral or Dore', lbs.	Pike, lbs.	Maskinonge', lbs.	Sturgeon, lbs.	Tullibee, lbs.	Catfish, lbs.	Mixed and coarse fish, lbs.	Caviare, lbs.			Bladders, lbs.
.....	102,576	16,518	.....	70,180	30,319	.....	52,334	4,662	72,835	11,415	6,773	135	23,178 90	1
.....	10,000	1,000	.....	5,000	.....	.....	.....	.....	.....	.....	.....	.....	1,150 00	2
.....	5,000	400	.....	400	12,000	15	.....	.....	.....	.....	.....	.....	940 90	3
.....	117,576	17,918	.....	75,580	42,319	15	52,334	4,662	72,835	11,415	6,773	135	.....	.....
.....	9,406	1,791	.....	3,779	1,693	90	3,140	280	1,456	228	3,386	108	25,269 80	.....
.....	300	15,200	50	2,000	4,000	.....	.....	.....	.....	.....	.....	.....	1,808 00	.....
89,000	172,191	*552,783	.....	40,306	2,184	.....	11,629	.....	.....	853	1,162	.....	76,742 04	1
.....	20,000	480,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	49,600 00	2
.....	3,189	9,075	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,162 62	3
.....	16,800	79,800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9,324 00	4
.....	172,000	121,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25,860 00	5
.....	8,530	66,052	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7,287 60	6
.....	9,036	2,873	.....	.....	.....	.....	450	.....	.....	.....	45	.....	1,058 68	7
.....	59,800	20,130	.....	.....	3,640	.....	1,200	.....	.....	.....	120	.....	7,074 60	8
89,000	461,546	1,331,703	.....	40,306	5,824	.....	13,279	.....	.....	853	1,327	.....	.....	.....
1,780	36,924	133,170	.....	2,015	233	.....	796	.....	.....	117	663	.....	178,109 54	.....

* 251 brls. salted trout.

1-2 EDWARD VII., A. 1902

RETURN of the Number, Tonnage and Value of Vessels and Boats, and the Quantity

FISHING MATERIALS.													
Districts.		Tugs or Vessels.			Boats.			Gill-nets.		Pound nets.			
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Yards.	Value.	Number.	Value.
<i>Lake Huron—North Channel.</i>													
1	Tenby Bay				2	140	2	5	6,000	40			
2	Hilton				1	100	1	1	900	20			
3	McBeths' Bay				1	125	2				3	450	
4	Thessalon and Bruce Mines.												
5	Blind River	1	20	35,000	6	1	100	2	15	12,000	800	4	800
6	Spragge				2	200	2	12	12,000	800			
7	Johns Island	1	7	2,500	6						5	750	
8	Aird Island	1	7	2,000	6	1	100				7	1,500	
9	Darche Island				1	125	2				3	450	
10	Newport				4	475	8	25	24,000	1,600			
11	West Bay	1	9	1,000	4						5	1,500	
12	Kagawong	1	5	1,500	4	1	100	2	26	24,600	1,100		
13	La Cloche Island	2	19	3,839	8	4	500	5			15	4,500	
14	Little Current				1	75	3	1	1,000	45			
15	Gore Bay				2	225	4	12	12,000	800			
16	Cape Roberts	1	10	2,500	5	2	200	2			10	900	
17	Meldrum Bay	1	20	3,000	6	3	275	6	19	18,500	1,550	4	600
18	Cockburn Island	2	16	4,500	9	6	650	8	30	30,000	2,500	13	2,000
19	Green Island				1	100	2	6	6,000	400			
20	Burnt Island				1	100	2	6	6,000	400			
21	Duck Island	3	23	6,500	13	10	1,000	16	80	83,000	5,550	3	500
22	South Bay Mouth	3	30	9,000	12	4	525	8	100	96,000	8,600		
23	Fitzwilliam Island					11	1,225	22	45	47,000	2,600		
24	Squaw Island	4	39	14,000	12	6	690	12	125	126,000	10,200		
25	Killarney				25	2,085	49	92	91,500	6,850			
26	Bustard Island	1	10	2,500	4	19	2,135	36	81	81,000	7,440		
Totals		22	215	87,839	95	109	11,250	196	681	677,500	51,295	72	13,950
Values		*											

* In No. 1 add 75 lbs. Bass and 140 lbs. Maskinonge.

SESSIONAL PAPER No. 22

and Value of Fish, &c., in the Province of Ontario—Continued.

KINDS OF FISH.										TOTAL VALUE.	Number.
Herring, salted, bbls.	Whitefish, lbs.	Trout, lbs.	Pickered or Dore, lbs.	Pike, lbs.	Sturgeon, lbs.	Perch, lbs.	Catfish, lbs.	Mixed and coarse fish, lbs.	Caviare, lbs.		
			500	7,024						320 36	1
	400	604		1,600						156 40	2
	12,000	5,000	10,000							1,965 00	3
	40,221	111,352	445							14,375 13	4
	2,000	4,335	38,407	331	4,651		1,655		465	3,071 75	5
	3,300	3,500	17,000	600	6,000		400		600	2,156 00	6
60	22,000	104,835	48,407	331	14,651		1,655		1,465	16,511 75	7
	6,000	13,005	96,321	993	12,963		4,961		1,296	8,161 27	8
	4,000	2,000								520 00	9
	28,000	23,000								4,540 00	10
	20,000	10,000	18,000	2,000	10,000				1,000	4,680 00	11
	19,000	40,000								5,520 00	12
	69,945	12,396	58,941	6,139	29,505		1,167		2,950	13,296 45	13
125										500 00	14
	18,000	8,100	21,000	500	3,700				370	3,727 00	15
	50,000	36,000	24,000		10,000				1,000	9,900 00	16
	19,000	151,000	4,000							16,820 00	17
24	103,651	86,621	16,445		6,028				602	18,449 11	18
	2,000	3,000								460 00	19
	15,000	230,000			600					24,236 00	20
18	149,204	83,000	20,000		5,000				500	22,058 32	21
17	101,000	127,000								20,848 00	22
	4,000	78,000								8,120 00	23
3	193,200	190,500	1,200							34,578 00	24
	249,000	175,000	77,000	12,000	18,000	600	900	600	1,800	43,778 00	25
	98,000	85,000	45,000	40,000	9,000		2,800	15,000	900	21,516 00	26
225½	1,228,921	1,584,748	496,666	71,518	130,098	600	12,538	15,600	12,948		
902	98,313	158,474	24,833	2,860	7,806	18	251	312	6,474	300,259 54	

RETURN of the Number of Tonnage and Value of Tugs, Vessels and Boats, and the

Number.	FISHING MATERIAL.										
	Tugs or Vessels.				Boats.			Gill Nets.			
	Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Yards.	Value.	
<i>Georgian Bay Division.</i>			%		%				%		
1	Parry Sound.....	3	12	3500	12	6	500	12	56	18000	300
2	Point au Baril.....	1	5	1000	3	6	600	12	30	10000	2000
3	Waubashene.....	1	4	800	3	6	600	12	30	15000	2000
4	Victoria Harbour.....					11	1000	22	60	30000	3000
5	Midland.....					6	400	12	28	14000	1500
6	Penetanguishene.....	5	133	30000	29	22	2500	44	600	324000	30500
7	Collingwood.....	5	82	10900	26	25	1235	44	300	148600	8741
8	Owen Sound.....	2	10	4000	8	26	965	53	275	165300	23471
9	Colpoys Bay to Tobermory.....										
	Totals.....	17	246	50200	81	114	8350	223	1559	838900	86512
	Value.....	%									
<i>Lake Huron (proper.)</i>											
1	Cape Hurd to Southampton.....	5	124	15500	30	28	2250	61	250	246400	15400
2	Southampton to Goderich.....	1	15	1200	6	6	450	11	60	60330	3700
3	County of Huron, including Grand Bend division.....	1	22	3000	6	11	1065	24	50	49000	3000
4	Towship of Bosanquet.....					13	831	27	35	30700	3165
5	" Plympton.....					8	480	10			
6	" Sarnia.....					30	1400	41	18	18000	180
	Totals.....	7	161	19700	42	96	6476	174	413	410430	25445
	Value.....	%									

RETURN of the Number of Tonnage and Value of Tugs,

Number.	FISHING MATERIALS.								
	Boats.			Gill Nets.			Seines.		
	Number.	Value.	Men.	Number.	Yards.	Value.	Number.	Value.	Men.
<i>Lake St. Clair.</i>			%		%				
1	River St. Clair.....	11	234	27	*2	10	10	799	540
2	Thames River.....	22	274	93	*21	105	24	1703	787
3	Lake St. Clair and Detroit River.....	59	2479	101	*2	10	18	1879	1440
	Totals.....	92	2987	221	25	125	52	4381	2707
	Values.....	%							

* Dip nets.

SESSIONAL PAPER No. 22

Quantity and Value of all Fish, &c., in the Province of Ontario—Continued.

KINDS OF FISH.																
Herring, salted.	Herring, fresh.	Whitefish.	Trout.	Pickered or Doré.	Pike.	Sturgeon.	Perch.	Catfish.	Mixed and Coarse Fish.	Whitefish, salted.	Trout, salted.	Caviare.	TOTAL VALUE		Number.	
brls.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	bbls.	bbls.	lbs.	¢	cts.		
		61413	35655	3639	4240					16			8,990	09	1	
		42000	108000	33000	8000				9000				6,310	00	2	
35½		7200	5000	38400	6350	550			8875	10½	10½		3,812	50	3	
		15000	20000	70000	5000	15000			4600			1500	8,642	00	4	
100		30000	60000	40000	2000	2000				80	300	200	14,900	00	5	
		7000	6000	7100	3750								1,665	00	6	
86	27900	79367	281580	1900		28356	3700		500	7	17	6476	40,804	72	7	
	2864	32200	567350							21	94		60,518	28	9	
205			138900								110		15,810	00	8	
426½	30764	274180	1222485	194039	29340	45906	3700		22975	1344	531½	8176				
1706	615	21934	122248	9703	1174	2754	111		459	1345	5315	4088	171,452	59		
291½	31400	14600	666700	200		6000	5000		2000	3	746	680	74,277	00	1	
57		1300	82500							10	794		12,692	00	2	
	23941	4834	99870	30580		7299	4421	2343	11700		66	729	13,927	47	3	
8	21334	3950	16409	87269		87269	5381	790	8050			8726	16,716	40	4	
	6750	21	35	42397		3538	65		1814				353	2,687	04	5
15	104158	1449	1118	121105		43743	2798	412	4136				4374	13,412	61	6
371½	187583	26154	866632	281551		147849	17665	3545	27700	13	1606	14862				
1486	3752	2092	86663	14077		8871	530	71	554	65	8030	7431	133,622	52		

Vessels and Boats, and the Quantity and Value of all Fish, &c.

KINDS OF FISH.														
Herring, fresh.	Whitefish.	Bass.	Pickered or Doré.	Pike.	Maskmouge.	Sturgeon.	Perch.	Tullibee.	Catfish.	Mixed and Coarse Fish.	Caviare.	TOTAL VALUE		Number.
lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	¢	cts.	
3500			113247	300		33259	700		200	10872	3325	9,644	29	1
			34064	3076		25	200	1000	2181	82974		3,596	84	2
6442	20721	3913	44878	15536	3428	73383	19603	10500	49203	293652	7338	21,326	75	3
9942	20721	3913	192189	18912	3428	106658	20803	11500	51584	387498	10663			
199	1658	313	9609	756	206	6399	624	690	1032	7750	5332	34,567	88	

RETURN of the Number and Value of Tugs and Boats, and the Quantity and Value of Fish, &c., in the Province of Ontario—*Con.*

FISHING MATERIAL.

Number.	Tugs or Vessels.			Boats.			Gill Nets.			Pound Nets.				
	Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Yards.	Value.	Number.	Value.	Number.	Value.
<i>Lake Erie.</i>														
1	12	25	2200	14	8	870	15	158	12000	656	10	3000	1	3000
2	1	98	9000	41	41	4168	55	55	.....	.....	52	17715	2	17715
3	12	194	14400	12	56	7885	87	87	.....	.....	83	33306	3	33306
4	.....	.....	.....	.....	16	830	35	32	32000	2150	66	17820	4	17820
5	5	84	15700	24	11	765	13	39	36000	2760	37	7600	5	7600
6	.....	.....	.....	.....	31	685	82	21	2500	90	.....	.....	6	.....
7	.....	.....	.....	.....	15	585	21	8	8380	433	.....	.....	7	.....
8	2	.....	4000	12	9	570	30	35	31400	2535	14	3500	8	3500
9	4	40	8000	16	7	225	16	100	98000	9805	4	756	9	756
10	12	25	3000	5	12	413	19	44	35800	1980	.....	.....	10	.....
11	.....	.....	.....	.....	14	600	21	40	42450	1233	2	500	11	500
Totals.													21734	84251

SESSIONAL PAPER No. 22

RETURN showing the Kinds, Quantity and Value of all Fish, &c., in the Province of Ontario—Continued.

Number.	DISTRICTS.	KINDS OF FISH.											TOTAL VALUE.	Number.	
		Herring, fresh, lbs.	Whitefish, lbs.	Trout, lbs.	Bass, lbs.	Pickarel or Dore, lbs.	Pike, lbs.	Sturgeon, lbs.	Perch, lbs.	Tullibee, lbs.	Catfish, lbs.	Mixed and coarse fish, lbs.			Caviar, lbs.	% cts.
<i>Lake Erie.</i>															
1	Pelee Island	207750	14225		310	5195	33205	10767	23400		5025	1255	1090	8,924 37	1
2	County of Essex	547244	57406			32108	227407	19136	143886		18353	93900	1500	35,738 84	2
3	" Kent	2791094	38669		11000	249363	422334	22571	135733		852	80290	2257	97,329 50	3
4	" Elgin	1848865	83308	26	12231	342872		18936	94651		5205	61994	1863	78,031 19	4
5	Houghton and Long Point	220532	59088	274	160	64712	66018	15146	37910		195	6259	1514	18,034 34	5
6	Port Rowan Bay				7187	22804	28638		100267		712	136560		8,929 13	6
7	Normanville	12425			853	17253	2374		18049		4215	14400		24,788 12	7
8	East of Port Dover	263363	72966	1523	4069	151797	1413	21941	69235		69	71230	2192	25,147 02	8
9	Cayuga to and including Grand River	406059	54929	100	1838	82073	135	12146	47436		1127	70204	1214	20,907 75	9
10	Port Maitland to Port Colborne	190832	19729			27179			21182			2195		7,433 27	10
11	" Colborne to Niagara Falls	7429	505	149		2453	40960	48382	2970		337	16481	4838	7,736 31	11
Totals		6525733	401425	2066	37648	1218171	821884	163025	694739	712	47904	559768	16498		
Values		136515	32114	206	3012	60909	32875	10141	20812	43	958	11195	8249	311,059 84	

SESSIONAL PAPER No. 22

RETURN showing the Kinds, Quantity and Value of all Fish, &c., in the Province of Ontario—Continued.

Number.	DISTRICTS.	KINDS OF FISH.													TOTAL VALUE.		
		Herring, fresh, lbs.	Whitefish, lbs.	Trout, lbs.	Bas, lbs.	Pike, lbs.	Maskinonge, lbs.	Sturgeon, lbs.	Peel, lbs.	Perch, lbs.	Catfish, lbs.	Mixed and coarse fish, lbs.	Caviare, lbs.	Number.	%	cts.	
<i>Lake Ontario.</i>																	
1	Queenston.....	54000	27900			15500		6850	6800	63000		1770	685	1	35	40	
2	Niagara.....	27680	120			1600		69	69	1361		120		2	5,070	30	
3	Port Dalhousie.....	700												3	696	77	
4	Leith.....																
5	Clinton.....	14620	600														
6	Grimsby.....	142610	23903														
7	Burlington Beach.....	123331	29650	5330						4000		2800		4	190	00	
8	County of Halton.....	540000	100	3200	750					1600		300	25		437	90	
9	" Peel.....	1200	330	6950	3350										5,153	16	
10	" York.....	111000	4636	1800	20					450		15433	40		5,517	78	
11	" Ontario.....	23800	500			40				700		13000			11,624	50	
12	" Durham and Northumberland.....	12250	7550	3960				4	68	2700		6500			1,133	20	
13	Rice Lake and Trent River.....				900			1175	13000	4900		7000			2,789	50	
14	County of Prince Edward.....	119	15640	10426	450	630		26	640	4,293		33587			3,198	53	
15	Bay of Quinte.....	5000	16000			12500		2000	5800	62480		514400	200		16,439	48	
16	Lennox County and Napanee River.....	2025	1900			900		27163	10,565	73169		102340			13,389	47	
17	Amherst Island and vicinity.....	1700	26500	2215		3100		25000	4500	35200		10150			2,719	34	
18	Wolfe Island and vicinity.....		600			12100		8200	2100	13801		27246			5,262	50	
	Totals.....	7 1694475	129126	60084	5470	31270	232330	5000	18816	40951	283671	267812	1779		722390	1779	
	Values.....	21889	10330	6008	438	1714	9233	300	1129	2437	8510	5356	889		2,1788	17	

RETURN of the Number and Value of Tugs and Boats, and the Quantity and Value of Fish, &c., in the Province of Ontario—*Cont.*

Number.	FISHING MATERIALS.										KINDS OF FISH.				
	Tugs or Vessels.			Boats.			Gill Nets.				Herring, fresh, lbs.		Whitefish, lbs.		Trout, lbs.
	Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Yards.	Value.	Herring, salted, lbs.	Value.	Value.	Value.	Number.
1					69	546	70	11	5800	607	1	7188		8300	1
2					32	311	51	5	600	52		150		8020	2
3					1	18	6								3
4					12	500	13	1	300	30					1
5					16	105	15	20	681	116					5
6	3	12	2000	36	12	750	21	108	18000	618		9587	6153	51	5
7															6
8												1000	800	3000	2
9					12	58	12	12	1000	10		15000	15000	11320	8
10					17	58	17	12	1000	10		1316	351	21300	9
Totals.	3	12	2000	36	117	2308	181	130	26091	1553	1	34211	23109	59157	10
Values.											4	685	1819	5916	

SESSIONAL PAPER No. 22

RETURN showing the Kinds, Quantity and Value of all Fish, &c., in the Province of Ontario—Continued.

Number.	DISTRICTS.	KINDS OF FISH.										TOTAL VALUE.	Number.		
		Bass, lbs.	Pickarel or Dore, lbs.	Pike, lbs.	Maskinonge, lbs.	Sturgeon, lbs.	Eels, lbs.	Perch, lbs.	Catfish, lbs.	Mixed and coarse fish, lbs.	Caviare, lbs.				
1	Frontenac County.....	6000	9360	42861	.....	.....	100	4789	45065	69359	.....	.....	.....	6,078 35	1
2	Leeds County.....	4667	.....	9351	123	1526	513	991	40001	48902	152	.....	.....	3,565 91	2
3	Greenville, Dundas, Stormont and Glengarry Counties.....	870	1470	1100	635	234531	4	.....	622	3000	2130	.....	.....	2,764 09	3
4	Prescott, Russell and Carleton Counties.....	55	5025	2520	25	632	36	875	3743	9860	39	.....	.....	715 84	4
5	Renfrew County.....	14	.....	651½	.....	2700	.....	210	.....	800	270	.....	.....	352 94	5
6	Nipissing District.....	.....	4069	3068	110	164036	.....	154	.....	154	15141	.....	.....	18,487 47	6
7	Peterborough County.....	52000	35500	.....	62500	.....	800	1500	2000	18000	2747	.....	.....	10,478 00	7
8	Lake Sturgeon and Victoria County.....	198750	200	160	317050	.....	1086	80420	17510	22840	.....	.....	.....	39,340 16	8
9	" Simcoe and tributaries.....	70200	14530	.....	16800	.....	.....	.....	4950	45000	.....	.....	.....	12,328 50	9
10	Muskoka District, Grey and Wellington Counties.....	.....	732	.....	.....	.....	.....	.....	.....	1042	.....	.....	.....	241 68	10
Totals.....		327536	70846	59711½	397243	192247½	2539	89339	113891	221610	17735	.....	.....	.....	.....
Values.....		26204	3542	2888	23834	11535	152	2068	2278	4132	8867	.....	.....	94,355 91	.....

1-2 EDWARD VII., A. 1902

RECAPITULATION of the number of fishery men, tonnage and value of tugs, vessels

Number.	FISHING										
	Tugs or Vessels.				Boats.			Gill-nets.			
	Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Yards.	Value.	
			%			%				%	
1	Lake of the Woods and Rainy River District.....	6	62	4,250	13	21	1,365	23	28	28,200	2,545
2	Lake Nipigon and Thunder Bay District.....					†50	750	75			
3	Lake Superior.....	12	115	24,000	42	71	4,910	132	440	639,600	28,255
4	Lake Huron (North Channel).....	22	215	89,839	95	109	11,250	196	681	677,500	51,295
5	Georgian Bay.....	17	246	50,200	81	114	7,750	223	1,559	838,900	86,512
6	Lake Huron (proper).....	7	161	19,700	42	96	6,476	174	413	810,430	25,445
7	River St. Clair.....					11	234	27	*2		10
8	Thames River.....					22	274	93	*21		105
9	Lake St. Clair and Detroit River.....					59	2,479	101	*2		10
10	Lake Erie and Grand River..	18	466	56,300	90	218	17,616	394	{ *71 458	301,590	21,734 } 355
11	Lake Ontario.....	6	62	6,300	21	269	10,845	463	1,083	462,810	23,381
12	Frontenac County.....					69	596	70	11	5,800	607
13	Leeds County.....					32	311	51	5	600	52
14	Grenville, Dan-las, Stormont and Glengarry Counties.....					4	48	6			
15	Prescott, Russell and Carleton Counties.....					12	500	13	4	900	90
16	Renfrew County.....					16	105	15	20	681	116
17	Nipissing District.....	3	12	2,000	36	12	750	24	108	18,000	648
18	Peterborough County.....										
19	Lake Scogog and Victoria County.....										
20	Lake Simcoe and Tributaries.....										
21	Muskoka District, Grey and Wellington Counties.....					2	58	2	2	1,000	40
	Totals.....	91	1,339	252,589	420	1,187	66,317	2,082	4,812	3,786,011	240,720

*Dip nets.

†Canoes.

SESSIONAL PAPER No. 22

and boats, the quantity and value of all fishing materials for the year 1901.

MATERIAL.											OTHER FIXTURES USED IN FISHING.				
Seines.			Pound-nets.		Hoop-nets.		Night lines.		Freezers and ice-houses.		Piers and wharfs.				
Number.	Yards.	Value.	Number.	Value.	Number.	Value.	Number of hooks.	Value.	Number.	Value.	Number.	Value.	Number.		
		\$		\$		\$ cts.		\$ cts.		\$		\$			
			30	3,500					5	4,500	3	2,500	1		
			37	45,425					8	2,660	2	1,000	2		
			72	13,950					3	400	5	750	3		
					6	150 00	1,500	15 00	16	1,945	11	950	4		
4	1,425	615	63	12,450					18	2,540			5		
10	799	540							12	280			6		
24	1,703	787									21	40	7		
													8		
18	1,879	1,440	11	1,925	70	2,911 00	18,000	180 00			2	10	9		
28	7,700	2,049	258	84,251	3	200 00	10,900	768 00	79	22,240	3	1,800	10		
11	3,635	965	4		283	4,369 00	2,950	33 50	61	5,989		950	11		
					97	1,143 00	75	2 00	1	15			12		
					63	1,236 00	950	9 50					13		
							5,700	73 00					14		
					*1	0 50	1,720	17 00	3	85			15		
					5	100 00	600	12 00					16		
							7,500	75 00	3	900			17		
					2	20 00							18		
													19		
													20		
													21		
95	17,141	6,396	471	161,501	499	10,129 00	49,895	1,185 00	199	41,554	49	8,010			

*3 Fishing Machines and 61 Spears.

1-2 EDWARD VII., A. 1902

RECAPITULATION by Districts of the kinds and

Number.	District.	Herring, salted.	Herring, fresh.	Whitefish, fresh.	Whitefish,	Trout, fresh.	Trout, salted.	Bass.	Pickeral or Dore.
		brls.	lbs.	lbs.	brls.	lbs.	brls.	lbs.	lbs.
1	Lake of the Woods and Rainy River District.			117,576		17,918			75,580
2	Lake Nipigon and Thunder Bay District.			300		15,200		50	2,000
3	Lake Superior.		89,000	461,546		1,331,703	251		40,306
4	Lake Huron (North Channel).	225½		1,228,921		1,584,748		75	496,666
5	Georgian Bay.	426½	30,764	274,180	134½	1,222,485	531½		194,039
6	Lake Huron (proper).	371½	187,583	26,154	6½	866,632	803		281,551
7	River St. Clair.		3,500						113,247
8	Thames River.								34,064
9	Lake St. Clair and Detroit River.		6,442	20,721				3,913	44,878
10	Lake Erie and Grand River.		6,525,733	401,425		2,066	37,648	1,218,171	
11	Lake Ontario.	7	1,094,475	129,126		60,084	5,470	34,270	
12	Frontenac County.	1	7,188			8,300	6,000	9,360	
13	Leeds County.		150			8,020	4,667		
14	Grenville, Dundas, Stormont and Glengarry Counties.						870	1,470	
15	Prescott, Russell and Carleton Counties.						55	5,025	
16	Renfrew County.			2		51	14		
17	Nipissing District.		9,587	6,153				4,009	
18	Peterborough County.					3,600	52,000	35,500	
19	Lake Scogog and Victoria County.		1,000	800		14,320	193,750	200	
20	Lake Simcoe and Tributaries.		15,000	15,600		24,300	70,200	14,550	
21	Muskoka District, Grey and Wellington Counties.		1,316	551		1,166		732	
	Totals.	1,031½	7,971,738	2,683,058	141	5,159,993	1,585½	374,712	2,605,618
	Values.	\$ 4,126	159,435	214,645	1,410	515,999	15,855	29,977	130,281

SESSIONAL PAPER No. 22

quantities of Fish caught during the Year 1900.

Place	Maskinonge.	Eels.	Perch.	Tullibee.	Carfish.	Mixed and coarse fish.	Sturgeon.	Caviare.	Value.	Number.	
lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	¢	cts.	
42,319	15			4,662	72,835	11,415	52,334	16,773	25,269	80	1
4,000									1,808	00	2
3,824						833	13,279	1,327	178,109	54	3
71,518	140		600		12,538	15,600	130,698	12,948	300,259	54	4
29,340			3,700			22,975	45,906	8,176	171,452	59	5
			17,665		3,545	27,700	147,849	14,862	133,622	52	6
			700		200	10,872	33,250	3,325	9,644	29	7
3,976			200	1,000	2,181	82,974	25		3,596	84	8
15,536	3,428		19,903	10,500	49,203	293,652	73,383	7,338	21,326	75	9
821,884			694,739	712	47,904	559,768	169,025	16,498	311,059	84	10
232,330	5,000	40,951	283,671		267,812	722,300	18,816	1,779	82,788	47	11
42,861		100	4,789		45,665	69,359			6,078	35	12
9,351	123	513	991		40,061	48,902	1,526	152	3,565	91	13
1,100	635	4			622	3,000	23,353	2,130	2,764	09	14
2,520	25	36	875		3,743	9,860	632	39	715	84	15
651			210			860	2,700	270	352	94	16
3,068	110		154			2,747	164,036	15,144	18,487	47	17
	62,500	800	1,500		2,000	18,060			10,478	00	18
160	317,050	1,086	80,420		17,510	22,840			39,340	16	19
	16,800				4,950	45,000			12,328	50	20
						1,042			244	68	21
1,285,838	405,826	43,490	1,110,117	16,874	579,109	1,969,719	876,212	90,761			
51,434	24,349	2,609	33,304	1,012	11,402	39,394	52,573	45,380	1,333,293	82	

* 135 Sturgeon bladders.

STATEMENT

Of the yield and value of the Fisheries of the Province for the year 1900.

Kind of Fish.	Quantity.	Price.		Value.
		§	cts.	
Whitefish.....	bbls. 141	10	00	1,410 00
".....	lbs. 2,683,058	0	08	214,644 64
Herring.....	lbs. 7,971,738	0	02	159,434 76
".....	bbls. 1,031 ¹ / ₂	4	00	4,126 00
Trout.....	" 1,585 ¹ / ₂	10	00	15,855 00
".....	lbs. 5,159,993	0	10	515,999 30
Bass.....	" 374,712	0	08	29,976 96
Pickarel.....	" 2,605,618	0	05	130,280 90
Pike.....	" 1,285,838 ¹ / ₂	0	04	51,433 54
Maskinonge.....	" 405,826	0	06	24,349 56
Sturgeon.....	" 876,212 ¹ / ₂	0	06	52,572 75
Caviare.....	" 90,761	0	50	45,380 50
Bladders.....	" 135	0	80	108 00
Eels.....	" 43,490	0	06	2,609 40
Perch.....	" 1,110,117	0	03	33,303 51
Catfish.....	" 570,109	0	02	11,402 18
Coarse fish.....	" 1,969,719	0	02	39,394 38
Tullibee.....	" 16,874	0	06	1,012 44
Total				81,333,293 82

RECAPITULATION

Of all fishing tugs, boats and nets, &c., employed in the Province for the year 1900.

Articles.	Value.
91 tugs, 1,339 tonnage (420 men).....	8 252,589
1,187 boats (2,082 men).....	66,317
3,786,011 yards gill-nets number 4,812.....	240,720
95 seines, 17,141 yards.....	6,396
471 pound nets.....	161,501
499 hoop nets.....	10,129
97 dip nets.....	535
49,895 hooks on set lines.....	1,185
199 freezers and ice houses.....	41,554
49 piers and wharfs.....	8,010
3 machines.....	45
61 spears.....	61
Total	8789,042

SESSIONAL PAPER No. 22

APPENDIX No. 7.

MANITOBA.

REPORT ON THE FISHERIES OF MANITOBA BY INSPECTOR
W. S. YOUNG, FOR THE YEAR 1900.

SELKIRK, Sept. 13, 1901.

To the Dominion Commissioner of Fisheries,
Ottawa.

I have the honour to submit the following table of statistics showing the yield and value of the fisheries, the number of fishermen, boats, nets, &c., and the quantity and value of fish caught in the lakes of the province of Manitoba for the year 1900.

As I was only recently appointed to the position of inspector, my facilities in these few months for a comprehensive view of the industry have been limited.

As will be found by comparison with the report of my predecessor for the previous year, there is a considerable increase in the quantity and value of fish caught during last year. It is true there is also an increase in the number of boats, nets, &c., and a consequent increase in the tonnage of fishing tugs.

There were no heavy losses and the season's operations as a whole were very successful and profitable, both to the fishermen employed and the companies engaged in this important industry. The fish seem to have been more plentiful than usual.

I have the honour to be, sir,
Your obedient servant.

W. S. YOUNG,
Inspector of Fisheries.

Overseer A. J. McPherson, Dauphin, Manitoba, reports as follows on the fisheries of Lake Winnipegosis and the west side of Lake Manitoba :

Lake Winnipegosis.—This season's catch on an average has been a good one, and fish have been on the market in good condition. There has been very little waste fish on the fishing grounds. This is accounted for by the better class of boats that has been put on these lakes, and one new 'steamer' that was put this year on Lake Winnipegosis which alone is capable of handling two cars of fish each trip without towing any barges. The markets have been good throughout the season. Prices ranging from one and a half to four and a half cents per pound were paid by the buyers for whitefish. Coarse fish was also in better demand this season than they have ever been before. On these lakes, 'suckers' have been bought up by the buyers and shipped out, which has a good effect on the fishing grounds, as it has a tendency to keep the water clean of dead fish and fishermen will get their coarse fish off the ice, which has always been a source of trouble to them, and has been the cause of spoiling some of the best fishing grounds on these lakes.

Pickarel and pike realized good prices this season, and were very plentiful in the southern end of the lake, and most of the fishermen do their winter fishing for them, which, I am of the opinion, is the best thing that can be done for this lake, as it gives whitefish a better chance. The latter fish are improving in this lake every year.

A great many fishermen are of the opinion that the department ought to put in some fry in this lake in return for the ova that was taken out for two years for the Selkirk hatchery. By keeping the Dominion Bay closed for a breeding ground, and by carefully looking after this lake, there is no danger of depleting it for years to come.

Lake Manitoba.—The fishing has improved in this lake for the last two years. The reason for this, as explained by the fishermen, is that it has been kept cleaner of dead fish, sawdust and rubbish by the removal of the saw-mill near the River Fairford. It is very important that the rivers running from one lake to another should be clean and free from dead fish and offal. Two new ice-houses were erected at the south end of the lake this year, and it will require a little better looking after next year as fishing will be more active.

SESSIONAL PAPER No. 22

MANITOBA.

RETURN showing the Number, Tonnage and Value of Vessels and Boats, Nets, &c., in the Province of Manitoba.

Number.	FISHING MATERIAL.												OTHER FIXTURES USED IN FISHING.								
	Tugs on Vessels.			Boats.		Gill Nets.			Seines.		Pound Nets.		Freezers and ice houses.		Piers and wharfs.						
	Number.	Tonnage.	Value.	Men.	Number.	Value.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.				
1	15	1351	107000	61	76	4910	128	57300	9670	3	132	86	2	300	86	100000	24	50530	1	3	
2					115	3100	180	2000	200	2	60	100			4	5700		1300			
3	7	172	21100	62	27	9100	200	50000	5000						16	12700		3365			
	23	1523	128100	123	218	17110	508	106200	14870	5	192	180	2	300	106	118400	38	10615			

1 Lake Winnipeg and its tributaries.....

2 Lake Manitoba, St. Martin and Shoal.....

3 Lake Winnipegosis, Dauphin and Waterhen.....

Totals.....

Values.....

Return showing the Quantity and Value of Fish, &c.—Manitoba.

Number.	DISTRICTS.	KINDS OF FISH.										Total Value.	Number.	
		Whitefish, salted, lbs.	Whitefish, lbs.	Pickrel, lbs.	Pike, lbs.	Sturgeon, lbs.	Catfaw, lbs.	Perch, lbs.	Tullibee, lbs.	Catsh, lbs.	Mixed and coarse fish, lbs.			Goldeyes, lbs.	Home Consumption, lbs.
1	Lake Winnipeg and its tributaries.....	3835100	1253400	304300	981500	17500	48000	110300	184400	106400	3600	276800	318,781 00	1
2	Lake Manitoba, St. Martin and Shoal.....	25000	151000	140000	.....	.....	80000	.....	110000	.....	152000	12,480 00	2
3	Lake Winnipegosis, Dauphin and Waterhen.....	28800	1923500	864700	.....	.....	7300	.....	25000	3600	.....	123,988 00	3
	Totals.....	28800	5843600	2275100	444300	981500	17500	48000	204200	184400	241400	428800		
	Values.....	1440	292180	68253	8886	58800	8750	960	4084	5532	2414	72	455,749 00	

SESSIONAL PAPER No. 22

APPENDIX No. 8.

NORTH-WEST TERRITORIES.

QU'APPELLE, N.W.T., January 2, 1901.

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit the following report on the fisheries of the North-west Territories for the year 1900.

The rainfall during the year was again above the average and was exceptionally heavy in the northern Alberta and Saskatchewan districts. This has had an excellent effect on the lakes and rivers, though the disturbance of the fishery grounds made the fishing more precarious during a portion of the year. A great many of the smaller lakes materially raised their water levels and many where fish had become extinct, owing to the low water, have been restocked. In both spring and fall spawning was much earlier than usual owing to the peculiar season. About eight millions of whitefish fry were procured from the Selkirk hatchery and placed in the Qu'Appelle, Crooked and Round lakes.

The regulations have been well observed in general and the advantages of close seasons are now fairly well comprehended. There were thirteen convictions in Assiniboia for illegal fishing, but in no instance was the culprit a licensed fisherman. In Alberta the high water prevented in a great degree the illegal taking of fish by traps in the streams and the infractions on the lakes were but trivial.

The Saskatchewan valley fisheries were much interfered with by the heavy floods which prevailed throughout the summer. A phenomenal abundance of muskrats, however, absorbed the energies of those who usually resort to the fishery for their livelihood and has prevented the hardships which would probably otherwise have followed.

The Cedar Lake sturgeon fishery was opened in the winter months only. The results of this course have been satisfactory, the fear of depletion being removed and profitable employment afforded to the resident Indian and half-breed fishermen, to whom only licenses are issued, during the hardest season of the year.

The winter fishery in the Edmonton District was very good, but during the summer the heavy rains, coupled with the issue of half-breed scrip, considerably lessened the amount of fishing done in that season. The rapidly increasing settlement of this section will necessitate the employment of more local guardians in the near future.

The only export business in fish from the North-west Territories this year has been carried on at Lake Winnipegosis. Attention has been called to this district by the Canadian Northern Railway and the early catches in these almost virgin waters attracted many fishermen to the lake from other points. Under the supervision of a special overseer a most successful fishery has been made, the number of licenses issued being carefully regulated and due preference given to the older settlers and permanent residents.

LONG LAKE.

Overseer Foster reports a smaller catch than for some years, attributed to the number of men engaging in the fishery being considerably less. Eleven licenses and four free permits to needy Indians were issued. The fish were very plentiful and in excellent condition and no sickness amongst them was reported throughout the year. On account of the small catch prices were high. Fish not disposed of in the immediate vicinity were marketed at Regina and Moosejaw. Little fishing was done except in the winter season. Two nets were seized and two men fined for illegal fishing. The lake maintained the level gained in the previous year and the supply of fish is apparently increasing.

QU'APPELLE LAKES.

Guardian Leader reports a full catch of pike, pickerel, tullibee and coarse fish but a diminution in that of whitefish. Few of the fishermen are supplied with suitable boats for reaching the grounds to which the whitefish resort in summer. The destruction of spring spawning fish in the creeks was much less this year than in former years, owing to the spring freshet coming very early. The whitefish taken were mostly of small size but many of the tullibee weighed as high as four pounds. No difficulty is experienced by the fishermen in disposing of their catches, the balance not consumed at home being readily marketed at the neighbouring towns. Two persons were fined for fishing in the close season, but the regulations were well observed by the regular fishermen both white and Indian. The dam and fishway at Katepwe have been maintained in good condition, but require considerable watching during the run of fish to prevent their abuse as fish-traps. About six millions of whitefish fry from the Selkirk hatchery were placed in these lakes in the spring, from which good results are looked for later on.

CROOKED AND ROUND LAKES.

Guardian Fitzgerald reports these lakes to be in excellent condition as regards the state of water, the heavy rains in the fall having had good results. Good catches of pike and pickerel were made, the hook and line fishery by the Indians being specially successful. The amount of whitefish caught remains, however, only nominal. An attempt at restocking the lakes with fry from Selkirk was made this spring, but unfortunately the shipment did not stand the long journey well and only a small percentage was placed in the lake in a healthy state. Two illegal nets were seized and six persons were successfully prosecuted for constructing fish traps on the river. The construction of a good dam at the outlet of Round Lake has been pressed on the attention of the North-west Government, and if made would much help the fishery.

MOOSE MOUNTAIN LAKES.

The appointment of *Guardian Powell* in this district has had a very beneficial effect in preventing the illegal netting done in the previous seasons. Two persons were fined for this offence. These lakes are much resorted to by summer visitors and excellent sport is afforded by the pickerel, about 3,000 of which were taken by hook and line.

EDMONTON DISTRICT.

Overseer Harrison Young reports that the lakes in his district are as a whole in a satisfactory condition. The issue of scrip to the half-breeds has materially lessened the amount of fishing done by them, and the exceptionally heavy rains have had a good effect in raising the level of the water thus permitting fish to pass freely from previously isolated lakes. There have been but few infractions of the regulations by the resident fishermen; nets were seized in five instances, but no prosecutions were instituted. At *Lake La Biche*, fish were very plentiful and much larger than last year. The half-breeds resident round this lake caught all the fish they wanted during the summer months, and did not have to set more than one net per family to do so. They all now appreciate the value of a close season. At *Lake St. Anne's* there has been a great rise in the water level, the fish have left their former feeding places and the fishermen had difficulty in locating the new grounds. The visit of the scrip commissioners prevented much fishing being done in December here. Fish are reported as plentiful as ever at *White Whale Lake*, but for some reason are of very poor quality this year, watery and tasteless. *Lake la Nonne* has not hitherto been much resorted to, but a settlement of half-breeds has recently been made and a guardian during the close season will be required next year. *Pigeon Lake* still continues to hold its own, and the quality of the fish is excellent. Very high water has had the same effect as at *St. Anne's* in altering the fishing places. Exceedingly bad

SESSIONAL PAPER No. 22

roads due to heavy rains interfered with the summer marketing of fish so that few men were fishing through the summer, but the winter catch was good. With regard to coarse fish in the many creeks and small lakes in this district, the low water of previous seasons had caused considerable scarcity, advantage having been taken to take the fish by traps. This year, all streams were filled bank high and could not easily be shut up and the destruction of fish was not large. The evil is, however, a growing one, and with the increasing settlement of the country must be coped with by the appointment of local guardians.

BATTLEFORD.

Guardian Gagné reports that his efforts to prevent the placing of dams and traps in the Battle River have had a good effect this year, and the damage done by such illegal practices has been trifling. The catch at Jackfish Lake was good and its whitefish seem to be increasing in quantity and improving in quality. Turtle Lake was not much resorted to this season, and fish are reported still scarce there. Considerable fishing was done at Cold Lake, where the whitefish are exceptionally fine.

PRINCE ALBERT.

Overseer Robertson reports having visited all the important points in his district during the year and that the regulations were well observed. The Saskatchewan River fisheries are operated during the summer low water, this year, the river was in flood so continued, that the catch was extremely small.

The Green Lake fishery was also a failure, the whitefish being observed to leave the lake in shoals early in September, though its waters were in excellent condition and some three feet higher than in the previous year. Most of the residents went to Dog Lake for the winter fishery, where a full supply was forthcoming. At *Isle la Crosse* and *Lake le Rouge* the supply of fish is still amply sufficient for local needs though the consumption of fish is very large. No fishing was done by the Indians at Fort la Corne owing to the high stage of the river. At Crooked Lakes there is a good supply of pike, pickerel, and mullet and the surrounding district being now well settled, a good deal of angling is done.

Red Deer, Trout, and Candle Lakes are without doubt the most important and available lakes in the district for fishing to be carried on for other than purely local needs. The season, however, is regarded as opening too late as now fixed, for the carrying on of a profitable industry though the prospect of the opening up of a shorter route to market is likely to lead to the formation of a local company to engage in the business if an earlier opening of the fishery is conceded.

GRAND RAPIDS.

Overseer McKay reports that the Cedar Lake fisheries have been kept under careful supervision during the year no fishing for sturgeon was allowed throughout the summer and the regular fishermen were then mostly employed in the Lake Winnipeg fishery. Licenses for the winter fishery were confined strictly to residents, half-breeds and Indians. No fish were marketed from this district except sturgeon, which were bought by the Dominion Fish Co., at Grand Rapids. The overseer reports that fish of all kinds are as plentiful as ever and that there is no need to fear the depletion of the waters under present conditions. The great abundance of muskrats in the lower Saskatchewan Valley has much diminished the amount of fishing done during the year by the native population. There were rumours from time to time of fishing being done by outside unlicensed fishermen, but careful investigations showed these to be unfounded.

I have the honour to be, sir,
Your obedient servant,

ERNEST W. MILLER,
Inspector of Fisheries.

NORTH-WEST TERRITORIES.

RETURN of the Number of Fishermen, Boats, Nets, &c., and the Quantity and Value of Fish caught in the North-west Territories for the Year 1900.

District.	FISHING MATERIAL.					KINDS OF FISH.							TOTAL VALUE. \$ ets.	
	Boats.		Gill Nets.			Whitefish, lbs.	Trout, lbs.	Pickarel, lbs.	Pike, lbs.	Sturgeon, lbs.	Tullibee.	Mixed and coarse fish, lbs.		
	Number.	Value.	Men.	Number.	Patrons.									Value.
1 Cap-Apelle.....	50	800	75	200	4500	900	28000	.....	80000	.....	.....	.....	6,940 00	1
2 Macleod.....	20	500	20	20	500	100	1000	.....	5000	.....	.....	.....	1,350 00	2
3 Edmonton.....	130	1125	250	530	16500	2750	378000	.....	75000	.....	.....	.....	22,340 00	3
4 Battleford.....	20	200	50	100	3000	500	47000	.....	8000	.....	.....	.....	3,190 00	4
5 Prince Albert.....	93	930	200	400	12000	2500	198000	.....	43000	.....	.....	.....	14,140 00	5
6 Grand Rapids.....	40	400	100	250	7500	1000	180000	.....	150000	.....	.....	.....	17,350 00	6
7 Northern Districts.....	.....	.....	.....	.....	.....	.....	3000000	.....	750000	.....	.....	.....	196,500 00	7
Totals.....	353	3955	635	1520	41000	7750	3832000	170000	1118000	58000	152000	1370000	.....	.....
Values.....	.....	.....	.....	.....	.....	.....	191500	8500	29310	2900	3040	13700	.....	262,410 00

SESSIONAL PAPER No. 22

RECAPITULATION

Of the Yield and Value of the Fisheries of **Manitoba** and the **North-west Territories**, for the Year 1900.

Kinds of Fish.	Rate.	Quantity.	Value.
			\$
	\$		\$
Whitefish, salted..... Lbs.	0 05	28,800	1,440
" fresh..... "	0 05	9,675,600	483,780
Trout..... "	0 05	170,000	8,500
Pickarel..... "	0 03	2,952,100	88,563
Pike..... "	0 02	1,562,300	31,246
Sturgeon..... "		1,039,500	61,790
" caviare..... "	0 50	17,500	8,750
Perch..... "	0 02	48,000	960
Tullibee..... "	0 02	356,200	7,124
Catfish..... "	0 03	184,400	5,532
Goldeyes..... "	0 01	7,200	72
Coarse and mixed fish..... "	0 01	1,611,400	16,114
Home consumption (not itemized)..... "	0 01	428,800	4,288
Total for 1900.....			718,159
" 1899.....			622,911
Increase.....			95,248

RECAPITULATION

Of the Number of Fishing Tugs, Boats, Nets, &c., used in **Manitoba** and the **North-west Territories**, for the Year 1900.

Articles.	Value.
	\$
22 Fishing tugs (1,523 tons).....	128,100
571 " boats.....	21,065
1720 gill-nets (153,200 fathoms).....	22,620
192 fathoms of seines.....	180
2 pound-nets.....	300
106 freezers and ice houses.....	118,400
35 piers and wharfs.....	10,615
Total.....	301,280

APPENDIX No. 9.

BRITISH COLUMBIA.

ANNUAL REPORT ON THE FISHERIES OF BRITISH COLUMBIA FOR
THE YEAR 1900, BY INSPECTOR C. B. SWORD.

NEW WESTMINSTER, B.C., February 7, 1901.

Dominion Commissioner of Fisheries, Ottawa.

SIR,—I have the honour to inclose statistical report of the fisheries of British Columbia for the year 1900, also returns of the packs of the various salmon canneries, as well as the report of the fur-sealing catch.

SALMON.

On the Fraser River this year the run of sockeye salmon (*O. Nerka*) was the poorest known for several years, the pack only amounting to 170,889 cases, as against 486,409 cases in 1899, and about 240,000 cases in 1898. On Puget Sound where the packers depend almost wholly on Fraser River fish for their sockeye pack, the estimate for this season is 228,704 cases, as against 497,700 cases in 1899, and 244,000 cases in 1898.

The estimated pack for Puget Sound for this season is given as

Sockeyes.....	228,704 cases.
Red Spring.....	29,983 "
Cohoos.....	118,174 "
Humpbacks (<i>O. Gorbusche</i>).....	" "
Chums (<i>i.e. Qualo</i>) or dog-salmon (<i>O. Keta</i>).....	55,170 "
	<hr/>
	432,031 "

less than one half of last year's pack.

Of the total pack for British Columbia, 606,530 cases, there were,

Sockeye.....	413,802 cases.
Spring.....	17,125 "
Cohoos.....	43,484 "
Humpbacks.....	12,267 "
Dog-salmon.....	119,852 "

All the humpbacks (*O. Gorbuscha*) and dog-salmon (*O. Keta*) canned were packed in the Fraser River district, these, with cohoes raising the returns for that district to 331,361 cases.

In addition to the small run of sockeyes, the pack suffered to some extent from the labour troubles in the early part of the season, a strike among the fishermen preventing any fishing being done for about two weeks.

Judging from the catches in the traps on the United States side of the line during these two weeks, the loss to the pack for the year could not have been very large, while there can be no doubt that a much larger number of fish were enabled to reach the

SESSIONAL PAPER No. 22

spawning grounds than would otherwise have done, a result which in such a season as last, must be regarded as a considerable set-off against the loss caused by the strike.

The northern fisheries do not seem to have suffered from a deficiency in the run of salmon, the returns showing as follows :

	1900.	1899.	1898.
Skeena River	135,424*	122,903	105,362
Rivers Inlet.	91,587	83,628	90,440
Naas River	20,200	19,442	20,000

The value of the canned salmon is estimated on the same basis, \$4.80 per case as in the previous year. This is less than the price at which sockeye salmon sold this year, but as the total returns include 193,046 cases of other salmon which were sold at lower rates, the total may be taken as fairly accurate.

The shipment of salmon salted in barrels shows an increase to 4,750 barrels, as against 3,450 in 1899.

Shipments of dry salted qualo or dog salmon (O. Keta) amounted this year to 5,700,000 pounds, as against 3,000,000 pounds in 1899, and 4,000,000 pounds in 1898. Taking into account the large number of these salmon, 6,340,000 pounds, put up in cans, in addition to those dry salted, we have a very gratifying addition to our fishing returns, when we consider that up to 1898 these fish were, with the exception of those consumed by the Indians, thrown away as worthless.

The amount of salmon shipped in a frozen condition (included under the heading 'fresh') shows 550,000 pounds, as against 800,000 pounds in 1899. This decrease is accounted for by the small catch on the Fraser river, a new company on the Skeena being credited with shipments to the amount of 100,000.

Notwithstanding the decrease last year, there is every reason to expect a large development in the immediate future in the business of shipping fresh salmon in a frozen or chilled condition. The competition for salmon among the packers was very keen, and a very large number of applications for permission to use seines at various points were made to the department.

Five applications for license to use seines in the Straits of San Juan de Fuca, on the south-west coast of Vancouver Island, were granted, the applicants expecting to be able thus to intercept the schools before they reached the traps on the United States side of the line. From the nature of the locality, and to give every opportunity to fairly test the suitability of this seining ground, these licensees were allowed to use seines 200 fathoms long, being double the regular length. Only two of the licensees utilized the permission granted, the result being a complete failure. It would appear that while in some years the schools pass close enough to the shore to be taken with the drag seine, this is by no means uniformly the case, and the runs this year were so poor that it is doubtful whether, even had the fish come close in, the seines could have been profitably operated. Of course, under different conditions, it is quite likely that the experience of this season might be reversed.

The demand for dog salmon, or qualo, occasioned the shipment of a considerable quantity of this fish, dry salted, from the Queen Charlotte Islands, and there is every probability that in the coming season, not only these outlying islands, but many inlets and streams hitherto untouched on all parts of the coast will be fished, to supply the constantly growing demand.

The two fishery cruisers which it is proposed to build will be fully employed, and a large increase in the staff of guardians will also be required.

STURGEON.

The falling off in the catch of sturgeon still continues, the returns showing only 105,000 pounds, as against 268,500 pounds in 1899. There were only 23 licenses taken out last year, against 88 in 1899, and 164 in 1898.

NOTE.—This increase in the pack of canned salmon at Skeena river is in addition to the increase of 1,000 barrels salted and 100,000 pounds frozen salmon shown in the returns from that locality.

1-2 EDWARD VII., A. 1902

A few illegal lines were seized and I have reason to believe that some of these are still being used, the scarcity of sturgeon has, however, had most to do with the decrease in their use.

HALIBUT.

The total of the halibut catch this year, 4,261,000 lbs., shows a very satisfactory increase. The catch of the New England Company, the largest dealers in this fish, being 50 per cent above their capture in 1899. This company operates mainly on the banks of Queen Charlotte Islands and it is probable that during the coming season we may have again to record a large increase in the catch as the market for this fish is improving and other firms are likely to go into the business on a large scale.

GUANO, &c.

The returns show a smaller amount of guano (200 tons) made in 1900 than in 1899 (550 tons). This is accounted for by the smaller catch of salmon on the Fraser River and the consequently smaller supply of offal for the oil factory. The same cause accounts for the smaller return (128,100 galls.) of fish oil in 1900 (the amount in 1899 being 145,200 galls.). The decrease from this cause in the latter article was, however, partially made up from other sources, dogfish, &c. We may confidently anticipate a steady increase taking one year with another in both these products.

CLAMS, CRABS, &c.

It will be observed that for the first time in these returns there are entries for canned clams (3,500 cases) and canned crabs (1,000 cases). Both of these are new industries in which the parties putting up these articles expect a great development.

There is also an entry of 20,000 lbs. salted roe. This means the utilization of the roe of the canned salmon formerly thrown away but now salted and finding a market in Japan.

With the exception of the sturgeon fishing and the salmon catch on the Fraser River every item shows an increased development of the fishing industries of the province, and while there does not seem much reason to expect any recovery in the sturgeon fishery, the smallness of the salmon catch on the Fraser River may be attributed to one of the fluctuations to which this fishery is so liable and should not preclude us from expecting a satisfactory pack next year which is the year of the quadrennial large run.

I have the honour to remain, sir,

Your obedient servant,

C. B. SWORD,

Inspector of Fisheries.

SESSIONAL PAPER No. 22

A.—SCHEDULE of Salmon Canneries operated in British Columbia, Season of 1900, with Number of Cases packed by each Cannery.

Owners or Agents.	Name of Cannery.	District.	Locality.	Packed in 48-lb. Cases.
Cleeve Canning Co.	Cleeve	Fraser River.	New Westminster.	8,843
Burn & Walker.	Premier	"	"	1,175
F. Boutillier & Co.	Boutillier	"	"	5,450
Jas. Anderson.	St. Mungo No. 2.	"	"	11,000
Lam Tung & Co.	Westminster	"	"	5,555
A. B. C. Packing Co.	Birrells	"	"	"
"	Wadhams	"	Ladner's.	3,165
"	British American	"	Canoe Pass.	10,710
"	Canoe Pass.	"	"	1,597
"	Phenix	"	Steveston.	4,193
"	Brittania	"	"	2,910
Victoria Canning Co.	Delta	"	Ladner's.	2,018
"	Harlock	"	Port Guichon.	"
"	Wellington.	"	"	5,959
United Canneries Co.	Industrial	"	New Westminster.	2,632
"	Scottish Canadian	"	Steveston.	20,386
"	Gulf of Georgia	"	"	18,041
"	English Bay	"	English Bay.	15,264
Canadian Canning Co.	Star.	"	Steveston.	11,083
"	Vancouver	"	North Arm.	4,900
"	Fraser River	"	"	4,000
Turner, Beeton & Co.	Terra Nova.	"	"	7,005
"	London.	"	Steveston	4,155
"	Fishermans	"	Port Guichon	"
J. H. Todd & Sons	Beaver	"	Lulu Island.	8,460
"	Richmond	"	North Arm.	2,700
Brunswick Canning Co.	Brunswick No. 1	"	Steveston	2,166
"	No. 2	"	Canoe Pass.	9,650
A. Ewen & Co.	Lion Island.	"	New Westminster.	6,105
B. C. Canning Co.	Dea's Island.	"	Dea's Island	4,552
Currie & McWilliams	Currie's	"	Westham Island.	27,870
Anglo-American Packing Co.	Anglo-American	"	Canoe Pass.	3,827
Albion Island Canning Co.	Albion	"	Westham Island.	8,036
Canadian Pacific Packing Co.	Canadian Pacific	"	Lulu Island.	4,527
Pacific Coast Canning Co.	Bain's	"	"	12,312
Columbia Packing Co.	Colonial	"	"	15,019
McDonald Bros.	Westham Island.	"	Canoe Pass.	5,190
J. H. Hume & Co.	English	"	Steveston	8,763
R. Ward & Co.	Imperial	"	"	3,143
Walter Morris.	Lighthouse	"	"	10,321
R. Houston & Co.	Atlas	"	"	4,437
Great Northern Canning Co.	Great Northern	"	English Bay.	5,684
Alliance Canning Co.	Alliance	"	North Arm.	5,770
Provincial Canning Co.	Provincial	"	"	5,892
Dinsmore Island Canning Co.	Dinsmore	"	"	10,500
Acme Canning Co.	Acme	"	"	5,763
Welch Bros.	Keltic	"	"	6,103
Greenwood Canning Co.	Greenwood.	"	"	4,540
Wadhams & Sons	Wadhams	River's Inlet.	River's Inlet	15,900
A. B. C. Packing Co.	Good Hope	"	"	13,858
B. C. Canning Co.	Victoria	"	"	13,550
Brunswick Canning Co.	Brunswick III	"	"	11,030
Vancouver Packing Co.	Vancouver	"	"	7,408
Victoria Canning Co.	Wannoek	"	"	12,450
R. Draney	Namu	"	Namu Harbour	9,300
J. Clayton	Bella Coola	"	Bella Coola.	4,750
United Canneries Co.	Princess Royal.	"	Princess Royal Island	3,341
B. C. Canning Co.	Windsor	Skeena River.	Skeena River	15,000
Victoria Canning Co.	Standard.	"	"	12,000
R. Cunningham & Sons	Skeena.	"	"	15,500
P. Herman & Co.	Anglo-Alliance	"	"	10,000
Carlisle Canning Co.	Carlisle.	"	"	11,369
Wallace Bros.	Claxton	"	"	11,505
Turner, Beeton & Co.	Inverness.	"	"	15,075
A. B. C. Packing Co. (2)	Lowe Inlet	"	"	14,975
Victoria Canning Co.	North Pacific and B.A.	"	Lowe Inlet.	10,856
W. Morris (2)	Naas River.	"	Naas River.	20,200
S. A. Spencer	Alert Bay.	No. 9 District	Alert Bay.	9,500
Clayoquot Fish Co.	Clayoquot.	No. 10	Clayoquot.	7,602
Total number of 48-lb cases				606,530

1-2 EDWARD VII., A. 1902

B.—BRITISH COLUMBIA

Number of license.	Vessels.	Masters.	Tons.	CREWS.		BOATS.	
				Whites.	Indians.	Boats.	Canoes.
23	Aimoko.	G. Heater.	75	6	25	12	12
17	Allie L. Alger.	W. E. Baker.	75	8	23	12	11
22	Annie E. Paint.	J. W. Anderson & E. G. Macaulay	82	7	25	12	12
4	Arietis.	W. Heater.	86	6	30	12	15
34	Aurora.	F. Hackett.	40	19	5	5	
24	Beatrice.	A. St. Clair.	66	5	20	12	10
29	Bonadis.	T. Harold.	47	7	16	12	8
9	Carlotta G. Cox.	C. LeBlanc.	76	25	8	8	
28	Carrie. C. W.	R. E. McKeil.	92	9	24	12	12
1	City of San Diego.	H. Blackstad.	46	19	5	5	
3	Diana.	A. Nelson.	50	21	6	6	
37	Director.	M. F. Cutler.	87	8	29	12	14
25	Dora Seward.	H. F. Seward.	94	10	24	3	12
8	E. B. Marvin.	C. Campbell.	96	8	26	2	13
18	Enterprise.	V. Gullin J. Bishop.	69	9	20	2	10
20	Favorite.	L. McLean.	80	5	32	1	16
14	Geneva.	W. D. Byers.	92	31	9		
21	Hatzie.	J. Daley.	72	7	32	12	16
32	Ida Etta.	D. Martin.	69	6	18	12	9
31	Libbie.	C. Hackett.	92	8	24	2	12
2	Mary Taylor.	W. O'Leary.	43	21	6	6	
23	Minnie.	J. G. Searle.	46	7	13	2	6
12	Ocean Belle.	R. O. Lavender.	87	26	8	8	
26	Ocean Rover.	F. Cole.	56	5	16	12	8
5	Otto.	I. F. Gosse.	86	6	28	12	14
11	Penelope.	A. McDougall.	70	6	24	12	12
13	Sadie Turpel.	John Bishop.	56	7	20	3	10
36	Saney Lass.	W. Halgran.	38	5	10	1	5
19	Teresa.	G. Myer.	63	7	21	12	10
16	Triumph.	W. Cox.	98	9	32	3	14
10	Umbrina.	H. V. Hughes, J. W. Peppitt.	99	8	27	3	13
38	Venture.	J. Anderson.	48	6	6	3	3
7	Vera.	M. Ryan.	60	21	6	6	
30	Victoria.	R. Baleam.	63	6	20	2	10
6	Viva.	D. McPhee.	92	6	31	12	14
35	Walter L. Rich.	J. Haan.	84	7	14	12	7
27	Zillah May.	W. Munro.	66	7	16	2	8
		Indian Catch.					
	Totals.		2,641	384	646	114	316

Total 37 schooners in the sealing industry.

SESSIONAL PAPER No. 22

Sealing Report, 1900.

BRITISH COLUMBIA COAST CATCH.		VICINITY COPPER ISLAND.		BEHRING SEA.		Totals.	Skins Branded.	Remarks.
Males.	Females.	Males.	Females.	Males.	Females.			
388	135			223	333	1,079		
196	192			404	431	1,223	2	
251	488			116	291	1,146		
430	386			285	261	1,362	6	
119	90	105	39	5	17	375		
147	148			168	244	707	3	
179	69			77	96	421	1	
271	291			215	306	1,173		
159	99			280	324	862	1	
335	182	20	35	218	152	951		
234	446			116	212	1,008		
				290	445	735	1	
252	533			287	344	1,416	4	
234	420			195	261	1,110		
234	315			285	326	1,160		
368	341			167	186	1,062	1	
304	342			315	393	1,354	1	
171	257			232	426	1,086	1	
206	159			223	305	893	2	
118	75			203	225	621	1	
387	541			61	167	1,156		
138	141					279		Wrecked.
299	436			27	306	1,068		
				170	326	496		
172	151			302	331	956		
154	78			300	307	839	1	
49	32			105	287	473	3	
21	23			55	136	235	2	
153	437			55	385	1,030		
220	229			239	393	1,081	5	
382	326			375	340	1,423	1	
				56	48	104		
354	455			218	340	1,367	2	
110	183			178	369	840	3	
317	435			231	418	1,401		
55	47			362	237	701	3	
222	327			137	280	966	1	
						1,364		
7,628	8,809	134	74	7,175	10,338	35,523	45	

SESSIONAL PAPER No. 22

RETURN showing the Quantities and Value of Fish, &c., in British Columbia.—Concluded.

District.	KINDS OF FISH.										Totals.	Number.						
	Herring, fresh and salted, lbs.	Herring, smoked, lbs.	Onlachs, fresh, lbs.	Onlachs, salted, brls.	Onlachs, smoked, lbs.	Smelt lbs.	Trout, lbs.	Codfish, lbs.	Skull, brls.	Shad, lbs.			Assorted fish, lbs.	Hair-seal, skins.	Sea otter, skins.	Fish oil, galls.	Fish, guano, tons.	Caviare, lbs.	Salmon roe, salted, lbs.
1 Fraser River	450000	160000	250000	275	2500	45000	135000	155000	5000	160000	500	35000	200	1500	20000	20000	20000	1
2 River's Inlet	25000		60000	620	1000	5000	500			1500	900	9500						2
3 Skeena River	5000		400000	900	20000		2250			2000	275	600						3
4 Naas River		2500					1000				750	1000						4
5 East Coast Queen Charlotte Isl'd.	30000	2500						5500	40	15000	2000	30000						5
6 West Coast Queen Charlotte Isl'd.	25000	2500						10000	65	25000	2000	12000						6
7 Cape Scott to Comox	25000	1500	120000	360	2600	6500	10000	13000	15	10000	500	6000						7
8 Comox to Victoria	350000	25000	100000	50	2000	35000	156000	350000		255000	350	16000						8
9 Victoria to Cape Beale	10000	2000					5000	9000		8000	300	6000						9
10 Cape Beale to Cape Scott	20000	4000					10000	6000		7500	250	12000						10
Totals	945000	200000	930000	2205	28100	86500	339750	548500	120	5000	484000	7825	20	128100	200	1500	20000	
Values	\$ 28350	20000	46500	22050	2810	4325	33975	27425	12000	250	24200	5869	8000	35227	6000	750	2000	
<p>3,500 cases canned clams, \$13,500; fresh clams and mussels, \$9,000. 1,000 cases canned crabs, \$10,000; fresh crabs and abalones, \$22,500. Shrimps and prawns..... Oysters..... Estimate of fish not included in above.....</p>																		
<p>Total value..... Fur-seal catch, value..... Grand total.....</p>																		
<p>4,315,975 25 562,845 00 4,878,820 25</p>																		

RECAPITULATION

OF Yield and Value of the Fisheries of **British Columbia** for the Year 1900.

Kinds of Fish.	Quantity.	Price.		Value.
		§ cts.	§ cts.	
Salmon, canned (29,113,440 cans).....	48 lbs. cases	606,530	4 80	2,911,344 00
" salted	Brls.	4,950	10 00	49,500 00
" dry salted	Lbs.	5,700,000	0 04	228,000 00
" smoked	"	301,000	0 10	30,100 00
" fresh	"	1,728,000	0 10	172,800 00
Sturgeon.....	"	105,000	0 05	5,250 00
Caviare.....	"	1,500	0 50	750 00
Halibut.....	"	4,261,000	0 05	213,050 00
Herring.....	"	1,145,000	0 03 & 0 10	48,350 00
Oulachons.....	"			71,360 00
Smelts.....	"	86,500	0 05	4,325 00
Codfish.....	"	548,500	0 05	27,425 00
Trout.....	"	339,750	0 10	33,975 00
Skill.....	Brls.	120	10 00	1,200 00
Shad.....	Lbs.	5,000	0 05	250 00
Sea otter.....	Skins.	20	400 00	8,000 00
Hair seals.....	"	7,825	0 75	5,868 75
Fur seals.....	"	35,523	15 00	562,845 00
Mixed fish.....	Lbs.	484,000	0 05	24,200 00
Fish oil.....	Galls.	128,100	0 27½	35,227 50
Fish guano.....	Tons.	200	30 00	6,000 00
Salted roe.....	Lbs.	20,000	0 10	2,000 00
Oysters.....	"			12,000 00
Shrimps and prawns.....	"			5,000 00
Clams, canned	Cases.	3,500	10 00	13,500 00
Crabs,	"	1,000	10 00	10,000 00
Fresh clams and mussels.....	"			9,000 00
" crabs and abelones.....	"			22,500 00
Estimate of fish not included in above.....				365,000 00
Total.....				4,878,820 25

SESSIONAL PAPER No. 22

CAPITAL in Fishing Plant and Material in British Columbia Fisheries, 1900.

Vessels, Boats, Canneries, &c.	Number.	Value.	Total Value.
		§ cts.	§ cts.
<i>Fisheries—</i>			
Vessels	158	325,050 00	
Boats	5,113	314,320 00	
Scows, &c.		17,750 00	
Gill-nets, fathoms	811,550	608,909 00	
Seines	11,450	17,175 00	
Lines, hooks, &c.		10,200 00	
Salmon canneries	71	1,420,000 00	
Cold storage plants	7	87,500 00	
Oil factories	2	35,000 00	
Salteries	2	4,000 00	
			2,839,904 00
<i>For Sealing—</i>			
Vessels (actually engaged)	37	120,000 00	
Boats	114	11,400 00	
Canoes	316	15,800 00	
			147,200 00
Total			2,987,104 00

Hands employed in fisheries, boats and canneries	19,787
" vessels	475
Sailors and hunters sealing (whites)	386
" (Indians)	646
	<u>21,294</u>

APPENDIX No 10.

QUEBEC.

REPORT ON THE GULF OF ST. LAWRENCE FISHERIES FOR THE SEASON OF 1900, BY FISHERY OFFICER WM. WAKEHAM, M.D., COMMANDER OF "LA CANADIENNE."

GASPÉ BASIN, January 2nd, 1901,

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour herewith to submit the annual report of the Fisheries of the Gulf Division, province of Quebec, for the past year, together with synopsis of the reports of the overseers, and the usual statistical totals showing the yield and values in detail for the various subdivisions

As was foreshadowed in the preliminary statement published in last year's report, the returns show an increase in value of \$122,013 over those of 1899. This is due to an improvement in the catch of cod, mackerel, smelts and seals. The salmon fishery, which I had expected to have been better than that of 1899, really showed a decrease of over 100,000 lbs. Fishing practically closed with the middle of September, as after the gale of the 13th of that month, with its accompanying loss of life and property, very little was done. Many of the boats which were destroyed were not replaced, and fishermen were generally nervous about going any distance off shore.

COD.

This fishery, which usually furnishes about half of the value of the yield in the division, shows an increase of about 12,000 cwt. This improvement was due to a good summer's fishing on the south coast. On the Labrador the presence of heavy field ice in June and July, all along shore and among the islands, practically prevented any fishing. The fish were there in abundance, but it was impossible to set out any nets for their capture. After the disappearance of the ice with the end of July a fair amount of fishing was done by the local inhabitants with the hook and line, but by this time all the vessels had left the coast for the outer Labrador. As this makes the fourth year in succession during which the vessels have done nothing, it is safe to say that we will see a very small fleet on the Labrador next year.

SALMON.

This fishery shows a decrease of about 100,000 lbs. The failure was confined to the south shore of the Gulf, as on the north shore the returns show a considerable increase. The failure was due entirely to weather conditions, the fish did not, as usual, remain any time along the coast, or in the estuaries, but proceeded directly into the rivers. The weather during June and July was cloudy, with frequent showers. This favoured the angler, and as a result of this, coupled with a greatly increased number of fish in the rivers, we had perhaps the best angling season on record. On the north shore both anglers and netters had good fishing.

SESSIONAL PAPER No. 22

HERRING.

The returns show a slight increase in this fishery, although the catch was unevenly distributed. On the Labrador nothing whatever was done, but along the River St. Lawrence, and shore of the Gulf from Cape Chatte to Cape Rosier, the catch was above the average, while further on, along the southern coast of Gaspé and Bonaventure, the yield of fat herring—those taken in the late summer and fall—was not by any means as good as it usually is. Spring herring were everywhere abundant on the usual spawning grounds.

MACKEREL.

The catch of mackerel, now confined entirely to the Magdalen Islands, shows a slight increase. These fish were abundant about the islands in the fall, but because the price had fallen, the fishery was not prosecuted with any vigour. A few small schools of mackerel were reported as having been seen between Cape Chatte and Godbout, but except at the Magdalen Islands, only an odd mackerel was taken here and there about the coasts of the mainland.

LOBSTERS.

The Lobster pack continues to show a decrease in spite of the fact that under the new regulations we are fishing through a considerably longer season. This, of course, really means nothing, as with one exception all the larger canneries regularly close down when about half the season has expired.

At Anticosti, Mr. Menier is preparing to go extensively into the business of lobster packing. His men are putting up a model cannery at Fox Bay. The machinery for making and sealing the cans will be driven by steam power, and the building will be lighted by electricity. The lobsters, which will be caught by small parties of fishermen, stationed along both shores of the island, will be brought alive to the cannery in welled vessels, and those from the more distant points in steam vessels. Fishermen are now being engaged in Gaspé and Nova Scotia to proceed to the island in the early spring of 1901, and inducements are being held out to them to settle on the island, where it is Mr. Menier's intention to prosecute the cod, herring and turbot fisheries which abound about the island. The general direction and management of all this has been placed in the hands of Mr. Doggett, of Nova Scotia.

SMELTS.

The statistics of the smelt fishery show a gain of about 60,000 pounds. During October, when the fishery begins in Gaspe Bay, the weather was cool, so that the fish then taken, which are the first to reach the New York market, got there in good order, and commanded a high price.

SEALS.

The seal hunt, which has been gradually abandoned by those who formerly carried it on in vessels fitted out at the Magdalen Islands and Esquimaux Point, shows a very considerable gain in 1900. The catch for 1899 only amounted to 4,145 seals, nearly all of which had been taken on the Labrador, or shot on the ice off Point des Monts, while that for the season now being reported on amounts to 25,729. This considerable gain occurred at the Magdalen Islands. The ice on which the seals are pupped in March was driven by favourable winds on the Magdalen Island shores, permitting the people to reap quite an abundant harvest in the shape of pelts and oil. For a few days, while the winds held the whelping ice on shore, men, women and children were engaged in the work of killing, scalping and hauling the pelts on shore.

Bait was fairly abundant throughout the season, and, with very few exceptions, the fishing regulations were strictly observed. At the Magdalen Islands a number of lobster traps, being fished out of season, were destroyed by crews sent out from the ship.

I beg to append synopses of the reports of some of the local fishery overseers:—

SYNOPSIS OF REPORTS OF SOME OF THE LOCAL OVERSEERS.

Bonaventure Subdivision.—Officer George Forrest reports a diminution of about one-fifth in the yield of the fisheries in his division, the principal failure was that of the salmon net fishery. Cod fishing was also below the usual average. This was mainly due to a scarcity of bait in the late summer and fall. Herring was abundant in the spring, but scarce all through the rest of the season. The lobster pack shows a slight increase, with the same number of canneries and traps. Fishery regulations were closely observed.

Port Daniel Subdivision.—Officer F. X. Chappados reports a slight decrease in the catch of cod, due to the rough weather in September and October. The salmon fishery was slightly better than that of the preceding season. Spring herring was scarce in Port Daniel Bay and at l'Anse a Gascon, but fall herring—those taken in the fall—were more abundant. The lobster pack continues to decrease.

Gaspé Bay Subdivision.—Officer Walter Langlois reports a slight increase in the yield of the salmon net fishery. The herring fishery shows an improvement of about 1,200 barrels. Cod fishing began on the 22nd May, and the yield was good up to the middle of September, when a heavy gale did a great deal of damage along the coast, particularly at Point St. Peter, where a clean sweep was made of boats and fishing stages. The fishermen of this Cove are particularly anxious that the attention of the government should be called to their need of a breakwater, as a very extensive fishery is carried on at Point St. Peter, and this is by no means the first occasion on which their boats and stages have been destroyed. The lobster fishery shows a constant decrease. The smelt fishing was good. No mackerel was taken in Gaspé Bay this season.

Mont Louis Subdivision.—Officer Louis Letourneau reports that there was no lobster fishing in his division this year. The catch was so insignificant the year before that it was impossible to get men to fish for them. Salmon net fishing was poor. The rivers were high when the fish struck the coast and they ran right up at once. Anglers, however, did well. Cod fishing was good all through the season, from June to November. The white whales, which frequently chase the cod away during the fishing season, did not visit the coast this year. Herring struck a little later than usual, but remained on the coast all through the season. They were more abundant in the western part of the division than toward the east. A good many more fishermen were engaged in this fishery than usual, and more care seems to have been given to the packing and curing of the fish. No mackerel were taken, and the fishery for turbot, as well as halibut, was not a success. This was due to the constant strong currents in the river. These fish are taken in 60 fathoms and over. The fishery regulations were everywhere well observed.

Magdalen Islands South.—Officer J. A. Chevrier reports that in March a large number of seals were killed on the ice all around the islands except at Amherst, where the winds were not favourable. Herring struck a few days earlier than usual, and for several weeks were taken in great abundance, many cargoes were sold to foreign vessels for food and bait purposes. There does not seem to be the slightest diminution in the abundance of these fish. Spring mackerel struck in unusual abundance, and an extraordinary catch was made, and high prices paid the fishermen, unfortunately for the local merchants the price fell before the fish could be marketed, so that considerable losses

SESSIONAL PAPER No. 22

were made. The fall fishery was limited, the price being low, fishermen devoted their attention rather to the cod fishery. Lobster fishing about Amherst Island does not show any decrease, but at Grindstone the failure continues. Many are of the opinion that the open season of fishing should be divided in two halves, the first to close about June 15, the second to open on August 1, and to continue until October 1. Several parties were fined for fishing out of season. Local fishermen complain that their nets are frequently carried away or torn by vessels passing in and out of the bay. They claim that foreign fishing vessels should either remain outside of Pleasant Bay altogether—or if they come inside that they should remain there, and visit their nets in boats as do the resident fishermen. Mr. Chevrier has many times represented these complaints, he also claims that no nets should be allowed to be set after August 1, that is when the resident fishermen do their hand and line fishing for mackerel.

Magdalen Islands North.—Officer Procul Chevrier reports that the spring hunt on the shore ice for seals was an unusually good one, 9,400 seals having been killed and landed in his division. Though the prices now paid for skins and oil are much lower than they formerly were, yet this unusual spring harvest was a godsend to the people. Herring struck about April 18, an enormous catch was made, and many cargoes were sold to vessels from the maritime provinces and the United States. The lobster fishery continues to show a decrease, and this in spite of the fact that ten new canneries were opened in the division. The spring mackerel fishery was good, but the price paid for fall mackerel was low. Mr. Chevrier found a number of lobster traps set illegally, during some of his visits—he destroyed them without having been able to find out who owned them; otherwise the regulations were well observed.

Pointe des Monts Subdivision.—Officer N. A. Comeau reports salmon fishing with nets a good average catch; fish were late in striking the coast, owing to the general lateness of the season, and the great quantity of snow in the interior causing the rivers to remain high. Probably owing also to this fact the fly fishing was much above the average, especially in the Trinity River, where the season was the best on record. Trout appeared to be scarcer than usual, this may have been due to the fact that passing up with the high water they escaped observation. Cod were late in coming, only a few being taken before August, after this date they were, however, abundant, but especially squid was plenty—the cod fishing therefore shows an increase of nearly two-thirds over the previous season. Herring were abundant from Point des Monts west to Manicouagan, but scarce east of Point des Monts. Halibut shows a slight increase and the fish were much larger than of late years. Smelt were abundant, though but few were taken, as there are no facilities for shipping them to market in the late fall. No mackerel were taken, though a few schools were seen off shore. One small lobster cannery was operated at Cowees—the proprietor reports lobsters has been scarce. White whales were extremely abundant during the whole season, fishermen attribute the scarcity of herring below Point des Monts to the presence of these mammals. Taken as a whole the returns show a considerable increase in value. The regulations were well observed and no complaints were made.

Moisie Subdivision.—Officer Theotime Migneault reports that salmon fishing began on the 23rd May and ended on the 16th July. The fishery was a good one, though the season was a poor one for netting, as the waters were too high and the currents too strong to keep nets out, not 10 per cent of the salmon that entered Moisie River were netted, 236 fish were taken by the anglers. The cod fishery was good, it began with August and continued up to the 12th October. Herring missed entirely, the fishermen attribute this to the great abundance of squid, and the white whales. One Gloucester vessel called here halibut fishing, but on being warned not to set his trawls within the three mile limit he sailed away. The salmon net regulations were strictly enforced and observed.

Mingan Subdivision.—Officer George DuBerger reports that 17,467 cwt. of cod were taken by the shore fishermen in his district; this represents a fair fishery. The salmon net fishery in the St. Johns tributary was good, almost 40,000 lbs. being taken,

1-2 EDWARD VII., A. 1902

this in spite of the fact that for two weeks the fishermen were unable to get their nets out owing to the high water of the river, during all this time salmon were passing up in great numbers. Sportsmen did well, 61 fish being taken in Jupitagan, 75 in Mingan, 170 in Romaine, while Mr. Hill and party took 200 in the St. John.

Natashquan Subdivision.—Officer John W. Scott reports that the seal hunt made in the ice by the vessels from Natashquan was a failure, only 120 seals being killed, this was due to rough weather and the scattered condition of the ice. The salmon net fishery show a decrease of 5,000 lbs., this was due to the high water in the river which made it impossible to set out nets until the 18th June, by which time a large proportion of the fish had passed up, the sea coast nets did well. The cod fishery was good, their being an increase of 2,300 cwt. over the catch of 1899. The lobster pack shows a slight falling off, though the number of traps fished this year was much greater than in any previous season.

The whole of which is humbly submitted.

I have the honour to be, sir,

Your obedient servant,

WM. WAKEHAM,
Officer in charge of the Gulf Fisheries

SESSIONAL PAPER No. 22

REPORT ON THE FISHERIES ON THE SOUTH SHORE FROM LÉVIS TO
BAIE DES CHALEURS, BY INSPECTOR N. LAVOIE, M.D.

L'ISLET, Que., January 15, 1901.

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—In transmitting the fishery statistics for the year 1900, of that part of my district extending from Lévis to Cape Chat, I beg to offer a few general remarks on the fisheries of our coasts.

I regret to state that although eel and bar fishing may have proved pretty fair at certain places, such as Lévis, Beaumont, St. Michel and St. Valier, the catch of other fish proved almost a complete failure. In some localities, the decrease will amount to about seventy-five per cent as compared with last year. At Trois-Saumons and L'Islet, the disappearance of small fish has completely discouraged the fishermen, so much so that on a distance of four miles on each side of the river of Trois-Saumons where there used to be formerly seven fisheries, there is not a single one now. Fishermen attribute their failure to sawdust and rubbish from the mills on Trois-Saumons River. As the bottom of these fishing grounds is composed of mud, it is natural that sawdust should more firmly adhere to it than if it were formed of rocky bottom. I was told that at several places, sawdust is several inches thick, and there can be no doubt that if such is the case, the disappearance of the fish is due to this cause.

The eel fisheries down here have sensibly decreased during the past few years. This is due to the improvements in the large fisheries of Lévis, Beaumont and St. Michel. These fisheries have, so far, proved very remunerative and it may be that this has something to do with the run of eels on the part of that coast. With favourable winds and other lucky circumstances, a good catch may now and then be recorded among the brush fisheries, but this is an exception.

Barfish were most abundant on the grounds around Crane and other adjacent islands. Sportsmen were delighted. It is alleged that over 100 barrels of barfish were caught on these grounds, with hook and line, during the past season.

Twelve seals were killed by people from Crane Island.

Cod.

The oldest fishermen all agree that cod has never been so abundant as now for the past fifty years. This is easily accounted for by the enormous quantities of squid and herring which has frequented this part of the coast during the whole season. The total catch will amount to 3,446 drafts against 3,118 last year; an increase of 328 drafts. As already stated, bait in the shape of squid and herring was abundant the whole season round, and the weather proved all that could be desired.

Owing to the want of competition, prices are not so high as last year; the usual rate being from three dollars to three dollars and a half.

However, this still leaves a fair margin in the hands of the fishermen, owing to the large increase in the catch.

Herring fishing.

The great success experienced in this fishery last year, induced many people to believe that it would be again profitable this season. However, these expectations were not realized in many cases. There are indeed some localities, such as Rimouski, Ste. Luce, River Ouelle and Green Island where the catch was good, but everywhere else it was almost a failure. The statistics will show a falling off of nearly 2,000,000

pounds in the catch of herring for the past two seasons. The total yield this season was hardly 2,000,000 pounds, while last year it amounted to six and seven million pounds, and perhaps more. The cause of failure is ascribed to the frequent and long continued easterly gales which destroyed most of the best brush fisheries of this division from River du Loup to Ste. Flavie.

Eel fishery.

This fishery, which yielded 112,690 pounds in 1899, from St. Jean Port Joli to Ste. Flavie, will not, this year yield more than 40,789 pounds. The brush fisheries of St. Jean Port Joli, St. Roch, Ste. Anne, Rivière Ouelle which used to catch eels by the thousand, will not produce more than 200 or 500 each.

Sardine fishery.

Had it not been for an accidental run of sardines which occurred during the last days of October, and at a time when it was least expected, this fishery would have been a total failure. As it is, a great number of fishermen missed this stroke of good fortune owing to their neglect to repair their fisheries in time, but several others who were more careful, reaped a rich harvest. The localities where fishing was most successful were Ste. Luce and Rimouski. The statistics will show 2,640 barrels, against 1,833 in 1899.

Salmon and Trout fishing.

Salmon fishing will show an increase of 6,532 pounds over the catch of last year, being 15,942 pounds against 9,410. The most favoured localities were Green Island, Ste. Luce and St. Denis. In other places, the catch amounted to 100 or 500 pounds. Taken as a whole, this fishery was not a success.

The catch of trout amounted to 3,625 pounds, only 25 pounds of which were caught on the river shores, the balance being taken in the interior lakes of St. Simon, St. Fabien and St. Mathieu. Lake St. Mathieu now belongs to Mr. Tobin, M.P. He keeps a large staff of experienced guardians on the numerous small lakes of his seigniory for the purposes of preventing poaching and illegal fishing.

Sturgeon and Shad.

Although the catch of sturgeon is apparently on the increase, it is far from yielding a fair revenue to the fishermen. In 1890 the catch is given at 12,297 pounds, while this year it will reach 66,699. Kamouraska and the River Ouelle were the most favoured localities.

Shad will show only 3,692 pounds, against 4,820 in 1899. This is the whole catch of the seventeen localities which I visited.

Porpoise Fishing.

This fishery, which in years past was so popular and so remunerative in some localities, such as River Ouelle, has sadly come down, so much so that for a number of years it has hardly paid for the outfit. The owners, however, still cling to hope, always expecting a fortune in the success of a new season. There were only twelve porpoises killed at River Ouelle this season, the same number as in 1899. The price of oil was a little higher, having increased from 28 to 32 cents. Those twelve porpoises yielded 45 barrels of oil, or 1,125 gallons. At Trois Pistoles six porpoises were killed, yielding about 560 gallons of oil. At Cap à l'Original it is reported that sixteen seals were killed, yielding 48 gallons of oil.

During the months of July, August and September, hardly a fish was caught in this part of my division. Bad weather is blamed for this unsatisfactory state of things. Easterly gales of long standing completely wrecked the brush fisheries, and this explains how the statistics will show but a small quantity of mixed fish, far below that of 1899. The catch of this season will barely amount to 344,000, against millions of pounds last year. The number of brush fisheries was about the same as in 1899, but if what I heard is true, this number will considerably be reduced in certain localities next season.

SESSIONAL PAPER No. 22

COMPARATIVE Statement of the Yield of Lobsters in the Divisions of Gaspé and Bonaventure during the Years 1899 and 1900.

Locality.	Owner.	Traps.	Men.	Girls.	Flats.	Cases.	Remarks.
1900.							
Belle Anse	Hoegg & Co.	2,300	15	7	17	230	
Bois Brulé	White & Hipson	900	11	12	4	121	
Anse Brillante	Leggo Bros.	350	4	5	4	36	
Bois Brulé	J. P. White	750	4	9	5	173	
Corner of the Beach	O. Mabée	750	9	18	3	180	New license.
Percé	J. W. Windsor	2,000	23	8	10	133	
"	Chas. Robin	1,300	16	7	7	159	
Cape Despair	J. W. Windsor	4,000	47	20	20	300	
Little River East	J. Alexander	1,500	18	15	15	95	
Little River West	Loggie	800	9	13	4	75	
"	J. Alexander	2,000	23	12	10	140	
Little Pabos	J. Legouffe	1,000	10	15	6	100	
Grand Pabos	P. Hurley	35	4	5		56	
Anse aux Gascons	J. Alexander	700	24	19	15	60	
Newport Point	Chas. Robin	1,800	21	18	8	218	
Newport	E. LeMarquand	1,100	11	12	4	69	
"	J. W. Windsor	2,000	30	19	9	200	
Port Daniel	Hoegg & Co.	2,500	30	20	20	250	
"	R. Sullivan	350	4	3	3	40	
Port Daniel West	Alexander Bros.	1,500	23	15	10	160	
Shigawacke	"	2,000	23	18	18	170	
Port Daniel West	P. Day	300	4	5	4	35	New license.
"	H. Journeau	400	6	4	3	26	"
"	J. Alexander	300	3	3	2	35	"
Hopetown	Hoegg & Co.	2,500	39	21	23	254	
New Carlisle	Th. Foreham	1,800	18	8	18	193	
Bonaventure	Hoegg & Co.	1,100	8	7	4	115	
Caplin River	J. P. Windsor	1,000	11	7	4	66	
Carleton	B. Leclerc	420	4	3	2	25	
Totals		37,545	452	328	242	3,714	
1899.							
Belle Anse	Hoegg & Co.	2,400	19	20	5	270	
Bois Brulé	P. J. White	900	9	12	4	100	
"	Leggo Bros.	300	3	4	3	35	
Brilliant Cove	White & Hipson	600	5	5	5	116	
Corner of the Beach	O. Mabée	780	6	14	3	166	
Malbaie	Alexander	950	8	8	5	52	
Percé	J. W. Windsor	1,600	18	12	8	220	
"	Chas. Robin	1,500	14	12	7	173	
Cape Despair	J. W. Windsor	2,500	27	20	20	560	
Little River East	J. Alexander	1,000	12	13	15	50	
"	"	2,000	20	10	5	200	
Little River West	"	800	14	12	10	200	
"	"	1,500	18	4	14	150	
"	Soucy	300	4	6	4	85	
Grand River	Loggie	800	8	14	4	123	
Little Pabos	J. Legouffe	1,200	12	15	6	90	
Grand Pabos	P. Hurley	600	4	8	2	122	
Newport	Chas. Robin	2,000	14	17	7	116	
Port Daniel	Hoegg & Co.	2,500	30	20	20	350	
Port Daniel West	A. Sullivan	460	3	4	3	30	
"	Alexander Bros.	1,600	15	15	25	170	
Hopetown	Hoegg & Co.	2,000	28	25	25	324	
New Carlisle	H. Foreham	1,800	7	6	15	120	
Bonaventure	Hoegg & Co.	900	8	6	5	82	
Caplin River	J. P. Windsor	1,000	8	8	5	57	
Carleton	B. Leclerc	400	3	4	3	26	
Newport	E. LeMarquand	1,100	4	15	4	25	
"	J. W. Windsor	1,600	18	16	6	253	
Totals		35,090	339	325	228	4,165	

Remarks on the Lobster Industry of Gaspé and Bonaventure Counties.

In order to present the matter in a clear and concise shape, I have prepared the above schedule, showing the yield of the lobster fishery in 1900 and 1899, together with such other information relative to the industry as I could procure. While there was, at the beginning of the season an actual increase of nearly 2,500 in the number of traps, the number of cases packed shows a considerable falling off; no less than 451 cases, as compared with 1899. This, I consider, should not be ascribed to a scarcity of lobsters frequenting the grounds, so much so as to the damage done to fishing traps and other gear by gales and storms during the months of May and July, as well as the cold weather which prevailed during the whole month of May and the early part of June. The loss experienced by each cannery has already been described in my progress reports; it is therefore unnecessary to return to the subject. Had it not been for these unfortunate occurrences, I entertain no doubt that the total catch would have shown twenty-five per cent better, making the number of cases packed this season at least 500 larger than last year, and this too with no increase in the number of canneries.

One pleasing feature to notice is the alacrity with which people submit to the regulations enacted for the protection of this valuable industry. During a whole season's intercourse with fishermen and canners, I met with nothing but courtesy and willing compliance. In this connection I may mention the fact that the regulation forbidding the setting of traps in waters less than two fathoms deep was religiously observed, as you have already been apprised by my progress reports. The regulation relative to the minimum size of lobsters was also strictly observed, and when visiting boats on their arrival, I never detected a single fish under 8 inches. As a matter of fact, lobsters were on an average of a larger size this year than usual; very few fish measuring less than 10 inches and a good many over 15 and 16 inches.

Females in spawn did not visit the grounds until the middle of June. The cold weather experienced during the whole month of May and the early part of June may have had some influence on their migration.

The departmental reports for 1880 show a total lobster catch for the divisions of Gaspé and Port Daniel (fishing apparently not being carried on higher up than Port Daniel Bay) of 448,559 one pound cans, which being reduced to cases of four dozen each give a total of 9,345 cases against 3,714 in 1900. The figures for 1890 are not so disproportionate and the difference is less striking; being only 4,387 cases in 1890, against 3,714 in 1900.

These figures, if correct, are certainly instructive. They show the heavy inroads made on the fishery since an enormous decrease of 5,631 cases occurs in the short space of twenty years. They would also go far to explain the heavy rise which has taken place in prices during the interval.

I have the honour to be, sir,
Your obedient servant,

N. LAVOIE,
Inspector of Fisheries.

SESSIONAL PAPER No. 22

REPORT ON THE FISHERIES OF THE WESTERN DIVISION OF QUEBEC
FOR THE YEAR 1900, BY INSPECTOR A. H. BELLIVEAU.

OTTAWA, 1st Feby., 1901.

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—The district under my charge comprises all that part of the province of Quebec south-west of the Saguenay River and Bellechasse County. For the convenience of establishing comparisons in the yield of fisheries with those of former years, the old subdivisions are mostly adhered to, even when coming under different officers.

In nearly every part of my large district, there seems to be a steady decline of the best grades of fish, the bulk of the yield now chiefly consisting of the coarse kinds. For instance, in the counties of Charlevoix and Montmorency, including the numerous weirs of the Island of Orleans, although the aggregate value is even higher than the previous ones, eels constitute the principal item therein. In fact, it is asserted that shad, bass, whitefish and other good fishes have become so scarce that hardly any attempts are now made to capture them, the weirs being only set late in the season for the eel fishing. The season of 1900 must have been a propitious and favourable one for that kind of fish, as the catch of eels proved a profitable one.

The same remark could be applied to most of the other subdivisions. In the counties of Richelieu and Yamaska, the best fishing localities of lake St. Pierre, the catch is now chiefly made up of coarse and mixed fish, which exceeds three quarters of a million pounds in the latter county alone. Not only the valuable food fishes are getting scarcer, but even the coarse grades are gradually falling off in size as well as in quantity. So small are some of the immature fish now offered for sale on our public markets, that it seems a regrettable shortsightedness on the fishermen's part not to have liberated them alive when possible. Fishery regulations should specify a minimum length or weight of the different species which are worthy of protection; but so long as immature fish will be tolerated on our markets, so long will quality be sacrificed to quantity by the improvident and needy fisherman.

Naturally, as the size of fish declines, the mesh of the capturing implements decreases in proportion, hence the necessity of enactments restricting the size, use and limits of all such fishing gear. This specially refers to the above mentioned district of lake St. Pierre, around whose shore it is estimated, that there are over 3,000 hoop nets in use, half of which perhaps would fall below the former measurement of mesh.

As nearly every fisherman in these localities is possessor of ten or fifteen of these verveux, (though paying license for a couple) he replaces the useless ones by new ones of as small a mesh as will be tolerated. Again, I strongly recommend that proper regulations be adopted to modify and regulate this popular mode of fishing. Were all licensed fishery apparatus so marked, it would very much facilitate the duties of the different fishery officers.

While the catch of bass (achigan) in the whole inland district from Quebec City to the Upper Ottawa, is given at only \$6,000 pounds, that of pickerel, pike, eels, perch, sturgeon and even catfish all exceeded 300,000 pounds, besides nearly 2,000,000 pounds of other coarse and mixed fish not itemized. The total fish yield of this district aggregates a value of nearly \$170,000 being about as much as last year.

In the statistical table, the Ottawa River subdivision shows a value of \$24,300, which looks like an increase over the previous one, but it is not, as this amount includes value of the fisheries of Gatineau lakes and streams as tributaries of the Ottawa, and in fact, represents a decrease of about \$6,000.

There is also a considerable falling off in the St. Maurice division, owing to the poor catch of tom-cod in that vicinity. The shortage of this little frost fish was so much felt that the local shippers had recourse to the Miramichi district to supply the demand. It

is to be hoped that the old time abundance of the tommy cod will again put in an appearance, as it is considered quite a boom in that locality, coming as it does at a time when other remunerative employment is scarce.

When in Three Rivers, seeking information respecting this branch of the fishing industry, I was told of a certain party who had shipped several car loads of tom cod. Upon questioning the individual himself, I found out that it was true; but that these frost fish had not all been caught in the vicinity; that they came mostly from Chatham, N.B., and of course had already been included in the catch of that district.

It is most difficult to secure reliable data in such matters. Some fishermen are unwilling to give any real information, fearing increased taxation, others answer without reflection, at random, careless to deceive, and others with perceptible exaggeration one way or the other. When one computes a weekly catch of a few hundred pounds of fish, multiplied by four weeks, for six to nine months, the individual fishermen remain astounded at the result. I have met fishermen who when questioned about their season's catch of fish would say, 'I don't know, a few hundredweights, perhaps a couple of thousand pounds altogether.' Then by examining the books of the wharfinger of the locality I would ascertain that the same doubtful party had shipped as much as 1,500 lbs. of fish at one time to the Montreal market, and would average over 700 lbs. weekly, all during the navigation time, thus bringing his individual catch over 15,000 lbs., exclusive of the winter catch. Were it not to assort the different species, it would be easier to estimate the bulk of fish shipped to Montreal markets from the end of Lake St. Pierre to Lake St. Louis. Some better means of obtaining more reliable information from the indifferent fishermen should be devised for these inland divisions. However, even if the present figures are partly estimated, I am of opinion that in most cases they are still undervalued, as very often the catch of the amateur fisherman for domestic use is not included, that of licensed fishermen alone being collected. On another occasion I met a fisherman on the Bonsecour market who admitted having about 2,000 lbs. of carp on that June day, and who disposed of it all at fair prices. Although somewhat prejudiced against all coarse fish in general, and of the sucker kind in particular, I found this large carp, locally named *nez galeux*, very palatable, so much so that I went to examine the means of their capture. This characteristic of scabby snout in the *catostomus communi*, from which this species receives its local name, is only noticed in the male fish during their breeding season, after which it disappears. They are caught with seines in about 4 and 5 feet of water when approaching their spawning beds. The current being rather strong in the vicinity of St. Lambert, it requires five men to handle the seine, four of whom jump in the water at stated intervals as the seine is paid out, all helping the fifth to draw it in and throw the fish into the large flat boat used for that purpose. The fish are then liberated alive in a large reservoir near to shore, where they are held prisoners by a loose stone wall through which fresh water passes until the next market day. At this their spawning time, these carp are certainly good esculent fish and much in demand on the Montreal markets. After the 30th June none are caught or seen until the next spring.

The question of prohibiting all netting in Lakes St. Louis and St. Francis, which are enlargements of the St. Lawrence, is under serious consideration. Such a measure, rendering any of the said fishing gear found in use liable to confiscation, would greatly facilitate the duties of the local officers. Although this apparently drastic measure would seem rather hard on a few regular fishermen who depend exclusively on this calling for a living, the general public would derive more benefit therefrom, and most of these interested parties could easily find other employment if they were only willing to work. Besides, night lines will not be included in the proposed prohibition, and many fishermen could secure fair catches by this mode of capture.

It is to be hoped that the department will extend a similar prohibition to all the inland waters of the Eastern townships. Of course nonetting is at present allowed without licenses, but a general prohibition by Order in Council for a stated period would have a better effect, and would strengthen the hand of the conscientious officers to detect and punish poachers. The beautiful lakes of the eastern counties, all of comparatively easy access within a short radius of Sherbrooke, and near the boundary line of the United

SÉSSIONAL PAPER No. 22

States, have become attractive places of summer resort and sport. If proper protection be given to these numerous lakes, their popularity as sporting and resting places will yearly increase.

Lake Memphremagog is without doubt by far the largest sheet of water in the townships, being thirty miles long by one to four wide. It divides the counties of Brome and Stanstead, extending from Newport in the State of Vermont to Magog at its outlet. A line of steamers run all summer between the two above mentioned towns facilitating trade and distributing tourists at the various resorts dispersed on both shores of this important lake. Besides the renowned lunge, pickerel, pike, bass and whitefish are found quite plentiful in Lake Memphremagog. I fear that of late years this lake has not received the protection that its fishing importance should entitle it to. There are still some poachers, especially in the proximity of unsettled parts of its shores, and energetic guardians would be required to check and definitively master them.

Little Magog Lake is a mere expansion of Magog River, the outlet of Lake Memphremagog into the St. Francis River. It is nevertheless nine miles long by over one wide. It used to be a very fishy spot. Perch, pike, pickerel, bass, lunge and even speckled-trout are still caught therein by the numerous visitors from the town of Sherbrooke, which is only four or five miles distant from this lake skirted all along by the Canadian Pacific Railway.

Lakes St. Francis and Aylmer, although mere enlargements of the St. Francis River, are 15 and 8 miles long respectively by two or three miles wide. Though not far apart the larger lake is in Beauce and the other in Wolfe County. They still afford good fishing for maskinongé, doré, pike, bass and whitefish. There are no trout or lunge caught in these two lakes. No doubt some netting is still carried on for whitefish, &c., by the neighbouring settlers, and it is evident that this important part of the St. Francis lacks thorough protection.

Lakes Massawippi in Stanstead, and *Brompton* in Richmond, are also two beautiful lakes renowned for their fisheries as well as their picturesque scenery. The former is about 9 miles long and very deep. Its principal fishes are the so called black salmon, bass, doré, pike and whitefish. In Lake Brompton, which is more shallow but longer than the other, we find lunge, speckled-trout, pike, whitefish and some eels. The shores around this lake are not so much settled as the others above mentioned, and consequently more advantageous to the poachers, who are thus better screened from observation. Brompton Lake is about 14 miles drive from Sherbrooke.

Lake Megantic forms a part of the boundary between the counties of Compton and Beauce, and is only a few miles from the State of Maine. Although only twelve miles in length, owing to its indented shores, this lake has a coast line of about forty miles. It is the head of Chaudière River, emptying itself in the St. Lawrence, near Lévis. Fish are not so plentiful in Lake Megantic as formerly, but lunge, trout, bass and whitefish are still caught in fair numbers. The protection of this beautiful lake has been somewhat neglected of late, as there seems no particular guardian assigned for it at present.

Should regulations be enacted for the better protection of these inland waters, the seizure of the prohibited implements should be permissible on sight, wherever found, whether recently in use or not.

Respectfully submitted,

A. H. BELLIVEAU,
Inspector of Fisheries.

PROVINCE OF QUEBEC—Gulf of St Lawrence District.

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., and the Quantity and Value of Fish caught in the Province of Quebec, for the Year 1900.

RESTIGOUCHIE SUBDIVISION (Tide-Head to Maguasha).

Number.	Districts.		FISHING VESSELS AND BOATS.										FISHING GEAR OR MATERIALS.					KINDS OF FISH.				
			Boats.		Gill-nets.		Seinees.		Trawls.		Herring, fresh.		Herring, salted.		Herring, fresh.		Herring, lbs.		Lobsters, preserved in cans, lbs.		Number.	
			Value.	Men.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.		
1	Bonaventure County.		25	400	20	30	5,500	4,000							30,000	100	12,000			1		

BONAVENTURE SUBDIVISION (Maguasha to Paspébiac).

1	Maguasha and Nouvelle	72	1,010	115	205	5,200	2,150	2	70	60				4,300	125	3,000			6,000	1
2	Carleton	105	1,200	180	320	7,000	3,600	1	130	100				8,200	240	5,000			9,000	2
3	Marie	160	2,125	290	500	11,500	5,800	3	90	78				12,150	300	8,000			15,000	3
4	New Richmond and Black Capes.	51	625	90	135	3,050	1,600	1	30	25				15,950	150	3,500			3,000	4
5	Capelin	175	2,400	350	630	12,400	5,800	9	300	225	4	40		605	600	12,000			15,000	5
6	Bonaventure	280	3,850	420	650	16,000	8,000	30	1,000	750	36	260		9,730	1,000	20,000			25,000	6
7	New Carlisle	40	450	60	75	1,300	600	10	350	300	4	30		600	125	5,000			400	7
8	Paspébiac	190	3,400	350	400	7,000	3,400	40	1,400	1,000	120	1,200			400	12,000				8
Totals		1073	15,090	1825	3235	63,650	31,000	99	3,370	2,538	161	1,530		51,555	2,940	68,500			73,400	21,270

PORT DANIEL SUBDIVISION (Paspébiac to Point Macquerneau).

1	Hopetown	42	1,590	65	72	1,080	910	9	180	150	30	580		3,400	220					23,400	1	
2	Nouvelle	82	1,700	143	78	1,200	1,050	12	300	270	25	350		1,900	450						2	
3	Shigawake	50	1,150	51	84	1,600	1,370	6	150	130	12	200			500					8,160	3	
4	Port Daniel	172	5,160	265	250	3,200	2,425	20	500	400	65	525		18,460	1,180					4,500	36,020	4
5	Gascons	168	5,880	255	425	8,500	5,700	19	470	456	125	1,750		5,900	1,150						2,880	5
Totals		514	15,480	782	909	15,580	11,485	66	1,600	1,406	257	3,405		29,660	3,500					4,500	70,660	

SESSIONAL PAPER No. 22

RETURN showing the Kinds and Quantities of Fish, &c.— Province of Quebec—Continued.

RESTIGOUCHE SUBDIVISION (Tide Head to Maguasha).

DISTRICTS.	KINDS OF FISH.												TOTAL VALUE.	Number.			
	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Hake, dried, cwt.	Hallbut, lbs.	Trout, lbs.	Smelts, lbs.	Eels, brls.	Tom cod or frost fish, lbs.	Squid, brls.			Fish oil, galls,	Fish as bait, brls.	Fish as manure, brls.
<i>Bonaventure County.</i>																	
1 Restigouche.....	30							8,000	300,000	15	50,000				500	25,370 00	1

BONAVENTURE SUBDIVISION (Maguasha to Paspébiac).

1 Maguasha and Nouvelle.....	80			550				8,000		9	800			20	2,200	3,914 90	1
2 Carleton.....	35			800				600		6	400			70	4,300	6,518 60	2
3 Maria.....	75			500		11		800		30	800			25	5,900	7,564 75	3
4 New Richmond and Black Capes.....	60			600			10,000	10,000		14	1,100			15	1,600	6,236 80	4
5 Capelin.....	10	1,200	12	6,000	25	35	450	300		3	200		425	500	8,000	11,037 25	5
6 Bonaventure.....	20	2,000	6	10,000	35	65	1,900	6,000		9	500	50	700	900	20,000	30,202 00	6
7 New Carlisle.....	10	200		750	4		100	400		6	600	10	65	60	2,000	3,062 00	7
8 Paspébiac.....		6,000	13	10,000	200	267	1,200	600	1,000	6	100	75	2,000	1,500	5,000	33,460 75	8
Totals.....	50	9,650	21	29,200	264	378	2,750	27,300	10,000	77	4,800	135	3,275	3,000	49,000	105,229 30	

PORT DANIEL SUBDIVISION (Paspébiac to Point Macquebean).

1 Hopetown.....														30	1,100	450	1,200	1
2 Nouvelle.....		1,200	6		32									30	700	400	1,000	2
3 Shigawake.....		1,150	1		16									30	800	200	1,200	3
4 Port Daniel.....		580	2		19									12	350	260	1,200	4
5 Gascons.....		3,000	12		50									200	2,200	800	1,300	5
Totals.....		5,000	22		150									150	3,000	1,130	500	
Totals.....		10,930	16		267									722	7,350	3,060	5,200	

RETURN showing the Number and Value of Vessels, Boats and

County

GRAND RIVER SUBDIVISION

Districts.	FISHING VESSELS AND BOATS.						FISHING GEAR OR MATERIALS.							
	Vessels.			Boats.			Gill Nets.			Seines.		Trawls.		
	Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.
		%		%		%		%		%		%		%
1 Newport.	140	4500	500	360	7300	2880	3	100	70	120	1350			
2 Pabos	57	2865	147	113	2998	1498	5	166	185	32	320			
3 Grand River	200	8000	425	294	6304	2756	3	90	70	77	770			
4 Cape Cove	138	7625	422	480	10100	4926	5	150	115	82	820			
5 Percé and Bonaventure Island.	143	8120	324	238	4700	1678	1	30	30	10	100			
6 Corner of Beach	25	780	50	56	1500	850	9	250	210					
7 Malbaie and Barachois	123	5900	243	225	4800	2150	20	248	375					
8 Point St. Peter	152	1250	10	76	2950	148	125	2350	1150	4	100	120		
Totals	152	1250	10	992	40740	2259	1891	40652	17888	50	1134	1175	321	3360

GASPE BAY SUBDIVISION

1 Chien Blanc to Sandy Beach	258	5116	350	210	4200	2100	10	300	200					
2 Gaspé North and South	45	900	65	100	2000	1000	24	720	480					
3 Peninsula and Little Gaspé	75	1500	150	125	2500	1250	2	60	40					
4 Grande Grève to Ship Head	73	1460	150	60	1200	600	7	210	140					
5 Cape Rosier to Jersey Cove	245	4900	390	100	2600	1000	2	60	40					
6 Griffin	120	2400	200	125	2550	1250	2	60	40					
7 Big and Little Fox River	205	4100	220	210	4200	2100	5	150	100					
8 Little Cape to Echourie	71	1520	80	65	1360	650	1	30	20					
9 Point Janne to Fame Point	46	920	60	23	460	230								
Totals	1138	22816	1665	1018	20410	10180	53	1590	1060					

SESSIONAL PAPER No. 22

the Quantities of Fish, &c.—Province of Quebec—Continued.

of Gaspé.

(Point Macquereau to Point St. Peter).

KINDS OF FISH.											FISH PRODUCTS.			TOTAL VALUE.	Number.
Salmon, fresh, lbs.	Herring, salted, brls.	LoBSTERS, preserved in cans, lbs.	Cod, dried, cwt.	Cod, tongues and somnds, brls.	Haddock, dried, cwt.	Hake, dried, cwt.	Halibut, lbs.	Trout, lbs.	Smelts, lbs.	Squid, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.		
4450	100	25250	7200	15	280	280	.....	.....	8400	300	3600	720	500	40,790 00	1
16729	291	7290	3325	.....	85	25	.....	.....	6400	120	1662	332	200	21,475 65	2
3950	1040	4800	10750	18	225	50	1000	.....	1500	324	5375	1075	600	54,873 50	3
700	1238	29280	8890	10	40	.....	700	.....	.....	360	4445	889	300	51,055 00	4
700	316	14400	9294	5	55	5	.....	.....	.....	324	4647	924	250	45,887 35	5
13800	100	8640	1600	.....	.....	.....	.....	.....	.....	60	800	160	100	12,058 00	6
10350	400	16200	8870	.....	.....	.....	.....	.....	.....	300	4435	887	100	46,301 00	7
....	125	.....	5860	.....	.....	.....	.....	.....	.....	200	2930	586	100	26,548 00	8
50679	3610	105860	55789	48	685	360	1700	.....	16300	1988	27894	5573	2150	298,988 50	

(Point St. Peter to Fame Point).

30000	600	14700	2400	.....	.....	.....	.....	650	.....	100	1200	240	200	22,225 00	1
32500	25	.....	.....	.....	.....	.....	.....	.....	1000	95000	.....	.....	.....	11,450 00	2
25000	250	3560	750	.....	.....	.....	1500	700	.....	50	375	75	50	10,382 00	3
3000	890	5000	1730	.....	.....	.....	2000	.....	.....	90	875	175	75	13,282 50	4
.....	550	2400	5700	10	.....	.....	4500	.....	.....	250	2850	570	150	28,815 00	5
.....	400	.....	4350	7	.....	.....	3000	.....	.....	200	2175	435	.....	21,475 00	6
.....	900	780	7800	10	.....	.....	3750	.....	.....	300	3900	780	150	39,046 00	7
.....	480	.....	2000	3	.....	.....	1200	.....	.....	120	1000	200	50	11,175 00	8
.....	400	.....	1500	3	.....	.....	1000	.....	.....	75	750	150	65	8,512 50	9
90500	4495	26440	26250	33	.....	.....	16950	2350	95000	1185	13125	2625	740	166,363 00	

1-2 EDWARD VII., A. 1902

RETURN showing the Number, Tonnage and Value of Vessels, Boats, &c.,

County of

MONT LOUIS SUBDIVISION

Number.	DISTRICTS.														
	FISHING VESSELS AND BOATS.						FISHING GEAR OR MATERIALS.								
	Vessels.			Boats.			Gill Nets.		Seines.		Trap Nets.				
	Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.
		%			%				%			%		%	
1	Grand Etang to Chlorydorme				52	1500	56	95	2375	1300	1	30	60		
2	Petite Anse to Frégate Point				95	1800	119	180	4500	2650	2	80	60		
3	Great and Little Vallée				55	1450	83	115	2775	1450	1	30	40		
4	Magdalen				45	600	56	60	1500	900					
5	Manche D'Epee and Gros Mâle				35	400	51	35	875	400					
6	Anse Pleureuse to Rivière à Pierre				86	1600	117	145	3250	2700	3	90	100		
	Totals				368	7350	482	630	15275	9400	7	230	260		

STE. ANNE DES MONTS SUBDIVISION

1	Claude Rivière				24	288	36	25	1150	690					
2	Marsoui and Martin River				10	155	17	13	325	240					
3	Cape au Renard and Anse à Jean				8	108	13	9	260	178					
4	Ste. Anne				129	2800	186	214	6370	4100					
5	Cape Chatte				63	1340	89	80	1370	1325					
	Totals				234	4691	341	341	9475	6533					

MAGDALEN ISLANDS

1	Entry Island				8	320	16	95	2720	570						
2	Amherst Island	2	25	550	8	146	5840	358	1815	47800	10890	8	1200	2400		
3	Allright "				126	2520	306	580	11600	2900					2	
4	Grindstone Island				217	10850	604	175	4230	1050	5	590	1760	1	500	
5	Grand Entry "				42	840	126	36	720	180				9	2000	
6	Gosse "				13	260	30	11	220	55						
7	Bryon "				3	60	6	4	80	25						
	Totals	2	25	550	8	555	20690	1446	2716	67370	15670	13	1790	4160	12	3900

SESSIONAL PAPER No. 22

and Kinds of Fish, &c.—Province of Quebec—Continued.

Gaspé—Continued.

(Fame Point to Rivière à Pierre.)

KINDS OF FISH.													TOTAL VALUE.	Number.			
Salmon, fresh, lbs.	Herring, salted, brls.	Mackerel, salted, brls.	Lobsters, preserved in cans, lbs.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, dried, cwt.	Hailbut, lbs.	Trout, lbs.	Eels, brls.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.			Fish as bait, brls.	Fish as manure, brls.	Seal skins, No.
120	300	...	300	2760	6	...	1900	100	...	200	...	1380	276	125	...	14,274 50	1
1400	450	...	...	3280	13	...	10000	800	...	200	...	1640	328	200	...	18,294 00	2
800	400	...	...	2160	5	...	7800	400	...	150	...	1080	216	60	...	12,548 00	3
1850	150	...	...	680	12	...	4000	...	...	50	...	340	68	30	...	4,529 00	4
1500	200	...	...	950	3	...	1000	...	...	50	...	475	95	50	...	5,540 00	5
4000	1470	...	...	1460	6	...	500	1000	...	75	...	730	146	160	...	13,548 00	6
9670	2970	...	300	11290	35	...	25200	2300	...	725	...	5645	1129	625	...	68,733 50	

(Rivière à Pierre to Cape Chatte.)

1700	374	...	...	620	...	...	3482	...	...	...	...	310	100	...	...	4,907 20	1	
800	131	...	...	190	...	...	1200	...	...	...	...	95	40	...	...	1,652 50	2	
...	240	...	...	76	...	...	70	...	...	...	...	38	35	...	...	1,334 90	3	
7700	4071	...	...	2670	...	...	10530	4000	...	...	...	175	1335	200	170	...	31,092 50	4
4000	870	...	...	920	...	...	16316	4600	...	...	...	200	460	100	350	...	10,914 60	5
14200	5686	...	...	4476	...	...	31598	8600	...	...	...	375	2238	475	520	...	49,901 70	

SUBDIVISION.

...	80	145	...	25	...	430	...	...	...	...	...	18	60	...	...	2,690 40	1
...	2920	2950	122640	2990	5	500	4400	75	...	...	...	1100	400	600	1200	97,678 00	2
...	3600	2288	145520	2876	10	75	5400	25	...	...	...	1060	1000	1200	13000	110,386 00	3
...	2500	2293	103152	510	...	15	...	...	...	...	...	225	1204	400	5000	75,633 90	4
...	945	128	154224	281	...	...	...	...	...	...	...	4	140	11600	200	55,608 30	5
...	433	129	4464	43	...	...	...	...	...	...	...	8	25	150	1500	6,919 30	6
...	50	18	65568	47	...	...	...	...	...	...	...	22	500	145	550	15,288 20	7
...	10528	7951	595568	6772	15	1020	9800	114	...	...	...	2590	14914	2545	21500	364,204 10	

1-2 EDWARD VII., A. 1902

RETURN showing the Number, Tonnage and Value of Vessels, Boats, &c.,

County of

GODBOUT SUBDIVISION

Number.	DISTRICT.	FISHING VESSELS AND BOATS.						FISHING GEAR OR MATERIALS.							
		Vessels.			Boats.			Gill Nets.		Seines.		Trap Nets.			
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.
	<i>County Saguenay.</i>			¢		¢			¢		¢		¢		¢
1	Tadoussac to Jambons.	3	55	1500	8	280	3500	188	254	11150	8200	2	160	150	.....

MOISIE SUBDIVISION

1	Ste. Marguerite.					4	180	8	6	400	350	1	80	154	.....
2	Seven Islands.	2	66	1400	6	26	1430	40	20	1510	1240	4	203	190	.....
3	Moisie.	1	12	300	3	14	1200	28	42	4400	4300	3	150	120	.....
4	Pigou.					1	30	2	2	50	50				.....
	Totals.	3	78	1700	9	45	2840	78	70	6360	5940	8	433	464	.....

MINGAN SUBDIVISION

1	River aux Graines to Thunder River.					95	4700	226	20	2000	1000	21	810	1395	4 2000
2	Dock Ridge Point and Jupitagan.					15	815	34	10	750	500	5	145	225	.....
3	Magpie.					62	1900	134	20	1500	750	10	300	300	.....
4	St. John River.	1	18	300	3	66	2120	151	20	2000	1000	6	350	350	.....
5	Longue Point, Mingan and Romaine.					26	1170	51	8	1000	500	4	176	250	.....
6	Esquimaux Point.	5	223	2800	40	95	8400	155	15	600	1300	12	450	450	3 600
7	La Corneille.					4	200	6	3	300	200				.....
	Totals.	6	241	3100	43	363	19305	763	96	8150	5250	58	2231	2970	7 2600

NATASHQUAN SUBDIVISION

1	Watsheeshoo to Agwanus.					42	2450	61	32	1040	690	6	450	300	.....
2	Isle à Michon & Pashashaboo.					4	250	8							.....
3	Natashquan Village, River and Harbour.	3	100	1500	24	94	3900	72	104	2380	1700	9	600	400	.....
	Totals.	3	100	1500	24	140	6600	141	136	3420	2390	15	1050	700	.....

SESSIONAL PAPER No. 22

and Kinds of Fish, &c.—Province of Quebec—Continued.

Saguenay.

(Tadoussac to Jambons.)

KINDS OF FISH.														TOTAL VALUE.	Number.			
Salmon, fresh, lbs.	Salmon, salted, brls.	Herring, salted, brls.	LoBSTERS, preserved in cans, lbs.	Cod, dried, cwt.	Cod, tongues and sounds, lbs.	Haddock, dried, cwt.	Halibut, lbs.	Trout, lbs.	Smelts, lbs.	White whales, (Beluga) No.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.			Fish as bait, brls.	Fish as manure, brls.	Seal skins, No.
127000	1116	2000	916	10	..	11000	9000	2500	150	....	10	10100	400	350	347	41,021 75	1

(Jambons to Pigou).

5100	....	....	....	82	1	..	400	132	....	....	....	....	75	20	....	12	1,478 70	1
14000	....	14	....	735	12	..	9500	....	....	....	....	....	655	125	....	53	7,316 25	2
140000	....	25	....	629	7	..	10200	750	....	....	....	....	598	90	....	40	32,145 40	3
....	....	....	....	35	....	....	500	....	....	....	....	....	60	20	....	10	250 50	4
159100	....	39	....	1481	20	..	20600	882	....	....	....	....	1388	255	....	115	41,190 85	

(Pigou to Watsheeshoo).

2500	10	....	....	7200	15	..	20700	3900	....	....	117	....	5651	920	....	17	35,624 55	1
2700	8	....	....	1097	3	..	900	700	....	....	32	....	864	409	....	7	6,127 45	2
7500	30	....	....	3000	8	..	2400	600	....	....	36	....	2512	800	....	4	16,222 60	3
39549	....	....	....	3430	10	..	1500	4500	....	....	40	....	2733	843	....	6	21,581 70	4
9900	....	....	....	1540	4	..	6050	2500	....	....	28	....	1390	500	....	130	10,476 50	5
300	130	86400	....	1200	12	..	5500	....	....	....	36	....	1070	750	....	90	25,032 50	6
6000	....	....	....	....	....	....	1200	....	....	....	....	....	....	....	....	....	1,320 00	7
68449	18	160	86400	17467	52	..	37050	13400	....	....	289	....	14220	4222	....	254	119,385 30	

(Watsheeshoo to English Point).

11504	....	....	17694	1800	....	25	1000	190	....	....	....	160	1800	180	....	....	14,336 60	1
....	....	....	10560	....	....	....	....	....	....	....	....	....	....	....	....	....	2,112 00	2
18000	30	70	....	4800	....	25	1200	150	....	....	....	120	5000	480	....	120	26,350 00	3
29504	30	70	28164	6600	....	50	2200	250	....	....	....	280	6800	660	....	120	42,798 60	

1-2 EDWARD VII., A. 1902

RETURN showing the Number, Tonnage and Value of Vessels and Boats

County of

ROMAINE SUBDIVISION

Number.	DISTRICTS.									FISHING VESSELS AND BOATS.						FISHING GEAR OR					
	Vessels.			Boats.			Gill Nets.			Seines.											
	Number.	Tonnage.	Value.	Mon.	Number.	Value.	Mon.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.								
			%			%				%			%								
1	Kegashka River and Harbour				8	400	16	12	350	120	1	50	50								
2	Musquaro to Romaine	1	20	500	4	10	500	18	20	900	360	2	100	75							
3	Wolf Island and Coacoachoo				10	300	25	10	300	150	1	200	150								
	Totals	1	20	500	4	28	1200	59	42	1550	630	4	350	275							

ST. AUGUSTINE SUBDIVISION

1	Wolf Bay to St. Mary's				13	260	12	15	750	500	1	50	40
2	Harrington				15	900	80	10	600	200	10	1300	650
3	Little Meccatina and Whale Head				35	700	54	15	1500	600	5	150	200
4	Mutton Bay				40	1000	60	20	4800	750	16	1000	500
5	Meccatina to Kekapoe				25	750	38	15	1500	750	3	100	100
6	St. Augustine				20	400	70	25	2000	750	5	150	150
7	Sandy Island to Chicatica				17	340	25	15	1500	750	4	120	120
	Totals				195	4350	339	115	9650	4300	44	2870	1760

BONNE ESPERANCE SUBDIVISION

1	Nabitippi to Burut Island	1	25	400	3	32	1280	64	6	500	400	13	670	780
2	Bonne Esperance	1	99	2000	20	58	2560	116	10	750	500	6	550	900
3	Pidgeon Island to Salmon Bay				80	4000	164	10	290	255	9	903	1240	
4	Little Fishery to Belles Amours				21	885	46	5	130	120	3	270	375	
5	Bradore Bay to Blancs Sablons	4	287	5500	31	95	4200	182			11	960	1400	
	Totals	6	411	7900	54	286	12925	572	31	1670	1275	42	3353	4695

ANTICOSTI

1	Anticosti				43	1600	70	55	1350	675	7	350	300
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SESSIONAL PAPER No. 22

and Fishing Materials, &c.—Province of Quebec—Continued.

Saguenay.

(Mont Joli to Coacochoo).

MATERIALS.		KINDS OF FISH.										TOTAL VALUE.		
Trap-nets.		Salmon, salted, brls.	Herring, salted, brls.	Lobsters, preserved in cans, lbs.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Halibut, lbs.	Trout, lbs.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, No.	Number.	
Number.	Value.													\$	cts.
.....	.....	20	.....	.....	500	.....	2000	1000	280	100	.....	10	2,846 50	1
1	400	25	.....	6000	750	.....	1000	1500	485	485	.....	25	5,729 25	2
1	400	.....	.....	24000	50	.....	.....	500	470	1490	.....	160	7,626 00	3
2	800	45	.....	30000	1300	.....	3000	3000	1235	2075	.....	195	16,201 75	

(Coacochoo to Chicata).

.....	.....	36	.....	.....	450	.....	.....	1500	650	100	.....	65	2,916 25	1
2	2400	3	.....	2880	3860	.....	.....	.....	4060	400	.....	70	17,996 50	2
2	2400	32	.....	6864	2500	.....	.....	750	3100	250	.....	200	13,482 80	3
10	2500	15	.....	1920	4200	.....	.....	.....	4000	600	.....	66	19,591 50	4
7	2100	50	16	1440	2700	.....	.....	2000	3500	200	.....	532	14,117 00	5
1	250	30	.....	2000	2000	.....	.....	7500	2000	200	.....	70	10,187 50	6
1	200	28	.....	3940	500	.....	.....	.....	500	75	.....	20	3,495 50	7
35	9850	196	16	17044	16210	.....	.....	11750	17810	1825	.....	1023	81,787 05	

(Chicatica to Blancs Sablons).

26	4800	45	.....	.....	1690	.....	.....	2000	2000	500	.....	175	9,203 75	1
12	3600	140	.....	.....	5000	.....	.....	2200	4900	100	.....	.....	25,290 00	2
19	6500	56	.....	.....	5675	.....	.....	.....	5655	1200	.....	.....	27,036 50	3
4	1200	10	40	.....	1100	.....	.....	.....	1030	100	.....	150	5,356 50	4
34	11400	21	50	.....	9950	.....	.....	400	14850	1000	.....	1800	48,560 00	5
95	27500	272	90	23415	4600	28445	3800	2125	115,446 75	

ISLAND.

.....	20	220	38400	1150	10	3000	1500	800	300	50	15,722 50	1
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RECAPITULATION.

Showing the Number of Vessels and Boats, Nets and all Fishing Materials, &c., in the Gulf Division, Province of Quebec, for the year of 1900.

COUNTY OF BONAVENTURE.

Divisions.	FISHING VESSELS AND BOATS.						FISHING GEAR OR MATERIALS.											
	Vessels.			Boats.			Gill Nets.			Seines.		Trap Nets.		Trawls.		Weirs.		
	Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.
			%			%				%		%		%		%		%
1 Restigouche					25	400	20	30	5500	4000								
2 Bonaventure					1073	15090	1825	3235	63050	31000	99	3370	2538		164	1530		
3 Port Daniel					514	15480	782	909	15580	11485	66	1600	1406		257	3405		
Totals					1612	30970	2627	4174	84130	46485	165	6970	3941		421	4635		

COUNTY OF GASPE.

1 Grand River	1	52	1250	16	902	40740	2259	1891	40052	17888	50	1134	1175		321	3360		
2 Gaspe Bay					1138	29816	1665	1018	20410	10180	53	1590	1060					
3 Mont Louis					368	7550	482	630	19275	9400	7	230	260					
4 Ste. Anne des Monts					254	4691	341	341	9475	6533								
5 Magdalen Islands	2	25	530	8	555	20690	1446	2716	67376	15670	13	1790	4160	12	3900			
Totals	3	77	1800	18	3197	96287	6193	6596	152582	59671	123	4744	6655	12	3900	321	3360	

SESSIONAL PAPER No. 22

COUNTY OF SAGUENAY.

1 Godbout.....	3	55	1500	8	280	3500	188	254	11150	8200	2	160	150	.....	.....	.....	18	380
2 Moisie.....	3	78	1700	9	45	2840	78	70	6360	5940	8	433	464	.....	.....	.....	.....	.....
3 Mingan.....	6	241	3100	43	363	19305	763	96	8150	5250	58	2231	2970	7	2600	.....	.....	.....
4 Natashquan.....	3	100	1500	24	140	6600	141	136	3120	2300	15	1050	700	.....	.....	.....	.....	.....
5 Roumaine.....	1	20	500	4	28	1200	59	42	1350	630	4	350	275	2	800	.....	.....	.....
6 St. Augustine.....	6	411	7900	54	195	4350	339	115	9650	4300	44	2870	1760	35	9850	.....	.....	.....
7 Bonne Esperance.....	.....	.....	.....	.....	286	12925	572	31	1670	1275	42	3353	4635	45	27500	.....	.....	.....
8 Anticosti.....	.....	.....	.....	.....	43	1600	70	55	1350	675	7	350	300	.....	.....	.....	.....	.....
Totals.....	22	905	16200	142	1380	52320	2210	799	43300	28660	180	10797	11314	139	40750	.....	.....	.....
															42	292	18	380

GRAND TOTAL FOR GULF DIVISION.

1 Bonaventure County.....	.....	.....	.....	.....	1612	30970	2627	4174	84130	46185	165	4970	3911	.....	.....	.....	.....	.....
2 Gaspé County.....	3	77	1800	18	3197	96287	6183	6506	152582	50671	123	4744	6655	12	3900	.....	.....	.....
3 Saguenay.....	22	905	16200	142	1380	52320	2210	799	43300	28660	180	10797	11314	139	40750	.....	.....	.....
Grand totals.....	25	982	18000	160	6189	179577	11030	11569	280012	134816	468	20511	21913	151	44650	.....	.....	.....
															784	8587	18	380

RECAPITULATION.

SHOWING: the Number of Vessels and Boats, Nets and Fishing Materials, &c.—Gulf Division, Province of Quebec—Continued.

COUNTY OF BONAVENTURE.—Continued.

DIVISIONS.	FISHING GEAR OR MATERIALS.				LOBSTER PLANT.				OTHER FIXTURES USED IN FISHERIES.						VALUE OF WHOLE FISHING GEAR.	Number.						
	Smelt Nets		Hand Lines.		Cammies.		Traps.		Number of hands employed.		Freezers and Ice Houses.		Smoke and Fish Houses.				Piers and Wharf.		Tugs Steamers and Snacks.			
	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.			Value.	Number.	Value.	Number.		
1 Restigouche.....	%	2500																	%	cts.	1	
2 Bonaventure.....			3171	1585	5	825	5500	3600	111	30	1295	163	16975	2	20000						6,906 00	2
3 Port Daniel.....		3	150	4210	1133	8	2150	5730	297	6	1050	45	1710								94,138 00	3
Totals.....		53	2650	7381	2718	13	2975	16600	9330	378	36	2345	208	18385	2	20000					43,639 00	3

COUNTY OF GASPE.—Continued.

1 Grand River.....	4	200	3598	1799	14	3300	17700	8930	263	9	540	113	33660	15	3800							116,582 00	1
2 Gaspé Bay.....	10	500	4552	2275	11	2900	8400	4200	166	3	300	72	13500	16	6300							65,532 00	2
3 Mont Louis.....			962	1730	1	200	250	125	6				7000	3	2000							28,065 00	3
4 Ste. Anne des Monts.....			660	660																		11,884 00	4
5 Magdalen Islands.....			2818	683	100	3824	83065	50230	2175	5	250	76	14600	27	9300	20	2800					161,074 00	5
Totals.....	14	700	12620	7148	126	4394	111415	63485	2611	17	1690	275	70700	61	21600	20	2800					388,137 00	

RECAPITULATION
Showing the Kinds, Quantity and Value of Fish caught in the Gulf Division, Prov. of Quebec, for the Year 1900—Continued.
COUNTY OF BONAVENTURE.—Continued.

Number.	DIVISIONS.	KINDS OF FISH.										Haddock, fresh lbs.	Haddock, dried, cwt.	Hake, dried, cwt.	Number.			
		Rahmon, fresh, lbs.	Rahmon, salted or smoke-d, lbs.	Herrings, salted, lbs.	Herring, fresh, lbs.	Herring, smoked, lbs.	Mackerel, salted, lbs.	Lobsters, preserved in cans, lbs.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, lbs.							
1	Restigouche	30000		160	12000													
2	Bonaventure	51555		2910	68500	73400						21270	50	9650	21	29200	264	378
3	Port Daniel	29660		3500		4500						70660		10030	46	297	267	55
	Totals	111215		6510	80500	77900						91930	80	20580	67	29200	531	378

COUNTY OF GASPÉ—Continued.

1	Grand River	50679		3610								165860		55789	18	685		
2	Gaspé Bay	90300		1195								26110		29256	33			
3	Monte Louis	3676		2970							300			11290	35			
4	St. Anne des Monts	11200		5686										1176				
5	Magdalen Islands			10528		7951						595368		6772	15			
	Totals	165019		27289		7951						728168		104577	131			

COUNTY OF SAGUENAY—Continued.

1	Godbout	127000		1116								2000		916	10			
2	Moisie	159100		39										1181	20			
3	Mingan	68449		160								86400		17467	52			
4	Nataashquan	295604		30								28161		6600				
5	Renné			45										1300				
6	St. Augustin			196										16210				
7	Bonne Esperance			272										23115				
8	Anticosti			20								38400		1150	10			
	Totals	84073		1711								202008		68539	92			

RECAPITULATION
 Showing the Kinds, Quantity and Value of Fish caught in the Gulf Division, Prov. of Quebec, for the Year 1900.—Continued.
 COUNTY OF BON-AVENTURE.

Number.	Divisions.	KINDS OF FISH.										TOTAL VALUE.	Number.					
		Halibut, lbs.	Trent, lbs.	Smelts, lbs.	Pels, lbs.	Beluga, or white whales, No. of skins.	Tom cod, or frost fish, lbs.	Squid, lbs.	Coarse and mixed fish, lbs.	Fish oil, gallons.	Fish as bait, lbs.			Fish as manure, lbs.	Seal skins, No.			
1	Restigouche.....		8000	300000	15		50000								500		25,370 00	1
2	Bonaventure.....	2750	27300	10000	77		4800						3275		3000		165,229 30	2
3	Port Daniel.....			36500				722					7350		3060		98,248 00	3
	Total.....	2750	33300	346500	92		51800	857				10626		6150	54700		223,847 30	

COUNTY OF GASPE.—Continued.

1	Grand River.....	4700		16300														298,988 50	1
2	Gaspe Bay.....	16950	2350	95000				1988							2150		166,363 00	2	
3	Mont Louis.....	29200	2300					1185							740		68,733 50	3	
4	Ste Anne des Monts.....	31508	8600					725							625		49,901 70	4	
5	Magdalen Islands.....	9800			114							375			520		364,204 10	5	
	Total.....	85248	13250	111300	114			3898				375		24716	6580		948,190 80		

COUNTY OF SAGUENAY.—Continued.

1	Godbout.....	11000	9100	2500														41,021 75	1
2	Moisie.....	20600	882															41,190 85	2
3	Mingan.....	37050	13400					289										119,385 30	3
4	Natashquan.....	2200	250															42,798 60	4
5	Roname.....	3000	3000															16,901 75	5
6	St. Augustin.....	11750																81,787 05	6
7	Bonne Esperance.....	4600																113,446 75	7
8	Anticosti.....	3000																15,722 50	8
	Total.....	76850	12982	2500				289				290		14037	650			473,554 55	

SESSIONAL PAPER No. 22

GRAND TOTAL FOR GULF DIVISION.

1	County of Bonaventure...	2750	35300	346500	92	.....	54800	857	.....	10826	6150	54700	.....	223,847	30	1
2	" Gaspé.....	85248	132500	111300	114	.....	.....	3898	375	51492	24716	6380	21500	948,190	80	2
3	" Saguenay.....	76850	42982	25000	.....	150	.....	280	290	81488	14037	650	4229	473,554	55	3
	Grand total.....	164848	91532	460400	206	150	54800	5044	665	143606	44903	61930	25729	1,045,592	65	

RECAPITULATION

STATEMENT showing the Yield and Value of the Fisheries of the **Gulf Division,**
Quebec, for the Season of 1900.

Kinds of Fish.	Quantity.	Price.		Value.	
		§	cts.	§	cts.
Salmon, fresh in ice.....	Lbs. 660,317	0	20	132,063	40
" salted.....	Brls. 581	15	00	8,715	00
Herring ".....	" 35,540	4	00	142,160	00
" fresh.....	Lbs. 80,500	0	01	805	00
" smoked.....	" 77,900	0	02	1,558	00
Mackerel, salted.....	Brls. 7,951	15	00	119,265	00
Lobsters, canned.....	Lbs. 1,022,106	0	20	204,421	20
" fresh.....	Cwt. 80	5	00	400	00
Cod, dried.....	" 193,696	4	00	774,784	00
" tongues and sounds.....	Brls. 290	10	00	2,900	00
Haddock, fresh.....	Lbs. 29,200	0	03	876	00
" dried.....	Cwt. 2,286	3	00	6,858	00
Hake, ".....	" 738	2	25	1,660	50
Halibut, fresh.....	Lbs. 164,848	0	10	16,484	80
Trout ".....	" 91,532	0	10	9,153	20
Smelts ".....	" 460,400	0	05	23,020	00
Eels.....	Brls. 206	10	00	2,060	00
Tommy cods, fresh.....	Lbs. 54,800	0	05	2,740	00
Squid.....	Brls. 5,044	4	00	20,176	00
Coarse and mixed fish.....	" 665	2	00	1,330	00
Fish and seal oils.....	Galls. 143,606	0	30	43,081	80
Fish as bait.....	Brls. 44,903	1	50	67,354	50
Fish as manure.....	" 61,930	0	50	30,965	00
Seal skins.....	Pieces 25,729	1	25	32,161	25
White whales, skins.....	" 150	4	00	600	00
Total for 1900.....				1,645,592	65
" 1899.....				1,523,578	95
Increase for 1899.....				122,013	70

SESSIONAL PAPER No. 22

RECAPITULATION

SHOWING Number of Men, Vessels and Boats, and Value of Material Employed in
Gulf Division, Quebec, Fisheries, Season of 1900.

Description.	Value.
	\$ cts.
29 vessels of 982 tons manned by 160 men.....	18,000 00
6,189 boats fished by 11,030 men.....	179,577 00
280,012 fathoms of gill net.....	134,816 00
468 seines of 20,511 fathoms.....	21,913 00
151 trap-nets.....	44,650 00
784 trawls.....	8,587 00
18 weirs.....	380 00
140 smelt nets.....	4,940 00
24,633 hand lines.....	11,802 00
159 canneries employing 3,134 men and girls.....	50,676 00
134,985 lobster traps.....	76,300 00
75 freezers and ice houses.....	5,035 00
745 fish and smoke houses.....	112,685 00
216 private piers and wharfs.....	61,400 00
20 tugs and smacks.....	2,800 00
Total.....	733,561 00

RETURN of the Number of Fishermen, the Number of Boats, Nets, &c., and the
Cape Chat to Lévis, Province

Number.	DISTRICTS.	FISHING MATERIAL.										
		Boats.			Gill Nets.			Eel Weirs.		Salmon, lbs.	Shad, lbs.	Herring, salted, brls.
		Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.			
			%			%						
1	Capucins	15	210	23	13	340	170					200
2	Petits Mechins	33	385	40	34	880	380			300		359
3	Grands Mechins	29	310	34	39	830	480			1740		492
4	Ruisseau a Sem.	11	110	13	14	350	100					182
5	Grosses Roches.	39	460	56	45	1125	550	4	100	140		480
6	Ste. Felicité.	23	220	34	27	700	270	1	25			288
7	Matane.	25	305	36	33	805	350	7	175	600		970
8	Rivière Blanche.	27	450	28	35	925	370					450
9	Sandy Bay	75	1070	96	140	3985	1500	5	450			1420
10	Metis.	7	100	10	3	75	40			1100		1200
11	Ste. Flavie.	11	113	11	11	175	150					45
12	Ste. Luce.	2	20	19	3	75	60	16	766	1760		50
13	Rimouski.	8	150	18				18	1045	320		900
14	Sacré Coeur and Islet à Canuel	9	200	9				11	580	160		750
15	Bic. Cap à l'Original and Rivière Hatée.	3	15	17				12	380	790	15	200
16	St. Fabien, St. Simon and St. Mathieu.	1	5	5	1	25	10	5	120	300	60	1
17	Trois Pistoles.	9	54	9				19	380	580	40	8
18	Isle Verte	35	1225	42				35	3185	1680	500	42
19	Cacouna	11	55	13				13	975	8022	397	50
20	Rivière du Loup	5	30	5				5	450	138		30
21	St. André and Notre Dame du Portage.	9	118	24				19	855	170	128	25
22	Kamouraska	7	36	8				9	1150	500	312	12
23	St. Denis.	8	48	8				13	950	1000	240	25
24	Rivière Ouelle.	36	200	46				18	1250	500	2000	
25	Ste. Anne de la Pocatière.	8	40	8				18	500			
26	St. Roch	10	30	10				16	688			
27	St. Jean Port Joli.	20	60	20				30	1948			
28	L'Islet.	2	50	2				16	854			
29	Ile aux Grues and Ile aux Oies.	5	25	13				13	665			
30	Cap St. Ignace.	2	10	2	18	175	25	15	1862	160		
31	St. Thomas.	6	30	10	2	60	7	12	925	64	180	
32	Berthier	10	50	10	1	110	7	40	2192	64	80	
33	St. Valier.	9	115	9				9	5250	406	2150	
34	St. Michel	7	35	7				7	3750	296	150	
35	Beaumont	9	45	9	1	30	15	9	4400	240	350	
36	Lévis and St. Nicholas.	10	50	10				8	3060	360	1390	
	Totals.	536	6429	714	420	16665	4484	403	38930	21390	7992	8179
	Values									4278	479	32716

SESSIONAL PAPER No. 22

Quantity of Fish Caught on the South Shore of the St. Lawrence River from of Quebec, for the Year 1900.

KINDS OF FISH.										FISH PRODUCTS.		TOTAL VALUE OF FISH.	Number.		
Herring, fresh, lbs.	Whitefish, lbs.	Trout, lbs.	Bass, lbs.	Pickeral, lbs.	Sturgeon, lbs.	Eels, lbs.	Cod, (green) lbs.	Halibut, lbs.	Sardines, bbls.	Mixed and coarse fish, lbs.	Seal skins, No.			Fish oil, gallons.	¢	cts.
		300					41000	3300					3,180	00	1
							62100	3050		1100		90	4,974	00	2
							42100	1460		200		15	4,573	50	3
							21100	2000		1000		80	2,017	00	4
		130					55000	4650		62000		225	5,863	50	5
							28800	4000		1600		120	3,044	00	6
		1100					4000	2600		1500		110	4,618	00	7
							24700	1450		1700		125	3,234	50	8
							18200	2670		2800		210	6,948	00	9
										5000			5,070	00	10
39800										2600			604	00	11
18400		25							208	1000			1,372	50	12
649500						2800			5	3500			10,377	00	13
324850									100	3200			6,612	50	14
250000									10	820	16	25	3,524	60	15
		3500				2009			3	100			548	14	16
1000				60		900			316	16160	76	560	1,519	60	17
*320210				500					101	127500			6,044	10	18
108200									2056	28400			9,362	22	19
24500				809		740			85	5000	5	10	799	79	20
4500						30			90	4000			498	48	21
9500				5000		100			893	1000			3,256	72	22
34000						2422			125	1000			1,184	72	23
200000				60000		6400			500	10000	12	1120	8,188	00	24
		20000				3253				1000			2,205	18	25
						6125				1800			385	50	26
		10000				5123				1000			1,317	38	27
						11320				1200			691	20	28
			20000			20555				1300	12	20	2,867	30	29
			75	250	103100	11136				1500			6,919	66	30
	450		1000	665	7330	6916				615			1,033	76	31
	700		735	50	5700	47451				750			3,331	46	32
	19320		2665	2570	11600	50000				2255			5,816	05	33
	270		1015	141	340	47400				850			3,050	95	34
	260		1120	360	410	41000				800			2,690	00	35
	600		1635	575	1550	119811				1350			7,658	11	36
1984460	21600	35055	28245	4611	196399	385491	297000	25180	4492	295600	33	2710			
19845	1728	3505	2260	230	11784	23129	14850	2518	13476	2956	41	813	135,381	42	

* 35,000 lbs. smoked herring.
 + 18 belugas or white whales, 872.

SESSIONAL PAPER No. 22

Value of Fish, &c., in the Inland District extending from Quebec City to Upper Quebec, for the Year 1900.

KINDS OF FISH.

Shad, lbs.	Whitefish, lbs.	Trout, lbs.	Bass, lbs.	Pickeral, lbs.	Pike, lbs.	Maskinongé, lbs.	Sturgeon, lbs.	Eels, lbs.	Perch, lbs.	Catfish, lbs.	Mixed and coarse fish, lbs.	Tom Cod, bush.	TOTAL VALUE.	Number.
500	500		1500	8000	3000	1000	2000	10000	8000	2000	65000		2,420 00	1
400	600	2000	7400	70000	60000	5000	8400	82400	75300	90300	510000		21,677 00	2
900			3500	50200	55600	5400	17300	40600	56000	43300	200000		13,412 00	3
			7350	8800	22550		1950	90500	23700		60800		8,799 00	4
500			2500	5500	23000	3100	4500	21600	27000	2300	61000		4,643 00	5
800			4500	17400	29200	600	21500	28400	89200	14400	203000		10,470 00	6
			7000	11300	14200	4500	160600	21900	37700	20000	176400		16,208 00	7
			2200	6500	6800	2500	12400	5000	7000	5800	15200		2,445 00	8
	4000	88900	40500	45000	47100	12600	56300	14800	27500	54200	88000		24,305 00	9
400			2300	6900	9300	4500	6900	5200	39700	78400	83400		5,514 00	10
12100	72600	500	2500	3100	450	700	1100	4500	900	19700			8,760 00	11
10300	2300	7000	1800	5600	21000	8000	9000	61800	20100	65400	130000		10,681 00	12
4900		16500	600	5900	3400		6500	5000	2000	8000	12500	26000	19,004 00	13
	15400	120000	5000	41600	27300			2800	10000	4000	39000		17,742 00	14
	500			39300			450				72600		2,758 00	15
29900	23000	306100	86650	324500	325550	47650	308500	391100	427700	389000	1736600	26000		
1794	1840	30610	6932	16225	13022	2859	18510	23466	12831	7780	17366		168,835 00	

NORTH SHORE OF THE ST. LAWRENCE FROM QUEBEC CITY TO
THE SAGUENAY.

Island of Orleans.—There are over one hundred weirs set around the shores of Island of Orleans. They are mostly built of wire netting and are valued at \$12,000. Besides a few night lines these weirs constitute all the fishing gear of the locality. Of late years the spring caught fish have been so scarce that fishermen now only set their weirs late in the season, mostly for eels. The capture of shad, bass and pickerel has now become too insignificant to mention, and their catch is included in that of the mixed fish. On the other hand more eels were caught than before; their yield is given at 260,000 pounds, that of coarse and mixed fish at 35,000 pounds. About 300 pounds of salmon were also caught in these weirs—The whole catch valued at \$16,010.

On the main shore of Montmorency County there are about thirty weirs valued at \$3,000. Eels here also are the principal kinds of fish, 80,000 pounds being secured, besides 2,000 pounds of trout and 5,000 pounds mixed fish, valued at \$5,080 altogether.

In Charlevoix County the seventy-five weirs are not so expensive as the above mentioned, but are mostly constructed with brushes called *fascines*, and are only valued at \$1,500. There are also four gill nets valued at \$60. The yield of fish for this county is reckoned as follows:—36,500 pounds of eels, 200 barrels of sardines, 25 barrels of herring, 1,700 pounds of salmon, 175,000 pounds of mixed fish, besides 1,000 barrels of fish used as manure, aggregating a value of \$5,480.

In Lake St. John District, comprising the upper waters of the Saguenay, the catch of fish is estimated as follows:—10,000 pounds of salmon, 6,000 pounds of whitefish, 12,000 pounds of trout, 75,000 pounds of ouananich, 23,000 pounds of pickerel, 5,000 pounds of pike and 40,000 pounds of coarse and mixed fish—In all representing a value of \$12,930.

The statistics on the coast from Tadoussac to Bersimis have been included in the Godbout district of the Gulf division.

SESSIONAL PAPER No. 22

STATEMENT

OF the Yield and Value of the Inland Fisheries of Quebec (exclusive of the **Gulf Division**) for 1900.

Kinds of Fish.	Quantity.	Price.		Value.	
		§	cts.	§	cts.
Salmon	Lbs. 33,390	0	20	6,678	00
Shad	" 37,892	0	06	2,273	52
Herring, salted	Brls. 8,204	4	00	32,816	00
" fresh	Lbs. 1,984,460	0	01	19,844	60
" smoked	" 35,000	0	02	700	00
Whitefish	" 50,600	0	08	4,048	00
Trout	" 355,155	0	10	35,515	50
Ouananiche	" 75,000	0	10	7,500	00
Bass (Achigan)	" 114,895	0	08	9,191	60
Pickarel	" 352,111	0	05	17,605	55
Pike	" 330,550	0	04	13,222	00
Maskinonge	" 47,650	0	06	2,859	00
Sturgeon	" 504,899	0	06	30,293	94
Perch	" 427,700	0	03	12,831	00
Eels	" 1,153,091	0	06	69,185	46
Sardines	Brls. 4,692	3	00	14,076	00
Halibut	Lbs. 25,180	0	10	2,518	00
Cod (green)	" 297,000	0	05	14,850	00
Tom cod	Bushels 26,000	0	60	15,600	00
Catfish	Lbs. 389,000	0	02	7,780	00
Mixed fish	" 2,287,200	0	01	22,872	00
Fish as manure	Brls. 1,000	0	50	500	00
Seal skins	No. 33	1	25	41	25
Beluga skins (white whales)	" 18	4	00	72	00
Fish oil	Galls. 2,710	0	30	813	00
Total for 1900				343,686	42
" 1899				429,555	36
Decrease				85,868	94

STATEMENT

SHOWING the Fishing Material used in Quebec (exclusive of the **Gulf St. Lawrence Division**) for the Year 1900.

Articles.	Value.		Total.	
	§	cts.	§	cts.
1,294 Fishing boats	15,554	00		
832 Gill nets (22,200 fathoms)	7,789	00		
188 Seines (4,915 "	3,055	00		
823 Hoop nets	6,215	00		
616 Brush or eel weirs	59,930	00		
25 <i>Nasses</i>	50	00		
878 Night lines	1,715	00		
50 Ice houses			94,308	00
			3,000	00
Total			97,308	00

RECAPITULATION

Of the Yield and Value of the Fisheries in the whole Province of Quebec, for the Year 1900.

Kinds of fish.	Quantity.	Rate.		Value.		Total Value.
		\$	cts.	\$	cts.	\$ cts.
Salmon, fresh	Lbs. 693,707	0	20	138,741	40	
" salted	Brls. 581	15	00	8,715	00	147,456 40
Trout	Lbs. 446,687	0	10			44,668 70
Ouananiche	" 75,000	0	10			7,500 00
Whitefish	" 50,600	0	08			4,048 00
Smelts	" 460,400	0	05			23,020 00
Cod, dried	Cwt. 193,696	4	00	774,784	00	
" (green)	Lbs. 297,000	0	05	14,850	00	
" tongues and sounds	Brls. 290	10	00	2,900	00	792,534 00
Haddock, dried	Cwt. 2,286	3	00	6,858	00	
" fresh	Lbs. 29,200	0	03	876	00	7,734 00
Hake, dried	Cwt. 738	2	25			1,660 50
Tom cod	"					18,340 00
Halibut	Lbs. 190,028	0	10			19,002 80
Herring, salted	Brls. 43,744	4	00	174,976	00	
" fresh	Lbs. 2,064,960	0	01	20,649	60	
" smoked	" 112,900	0	02	2,258	00	197,883 60
Sardines	Brls. 4,692	3	00			14,076 00
Shad	Lbs. 37,892	0	06			2,273 52
Bass (achigan)	" 114,895	0	08			9,191 60
Pickarel	" 352,111	0	05			17,605 55
Pike	" 330,550	0	04			13,222 00
Maskinonge	" 47,650	0	06			2,859 00
Eels, fresh	" 1,153,091	0	06	69,185	46	
" salted	Brls. 206	10	00	2,060	00	71,245 46
Perch	Lbs. 427,700	0	03			12,831 00
Sturgeon	" 504,899	0	06			30,293 94
Mackerel, salted	Brls. 7,951	15	00			119,265 00
Lobsters, canned	Lbs. 1,022,106	0	20	204,421	20	
" fresh	Cwt. 80	5	00	400	00	204,821 20
Squid	Brls. 5,044	4	00			20,176 00
Catfish	Lbs. 389,000					7,780 00
Coarse and mixed fish	" 2,287,200			22,872	00	
" "	Brls. 665			1,330	00	
Fish as bait	" 44,903	1	50			24,202 00
" manure	" 62,930	0	50			67,354 50
Fish oil	Galls. 146,317	0	30			31,465 00
Seal skins	No. 25,762	1	25			43,894 80
Beluga or white whales skins	" 168	4	00			32,202 50
						672 00
Total for 1900						1,989,279 07
" 1899						1,953,134 31
Increase						36,144 76

SESSIONAL PAPER No. 22

RECAPITULATION

Of the Fishing Vessels, Boats, Nets, &c., in the whole Province of Quebec, for the Year 1900.

Articles.	Value.	Total.
	\$	\$
29 fishing vessels (982 tons).....	18,000	
7,483 " boats.....	195,131	
12,400 gill nets (302,212 fathoms).....	142,605	
656 seines (25,426 ").....	24,968	
151 trap nets.....	44,650	
823 hoop nets.....	6,215	
634 weirs.....	60,310	
140 smelt nets.....	4,940	
784 trawls.....	8,587	
24,633 hand lines.....	11,802	
878 night lines.....	1,715	
25 nasses.....	50	
159 lobster canneries.....	50,676	508,973
134,985 " traps.....	76,300	
	126,976	
125 freezers and ice houses.....	8,035	
745 fish and smoke houses.....	112,685	
216 fishing piers and wharfs.....	61,400	
20 tugs and smacks.....	2,800	
	184,920	
Total.....	820,869	

APPENDIX No. II.

BAIT COLD STORAGE.

REPORT OF PROGRESS ON THE BAIT STORAGE WORK IN 1901, BY
THE SPECIAL OFFICER IN CHARGE, J. F. FRASER.

NEW GLASGOW, N.S., December 29, 1901.

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—As the end of the bait season is approaching, I beg to make the following report on the condition of the bait freezers, and the work under my charge in the maritime provinces. The cold storage work which has been done up to the present time, has been confined to the provinces of Nova Scotia and Prince Edward Island. The work in Prince Edward Island has been mainly at the western end of the province, while the work in Nova Scotia has been confined principally to the eastern end. An effort has been made from time to time, to extend the work into the province of New Brunswick, but heretofore without success. An association was formed at Caraquet, on Chaleur Bay, for the purpose of building a thirty ton freezer, but construction was not commenced. Arrangements were completed for the erection of freezers at Tracadie, Point Escuminac and Richibucto. Some difficulty has arisen at these points, and I am not sure that these freezers will be built.

In the early stages of the work, Dr. Arthur Kendall, while inspector of bait freezers, visited the New Brunswick shore of the Bay of Fundy, including Grand Manan, but no definite arrangements have resulted up to the present time.

Inquiries were received from the province of Quebec, including the Magdalen Islands, for the establishment of cold storage stations, both on the mainland and on the islands, but, owing to the fact that the local legislature of Quebec did not deem it advisable to pass, at its last session, a special act for the free incorporation of bait associations, as has been done in Nova Scotia, Prince Edward Island and New Brunswick, it has been impossible to organize any fisherman's bait associations in that province.

The majority of bait association meetings will be held during the present month and some in the early part of January, when a final and detailed report can be made for the whole seasons operations.

As an evidence of the success that has attended some of the freezers, application has been made to the department for extension of capacity. The extension to the Bayfield freezer is now under way, and an application has gone forward for a similar extension to the Sambro freezer. The fishermen in these localities have stated, that at first they viewed the matter, more or less, as an experiment, and were not willing to embark heavily until they were assured of its success.

Since forwarding my last report the following freezers have been completed :—

Locality.	Province.	County.	Capacity.
			Tons.
Mimimigash.	Prince Edward Island.		10
Cheticamp.	Nova Scotia.	Inverness.	20
Eastern Harbour.	"	"	20
Petit de Grat.	"	Richmond.	20

SESSIONAL PAPER No. 22

Construction is under way at North Bay, Ingonish, Victoria Co., N.S., 20 tons capacity and an extension to freezer at Bayfield, Antigonish Co., N.S. It is possible, that arrangements may yet be made, to build a 20 ton freezer at Port Maitland, in Yarmouth Co., and at New Haven, in Victoria Co.

DETAILS OF NEW CONSTRUCTION.

Miminigash, P.E.I.—This freezer is of the same size as the one built at Bayfield. The storage room is divided into two portions, however, which will enable it to be run more economically. The ice chamber has been enlarged and an additional ice storage has been placed in the freezing shed, for the supplying of ice for freezing the bait in the spring, without drawing on the main ice supply. The bait will be frozen in pans at this point.

Cheticamp, C.B.—A 20 ton freezer has been completed at this point, and, having a few tons of ice available, some squid have been frozen as a test charge.

Eastern Harbour, C.B.—This freezer has been completed, but the accounts have not yet been received. The size is the same as the Cheticamp freezer, 20 tons, but the material used in the construction is of a better quality, which will add slightly to the cost of the building; it is expected, however, that the operating expenses will be rather less. These two freezers which were erected within a short distance of each other, should be of considerable benefit to the large fishing settlement of Cheticamp. I am of the opinion, that, by dividing the bait cold storage required between two freezers, that it will better serve the needs of the locality than by erecting one large freezer, as the fishing settlement is scattered for some distance along the shore.

Petit de Grat, C.B.—A 20 ton freezer has been completed at this point and is provided with a full equipment of ice tools. A small stock of ice was cut last winter and held in temporary storage by the association, but sufficient provision was not made for keeping it and it is not expected that this freezer will operate until next year.

FREEZERS UNDER CONSTRUCTION.

North Bay, Ingonish, C.B.—A 20 ton freezer is now under construction at this point, and I expect it will be completed by the New Year. Ingonish is a good fishing locality, and, if properly managed, the catch should be materially increased.

Bayfield (Extension), N.S.—Owing to the need of extending this freezer, the ice chamber of the original freezer is being converted into storage and freezing rooms, and a detached ice house is being built for the purpose of supplying ice for freezing and storing the fish frozen. This extension should be completed early in the new year.

A freezer at Neil's Harbour, C.B., was constructed by private enterprise from plans furnished by the department, and in my report for last year I made mention of its operations up to that time. I am to-day in receipt of a letter from the owner, Mr. M. G. McLeod, of Baddeck, in which he says: 'We have the cold storage at Neil's Harbour filled with herring we imported from Newfoundland. If we will only get fine weather now we will be sure of as many codfish as we can handle. December is always the best codfish month and the scarcity of bait the drawback.'

The following detailed reports will give the results of the operations of the freezers. Where the annual meetings have been held the reports are more complete:

Alberton, P.E.I.—The season at this station has been successful, and a marked improvement over last year. A small quantity of bait was stored, but has all been sold locally and to the Caraquet fishermen. The annual meeting should be held shortly, when I have been promised by the directors a detailed statement of the operations for the year.

Frog Pond, P.E.I.—This was our most successful bait freezer last season, and was equally successful during the first half of the present year. The directors decided to

freeze a smaller quantity of herring than had been frozen before, and for this purpose converted the freezing room into a small storage room by removing the cooling retorts from one side, the fish being pan frozen. Entering this room for bait twelve to fifteen times daily in July, they found it impossible to keep the temperature sufficiently below freezing, and their bait gave out. This proved a loss to them, but it should not have occurred. Had I been notified by telegraph I could have advised them and saved the bait. I do not anticipate a similar difficulty at this point again. The annual meeting will be held in a few days.

Souris, P.E.I.—The work at this station this year has been a failure, and I do not at present foresee much hope of making it a success. It is true that the directors missed the first heavy run of fish (herring), and froze but few barrels. They found, however, that they could not dispose of this frozen bait to the fishermen, who were prejudiced against it, and that the usual demand for bait from vessels was not forthcoming. I hope to attend the annual meeting this month, and after seeing the directors will be able to give further particulars.

Bullentyme's Cove, Antigonish County, N.S.—I have to report a successful season at this station, and the contrast is bright compared with last season. During that season, owing to the ice supply being insufficient, it was necessary to convert a quantity of bait to other purposes: moreover, the fishermen complained of the quality of same (the bait), stating it was not satisfactory. This year every pound stored has been used with good results, and the fishermen are thoroughly satisfied with its quality. The fish obtained, that would not otherwise have been landed, is evidence of the benefit of the freezer at this point. The annual meeting will be held this month.

Bayfield, Antigonish County, N.S.—Satisfactory results have been obtained at this station, so much so that the directors have asked the department and have been granted permission to extend the freezer, which extension is now under way and reference has been made to it above. On the 26th ult. I received the following letter from the president of the association, Mr. Charles L. Gass:

‘Our freezer worked in a very satisfactory manner during the past summer. As in all other things, the first year was more of an experiment than otherwise. With us, at the start, the fishermen were very doubtful as to the value of frozen bait, but when they had a trial of it they found it to be as good as a fresh caught article. In October, when there was no live bait to be had, boats which baited with 50 to 100 pounds from the freezer caught from 500 to 900 pounds of codfish at a setting; this they could not have taken had there been no frozen bait. The freezer in future will prove of even a greater benefit to our fishermen.’

Port Hood Island, Inverness County, C.B.—The spring run of herring at this point was small and few barrels were frozen, but, as at Souris, the fishermen did not use them. Later in the season, when the squid appeared, a quantity was frozen and used, proving good bait. On the whole, the results were neither satisfactory nor the reverse. Some trouble was experienced with the ice chamber, causing meltage of ice, which will be remedied before another season.

The usual number of men did not fish at this station, which is considered a good one, the industrial development of Cape Breton having drawn many fishermen into other employments, railroad building and mining principally. I look forward, however, to more success here in the future.

Whitehead, Guysborough County, N.S.—The experience here is almost a duplicate of that at Port Hood Island, except that the population is a purely fishing one and has not been drawn on by other occupations, as at Port Hood.

Gabarous, C.B.—I advised the directors not to freeze herring, which appear first in Gabarous Bay, but to reserve their efforts for squid, which come later. This they did, freezing a quantity of the first run. These sold to vessels for \$6 per barrel, netting the fishermen a good profit. Had they retained them for their own use, when bait became scarce, they would have been much more valuable. One man was reported to have caught \$54 worth of fish with \$3 worth of bait.

SESSIONAL PAPER No. 22

This association did not take the necessary precaution of covering its ice, and its lost will probably cause a deficit this year. The location is good and with careful management this freezer should be a success.

Port Beckerton, Guysborough Co., N.S.—I am of the opinion that the situation at this station is not satisfactory, the shareholders are divided into several groups and are not working in harmony; I do not see how success can be had until co-operation among the shareholders is attained. During the past season a quantity of bait and fish were frozen, and some bait used. More ice was lost, through neglect to cover properly, than was used. I have looked carefully into the fishing conditions at this point, and am convinced, that as soon as the freezer is in the hands of an undivided management and carefully run, it will prove its use to the fishermen. The population are dependant solely on the fisheries. They are building small vessels, to prosecute their calling, further off the coast, and the freezer is the one thing necessary. I hope for better results next season.

Sambro, N.S.—I recently made an inspection of the freezer at this point and found everything in a thoroughly satisfactory condition. The association have now stored for winter fishing about 25 tons of squid, these have been crate frozen and are in excellent condition.

The stock of bait in store at Halifax, is, I am informed, small, compared with that generally put up and the squid at Sambro will be very valuable to the fishing fleet at that point. This is the first freezer, which has been filled to the utmost capacity with bait, and the directors have asked for an extension of space. I am very glad that the matter has been so satisfactory at this point. It stands at the entrance to Halifax harbour, and it would be difficult to select a locality where favourable results would better advertise bait cold storage or unsatisfactory results condemn it, as at this place.

Port La Tour, Shelburne Co., N.S.—(30 tons capacity) The annual meeting of this association was held on the 29th ultimo, at Port La Tour, at the Odd Fellows Hall, and the directors presented a statement of the affairs of the association. The results for the year were unsatisfactory and the year ended leaving the association in debt, owing to the loss of their ice supply, due principally to the fact, that the bed of the ice house was not properly prepared by the foreman in charge of construction. The association, however, delayed commencing building until the winter had set in and owing to the lateness of the season, in order to store ice, every effort had to be made to rush construction. The freezer is a 30 ton one and if properly managed cannot fail to be a benefit to the locality. This association is composed entirely of fishermen, and is the only bait association that has not on its directorate one or more merchants or business men. At the annual meeting considerable difference of opinion was manifested among the directors and shareholders, as to the conduct of the business for the year. I am of the opinion that the management should be concentrated in the hands of one managing director, instead of being distributed among several, as it is here at present, and that greater harmony must exist among the shareholders at this point, before the freezer can prove the benefit it should. The location is a good one, the freezer is satisfactory, and time will demonstrate what can be done here.

Clarke's Harbour, Shelburne Co., N.S.—(25 tons capacity.) The annual meeting at this point has not yet been held, but will be called shortly. The situation here is somewhat similar to that at Port La Tour, but not as pronounced. A quantity of bait has been frozen and used with excellent results, and a considerable loss of ice has taken place for the same reason at Port La Tour. The directors are satisfied as to the ultimate benefit of the freezer, and I expect a letter to this effect. The ice chamber will be placed in good order, and arrangements made after the annual meeting to prepare for next season's work. The location here is good, as at Port La Tour the fishermen are industrious and energetic, and will undoubtedly make the most of this aid to their work. They express the opinion that it is 'the handiest thing yet, and the bait is as good as if just caught.'

Lower East Pubnico, Yarmouth Co., N.S.—(50 tons capacity.) The season at this station has been very satisfactory, so far the only difficulty experienced has been to

obtain sufficient bait fish, but hopes are entertained that a supply may yet be available. Squid is reported plentiful at Port La Tour, and the president of this association, under date of November 30, writes:—

‘I have written Port La Tour to see if they can get us 40 tons or more of squid.’

I am also in receipt of the following letter from Mr. H. T. D'Entremont, the president:—

‘L. E. Pubnico, Nov. 26, 1901. We had our freezer finished enough to put in our ice, 300 tons, by the 15th February, and all completed by the 1st March. We expected to freeze 75,000 to 100,000 lbs. mackerel in May, but did not get any mackerel to speak of, only got 1,400 lbs.; they were only worth about three cents in Boston, and sold them out of freezer at nine cents each, which would show the advantage of the cold storage plant, being able to procure fish when low, and holding them until the price advances or when there is a demand for them. There were very few herring caught in our immediate vicinity; only froze about 75 brls. herring, most of which are in freezer for next spring's fishing. Have not been able to procure squid. Could sell 200 or 300 tons of squid, if we could get them. Have every confidence in cold storage; it is one of the best things that the Government could do to help the fishermen. When plants are located along the shores, fishermen need lose no time in waiting for bait, and should be the means of a much larger catch of fish, which means a more profitable business. I am yet in hopes that we may procure squid to fill the freezer.’

The ice supply has kept well at this point, and meltage has been light. About ten tons bait have been frozen to date.

Sandy Cove, Digby Co., N.S.—(20 tons capacity.) This freezer was completed in July last, a supply of ice was carried in temporary storage in the spring, and afterwards transferred to the ice chamber, but not in sufficient quantity to warrant the operation of the freezer this fall. It has a large ice house, two storage rooms, freezing chambers and full equipment of tools.

REMARKS.

Reviewing the season's operations, I wish to emphasize several points in the working of the bait cold storage proposition. The freezers themselves have given us no trouble. The fish have been well frozen and have kept in good condition. We have had difficulty in several places owing to an excessive meltage of ice. In two instances this may be attributed to the lack of proper care on the part of the constructing foreman; in the other cases, it was largely due to carelessness on the part of the associations themselves, in not, after harvesting the ice, covering it with straw or sawdust.

I have endeavoured to impress on the associations the necessity of using the utmost care to preserve their ice, as a failure of the ice supply, when bait is in the freezer may entail a serious loss.

It has been found in localities, that some of the fishermen shareholders do not put bait into the freezer on their shares, although knowing well that a scarcity will be felt later. This may be partly attributed to the fact that when bait is plentiful, they will merely catch enough for their immediate requirements and devote their time to catching food fish.

The directors under the general regulations are empowered to provide this quantity, but have generally no funds available for the purpose, and hesitate to incur the expense. Hence it often happens, that a small quantity of bait is stored, when a larger amount should be frozen. This a very important item as it costs practically as much to run a freezer for 5 tons of bait as it does for 20 tons. The fixed charges for ice and labour being the same, while the charges for salt is nearly as much. The revenue of a freezer on the other hand, freezing charge and government bonus, is directly proportional to the amount of bait frozen and stored.

I am satisfied that the fishermen, where they have had a chance to test the matter, appreciate the benefit of a freezer but I also think that it will be difficult to get them to co-operate well enough together to make the business as great a success as it undoubtedly can be made. In the hands of ‘one man’ management the freezers can be operated

SESSIONAL PAPER No. 22

cheaper and more carefully looked after than by the present arrangement of a board of directors, and I am of the opinion that this will of necessity occur in many places.

I am fully satisfied after an observation of two years, that the project of aiding the establishment of freezers for bait, has been of benefit to the fishermen and will be of much more advantage in the future.

There is a side to the work which has not often been touched on, namely, the educational phase of the question. That a strong prejudice has existed against the use of frozen bait around the shore of the Maritime provinces, no one can deny, who has any knowledge of the fishing communities around the coast. Wherever freezers have been erected and worked properly this prejudice has been removed, and a feeling of confidence in the preserved bait replaced the feeling of distrust.

I believe that when the time comes that the active work of aiding the fishermen in this matter, ceases, that the information gained should be published in convenient form, accompanied by plans of freezers of various sizes together with bills of material, and this phase of the work continued at small expense.

It has been found that the fishermen in each locality, where the department's offer has been taken up, have endeavoured to erect as large freezer as their means would permit, and I have found in a number of cases that after the building was finished that either no funds were available for running expenses or that a deficit on account of construction resulted. This has crippled some of the associations operating this season for the first time. In nearly every locality the size of the freezer erected is larger than is sufficient to supply the needs of the shore fishermen, and the directors depend on supplying the bankers with bait.

The surplus of bait over and above the needs of the locality, small as that might be, would suffice for but few vessels. Several bankers could take all the surplus bait from a medium sized freezer (20 tons). Many captains will hesitate about running into a port where such a freezer is, lest they be unable to get a baiting, preferring to take chances and spend more time endeavouring to get fresh bait.

It appears that there are two distinct classes of fishermen who may be benefited by the bait cold storage depots; first, the shore fishermen, and second, the bankers. I have found that the former are as a class slow to take up any new idea, usually distrustful of each other, which tends to prevent that hearty co-operation necessary to the success of any joint stock enterprise. I have seen cases of fishermen, not shareholders in a freezer, who would refuse to buy frozen bait, when fish were plentiful and their neighbours were landing good fares, but preferred to waste valuable time endeavouring to find fresh bait when it was very scarce. Time will doubtless educate these to an appreciation of the usefulness of spending one dollar that they may earn five.

The bankers on the other hand are more progressive, and do not as a rule, miss any opportunity of obtaining bait.

I am of the opinion that smaller freezers than we have hitherto been building for the fishing settlements will best supply the shore fishermen, and that if an effort is to be made to supply the bankers, that very large bait freezers, having a capacity of 3,000 or 4,000 barrels, should be erected at important bait points, such as Sambro and Canso.

I think also that some modification of the existing regulations should be considered, looking to the establishment of bait freezers, whereby the management and control could be more concentrated, and at the same time the interests of the fishermen protected. I have also found that statements, heretofore made, respecting the amount of time lost looking for bait, have not been exaggerated in the least, and that the freezers erected have partially filled a want and will continue to be increasingly useful in the future.

I have the honour to be, sir,

Your obedient servant,

J. F. FRASER

APPENDIX No. 12.

REPORT ON FISH-CULTURE OPERATIONS IN THE DOMINION OF CANADA, 1901.

REPORT BY PROFESSOR EDWARD E. PRINCE, COMMISSIONER AND
GENERAL INSPECTOR OF FISHERIES FOR THE DOMINION
OF CANADA FOR THE YEAR 1901.

OTTAWA, December, 31, 1901.

To the Honourable
JAMES SUTHERLAND,
Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit my annual report on the fish breeding operations carried on at the various hatcheries under the department, during the year now ending. As the departmental officer in charge of the system of fish-culture pursued in Canada, I have the satisfaction again of calling attention to the highly successful results accomplished. The statistical tables which follow on a subsequent page show that in five previous years only have these results been exceeded, and there is no reason to doubt that had certain untoward circumstances been avoided or overcome in the two western hatcheries the results this year would have even surpassed those of 1895, the first year in which the Dominion hatcheries were placed in my charge after the retirement of the late Mr. S. Wilmot. In that year, as I have before pointed out, the grand total of over 294,000,000 of fry planted was phenomenal, and under the varying conditions which surround artificial fish-culture, that enormous total can hardly be expected to be equalled, excepting at rare intervals. During the last five years the total results have, however, been specially satisfactory, and that satisfactory state of things has continued undiminished during the year now ending.

Taking the work as a whole, the operations in the thirteen hatcheries reported upon in the following pages has been remarkable, not only for the quantity, but also the quality of the fry. I have received numerous unsolicited testimonies from parties present when fry were being planted, expressing extreme gratification at the healthy and vigorous character of the fry sent out in charge of the department's officers. The remarkably large output of fry is a matter for satisfaction, and is a proof of the efficient manner in which the incubation of the eggs was carried out and the care and intelligence the officers exercised in transshipping and distributing the fry. Judging from the numerous applications which are being received in increasing numbers from individual applicants and from clubs and public corporations in very widely separated parts of the Dominion, it is clear that the work of fish culture is regarded by the public as of the greatest importance and utility. The applications referred to have for their object either the restoration of waters depleted of their former abundance of fish, as for stocking new waters, or for introducing new kinds of fish into waters from which such fish have been hitherto absent although containing various native, and in most cases, valueless species of fish.

The hatching of a new pacific kind of trout, viz., the valued and beautiful rainbow trout at the Bedford hatchery, Nova Scotia, in 1898 and 1899, has proved to be most successful, and the highly satisfactory result of planting these fish in certain waters is adverted to in the report by the officer, who had charge of this experiment. This year I authorized the procuring of a supply of the eggs of that species in British Columbia,

SESSIONAL PAPER No. 22

or failing that, of a supply of Steelhead salmon eggs, but in neither case were the efforts of our officers successful. During the coming year efforts will be renewed in this direction. Supplies of eggs from our own British Columbia waters could not be less successful, and perhaps would be even more so, than the eggs which have been procured from the United States for two years. During the early years of artificial fish-culture in Canada, much of the popular interest in its extension might be reasonably attributed to its novelty, and to the attraction possessed by an enterprise of this nature the unusual character of which rarely fails to possess importance in the public eye. But the period of such popularity has long since passed away, and the work of artificial fish-propagation does not claim attention and regard on the ground of its novelty, or of its untried possibilities. The undoubted benefits which have so largely accrued in the past, and which, in the future, are certain to be still more largely bestowed by a judicious adoption of its methods, are the grounds upon which the favourable opinion of the public is now based. The true place of fish-culture is not as a substitute for the natural propagation of fish in our lakes and rivers, but as a supplementary aid and support. If the natural mode of production be still fostered and guarded, and aided by the work of hatcheries, then the ample waters of our country will be able to yield more abundant supplies of fish, and thus in a very direct way the sporting and vast commercial resources of the Dominion will be amplified. The danger of putting all one's eggs in one basket may be very literally applied to fish-hatcheries when they are advocated as a complete substitute for the normal methods of Nature. To claim that close seasons, and the protection of spawning parent fish could be safely dispensed with were artificial hatching universally adopted is unwise and hazardous. A combination of both is a double guarantee of success and may without question be regarded as the surest means of expanding and increasing the fisheries. Unfavourable conditions may affect the natural spawning beds, and in that case the eggs placed in the incubation trays in the hatchery are preserved from such risk, and the resulting fry may be said to fill the vacancy, which would be seen three or four years later in a scarcity of adult fish, or on the other hand some accident may occur in the hatchery, the water supply may fail, the eggs may become 'fungused,' and in that case the spawn deposited naturally will maintain the usual supply of fish for the future. But when both the hatchery and the spawning beds yield their quota of fry, the total result must be a substantial increase in the supply of fish, and the securing of that greater abundance which is the end and aim of all fish-culture. Representations have been more numerous this year than for many years, urging the extension of fish-culture operations in Canada.

In the maritime provinces no less than five proposals for new hatcheries, not only for salmon, but for lobster breeding, have been strongly pressed. Three sites in Nova Scotia, one in Prince Edward Island, and one in Quebec or the Magdalen Islands, have also been specified; while in Western Ontario at least four locations have been favoured for new whitefish and salmon-trout hatcheries. In Manitoba the erection of supplementary hatching establishments, in addition to the large whitefish hatchery at Selkirk, has been favoured, while in the North-west Territories, where no hatchery has yet been built, four points in widely separated localities have been suggested as good situations for the commencement of fish-culture establishments. Locations near Prince Albert, near Edmonton, near Calgary and near Banff, have been specified. On the Pacific Coast the feeling which has been entertained for many years in favour of additional salmon hatcheries has been very strongly expressed, and four localities have been urged as specially adapted for the purpose, and for securing ample benefits to the British Columbia salmon supply, viz.: Lowe Inlet, Rivers Inlet, northern part of Vancouver Island and Naas river.

In deciding upon a location for a successful and satisfactory fish-hatchery, a number of important points must be kept in view. Not only the necessary local requirements of the establishment, such as an abundant supply of pure water, accessibility and nearness to the best planting grounds or areas to be stocked, but also a commensurate value and importance to the public of the results of such a public institution. A hatchery capable of benefiting only a few people, or a very limited area, would hardly be justifiable under Dominion auspices. The reason being not merely the limited benefits resulting, confined (as it might be on the British Columbia coast) to one canning establish-

ment or one firm and a few residents, but the fact that in such a case it is easy to secure a sufficiency of breeding fish, and the prosperity of the natural breeding grounds without the expense, trouble and expert knowledge involved in artificial fish-culture. No one who knows anything about the actual facts of the case can doubt that attempts to carry on artificial fish-hatching have frequently been a total failure on account of lack of knowledge on the part of the operators. Unless qualified and experienced men are available it is better to rely upon the natural methods of propagation, and afford adequate protection to a sufficient number of parent fish, both when resorting to the spawning grounds and when actually engaged upon the breeding areas. There is, of course, an immense waste of eggs in natural spawning. Nature is prodigal in such matters, and has provided ample compensation in the production of a super-abundance of eggs and young, when there is no disturbance of the natural balance by man's interference. The vast armies of young fry produced by the most valued species of fishes, which are a familiar spectacle in our rivers, lakes and seas, are the natural safeguard against extermination. A mere fraction of these countless young fish will, as a rule, survive, but such a fraction is of sufficiently imposing dimensions to secure the continuance of the species. It has been a wise policy on the part of the Dominion government to combine fish-culture with efficient protection of the breeding fish on the spawning grounds. The hatcheries have thus been regarded, not as a substitute, but as a supplement to the natural methods of multiplication among the finny tribes.

That the public are alive to the great benefits of a wise and efficient system of scientific fish-breeding is evidenced, as I have already pointed out, in the widespread desire to see new hatching establishments built in localities more or less distant from those at present existing. An increased number of hatcheries implies greater results from the existing hatcheries. Four years ago I gave prominence in my report to the fact that every hatchery was bound to have good and bad seasons. By that is meant, as I explained in the report referred to, that the supply of breeding fish might be ample in some years, while in other years it might be altogether insufficient. There is no certainty in the abundance of parent fish which may be available for supplying eggs to the hatcheries. Even in seasons when female fish may be plentiful, the necessary number of male fish may be lacking, or the reverse may be the case, as indeed often occurs in salmon rivers, that the males are in excess of the female fish. These things are beyond control, but the evils may be overcome by relying upon an increased number of hatcheries, so that what is lacking in one hatchery may be supplied by another. A shortage of parent fish, and a defective supply of eggs, may be remedied by taking a larger number of fish at another hatchery, and securing an excess of eggs which can be transferred to the establishments requiring them. This has been the method so long adopted in the fish-culture operations under my supervision, that on the whole it may be said that the total failure of a hatchery for want of eggs in Canada has been a very rare occurrence. The present year, curiously enough, is an exception. The Fraser river hatchery, owing to a most remarkable shortage of parent salmon, was not in operation. Reliance had been placed by the officers in certain breeding localities which have rarely or never been known to seriously fail; but the lack of fish was so serious that the small quota of eggs, as the officer in charge reports, was such that it did not justify keeping the hatchery open, and in the statistical table the few thousand of eggs secured are not recorded.

The Gaspé hatchery was also not operated as it was intended to have the new building hastened in construction with a view to transferring a supply of eggs from another hatchery. It was not possible to have the new hatchery sufficiently advanced until the fall, when it began operations most successfully. A similar explanation applies to the Cape Breton establishment, and an extra supply of eggs was secured by my instructions to be sent from the Miramichi hatchery when the new Margaree building is ready to receive them. Of the Selkirk hatchery it may be said that while an ample supply of ova was reported by the officer lately in charge, these eggs did not do well during the process of incubation, and so serious was the proportion which failed to yield healthy normal fry, that the number planted was somewhat small in contrast to the very large output of former years.

SESSIONAL PAPER No. 22

This somewhat unsatisfactory record of the three establishments referred to is counterbalanced by the eleven other hatcheries which present a most interesting and successful season's record, six of them showing a most decided increase over the very large and satisfactory output of last year. Newcastle, Tadoussac, Restigouche, Miramichi and Bedford showing a surplus of fry planted amounting to no less than 3,146,000 over the year 1900. The output of fry, including lobsters, at the thirteen hatcheries in full operation, amounts to the enormous total of 203,540,000 which has been only exceeded in five previous seasons. This is 62,456,000 less, however, than last year, which was the highest on record since 1868, when fish-hatching under the department began, excepting the phenomenal year already mentioned on a prior page, when a little over 294,000,000 of fry were planted from the fourteen hatcheries in operation.

In addition to the ordinary system of planting fish in shape of young fry hatched from artificially incubated eggs, the department has aided in the spread of useful species by planting adult or half-grown fish. I referred to an important departure in this direction in my report last year, and the details of the work in connection with the Bay of Quinté black bass pond, may be found in the report of Mr. F. H. Cunningham, the Inspector of Fish Hatcheries. I have in many previous reports emphasized the difficulty of hatching black bass by the ordinary methods adopted in fish-breeding establishments. The use of jars, or of trays, or the adoption of other devices which ingenious fish-culturist have tried, inevitably result in too serious a loss of eggs to justify their continuance. Eggs must be kept scrupulously clean and well aerated, and sickly or dead eggs must be separated and removed. But this is practically impossible with glutinous eggs such as those of the black bass, hence I have advocated breeding ponds and inclosures where the parent fish can make their nests and rear and guard their young. I quote the following very apt remarks from the report of the Fish Culture Superintendent in the State of Wisconsin (1901), as it refers to certain features in black bass culture which deserve attention:—

‘The black bass, bullhead and catfish deposit their spawn and, unlike most other kinds, watch over it until it is hatched. When the young school rises, in the case of the black bass, the male fish guards and watches them, driving off all intruders that threaten to destroy his progeny.

‘Like all other spring spawning fish the black bass spawns in a rising temperature, and not until the water is above sixty degrees. After the spawning beds have been prepared, if there is a fall in the temperature of the water the bass will leave their beds and have been known in such a case to stay away from their spawning beds for several days or until there was a rise in the temperature of the water again.

‘The experience of fish culturists in trying to propagate them by artificial means teaches that the system to pursue in this work is to provide suitable breeding ponds where the bass can be under the constant observation of the person in charge of the work. The fish are permitted to spawn of their own volition and in their own way, though artificial nests have been provided in some instances. The Michigan Fish Commission find that they get better results from providing artificial nests or beds for the use of the bass in spawning. After the bass have spawned and the young are hatched, the parent fish are removed from the breeding ponds; but the young bass are permitted to remain until they are some two inches in length, when the water is drawn from the pond and the fish removed for planting in other waters.

‘The black bass are extremely predaceous at all ages, and no amount of food and painstaking care and attention will prevent them from devouring their smaller and weaker associates. They will persist in their cannibalism even under the exciting and unusual conditions attendant upon their transportation from the hatchery to distant waters for stocking purposes. On this account a large loss of young bass must always be expected by the fish culturist, for here the survival of the fittest, only, obtains.’

It is clear therefore that the scheme often urged by parties not possessed of practical and technical knowledge that these fish should be reared until they are half grown would defeat itself. Black bass should be shipped and planted as soon as possible after they begin to independently forage, and when the schools of fry about two inches long begin to disperse. This is the method I propose to carry out at the departmental pond.

FISH

STATEMENT showing the Places where and the Years in which the several Fish Establishment annually since they

Number.	YEAR.	ONTARIO.			QUEBEC.			
		Newcastle.	Sandwich.	Ottawa.	Magog.	Tadoussac.	Gaspé.	Restigouche.
		Fry.	Fry.	Fry.	Fry.	Fry.	Fry.	Fry.
1 1868-73...		1,070,000						
2 1874.....		350,000						100,000
3 1875.....		650,000				60,000	110,000	600,000
4 1876.....		700,000	8,000,000			150,000	50,000	300,000
5 1877.....		1,300,000	8,000,000			1,180,000	1,051,000	600,000
6 1878.....		2,605,000	20,000,000			707,000	650,000	1,015,000
7 1879.....		2,602,700	12,000,000			1,250,000	1,597,000	1,470,000
8 1880.....		1,923,000	13,500,000			1,155,000	730,000	1,500,000
9 1881.....		3,300,000	16,000,000		200,000	334,000	500,000	740,000
10 1882.....		4,841,000	44,000,000		975,000	660,000	530,000	1,400,000
11 1883.....		6,953,000	72,000,000		250,000	995,000	520,000	300,000
12 1884.....		8,800,000	37,000,000		100,000	985,000	859,000	940,000
13 1885.....		5,700,000	68,000,000		300,000	720,000	290,000	660,000
14 1886.....		6,451,000	57,000,000		1,400,000	1,627,000	576,000	1,380,000
15 1887.....		5,130,000	56,500,000		675,000	900,000	630,000	1,500,000
16 1888.....		8,076,000	56,000,000		3,475,000	850,000	800,000	1,720,000
17 1889.....		5,846,500	21,000,000		2,800,000	1,600,000	450,000	1,280,000
18 1890.....		7,736,000	52,000,000	5,732,000	2,875,000	1,700,000	805,000	2,396,000
19 1891.....		7,897,500	75,000,000	7,043,000	3,050,000	1,300,000	1,000,000	1,750,000
20 1892.....		4,823,000	44,500,000	4,909,000	2,400,000	624,000	965,000	1,240,000
21 1893.....		9,835,000	68,000,000	6,208,000	3,600,000	2,060,000	910,000	883,000
22 1894.....		6,000,000	47,000,000	4,480,000	2,035,000	1,975,000	850,000	1,080,000
23 1895.....		6,000,000	73,000,000	3,210,000	3,350,000	2,060,000	675,000	2,885,000
24 1896.....		5,200,000	61,000,000	3,950,000	3,400,000	2,500,000	300,000	1,250,000
25 1897.....		4,200,000	72,000,000	4,100,000	4,500,000	3,272,000	1,100,000	2,100,000
26 1898.....		4,325,000	71,000,000	3,020,000	3,100,000	2,200,000		1,135,000
27 1899.....		4,050,000	73,000,000	3,700,000	3,098,000	2,125,000		2,025,000
28 1900.....		5,175,000	90,000,000	3,450,000	3,099,000	1,400,000		1,125,000
29 1901.....		5,900,000	67,000,000	3,410,000	3,135,000	2,960,000		1,750,000
Totals..		136,450,200	1,282,500,000	53,213,000	48,177,000	37,349,000	15,949,000	35,124,000

SESSIONAL PAPER No. 22

CULTURE

Hatcheries have been erected ; also the number of fry distributed from each were built, including the year 1901.

NEW BRUNSWICK.		NOVA SCOTIA.			P. E. ISLAND.	BRITISH COLUMBIA	MANITOBA	TOTALS.	Number.
Miramichi	St. John River.	Bedford.	Sydney.	Lobster Hatchery, Bay View.	Dunk River.	Fraser River.	Selkirk.	Fry.	
Fry.	Fry.	Fry.	Fry.	Fry.	Fry.	Fry.	Fry.	Fry.	
								1,070,000	1
60,000								510,000	2
150,000								1,570,000	3
60,000		395,000						9,655,000	4
320,000		1,000,000						13,451,000	5
665,000		1,400,000						27,042,000	6
1,025,000		1,740,000						21,684,700	7
805,000	170,600	730,000			500,000			21,013,000	8
770,000	50,000	680,000			375,000			22,949,000	9
640,000	588,000	850,000	315,000		1,000,000			55,859,000	10
925,000	72,600	800,000	659,000		1,210,000			83,784,600	11
795,000	811,000	1,009,000	853,000		1,000,000			53,143,000	12
900,000	155,000	670,000	772,000		1,100,000	1,800,000		81,067,000	13
945,000	2,181,000	950,000	1,179,000		400,000	2,625,000		76,724,000	14
900,000	2,479,000	4,230,000	1,415,000		500,000	4,414,000		79,273,000	15
1,290,000	4,142,000	4,390,000	1,559,000			5,807,000		88,109,000	16
850,000	3,570,000	3,850,000	2,034,000			4,419,000		47,700,000	17
1,022,000	3,492,000	3,860,000	1,953,000			6,640,000		90,213,000	18
1,503,000	3,165,000	2,550,000	1,000,000	7,000,000		3,603,800		115,772,300	19
1,310,000	2,378,000	2,620,000	690,000	63,500,000		6,000,000		135,959,500	20
975,000	3,299,000	3,180,000		153,600,000		5,764,000		258,314,000	21
1,010,000	4,096,000	3,805,000	288,000	160,000,000		7,800,000	14,500,000	254,919,000	22
1,200,000	4,060,000	3,815,000	195,000	168,200,000		6,390,000	19,000,000	294,040,000	23
1,430,000	4,068,000	4,225,000	243,500	100,000,000		10,393,000	4,500,000	202,459,500	24
1,538,000	4,155,000	5,450,000	496,000	90,000,000		5,928,000		198,859,000	25
1,537,000	3,290,000	3,000,000		85,000,000		5,850,000	9,000,000	192,477,000	26
1,605,000	3,980,000	4,025,000		100,000,000		4,742,000	20,000,000	222,350,000	27
1,620,000	3,957,000	3,970,000		120,000,000		6,200,000	32,000,000	265,996,000	28
1,800,000	3,605,000	3,980,000		110,000,000				203,540,000	29
27,690,000	57,764,200	67,175,000	13,652,500	1,157,300,000	6,145,000	88,375,800	99,000,000	3,119,704,200	

The completion of this pond, and the steps taken to secure supplies of black bass for transplantation, rendered possible the important scheme for introducing this valuable game fish into British Columbia, a brief résumé of which I give on a subsequent page. Additional details of this trans-continental shipment are given in Mr. Cunningham's report. It may also be added that arrangements have been made for planting adult fish in certain lakes in the North-west Territories and in Nova Scotia, and in response to very urgent requests other projects of this nature are contemplated.

Apart from this subsidiary fish culture work, the ordinary operations in the various hatcheries are given in tabulated form, as below:—

No.	Number of Hatchery.	Number of Fry distributed.	Number of Eggs sent to other Hatcheries.	Number of Eggs received from other Hatcheries.	Species.
1	Bedford, N.S.	780,000			Atlantic salmon.
	"	3,200,000		3,400,000	Lake whitefish.
2	Bay View, N.S.	110,000,000			Lobsters.
3	Sydney, N.S.				
4	Dunk river, P.E.I.				
5	St. John river, N.B.	805,000			Atlantic salmon.
	"	2,800,000		3,000,000	Lake whitefish.
6	Miramichi, N.B.	1,800,000		250,000	Atlantic salmon.
7	Restigouche, N.B.	1,750,000	450,000		" "
8	Gaspé, P.Q.				
9	Tadoussac, P.Q.	2,960,000	200,000		" "
10	Magog, P.Q.	2,950,000		3,000,000	Lake whitefish.
	"	150,000		150,000	Great lake trout.
	"	35,000			Speckled trout.
11	Newcastle, Ont.	3,250,000		3,500,000	Lake whitefish.
	"	1,650,000	1,400,000		Great lake trout.
12	Sandwich, Ont.	67,000,000	15,500,000		Lake whitefish.
13	Ottawa, Ont.	2,350,000		3,000,000	" "
	"	1,060,000		1,250,000	Great lake trout.
14	Fraser river, B.C.				
15	Selkirk, Man.				
	Totals	203,540,000	17,550,000	17,550,000	

In my next annual report I anticipate being in a position to record the active and successful operation of the two new hatcheries in Cape Breton (North-east Margaree) and in British Columbia (Skeena River). The new Gaspé and Granite Creek, B.C., establishments are already at work, and each will be able to distribute in spring a substantial output of fry, Atlantic salmon in one case and Pacific salmon in the other case.

An important experiment, following up an initial attempt at transporting black bass (in 1895) to the Pacific coast, was made this year under the immediate charge of Mr. F. H. Cunningham, with the assistance of Mr. Wm. Parker and Mr. F. McCargar. In response to requests, which were repeated year after year for several years, the onerous task was undertaken of shipping a large quantity of black bass from Ontario to the Pacific coast. No less than seven points of distribution were decided upon, and in order to relieve the arduous labours of the officers accompanying the shipment, the local parties at each point arranged to await the train and to take over their quota of black bass, with the object of immediately planting them in the waters approved by the department. A special express car was fitted up with barrels, and an elaborate mechanical aeration system, and supplies of ice and fresh water were arranged for at appropriate points in the journey from Ottawa to Vancouver and Victoria. It had been arranged that the special car should be attached to the Imperial Limited train on October 1, but it was not found possible to start until October 2. The C.P.R. agents at the various stopping places were fully instructed by the kindness of the railway authorities to render every assistance, and Mr. H. B. Spencer, of Ottawa, personally

SESSIONAL PAPER No. 22

took an interest in the arrangements, while the Dominion Express Company actively took steps to hasten the project, and the Ottawa agent, Mr. W. A. Clark, spared no pains in seeing that the car was ready and duly forwarded from the bass ponds to Ottawa, where it was attached to the C.P.R. train for British Columbia. The first quota of black bass fry was put off at Crane lake on the third day of the journey. The young bass were active and lively when handed to the care of Mr. D. H. Andrews, Crane Lake, and no doubt in these waters of the North-west Territories, about seventy miles east of Dunmore, they will establish themselves. Calgary was the next point decided upon to hand over a portion of the fry to the agent of Mrs. Westhead, of Buffalo Lake Ranch, near Lacomb, N.W.T. Unfortunately Mr. Willett, the agent, did not receive my wire in time to have all prepared, and the fry could not be left for the Lacombe waters. On Friday, October 5, a third shipment was to be put off at Banff for the waters of the National Rocky Mountains Park. Mr. Howard Douglas, superintendent of the park, had due preparations made, and the bass were safely handed over and successfully planted in the waters approved by this department. As in the case of the quota for waters between Calgary and Edmonton, so in the case of the barrels destined for Windermere Lake, North-east Kootenay, the wire and detailed letter addressed to Mr. Montizambert, who had made every exertion to secure an apportionment of the fry and was prepared to personally see to the reception of the fish, did not arrive in time, and as no arrangements had been made at the stopping place, viz.: Golden, B.C., the fish had to be carried further west. At Revelstoke, on the night of October 4, parties in Cascade City, B.C., had completed arrangements for receiving a quantity of fry for Christina Lake, to be planted in a suitable part of the lake near Robson. For some years Mr. Angus K. Stewart, of Greenwood, had urged this step, and Mr. G. C. Rose, secretary of the board of trade, also favoured the proposal, while Mr. R. E. Thicknesse, of Cascade City, B.C., actively aided in securing the promise of a portion of the black bass shipment. Thanks to these exertions and the capital arrangements made, the fish were successfully planted in Christina Lake. One or two subsidiary deposits of black bass had been contemplated, but could not be carried out, and the fish that still remained were carried to the terminus of Vancouver, taken by steamer across the Straits of Georgia to Victoria, where, in charge of Mr. C. B. Sword, inspector of fisheries, they were placed in a healthy and vigorous condition in suitable lakes near Victoria on Saturday and Sunday, October 5 and 6. This remarkable and somewhat hazardous project was thus carried through to a successful termination, and while involving constant attention, and most exacting and laborious work on the part of the officers in charge of the fish, it establishes beyond doubt the feasibility of transcontinental shipments of this nature. It is necessary to add that the planting of a large quantity of fine healthy fish of a species famed for its game and table qualities, excited the liveliest interest, and was viewed with satisfaction and delight at every point where the various quotas were put off for immediate planting. The waters decided upon were all suitable, and sufficiently isolated to avoid risks of harm. The indiscriminate planting of so strong and voracious a fish as the black bass might have most undesirable and ruinous results. I have in another report dealt with the question of stocking waters with rapacious fish and its attendant dangers, but the details of the foregoing scheme had my most careful and strict attention, so that no fear of danger may be apprehended. That success and widespread satisfaction attended the carrying out of the project is proof of its wisdom and utility. The waters of the west which are suitable will be ere long well stocked, there can be no doubt, with the esteemed and valuable black bass of Eastern Canada.

Considering the very limited appropriation which has hitherto sufficed to carry on fish culture work, it is surprising how much has been accomplished, but the urgent demands for its extension, for the carrying out of new stocking projects, and the adoption of schemes for introducing eastern species into western waters, can only be met by a largely increased expenditure, which will be amply justified by vaster benefits to the public.

I have the honour to be,

Your obedient servant,

EDWARD E. PRINCE,

Commissioner of Fisheries and General Inspector of Fisheries for Canada.

ANNEX A.

OTTAWA, December 31, 1901.

Professor E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit this my first annual report as Inspector of Fish Hatcheries for the Dominion of Canada. During the year I have visited nearly all the hatcheries in the Dominion, and beg to report as follows:—

The system in vogue at the various establishments has been fully explained year after year in the annual reports of the department, so that a repetition seems hardly necessary, but a short description may not be out of place.

The hatchery, situated on the Detroit river, at Sandwich, Ontario, is devoted exclusively to the hatching of whitefish, the parent fish being caught by the department's officers by means of seines, during the month of November, whilst ascending the river to the natural spawning grounds of Lake St. Clair. These fish are confined in crates until ready for spawning, after which they are liberated, and find their way back to Lake Erie.

There appears to be, in some cases, a diversity of opinion as to the advisability of returning these parent fish to the water, it being considered that they should be disposed of; but as the aim of the department in spending large sums of money every year is for the purpose of increasing the supply of fish, and not decreasing it, it would appear that this very aim should be a sufficient reason for the department's policy in connection with the management of this establishment. The year's operations have been very successful, and the work of the government is appreciated.

The past season's work at the salmon-trout hatchery, situated at Newcastle, Ontario, is very gratifying. A larger percentage of eggs were hatched than usual, and the general management of the operations is a credit to the officer in charge.

The parent fish are caught in the department's pound-nets operating at Wiarton, on the Georgian Bay, and after being stripped the fish are returned to the water.

The hatchery at Ottawa, which also receives its quota of eggs from the fish caught at Wiarton, is filling the double role of exhibition and replenishing. The hatchery room is visited by large numbers of interested visitors every year, and affords the public a means of seeing something of the art of fish culture, and gives a general idea of the work performed at the various hatching establishments. This hatchery has been of great value to the waters adjacent to Ottawa. As an instance, I may mention the favourite resort of Charleston lake, which affords a splendid illustration of the department's operations.

We now come to the Salmon hatcheries of the lower provinces. On the Restigouche river, at Flatlands, New Brunswick, is situated the most important and successful salmon hatchery. This is a new building, and has a capacity of 1,700,000 eggs. The parent fish are caught in the department's nets, operated under the supervision of the officer in charge of the hatchery. These fish are nearly all caught during the month of June, and are confined in a retaining pond until ready for spawning, which is about the middle of October, after which they are released. The department's property shows evidence of great care, and the general management is perfectly satisfactory.

At the salmon hatchery situated at South Esk, on the Miramichi river, the operations are conducted in the same manner as at Restigouche. The past season has been very successful. The building is old; but during the year considerable repairs have been effected, so that everything pertaining to this establishment is in better running order than for many years.

SESSIONAL PAPER No. 22

The salmon hatcheries situated at Grand Falls, New Brunswick, and Bedford, Nova Scotia, are supplied with eggs obtained from fish confined in a salt water pond, located at Carleton, opposite the city of St. John. The fish are purchased from *bona fide* fishermen, and confined in this pond until ready for spawning operations in the fall. At this point I think I may say the department has adopted a policy that meets with general satisfaction. The fish are caught by the actual fishermen, and if not purchased by the department, would be placed on the market; but owing to the present policy, they are a means of increasing their species, and by being returned to the water, afford a second source of revenue to the fishermen. Both the hatcheries mentioned above are conducted satisfactorily. The grounds surrounding the Bedford hatchery are kept very neatly by the officer in charge, and being in full view of the railway, very complimentary remarks have been made on the general appearance of this establishment.

A new salmon hatchery has also just been completed on the Margaree river, Inverness county, Nova Scotia. The site is one of the best, as fresh water is in abundance, and the parent fish can be captured right on the spot. A supply of semi hatched eggs will be laid down during the current season. A small house has also been erected on the grounds for the accommodation of the officer in charge.

At Tadoussac the salmon hatchery is doing good work. During the year the road passing the government property has been repaired by the department, which was a much needed improvement to the hatchery. The operations are conducted in the same way as at Miramichi and Restigouche, the fry being distributed in the Saguenay and other adjacent waters.

The department has also a small hatchery at Magog, Quebec, in which salmon-trout and whitefish are hatched, the eggs being supplied by the Newcastle and Sandwich hatcheries. This fall a small quantity of speckled trout eggs have been laid down, and are reported to be doing well. This hatchery has been of great service to lake Memphremagog.

The whitefish hatchery in Manitoba, situated at Selkirk, has not for the past few years been a success. Last season only a small percentage of the eggs were hatched out. The failure is due to several causes, one of which is the system of capturing parent fish by means of gill nets; and again, the water supplying the hatchery is taken from the Red river, which is none of the best; but the principal cause appears to have been the unripe condition of the eggs when laid down. This year a supply of eggs has been sent from the Detroit river, and were laid down in the hatchery in splendid condition, so that it is hoped better results will be reported next year.

The operations at the lobster hatchery, situated at Bay View, Nova Scotia, have again been very successful. During the past summer, the wharf, which has given considerable trouble, has been thoroughly repaired.

A fresh water well has also been supplied, which should obviate, to a large extent, the past difficulty of supplying fresh water for the boiler.

At Gaspé Basin, Quebec, the new combined salmon and lobster hatchery is about completed. This is one of the finest buildings owned by the department for fish cultural purposes, and should be the means of replenishing the lobster fishery on the Gaspé coast.

In British Columbia a large salmon hatchery has just been completed at Granite creek, and reports of the first season's operations are very encouraging.

I cannot close this report without referring to a new departure by the department, viz., the hatching of the small-mouthed black bass. For many years the department has been pressed to take up the hatching of sporting fish, and last year an experiment was tried by which parent bass were confined in a suitable pond and allowed to hatch naturally. This pond, situated on the Bay of Quinté, is about 100 feet square, and will provide spawning surface for about fifty parent fish. The water, which is cold and clear, is led to the pond from never-failing springs. The bottom of the pond descends by ledges, so that the depth of the water will vary from four inches in the shallow parts, to five feet at the deepest point. Last year a quantity of parent bass were placed in the pond and the results were very satisfactory. The establishing of this pond enabled the department to comply with the long standing and annual request of the residents of British Columbia and the North-west Territories for a supply of black bass.

1-2 EDWARD VII., A. 1902

The necessary authority having been obtained, a car was specially fitted in Ottawa and taken to Belleville, where the young bass, to the number of 3,000, were placed in barrels arranged to receive them. The actual trip commenced on Tuesday, October 1, and ended at Victoria the following Sunday. It is not necessary to enter into the details of this hard and anxious trip. It is sufficient to say that it was successful beyond all expectations. The actual loss did not exceed 100 fish from start to finish.

I would urge very strongly the necessity for an extension of the department's fish-breeding operations. It is true great strides in the way of additional buildings have been made during the past three or four years, but there is still a cry for a large establishment on the great lakes, which is worthy of favourable consideration.

Under the present policy of our hatching operations being confined to certain commercial fish, the hatcheries are idle for some months in the year, and I would suggest that the hatching of sturgeon, pickerel, gray and speckled trout might be favourably considered.

I may say in closing that the department has every reason to be satisfied with the efficient condition of the hatchery buildings and with the fish-breeding operations during the past year. Of course, the expense has been heavier than usual ; but good work has been done, and it is expected that results will be far in excess of the expenditure.

Respectfully submitted,

F. H. CUNNINGHAM,
Dominion Inspector of Fish Hatcheries.

SESSIONAL PAPER No. 22

ANNEX B.

OFFICERS' REPORTS.

1.—GRANITE CREEK HATCHERY, SHUSHWAP LAKE, B. C.

NEW WESTMINSTER, B.C., December 27, 1901.

Professor E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to report in regard to the various hatcheries in British Columbia that since my last report the new hatchery at Granite Creek, Shushwap Lake has been completed and is in operation for the present season. There has also been another hatchery built on the Lac Else River a tributary of the Skeena in Northern British Columbia, which, however, has not yet been completed, but should be ready in time for next season.

This building is 72 feet long and 24 feet wide with 14 feet walls, and has 50 hatching troughs 16 feet long.

Owing to the inaccessibility of the location the cost of this building will considerably exceed the original estimate, and the operating expenses will also be greater than would otherwise be the case.

With regard to the Fraser River Hatchery at Bon Accord, for the season 1900-1901; as I reported to you on November 26, 1900, we were unable to secure sufficient ova to justify the expense of running the hatchery that season, and I have consequently little to report in regard to last season. The few eggs that were secured were placed in a suitable place to develop naturally.

Conditions this season were the very reverse. There has been a phenomenal run of salmon in the Fraser River and we have had no difficulty in securing an ample supply of ova for the hatchery. Owing to a misunderstanding between the workers at the spawning beds and the receiver at the hatchery we had over 10,000,000 ova in the hatching troughs, 4,000,000 more than had proved to be the capacity of the hatchery, but by cutting the troughs in two, and making a drop from the first to the second half we were able to reerate the water and so increase the capacity of the troughs by being able to put the baskets closer together. The eggs of which there are now 9,500,000 in good condition in the troughs are looking well, and, while such a number of fry could not safely be carried in the troughs, even in their improved condition, we have provided ponds outside which will accomodate the surplus we have not room for in the building. I have every reason to hope that we will have an output this year, exceeding by 60 per cent any previous record.

Granite Creek Hatchery.

This hatchery was completed in February, 1901, and has since been under the charge of Mr. Roxburgh, formerly in charge of the hatchery at Bon Accord. He has been kept busy getting everything in order for the work, and notwithstanding the difficulties incidental to a new enterprise has been successful in getting in a good supply of ova. There have, however, been many unforeseen drawbacks. The water of the creek which seemed to the eye to be pure, was found, when turned into the troughs to carry with it a great deal of slimy sediment which proved to be a great fungus breeder, and gave great trouble. The eggs unexpectedly proved to be smaller than those of the sockeye taken at Morris Creek, and a good many were lost through passing through the meshes of the baskets. There were also a great many dead eggs in the female fish when

spawned a number out of all proportion to our experience at Morris Creek. This increased the work of picking enormously, and the staff available were unable for some time to catch up with the work thus entailing further loss.

The total number of eggs placed in the hatchery is estimated by Mr. Roxburgh at 11,000,000, reduced to 8,000,000 after the baskets had been thoroughly cleared of the dead eggs. A large number of these were dead when taken from the fish, the balance being accounted for by the lack of a sufficient number of pickers to get the baskets cleared of the dead eggs before the fungus started.

The first eggs were put into the hatchery on the 27th August, the final consignment being received on the 22nd September.

The first fish hatched on the 23rd October, in 56 days, the balance from 56 to 62 days. This is much sooner than our experience at Bon Accord, probably accounted for by the higher temperature prevalent when the eggs were in the troughs. I regret that from the record of temperatures having been omitted at the beginning of the season I cannot give the exact average.

There have already been 1,500,000 matured fry planted out, and the balance will be ready to put out in five or six weeks.

1,000,000 eggs were shipped to Tasmania on September 17 in care of Mr. Morton an officer of the Tasmanian government who writes me from Hobart Town on November 2, that he had arrived there a week before and found about 50 per cent of the eggs in good condition, which, taking all the circumstances into consideration he considered a very satisfactory result.

528,000 eggs for New Zealand were shipped to San Francisco on October 12, in care of Mr. Robinson, from this office, and he was able to hand them over there to Mr. Lambson, the United States Superintendent in California who was to accompany them to New Zealand, in a very satisfactory condition.

Rivers Inlet.

As the various canners at Rivers' Inlet are very anxious to have a hatchery established there, even should it be at their own expense, I sent Mr. Williams who has been acting for several seasons as Fishery Guardian there, to examine, at the close of the season, Oweekeena Lake when the salmon were spawning, with a view to reporting on the best site for the required hatchery. His report on this subject has already been forwarded to you.

During the present year a sum of \$300 has been expended in removing obstacles to the ascent of the salmon in the Courtenay River, Comox, Vancouver Island; a further sum of \$100 being required to complete the work satisfactorily.

The work contemplated on the North Fork of the Quesnelle River in Cariboo, with the same object, has not yet been done as it would cost considerably more than the \$450 authorized.

There are many other places throughout the country where moderate expenditures in this direction would be of great advantage.

I have the honour to remain, sir,
Your obedient servant,

C. B. SWORD,
Inspector of Fisheries.

2.—BEDFORD HATCHERY, NOVA SCOTIA.

BEDFORD, N.S., December 6, 1901.

Prof. E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I beg to submit a report of the operations at the Bedford hatchery for the season of 1901.

Eggs were received from the following named places, and laid down in the troughs :

November, 1900, Carleton, N.B., 600,000 salmon.
March, 1900, Sandwich, Ont., 3,200,000 whitefish.
April, 1900, Restigouche, N.B., 200,000 salmon.

These were hatched and delivered as follows :—

Whitefish.

Brazil lake, Yarmouth County, N.S.	500,000
Paradise lake, Annapolis County, N.S.	500,000
McPherson's Lake, Pictou County, N.S.	500,000
Lochabar lake, Antigonish County, N.S.	500,000
William's Lake, Halifax County, N.S.	200,000
Lake Au Law, Inverness County, N.S.	1,000,000
Total	3,200,000

Salmon.

Nine Mile river, Halifax County, N.S.	60,000
Pennant river, Halifax County, N.S.	60,000
Rawdon river, Halifax County, N.S.	50,000
Sackville river, Halifax County, N.S.	50,000
Cornwallis river, King's County, N.S.	60,000
Gaspereaux river, King's County, N.S.	60,000
Annapolis river, Annapolis County, N.S.	60,000
Carribou river, Pictou County, N.S.	60,000
Murray river, Prince Edward Island	50,000
Bell river, Prince Edward Island	50,000
Morrell river, Prince Edward Island	50,000
Cole Harbour river, Guysboro County, N.S.	60,000
Goshen lake, Guysboro County, N.S.	60,000
New Horton lake, Albert County, N.B.	50,000
Total	780,000

About June 20, 1900, some four dozen rainbow trout were caught in one of the lakes near Bedford. The average size and weight of these fish were, length 14 inches, weight 1 lb. 8 oz. each. The fry were planted from this hatchery in June 1899, which proves that the rainbow trout grow rapidly.

I regret to say that many of the fry planted by the Halifax fishing clubs were lost. About 40,000 were placed in Chocolate lake, which was afterwards drained for the purpose of constructing a dam, and all the fry either went to sea or were allowed to perish on the dry bottom of the lake.

Another lot of 4,000 placed in a public lake, which has a large outlet to the sea, appear to have gone out as none have been seen this season.

Rainbow trout should only be planted in land locked lakes, or streams between lakes having no large outlets, and great care should be taken not to grant applications for fry to be planted in any unsuitable waters.

During the past season large quantities of salmon were seen in Bedford basin; the quantity seems to increase every year. Many small fish of 3 lb. and 4 lb. weight were caught in mackerel nets. I do not know of any salmon nets having been set in the basin this year.

During the heavy freshet of April last considerable damage was done to the mill flume from which the water supply is drawn for this hatchery, and in August last while the water was low in the river I had the flume thoroughly repaired with a good stone floor. (the old one was constructed of wood.) It should now last for many years.

A new supply trough has been put into the hatchery to take the place of the old one, which was so old and tender that it was past repairing.

I am, sir,

Your obedient servant,

ALFRED OGDEN.

3.—ST. JOHN RIVER HATCHERY, NEW BRUNSWICK.

GRAND FALLS, N.B., December 27, 1901.

PROF. EDWARD E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR.—I respectfully beg to submit my annual report on the operations and the work done and performed at the above named hatchery, under my supervision, for the year 1901.

It may not be necessary for me to again refer to the number of fish eggs that were laid down in this hatchery last year, as they were all mentioned in my report for the year 1900, all the ova in the house last year did remarkably well during the winter and hatched out a fair percentage of young fry last spring.

The following distribution of the fry was made during the summer in a very satisfactory manner, with very slight loss of fry, as follows:—

Whitefish Fry.

Harvey lake, York County	320,000
Lake George "	320,000
Lake Yohoe "	320,000
Oromocto lake "	320,000
Baldhead lake "	320,000
Foster lake "	320,000
Long lake, Victoria	240,000
Baulieu pond "	240,000
Pond at the hatchery, Victoria	400,000
	—————2,800,000

SESSIONAL PAPER No. 22

Salmon Fry.

St. Croix river, Charlotte County.....	120,000	
Skiff lake, Carleton County.....	120,000	
Tobique river, Victoria County.	120,000	
Butler lake, King's County.	40,000	
Salmon river, Victoria County.	80,000	
St. John river and Rapide des Femmes Brook	325,000	
		805,000
Grand total		<u>3,605,000</u>

Soon after we finished planting the fry, we had the house overhauled and the necessary painting and varnishing done, and some necessary repairs about the hatchery were made, viz. : a new platform and steps at the hatchery door, and a new wastewater aqueduct was put in extending from the penstock to the outside of the building, some eighty feet long, also some other slight repairs were made. It may be necessary next summer to make some little repairs in the hatchery room floor, the interior of the hatching room requires to be whitewashed, the window facings and all the cornishing around the whole building is sadly in need of painting, and I would respectfully request you to have it ordered to be done during next summer.

On the 28th October last, we went to Carleton, St. John west, to strip the salmon that were in the pond, there was a large quantity in the retaining pond but they were scarcely sufficiently ripe when we arrived, Mr. Alexander Mowat was on hand as usual and rendered good assistance in stripping the fish ; in fact Mr. Mowat and myself did the principal part of the work. I have no record of the number of salmon that were manipulated nor the quantity of the eggs obtained, as Mr. O'Brien seemed to take charge of all that.

I got about 1,400,000 eggs for my share, they are looking quite healthy at present, there is considerable bad amongst them, but we are getting them pretty well cleaned out ; I am anticipating a good percentage of young fry next summer. Salmon have been quite plentiful in the St. John river the past season, and it is generally conceded that the artificial hatching of salmon is the principal and only means of keeping up the supply in our rivers, notwithstanding the excessive fishing, both legal and poaching. The Superintendent of the Tobique River Salmon Club kindly furnished me with a report from their preserve; he states that the low water in the river prevented in a great measure the salmon from ascending the stream to their spawning grounds; he says the young smolts are very plentiful in the Tobique waters. The number caught by the members of the club was 193 salmon and 16 grilse, sixteen of the salmon weighed 20 pounds each and over. The members passed a new by-law prohibiting any member catching any more than a certain number of salmon in each and every year on the spawning grounds thereby offering a greater facility for propagation.

It is regrettable that the salmon in the main St. John river could not be better protected. I am informed that the poachers slaughter them continually.

All of the foregoing respectfully submitted.

I am, sir, your obedient servant,

CHARLES McCLUSKEY,
Officer in Charge.

4.—MIRAMICHI HATCHERY, NEW BRUNSWICK.

SOUTH ESK, N.B., December 30, 1901.

PROF. EDWARD E. PRINCE,
 Dominion Commissioner of Fisheries,
 Ottawa.

SIR.—I have the honour to present the annual report upon the operations at this hatchery during the year 1901.

The results have been highly satisfactory, as a large number of fry were distributed in the Miramichi waters, and the supply of ova now in the hatching troughs considerably exceeds any number previously placed in this hatchery.

Referring to my last annual report, it will be seen that the number of ova in the hatchery in the autumn of 1900 was 1,620,000. In addition to that number, 250,000 were received from the Restigouche hatchery during the month of March, making a total of 1,870,000. The approximate loss during the period of hatching was 70,000, leaving a balance of 1,800,000 fry for distribution. This number was successfully planted in the following streams:—

North-west Miramichi river and tributaries, Restigouche fry	230,000
North-west Miramichi river and tributaries, Miramichi fry	400,000
Main south-west Miramichi river, Miramichi fry	200,000
Little south-west Miramichi river "	500,000
Sevogle river, Miramichi fry	260,000
Renous river "	125,000
Stewart's brook "	20,000
Salmon river and Trout brook, King's Co., N.B.	50,000
Warren's Pond, Kensington, P.E.I.	15,000
Total	<u>1,800,000</u>

The fry were distributed without any loss, and on every stream the most suitable localities were selected. The application of Mr. A. H. Love, of Kensington, P.E.I., was not filled, as the applicant failed to meet the fry at Summerside, or leave instructions regarding them, therefore, they were planted in Warren's Pond, where a small lot were also planted the year previous. The fishermen and anglers were much pleased with the manner in which this large number of fry were distributed, and the hatchery was visited by quite a large number of these gentlemen during the time of distribution

Repairs.

After the work of planting the fry was completed, the repairing of the hatchery and putting in a new supply pipe was commenced. Upon examination it was found that the greater part of the foundation and floor of the building were completely decayed. All the old underwork was, therefore, removed and replaced with new sills, joists and flooring. The walls of the building were also decayed, and it was found necessary to replace the posts and studding, as well as the posts that support the upper flat. The plaster which had become loosened by the dampness, was entirely removed,

SESSIONAL PAPER No. 22

and the walls covered with matched boards instead, which greatly improves the appearance of the hatching room, and also makes the building much warmer. As it was necessary to remove all the hatching troughs when repairing the floors and underwork, it was found that very few of them were fit for any further service, as they were badly decayed and worn out—therefore, a complete new outfit of troughs, waste tanks and pipes was put in. The supply tank was also repaired and strengthened, and the arrangement for conducting the water from the building was much improved. The whole interior, including walls, tanks, troughs and posts, was painted, and the inside of the troughs and the other fittings thoroughly varnished. On the whole, the hatching rooms and appliances are greatly improved in appearance and every other way.

After completing the interior of the hatchery, the old wooden pipes that conducted the water from the supply dam, were taken up and replaced with an eight inch terra cotta pipe. Formerly four three inch wooden pipes gave the supply, and as they were continually leaking, were a great source of trouble and expense. The work of putting down the new pipe was very difficult owing to the nature of the earth through which it is laid. The drain was continually filling with quick sand and water, which caused the work to proceed much more slowly than if ordinary conditions were met with. However, this new pipe is a great improvement on the old system and there is now a much larger supply of water than was given by the arrangement formerly used.

Besides the repairs and improvements to the hatchery and the laying of the new supply pipe, considerable other work was performed on the outside appliances. The bottom of the supply pond was dredged, the dam strengthened and the embankments built up with earth and gravel about two and a half feet higher to prevent the water flowing over during the spring freshets. Considerable repairs were also put upon the retaining pond and dam. Several new pontoons for carrying parent fish were built, and also a scow about thirty feet long, for towing purposes. Altogether the hatchery and appliances were thoroughly overhauled and repaired, and everything put in as good running order as possible. Next year it will be necessary to expend a small amount on the outside of the building and surroundings. The front of the house will require painting and the fences about the place will have to be replaced with new ones.

Procuring Parent Salmon.

Operations for procuring the parent fish were commenced on September 16, and on the 18th the first fish were netted. Fishing was continued from that date until October 14. The actual time the nets were in operation was only twenty-one days, and during that time 516 salmon were taken. This is the largest catch of fish ever made for this hatchery in the same length of time. Of this number eighty-three females and forty-four males were taken in the set net on the Little South-west Miramichi, and 241 females and 148 males were obtained by seining in the pools on the North-west Miramichi. This made the total number placed in the retaining pond amount to 324 females and 192 males.

Collection of Ova.

On October 24, the work of stripping the parent fish commenced. Previous to that date sixteen of the females were liberated, leaving a balance of 308. The collection of ova continued until October 30, when it was found that the fish still remaining in the pond were nearly all unripe. These were allowed to remain until November 4. In the meantime the assistant officer proceeded to Carleton pond, at St. John, to assist the other officers there, returning on November 3 with a shipment of 402,000 ova, for this hatchery. The manipulation of the fish remaining in the pond here, was then continued and completed on November 8, the total number of ova collected from the 308 fish being 1,951,000. After these were all placed in the hatchery and the seasons operations closed, instructions were received to take charge of a shipment of ova that was intended for the new hatchery at Margaree, C.B., but as that hatchery was not yet in readiness for their reception, they were transferred here, and placed in the hatching troughs by

1-2 EDWARD VII., A. 1902

the assistant officer. This makes a total number of 2,908,000 ova, now in the hatchery. This is the largest number of ova ever carried here, but I feel confident that they can be safely cared for until the proper time for removal to Margaree arrives. Then fully a million can be transferred from here to the new hatchery.

In conclusion, I may say that the operations during the past year have been very successful, and a large output of fry may be looked forward to next year.

I am, sir,
Your obedient servant,

ISAAC SHEASGREEN.

5—RESTIGOUCHE HATCHERY.

FLATLANDS, N.B., December 22, 1901.

Professor E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I beg to submit the following report in connection with the operations at the Restigouche Hatchery, during the past year, 1901.

I am much pleased to be able to state that great success has attended every branch of the work.

Some one million two hundred and ten thousand healthy, beautiful fry were distributed in the Restigouche river and its tributaries, by the usual method of the floating crates. In addition to these, five hundred and fifty thousand semi-hatched eggs and fry, were transferred to the Nepisiguit river, and Miramichi and Bedford hatcheries, making a grand total of one million seven hundred and fifty thousand fry and live eggs, nursed and sent out from this hatchery during the past season.

The time of distributing the fry from the new hatchery, is fully ten days later than was the case at the old Dee Side. This is caused by the cold spring supply brook taking its course almost entirely through forest, the snow is later in melting, consequently, advantageous to the planting of the fry, as the freshets, &c., are over.

The season was most favourable for the setting of the government nets and capture of parent fish. One net took salmon as early as May 24, and the other on June 1. The retaining pond was at once made ready for the reception of the fish, and by July 10, both nets had taken three hundred and seventy-five very large salmon. As these were considered ample for the stocking of the hatchery, the nets were taken out a month before the season closed, and the men discharged. Another hundred salmon could have been easily taken, if required, as the licensed netters lower down took a great many fish after the government nets were taken up.

The gathering of the fish together took place on October 18, when the males were selected and separated from the females, and the work of collecting the eggs began on October 20, and continued until November 10. Three hundred and seventy fish were manipulated—two hundred and thirty females and one hundred and forty males—yielding two million three hundred and ten thousand eggs. These were packed in the hatchery trays and conveyed to the nursery by scow, and are in grand condition. The parent fish were again liberated and looked well.

On October 28, in obedience to your instructions, I proceeded to St. John to assist in collecting the eggs at the Carleton pond. We handled upwards of 1,200 salmon, two-thirds females, yielding nearly 5,000,000 of beautiful eggs. After all the other hatcheries were given a full supply, a surplus of 700,000 still remained and were ordered to Restigouche, which I brought with me. These eggs are in perfect condition, and give the Restigouche hatchery a grand total of 3,010,000 at the present time.

SESSIONAL PAPER No. 22

The parent fish at the Carleton pond were in fine condition, and I can only repeat my former statement, viz., that there are no finer salmon than the St. John river salmon, and no better place in the world for impounding parent salmon than the Carleton pond. The facilities for getting the fish are all which can be desired. Fancy being able to purchase 1,200 salmon from a few weirs in the harbour, half a mile distant from the pond. Who can estimate the value or results of such a scheme? Here are 1,200 salmon yielding 5,000,000 of eggs, out of which eighty per cent of living fish are turned into the various rivers, throughout a large portion of the eastern part of the Dominion.

The capture of ample supplies of parent fish is the most difficult and essential question with which we have to deal, and the success or failure of any given hatchery, must necessarily depend and be governed by the supplies of stock fish secured for it. It is not always convenient or possible to purchase supplies of stock fish, hence the great value of the Carleton pond.

We have in times past experienced some difficulty, in obtaining supplies of fish at the Restigouche hatchery. But by the purchase of certain licensed nets and the careful handling of the fish by our own employees, all difficulties have been overcome, and a fair supply always obtained. Yet there is fault found and certain amount of complaint among the anglers. The hatchery nets are the highest on the river, and they say if these fish were allowed to ascend the river, they would get them, or take a much larger number with the fly. This may seem a plausible argument from the angler's point of view, but the netters would be justified in using a similar argument, that they should not be under any restrictions but set nets indiscriminately.

Completing the new Hatchery.

A large amount of work was done during the season. The dwelling part of the building outside was papered, clapboarded and painted. The vacant space in the hatchery which has not been required until this year, was filled with troughs so that now there is a hatching capacity of three millions of eggs. All trays, troughs and plant were varnished, and outsheds and fence painted. The hatchery and all its appliances never were in a better condition to do excellent service for the rivers. Very little new plant will be required for another year. A few new distributing cans may be needed. I would again urge the importance of establishing a retaining pond at the hatchery, in order to retain and grow some of the fry until a few years old. This could be easily done at a small cost by using the surplus water.

Regarding my inspection of the Margaree hatchery in Cape Breton, last July, I consider the site very acceptable. The hatchery is well situated, taking its supply of water from the river. The facilities for distributing the fry are good and no difficulty can be experienced in getting stock fish, as a salt water retaining pond can be made at the mouth of the river, where supplies of parent fish can be purchased from the netters. Great results must necessarily follow from a hatchery so situated.

General Remarks.

Complaint is made by the anglers, that the fish are falling off. This is no new thing, and just so sure as the season is not favourable for fly fishing, all kinds of complaints are made. The past season was very early, and the anglers really had July fishing in June. There were no rains and the temperature of the river rose very high early in June, and salmon could be taken with a fly only in the large aerated pools. The reaches of the river which usually gives big scores, in the early season under ordinary circumstances, would not respond this year. But this does not prove that the fish were scarce, and all the information from guardians, scowmen and hunters, and from my own experience and knowledge, show that the opposite is the case, and that the fish are rather increasing. There have certainly been two good years in succession.

1-2 EDWARD VII., A. 1902

I was in Metapedia, June 15, 1900, and four or five rods brought in thirty-one salmon, average weight 22 pounds for that day's fishing. About the same date and fifty miles higher up the river, at mouth of the Kedgewick, the lessee of a small piece of water was fast to twenty one salmon in six days, and the fishing all over the river was much the same. I may also mention a few of the scores which came under my notice for the past season. I heard of one club member taking seventy salmon, and he was not above Metapedia. A few of these may have been taken in the Cascapedia. The Sage party took about 130 salmon. The lessees of the Upsalquitch river captured 160 salmon. The Roger, Brooks and Vanderbilt party at Kedgewick landed over 200 salmon. Barrels of salted salmon came from there. Others made fine scores, and all information proves that the rivers were well filled with fish.

I heard of some of the netters down the bay making big hauls, and I think some of the dealers of the locality could supply authentic information as to the catches among the netters.

Regarding the future supplies of parent fish, if, in the opinion of your department, you think it desirable to yield to the wishes of some of the anglers, to have the present trap nets removed, I would suggest that a salt water pond be established below Dulhousie, and the stock fish obtained in some way, perhaps from the netters. This would not be impossible, and could be worked in the same manner as the Carleton pond, St. John.

I am, sir, your obedient servant,

ALEXANDER MOWAT.

6.—TADOUSSAC HATCHERY, QUEBEC.

TADOUSSAC, December 12, 1901.

Professor E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—In accordance with the usual departmental rule, I have the honour to submit my annual report upon the operations carried on in the Tadoussac hatchery during the past year. The number of salmon eggs placed on our trays last fall was 3,350,000. From that crop of eggs 200,000 were packed in moss during the spawning time and sent to the Roberval hatchery to be hatched there and distributed in the large rivers of the county of Lake St. John, by H. J. Beemer, Esq., proprietor of the Roberval hatchery. The salmon eggs in our Tadoussac hatchery kept well all winter, leaving 2,960,000 salmon fry for the distribution in June last, and made as follows:—

St. Marguerite river	400,000
Baude river.	500,000
Mowat's lakes.	600,000
Chisholm brook	500,000
Fraisière brook.	400,000
A Mars river.	200,000
St. John river.	200,000
Murray river.	100,000
Jacques Cartier river	50,000
Kenogami lake.	10,000
	2,960,000

SESSIONAL PAPER No. 22

The distribution of salmon fry in the rivers tributaries of the Upper Saguenay River has been made with the assistance of the tug boat *Forrest*. Our salmon eggs hatched out this season at least fifteen days earlier than usual on account of an unusual early spring. As soon as the distribution was over the hatchery has been washed all over and all the trays varnished during the summer. Our hatchery is in good working order and the outside of the building presents a good appearance, having been painted all over during the summer. The main road in front of the hatchery ground has been repaired, to the delight of the Tadoussac residents and the numerous visitors during the summer season.

Our salmon nets were set up in May for the capture of the parent salmon for breeding purposes. Five hundred and ten parent salmon were kept in the pond until ready to spawn at the end of October and beginning of November. From that number the 300 female salmon gave us a crop of 3,150,000 eggs now deposited on the trays and looking quite well. The breeding room heated by two coal stoves keep a good regular temperature day and night.

The salmon fishing has been abundant this season, one net fisherman, Mr. R. Boulianne of Pilot's Cove, taking in one tide 112 fine salmon, averaging 23 pounds each. All the net fishermen are quite satisfied of their regular good catches of salmon, and making great praise of the Tadoussac hatchery for so fine an increase of salmon. The department has given good reasons for not doing the work of finishing the dam of the salmon pond this year, but I hope something will be done for it next spring; our pond is filling up with all kinds of dirt and getting very shallow. For that reason we have lost at the first ice on the pond, twenty salmon caught under the ice at low tide. Every year after the spawning time is over and the wire net taken up, the parent salmon are at liberty to go out, but it takes many days before they all go out. At every tide a good many go out with the rising tide and come back to the pond with the falling tide. It is some of these, remaining in pond by a very cold night when ice formed all over, that have been caught that way in the shallow places of the pond. It is the first time that this thing has happened, the cold weather having set in so early this fall, but it must not be repeated, for we must do something to prevent it, and the first thing to do is the closing of the dam to keep more water in the pond at low tide. Your department is aware of the need of twenty-five more large cans for the distribution of the salmon fry. After many experiences made and explained to the officers of the department, I want those large cans made of heavy tin, nothing else; the galvanized ones have proved poisonous to the salmon fry carried at long distances. It is possible that some water have more effect to dissolve the poisonous matter entering in the process of galvanism. At all events the water of our artificial lake has that effect, and the transport of salmon fry at long distances must be avoided, by galvanized cans. I only used the twenty-five I had on hand for short distances and I have never had any trouble with my tin cans. To show you the difference of cans, I have repeated many times this experience. I put fifty salmon fry in each can, a galvanized and a tin one without changing water, after sixteen hours the fry in the galvanized can are all dead and I have kept for two days the ones in the tin can and returned them to water in a healthy state. To cover the whole breeding room with the same trays received two years ago I want 250 more, the old wire ones are very unhandy for the reason that they have to be weighted with stone to keep them from floating it is always a great trouble in the washing of the eggs. As the applications for salmon fry are getting more numerous every year, I would advise your department to consider the applications only for the salmon rivers; as we have no time to spare in the five weeks of our large distribution. It is impossible to keep the salmon fry after June, and very often the water of our shallow lake gets too warm by the end of June. The planting of the salmon fry in the Mowat Lakes having proved so efficient for the growing of the young salmon, it is my intention, for next spring, to plant some fry in two beautiful lakes of the purest water, having a fine discharge to the St. Lawrence by the Little Bergeronnes River. In those lakes is found a small fish known as fresh water smelts. This small fish, in large quantity will be a fine food for the young salmon.

I have the honour to be, sir, Your obedient servant,

L. N. CATELLIER.

7.—MAGOG HATCHERY, QUEBEC.

MAGOG, December 11, 1901.

Prof. E. E. PRINCE,
 Dominion Commissioner of Fisheries,
 Ottawa.

SIR,—I beg to submit herewith a report of the operations at this hatchery during the year 1901. On March 5, I received at Magog Railway Station, from Mr. Wm. Parker, 3,000,000 whitefish eggs, from Sandwich, Ontario, they arrived in very good condition and continued to do well during the period of incubation, the hatchery was in satisfactory working order excepting the floor, which is badly decayed, and there was a plentiful supply of the best of beautiful clear water.

On May 18, I received instructions from the department to proceed to Newcastle, Ontario, and bring from that place, a shipment of salmon-trout fry to the Magog hatchery, to be distributed in this district. I started on the 20th for Newcastle, and arrived there on the 21st, returning to Magog on the 23rd with about 150,000 fry, and I am pleased to be able to say in excellent condition, the percentage of loss was so small as not to be worth mentioning. I had them for several days in the tanks in the hatchery before the first lot was planted. I might say here that the officers at Newcastle did everything in their power to facilitate my work, as well as the officials of the Grand Trunk Railway, besides the weather at the time was cool, and experience had showed me this condition of weather to be quite a consideration when one had to travel six or seven hundred miles by rail with a large shipment of tender fry, if the weather had been hot and sultry the result might have been very different in spite of the greatest care.

Last year by instructions from the department to secure if possible forty or fifty thousand eggs of speckled trout, I proceeded to Sugarloaf Pond, and in ten days secured forty-five thousand eggs. I could easily have got fifty thousand if the pond had not frozen over; the above number of eggs was laid down in the troughs in the hatchery in the best of condition and did extra well, hatching out in the end of April. The distribution of fry from the hatchery commenced on May 2 and continued until June 10, and was planted in good condition in the following waters:

Salmon-trout.

Lake Memphremagog, County Brome and Stanstead	35,000
Lake Fortin, County of Beauce	25,000
Lake Massawippi, County Stanstead	15,000
Trouser Pond, County of Brome	10,000
Oxford Pond, County Brome and Sherbrooke	10,000
Huntingdon river, County Huntingdon	25,000
Finwick Lake, County of Richmond	15,000
Pirkins Pond, County of Richmond	15,000
Total	150,000

White fish.

Pirkins Pond, County Richmond	50,000
Lake Fortin, County Beauce	50,000
Finwick Lakes, County Richmond	50,000
Brome Lakes, County Brome	200,000

SESSIONAL PAPER No. 22

Oxford Lakes, Counties Brome and Sherbrooke.....	450,000
Key Pond, County Sherbrooke	300,000
Massawippi Lake, County Stanstead.....	475,000
Lake Megantic, County Megantic.....	250,000
Lake Memphremagog, Counties Brome and Stanstead...	1,125,000
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Total.....	2,950,000

Speckled Trout.

East Halty Trout Pond, County Standstead	5,000
Rock Pond, County Sherbrooke.....	10,000
Castle Brooke, County Brome and Standstead.....	7,500
Sugar Loaf Pond, County Brome	7,500
Patterson Lake, County Three-Rivers.....	5,000
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Total	35,000

Recapitulation.

Salmon Trout	150,000
White fish.....	2,950,000
Speckled Trout.....	35,000
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Total.....	3,485,000

On October 23, I received instruction from the department to proceed to St. John, N.B., and secure at Carlton Salmon Pond a shipment of salmon eggs for Magog hatchery. I left Magog on October 28 for St. John, returning to Magog with 376,000 eggs, which I placed in the troughs in good condition and which are doing well, with every prospect of a good yield next spring.

Repairs.

As has been already mentioned the floor of the hatchery is in a very bad condition, and some of the floor tanks are almost rotted down with dry rot, this should be repaired before another year's work is on.

I am, sir, your obedient servant,

ALEX. FINLAYSON,
Officer in charge.

8.—NEWCASTLE HATCHERY, ONTARIO.

NEWCASTLE, December 13, 1901.

PROF. E. E. PRINCE,
Dominion Commissioner of Fisheries.

SIR,—I have the honour to submit a report of the fish cultural operations carried on at this hatchery during the past year.

The following schedule will show you the points of distribution, also the number and kinds of fry distributed and placed in each locality last spring.

Whitefish.

Lake Ontario, Hamilton	200,000
" Toronto	300,000
" Cobourg	200,000
" Consecon	250,000
Georgian Bay, Collingwood	300,000
" Meaford	300,000
Bay of Quinté, Belleville	300,000
" Picton	300,000
Lake on the Mountain, Picton	200,000
Lake Couchiching, Orillia	300,000
Lake Simcoe, Barrie	300,000
Lake Huron, Southampton	300,000
	3,250,000

Salmon-trout.

Lake Ontario, Toronto	100,000
" Hamilton	50,000
" Cobourg	50,000
" Consecon	50,000
" Kingston	50,000
Bay of Quinté, Belleville	50,000
" Picton	50,000
Georgian Bay, Collingwood	100,000
" Meaford	50,000
" Warton	100,000
Lake Couchiching, Orillia	50,000
Lake Simcoe, Barrie	50,000
Lake on the Mountain, Picton	100,000
Charleston Lake	100,000
Clear Lake	100,000
Eagle Lake	100,000
Hybla Lake	50,000
Five Lakes, Haliburton Co	100,000
Five Lakes, Bay Quinté Ry	100,000
Lake Huron, Goderich	100,000
Lakes Quebec, per Mr. Finlayson	100,000

Total distribution of salmon-trout. 1,650,000

Total distribution of whitefish. 3,250,000

Total distribution, Newcastle. 4,900,000

I beg to inform you that the fry were all in first class condition, and without a single exception were deposited in the different waters in the foregoing schedule with more than usual success.

The Newcastle hatchery is in first class order, and I have endeavoured to keep it in good shape without any very material expense to the department, as we have done a great deal of the repairing that was required ourselves. We have laid a new iron pipe part of the distance from the dam to the hatchery and done the excavating ourselves. We have painted the troughs and the floor of the hatchery, and varnished all of our trays and boxes for shipping eggs, &c. We have also invented a deeper tray for hatching and a tray which is perforated more than the old style of tray, and we find, after a thorough test, that it has returned us excellent results. We need about 300 more to carry on the hatching properly, and I am now negotiating to have them manufactured as cheaply as possible.

SESSIONAL PAPER No. 22

According to your instructions, I proceeded to Wiarton, Georgian Bay, October 1, with our assistants, to procure our usual supply of salmon-trout ova for this and other hatcheries. We succeeded in getting our nets set about October 22, and raised the nets on the 26th and secured about 50,000 eggs.

After that date we had some very trying weather to encounter all through the balance of the season, which to a great extent retarded our operations. We have laid in port for four and five days at a time, it being impossible and dangerous to handle the nets, the sea running so high. But I am happy to say after due patience we succeeded in securing about 4,000,000, out of which I delivered to the Ottawa hatchery about 1,250,000, which leaves a balance in this hatchery of 2,750,000, in good condition and doing well.

Our plant is in good condition in Wiarton, except one new net which we require for the next season.

We were forced, through the very cold weather, to tie our pile driver and spawning boat to the pier at Wiarton, but I have made arrangements to have them pulled out if the ice goes out before spring, if not I will be forced to leave them there until the spring.

I have the honour to be, sir,
Your obedient servant,

WM. ARMSTRONG,
Officer in charge.

9.—OTTAWA HATCHERY, ONTARIO.

OTTAWA, December 10, 1901.

Professor E. E. PRINCE,
Commissioner of Fisheries, &c., &c.

SIR,—I beg to submit my annual report of the operations carried on in the Ottawa fish hatchery during the year.

On November 9, 1900, were received from Mr. W. Armstrong, of the Newcastle hatchery, about 1,250,000 salmon-trout eggs which had been collected at Wiarton, Ont. Also in the month of February, 1901, I received from Mr. W. Parker, of the Sandwich hatchery, about 3,000,000 whitefish eggs. The eggs were in good condition when received. The fry hatched out in the months of April and May. The work of distributing the fry was done by Mr. Andrew Halkett and Mr. A. M. Ross, of the Fisheries Department.

I am pleased to say that the work was done in a very satisfactory and successful manner.

The fry having been deposited in the following named waters:—

Distribution of Salmon Trout.

To Victoria Lake	60,000
Ma-son "	40,000
Rock "	100,000
Lac des Sables	50,000
Perth	30,000
Three Rivers Lake	60,000
Black "	60,000
WhiteFish "	60,000
Daly's "	100,000

1-2 EDWARD VII., A. 1902

Raymond Lake, No. 16 & 17.....	50,000
Barnet ".....	30,000
Labelle ".....	50,000
St. Francis ".....	50,000
Fortune ".....	50,000
St. Rock Lake (L'Islet).....	50,000
Lake No. 7 (Joliette).....	50,000
St. Gabriel.....	30,000
Lakes in Prince Edward Island.....	120,000
Riviere du Loup.....	20,000
Total.....	1,060,000

Whitefish.

To Eagle Lake.....	520,000
Clear ".....	500,000
Maskinongé Lake.....	250,000
Long ".....	500,000
Lac Tremblant.....	180,000
Coursolle Lake.....	120,000
Ste. Agathe ".....	280,000
Total.....	2,350,000

The hatchery is in good repair and condition for the work this year.

I remain, sir,
Your humble servant,

JOHN WALKER,
In charge of Ottawa Hatchery.

10.—SANDWICH HATCHERY.

SANDWICH, December 19, 1901.

To Prof. E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—In accordance with the rules of the department and in compliance with your instructions I take pleasure in submitting my annual report of the work connected with the fish hatchery here under my supervision.

According to last year's report this hatchery contained 100,000,000 whitefish eggs from which were turned out 82,000,000 young fry and semi-hatched eggs, which were disposed of as follows :—

Eyed Eggs.

Newcastle, Ont.....	3,500,000
Ottawa, Ont.....	3,000,000
Magog, Que.....	3,000,000
Bedford, N.S.....	3,000,000
St. John, N.B.....	3,000,000
Total.....	15,500,000

Young Fry.

Point Edward, Lake Huron	4,000,000
Belle Isle, Detroit river	3,000,000
Fighting Island, Detroit river	4,000,000
In bay below Fighting Island	4,000,000
Stony Island, Detroit river	3,000,000
Bois Blanc Island, Detroit river	6,000,000
In lake below Bois Blanc Island	6,000,000
Pigeon Bay, Lake Erie	5,000,000
Bar Point, Lake Erie	3,000,000
Colchester "	2,000,000
Kingsville "	1,000,000
Leamington "	1,000,000
Rondeau "	1,000,000
Port Stanley "	1,000,000
Hamilton, Lake Ontario	1,000,000
Niagara "	1,000,000
Toronto "	1,000,000
In river at hatchery	20,000,000
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Grand total	82,500,000

The various consignments of eggs enumerated above were placed in the water at the points designated, in excellent condition.

This fall we have secured and laid in the hatchery 100,000,000 whitefish eggs which are in good condition.

In accordance with the wishes of the department, I have, also, in addition to the 100,000,000 above named, secured and placed 30,000,000 whitefish eggs in hatchery at Selkirk, Man.

The total catch of fish this autumn is accounted for as follows:—

Liberated	12,670
Sold	1,500
Salted	100
Lost	125
Used	75
Hotel Dieu (Hospital)	40
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Total	14,510

The catch of Fish.

According to reports from most reliable sources in numerous quarters, the catch of white fish in the Detroit river and neighbouring lakes has been unusually good, and from present indications will continue to improve and thereby become a source of profit and pleasure to those of our citizens who are engaged in the fishing industry of this Dominion.

Repairs.

In reference to necessary repairs I wish to report that the following repairs are required: A new foundation under the boilers and pumps, and also repairs be made to our troughs and tanks. I find that the two old rotary pumps are worn out, and under present conditions seriously impede the successful carrying on of the important work of the hatchery. I would, therefore, recommend that a new pump be purchased.

I remain, respectfully, Your obedient servant,

WM. PARKER, *Officer in charge.*

11.—SELKIRK HATCHERY, MANITOBA

SELKIRK, November 30, 1901.

To Prof. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit to you my first report on the work of the institution, which has been under my charge since my appointment as Inspector of Fisheries for this province. The period to which I refer, is very short, and I am not able, therefore, to present a full and detailed account of the operations, which were largely carried on by my predecessor in office.

As was pointed out in last year's report upon this hatchery, the season has very much to do with the success of the hatching of whitefish, and no doubt the best efforts of those engaged in the work of obtaining spawn, or of hatching it in the tanks of the fish-breeding establishments, may be baffled by unfavourable circumstances. Such circumstances, dependent on the season, effect not merely the abundance of ova, but affect directly the quality of the eggs. The arrangements, which you sanctioned, for obtaining whitefish eggs on Lake Winnipeg, resulted in a large supply being secured, for the number reported by the officer then in charge, showed a slight increase of the total of the previous year, as given in his report for that year (1900); but it appears, that, owing to the immature nature of the eggs, and the fact that a large proportion seemed to be not properly fertilized, the loss during the months of incubation was serious and continuous. A peculiar tenacious matter collected upon the jars, which was said by some parties to be due to the bad quality of the water supplied to the hatching jars. Whatever may have been the cause at work the eggs did not do well, and the resulting fry were so disproportionately small in quantity, that the results would hardly justify record in statistical tables for the year. The season's work cannot be said in any sense to have resulted in success.

The amount of fry ready to be planted at the end of the incubation period has been variously estimated and the actual figures are not available. I am not able, in view of this uncertainty, to furnish numerically an estimate of the quantity. All that can be said is that a very small percentage of the eggs yielded fry and it is clear that some improved method of supplying healthy mature eggs, properly impragnated, must be adopted, if this splendid hatchery is to adequately benefit the fisheries of this province.

The plan which for the season of 1901 you have sanctioned will for the present remove all difficulties. The eggs from the waters of Ontario now placed in the hatching trays here will yield fry, which there is every reason to believe will do well in the lakes of Manitoba. I understand that the introduction of young whitefish into new waters has generally had the most satisfactory results, and Ontario whitefish planted in millions in our lakes will still further benefit our fisheries and tend to improve the already excellent quality of Manitoba whitefish.

I am, your obedient servant,

W. S. YOUNG.

SESSIONAL PAPER No. 22

12.—BAY VIEW LOBSTER HATCHERY.

BEDFORD, N.S., December 7, 1901.

Prof. E. E. PRINCE,
 Dominion Commissioner of Fisheries,
 Ottawa.

SIR,—I beg to submit my report of operations at Bay View Lobster Hatchery for the season of 1901.

The spring opened earlier this year than for many years past, and the lobster fishery had an early start, therefore I was enabled to commence collecting eggs in boxes at the factories on May 7, and the 16th started the steam pump with 30,000,000 eggs in the jars.

Collections of eggs were made daily (Sundays excepted) up to June 17, from around Pictou Island and along the coast north of Caribou

The fry first appeared in the incubators on June 10, which was three days earlier than last year, and several days earlier than any previous year.

One hundred and ten millions of fry were distributed in Pictou Bay, around Pictou Island, between White Sands, P.E.I., and in East Bay, Bras d'Or Lake, Cape Breton.

On June 27, I took on board the steamer *May Queen* 6,000,000 of fry and arrived at East Bay at 9.45 o'clock on the following morning.

During the entire passage I took the temperature of the water every half hour, or about every $4\frac{1}{2}$ miles. I found that the temperature did not vary more than 2 degrees in the whole run of about 130 miles, the lowest temperature being at the southern entrance of the Strait of Canso, and the highest in the Bras d'Or Lake.

I had constructed my distributing barrels with a wire gauze strainer running along the bottom of the barrel with a goose-neck shaped discharge pipe just below the surface of the water at the top of barrel.

This arrangement permitted pure cold water to be constantly pumped, or poured into the barrel, forcing the warm water out without dipping or in any way injuring the fry.

During the trip of thirty hours I did not see one dead lobster in the barrels, but they were as lively when planted in the Bras d'Or as when taken from the hatchery.

Lobsters were larger and more plentiful this season than they have been for many years, and the packers have increased their facilities for extending the business by enlarging old factories and building new ones.

Packers and fishermen speak in the highest terms of the good results of this hatchery, which, without doubt, is preserving and restoring the fishery.

Early in June the fresh water tank fell to pieces, and I had a new one constructed with the department's authority.

During the dry season, in August, I dug a well, 18 feet deep, 11 ft. by 8 ft., which gave a supply of 300 gallons of water every twenty-four hours, while all other wells in the neighbourhood were dry, and the farmers were compelled to haul water a distance of two miles for their cattle.

In October the wharf was thoroughly repaired. It is now in good condition, and should last for many years; some of the old top covering which is good for a year or two, was relaid, but new plank will have to be put down as required.

The steam boiler was fitted with new connections, but a new smoke stack may be required next year.

The necessary repairs about the hatchery for next season will be very light.

I have the honour to be, sir,

Your obedient servant,

ALFRED OGDEN.

ANNEX C.

REPORT ON OYSTER CULTURE BY THE DEPARTMENT'S EXPERT
FOR THE SEASON OF

1901.

OTTAWA, December 31, 1901.

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit to you my annual report of last season's work, which consisted chiefly in examining and reporting upon the condition of oyster areas in Cape Breton, Nova Scotia and Prince Edward Island, some of which I have not had an opportunity of visiting before; also in preparing grounds for planting oysters in Annapolis Basin.

In *Prince Edward Island* the following places were visited:

No. 1. Murray Harbour.—In June I visited and examined Murray Harbour oyster reserve, which had been prepared and stocked with young oysters from Curtain Island last year.

I found the bed clean and looking in a healthy condition; the weed has not grown where it was removed. The oysters are all alive, with no mortality at all noticeable, and growing in a very satisfactory way. During last winter the oysters have thickened very considerably. They were at the time of examining the bed putting a new fin on the shell, which was very fragile, but thickens and hardens as the season advances, and I see no reason why this bed should not prove a success. I have not had an opportunity of visiting the area since, as my time has been otherwise engaged. There should be a responsible warden appointed who has a view of the grounds from his residence and owns a boat, so that if poachers were about he would have an opportunity of ascertaining the names of the parties infringing the regulations.

No. 2. Trout and Bideford Rivers.—A petition having been forwarded to the department by a number of fishermen and residents of Lots 12 and 13 praying that certain oyster areas might be protected from mud diggers, and that certain other areas be defined where mud digging may be carried on without injury to the live oyster beds, I visited and examined the above localities in company with Inspector Matheson, and find ample mud, consisting of old beds which have been previously dug upon by the farmers, sufficient to last for a number of years if obtained in a systematic way.

I do not consider the farmers give themselves sufficient time to examine the best ground to work upon. They wait until the ice is sufficiently strong, and then cut holes over an oyster bed and prod it with an iron rod. Not knowing the exact direction the bed runs, they place their digger in a bad position, often making much extra work for themselves besides the damage done to the bed, whereas if they took a boat during fine calm weather and sounded the river they would have a much better idea of the locality and quantity of mud there is in the river.

The area allowed for mud digging in Trout River would be above a line drawn from Peter Miller's middle point to a point of land at the edge of Yeo's Portage road. This is a lower boundary line than [previously given, and incloses more area for diggers to work upon.

In Bideford River the area above a line drawn from Bideford shipward to Colin McKay's Point, including Pawes' Creek, where there is an abundance of mud suitable for farming purposes.

Last winter two diggers were working on a bed opposite Richards' wharf which was estimated to have yielded several hundreds of dollars worth of oysters the previous

SESSIONAL PAPER No. 22

fall, and upon examination found that portion of the ground which was not disturbed literally covered with young growing oysters, and such areas as these I do not consider should be destroyed under any consideration.

Below the above named boundaries, Bideford River may be called one large oyster bed, and to allow the diggers to work there would mean the destruction of the oyster industry in that locality. It was from this river the oysters were selected that were sent to Paris which resulted in gaining the gold medal. It appears to me very forcibly, from information obtained, the farmers do not think of the injurious results of digging just where they choose, but is rather from a selfish motive, desiring to dig mud as close as possible to their own farms, and are dissatisfied if they have to haul it any distance, as they are unable to take as many loads as if they were digging near their own farms.

The department have now taken further action in the matter and have laid off the above areas by an Order in Council which reads as follows:—

‘No person shall dig mussel mud in Trout River, Prince County, Prince Edward Island, excepting above a line drawn from Peter Miller’s Middle Point to a point of land at the end of Yeo’s Portage road.

‘No person shall dig mussel mud in Bideford River, Prince County, Prince Edward Island, excepting above a line drawn from Bideford Shipyard to Colin McKay’s point including Pawes Creek.’

No. 3. Grand River.—I made several inquiries as to the closing of this area for one season on account of the large quantity of small oysters noticeable on my last visit. The information received from several residents who are actively engaged and otherwise interested in the industry, are of the opinion that it would not be wise to entirely shut down the fishing privileges of this river as so many are entirely dependent on fishing oysters in this locality during the season, and it is a sheltered river to work in during windy and wild weather that many of the fishermen can earn a day’s work when it is impossible to fish in the bay. They all come to the same conclusion:—(1.) That it would be advisable not to open this river for fishing before October 1, in each year. (2.) That no oysters less than three inches should be allowed to be landed, as the two-inch oysters which they claim is a legitimate size is far too small for market, that it spoils the sample and reduces the stock of growing oysters on their beds. (3.) That a patrol boat and other fishery officers should be on duty during the close season, as after lobster fishing closes, some men have very little to do, and there are persons who will fish oysters previous to the opening of the season and bed them until the season opens, this often causes a glut in the market, and it is only fair that all should start on the same footing. A patrol boat has since been engaged during the last close season in the waters of Richmond Bay and I am informed has given satisfactory results. They consider, and I am also of their opinion, that if the above alterations were carried into effect the oyster fishery would prove satisfactory; further reference to the above will be found later on in this report.

No. 4. North River.—On examining North River and Ellen’s Creek, I commenced at the upper part of the former area and found some mud cuts just below or inside the boundary line, and on the tops of these beds found living oysters showing that the mud diggers had destroyed a portion of the bed by digging through it, and below this a coating of mud was found over the deeper part of the beds, this might or might not have been caused through the sediment of the mud diggers, the beds appeared as if this sediment had not been there long. Lower down the beds were covered over with a growth of mussels, there was only one area of fair size where no mussels were found opposite Dr. Jenkin’s little creek, but from there to the bridge the area was thickly covered over with mussels completely covering the oysters that are growing there. I found several small oysters all over the area, but I have my doubts of this area ever being of much more value as an oyster growing ground, the mussels are very thick, and are growing fast, they collect so much sediment as to completely kill the oyster outright. These mussels would make a capital fertilizer, but I am of opinion the cost of catching them would be more than the farmer would care to pay for them. I did not notice more than half a dozen small star fish, these would be attracted by the large quantity of mussels growing here and would not injure the oysters. Under the above circumstances I do not see that anything further can be done to this once valuable area, as the

beds are in deep water, the channel narrow and intricate and the current is very strong which will not permit fishing only during slack water. The area on which no mussels exist should be preserved until the last and if no change occurs I do not see any reason from allowing the farmers to dig mud just above the bridge.

Ellens Creek is an arm situated below the North river bridge and runs up among the flats, the upper part is very narrow and intricate and not much wider than the width of a boat at low water time as the surrounding flats run dry, but widening out to about 30 or 40 feet where it connects with the North river. At the upper part the oysters are much scarcer than formerly, and it has the appearance of the oysters dying through not being worked. Lower down the oysters are more plentiful, especially the small ones. A portion of this ground was leased to a Mr. Hughes, of Charlottetown, but I do not think anything has been done to improve the area. The ground was clean and a good current running through the channel, this is one area which if care and attention were given to it by any individual they might largely increase their stock, but as it is at present is of little value.

In the *Island of Cape Breton and Nova Scotia* the following areas were examined :

No. 1. Mira River and Catalone Lake.—In this river oysters were found to be growing above the Albert Bridge, which crosses the river six miles above the entrance. They are scattered along McDougale's shore, which is composed of a very rough, stony bottom and weeds growing very thick along the edges of the river. The water here is very brackish, as the river runs up about thirty miles above the bridge, with several streams running into it, and further up it is quite fresh and very soft. Under and around the bridge oysters are attached to both wood and stonework, also on the bottom which is composed of rough stones. There are large quantities of mussels growing in this river from the bridge down to the sea. Below the bridge off Burke's Point, McClelland's Point, Horne's Point, McDonald's Point and Spencer's shore are a number of oyster beds where oysters are taken in fair quantities, the bottom consists of shells and gravel, but a large quantity of mussels and weeds are growing on the beds, and if these were removed would be of great benefit to the oyster.

At present these beds appear to be in a very dirty condition, owing to the amount of weeds and mussels growing on them. There is a very fair current of water running over these beds, which at times is comparatively clear. One thing particularly noticeable in this river is the quantity of oysters that grow on sticks and stakes that are placed for net fishing purposes, and any one could secure large quantities of young oysters in this way were they so inclined to devote their time to the industry. The shells of these oysters are thin and brittle and would not stand transit any distance. Between the brickyard and King's Island there is quite a bay or cove partly covered with a firm bottom with a growth of weeds, no oysters were found here. Lower down on the opposite side of the river I examined Black Brook and found several oysters attached to sunken roots of trees and logs, the bottom of the river is soft and unfit for cultivating oysters. Oyster Cove is a bay with a very narrow entrance and scarcely any tide, the bottom is muddy and weedy but no oysters were found there. In some parts of the river the bottom is sandy with soft shell clams growing there, at other places the bottom is composed of soft mud. A few oysters are to be found above the Albert bridge, but as the water is nearly fresh they are of little or no value. The beds referred to below the bridge could be cleaned and improved by removing the weed and mussels from them, this refuse would make an excellent fertilizer for the farmer, provided they would take it away if it were placed on a scow.

In Catalone Lake I found very few living oysters, the area is a large one of irregular shape, with several small islands scattered around; the shores consist of rocks, stone and gravel, sloping off very gradually into deep water, where the bottom is covered with mud, the weeds are very thick around the shores. On nearly every one of the islands and points of land oyster shells were found, they had attached themselves to rocks and stones and have died there. The only place where I found any oysters alive was between the lower island and the mainland, these were in about eight feet of water, on a clean gravelly bottom, they were young and about two inches long. I examined the trestle work of the old bridge and did not find any indication of an oyster there, but on the approaches, which consisted of a stone foundation, were a number of oyster shells

SESSIONAL PAPER No. 22

but no live ones; small mussels and dead clam shells were found on the trestle work. The water was very fresh and brackish and very unpleasant to the taste; there are a number of streams and brooks running into this body of water with only a small outlet which is often blocked up, the sea forcing a bar of sand and gravel across the entrance, this causes the lake to rise considerably by the fresh water running into it. The obstruction is caused by the building of the Sydney and Louisburg railway over the entrance leaving only a very small channel for the tide to run in and out, there is practically no rise and fall of tide in the lake, and the water remains stagnant. Originally the entrance was much deeper and wider, allowing the salt water to penetrate and mix with the fresh water at the head of the lake, but now the greatest proportion of water is fresh, with very little salt water flowing into it. I attribute the causes of death to the oyster to the constantly increasing supply of fresh water, the lack of salt water and the continual blocking up of the entrance, causing stagnant water in the lake, and I do not see that anything further can be done to protect or prevent the oyster from becoming extinct in these waters.

No. 2. Head of East Bay and adjacent pond.—Next I examined the head of East Bay between the two bridges. The lower bridge is composed of a long gravelly bar nearly one mile in length, extending diagonally from side to side with a channel in the middle where the bridge is spanned over the opening. On the east side of this bar large quantities of small oysters are to be found growing in from two to ten feet of water, when the bottom of the bay is reached, which is rather steep, the latter is covered over with soft mud.

The area of this pond or space between the bridges is about one mile long, and nearly half a mile wide, the bottom varies from about ten to fifteen feet deep, and consists of a sandy bottom in some places and mud of a soft nature in others. Over this whole area a large number of small beds are found, many of them being no larger than a row-boat, with clusters of very large oysters growing upon them, many of the oysters being a foot long. On the south west side is a large sandy flat covered with weeds and oysters of a smaller size scattered over the whole area. At the western end of the pond oysters are found along both sides of the shore, also on some narrow ridges lying in about three fathoms of water, where large quantities of oysters have been taken, although they are scarce now. The whole of this area is covered with long eel-grass and sea-weed, which makes the bottom very dirty. It is necessary to have the whole of this weed removed to save the oyster beds, and it is really surprising to find so many live oysters where the bottom is so dirty, although there is a large number of dead shells on the beds. If more time and care had been devoted to these grounds the returns would have been much larger. Oysters were found attached to both bridges, also to trees and stumps which were found lying in the water. There is a large number of mussels growing around the lower bridge, also on some of the oyster beds. No oysters of any importance were found along the shores in the bay below the bridge.

This weed could be removed and the ground cleaned by the use of rakes and dredges with the aid of a steamer. The bridge has no draw to it, which I consider it should have, as it debars small vessels from going any further up the bay, but an opening could be made, if the department should take any steps to have this area cleaned. The channel is also very shallow, but I think a steamer could be got through at high water. If this channel was deeper the beds would be much cleaner than they are at present, as the sediment would be carried off the beds by the current; this is one reason why I attribute the beds being so dirty. Some fishermen have caught quite a lot of oysters here in past seasons, but they are much scarcer now than usual. Several Indians fish around these shores and pick up everything very clean, irrespective of size, which adds to the scarcity. It is sheltered from every wind that blows, and with a deeper channel and clean bottom, oysters ought to still grow in good quantities.

Big Pond is situated further down the bay, and there I found a few oysters scattered all around the shores of this pond, which is about one mile long and a quarter of a mile wide. From the western end a long bar of coarse beach, which forms the outside boundary and runs in an easterly direction, where there is a large entrance on the eastern side. The shore is very steep along this bar. On the inside the water is very

shallow and the bottom flat, thickly covered with eel-grass and sea-weed. Oysters are caught here in shallow water, but very few are taken in a greater depth than five feet, and as the water deepens the mud becomes very much softer. The oysters found were of a fair size. Both whites and Indians fish here; the mode being by a dip-net, and now they are very scarce. It is my opinion that over-fishing is the cause of the depletion in this pond, and although larger quantities are reported as caught from Big Pond, yet that is only in name, as oysters taken from other areas are often sold as Big Pond oysters. The other ponds are very similar in their formation, although this is the only one which has an entrance, and I do not see that any further action can be taken here, as there is no area suitable for cultivation.

Long Pond is about a mile below Big Pond, and upon examination I found oysters scattered all along the inside and at both ends to the outer side of pond. This area is about one mile long and a quarter of a mile wide. The middle of the pond is about four fathoms deep and is composed of soft mud, the outer side is formed of a very coarse beach thrown up by the action of the sea and is very narrow. The water of the bay is very shallow on the outside of this bar but is very steep on the inside and scarcely any oysters are found growing on its sides.

At the south-west corner the flats run off for a considerable distance, it is muddy and eel-grass is growing on the bottom. The sides of the pond are composed of large stones, and on the eastern end there is a sandy and muddy flat with about ten feet of water over it. Fair fishing has been carried on in this pond in the past. At one time there was a channel running through the outside bar, but now it is closed up by the action of the sea. There is only one place where the water runs over the bar with not more than two feet at the most. The oysters are large and only a small quantity are taken each year. The Indians who have a reservation on the opposite side of the bay also fish here, chiefly with dip-nets. This is done in fine weather and as a rule they are picked up pretty clean. I do not see that any further action can be taken here as there is no entrance for a boat to get either in or out.

Irish Cove Pond lies about three miles below Long Pond, and I found this area to be nearly half a mile long and about two hundred yards wide. The sea is encroaching all the time, throwing the bar in and closing up the western end. The length of this pond has decreased a quarter of a mile within the last sixteen years. The entrance is entirely blocked up and no boats can either get in or out, they all have to be hauled over the bar. The sea breaks over the bar in places with about eighteen inches water at high water time. On the inside of this pond we found it to be covered with young oysters lying from the shore-line to the mud, the width varying from ten to one hundred yards, the widest part being at the eastern end, and on the outside of the pond along the bar for about a quarter the length from the east end is covered with growing oysters; further west the bar is very steep and no oysters are found. A few oysters were growing at the western end of pond, but these, I was informed, had been transplanted from eastern side of pond when small by Mr. Malcolm McLean, and are growing nicely. There is about four fathoms water in the middle of this pond, with a soft bottom. The flats on the eastern end run nearly to the middle of the pond and is of a sandy and muddy nature, oysters are growing thick here. Very few men fish in this pond and no Indians have done so up to the present. I consider this to be in a much better condition than either of the other ponds, and unless over-fished I see no reason why a constant supply may not be taken from this area each season.

No. 3. Malagawacht and Orangedale Bays.—A large area of ground near the head of Malagawacht Bay comprising several acres situated on the eastern side of Lou's Island, and bounded on the north by Shallop Island, the bottom consists of a mixture of sand, gravel and small stones, covered over with weed and eel-grass, sloping very gradually from the shore to a depth of ten or eleven feet water when the bottom becomes softer. There is a good current of water running over this area and oysters are found to be very thinly scattered around here. The place appears to be naturally suited for oyster growing, but the weeds are over-running the area and there seems to be a lack of shells on these grounds.

Another smaller area was found on the southern side of Lou's Island and stretches into a bay towards Sandy Point on the mainland. The bottom is of a sandy nature,

SESSIONAL PAPER No. 22

covered with weed and eel-grass, with a few oysters scattered here and there. The current is not so strong here as this area runs into a hollow of the land and the water is sluggish in its movements.

At the head of Malagawatcht Bay, where the River Dennys empties itself, is another large area of firm ground off McLean's Point, the bottom is very flat, and of a sandy, stony and gravelly nature, weeds and eel-grass are growing here, stretching out from the shore to about ten feet water, several small oysters were found along the shore to about two feet deep, these oysters grow fast, but are picked up very clean in the fall of the year. Oysters are also to be found thinly scattered over the above area; these grounds could be greatly improved if attended to.

Two other areas at this end of the bay were found, one situated between McLean's Island and the mainland, the other off John McAuley's shore; the soil is of a sandy nature, no shells noticeable, and covered with eel-grass, the bottom is comparatively even, the depth gradually increasing when it becomes much softer.

At the lower part of the bay, near the Indian Reserve, there is another large flat area, the depth varying from five to eleven feet water, the bottom is composed of sand covered over with eel-grass; little or no fishing is done here, as it is carried on in shoaler water.

Just above the former area and below the burying grounds, is a bank or middle ground varying from five to eleven feet deep; it is long but narrow, the bottom is firm and composed of sand, stones, gravel, and covered over with mussels and weeds. This area is not suited for the cultivation of oysters on account of the large number of mussels which are growing here, and was previously examined when I was here before. A spit of land off Plaster Island was also examined, but was found to be too small, rough and unsuitable.

One or two other areas were examined between islands around the boom, but the soil was found to be too soft and unsuitable for the cultivation of oysters.

At the entrance of Orangedale Bay there is a middle ground, but the bottom is composed of large stones, and is not suitable for cultivating oysters, although a few are occasionally taken from here, but not in large numbers.

The oysters in this locality appear to be scarce, and I am of the opinion it is caused through over-fishing. The whites and Indians both fish in these waters, using both rakes and dip nets, and by the end of the season the oysters are fished up very clean.

I am also of opinion the most suitable areas for cultivating are those on the eastern side of Lou's Island, and off McLean's Point at the head of the bay.

Should the department take any further action in this matter, a number of small oysters could be picked up around the shores of some of the islands and deposited in deeper water, as many of them must perish during the winter months if left in such shallow water, but before transplanting them it is necessary to have the weed and eel-grass removed, and the bottom cleaned up generally. And after the area is cleaned, it would require a layer of shells to be placed over the grounds, and that appears to be the greatest difficulty, as there seem to be none in the locality.

No. 4. Mina's Basin, N.S.—About two miles below Kingsport, there is a ridge running across the bay with about twenty feet of water at low tide, deepening to thirty-five or forty feet. This is considered a good fishing ground with hook and line, and upon examination found the bottom to consist of a large mussel bed with spongy weeds or fungus, some small stones and a few scallops. The area clear of the ridge appeared to be of a firm, sandy bottom, with large stones scattered around. In the south channel leading to Wolfville, the water is deeper and the soil inclined to be softer, with a layer of mud on the surface. The same bottom is to be found above Kingsport wharf. About half a mile below the wharf, the bottom is of a hard, sandy nature with a few shells and small stones, and from three to six feet at low water spring tides. The low water mark extends a long way from high water mark, as there is a considerable rise and fall of tide (about 60 feet), the shore sloping very gradually. The soil is of a hard, sandy nature, mixed with a few small stones and shells, and lower down the bay there is a large area of flat and shelving rocks which extend to low water mark.

Several kinds of shell-fish exist in these waters, viz.: mussels, winkles, whelks (long and round), hard and soft shell clams, razor fish, scallops, borer and crepedula, &c.,

besides weeds and sponges, but no sign or trace of an oyster was found. The water appeared rather salt, which I am inclined to believe is not very favourable to an oyster taken from where the water is much fresher,

I met a gentleman in Kingsport (Mr. Ray, of Kentville) who was trying to catch the spat from oysters by artificial means, he placed some oysters during the month of May in a tank of water, adding fresh water each day, and having a quantity of shells suspended which he hoped the spat would attach themselves to, he watched them almost daily until the following September, and finding no spat he removed the oysters and found they had grown while in the tank.

No. 5, Annapolis Basin.—On my arrival here I found some persons had been experimenting above the Narrows, at Annapolis, the oysters had grown for two seasons and on the third season they found a few crushed oysters, the others had disappeared, and on further inquiries from other sources found, that during a severe winter the ice would pile and become solid above the Narrows, which would settle on the shores and damage anything lying within two or three feet of low water mark, hence the result of the above experiment.

I then examined around Goat Island and the flats below at the entrance of Moose or Clements port river. I found an area which I think would be suitable, situated between Clam shell reef and a spit which runs out from the north-east spit of Goat Island which forms a deep bay, the bottom is of a sandy nature with fair quantities of clam shells scattered over the bottom with about four feet at low water time, the water was clear and the bottom could be distinctly seen in that depth of water. There is also another area suitable, off the western part of Goat Island between the ledges and Clam shell reef, the bottom is very firm and apparently free from silt, and is out of the strength of the swift current which runs in the channel but quite strong enough to keep the area clean. The flats which run off from the shore gradually deepen until they reach the channel and areas could be selected anywhere below Goat Island. I would also suggest at the mouth of Moose River as there is a stream of fresh water running out at low tide. The above mentioned areas are not oyster beds but simply a firm bottom, and although other kinds of shell-fish exist, it may not prove satisfactory or suitable for oyster growing. Shells would be required to be laid previous to planting which would form a foundation to place the oysters upon, also to act as spat collectors. These shells could be obtained from Clam shell reef which runs off Goat Island and dries at about half tide, and scows or boats would be required to remove them to the areas intended for planting.

After submitting the above report of Annapolis Basin, I received further instructions from the department to prepare areas for planting, and proceeded there as soon as possible to carry out the operations as suggested.

I secured the services of a scow which was placed on Clam shell reef on the ebb tide and loaded with shells during low water and on the following tide it was hauled off with long warps to the site laid off on the north side of Goat Island between the north-east spit and Clam shell reef, and a thick coating of shells have been spread over the area. I had one or two favourable opportunities of examining and seeing the work which was in progress and was perfectly satisfied with the results of preparation. So far only one bed was prepared for planting on account of the lateness of the season, the same reason also prevented me from planting any oysters, but I do not consider this any drawback, as transplanting oysters late in the fall there is a large amount of risk with very little to gain, while if planted in the spring they have everything in their favour, with a rising temperature the oysters will start growing and become acclimatized before another winter sets in.

The other areas were too far off to deposit the shells without the aid of steam power, and this I was unable to secure, and my time was fully occupied in preparing the above area.

Change of Season.

This year the close season for oysters was extended from September 16th to 23rd, and appears to have met with the general approval of all interested in the indus-

SESSIONAL PAPER No. 22

try, as many fishermen have expressed a desire to have the fishing season made shorter, as about the middle of September the weather is generally fine and warm, the result is that large quantities of oysters are caught, the markets are glutted, the price falls, the fishermen have all the work and very little pay for the labour. The oysters too during the summer months grow very fast, the shells at the edges are thin and brittle, and the longer they can be left in the water the harder they become as the temperature decreases, they will also stand packing and transit much better. The oyster itself also improves the longer it is left after spawning and the water becomes cooler.

Improvement of Oyster Areas.

Nearly the whole of the oyster areas in the maritime provinces are termed natural beds, that is oysters are found growing on certain areas without the assistance of man, every one has the same right and privilege to fish upon these areas which are often deteriorated by over-fishing and other causes.

It is public property so to speak and every one helps themselves without a thought or care of what becomes of these beds in the future, the demand is becoming greater each year for the oyster, and it is our duty to try and preserve these valuable areas as far as lies in our power. The shelling of private beds at the right season of the year enhances the value of the ground, and often these shells are found to be covered with oyster spat, which largely increases the stock on the beds. The oyster shell is the natural collector of the spat, and if a system could be adopted by which all the dead shells lying around our shores could be collected and piled in heaps, and at the commencement of the spatting season be deposited on the beds I am sure it would add largely to the stock already on the beds and tend to increase the size as well. If the fishermen would only co-operate and assist in collecting these shells I would respectfully suggest, that the department take part and spread the shells over areas in the locality where the shells were collected, and I feel sure the expense would be comparatively small considering the benefit the fishermen would derive in the future. It is a true saying that, what is everybody's business is nobody's business, but I think that such an arrangement could be made with the department, their officers and the fishermen, and probably after consideration some steps might be taken in this direction as it is of vital importance to the industry.

Size limit.

Another means of improving the stock sent to market is to increase the standard of size limit. I have so often reported to the department on this matter that I hope before another season opens the size limit for small oysters will be nothing less than three inches. By so doing it will improve the sample sent to market, and what is left on the beds will be fine material for the following season's catch. Unless the oysters are picked and selected the samples are found to be very small and have the appearance of their requiring another season's growth before they should be shipped. The small ones that are culled out are also wasted. This matter requires the department's serious consideration.

TABLE showing the Aggregate Quantities and Value of Oysters caught in the Dominion since 1876, compiled from Annual Reports of the Department of Fisheries.

YEAR.	New Brunswick.		Prince Edward Island.		Nova Scotia.		British Columbia.		Totals.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Bbls.	\$	Bbls.	\$	Bbls.	\$	Bbls.	\$	Bbls.	\$
1876	7,911	23,733	7,905	23,715	1,040	3,120	.....	.....	16,856	50,568
1877	7,738	23,214	20,830	62,550	980	2,940	.....	.....	29,568	88,704
1878	11,270	33,810	17,902	53,706	912	2,734	.....	.....	30,090	90,270
1879	9,420	28,260	18,145	54,435	1,067	3,201	.....	.....	28,632	85,806
1880	12,280	36,840	20,297	60,891	1,861	5,583	.....	.....	34,438	103,314
1881	8,413	25,239	20,815	62,445	2,270	6,810	.....	.....	31,198	94,494
1882	5,859	17,577	57,042	171,126	1,745	5,235	.....	.....	64,616	193,338
1883	10,317	30,951	38,880	116,640	1,343	4,029	.....	.....	50,510	151,620
1884	11,851	35,553	28,290	84,870	1,595	4,785	220	1,250	41,456	126,458
1885	27,368	82,104	28,294	84,612	1,310	3,930	250	1,250	57,132	171,896
1886	28,083	84,249	33,125	99,375	1,397	4,191	300	2,100	62,905	189,915
1887	23,196	69,588	36,448	109,344	1,716	5,148	.....	.....	61,360	187,580
1888	16,384	49,152	35,861	107,588	1,589	4,767	1,200	3,600	55,034	163,907
1889	17,760	53,280	1,257	123,771	2,532	7,596	1,500	4,500	63,049	181,897
1890	16,710	50,130	35,293	105,609	3,013	9,039	1,750	7,000	56,076	171,778
1891	14,334	44,802	41,630	123,090	4,318	12,951	750	2,250	61,632	183,846
1892	17,840	53,520	32,937	98,811	3,776	11,328	1,000	4,000	55,553	167,659
1893	16,365	49,095	29,627	88,881	3,488	10,464	1,670	8,000	51,080	156,440
1894	16,960	67,840	24,055	96,220	2,512	10,048	1,600	8,000	45,127	182,108
1895	18,070	72,280	25,463	101,852	2,540	10,160	1,600	8,000	47,673	192,292
1896	14,700	58,800	30,214	120,856	2,460	9,840	1,200	4,800	48,574	194,296
1897	19,835	79,130	20,915	83,660	2,372	9,488	1,600	8,000	44,722	180,488
1898	22,675	90,700	26,481	105,336	2,097	8,388	2,400	12,000	53,656	177,024
1899	17,250	69,000	18,236	72,944	2,027	8,108	3,000	12,000	40,313	162,652
1900	19,240	76,960	17,825	71,300	1,855	7,420	3,000	12,000	41,320	167,680
Total.....	392,429	1,306,017	707,010	2,284,227	51,821	171,326	22,970	102,550	1,174,230	3,864,120

SESSIONAL PAPER No. 22

Steamer for Oyster Culture.

In last year's report I pointed out the desirability of having a suitable steamer built for the purposes of cleaning and examining the oyster areas existing in the lower provinces. As this area is a large one extending along the northern shores of New Brunswick and Nova Scotia, also Prince Edward Island and Cape Breton, it has for some years appeared absolutely necessary to have a steamboat that is suitable in every respect. My past experience of boats of this description has given me a good idea of what is actually required, and as the construction of a steamboat was officially sanctioned, instructions were given to have plans and specifications drawn up, tenders have been asked for, and after some correspondence with the New-Burrell-Johnson Iron Company, Limited, of Yarmouth, N.S., the contract has just been awarded to the above firm, and there is every certainty she will be completed about the middle of May in time for my next season's work.

I have the honour to be, sir, your obedient servant,

ERNEST KEMP,
Oyster Expert.

APPENDIX No. 13.

REPORT OF THE FISHERIES PROTECTION SERVICE OF CANADA

FOR THE SEASON OF 1901

By COMMANDER O. G. V. SPAIN.

OTTAWA, December 31, 1901.

To the Honourable

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

SIR,—I have the honour to report on the work of the Fisheries Protection and Fisheries Intelligence Bureau services, under my charge for the past season as follows :—

The vessels comprising the fleet are shown in the following table :—

Acadia, Commander O. G. V. Spain ;
La Canadienne, Commander W. Wakeham ;
Curlew, Captain Pratt ;
Petrel, Captain Dunn ;
Osprey, Captain Knowlton ;
Kingfisher, Captain Kent ;
Brant, Captain McKinnon ;
Stanley, Captain Brown ;
Constance, Captain May ;
Quadra, Captain Walbran.

This last named vessel was employed, when occasion required, as a fishery protection cruiser on the Pacific coast.

This season, on account of the extra work in reference to patrolling, necessitated by the stringent enforcement of the lobster regulations in different localities, (there are now six different seasons for legally catching lobsters on various parts of the coast), the two vessels *Minto* and *Brant* were placed at my disposal for a short period, during the very busy time.

The patrols of the different cruisers were generally as follows :—

The *Acadia* patrolling the coasts of Nova Scotia, Cape Breton, Prince Edward Island and part of New Brunswick and Quebec, and as usual, generally superintending the fleet.

La Canadienne.—This vessel works independently of the rest of the fleet, and was under the charge of Commander Wakeham. Her usual patrol was on the Labrador and Quebec coast. Commander Wakeham's report will be forwarded with that of the fishery inspectors.

Curlew.—This vessel is employed in the Bay of Fundy and on the Nova Scotia coast, and has done excellent work in many ways.

Petrel.—Again employed in Lake Erie. She has also been very serviceable on occasions, in assisting the lighthouse and buoy service.

SESSIONAL PAPER No. 22

Osprey.—This schooner's station was altered for this season and she patrolled the Prince Edward Island and Cape Breton coasts, with headquarters at Souris and Georgetown.

Kingfisher.—Stationed on the Nova Scotia and Cope Breton coasts, with headquarters at Canso. Both these schooners have done good work.

Brant.—This vessel has been principally engaged in putting a stop to illegal lobster fishing in Northumberland Strait and on the Prince Edward Island coast.

Constance.—This vessel has been entirely under the control of the Customs Department, and I understand has most ably carried out her instructions in putting a stop to smuggling.

A report of the details of the work of each captain will be found herewith, together with the more particular movements of the ship under his command.

In addition to the above named cruisers, three tugs were again employed this year, the *Davies*, the *Florence C.* and *Sea Bird*. The first belongs to the department, the other two were chartered vessels. These patrol boats were commanded by experienced officers. The *Davies* from one of the cruisers, and the *Florence C.* and *Sea Bird* by their own captains. The *Florence C.* was attached to the *Curllew* for work, and the *Sea Bird* to the *Kingfisher* for some time, the *Davies* being employed mostly as an attendant on the *Acadia*.

I found that fishermen obeyed the regulations for the protection of the lobsters much better than in previous years. This may be due to the very strict patrol that was kept up all around the coasts.

My thanks are due to the captains, officers and men of the service, who have performed their arduous duties to my satisfaction.

The season, taking it all round, has not been an eventful one, very few United States mackerel seiners being in North Bay, the captains of the cruisers understanding their work, and the Masters of fishing vessels fairly well understanding and obeying the rules, as to exactly what rights they have in our ports.

SCHEDULE of United States Fishing Vessels to which Licenses were issued under the Act entitled 'An Act respecting Fishing Vessels of the United States of America' during the Year 1901.

Name of Vessel.	Port of Registry.	Tonnage.	Port of Issue.	Fee.
Samuel R. Crane	Salem, Mass.	52	Yarmouth, N.S.	\$ 78 00
Arbutus	Gloucester "	86	Halifax, N.S.	129 00
Admiral Dewey	" "	78	" "	117 00
John L. Nicholson	" "	92	Yarmouth, N.S.	138 00
Columbia	" "	89	" "	133 50
Essex	" "	84	Pubnico, N.S.	126 00
Valkyria	" "	104	" "	156 00
Fernwood	" "	96	" "	144 00
Winona	" "	78	Yarmouth, N.S.	117 00
Maggie and May	" "	88	" "	132 00
Levanter	Beverly	28	" "	42 00
L. A. Munroe	Gloucester "	84	Pubnico, N.S.	126 00
Blue Jacket	" "	86	Tusket, N.S.	129 00
Wm. E. Morrissey	" "	93	" "	139 50
Senator Gardner	" "	94	Yarmouth, N.S.	111 00
Talisman	" "	88	Shelburne, N.S.	132 00
Loring B. Haskell	Boston	67	Digby, N.S.	100 50
Parthia	Gloucester "	77	Tusket Wedge, N.S.	115 50
Maxine Elliott	" "	75	Lockeport, N.S.	112 50
Mabel D. Hines	Beverly	92	Tusket, N.S.	138 00
Margaret	" "	107	" "	160 50

1-2 EDWARD VII., A. 1902

SCHEDULE of United States Fishing Vessels to which Licenses were issued—*Continued.*

Name of Vessel.	Port of Registry.	Tonnage.	Port of Issue.	Fee.
Eleazar Boynton.....	Gloucester "	63	Pubnico, N.S.	\$ 94 50
Masconoma.....	" "	67	Lockeport, N.S.	100 50
Helen F. Whitten.....	" "	92	Yarmouth, N.S.	138 00
Dora A. Lawson.....	" "	93	Liverpool, N.S.	139 50
Thalia.....	" "	78	Canso, N.S.	117 00
Margaret.....	" "	79	Shelburne, N.S.	118 50
Shenandoah.....	" "	77	"	115 50
F. E. Wetherell.....	" "	81	"	121 50
Puritan.....	" "	62	Lockeport, N.S.	93 00
Lizzie Maud.....	Belfast	48	Shelburne, N.S.	72 00
Ella G. King.....	Gloucester "	52	"	78 00
W. H. Moody.....	" "	48	Halifax, N.S.	72 00
Josie M. Calderwood.....	" "	86	Lockeport, N.S.	129 00
American.....	" "	99	Liverpool, N.S.	148 50
C. W. Babson.....	" "	62	Pubnico, N.S.	93 00
J. J. Flaherty.....	" "	124	"	186 00
John Nye.....	Vinehaven, Me.	39	Yarmouth, N.S.	58 50
Alice R. Lawson.....	Gloucester, Mass.	85	Tusket, N.S.	127 50
A. E. Whyland.....	" "	96	Pubnico, N.S.	144 00
Mystery.....	" "	89	"	133 50
Meteor.....	" "	96	"	144 00
Golden Hope.....	" "	75	Halifax, N.S.	112 50
Lizzie M. Stanwood.....	" "	76	Lockeport, N.S.	114 00
Anna L. Sanborn.....	Beverly "	17	Yarmouth, N.S.	25 50
Ruth L. Martin.....	Boston	63	Shelburne, N.S.	94 50
Patriot.....	Gloucester "	58	Ariehat, N.S.	87 00
Ella M. Goodwin.....	" "	86	Amherst, M.I., Que.	129 35
Gloriana.....	" "	76	"	114 35
Marshall L. Adams.....	Provincetown "	91	Canso, N.S.	136 50
Anglo Saxon.....	Gloucester "	72	Amherst, M.I., Que.	108 00
Sea Fox.....	Provincetown "	71	St. Peters, N.S.	106 50
Judique.....	Gloucester "	89	Canso, N.S.	133 50
Frank G. Riel.....	Booth Bay, Me.	72	Halifax, N.S.	108 00
Edith M. Prior.....	Gloucester, Mass.	78	Amherst, M.I., Que.	117 20
Vigilant.....	" "	87	"	130 70
Joseph Rowe.....	" "	97	"	145 70
New England.....	" "	59	"	88 70
Irving Leslie.....	Bucksport, Me.	71	St. Peters, N.S.	106 50
Harry L. Belden.....	Boston, Mass.	117	Canso, N.S.	175 50
Bohemia.....	Gloucester "	86	Tusket, N.S.	129 00
M. B. Stetson.....	Bucksport, Me.	94	St. Peters, N.S.	141 00
Nereid.....	Gloucester, Mass.	69	Halifax, N.S.	103 50
Preceptor.....	" "	89	Port Hawkesbury, N.S.	133 50
Eps Tarr.....	Gloucester, Mass.	48	Yarmouth, N.S.	72 00
Virginia.....	" "	81	Canso, N.S.	121 50
Martha A. Bradly.....	Eastport, Me.	53	Liverpool, N.S.	79 50
Elector.....	Gloucester, Mass.	84	Lower Argyle, N.S.	126 00
Lewis H. Giles.....	" "	94	"	141 00
Cosmos.....	South West Harbour "	25	Digby, N.S.	37 50
Edith Emery.....	Boston "	86	Canso, N.S.	129 00
Tattler.....	Gloucester "	135	Tusket, N.S.	202 50
Agnes.....	" "	75	Tusket Wedge, N.S.	112 50
Edward Trevooy.....	" "	66	Canso, N.S.	99 00
A. S. Caswell.....	" "	46	"	69 00
Orpheus.....	" "	74	"	111 00
Oliver F. Kilham.....	Salem "	43	"	64 50
Dido.....	Provincetown "	58	Liverpool, N.S.	87 00
Georgie Campbell.....	Gloucester "	78	North Sydney, N.S.	117 00
Emma and Helen.....	" "	62	"	93 00
Helen G. Wells.....	" "	66	Canso, N.S.	99 00
Victor.....	" "	75	North Sydney, N.S.	112 50
	Total	6,296		\$9,445 50

Number of vessels.....	82
Amount of tonnage.....	6,296
Amount received for fees.....	\$9,445 50

SESSIONAL PAPER No. 22

List of United States Fishing Vessels which have entered Canadian Ports from October 31, 1900, to October 31, 1901; showing net tonnage, number of men on board and the number of times each Vessel entered the several Ports.

Number.	Name of Vessel.	Net tonnage.	Number of men.	Ports of Call													Total entries.		
				Archat. Farrington.	Canso.	George-town, P. E. I.	Halifax.	Liscombe.	Liverpool.	Loekport.	Louisbourg.	Launenburg.	North Sidney.	Port Hawkesbury.	Port Hood.	Port Mulgrave.		Shelburne.	Souris, P. E. I.	Whitehead.	Yarmouth.
1	A. E. Whyland	96	20															1	3
2	A. M. Nicholson	100	20							1		1					1	1	4
3	A. S. Caswell	46	17	1		2				1						2	1	7	
4	A. T. Gifford	58	16			2			2							1	2	8	
5	Ada S. Babson	99	22							1						1		2	
6	Admiral Dewey	78	18			1	4						1					6	
7	Agnes	75	18			1												1	
8	Agnes G. Gleason	44	15													1		1	
9	Alice M. Parson	42	16						3	3						1		7	
10	Alice R. Lawson	85	18			2		1	1	1								6	
11	Alva	74	18				2			1								2	
12	American	99	18						2				3					5	
13	Amy Knight	64	19						1									1	
14	Anglo Saxon	72	18	4		1			1				2			1		9	
15	Anna Sanbourne	17	12												5		11	16	
16	Annie E. Lane	29	15	3														3	
17	Annie G. Quinn	79	18									1						1	
18	Annie Greenlow	69	18			2	2	1							1			6	
19	Annie Wesley	65	14						1									1	
20	Arbitrator	72	18										1					1	
21	Arbatus	86	18			2	1	2	1	1	1	1	1	1	2	1		13	
22	Arcadia	90	19				1					1						2	
23	Arcola	85	18					1					1					1	
24	Argo	79	18	1				1	1				1	1	1			6	
25	Arthur Binney	112	20			1									3			6	
26	Arthur D. Storey	75	18					1	2						2			5	
27	Askona	97	18									1						1	
28	Atlanta	72	18								1							1	
29	Belle Franklin	75	16	2		1												3	
30	Bertha D. Nikerson	89	21						1	2								3	
31	Bertha May	47	16	1														1	
32	Bessie M. Devine	91	18							1								1	
33	Blanche	78	17												2			2	
34	Blue Jacket	86	18			3									1			4	
35	Bomehia	86	17			1												1	
36	Braganza	67	16						3						2		1	6	
37	Canopus	47	16						4	1								5	
38	Carleton Belle	104	22			1												1	
39	Caroline Vought	48	16						1	2								3	
40	Carrie C.	71	16	1					2									5	
41	Carrie N. Balson	62	18			2		1		2			1		2			8	
42	Cecil H. Low	75	14							1	1				1			2	
43	Centennial	86	17							1	1	1						3	
44	Columbia	89	19			4		1				3			1		2	11	
45	Conductor	51	14							1		1						2	
46	Corona	82	20						2									2	
47	Corsair	79	18							1		2						3	
48	Cosmos	25	12			2											1	3	
49	D. A. Wilson	60	17														1	1	
50	Dawson City	49	18												1			1	
51	Declator	92	20										1					1	
52	Dido	58	16						1									1	
53	Dora A. Lawson	93	20			1			1	1	1							4	
54	Dreadnaught	74	19					1										1	
55	E. C. Hussey	41	18														1	1	
56	Edith Emery	86	16			4									1	1		6	
57	Edith L. Thomson	20	7														1	1	
58	Edith M. Prior	78	19			2						1			4			7	
59	Edward A. Perkins	86	18	1		1		1							1			4	
60	Edward A. Rich	79	18						2	1					5			8	
61	Edward Trevo	66	16			2		2	3			1			2			10	
62	Effie M. Morrisey	83	20						1			1						2	

1-2 EDWARD VII., A. 1902

LIST of United States Fishing Vessels which have entered Canadian Ports from October 31, 1900, to October 31, 1901—Continued.

Number.	Name of Vessel.	Net tonnage.	Number of men.												Total entries					
			Archieat.	Barrington.	Canso.	Georgetown, P. E. I.	Halifax.	Lascombe.	Laverpool.	Lockeport.	Louisbourg.	Lanenburg.	North Sidney.	Port Hawkesbury.		Port Hood.	Port Mulgrave.	Shelburne.	Souris, P. E. I.	Whitehead.	Yarmouth.
63	Eleazer Boynton	63	18		2	1	2					1				1				7
64	Electa A. Eaton	73	14				1	1												1
65	Electo	84	18																	1
66	Elenora	85	17				1	3								1				5
67	Eizabeth N.	102	20									2								1
68	Eleza B. Campbell	69	18					1												1
69	Eliza H. Parkshurst	84	18							1		1				4				6
70	Ella G. King	71	18				1	1		1		1			4				1	7
71	Ella M. Goodwin	86	20		1		1						1							3
72	Ellen F. Gleason	42	16				1		2											3
73	Elise M. Smith	83	20														1			1
74	Emma E. Wetherell	82	16							2		2			1					5
75	Emma W. Brown	73	16												1					1
76	Emma and Ellen	62	18		1		2		1			1								5
77	Epes Tarr	48	15	4	1													1		6
78	Essex	84	17		2		1					1								4
79	F. W. Homans	44	17																1	1
80	Fanny Hayden	20	13																1	1
81	Fernwood	96	18		4		1					1								6
82	Flaherty	124	22												1					1
83	Florence	63	14				1	2												3
84	Frank G. Rich	72	16				1					1								2
85	George E. Lane	73	14													1				1
86	George F. Edmunds	110	19				1													1
87	Georgie Campbell	78	20							1	1				1					3
88	Gladiator	75	18							1										1
89	Gladstone	74	15				1													1
90	Gloriana	76	18			3	1						1		3					8
91	Golden Hope	75	18		4	2		3				2	1		2					14
92	Golden Rod	98	18		2		1			1	2									6
93	Gossip	91	20				1									1				2
94	Grace Darling	47	14	1																1
95	Grayling	87	19		1															2
96	Harry L. Belden	117	20												1			1		2
97	Harvard	76	19				1	1		1										3
98	Harvester	76	20		1		2	3	1						4					11
99	Hattie A. Heckman	72	20					1	1						3					5
100	Hattie L. Trask	48	13					1												1
101	Hattie M. Graham	105	19				1													1
102	Hattie Weston	98	21					1												1
103	Hattie and Lottie	96	17					1	1											1
104	Hazel Oneita	73	18				2	1							1					4
105	Helen F. Whittin	92	19									1							4	5
106	Helen G. Wells	66	18		1										2					3
107	Helen M. Gould	99	21					2	1	1							1			5
108	Henry M. Stanley	83	18						1						4					5
109	Horace B. Parker	62	20									1								1
110	Illinois	78	20			1		1				1			2					5
111	Independence	102	21							2										2
112	Indiana	88	22			1			2						4					7
113	Iolanthe	49	14					1							1					2
114	Irving Leslie	71	17				1			2										3
115	James R. Clark	66	20	2					1											3
116	Jennie B. Hodgdon	85	20					1	1						1					3
117	John A. McGuire	61	17							1										1
118	John L. Nicholson	92	18			3						1			1			2		7
119	John M. Keen	61	14						1	1										2
120	John Nye	58	14						3	1							1	1		6
121	Joseph P. Johnson	93	18		1			1							2					4
122	Joseph Rowe	97	16														3			3
123	Joseph W. Duffkin	80	19					1	3						1					5
124	Joseph Warren	49	11							1										1
125	Josie M. Calderwood	86	20						1	4					2					7

SESSIONAL PAPER No. 22

LIST of United States Fishing Vessels which have entered at Canadian Ports from October 31, 1900, to October 31, 1901, &c.—Continued.

Number.	Name of Vessel.	Net Tonnage.	Number of Men.	Ports of Call.												Total entries.					
				Artichak.	Barrington.	Canso.	Georgetown, P. E. I.	Halifax.	Lascomb.	Liverpool.	Lockeport.	Louisbourg.	Lunenburg.	North Sydney.	Port Hawkesbury.		Port Hood.	Port Mulgrave.	Sheburne.	Souris, P. E. I.	Whitehead.	Yarmouth.
126	Jubilee	87	18			1		2				1									7
127	Judique	89	20			2				3											7
128	Juniata	49	18																		1
129	Kearsarge	73	17					1													4
130	Kentucky	91	20			1				1											7
131	Latona	71	18					4		2											6
132	Lavanter	28	12																		7
133	Lawrence A. Munro	84	18	1	1		1				1										8
134	Lawrence Murdoch	42	12							1											1
135	Lemuel E. Spimney	92	19							1											1
136	Lena and Maud	75	17					1	1												3
137	Lewis H. Giles	96	18			3		1	1												7
138	Lizzie M. Stanwood	76	17								2	2									5
139	Lizzie Maud	48	18	2		1		1													5
140	Loring B. Haskell	67	18			2		1													4
141	Lorna Doone	48	16								2										3
142	Lottie G. Howard	56	15		2																2
143	Lottie G. Marchant	79	17	1				1													2
144	Lucille	71	17					1		1											3
145	Lucinda I. Lowell	77	18														1				3
146	M. B. Stetson	94	16						1								2		1		3
147	M. H. Perkins	59	13																		1
148	M. S. Ayer	76	16							1											2
149	Mabel D. Hines	92	18					3													5
150	Mabel Leighton	48	14																		1
151	Madonna	79	18								1										2
152	Maggie and May	48	18										1	3							5
153	Manount	43	16																		1
154	Margaret	79	18	1		1				4											10
155	Margett	107	18			2				1				1			2				4
156	Marget Mather	66	18						1	4											7
157	Marguerite	81	20							1											3
158	Marguerite Haskins	72	18							2					1						3
159	Marsala	54	16										1								2
160	Marshall L. Adams	91	24			4	1	2													7
161	Martha A. Bradley	72	16	3		5					2		1								7
162	Martha D. Nickerson	89	17																		1
163	Mary A. Gleason	65	16								1										3
164	Mary G. Rowell	126	21																		1
165	Mascanoma	67	18					1		5											7
166	Matthew Keaney	66	14							1											3
167	Mattie Winship	73	15			2				2											5
168	Maud M. Story	53	16			1					2										3
169	Maxime Elliott	75	23			2				1	2		1								6
170	Meteor	96	18			3															3
171	Minnie Davis	26	9																		1
172	Mist	48	16					1		1											2
173	Mystery	89	18			5															5
174	Nannie C. Bohlin	96	18					2			1		2								5
175	Nellie Dixon	68	18																		1
176	Nellie M. Snow	61	16					1													2
177	Nelson Y. McFarland	65	15							1											4
178	Nerrid	69	18					4		1		2	2								13
179	New England	59	18					2			1			1							8
180	Niagara	78	18					1			1										3
181	Norman Fisher	52	16					2			1	1	1								7
182	Norumbega	91	18											1							1
183	Norvahoe	91	20							2	1										5
184	Olga	77	18							1											3
185	Oliver F. Killam	43	16			3		2													5
186	Oliver Wendell Holmes	75	17							1											2
187	Oregon	79	19											2							4
188	Orpheus	74	18					2													10

1-2 EDWARD VII., A. 1902

LIST of United States Fishing Vessels which have entered at Canadian Ports from October 31, 1900, to October 31, 1901.—*Concluded.*

Number.	Name of Vessel.	Net Tonnage.	Number of Men.	Ports of Call.																Total entries.		
				Archat.	Barrington.	Canso.	Georgetown, P. E. I.	Halifax.	Liscombe.	Liverpool.	Lockeport.	Louisbourg.	Moncton.	North Sydney.	Port Hawkesbury.	Port Hood.	Port Mulgrave.	Shelburne.	Souris, P. E. I.		Whitehead.	Yamouthe.
189	Parthia	77	18			3															5	
190	Patriot	58	18	3		3		12			1										14	
191	Pauline	51	15					1													1	
192	Pilgrim	69	11																		1	
193	Pinta	68	18					12													4	
194	Polar Wave	86	17								12										1	
195	Preceptor	89	18	3		1					1										6	
196	Priscilla Smith	89	17											1							1	
197	Procyon	85	18																		1	
198	Puritan	62	16			1					1	1			1						5	
199	Pythian	66	16														3				3	
200	Ralph F. Hodgdon	59	16					1													1	
201	Ramona	58	16					1			1						1				3	
202	Richard Wainwright	98	18			1								2			1				5	
203	Rigel	87	18					1									4				5	
204	Robin Hood	65	18	2	3						2			1			1				9	
205	Rozella	34	11								2										3	
206	Ruth M. Martin	93	20			4	1	1		2		1					18	1			28	
207	S. F. Maker	78	18			1	1											2			6	
208	S. P. Willard	87	20	3				1	1	1						4					10	
209	Samuel R. Crane	52	18																	2	2	
210	Sarah E. Lee	74	18			1		1			1										3	
211	Sea Fox	71	17					1													2	
212	Senator	74	18	1		1											1				3	
213	Senator Gardener	94	20			1								1							1	
214	Senator Saulsbury	77	18																		1	
215	Sheffield	61	16	2																	2	
216	Shenandoah	77	19			4	1				3						1				9	
217	Shade Gordon	88	18								1										1	
218	Speculator	77	18						5	1							1				8	
219	Stanwood	76	19					1													1	
220	T. M. Nicholson	90	21																		1	
221	Talisman	88	18			1											3				4	
222	Tattler	135	22			5											1				6	
223	Thalia	78	16			4	2	6	2	1									3		18	
224	Theodore Roosevelt	90	18								1										1	
225	Tidal Wave	66	16	2						1											3	
226	Titania	77	18					2	1								3		2		8	
227	Triton	67	14														2				2	
228	Valkyria	104	18			4					1										5	
229	Vera	77	18			12				3						1	1				7	
230	Vesta	75	16	2				1			1						2				6	
231	Victor	75	18											1							1	
232	Vigilant	87	18			12					4			1		1	4			1	13	
233	Virginia	81	20			3	1	1						1							6	
234	Volant	96	18			1		1						2	1	1	6		1		10	
235	W. E. Morrisey	93	19			4				1											7	
236	W. H. Moody	48	18			2	2										1				5	
237	Walter M. Young	86	18					1								1					2	
238	William H. Rider	45	16							1		1					1				3	
239	William Matheson	72	17											1							1	
Total		17790	4165	17	36	182	2	69	43	152	53	41	5	60	30	1	12	203	3	21	60	990

OFFICERS' REPORTS.

REPORTS OF CAPTAINS COMMANDING CANADIAN CRUISERS.

CRUISER 'CURLEW'.

ST. JOHN, N.B., December 31, 1901.

Commander O. G. V. SPAIN, R.N.,
Commanding Fisheries Protection Service,
Ottawa.

SIR,—I have the honour to again submit to you my annual report on the various operations of this ship during the year just closed, which have extended over many hundreds of miles on the coasts of New Brunswick, Nova Scotia and Prince Edward Island. While life on ship board is presumed to be monotonous by those who do not choose the sea as a profession, the crew of this vessel will truthfully admit that monotony has not been experienced by them since the vessel has been in commission. One day we would be at St. Andrews, swinging to our anchors, and in response to telegraphic instructions from you, in a few hours we could be in sight of the Nova Scotia shore.

We have visited almost every harbour on the coast from St. Stephen, New Brunswick, to Sydney, Cape Breton, and I might say, few indeed are the ports on the coast which have not been called at by this ship.

While it must be admitted that there is considerable unpleasant duties to be carried out by us, still, on the other hand, there are numerous duties devolving on us that can be characterized as anything but unpleasant. A change from one to the other invariably lends a charm and excitement to the work that has many attractive sides to it.

During the winter months, the ship was laid up at a dock in St. John, and during this time the boilers and machinery were overhauled and put in first class order by the engine room staff. The hull and other necessary work around the ship was also carefully looked after, and any repairs required were carried out. I might state here that the bridge was enlarged to nearly double its former size, which we found of great benefit during the season.

Orders were received from you to place the ship in commission on April 15 and with that end in view, work was rushed along and the ship was ready for sea on the date required. Some little delay was experienced in endeavouring to replace the second engineer, who had abruptly resigned his position, and on the 16th we steamed outside St. John harbour and adjusted compasses, which was rendered necessary by the bridge being enlarged.

The control of the valuable fisheries of St. John county having being added to my district in February last, we steamed to Quaco on the 17th inst., to instruct the officer there, and found that the lobster fishermen were arriving daily and locating themselves in the numerous camps, along the shore as far up the Bay of Fundy as Salmon river. The next few days were occupied in visiting the other fishery officers on the St. John county coast, instructing them regarding the management of the valuable lobster and salmon fisheries under their charge.

Arriving in Charlotte county waters on April 20, found an innumerable number of deep sea fishermen anxiously awaiting in the several villages our coming to receive their bounty cheques. This is one of the pleasant duties I am called upon to perform, as these cheques are issued at a time of the year when the fishermen's finances are generally at the very lowest.

I found in all parts of Charlotte county weir repairing in progress, and many new weirs in course of erection. All the fishermen were looking forward to a prosperous season, and, owing to their extreme eagerness to secure desirable weir locations, I was compelled to settle innumerable unpleasant disputes among the enterprising claimants. On the United States side the numerous sardine factories were repairing their plants for the manufacture of the small herring into sardines, and, as the market was quite bare, were looking forward to an active and profitable season. This unusual activity on the American side, of course, had the effect of infusing new energy into the owners of weirs located on the Canadian side of the boundary line, and every one was anxiously looking forward for the appearance of the herring, which usually strike in about the middle of April.

Much dissatisfaction was caused among the Bay of Fundy fishermen by the increased number of vessels that this season entered into the taking of pollock by exploding charges of dynamite among them. Fortunately this method of fishing is only practiced in one section of the Bay of Fundy, off White Head, Grand Manan. Those dynamiters made good hauls by this most destructive and wasteful practice, and it was carried on from April 15, when the schools of pollock were first sighted off Grand Manan, until the beginning of June. At this latter date the pollock had slowly worked from off shore in the waters known to the fishermen of the Bay of Fundy as the 'rippings,' to the inshore grounds inside of the territorial waters, and the fishermen then stopped the using of dynamite. There were many tempting opportunities offered for the use of explosives among the schools of pollock playing in the eddy of the 'Old Proprietor' and other ledges, but the fishermen controlled their desires, evidently not wishing to have their boats confiscated and towed to St. Andrews. It is earnestly hoped by every person interested in our valuable fisheries and their preservation, that immediate action will be taken by the Fisheries Department with a view of having this vile practice discontinued.

Just picture fifteen vessels, the number engaged at this kind of fishing this year, each vessel with from one to three boats busily rowing among the schools of pollock and exploding their charges of dynamite, and as they do not secure more than one-half the fish killed, or, as some assert, not more than one-third, you can form some idea of the immense destruction among the schools of fish.

During the month of May we towed the Marine Biological Station scow from St. John to St. Andrews, where the station itself has been in operation for the past two years. Afterwards the station was firmly secured on the scow for its long tow to Canso almost four hundred miles away.

On May 21 your orders were received to cruise on the Nova Scotia coast as the United States mackerel fleet were beginning to arrive there in their eager pursuit after this valuable fish. Some had already been taken previous to this date by our own fishermen in traps and nets, and the trap at Clark's harbour, Cape Sable is credited with having taken the first mackerel on the coast on May 13.

At midnight on the 22nd we cruised across the Bay of Fundy and the next day called at Yarmouth to bunker ship. Rounding Cape Sable on the 24th, we put into Lockeport at noon, and it being the late Queen's birthday we decorated ship rainbow fashion in Her Majesty's remembrance. Liverpool was reached next day, where dense fogs delayed us till the 31st, when your orders were received to return to Quoddy and tow the Biological Station to Canso.

Since the 13th inst., the schools of mackerel were gradually working along the coast in an easterly direction, and by the 25th, the coast fishermen as far as Canso, had their nets set awaiting their harvest, but the result of the shore fishermen's catch for the year was below the average, although the prices paid were fairly good. The usual number of United States seiners frequented our coasts this spring, but the total catch was only fair and they remained a much shorter period than other seasons.

On May 31, we returned towards St. Andrews, calling into Yarmouth to bunker as usual, and on June 2 moored alongside of Biological Station, St. Andrews. Next morning in a strong gale, tested towing appliances by towing station to Campobello, and finding everything working satisfactorily, steamed next day across the Bay of Fundy to Brier island. The second day we succeeded in safely getting our tow around Cape

SESSIONAL PAPER No. 22

Sable and anchored in Shelburne. The next morning at daylight we made another start, and the breeze sprung up from the southwest, freshing during the day and raising up a nasty sea. At 10 a.m. off Liverpool, the towing gear on board the scow broke, but we succeeded, with little trouble, in picking her up again. At 2 p.m. off La Have the gear on scow broke again, and although a heavy sea was running, we managed to pass a hawser to her and steamed into Lunenburg to repair damages.

A heavy sea and fog compelled us to put into Halifax on the 8th, but on the 11th the weather cleared up, and we proceeded towards Canso arriving there on the morning of the 12th, and we then placed the station in safe quarters.

Leaving there next morning, Arichat was visited, and on the 15th we arrived at Louisbourg to bunker. Bunkers were filled on Monday the 17th and we returned westerly, visiting the several ports on our way. Port Le Hebert was visited on the 19th and 20th in order to examine harbour and report as to the advisability of placing a number of buoys on the shoals and ledges therein. St. Andrews was again reached on Sunday the 23rd, and we resumed our usual work among the herring fisheries in the waters of Passamaquoddy bay.

On July 1, Dominion Day, I took, as ordered by you, sixteen of the ships company with arms and gatling gun, up to St. George, and assisted in their celebration on that day, for which the celebration committee of that town tendered me a letter expressing their approbation.

The member from St. John county to the Dominion Parliament, Colonel Tucker, joined our ship on July 5, at St. John, in order to examine into the herring and other fisheries of the Bay of Fundy, with a view to several proposed changes in regard to them. Colonel Tucker cruised with us over the district until the 21st, when he left the ship at St. John. He expressed the pleasure he had during his stay on board, and the large amount of valuable information that he acquired with respect to the Bay of Fundy fisheries.

While cleaning boilers at Yarmouth on July 24, your telegraphic orders were received to proceed to Digby, and take the Governor General of Canada and Lady Minto, with their daughters and members of the suite on the *Curlew* to St. John. On Sunday p.m. the Vice-Regal party of twelve persons joined the ship, and we proceeded across the Bay of Fundy to St. John. We arrived there at 7 p.m., finding the town and shipping decorated in honour of our distinguished party, and thousands of the inhabitants waiting on the several wharfs, to give them an enthusiastic reception.

On August 2, at St. Andrews, acting in co-operation with the reception committee of the town, we again had the honour of having on board the Vice-Regal party, for a cruise on the beautiful waters of Passamaquoddy bay, including a visit to the summer residence of Sir William Van Horne, who courteously entertained us. During the afternoon we returned to St. Andrews, although Their Excellencies expressed their desire to proceed to St. John in the *Curlew*, but the appearance of fog rendered this impossible, and the party left by special train for St. John.

Attending to our usual fisheries duties, including the cutting down of an illegally built weir in Lubec Narrows, occupied our time till the latter part of August, when rumours of poaching by Canadian vessels, on the Grand Manan spawning grounds, began to reach our ears. Attempts at poaching annually occur on these spawning grounds, and considerable strife and bad feeling occur among the fishermen in consequence. Warnings have been given to suspected poachers, and we have anchored on the grounds for various periods, but, during our absence from Grand Manan, this illegal work would be stealthily resumed. I decided the time had arrived when more stringent measures were necessary, and at midnight on August 31, we arrived off Seal Cove, and sending the small boats into the cove in the darkness, found seven vessels fishing illegally. Next day I towed them to St. Andrews, and they were all fined, besides losing their fishing gear and time. I feel certain this action will have a deterring effect.

Issuing weir licenses, settling various fisheries disputes, &c. kept us busy till October 4, when we left the waters of Quoddy, and proceeded along the south coast of Nova Scotia in order to be present at the annual sports of our service, to be held at Georgetown, P.E.I., beginning on October 10.

Arriving at that port on the 9th, we found the other cutters at anchor there, and all the crews anxiously looking forward to the various competitions, of skill, strength, and endurance. On the morning of the 10th, the rifle competition for the challenge cup took place, and this ship's rifle team did not meet with success, which did not surprise us, we having very little time for practice. However, we consoled ourselves with taking back to the shores of the Bay of Fundy, the silver cup offered as a prize for the five oared gig race and the substantial money prize that accompanied it.

Our ship's company also picked up a fair share of prizes in the other events, and on the last evening at Georgetown they showed at the concert given by the fleet in the town hall, that their musical abilities were above the average. It is quite evident to the most ordinary observer, that these annual gatherings of the cruisers for athletic sports, are more enjoyed and appreciated by all as each year rolls by, and encourages a spirit of competition among the ships companies, and its good results are quite perceptible. I have been present at numerous gatherings of seamen, and it cannot be denied that the physique and general abilities of the men gathered annually at Georgetown, can compare favourably with any gathering of seamen that I have been present at.

After returning to the Atlantic coast from Georgetown, foggy weather set in, and putting into Arichat, boilers were sealed, and on October 20, we arrived at Louisbourg and bunkered. Returning to the westward on the 23rd, we called into numerous ports along the coast, and Yarmouth was reached on the 31st, where we filled the space in the bunkers and cruised towards St. Andrews via Brier island.

Finding there a telegram from you to return to Nova Scotia immediately and meet you at Shelburne, where we arrived on November 7. With you on board we steamed to Halifax, returning again to the westward on Sunday the 10th, and met five United States seining schooners cruising off Chebucto Head with evidences around their decks that they had caught some mackerel very recently.

Pasamaquoddy waters were again reached on the 15th, where numerous pressing fishery matters were attended to till the 20th, when in response to another telegram from you, that United States fishing vessels were reported poaching in the vicinity of Liverpool, N.S., we steamed there hurriedly. For several days we searched for evidences of poaching along the coast, but did not succeed in discovering any. Returning around Cape Sable for the last time in the year, we again bunkered at Yarmouth on the 29th, and at Letang Harbour on December 3, Senator Gilmour came with us to Grand Manan, where he presented medals and a gold watch to several life savers there.

The collecting of bounty claims, &c., was vigorously proceeded with till December 24, when we steamed to St. John during a S.S.E. gale, and at sunset, placing the ship out of commission, discharged the ship's company. On the 26th the ship was placed in her winter quarters, and the engineers and their staff proceeded with the repairs to the boiler and machinery.

I have the honour to be, sir,
Your obedient servant,

JOHN H PRATT,
Commanding Curlew.

NORTH HEAD, N.B., December 20, 1901.

Commander O. G. V. SPAIN, R.N.,
Commanding Fishery Protection Service of Canada,
Ottawa.

SIR,—I respectfully beg to present this, my annual report, covering the operations of the cruiser *Kingfisher*, engaged in the Fisheries Protection Service, under my command for the present year.

SESSIONAL PAPER No. 22

The cruising during the season has been confined chiefly to the Gulf of St. Lawrence. On May 16, 1901, after six days in fitting out the ship at Shelburne, we sailed east to Lunenburg, taking up station from Cape Sambro to Shelburne, with headquarters at Lunenburg. I cruised this station until June 4, during which time I sighted ten American seiners operating a long way off shore. We passed numerous schools of mackerel and herring near the shore. Herring were very plentiful on the coast, showing in large schools during the latter part of May. The fish were very fine quality, large and fat and a species of herring seldom seen near the coast. Fish of this kind are caught chiefly on the outer banks, and fishermen call them 'bank herring.' The catch of lobsters was limited on this ground, owing to the prevalence of easterly winds during almost the entire months of April and May, and which caused great destruction among the lobster traps along the coast.

I left this station on June 4, for the east, arriving at White Head on the 5th, fishermen reporting lobster fishing fairly good and mackerel scarce. I visited Canso on June 6, found a few 'bankers' in port flying no bounty flags. On the 7th inst., sent my chief officer to visit the lobster canneries, and he made a seizure of small berried lobsters at Sproule's cannery, for which I imposed the customary fine. American seiners were reported doing fairly well off Canso—about June 5, some vessel reporting 200 to 300 brls., although I cannot verify this statement, as, on account of the weather being fairly good, the seiners were not compelled to make frequent calls for shelter at any of our ports. On June 8, I left this port for Charlottetown, calling at Georgetown on the way, and arriving at Charlottetown on the 11th inst. While there the ship's company was measured for uniforms. A new water tank was also obtained; the old one having given out entirely. I left that port on June 18, with instructions to take up station off East Point, P.E.I., and Cape Breton. I proceeded west through Northumberland Straits, around North Cape and East Point to Souris. The catch of lobsters had been good in this section, notwithstanding the enormous quantity of drift ice, kept in the gulf by the prevailing easterly winds. Three American seiners visited the gulf this season, only remaining two or three days, when they returned to their own coast, mackerel failing to school in the Gulf of St. Lawrence. On the 12th inst., I proceeded to Port Hawkesbury and hauled over on the marine slip on the 15th, to have the ship's bottom cleaned and painted. This was finished on the 17th, and on that day the ship was launched and made ready for sea.

July 20, 200 brls. of fresh mackerel were shipped from Hawkesbury by the ss. *Halifax*, for Boston, all caught in the vicinity of the straits in nets. I remained at Hawkesbury until the 25th, when I proceeded to my station off Souris. On my arrival I continued to patrol the coast on north side Prince Edward Island and the north side Cape Breton. On July 31, we caught a few mackerel off East Point with hook-and-line, first catch of the season. About the middle of August mackerel were reported taking hooks freely at Magdalene Islands; the catch there was very good, some 10,000 brls. being obtained.

Hake fishing was very good off Souris. The continued scarcity of bait made it very hard for the fishermen, as boats had to go to Canso for frozen squid, no bait being obtainable nearer. A few barrels of herring for bait were kept in the new freezer at Souris, but the fishermen claim the prices charged there were too high—more than they could afford to pay.

On August 19, I attended the Georgetown Regatta, boats competing for the cup presented by His Honour Judge Hogston, of Charlottetown. The day was fine with a good breeze and a very pretty race resulted.

On August 28, Souris Regatta took place, boats competing for the cup presented by the Souris Boating Club. This race was not particularly interesting on account of the wind being very light during the day. We had quite a number of visitors, among whom we had the pleasure of seeing Mr. A. W. Owen, Chief Accountant, Marine Department at Ottawa. We endeavoured that the *Kingfisher* give every assistance during the day to the club of which His Honour Judge Wayberton, of Charlottetown, Commodore.

The remainder of August and September we patrolled the coast carrying out the lobster regulations. Some traps were seized for being fished in the close season. I

may say the percentage of illegal fishing for Lobsters was much smaller than in previous years. The steam launch *Darvis*, which was sent to me by your orders, proved most useful in enabling us to cover a lot of ground which could not have been done with a sailing vessel.

The ship's company always look forward with much pleasure to the Annual sports which took place at Georgetown on October 10 and 11, under your direction. The prizes for rifle shooting consisted of one large cup open to all the ships of the service, also the smaller cup which is competed for only by the *Acadia* and the *Kingfisher*. It is gratifying to me to report that both these cups were captured by the *Kingfisher*. The boat race for the cup given by the citizens of Georgetown was won by the *Curlew* and was a most interesting race.

By your orders we left Prince Edward Island for Sydney on October 21, via Bras d'Or Lakes—this being my first run through the lakes with the *Kingfisher*. We only remained at Sydney one day. We found the American seiners, six in number, were leaving for home, only one vessel having received a full fare, 380 barrels. These were taken by the gasoline steam schooner *Victor*. Two of this type of schooners were at Sydney, the other being the *Helen Miller Gould* which was burned in the harbour of North Sydney on the morning of October 25. While there I visited both these vessels and was very kindly received and given every particular in regard to their engines, speed, &c. A vessel like the *Victor* carries engines of 85 H.P. four cylinders, and the shaft is made of Tobin bronze 3½ inches in diameter. The propeller has three blades which are also made of Tobin bronze, two iron tanks of 500 gallons capacity contain gasoline. The ship will steam eight knots in calm weather with a consumption of eight to nine gallons per hour. Captain McFarlane informs me he caught many more fish by having steam to handle his vessel in calms. On October 24, in accordance with your instructions, I proceeded west through the lakes to Shelburne to obtain a new mainmast. We arrived at Shelburne on the 30th, and paid the ship out of commission on November 2, after which I put in the new mast. At Shelburne by your authority some improvements were made in the accommodation of the vessel with which you are already familiar. It became absolutely necessary to put in new rails and this was also done at the time, all of which I respectfully submit.

I have the honour to be, sir,
Your obedient servant,

W. H. KENT,
Commanding Dominion Cruiser 'Kingfisher.'

SHELburne, N.S., November 30, 1901.

Commander O. G. V. SPAIN, R.N.,
Commanding Fisheries Protection Service of Canada,
Ottawa.

SIR,—I have the honour to forward you my annual report of work performed by the *Osprey* during the season just closed.

In compliance with your instructions on April 17, I proceeded to Shelburne and after superintending the fitting, painting, &c., on the 22nd signed crew and placed ship in commission, but the weather being very stormy we were unable to get to sea until the 29th. On that date we cruised eastward and arrived at Halifax on the following day, where we signed another man, took in stores, and on May 4 proceeded cruising eastward along the coast, doing general fishery protection work, and arrived at Port Hawkesbury on the 7th, where we were detained until the 9th by heavy north winds, with a large fleet of fishing and coasting vessels bound north, which date we proceeded

SESSIONAL PAPER No. 22

and arrived at Pictou same night, and by your order the *Osprey* went to sea in charge of Chief Officer Graham on the 11th, and proceeded towards Magdalen Islands, to look after foreign bait seekers, while I was instructed to proceed to Halifax by railway to take Dominion government steamer *Minto* to Sable Island. The *Osprey* cruised under command of chief officer until June 4, on that date I joined her again at Port Hawkesbury, and proceeded towards Charlottetown, and arrived at that place next morning. After having crew measured for uniforms, and taking in some stores, on the 7th went to sea cruising northward through the Northumberland Straits and down west end of Prince Edward Island, thence to Cape North, Cape Breton, where we got some very rough weather, during which David Creed, one of the seamen, was badly injured by a blow from a jib sheet, from which cause he lost one of his eyes. However, after a lot of rough usage we arrived at North Sydney on the 10th, and replenishing our somewhat diminished supplies, we again proceeded to sea on the 13th, cruising southward through Main à Dieu passage, then westward towards Canso, where, by your instructions, we took up our headquarters for mails and telegrams, cruising between Liscombe and Sydney. On July 1, we placed ship on marine railway at Point Tupper. After having ship cleaned and painted we proceeded and took same route, cruising as before, until by your further instructions we passed through St. Peter's canal, and came to anchor at south end of Campbell's Island on the 19th, and there awaited the arrival of the Vice Regal party, who came on board Monday 22nd. A guard of honour was formed up and a general salute was given, after which His Excellency inspected the ship's company, and expressed himself as being well pleased. We at once proceeded down the lake passing the Grand Narrows bridge with a fine breeze, and adding to my pleasure their excellencies expressed themselves as having enjoyed the run on our beautiful little ship, (using their words.) We arrived at Sydney the same night, and on 24th proceeded with Her Excellency and two daughters and yourself, entering lake same afternoon. The wind being light we transferred to the *Acadia*. This ship took them to Grand Narrows. We then proceeded and took up station duty as before until by your orders we arrived at Pictou on September 4. Chief Officer Graham was again sent to sea and to cruise off Canso as before, while I was placed in charge of the cruiser *Acadia*, for the run to Quebec and back to Port Hawkesbury, where we arrived on the 22nd. I joined my ship again on that day, and following day cruised south through the strait and took up my old station and cruising as before doing general fisheries protection work until October 9, when we arrived at Georgetown, where the annual sports were held on the following dates, 10th, 11th and part of 12th. Everything passed off pleasantly. The cruiser *Kingfisher* capturing the fisheries protection cup. After which we returned to the station, and on the 28th, by your orders, changed to Cape Breton east coast, North Sydney headquarters, we cruised there until November 2. There being no United States seiners there, we cruised westward through the lakes and passed St. Peter's locks on the 4th, and worked our way westward calling at several ports along southern shore, and arriving off Devil's Island on the 8th, fell in with five United States seiners. Cruising with them till the evening we went into Halifax, leaving early next morning and cruised with the fleet until the 13th, when ourselves and four of the fleet lay at Halifax during a heavy south-east gale. When the weather moderated and the fleet went to sea we still continued to cruise with them until the last of them went west on the 18th. The fleet did not make any big catches and went home with from one to two hundred barrels each. We then took up headquarters at Lunenburg, and cruised East Mahone and St. Margaret's bays until 27th, on which date, by your order, we cruised westward and went into winter quarters at McLean's wharf, Shelburne, on the 28th, and on the 30th, after stripping and mooring ship, and paying off crew, hauled down the ensign and pennant.

I have the honour to be, sir,
Your obedient servant,

C. T. KNOWLTON,
Commanding Cruiser 'Osprey.'

1-2 EDWARD VII., A. 1902

QUEBEC, December 26, 1901.

To Commander O. G. V. SPAIN, R.N.,
 Commanding Fisheries Protection Service of Canada,
 Ottawa.

SIR,—In compliance with your instructions I have the honour to submit to you the following, which is a synopsis of the work performed by the cruiser *Constance*, under my command, during the present year just ended, 1901.

On January 23, my chief and 2nd engineers, oiler and stokers began the work of overhauling the boiler and engine, to have all in readiness for the opening of navigation.

February 11, Messrs. Davie & Sons began the work on the new construction to connect the turtle or fore-castle deck to the wheel-house and the lowering of the bridge, under my supervision.

March 16, the *Constance* was visited and inspected by the Deputy Minister of Marine and Fisheries and yourself, who approved of the manner in which the work was being conducted to the satisfaction of those interested in its structure. March 28, the *Constance* was towed from her winters quarters in Indian Cove to alongside of Davie's patent slip at Lévis, for the better convenience of forwarding the work to a hasty finish.

April 9.—The work carried on by Messrs. Davie & Sons during the past two months being completed, the *Constance* was at once put into commission. Officers and crew signed ship's articles, and the steamer was moved from Lévis to the Louise Basin, Quebec, where we took in a full supply of coal, fresh water, provisions, &c., and on the afternoon of the 11th we left port for the gulf.

For the convenience of the residents of the north shore and by the permission of the Honourable the Minister of Customs, I received on board, just before leaving port, several large bags of mail matter from the Quebec post office and delivered same at the respective post offices between Godbout and Esquimaux Point, arriving at the latter named port at noon of the 15th, where I received instructions by telegraph from Inspector Jones to proceed at once to North Sydney, N.S., and to cruise in that vicinity until further advised.

On receipt of this order we left Esquimaux Point at once, and the following night (16th) arrived off the entrance to Sydney; but, owing to the large quantities of closely packed ice that extended for several miles off shore all along the coast, we were unable to make harbour, and next morning (17th), on account of strong easterly winds and threatening bad weather, we put into Louisbourg for shelter, where we remained for several days detained by easterly winds and gales, rain and fog. On the morning of April 25, we managed, after passing through miles of heavy scattered ice, to make an entrance to North Sydney harbour, and, as the weather permitted, we cruised in the vicinity of Cape North and Scatteri Island until May 9, when, by instructions received, we proceeded to Meat Cove and seized a whisky still from one John McLennan, leaving the prosecution for this offence to the Honourable the Minister of Inland Revenue.

From May 10 to November 20, our cruise varied greatly, being kept constantly on the move about the coasts of the gulf, Prince Edward Island, the Magdalen Islands, the Nova Scotia coast, Tusket Islands, St. Mary's Bay and the Bay of Fundy.

On this long line of coast work I must here state that the new addition to the turtle deck, which was built to cover in the gap between it and the wheel-house, proved of great value to the safety of the ship as well as to the comfort of those on board when exposed to the heavy seas of the gulf and along the Atlantic coast. It made a great change in the ship by throwing off the water coming over the bows in head seas, preventing the deck from being swept and the compartments from being flooded.

On May 27, I was instructed to proceed to the Magdalen Islands to look out for a large three masted French schooner that was reported to be from St. Pierre Miquelon, and selling liquors to the inhabitants. We arrived at House Harbour next day (28th), and remained about the islands until June 2 investigating this case. The report was true regarding the schooner having been at Grand Entry Harbour, and other places, to purchase bait, but no proof could be obtained that spirituous liquors had been landed or purchased in trade for bait. Again on July 1, along with Preventive Officer Bourinot an investigation was held at Murray Harbour, P.E.I., regarding a report of smuggling

SESSIONAL PAPER No. 22

at that port, but after a careful and thorough inquiry no information could be confirmed against the accused.

On September 16 and 17 we had the pleasure of being at Quebec and taking an active part in the naval parade and other demonstrations in honour of their Royal Highnesses the Duke and Duchess of Cornwall and York. During October 16 and 17 we arrived and anchored in Clarks Harbour, N.S., with Mr. Fred. L. Jones, and others on board, who held an investigation into the looting of the British ship *Drumalis*, stranded on the S.W. shoals near Cape Sable, which resulted in the seizure of the schooner *Hope* by the *Constance* and several articles taken from the wreck, and found on the shore, under the provisions of the Customs Act, sections 193, 194, 196, 197 and 217, and delivered same to the charge of the Collector of Customs at Barrington Passage to be held by him until further advised by the Honourable the Minister of Customs. December 3 we placed the *Constance* in the Louise Basin for the winter, paid off all officers and crew from further active service and left ship in charge of Michel Dickey, my chief steward, to act as watchman, until further advised by the department. During the last week that the crew were on board in port we had the fore peak, chain lockers, and every other available place under deck thoroughly scraped clean of all rust and painted which was very much required for the preservation of the ship.

In conclusion, we boarded and searched all unknown, or suspicious, crafts that we came in contact with during our cruise, and covered 16,504 miles in distance made.

I have the honour to be, sir,
Your obedient servant,

GEO. M. MAY.

DOMINION CRUISER 'PETREL.'

WALKERVILLE, December 14, 1901.

Annual Report of the Cruiser 'Petrel' for the Season of 1901.

Captain O. G. V. SPAIN, R.N.,
Commanding Fisheries Protection Service of Canada,
Ottawa.

SIR,—I have the honour to present to you the annual report of the above cruiser for the season of 1901, and as the work performed was varied, with your permission, I will give it in detail for your better information.

The ship, which was laid up in Walkerville, was fitted out and placed in commission on Saturday, April 13, and departed for Amherstburg, where thirty tons of coal were placed on board. On Monday, the 15th, was employed getting the gas-buoys ready for service, putting lamps on, &c. On the 16th both buoys were placed in position and the winter buoy taken in.

On the 17th I seized eighty-nine American gill-nets, which were set in our waters. On the 19th the spar-buoy was placed on Grecian shoal. On the 20th the seized nets were spread out to dry by the crew on the piers and finally were bunched and stored.

On the 25th I seized thirty-one American gill-nets set in our waters. On the 26th the spar buoy was placed on North Harbour reef.

On the 30th I seized fifty-nine American gill-nets set well in our waters.

On May 2 the crew were engaged drying the nets and placing them in stores.

On May 14 the chief engineer of the department, Col. W. P. Anderson, came on board to inspect the light stations, I also took on board a lifeboat for Long Point. From that date until the 17th the following stations were inspected: Rondeau, Port Stanley, Port Burwell, West and East Long Point lights, Port Dover, Port Maitland, Mohawk Island and Port Colborne, when Col. Anderson left the ship. On the way down the lifeboat was landed at Port Dover.

1-2 EDWARD VII., A. 1902

On the 24th the ship was dressed but no salute was fired. On the 27th Col. Anderson came on board with a diver and assistant to locate the position for the Middle Ground lighthouse, but the weather would not permit any work until the 30th when the spot was located. On the 31st, Mr. Noble, who was in charge of the lighthouse crib, came on board and the *Petrel* accompanied the tug *Home Rule* and barge *Owens*, which had the crib in tow, most of the way. On June 1, the crib was placed in position, several of the crew of the *Petrel* worked all night loading the crib with stone. Col. Anderson left ship on the 3rd at Windsor. On the 4th three large spar-buoys were placed to indicate the extent of the shoalest portion of the Middle Ground Pelee passage, and on the same day I located the wreck of the ss. *Specular*. On the 26th I made a careful survey of the wreck, finding as little as eleven feet of water over portions of the steamer. I placed a black spar-buoy at the east end of it.

July 1 the ship was dressed and a salute was fired of fifteen guns. The crew assisted the people of Port Dover to celebrate the day, and received great praise for their exhibition of rifle, cutlass and physical drills, reflecting as it did great credit to their instructor, Sergeant Hessian.

On the 8th, Mr. Fraser, the assistant engineer of the department, came on board and was conveyed to the south-east shoal lightship, which was successfully located by sextant angles on the 9th. On the afternoon of the same day, Mr. Noble was conveyed to the old 'dummy' crib, being accompanied by the chief engineer, Mr. Brown, to examine the old boiler. On the 10th Mr. Fraser left the ship.

On the 30th, Judge Horne, Mr. Cowan and party came on board at Amherstburg and were conveyed to Pelee island. On the way there and near Colchester light, I was signalled to by the ss. *City of Mount Clements*, which reported being disabled and having the submarine cable on board for Pelee island passage. She was taken in tow to the north dock Pelee island. I afterwards landed the judge and party at the west dock, returning to Windsor the same day.

September 3 I seized twenty-one American gill-nets in our water near Long Point and containing a small catch of fish, principally herring.

On the 10th, while lying at Port Colborne and visiting at a private house, I was requested by the customs officer to hold the American steamer *Hartford* for damaging a bridge, but before I could get my crew, the Americans cut their lines and got away. It would have taken about twenty minutes to get up steam and make chase, and as the *Hartford* was the speedier, I did not attempt to follow.

From the 21st to the 28th I was away from the ship by your orders, *re* the Noble investigation. On October 10 received orders to convey Judge Horne to Pelee island to hold Court of Revision, and on the 11th I returned to Windsor with him.

On the 18th having been instructed to move the south-east shoal gas-buoy to end of cut near the Detroit river light, I took up the anchor and towed the buoy to Pelee island to properly ship the anchor. By this time a gale was blowing from the south-west and had to go to anchor. Did not reach Amherstburg until 6.35 p.m. on the 19th. On the 21st, after exchanging old lamp for a new one, the buoy was placed where Hackett Bros. pointed out as the proper place. Angles were taken for the information of the chief engineer of the department. Two broken spar buoys were taken up for the Hacketts, who have no boat fit for the purpose.

November 9th, King's Birthday, dressed ship and fired a royal salute.

On the 13th took angles to locate the boundary line between the Bass islands and the Hen and Chickens, for the guidance of the fishermen, and placed a buoy.

Eighteenth, I took on board a large spar-buoy which I placed in $6\frac{1}{2}$ fathoms water on the south east shoal, to mark the position of the vessel and to enable them to place it again in the spring.

On the afternoon of the same day, I seized thirty-seven American gill-nets set in our water. The nets were obtained by grappling. On the 19th I seized fifteen American gill-nets, set in our water a short distance to the east of those seized the preceding day.

On the 21st, took in the middle ground gas-buoy, taking up its anchor which I left at Pelee island, towed buoy to Bois Blanc island, and gave it in charge of Hackett Bros. on the 22nd. On same day took up spar-buoy near the wreck of the *Specular*. On the

SESSIONAL PAPER No. 22

27th I took up the three spar-buoys from the middle ground, also the one from North Harbour reef. I was unable to find the spar-buoy on Grecian shoal, which had evidently been cut down by some steamer, below the water. The buoys were given in charge of Hackett Bros.

On the 29th I met Capt. Hackett, with the wrecked gas-buoy in tow, which I was intending taking in that day. I took it in charge, handing it over to Hackett Bros., and made a special report on the matter. On the 30th, having received a telegram instructing me to assist Hackett in taking up the spar-buoys set along the dredged channel outside the Detroit river. I did so, taking up twelve of them. Most of them had been cut down by steamers and were landed at Bois Blanc island.

On December 6, by your orders, I took a party of gentlemen from Windsor to Amherstburg, thence to Pelee island, returning on the 8th.

To conclude, I beg to report that although a larger number of nets were seized this year than last, I think the fishermen as a whole are more inclined to observe the law, at least while the *Petrel* is in commission, than formerly. They do not dispute the legality of the seizures, as in former years, and have frequently asked me to indicate the boundary line for them.

The fishing on Lake Erie was very uneven. Off Port Maitland it was good most of the season, and Mr. Harris, of Port Dover, reported to me early in the fall, that his fishing had been 50 per cent better than any year since he has fished off Long Point, and I saw myself, eleven tons taken at one lift from a small gang of gill-nets near Pelee island, by one of our own fishermen. On other parts of the lake, the fishing was light during the whole of the year.

You will kindly observe that a large amount of work was done by the *Petrel* for the marine branch of the department, and that the time was fully occupied, 14,132 miles having been logged during the season.

Trusting the foregoing report will meet with your approval.

I have the honour to be, sir,
Your obedient servant,

E. DUNN,
Commanding Cruiser 'Petrel.'

D. G. S. 'QUADRA',

VICTORIA, B.C., December 26, 1901.

Commander O. G. V. SPAIN R.N.,
Commanding Fisheries Protection Service of Canada,
Ottawa.

SIR,—The duties of the *Quadra* not in connection with lighthouse and buoy work, commenced this year with a cruise to Queen Charlotte islands to investigate the wreck of an unknown vessel which had been found by the Indians on the west coast. The wreck turned out to be that of the American ship *Colusa*, and had evidently been where found for more than twelve months. Whilst at Skidegate, Queen Charlotte islands, I examined two excellent salmon rivers from which the cannery, lately established there, were drawing at that early stage of the season (May) some splendid fish. The fish were small but of an excellent flavour, being in that respect more like British salmon than I have yet met with on this coast. Whether the whole of the streams and inlets on Queen Charlotte islands are frequented by this class of salmon, I am not at present prepared to say. Our next cruise was on fisheries service to Rivers Inlet, in the middle of what is generally considered as the busiest portion of the season; hardly anything was being done in the way of making good catches and I regret to say, the season's work at this once hitherto plentiful inlet has not been satisfactory. I understand a hatchery is to be

1-2 EDWARD VII., A. 1902

established at an early date on the lake at the head of this inlet and my opinion is that such is most earnestly needed. The hatchery on the Lakelse river for the replenishing of the Skeena river, salmon fisheries is already built, and I yet receive reports upon the excellence of the site for hatchery purposes. I met a telegraph lineman at Metlah-catlah on November 26 who had, a few weeks before, been in the Lakelse district, and he informed me the ova of the salmon was then lying on the shore of the lake in immense quantities, the water of the lake having fallen more than usual and left some large gravelly flats dry on which the salmon had spawned. At present, the Lakelse hatchery is in an out of the way district, but should the Kitimat railway be built, the hatchery will be in close and easy communication with the outer world, the suggested railway passing close to Lake Lakelse. When in the neighbourhood of the Skeena river, during the construction of the Lawyer island lighthouse, I was enabled to pay a little attention to the extensive fisheries there, and found on two occasions the weekly close season being infringed upon. Upon sighting the *Quadra*, the fishermen quickly drew in their nets and vanished. This illegal fishing was being carried on outside some large island on the estuary of the Skeena where the fishermen undoubtedly thought they were far beyond the ken of the fisheries guardian.

On September 30, the *Quadra* proceeded with His Majesty's ships to Vancouver and at that port, and from thence to Victoria had the honour of being one of the escort to Their Royal Highnesses the Duke and Duchess of York when they visited this part of the British Empire.

Our latest duty has been the upholding of law and order at Kingcome Inlet, Queen Charlotte Sound, where, in conjunction with the provincial police we were most successful; nine Indians were taken prisoners, and after a careful trial held on the *Quadra* they were sentenced to various terms of imprisonment for the serious offence of resisting and obstructing two police constables in the execution of their duty when arresting two Indians for theft, some weeks before.

I have the honour to remain, sir,
Your obedient servant,

JOHN T. WALBRAN,
Captain, Fisheries Protection Service, Canada.

Rec. Charles Harrison, Fishery Guardian, residing at Massett, Queen Charlotte Island, makes the following remarks on Salmon and Halibut.

November 14, 1901.

Salmon.

The sockeyes begin to run in the waters around Queen Charlotte islands about the second or third week in March. The heavy run is generally from the last week in April to the first week in June. The steelheads run in December and again in July. The cohoes begin to run about the second week in August and continue to run until the end of September. The humpbacks and dog-salmon commence about the first of September and continue till the end of November. Special legislation I think ought to be made so as to allow the sockeyes to be caught whilst they are plentiful.

Halibut.

I have counted as many as seven schooners fishing for halibut at the same time between Rose Spit and Edenshaw. The men on board were plainly visible to the naked eye. I also noticed that the names of several of the schooners were painted over with black paint so that they should not be recognized. I infer from this that the vessels were Americans. The *Edith* an American steamer has several times been seen in and

SESSIONAL PAPER No. 22

around Massett Inlet and Virago sound. Once she came to anchor three miles above Massett village, and another time she came to the village to get some Indians to pilot her to the best halibut banks. The Indians, however, refused to go as their great cry is that the 'Boston people' are robbing them of their fish.

Several times the Indians have reported that men from American vessels have landed at Rose Spit to kill wild cattle for fresh beef. They have also landed in Virago sound, broken into Indian houses and plundered them. Since I received my appointment as fishery overseer, I have kept a sharp lookout and the Indians have also reported to the captains that I was watching the different inland fishing grounds, consequently they have not poached so much this year. The government ought to enforce the three mile limit and by so doing prevent this continual poaching of Canadian halibut.

Another point I wish to draw your attention to, is the fact that from the middle of June to August 1, the halibut are soft and flabby, as during this time I believe they are spawning and should not be caught. This period I think should be declared a close season, and by so doing would prevent the extinction of this kind of fish. I have seen as many as forty young halibut caught in one afternoon in July by an old Indian, these were not much bigger than full grown flounders. An Act ought to be passed preventing any of these fish under 30 lbs. in weight from being caught. Should any be caught under this weight they ought to be at once liberated. Unless these fish are protected they will in a very short time become scarce, and as the halibut industry is still in its infancy they ought to be protected equally as much as the salmon.

Next year, canneries will probably be in operation up Massett inlet and Virago sound. Should this be the case, I hope the department will allow me a small sum wherewith to engage a guardian at Skidegate and one at Massett, to see that the regulations are strictly adhered to during my absence at either place.

Trusting that what I have written regarding the salmon and halibut in and around our islands will receive your serious consideration.

CONCLUSION.

In conclusion, besides the ordinary work that the cruisers were employed upon, Their Excellencies the Governor General, the Countess of Minto and Party, were, during the month of July and part of August, conveyed around the shores of Quebec and the Maritime Provinces, taking in the Island of Anticosti. The vessel used for the most part of the time was the *Minto*; but as she could not go through St. Peter's Canal, and as it was considered particularly advisable that a trip should be made through the Bras d'Or Lakes, the party were transferred to the *Osprey*, which sailed through the lakes as far as Baddeck, where they were again transferred to the *Acadia* and taken to Sydney. On the voyage back through the lakes, the trip was made on the *Osprey*.

The *Curlew* was also used in the Bay of Fundy.

His Excellency on several occasions inspected the men on parade, and expressed himself as being exceedingly pleased with the uniform, drill and discipline of the men.

The *Acadia* was also used as His Excellency's Flag Ship at Quebec, during the visit of Their Royal Highnesses the Duke and Duchess of York, and she conveyed His Excellency and the Premier down the St. Lawrence to meet H.M.S. *Ophir* on her first arrival in Canadian waters.

It is my intention during this winter, if the department approves, and permission can be obtained from the Department of Militia and Defence, to send some half dozen officers and men to go through a course of instruction in the Citadel at Quebec. It has been the custom to borrow a sergeant from the Permanent Militia to act as an instructor; but I have found this to be most inconvenient for several reasons, and if the above course, as suggested, can be carried out, I am sure it will be a complete success.

Respectfully submitted,

O. G. V. SPAIN,
Commander of the Fisheries Protection Service of Canada.

DETAILED REPORT OF THE FISHERIES INTELLIGENCE BUREAU
FOR THE YEAR 1901.

HALIFAX, N.S., December 21, 1901.

Commander O. G. V. SPAIN, R.N.,
Commanding Fisheries Protection Service of Canada.

SIR,—I have the honour to submit herewith my second annual report of the Fisheries Intelligence Bureau, together with condensed reports of the fishery reporters connected therewith.

In connection with the bureau during the past season, the stations comprised fifty-three reporting and twenty four bulletin stations.

Three stations were abolished and one new reporting station was established at L'Anse aux Gascons, Qué., in charge of Mrs. A. E. Brotherton.

New reporters were appointed at Spry Bay, N.S.; Sand Point, N.S.; D'Escousse, C.B.; Gabarous, C.B.; Bloomfield, P.E.I.; Alberton, P.E.I.; Shippegau, N.B., and South-west Point, Anticosti.

The following is the summary received from the various stations showing the results of fishing operations for the season of 1901 :—

NOVA SCOTIA.

CANSO

Report from A. N. Whitman & Son.

The fishery here and along the surrounding coast has been disappointing in almost every branch of the business.

Codfish.—The inshore fishery continues to show signs of diminution, while off shore fair catches have been made, and the bulk of the banking fleet filled up, some of them more than once on the banks contiguous to Canso, while the Grand Bank fishery was practically a failure. These banks lie like a gold mine at the feet of our people and are a much more reliable source of wealth than the average gold mine. The port of Canso continues to be the favourite resort for the codfishing fleet for bait and the renewal of supplies, and seems destined to become a very important centre for the business. A considerable part of the local catch is sold fresh for the Canadian trade, a growing quantity is sent in barrels, salted but not dried, to the upper provinces, and a growing business is being done in boneless codfish for the Canadian and United States market.

Haddock.—The winter haddock fishery was of about the usual volume and has become an important source of wealth to our people. During a few weeks thousands of dollars are paid out for haddock, at a time of year when other fishermen along the coast are earning nothing. The smoking of finnan haddies is yearly becoming a more important industry and bids fair to become one of the leading industries connected with the fish business.

Herring.—The herring catch has been almost a complete failure along the coast the season through, and it has been impossible to secure an adequate supply for the Canadian trade, let alone any for export. There is a growing demand for smoked kippers and bloaters, and these sweet and toothsome fish are becoming popular. It has been difficult to secure stock for smoking.

Lobsters.—The lobster catch, owing to bad weather and other causes not so apparent, was a partial failure in Canso and vicinity, only about half the usual quantity being taken.

SESSIONAL PAPER No. 22

Mackerel.—We have to report a very poor season for mackerel, one of the worst known, and the prospect is that the fall catch will be no better. We have not lost faith in the mackerel, we think he is only biding his time. In the meantime, many of our fishermen find it difficult to keep their courage up and their gear renewed.

Squid.—We had the usual supply of squid this year but they show an unaccountable inclination to keep away from the traps which used to catch so many, and the fishermen have to depend largely upon the 'jig' for a supply. The usual quantity has been stored for the winter haddock fishery and there will be no lack.

We are pleased to be able to report the removal of the Government Marine Biological Station here from St. Andrews, and that the scientific men who carried on their investigations here this summer in connection with it expressed themselves as greatly pleased with the abundance of material for their purpose. They propose getting to work earlier next season and with a larger staff. These investigations into marine life must be valuable in a commercial sense some time, some way, and specially valuable from a scientific point of view.

Reporter :—*Mr. Frank C. Lohnes.*

Cod were first reported May 24, in light quantities and continued so to June 11, 12 and 13, when fair fishing was reported. On May 3, bankers in reported good fares on the banks. Cod struck inshore plenty from the 14th to 22nd and were fair again the last of the month. The July catch was from good to fair, and that of August was fair. Fair reports were received on September 3, 4 and 5, and poor after to October 2, when good fares were made. The fishing was also fair from October 8 to 14. A very heavy storm on October 11, prevented the boats from visiting the offshore grounds as several crafts were more or less damaged by the gale.

Haddock were reported in light catches on October 12 and 14.

Halibut.—Large quantities of halibut were landed on May 1, by bankers and during the first week of July, about 3,000 lbs. were landed by the local fishermen.

Herring.—Struck in first along this coast on June 12, when one trap took 150 brls., and on the following day a catch of 35 brls. was made. The herring fishery was reported very good on June 20 and 21, and fair on the 22 and 24. Light catches were reported on July 15, 16 and 17, and scarce afterwards to the close of the season. On June 17, a number of bankers baited here with herring.

Lobster.—Fishing was reported fair the first week of May; poor the second, and fair again from the 14th to 20th. A number of traps were broken the week of May 6, by rough weather. Poor catches were made to the 31st of the month. Lobsters were reported fair on June 1, 5, 10 and 11, and owing to the prevailing easterly winds on the coast, were so scarce after, that a large number of fishermen hauled up their gear on the 15th. Light catches were reported the close of the season, which is considered below that of last year.

Mackerel.—The first report of mackerel received was when they were reported schooling along our shores on May 22. Light quantities were taken afterwards and several schools were observed on June 29, when fair hauls were made. The fishing was reported fair in July, and on the 13th about 100 brls. were taken. Mackerel were in large schools off this station the week of July 10, and for the balance of the month were taken in catches varying from very good to poor. Very few were reported to the close of the season.

Squid were reported in fair quantities on June 28 and 29 for the first. About 150 brls. were taken on July 6, and very few after until the 18th of the same month, when 200 brls. were secured and sold to the bankers for bait. Bankers in on August 1, have a fair supply of bait on hand and reported squid plenty on the banks. Squid were very plenty here from August 9 to 12, and several bankers took advantage of the same. From good to fair catches were reported in September and October.

Pollock.—The catch of pollock was about one half of last year.

DIGBY.

Reporter J. M. Viets. says :—

'Taking the fishing industry on a whole the past season, the fishermen have not much to complain.' In the spring the weather was very rough and greatly interfered with the halibut fishery, which was not as large in catch as usual. The Digby fleet operated again this season off Yarmouth for halibut and sold their fares at that port, which town received the benefits of the catch.

Herring struck in this season better than for several years past and commanded good prices. The movements of herring seem of late years to be very erratic, which was particularly noticed by the very late schooling and catches at Griffin Cove weir in St. Mary's bay.

Mackerel.—The mackerel fishery was a complete failure this season in this district.

Haddock.—The fall fishery for haddock has been interrupted by bad weather, but as a rule this fish has commanded a good price. On several occasions the curers of 'Finnan haddies' were compelled to give three cents per pound.

Lobsters.—Although the lobster catch has pretty well kept up, still the grounds are becoming exhausted. A large catch does not necessarily demonstrate plenty, in fact just the reverse, as more ground has to be gone over and more pots and men employed to keep up an appearance of fair fishing. It is the general impression that fixed and uniform regulations would be beneficial, especially as to the size of the lobster to be caught. The fishermen as a rule, would be pleased, were the minimum size ten inches. This would provide for a reserve supply for each succeeding season, as were the size thus limited the small ones would not be slaughtered as they now are.

RETURNS of fish for Season of 1901.

DIGBY DISTRICT, &c.

Sections.	Haddock.	Hake.	Halibut.	Herring.	Cod.	Pollock.	Lobsters.	Squid.
	Lbs.	Lbs.	Lbs.	Brls.	Lbs.	Lbs.	Brls.	Lbs.
Digby	862,000	970,000	8,000	500	760,000		1,044	
Sandy Cove.....	219,000	544,000			163,000	66,300		
Freeport.....	568,175	525,875			1,943,200	998,998	783	
Westport.....	236,625	281,000	79,500	1,050	634,250	1,883,500	536	100,000
Tiverton	260,000	1,312,500	30,000	680	325,000	450,000	650	
Totals	2,145,800	3,633,375	117,500	2,230	3,825,450	3,398,798	3,013	100,000

HALIFAX.

Report : Messrs. A. Wilson & Son.

Cod.—The catch of cod on inshore grounds during the year, has been probably slightly below an average, owing principally to the fact, that fewer fishermen prosecuted this line of the fishing industry.

Haddock.—The haddock fishery of last winter, was also below an average in quantity taken, but the shortage in catch was more than counterbalanced by the advances in the prices that were paid.

SESSIONAL PAPER No. 22

Halibut.—The season opened about a fortnight earlier than usual, and was slightly in volume above an average catch.

Herring.—There were few, if any, early herring taken, and in July none were caught; but a catch above the average was made during August, September and early in October. These fish were of large size and good quality, for the time at which they were taken.

Lobsters.—The catch of lobsters is gradually decreasing, and the past season has been no exception in this respect.

Mackerel.—The catch of spring mackerel was considerably below an average, both by nets and seines, and was confined principally to the Prospect district. During July exceptionally large catches were made in Halifax bay, also in St. Margaret's bay. About 10,000 brls. of these fish were exported in ice to the United States. The fall catch of fat fish was very small, owing to the abundance of squid, which caused terrible destruction among the netted fish, and prevented the fish schooling along the shore, so that none were taken by seines.

Squid.—The supply of squid has been, since August, over abundant.

A LARGE CODFISH.

One of the heaviest codfish ever seen in Halifax, was brought up to the city Saturday morning by Edward Gorman, of Herring Cove. Mr. Gorman caught the fish off the Cove, and it weighed ninety lbs. It was very broad and thick, and was between five and six feet in length. It gave the fishermen a lot of work when hooked.

The Halifax Daily Echo, December 16, 1901.

LIVERPOOL.

Reporter: *Mr. J. H. Dunlap*.

Alewives struck in light quantities to May 13, from which date to June 7, the catch varied from very good to fair.

Cod.—Small catches of codfish were taken on May 13 and 15, and on the 16th cod were reported fair inshore, and good on the offshore ground. From latter date to the end of July, the fishery varied from very good to fair, with an occasional poor catch. Good fishing was reported offshore on June 11, 15 and 20. In August cod were taken in catches varying from good to fair, and the September catch was from good to poor. On September 10, bankers in reported fish plenty on the western bank. Good hauls of codfish were taken on October 1 and 8, and fair on the 14th.

Haddock appeared in fair quantities on June 18, 19 and 20, and light and irregular catches were taken after until August 9, when the fish was again fair. The fishing was dull after this, until a fair catch of haddock was reported on September 17, and small catches on the 27th and 28th of the same month.

Hake were only reported once this season, when fair quantities were taken on June 22.

Herring first appeared here, when they were reported plenty on the offshore grounds, on May 25. Light catches were taken inshore for the first on June 5, which continued the same to the end of July, excepting the 5th of the latter month, when fair fishing was reported. Small quantities were taken in August to the 21st, when herring struck in plentiful, with some boats averaging 4 brls. Fair catches were taken on August 24, and September 17. The fishery was poor until September 28, when good fares were taken, and on October 1, herring were plenty, and light catches were made on the 8th. Good catches of herring were reported at Port Mouton on September 14.

Lobsters were reported on May 1, in fair catches, which improved to good the following day, and to the close of the season were taken in catches varying from good to poor.

Mackerel were first taken on June 7, in light catches, and on the same day one American seiner arrived in with 360 barrels of mackerel. On June 27, one boat had

thirty mackerel, and the following day boats average from thirty to seventy fish. Light quantities of small size mackerel were taken the first part of July, and on the 17th, mackerel of a very small size were reported schooling in this harbour. From July 19 to 24, traps reported as having averaged twelve, twenty-five and eighty barrels, and on the 30th, 150 barrels were taken in traps. Mackerel appeared very plentiful on August 1, and from this date to the 21st of the same month, were taken in quantities varying from good to fair. The mackerel fishery was dull after until September 27 and 28, when they were reported plenty on shore, with boat-nets averaging 100 mackerel, and drag seines ten barrels. Fair catches were taken on October 1.

Salmon fishery opened in light catches on May 1, which continued to the 23rd, when the fishing became fair, and from now to the 31st, salmon were taken in catches from good to fair. The June catch varied from fair to poor.

Shad were taken in fair quantities on May 16.

Squid were taken in fair supply on June 17 and 26, and on the latter date good quantities were reported at Port Mouton. Squid were reported in traps at Port Mouton on July 5, and to the close of the month from good to poor catches were taken. For the balance of the season squid were in good supply.

LOCKEPORT.

Reporter: Mr. J. R. Ruggles.

Alewives.—A few were reported in brooks on May 1.

Cod.—The first report of cod was received on May 20, when best boats had 30 quintals. The inshore fishery was poor after to the end of the month, but good fishing was reported from the banks and offshore grounds. Good fares were made on June 1, and from this date to July 5, the catches varied from good to poor. The banker *Springwood* arrived with 800 quintals on July 22, and reported fish scarce on the banks. On the 25th, the *Maud Churchill*, 750 quintals; *Lawrence*, 300 quintals, and *T. C. Neckwood*, 800 quintals, arrived, and the *Souvenir*, 550 quintals, on the 28th. In July, on the 4th, the banker *Agatha* arrived in with 700 quintals, and from now to the 15th good fishing was reported daily, with best boats reporting on the 12th; 40 tubs and 75 quintals the following day. Fifty-two quintals was the catch of one boat on the 15th, and the fishing gradually diminished in catches to fair, as bait was very scarce. Fair catches were made in August to the 17th, afterwards from fair to poor until September 23, when cod were reported plenty offshore. The *Springwood*, 1,000 quintals; *Lawrence*, 500 quintals, and *Maud Churchill*, 1,000 quintals, arrived September 5. Cod were fair on the 26th, and good on September 27 and 28, and plenty on October 9, 10 and 11. The banker *Terence Lockewood*, 1,400 quintals, arrived in port on October 14. The total catch is considered below that of last year, and in addition to this, 79 barrels or 2,844 gallons of cod oil were extracted, which is also below that of last season's yield.

Caplin were reported plentiful offshore on June 29.

Haddock.—No reports were received of this fishery, but 40,039 pounds were taken during the season.

Hake were also not reported, but the season's catch will aggregate 20,019 pounds.

Halibut were first reported May 14, when a few were taken, and during the week of the 20th, about six halibut were caught. A few were again reported on June 1 and 14, and the total catch is reported at 5,000 pounds, which is 2,000 pounds better than last season and equals that of 1899.

Herring were not reported this season until August 1, when a few were taken in nets. Small quantities were taken on August 6 and 10, and light and irregular catches were made to the end of the month. A few herring were reported with mackerel from September 25 to 29. Very little was done in this fishery in October, but up to December 1 herring struck in plentiful and large quantities were taken. The fishermen were still prosecuting this valuable industry on December 10, and will likely continue until the run is over. The season's catch is estimated at 5,000 barrels, an increase of 400 barrels over last year's clean up.

SESSIONAL PAPER No. 22

Lobster.—The season opened on May 1 and 2 with fair results, which increased to good fishing daily to the balance of the month. Poor catches were afterwards reported to the close of the season.

Number of live lobsters taken for export..... 95,000
 “ lobsters canned..... 1,217 cases or 56,112 lbs.

In comparison, the number of live lobsters exported was 36,000 in excess of last season, but the quantity canned was 237 cases less.

Mackerel made its appearance on June 27, when 150 were reported in nets at Western Head and 50 at Blue Island. On the 29th they reappeared at Western Head, and a catch of about 150 was again made. Mackerel were scarce after during the season until September 25 to 29, when a few were reported with herring in nets. Season's catch estimated at 20 barrels, which is 25 barrels less than last year's catch.

Clams.—During the past season 1,214 barrels were taken for bait.

Squid.—A small quantity was reported on July 8.

STATEMENT of Catch of Fish at Lockeport Station for 1901.

Name of Vessel.	Number of Pounds Caught.	Barrels of Oil.
Springwood	436,000	10
Maud Churchill.....	412,500	16
Lawrence	155,000	15
T. C. Lockewood.....	374,000	15
Agatha.....	231,000	20
Altina	85,000	
Charlie Richardson..	65,000	
Jennie B.....	22,833	
Minnie C.....	47,466	
Edith	80,000	3
Newsboy.....	34,000	
Geneva Ethel.....	100,000	
Iceida	51,000	
Fleetwing.....	30,000	
Brittania.....	25,500	
Katie	30,000	
	2,219,299	79
Boats from Port L'Herbert to Blue island	450,000	or
	2,669,299	galls. 2,844
Proportion of cod	2,606,572	
“ haddock.....	40,039	
“ hake.....	20,019	
“ pollock.....	2,669	
	2,669,299	

LUNENBURG.

Reporter: Mr. W. A. Zwicker.

Cod were taken in fair catches from May 2 to 24, and from the 25th to 28th cod were plenty and good hauls were made. There arrived on the 29th, five bankers, having an aggregate of 218,400 pounds, namely *Uruguay*, 250 quintals; *Renown*, 200 quintals; *Kuvera*, 600 quintals; *Lila Young*, 550 quintals, and *Basil Geldert*, 350 quintals. Fair quantities were taken from May 31 to June 5, after which the fishing was poor until the 13th, when fair hauls were again reported for the next five days, and poor to the

last of the month. Fair reports were received in July from the 1st to 7th and 17th to 31st, with poor intervening. During August, dogfish were very much in evidence, and fair results were obtained the first, second and last weeks. From now to October 12, from fair to poor fares were taken, and on the 14th good reports were received. The total shore catch this season was an average one.

Haddock.—Fair quantities of haddock were reported during the season, but the catch is below the average.

Herring.—The first bank herring were caught May 18, when one boat had 5 barrels. The 21st and 22nd the catches were fair, with boats averaging 200 herring. From the 25th to 27th the catch was good; 28th to 31st poor; June 1 to 3, fair catches were made, poor 4th to 10th. From 12th to 15th bank herring were very plentiful, with some boats averaging 20 barrels. A few herring were taken on the 27th, and very scarce in July. From August 17 to 24, the catch was good, and from the 26th to September 11, poor. On September 12 and 13 the catches were fair; 14th to October 7, poor, and fair after the 12th of this month. The catch of bank herring was the best for years, and that of the summer and fall was below the average, owing to the numerous dogfish, that prevented the fishermen from setting their nets.

Lobster fishing commenced December 15, 1900, and to the end of the month good fishing was reported. In January the catches were fair, and poor in February and March. Fair reports were received during April and May. The largest lobsters caught between the dates of December 15 and April 30 were exported alive to the United States, the remainder, large and small, were sold to the lobster packers for canning purposes. The catch this season was an average one and the prices obtained for the large ones exported were higher than in 1900, but the packers did not pay as much as they did last year, owing to an agreement perfected the early part of the season.

Mackerel.—The first mackerel taken this season was on May 18, when one boat reported a catch of 5 barrels, and fair hauls were made from the 21st to 27th. From the 28th to 31st the catch was poor. The fishery was reported fair June 1 to 5; poor, 6th to 26th; fair, 27th to July 6; poor, 8th to 13th; good, 15th to 20th, when traps had 100 barrels; fair, 22nd to 25th; good, 26th to 31st, with traps reporting 50, 80 and 100 barrels. Fair catches were taken August 1 and 2; poor, 5th to 8th; good, 9th to 12th; fair, 13th to 21st; good, 22nd, traps had 125 barrels; fair, 24th; poor, August 26 to September 13; a few being hooked daily from September 14 to October 4; fair, October 9 to 15; good, 16th to 25th. It is reported that the fishermen had the best net and trap fishing at this station for many years, notwithstanding that squid destroyed about half the mackerel that were caught in the nets in the month of October. The total catch for the season was better than 1900, which was considered the best for a good many years.

Squid were plentiful in Chester bay from June 26 to July 31, and during September and October, our bays, harbours, &c., were teeming with this little bait fish. The bankers reported a fair supply of squid on the banks from June 25 to the close of the season.

Dogfish were very plentiful and troublesome on our shores this season, and bankers reported the same on Middle Querro and Bradley banks.

Subjoined is a list of the Lunenburg vessels engaged in the bank fisheries during the year of 1901.

MAHONE BAY BANKING FLEET.

	Lbs.		Lbs.
J. W. Mills	440,000	Hazel B. Mosher	270,000
Vernie May	360,000	Hattie L. M.	240,000
Dieta M.	380,000	C. U. Mader	310,000
Loyal	400,000	Unique	380,000
Blanche A. Colp.	420,000	Flo. E. Mader	320,000
Elva M.	300,000	Senovar	200,000
Lawrence	300,000	Kimberley	300,000
Snow Queen	250,000	W. S. Wynot	270,000
Mildred	300,000	Clara	260,000
Harold	300,000	Crofton McLeod	300,000

SESSIONAL PAPER No. 22

LUNENBURG BANKERS.—(TRAWLERS), LAHAVE.

	Lbs.		Lbs.
Yukon.....	360,000	Talmouth.....	260,000
Merl M. Parks.....	430,000	Flora W. Sperry.....	300,000
Maderia.....	350,000	Alma Nelson.....	480,000
Citizen.....	390,000	Ophir.....	230,000
Millie Mace.....	260,000	Jennie Myrtle.....	430,000
Glyndon.....	320,000	Majestic.....	380,000
Barcelona.....	310,000	Guardian.....	400,000
Uruguay.....	410,000	Karmoe.....	410,000
Monitor.....	180,000	Mindoro.....	200,000
Emulator.....	300,000	Pearl Evelyn.....	300,000
Reliance.....	315,000	Pacific.....	300,000
Athlon.....	440,000	G. S. Troop.....	350,000
Carraime.....	300,000	Collector.....	340,000
Hugh John.....	410,000	Grace.....	380,000
Premier.....	360,000	Pilgrim.....	370,000
Avis.....	320,000	Cyril.....	250,000
Comrade.....	280,900	Mariner.....	300,000
Victoria.....	360,000	Harold J. Parks.....	310,000
Protector.....	320,000	Scintilla.....	300,000
Ivanhoe.....	370,000	Latooka.....	340,000
Moran.....	310,000	H. H. Kitchner.....	300,000

LAHAVE NORTH BAY FLEET.

	Lbs.		Lbs.
Willie C.....	390,000	Yosemite.....	400,000
Ungara.....	370,000	Lillian.....	380,000
Companion.....	440,000	Concord.....	260,000
St. Vincent.....	160,000	Cambrian.....	275,000
Rowena.....	219,000	Perfect.....	150,000
Lottie.....	260,000	Albatross.....	60,000
Annie C. Hall.....	260,000	May Myrel.....	380,000
Tidal Wave.....	240,000	Fern.....	210,000
Algoma.....	130,000	Brittania.....	140,000
Kivera.....	280,000	D. M. Owen.....	330,000
L. Morton.....	150,000		

LUNENBURG BANKING FLEET.

	Lbs.		Lbs.
Nonpareil.....	380,000	Gladys B. Smith.....	480,000
Minnie B.....	15,000	Basil M. Geldert.....	390,000
Abava.....	240,000	Brittania.....	260,000
Harry Smith.....	280,000	Lena F. Oxner.....	420,000
Dove.....	320,000	Renown.....	270,000
Robert F. Mason.....	330,000	Columbia.....	360,000
Luetta.....	440,000	Aguadilla.....	430,000
Arcana.....	280,000	Tyler.....	235,000
Huron.....	320,000	Tasmania.....	420,000
Kuvera.....	420,000	Aleaca.....	320,000
Beatrice L. Corkum.....	380,000	Shamrock.....	240,000
New Era.....	330,000	Secret.....	220,000
Wisteria.....	290,000	Mizpah.....	310,000
Werra.....	280,000	Baden Powell.....	280,000
Hilda C.....	400,000	Mascot.....	300,000
Palatia.....	380,000	Atlanta.....	400,000
Colonial.....	280,000	Ellen Maxner.....	280,000
Viking.....	415,000	Lilla B. Hirtle.....	420,000
Frances Willard.....	200,000	Torato.....	240,000
Bona Fides.....	280,000	Peerless.....	240,000
Defender.....	300,000	Roma.....	425,000
Dictator.....	250,000	Diego.....	80,000
St. Clair.....	360,000	St. Helena.....	240,000
Demering.....	280,000	Hazel, L. K.....	320,000
Clarence Smith.....	380,000	Maggie M. W.....	380,000
Strathcona.....	300,000	Panama.....	420,000
Bonanza.....	320,000	J. M. Young.....	220,000
Milo.....	300,000	Alhambra.....	320,000
J. A. Silver.....	260,000	Muriel.....	440,000
Luisetta.....	280,000	Minto.....	300,000
La France.....	230,000	Minnie J. Heckman.....	
Kandahar.....	300,000	Alberta.....	360,000

MAHONE BAY LABRADOR MEN.

	Lbs.		Lbs.
Nova Zembla.....	130,000	D. A. Mader.....	100,000
Ella.....	60,000		

LUNENBURG NORTH BAY FLEET.

	Lbs.		Lbs.
Harry Lewis.....	160,000	Maggie E. Z.....	240,000
Minnie M. Cook.....	300,000		

LUNENBURG LABRADOR MEN.

Jennie May.....	260,000
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MUSQUODOBOIT HARBOUR.

Reporter : Mr. George Rowlings.

Alewives were only taken in the month of May with light catches on the 14th, 21st and 25th; fair on the 18th; and good on the 22nd. It was reported that alewives were more plentiful in Lake Porter and Ship Harbour this season than for some time past, with an increase of 125 barrels in the total catch.

Cod.—The fishermen along this portion of the coast do not pay their attention to any other kind of fishing but lobsters with very few exceptions, until about the middle of June, when the crustaceans become scarce. The majority of the fishermen then begin codfishing, which was first reported this season on June 3, from which date to the end of the month the catch was on an average fair, excepting the 5th and 11th, when codfish were reported plentiful. The July and August catch varied from good to poor, but September proved an exceptionally successful month, with catches varying from good to fair from the 2nd to 11th, and again from the 20th to 28th. The month of October was very stormy, which prevented good fishing, and codfish were only reported fair on the 8th and 9th. During the past season, 60 cwt. more were taken in this district, as compared with last year.

Haddock appeared plentiful on June 11, and were taken in fair quantities after for the balance of the month. For the remainder of the season, the catches were almost identical with cod. The total catch is about the same as last year with a slight increase.

Hake is always reported in small quantities along this coast, and about 1,400 lbs. were taken the past season.

Halibut were reported fair on the 3rd and 4th of July. Total catch about $\frac{1}{3}$ short of last season's.

Herring were not plentiful at any time during the season, and the catches throughout June, July, August and September were light. The total catch this season is considered a poor one. In 1900 the catch was 2,966 barrels, while this season only 1,373 $\frac{1}{2}$ barrels were taken.

Lobster season generally commences at this station about the first week in April, and from the 15th of same month to the last of May is always the best fishing. Lobsters this season were first reported on May 1, in good quantities, which varied from this to fair for the balance of the month. The June catch was light. Lobsters were not as plenty this year as last. 3,864 lbs. less were canned and nearly 50,000 lbs. less were shipped alive.

Mackerel were first reported on June 5, fair, and poor after until July 2, when fair quantities were again taken. Small stops were made afterwards to the 22nd and on August 1, mackerel again struck in fair. Light catches were reported after for the next nine or ten days, after which the fishing was very poor to the 20th of September from whence to the 28th the fishery varied from fair to poor. The mackerel caught this season were all taken in nets. Not a stop was made with seines and the total catch is somewhat less than last year.

SESSIONAL PAPER No. 22

Salmon.—Light catches were reported on the 18th and 31st of May, and 4th and 5th of June, but on the 15th and 17th of the latter month, salmon struck in plentifully and good fares were made. It is reported that salmon were more plenty this season than last.

Pollock which were always fairly plenty at this station, were scarce this season and only a little over one-half as many were caught this year as last.

Trout were reported fair on the 22nd and plenty on May 31. In June, on the 15th, fair reports were received and light on the 17th and 28th.

Clams.—Two factories at Clam Harbour put up about 275 cases of clams this fall.

Total catch of fish taken in the district, from Dartmouth, N.S.

Alewives	287	br'ls.
Cod.....	8,584½	cwt.
Haddock	69,458	lbs. fresh.
Haddock.....	820½	br'ls. dried.
Hake	7	cwt.
Halibut.....	22,955	lbs.
Herring.....	12,900	lbs. fresh.
Herring.....	1,373½	br'ls. salted.
Lobsters.....	112,945	cwt. fresh in shell
Lobsters.....	65,736	lbs. canned.
Mackerel.....	11,600	lbs. fresh.
Mackerel.....	480½	br'ls. salted.
Pollock.....	685½	cwt.
Salmon	3,229	lbs. fresh.
Fish as bait.....	845½	br'ls.

Reporter: Mr. W. Taylor.

Alewives.—Very few were reported in April, May and June.

PORT LATOUR.

Cod.—Cod were first reported on May 8, in fair quantities and on the 10th a few boats that were out found good signs of fish and returned with about 1 quintal per man. The following week the fishing was very fair and as lobsters were beginning to slack off, more men took to codfishing and good steady work was done, with the result that the codfishermen averaged 1 quintal or perhaps a little better per man. Bad weather then set in and the catches fell off, not really on account of the scarcity of fish. The fishing the early part of June was fair and steady averaging 1½ quintal per man. Bait now became scarce and men had to depend wholly on clams. The week of June 17 commenced with fine work for the fishermen. Plenty of cod and herring. Bait on the outer grounds. The larger boats and shallops did well. Dogfish now appeared and troublesome, eating the nets badly. The fishing in July was very dull owing to bad easterly weather and dogfish, which prevented the boats from getting bait on the grounds, so much so that many men took to haymaking. Fairly good fishing was reported in August but light catches in September until the week of the 28th which has been the best for the season. Although the weather was rather windy, still the fishermen have been getting from 2 to 4 quintals of cod and pollock per boat with two men. The catch was very steady for the entire week. During October the fishing varied from good to poor. The season's catch is estimated about double that of last year's and totals to date 2,000 quintals or more, a large proportion of which being big and medium size fish.

Haddock although not reported, is considered in advance of last season's catch and will total from 300 to 400 quintals.

Herring were first reported by shallops on the fishing grounds on May 25 and again on June 4 and 8. They did not strike in shore until July 12, 13, 15 and 16, when

a few small fish were netted, which were of great assistance to the fishermen. Herring were again reported plenty by shallops during the week of July 22. The fish did not mesh well and the fishers used their nets to good advantage and thus secured sufficient for bait. Light catches were made the first of August but the week of the 19th turned out fair for the boatmen and quite a stop of herring was made. Some quite small, however, were salted for lobster bait, and a few boats had 5 brls. but the average was not over 2 brls. per day. Fair fishing was reported from September 12 to 31, during which the boats stopped from 1 to 6 brls. of fat and large herring. In October, an occasional boat got a large haul of 7 or 8 brls. of fish in the mornings. The total catch for the season is at least 200 per cent better than last year.

Lobster season opened the first week in April with rather rough weather. The strong easterly blows destroying much of the gear already set for operating this important industry. Fair catches were made from May 2 to 18, and to the close of the season lobsters held their own. This fishery this season was on an average good. High prices were obtained almost the entire season for those exported and the amount received for the small fish sold to the packers was in advance of any previous year, making the season's work in this branch most satisfactory. Our reporter, says in reference to lobster-fishing: 'That I hope the government will not grant an extension of time, I believe the grounds will be wholly depleted before many years, without any longer season.'

Mackerel were first reported on August 2, when 1 boat had 78 fish and again on September 30 in fair quantities but no appreciable quantity of mackerel has yet been taken.

Pollock.—Some good fares of pollock were taken the last week in June.

Squid were reported plenty on August 8 and 9 and scarce afterwards until October 7 when good catches were made up to the 16th.

The catch in general at this station has been much better than last year, and in consideration of the large increase in catch in almost every branch and prices being good, the season has been a most profitable one for the fishermen. The indications are that the remainder of the season will yet enlarge the voyage materially.

PORT DUFFERIN OR SALMON RIVER.

Reporter: Mr. Arthur Balcom.

Alewives were reported very good on May 18, and from fair to poor after to the end of June.

Cod first appeared on the 28th of May and from this date to the later part of June were taken in fair and regular catches. From the 1st to 5th of August, very good fishing was reported and fair on the 6th and 7th, afterwards scarce for the balance of the month. Fair catches were reported daily during September to the 27th and 28th, when good hauls were made. The October catch varied from fair to poor, on account of rough weather.

Haddock were reported fair on September 7, and were taken in catches varying from fair to poor during the month. The catch improved somewhat in October and good fares were reported on the 1st, 8th, 10th, 11th and 12th and fair on the 7th and 14th.

Lobsters were reported in very good catches this spring from the opening of the lobster season to the 15th of May, after this to June 5, from fair to poor. Rough weather prevented further prosecution of this fishery during the remainder of the season.

Mackerel.—Fair catches of mackerel were reported on May 28, also the first week in June. Similar fares were reported the early part of July, and the August and September catch was on an average fair. Mackerel were reported schooling off Beaver Island on July 1, and off Beaver Harbour Head on August 8.

Salmon.—Fair catches of salmon were reported on the 5th, 8th and 28th of June.

Squid struck in fair the last week in June and from fair to poor in July.

Trout.—Trout of a small size were reported on May 18, and the catch to the end of the month varied from very good to poor. Good to poor fishing was reported in June and July.

SESSIONAL PAPER No. 22

Smelts.—Very good quantities of these small fish were taken the last of May and fair catches the first week in June.

PORT MULGRAVE.

Reporter: Mr. David Murray.

Cod and Haddock have been scarce all over the fishing grounds this season and the total catch is considered about one-half in comparison to previous years. For week ending April 11, vessels arriving from the banks reported fair catches of cod from one baiting. Some boats had 200 quintals. Owing to the scarcity of fish here the first week in June, several vessels sailed for the North Bay, where the prospects were reported better. On May 13, bankers in reported good fares on the western banks.

Herring.—The spring herring were very plenty at this season at Harbour Bouché, Bayfield and Tracadie, but it was difficult to find a market for the same as the fleet of bankers had left for the Magdalen Islands. On June 12, herring were reported plentiful at Cape Hogen. A stop of about 100 barrels was made this season at the north lighthouse, Cape Jack, but on a whole this fishery has been a complete failure.

Lobsters throughout the first part of the season were fairly plentiful, and it is safe to report that enough lobsters were caught to pack 1,600 cases; in fact one firm's packing almost reached that figure.

Mackerel did not visit our waters to any extent this season. A few were caught this summer at Bayfield, but not of sufficient quantity to report as compared to other years. Mr. Murray says: 'We don't get one herring or mackerel now, where we used to get hundreds' and thousands of barrels of fish. My belief is that lobster pots with decomposed bait in them, and with so many small steamers running about purchasing lobsters have caused the fish to leave our shores'.

Squid has been very scarce throughout the season.

PORT MALCOM.

Reporter: Mr. R. G. Proctor.

Alewives.—First reported on May 24, the catches were light up to the 10th June.

Cod.—The operations of this important industry at this station were entirely suspended this season on account of the scarcity of codfish on this portion of the coast. The catch of cod was a poor one and the only favourable report to the bureau was on the 16th September, when cod were reported fair.

Herring struck in fair quantities on the 27th and 28th of May and were scarce afterwards to the 7th of June, when the fishing varied from good to fair to the 22nd. On the 24th there was an improvement in the catches and good hauls were made each day to the 28th. Herring were reported fair on the 5th of July and again on the 16th of September, with very light fares between both dates. A few were also reported to the 3rd of October. The catch is considered a good one.

Lobsters.—The bay being clear of ice early in the season, the lobster fishery was vigorously prosecuted, and the first report received reported fishing fair on May 1, which increased to good, and during the following week very good catches were made, varying from this to fair to the 20th of the month. Poor catches were made after until the 21st of June, when lobsters were reported again very plenty and scarce after to the close of the season. The catch is considered a fair one.

The F.P.S. cutter *Osprey* was in port on August 8, and during the season several bankers, two of whom were Americans, baited here and the fishermen did fairly well. The season's catch in general is not considered as good as last year's.

EAST PUEBICO.

Reporter : Mr. J. A. D'Entremont.

Although some branches of the fishing industry have not been very satisfactory, on the whole the season's work is considered a fairly good one.

Cod season opened on May 18, with light catches and continued so until about June 22, when good hauls were reported. Fair catches were taken throughout July and August, and on August 29, the schooner *Civilian* arrived with 1,400 qtls. codfish, and reported fish scarce on the banks. Total catch for the season is considered a good one.

The following are the vessels engaged in the codfishery at this station, with their respective catches :—

A. M. Bell	250,000 lbs.
Aurore	200,000 "
Civilian	400,000 "
Hazel Dell	215,000 "
Flora	200,000 "
N. A. Laura	200,000 "
Senora	200,000 "
Marguerite	150,000 "
Souvenir	200,000 "
Lucy	150,000 "
Hazel Glen	125,000 "
Dawn	190,000 "
Nebula	100,000 "
Eddie J.	110,000 "
Carrie May	90,000 "
Sea Foam	75,000 "
	2,855,000 lbs.

Herring were very scarce this season until about July 10, when 1 brl. in a trap was taken. Herring was reported the following day as having struck in off Murder Island, and again off Green Rock on the 30th, when a stop of 50 brls. was made. The schooner *Sea Foam* arrived on July 13, with 43 brls. from the Cape Shore, where schools of herring were reported. One barrel per net was taken on August 5 and nothing afterwards.

Lobster season opened with poor catches and with very little change throughout the season. The four factories are reported to have packed 3,750 cases.

Mackerel first appeared on May 16, and on the 29th were reported schooling off Seal Island. Mackerel traps had 200 fish and netters 12 to a boat on June 19, and on July 1, 500 were reported in traps. The catch, this season although a little better than last year, has been considered a poor one.

SAND POINT.

Reporter : Mr. John A. R. Morrison.

Newires were not reported regularly this season, but about 125 brls. were taken in Shelburne river; the greater portion of which was salted for market, the balance being used fresh for bait.

Cod were reported showing on May 1, in good catches and poor after throughout the month to the 29th and 30th, when good fishing was again reported. Cod appeared in good numbers June 1, and from the 6th to 16th the fishing was fairly good, with boats averaging 2 qtls. From the 18th to the last of the month, from good to fair hauls were made. The schooners *Mistrel* and *Kestrel* arrived on the 24th from the western

SESSIONAL PAPER No. 22

bank, with 800 and 700 qtls. of cod respectively. Dogfish put in an appearance the early part of July, and as the fishermen found it very difficult to secure bait of any description, the operations of the inshore fishery were practically suspended, until August 6 and 10, when fair reports were received. Cod were scarce after to the 21st; fair to the 24th; poor again to 28th and fair afterwards to the 30th. The *Will Carleton* of Barrington, arrived in on the 27th, with 700 qtls. cod and reported fish scarce on the banks. The boat fishing the early part of September was a failure, as nothing of any consequence was caught to the 18th, when for the next three days fair catches were made; with some boats averaging from 3 to 4 qtls. Good fishing was reported on the 28th and 30th and fair from October 3 to 12. On September 7, the following bankers arrived from the western bank, *John Purney* 1,000 qtls.; *Alma* 1,200; *Mistrel*, 1,100; and on September 2, the *Etta Vaughan* with 1,000 qtls. The Bank Querro fleet had good faer this season and landed 12,000 qtls. of cod, which is an increase of 2,000 qtls. over last year's work.

Haddock although not reported were fair on June 19 and 20 and also on July 7. The small boats catch totalled this season 600 qtls. of cod, haddock and pollock.

Herring were very scarce this season until August 6, when they struck in fair and were reported the same on the 10th and poor after to the 19th. From this date to the end of the month, fair quantities were taken daily excepting the 28th, when herring were reported in good catches, with boats averaging 3 and 4 brls. The herring fishery was very dull in September to the 18th, and for the next three days, fair hauls were made and poor after for the remainder of this season. The total catch this season is estimated at 300 brls.

Lobster operations were almost identical with that of last season's, beginning on January 1, and continuing fair to the middle of March. The May catch was also fair; and very few were taken to the close of the season. The large lobsters caught this season were shipped to the Boston market; the smaller ones were disposed of to the factories. Our reporter thinks 'The lobsters are getting less and less each year, and it will be only a matter of a few years, when this valuable inhabitant of our inshore waters shall have become extinct.'

Mackerel.—The only report of this fishery received from this station, was on May 25, when mackerel were reported schooling off this coast. This branch of the fishing industry has been very dull, and not over 5 brls. have been taken the whole season, which were salted for market.

Salmon, very few were reported during the season.

Squid were very scarce the early part of the season, but struck in plentiful about September 21, and on October 8, a sufficient quantity was taken for bait.

Dogfish appeared on the coast as usual, this season, and were reported plenty on or about July 1.

SPRY BAY.

Reporter: *Mr. W. S. Quigley.*

Cod.—Small quantities of codfish were taken on May 22 and 23, and on the 25th and 28th good numbers were on the coast with some boats averaging two qtls. The catch from now to the end of June was from very good to poor and the fish now taken was of a very inferior quality. To October 1 codfish were in catches from fair to poor. On October 8 the fishing was reported fair, and good on the 9th and 10th.

Haddock.—A few haddock were taken during the week of October 22.

Halibut.—Towards the latter part of May some of the fishermen caught a scattering halibut.

Herring were first reported on May 28 in fair quantities, when some boats made a stop of six barrels. The fishing continued fair to June 5, after which herring were scarce until June 15 when boats were getting from two to three barrels. Herring were reported to have struck in off this coast on June 19, but as dogfish were now very numerous along our shores, the fish disappeared until August 17, when they made their reappearance, and on the 21st, 22nd and 23rd the herring fishery was fair. Light hauls

1-2 EDWARD VII., A. 1902

were made after to September 7 when boats reported from two to three barrels. From this date to the 26th the catch was from fair to poor.

Lobsters were first reported on May 1 in fair catches, which varied from this poor to the balance of the month. Light and regular catches were reported throughout the month of June.

Mackerel.—A few mackerel were on the coast on July 2, and on the 29th of the same month mackerel of a small size were in the schools of Tangier. During the remainder of the season the catches as far as reported were light.

Squid were reported plentiful on August 21 and 22, and fair on September 13.

Dogfish were numerous this season all along this coast.

WHITEHEAD.

Reporter: Mr. J. E. Dillon.

Alewives appeared about May 9, and light catches were taken until June 3. From now to June 19, good to fair catches were made.

Cod were first reported on May 16, when some boats had half a quintal. Fair fishing was reported in June, with boats averaging some days from one to three quintals. The catch varied from fair to poor after until the 3rd of September, when good fishing was reported. Fair catches were taken from the 4th to the 6th of this month, and from the latter date until the 27th of September, very few cod were caught owing to the severity of the weather. The cod fishery varied from fair to poor after to the close of the season, which is considered better than last year by 500 quintals, the catch being 3,500 quintals.

Haddock fishing commenced about May 9 in light catches, and on the 25th from 100 to 900 lbs. were taken. They were reported fair on June 1, but poor after, owing to a scarcity of bait and the troublesome dogfish, until the 23rd, 26th and 27th of July, when boats averaged from one to two and a-half quintals of cod and haddock, from squid obtained at Queensport. Boats did fairly well on July 30 in this fishery, and the fishermen say that the fares on this coast, both in cod and haddock, would have been largely augmented, if bait could be obtainable at the proper time. Squid appeared in September very plentifully, and on the 12th netters had from 100 to 200 lbs. cod and haddock mixed. Owing to rough weather later in the season, the boats had little chance to attend to the fisheries. The season's catch is estimated about 500 quintals.

Herring were very scarce the early part of the season, and the first report of any consequence was received on June 16, when herring were reported to have struck in off this coast. Six days later the fishing became very good, and a large quantity of small herring was taken by netters and in traps. Fair catches were made the first week in July, and scarce after to the end of the month. In August several small catches were taken by netters off shore in deep water, but the inshore fishery was very poor. Herring were reported schooling off Fort Felix on the 19th, and fair reports were received on the 5th and 13th of September, afterwards becoming poor to the close of the season.

Lobsters.—Fair catches of lobsters were reported on May 1, and to the end of the month from good to poor quantities were taken. The catches in June were reported very light, and the season's pack is estimated about 2,300 cases, or a decrease of 700 cases as compared with last year's catch.

Mackerel first appeared on May 16th, and very light catches were made to the 25th, when boats had from 30 to 100 mackerel. On Monday 27, 6,000 were reported in traps, and from 100 to 700 were taken per boat. Three Lunenburg bankers baited here to-day, and on the 1st of June boats averaged half a barrel. Twenty barrels were reported in traps on June 11, and from this date to the close of the season very few mackerel were taken. Season's catch is estimated at 200 barrels.

Squid was first reported August 29, and continued plenty to the close of the season.

Pollock were not reported regularly, but on the 5th of June 15 quintals were taken in traps. On October 2, some boats had from one to two hundredweight of pollock.

SESSIONAL PAPER No. 22

Dogfish put in an appearance on June 28, and continued throughout the season very troublesome and destructive.

YARMOUTH.

Reporter : F. L. Hatfield.

Alewives.—Light catches of alewives were taken on May 10, but on the 15th the run was fair, and on the 30th of same month fair fishing was again reported. Although not reported later, the catch this season was considered very good.

Cod appeared about May 14, and the catches to the end of the month were on an average fair. Very good fishing was reported on the 6th and 11th of June, and fair after to the 25th of July, when very good hauls were made. To the close of the season codfish were fairly plenty, although heavy winds deterred the fishing considerably.

Haddock.—Light quantities of haddock were taken in May, from the 10th to the 11th of June, when very good catches were made. Fair fishing was reported after to the 18th of July, and during the last part of autumn the haddock fishery was very good.

Halibut season commenced previous to the opening of the bureau in May, and light catches were taken to the 10th of May, but on the 14th the fishing was fair and afterwards light again to the end of the month. Very good fares were reported on the 6th and 11th of June, with fair reports on the 17th and 21st. Small catches were taken to the last of August. The catch is considered not as large as last season, but it cannot be expected that any season will equal the preceding one. All other things being equal, the practical eye can see, but the powers that be will continue, no doubt, hence the scarcity.

Herring were first reported on June 25, when a few appeared on the coast. Nothing was afterwards reported until the 18th of July, when light quantities were taken. Dogfish were now plenty on our shores, and herring became scarce after until the 7th of August, when they were reported off Tusket islands. The early run of herring was about the same as last year, but the fall fishery was poor in comparison to that of 1900.

Lobsters were first reported in light quantities on May 8, but from the 10th to the end of May, lobsters were taken in catches varying from fair to poor. The catch this season showed a marked decrease as compared to last year, although this fishery required the services of nearly three times the men and gear to procure it.

Mackerel were first reported this season, when a catch was made by the Iron Mine trap, on May 9, and from now to the 31st of the month, traps averaged from 1 to 5 ice

barrels. Small catches were taken the first week of June, but on the 11th mackerel traps reported for the past two days, fishing a catch of from 5 to 35 ice barrels of medium size fish. Very small catches were taken after to the 25th of the month, and fall of run of mackerel was reported about this district. Mackerel made a poor showing inshore this season, while offshore there were reports of larger fares than last year, which the American seiners reports seem to prove. The old time theory of dirty bait, lobster gear, &c., may yet prove true—that mackerel being a clean fish will not come near the shores where there are any filthy obstructions.

Salmon first appeared fair on May 10, and poor after to June 6 and 10, when very good fishing was reported. Light quantities were taken afterwards to the close of the month.

Trout.—Good catches of trout were reported on May 8, and fair on the 10th.

Shad.—Light quantities were taken in May and June.

Smelts and Eels have been an unknown thing this fall, except for private parties to retail in small quantities.

FACTORIES.

Mr. Hatfield says :—‘The lobster factories, I think have one or two less in number this year than last, although the quantity packed is nearly the same. but as I said

before it cost more to get the lobsters as well as to watch them, and the general impression is that the majority of the factories can everything in the crustacean line from one inch up and with a poor foreign market price, the season's yield on the whole has not been as remunerative as last year. Our reporter further says, it is evident that the 10½ inch size will have to be adhered to in order that the lobsters may be saved.

CAPE BRETON.

ARICHAT.

Reporter: Mr. J. T. Jean.

Cod.—The fishing season in general opened very late this season on account of the continual easterly winds, and cod first appeared about May 27, fair. The catch during June, July and August varied from fair to poor, but larger hauls would have been made had bait been obtainable, as on several occasions the fish were reported plenty, off the harbour, but there was a marked absence of the thing needful—bait. A slight change for the better was noticed in September, when cod appeared in fair regular quantities throughout the month, attributed to the fair visits of that little bait-fish squid during the previous month. The codfishery on the whole was very good this season, but the only drawback to our fishermen is the scarcity of bait in the summer months, when there is a plentitude of fish. This will be remedied, however, as will be seen further on in this report.

Haddock struck in on May 8, when a small catch of from 10 to 30 per boat was taken, and from fair to poor for the balance of the month. On May 22 some boats netted 30, 40 and 100 haddock, afterwards becoming scarce for the remainder of the season. The spring run was late and the catch this season is estimated as being small.

Herring were reported as showing first, on June 12, when 50 barrels of small herring were taken by the fishermen with seines. Fair takes were made on June 24 and 29, and during the first week in July some very good fares were taken, with few boats averaging 10 barrels. Owing to stormy weather later in the season, the boats were forced to return to the harbour from their nets. Altogether the catch was a poor one this season.

Lobster fishing began rather late this season and lobsters were first reported fair on May 7, which continued so for a few days only, and afterwards poor to the close of the lobster season. During the fishing season, some of the fishermen did fairly well; others practically nothing.

Mackerel were reported as having struck in on May 22, and very few were caught up to September 19, when schools of small mackerel were reported in the harbour. A few were taken by hooks on September 23 and 24, but none afterward. The catch of mackerel was as usual a complete failure.

Squid were reported striking in on August 28, and for next three days were reported fair. A sufficient quantity of squid for hand lines was taken on September 4. It is understood that a bait freezer has been erected by the government at Petit de Grat, about three miles from here, which will prove beyond a doubt, very beneficial to the requirements of the fishing industry at that place and the neighbouring fishing stations.

WEST ARICHAT.

Reporter: Mr. C. P. LeLacheur.

Alewives have been very scarce this season at this station and only a few barrels were taken.

Codfish were first reported about the last of May and light to fair catches were made during the first week in June, but were scarce the remainder of the month. A few fair catches were made in July, but poor fishing was again reported during August and September. The total catch is the poorest ever known in this place.

SESSIONAL PAPER No. 22

Herring appeared on the coast during the latter part of June when a few medium sized fish were taken. Fair catches of good sized fish were reported on the 1st and 2nd of July and again on the 5th and 8th. The fish then moved out into deep water and although good fishing was reported about the 26th and 27th, the catch was confined to a few boats and small crafts which had moved their gear out into mid bay. The total catch is very poor and does not average more than five barrels per boat.

Haddock.—Few haddock were reported on June 5, but this branch of the fishing industry has been a failure this season.

Lobsters.—Although the season for catching lobsters opened early on April 15 and having no drift ice to impede the progress of the work the catch this season is the smallest ever known at this station. It is true that the fishing to a great extent was overdone, as too many fishermen had gone into the business, nevertheless, the quantity taken was far below that of any previous year. Every effort was put forth to catch the fish, and traps were set miles off shore on fishing grounds hitherto unexplored, but all in vain for no better results were experienced.

Mackerel were a complete failure this season. Several schools were seen about September 1, but they would not take the hook.

On the whole the fishing at this station has been very poor this season and may be classed as the worst ever known here. As a result the majority of our fishermen were forced to abandon the work early in August and seek some other employment.

CHETICAMP.

Reporter: Mr. Chas. E. Aucoin.

Cod.—The fisheries in general of this locality including the fishing stations Cheticamp proper and Island Grand Etang, Cape Rouge and Pleasant Bay, have been moderately successful not so much regarding quantity as the quality of the fish. An exception must be made, however, of the mackerel fishery, which has been a total failure. The quality of the staple fishes, especially the cod has been an exceptional one. Our reporter says:—‘That I am glad to report that never in my lifetime have I set my eyes on such monster fishes as I have this season.’

Cod were first reported on our shores on May 1 in good catches and from this date to the end of the month the inshore fishery was from fair to poor. It was reported on May 11, that owing to a delay in the fitting out of vessels, the fishermen could not avail themselves of the first schooling of cod offshore. The schooner *St. Helier* arrived in on May 27, with 1,800 lbs. of fine cod, and about this time cod began to increase in numbers, which continued to the first week in June, when good catches were reported on the 1st, 3rd and 7th. It was noticed, however, that the recent school of cod that struck the shores was of a poor quality. Fair catches were made on the 11th, 12th, 19th, 20th and 21st, and good from June 26 to 29. The staple fishes were somewhat poor the first week in July and the finest catch of cod our reporter ever saw was taken on July 9. Among one haul were 12 monster cod. Four of them were weighed and tipped the scales at 220 lbs. That same haul contained no less than 1,800 lbs. A scarcity of bait a few days later accounts for the slackness of the fisheries. Squid, the potency as it were, in the catch of cod only ‘smelled’ this shore in passing by. August 5, 6 and 7 were exceptional days in codfishing, and one boat among others secured a haul of 2,700 lbs. on the 6th, the quality of which cannot be excelled. Cod now keeps offshore and boats have to go some 15 or 20 miles off land and sometimes are compelled to remain there over night. Fair hauls were reported in September on the 5th and good on the 4th, 6th and 13th, and fair again on October 12. The uncertainty of the weather is now the only actual hindrance to successful fishing. Two days per week is the average time of bad weather where fishing crafts will not venture out on the far off lands.

Haddock were first reported on our shores about May 1 in fair quantities, and the catches throughout the season were almost identical to that of the codfishery.

Hake as of haddock, the same can be said of the hake industry in regards to the catches, particularly so from July to the close of the season.

Herring.—The only report of herring received was on May 2, when they were in fair catches and it appears that herring have entirely left our shores.

Lobsters were reported very good on May 1, when one boat had 250, and the fishing varied from this condition to fair until the 14th, when lobsters were again reported very plenty to the 20th. From this date to the end of the month good catches were made. Lobsters continued good in catches the first week in June, but the second week saw a slight decrease both in quality as well as quantity. The fishery continues so poorly that on the 29th several trappers hauled their traps, gear, &c., to the shore. Fair fishing was reported on July 8; good the following day, and as the season advances lobsters are getting poorer. The operations of this industry ceased about July 13. Lobsters were reported, on May 21, very plentiful at Cape Rouge. The catch on the whole has been considered a very good one. The good success of the first half of the season largely compensates for what it lacked towards the end.

Halibut were reported the first rather earlier than last year and fair quantities were taken on July 26. During the month of August an occasional halibut was hauled.

Mackerel were first reported on June 25, when a few were caught in nets, and very scarce until about August 3, when the fish were reported schooling, but not hooking well. The off shore fishery reported mackerel in schools on August 10, but did not seem desirous of taking the hook. September 7, saw this fish for the first hooking, and the same was reported at Cape Rouge. The catch this season has been considered a total failure.

Salmon.—Netters began operations on May 31, with good catches, but during the week the fishing suffered considerably owing to the disagreeable weather. Fair catches were made on June 1 and 3, both on the mainland and island, and salmon played badly until the 27th, when fair hauls were again made. The catch varied from good to fair from July 1 to 13, and poor after to the end of the month. Mr. Aucoin says on July 6, 'that it has been reported to me that the pools in Little river are quite empty of salmon, a thing very unusual at this season of the year. As quiet is absolutely necessary at those pools during the spawning time, I don't see why the millionaire angler is let to do any business there.' It is asserted that salmon will leave the pools as soon as those pernicious anglers commence their work. A few salmon were taken in August, and this fishery has been far better protected this season than usual.

Squid struck in along our shores on June 27, 28 and 29, in good quantities, and there was quite a rejoicing among the fishermen over their arrival. Seldom in the history of the fishermen has this little fish struck in here so early. The thing was of rare occurrence. A sudden revival in cod, hake and haddock is now looked for. From very good to poor catches were made in July, and from very good to fair in August, which is accounted for by the very dry weather now prevalent. Squid continued to play well in September, with good catches on the 4th and 13th, and very good on the 6th. In October on the 12th they were plenty, and scarce afterwards to the close of the season.

Trout were reported in May, but of an inferior quality, and in June were not accounted very bad when a little boy, the week of the 3rd, caught 24 fish in an hour. A fair supply was taken during the remainder of the season.

Eels.—On August 3, eels were reported very plenty and it was not very unusual to catch from 60 to 100 in a single night. They were caught around the wharfs and mackerel jigs were used.

Statistical report of the fisheries of Cheticamp and adjoining districts for the year of 1901.

The following has been received from the merchants themselves:

EASTERN HARBOUR.

Codfish	5,498 qtls.	Lobsters	14,592 lbs.
Herring	120 brls.	Salmon	10,889 "
Haddock	73 qtls.	Pollock	25 qtls.
Hake	5 "	Cod oil	500 galls.

SESSIONAL PAPER No. 22

GRAND ETANG.

Cod.....	903 qtls.	Salmon	5,000 lbs.
Haddock.....	78 "	Lobsters	24,984 "
Pollock.....	18 "	Cod oil.....	930 galls.
Mackerel	13 brls.	Dog oil.....	250 "

CAPE ROUGE.

Lobsters..... 15,024 lbs.

Summing up the production for the past season, of the different stations of this district, it would give a total of:

Codfish.....	6,401 qtls.
Herring	120 brls.
Mackerel.....	13 "
Lobsters.....	54,600 lbs.
Haddock.....	151 qtls.

About 250 quintals of cod, hake and haddock were shipped by the fishermen, and 160 quintals were sold for local consumption.

DESCOUSSE.

Reporter : Mr. John P. Gruchy.

Cod and Haddock.—These branches were not operated this season to any extent, as the fishing in these lines was very dull and only light fares were made. The fish were reported, however, fair on June 27 and 28, but they struck in the early part of June in light quantities. From October 1 to 15 there were only two days during which the boats could venture forth on the fishing grounds, owing to rough and foggy weather, consequently very little fish was taken. It has been said that cod and haddock were never known to be so scarce on our shores as this season.

Alewives.—A few were reported on June 22 and 29.

Herring struck in about the middle of June, and from now to the end of the month fair and regular catches were made. On the 22nd, boats averaged from 1 to 2 barrels of herring, with good prospects. Very good fishing was reported the first week in July and several days later this run of fish was over. A few were taken the latter part of the week of August 5, and about the 24th of the same month, herring of a poor quality were taken in nets. The fall fishing only lasted two or three nights, during which herring were reported plenty.

Lobsters were first reported on May 2, fair, and continued so to the middle of the month, and scarce afterwards to the close of the season. The fishing on June 1 was so greatly hampered by easterly winds and heavy seas, that during the following week many fishermen engaged in this industry landed all their traps, gear, &c. The catch this season was very poor as compared to previous years.

Mackerel appeared the first week in June, and on the 8th, a small stop was made, but the spring run is now considered over, very few of which touch this coast. Mackerel were reported fair on July 2, and a few days later about 1 barrel was taken to a boat. On August 3, a few were caught with nets and hooks, and during the last week of the month mackerel were reported hooking freely. In St. Peter's bay, on the 30th, the fish were schooling, and the following day, boats averaged from 200 to 300 mackerel. They were again reported hooking freely and schooling in the same locality from September 2 to 19, and scarce afterwards until October 15, when a small haul was made in nets offshore.

Squid were very much in evidence during July and September, and again on October 15, when they were very destructive on mackerel in nets.

Dogfish were on our coast this season and were very destructive to nets and fish on August 17, and were plenty on September 21, greatly impeding the herring fishery and destroying the nets.

The season's catch at this station is considered a very poor one, as there has been a gradual decline in the catches of all kinds of fish.

GABARUS.

Reporter: Mr. James Nicholl.

Cod.—Were first reported on May 8, and on the 10th and 11th light hauls were made. The fishery was fair from May 24 to May 29, and in June the catches varied from good to poor to the close of the month. On the 3rd and 15th ult., 300 pounds and 9,000 pounds of codfish were taken respectively. Good catches of cod were reported during the months of July and August, which continued to September 11. Nothing was afterwards reported.

Herring.—First struck in on May 7, with boats reporting 700 herring. Light quantities were taken after to July 6, when for the next four days the herring fishery was fair, and some boats had 800 and 1,000 herring. From now to the end of August the fishing varied from good to poor.

Lobsters.—A few lobsters were caught May 4, but the first report received on the 7th, indicated that lobsters were fair, which improved to good and varied from this condition to poor to the end of the month. The June catch was from good to poor, and that of July from fair to poor. On June 3, 10,000 were reported to have been taken.

Mackerel.—Season very favourably on June 1 and 2, in good catches, with boats averaging 500 mackerel for two day's fishing, four miles off from head lands. Seven hundred mackerel were stopped on June 15, and small catches were made after to July 11, when mackerel were reported plenty and schooling in the bay. Light catches of mackerel were reported on August 20, 23, and 26.

Squid.—Were reported fair on June 13 and plenty the following day. Good catches of squid were made on July 20, August 26, and from September 3 to 7. It was reported that 5,000 squid were taken on June 15.

INGONISH.

Reporter: Mr. J. M. Burke.

All branches of the fishing industry had an early opening this season.

Cod.—Fishing commenced the first week in May, but owing to rough weather, it was not until the 8th or 10th that any codfish were caught worth mentioning, besides, the fishermen were engaged in catching lobsters and haddock which had appeared on the coast early in the season, hence the spring catch of cod was small. During the remainder of the season the catches varied from fair to poor, with best boat reporting 600 pounds on trawls in September from the 16th to 21st. The catch is considered about the same as last year.

Haddock.—Appeared early in the season in light quantities, but were first reported on May 7 and were very plenty for three weeks on trawls on certain grounds, and the fishermen engaged in this branch of the fishing industry reaped an abundant harvest.

Herring.—Struck in along our coast the last week of April. They were not very plenty and were chiefly salted for lobster bait. There was no summer run of herring this season.

Lobsters.—Although lobsters were on our shores it was well into the second week in May before the lobster fishing got properly under way, owing to the stormy weather and a very rough coast the first days of the month. The catch was fairly good the first five weeks but gradually diminished from July 1 to the close of the season. On the whole the catch was a shade better than it was last year, but prices being somewhat lower this season in foreign markets the packers were not benefited by the increased pack.

Mackerel.—First appearance noted was between May 15 and 20, when good catches were taken for about a fortnight, boats averaging from five to twenty barrels, according to their outfit of nets and attention paid them. A few summer mackerel were caught in shore-fast nets in July, August and to October 15. The catch is quite in excess of last year, but prices ruled low during the first of the summer.

SESSIONAL PAPER No. 22

Salmon.—Appeared about May 20 and were quite plenty all the season. The catch this year is considered double that of last, one-half of which was sold fresh and shipped to various markets.

Squid.—Struck in between June 20 and July 1 in fair quantities and were reported plenty up to present date.

Dogfish.—Were numerous on this shore this year and greatly retarded successful net fishing and were a source of annoyance to cod fishermen as well, destroying more or less gear, &c.

L'ARDOISE.

Reporter : Mr. John McIsaac.

Cod.—The catch of cod inshore this season has been very small, and smaller than for many years. The fish appeared on June 3, fair, and on August 28 and 30, and September 6, fair hauls were again made. During June cod were reported in deep water, and on July 11, the fish offshore was reported fair. On or about this time all large boats were leaving to prosecute the deep-sea fisheries off Scatterie and Lingan, from whence during the first week in August, several crafts arrived, bringing full fares and reporting fish plenty on the grounds. This eastern fishery is the main-stay here, and some large, fine vessels are engaged in this industry, and, it is said, that the people at this station could not really exist, had they to depend chiefly on the inshore fishery.

Haddock.—Signs of haddock were observed on May 9, and a day or two later a few were reported on trawls. Light quantities were taken during May, and on August 5, the fish moved out into deep water. Fair fishing was reported on May 30, but few boats attended, as haymaking engaged the attention of the fishermen. The catch is considered a failure.

Herring.—A small quantity of herring of a very good quality was reported on June 20. They became scarce after and the next report was on July 11, that some boats were at St. Peter's island, attending this fishery. Very few barrels have been taken to date and not sufficient to supply local demands. On August 15, there was some appearance of herring, and the few fishermen who had their nets set, were obliged to take them in, on account of the abundance of dogfish, which were very troublesome to net fishing. A stop was made on September 12, but not of a large quantity. The fish at this season of the year, is not as good for export trade, as the July and August run, but are sufficiently good for local purposes. The catch has been a poor one.

Lobsters were reported on May 2, as having made their appearance on this coast about ten days ago, in fair catches, when bait could be obtained. The catch varied from fair to poor during the month, afterwards becoming poor to the close of the season. This was the only branch of the fisheries that came up to the average this season, and as high prices prevailed, the losses in other lines of the fishing industry were greatly counterbalanced.

Mackerel appeared on May 22, when eight or nine were taken for the first, with very light catches after to the close of the season. Scarcely any mackerel were salted for export, the hauls, such as they were, being disposed of to the bankers for bait. The catch this season can be put down as a total failure, as the quantity taken is the smallest ever known at this station, where at one time, the L'Ardoise bay was recognized by the local fishermen, as the only fishing grounds between Canso and Louisbourg.

LOUISBOURG.

Reporter : Mr. H. C. V. Levette.

Cod first appeared about May 11, and were reported in fair catches until the last of the month. The fishing continued fair the first week in June and was poor after, owing to the roughness of the weather, until the 17th, when cod struck in fair again. Good fares were reported on the 20th and fair on the 24th. Dogfish now appeared, and

all kinds of fish became scarce to July 4, when fair quantities were taken. Light hauls were made during the remainder of the month and a portion of August, and on the 21st of the latter month, boats averaged 5 quintals. From the 23rd to 31st, an average of 3 quintals per boat was taken. In September, on the 2nd, boats did fairly well, and had from 3 to 5 quintals and 2 quintals on the 3rd. The fishery was dull after to the 27th, when from 1 to 4 quintals were taken. The catch of cod this season is below the average.

Lobster fishing commenced about May 8. Fair catches were reported during May and June, but the month of July was very blustry, and lobsters were consequently scarce. The catch was not up to the average this season.

Mackerel were first taken on May 22, and on the 25th, boats averaged 200 fish. Good catches were made on the 29th and on June 1. Very few were reported after until the 17th, when boats averaged a catch of 1,000 fish mixed, herring and mackerel. Fair catches were made on June 22 and poor afterwards until the month of August, when quite a quantity was caught by hooks and in nets. On September 27, 100 mackerel were taken, the first for three weeks. No fall mackerel were taken in nets, and the catch this season is considered above the average.

Herring struck the coast about June 17, when they were taken in catches with mackerel. A few were caught early in July, and fair stops were made on July 13 and 18. The herring nets could not be left out on account of dogfish, which were very destructive and troublesome. The catch is below the average.

Dogfish appeared on the coast about June 30, and were in large quantities on July 10. A wholesale destruction of nets by this avaricious fish was reported on July 24. The fishing was also greatly hindered the following week by their presence. Mr. Levatte considers this fish a great plague on our coast.

MABOU.

Reporter : Mr. Lewis McKeen.

Alewives appeared early in May, and the catch during the season was very light, which was used chiefly for lobster bait.

Cod appeared in light catch on May 2, and afterwards were fairly plentiful, but as bait became scarce and nearly all the fishermen were engaged in lobster fishing, very little attention was paid to line fishing. During July a few fair catches of codfish were made, and between August 10 and September 4, good hauls were taken whenever the weather permitted. After the latter date the fishing was irregular, owing to the presence of dogfish on our shores.

Haddock.—Light catches of haddock were reported at this station from May 25 to June 24, when a few irregular fair catches were made to the end of the month. From now to September 13, haddock were taken in catches varying from fair to poor.

Hake.—Small catches were taken from July 11 to 21, and poor after until August 6, when, for the next four days, fair fishing was reported. Good catches of hake were made between August 10 and September 4, when the weather was favourable. Dogfish were now plenty and destroyed the line fishing to a certain extent.

Herring.—The first catch of herring was made on April 24, and during the next two weeks the catches were fair, afterwards becoming very light. The July run of herring was also light; in fact, the summer catch has been poor during the past three or four years. The fall catch of herring was likewise light, and, on the whole, this fishery has been a failure along this coast during the past season.

Lobsters appeared several days earlier this year than last, the first catch having been made about April 24. Good catches of large lobsters were made during fine weather to May 15, and to the close of the month and up to June 15, the catches varied from good to fair. About June 15 a large quantity of traps and gear, &c., was destroyed by heavy storms. The catches of lobsters during the remainder of the season was very light, which was partly owing to the scarcity of good bait-food. The total catch was on an average good.

SESSIONAL PAPER No. 22

Mackerel appeared early in July, but although large and plentiful on the coast up to August 20, the catch was poor and irregular. After August 20 very few mackerel were reported on our shores. The fishermen attributed the light catch of mackerel to the fact that the fish did not take the hook freely and not to the scarcity of fish.

Salmon appeared in the month of June, somewhat later than usual. The fish were large and the catch was a little above the average. The catch of salmon, however, of late years has not been large in this locality.

MARGAREE.

Reporter: Mr. M. A. Dunn.

Alewives struck on the coast about May 1, but only light catches were reported to the 15th, when they appeared plentifully and good fishing continued in the river for some days. After this the catch varied from fair to poor, with the exception of a few days in June, when the run was about completed.

Cod.—The first cod caught this season was about May 1, in light catches up to June 20, when good hauls were made, which varied from this to fair until August 20. From now to September 20, light fares were generally reported with the exception of a few days about August 10, when cod were reported plenty. After September 20, to the end of the season the catch was very small, owing to very bad weather on the fishing grounds, which greatly interrupted all kinds of fishing. The season's catch is considered about an average one.

Haddock.—The first haddock of the season was taken about May 1, and only a few were taken to the end of May. From this date to June 20, the catch was fair and for the remainder of the season haddock were taken in quantities varying from fair to poor. The total catch was about an average one.

Hake.—Few were taken along this coast from early in June to the end of the season. The whole catch of hake for this season is reported small.

Herring struck in about April 22, and a few fair stops were made. After this until May 15, only small fares were reported. Nothing was done for the remainder of the season, and the catch has been considered almost a total failure.

Lobster fishing commenced the last week in April, but only light catches were reported until about May 8, and from now to June 20 the catches were generally good. The catch for the remainder of the season was light, and the season's pack is estimated below the average. A considerable portion of lobster gear, &c., was rendered useless by the heavy storms, gales, &c., which prevailed from the 13th to 19th of October.

Mackerel.—A few small mackerel were taken early in July, and on the 6th about 200 per boat were reported. Large quantities of mackerel were on the coast on July 9, but were reported not hooking well. The mackerel situation was very quiet afterwards and the catch for the season was almost nil.

Salmon first appeared on the coast June 1 in light quantities until the 20th, and after to July 15, heavy takes were made. During the remainder of the season the catch varied from fair to poor. The total catch is reported about 20 per cent in advance of last season, which was considered an average one.

Squid appeared about July 15, and were reported good on the 29th and fair on the 31st of the same month, continuing from good to poor to the end of the season.

Dogfish very much retarded the operations of the fish industry during the months of September and October, in which time they were reported plentiful.

MEAT COVE.

Reporter: Mr. A. B. McDonald.

Cod were very scarce the early part of the season and the first favourable reports were received on June 26, when good fishing was reported and fair the following two days. The fishing was again reported fair in July on the 3rd, 16th, 17th, 29th and

1-2 EDWARD VII., A. 1902

31st. with poor catches intervening owing to strong westerly breezes. The August catch varied from good to poor and from good to fair catches were made between the 6th and 18th of September. Nothing was done in the fisheries of any importance to the close of the season.

Herring.—Light catches of herring were made early in the season until about May 1, when they appeared in great quantities with nets averaging 200 herring. Poor catches were reported after to the 19th and 20th of June, when fair hauls were made and again fair on the 25th, 26th and 27th. Herring were taken in fair quantities on July 3 and poor after for the balance of the season.

Lobsters were taken in fair quantities on May 6, but increased to plenty on the 13th, 14th and 15th and very plenty on the 16th and 17th. Heavy seas on the 20th damaged the lobster gear and fair takes were reported on the 21st. The following day very good results were obtained and from the 27th to the end of the month fair fishing attracted the attention of the lobster fishermen. The June fishing opened fair, which improved to good and after fair again to the close of the season. Heavy north breezes damaged lobster gear very considerably on the 13th and again on the 16th of June.

Mackerel were first reported along this coast this season, fair, on July 27. From good to poor catches were reported in August with boats averaging on the 24th from 200 to 300. Mackerel were reported hooking freely at Bay St. Lawrence, Aspy Bay and Cape North on the 22nd and 23rd of August.

Salmon were reported fair on May 29 and from fair to poor the following day. The June catch varied from good to poor. On June 13 the nets were badly damaged by heavy north breezes.

Squid were first reported fair on August 29, and were taken in catches varying from good to poor from September 6 to 18.

PETIT DE GRAT.

Reporter: Mr. P. T. Fougere.

Alewives were scarce on this coast this season and what was caught here was taken in catches with herring and mackerel. The season's catch was about 14 barrels, which sold for \$3 per barrel.

Cod.—Light catches of cod were first reported on May 6, and remained so to the 25th and 27th, when good quantities were taken. Fair catches were made on June 1 and good fares would have been reported if bait could be procured. There was such a scarcity of the latter commodity on June 10 that fishermen were compelled to dig clams. The fishing was reported fair from the 11th to 22nd and during the week of the 17th, the schooner *Vanguard*, from Magdalen island, arrived in with 130 barrels of mackerel and 6,000 lbs. of cod, and schooner *J. B. M.* with 30 barrels mackerel and 9,000 lbs. cod. The weather was so stormy and disagreeable after that the fishermen could not go to the grounds. Small quantities were taken in July and August, excepting the last week of the latter month, when fair fishing was reported on the outer grounds. In September codfish were poor inshore, but fair hauls were made off shore from the 4th to the 7th and on the 21st. Stormy weather set in again rendering the fishery dull to the close of the season. The catch this season is about 50 per cent of last year's and will not exceed 1,000 quintals. The quantity taken was sold, and realized \$4 per quintal.

Haddock were first reported fair on May 11, in nets made purposely to catch them, and light quantities were taken after to the 27th, when the fishing was fair, which continued to June 12. Small fares were taken for the remainder of the season to October 12, when haddock were reported fair. Very few of these fish were taken on trawl. About 850 quintals were dried and disposed of to the different merchants at this station, at \$3 per quintal. The catch was below that of last season by 500 quintals.

Herring were first reported, when sufficient was taken for bait, on May 18, and one week later, on the 25th, herring were fair and boats made large stops. A few were taken afterwards to the 18th, 19th and 20th of June, when fair catches were made and

SESSIONAL PAPER No. 22

poor until July 3, when herring struck in fair supply. From this date to September 11, the fishery was poor, and on the following day herring were plenty with boats averaging 25 barrels in one night's fishing. On July 27, after 30 days out there arrived the schooner *J. B. M.* from the Magdalens, with only 10 barrels mackerel and 10 barrels herring, reporting fish scarce and weather very severe. Herring were taken in small catch for the balance of the season. These scale fish must be taking another course, for, since the past three years they seem to be abandoning this coast. Last year over 1,200 barrels were taken, and the previous season about 2,000 barrels, and for the present year 600 barrels will represent the total catch. It is contended by some of the fishermen that the baiting of the lobster traps has something to do with the fish departing from our shores. Decayed animal matter is allowed to remain in the traps for a longer time than necessary and the water in the close vicinity of the lobster gear becoming stagnant is the chief cause of herring being a stranger all along our shores, where lobster fishing is carried on. Although scarce this season herring paid well, and found a ready market at \$5 per barrel.

Lobsters.—Owing to the easterly winds and drift ice in the bay the lobster season did not open until April 15. On May 1, lobsters were reported in fair catches, which varied from this to poor to the 27th. For the next four days, the weather was very stormy with the wind eastward and the lobster fishermen suffered severely. The month of June opened favourably in fair catches, which remained so to the 22nd, afterwards becoming poor to the close of the season. Lobsters have not been so numerous this season as last. One firm put up 400 cases, which was considerably less than in former seasons and exported to the United States 50 crates, containing 140 lbs. each. The price paid the fishermen was \$3 per cwt.

Mackerel made its first appearance, when twenty were taken by the fishermen on May 25, and scarce afterwards until June 20, when fair catches were made. During the week of the 17th the schooners *Vanguard* and *J. B. M.* arrived in port from the Magdalen islands with catches of 130 and 30 barrels of mackerel respectively. Light fares were taken to July 25, 26 and 27, when good catches of small fish were reported. On the 27th the *J. B. M.* landed 10 barrels of mackerel and on August 1 and 6, fair stops were made. This fishery was poor after to September 20, when mackerel were reported schooling off this station. The season's catch is estimated at 10 barrels, which is practically nothing to what this fishing was in the past. About 300 barrels were landed here, from the Magdalens by one of our fishing vessels, and only two of our crafts prosecuted this industry this season owing to a falling off in the prices in previous years. The prices paid for mackerel this season ranges from \$4, \$6, \$8 and \$12 per barrel.

Pollock—This fish has also the appearance of leaving our fishing grounds. Something like 1,000 quintals were sold in 1900, and this season only 250 quintals were taken. The price paid was \$2.50 per quintal.

Oil.—The oil obtained by the different firms from the fishermen, was 22 casks, containing 44 gallons, which would make a yield of 968 galls., or a decrease from last year.

Salmon.—Fair catches of salmon were reported on June 12, 19 and 20 and light after to July 20.

Squid were first reported on August 9. Very abundant and fair catches were taken on the 12th, 23rd and 31st. In September squid were taken in catches varying from good to poor. Light quantities were secured from October 7 to 9; good on the 10th and fair on the 12th.

Dogfish were plentiful and very destructive in the months of July and August.

New Industry.

Our reporter, in submitting his report to the bureau says: "Although it is now rather late in the season, the fisheries are still prosecuted with much vigour, and the catches are considerable from day to day. In 1900, 4 small vessels of ten tons burthen, commenced fresh fishing as it is called about November 20, and continued till January 15, with good results. Now there are ten vessels engaged in this industry and a good quantity of codfish and haddock are being captured. Although the prices at present are

low, the quality of the fish caught will bring its actual value later in the season. Last year only one firm purchased these fish, and experienced a great deal of trouble in forwarding them to the markets, as they had to be carried by teams a distance four miles and thence by the railway to their destination. This season this difficulty has been obviated by the inauguration of the ss. *Percy Cann* which runs daily to Port Mulgrave with these fish. Another firm has also been established here and is making the finnan haddie industry one of its chief products. They shipped extensively to the upper provinces. About December 1 this new firm bought 50,000 lbs. of fresh fish, which was forwarded to the smoking house, where twelve hands at great expense are engaged to prepare them, after which they are already for shipment. The old establishment since November 1, purchased 235,000 lbs. of fresh haddock, which underwent the same treatment, preparatory to being exported to the various markets."

PORT HOOD.

Reporter: *Mr. E. D. Tremaine.*

Cod, although not reported, were caught first this season in fair quantities on May 16, a week earlier than last year. They continued in catch from fair to poor during May, June, July, August and the early part of September. On the 13th of September dogfish appeared in large numbers, after which the fishing could not be profitably prosecuted until such time as this voracious fish had disappeared from our shores.

Haddock struck in the second week in May and were fair to plenty for a short duration, afterwards varying from fair to poor until the arrival of the dogfish in September.

Hake first appeared about June 19 in fair quantities and remained so for the balance of the month, excepting from the 25th to the 27th inclusive when good hauls were made. The catches for the remainder of the season were fair with an occasional poor one, caused by the destructive dogfish.

Herring, as usual, for the spring, was on an average fair in May. A few were reported on June 25 and 26, and a small stop of summer herring was made the first part of July. Nothing was done in this line in August, but fair catches were reported on September 4, 5, 6 and 7, and dull afterwards for the balance of the season.

Lobster season opened the last week in April in good catches, which varied from this condition to fair throughout May and early in June, afterwards falling off to poor until the close of the season, which is considered a good one.

Mackerel were taken in fair numbers for a short period the last of June. The mackerel caught were large but not fat. Only occasional catches were reported afterwards, and the catch this season is considered a poor one—about the same as last year.

Squid.—A few were reported during the season.

Dogfish.—This coast this season has been swarmed with a plentitude of the destructive dogfish, which has expressed itself very aggressively. They struck in about September 13 in large numbers and practically took possession of all the fishing grounds, and were still reported very active, making profitable fishing unfavourable.

ST. ANN'S (ENGLISHTOWN).

Reporter: *Mr. Thomas D. Morrison.*

Cod.—A few cod were reported on May 9 for the first and light hauls were afterwards taken to June 15, when they were reported plenty. Fair catches were made on June 18, 20 and 21, and again on July 4. As far as reported, nothing was done in this line of the fishing industry to the close of the season.

Herring.—The bay being clear of ice on April 23, fair catches of herring were made from now to the last of the month. From May 1 to 6 nets averaged two barrels of herring, and the traps set on May 6 were averaging forty barrels daily until the 10th.

SESSIONAL PAPER No. 22

The catches afterwards diminished and herring were very scarce the latter part of May. The scarcity of herring so early is due, so the old fishermen say, to the heavy rains. A few herring were reported in the nets on July 11.

Lobsters.—The heavy seas on the coast prevented the lobster fishermen from setting their traps earlier in the season, but on May 8 and 9 fair catches of lobsters were reported, which increased to good on the 20th, 23rd and 30th. Fair catches were made the first week in June and also from the 18th to 22nd of the same month. Lobsters were again fair on July 4.

Mackerel first struck plentiful on May 30 and fair on June 1. Few were taken during the month, and on July 2 one trap reported five barrels. A similar catch was made on the 19th, and nothing afterwards.

Salmon appeared in fair quantities on June 4, but on the 15th they became plenty and were reported fair again on the 18th and 20th. Light catches were made after to the following month, when on the 3rd, 4th and 15th the salmon fishery was reported fair.

Squid were first reported in traps on June 19, and on the 21st a fair supply was taken. Small quantities were secured until July 10 when this little fish struck in plentiful, and on the next day seven barrels were reported in traps.

Pollock appeared on the coast on May 27, when seven quintals were taken in traps. On June 3 a catch of six quintals were reported by traps. Good fares of pollock were taken on June 21.

ST. PETER'S.

Reporter: *Mr. H. D. Urquhart.*

Cod and Haddock.—The operations in these lines of the fisheries were entirely suspended this season, as no reports of either cod or haddock were received. It was reported that none were taken in the bay, during the entire season.

Herring were reported as having struck in the month of June in light quantities, but it was in July that good stops of herring were made and the fishermen did fairly well. On August 8, the fishery was reported good and towards the last of the same month, a run of herring, that was reported in several inlets along the coast, did not appear in this bay. The catch this season was considered good and some of the fishermen estimated their catch as high as 30 barrels.

Lobster operations began about April 10, very satisfactory, and some excellent catches were made the first two or three weeks; but after this came heavy and severe storms which rendered the catch per boat very light to the close of the season. The number of fishermen engaged in this industry have not decreased this season and the more intelligent and better informed of them maintain that lobsters did not show any signs of decreasing.

Mackerel.—First appeared about May 26 offshore. In St. Peter's bay not over one barrel was taken. The mackerel of the first run of 1899 were of unusual size. Since then they appear to be decreasing. The fish of this year's first run were smaller than those of 1900. The second run occurred about June 20, with mackerel and herring appearing together and resulting in a catch of five barrels. Mackerel were reported schooling off Cape Le Rouge on July 24, and about the last of August the third run put in appearance. The fish were in schools and when this is so they mesh but poorly. Those caught were mostly jigged and the catch will represent 25 barrels. Usually quite a quantity has been taken late in the fall (by jig); but this season none were reported.

Salmon were not reported during the season, but not above 20 were taken.

PRINCE EDWARD ISLAND.

ALBERTON.

Reporter: Mr. D. Montgomery.

Cod of a very large size were taken in good quantities at Waterford and North Cape from May 20 to the middle of June, and at Kildare, Tignish and this station from June 1 to July 1, when the fish moved off-shore, and fair hauls of small sized cod were made, up to the 1st day of August. After this the fishing slackened until the month of September, during which time cod were fair to plenty alternately for the remainder of the season.

Haddock were very scarce throughout the season.

Hake were reported from August 7 to the end of the month in fair catches, but they struck in very plenty about September 1, and up to the close of the season good catches were made whenever the weather permitted.

Herring were first taken April 20 and were very plenty at this station, from May 1 until June 10. From May 10 to June 15, large catches were reported at Kildare, Tignish, North Cape and Waterford. Very few herring were taken afterwards and the season's catch is considered above the average. On May 31, several crafts sailed for Caraquet, N.B., where herring were reported plenty.

Lobsters.—The lobster season opened as early as April 25 with good prospects, but three weeks later, the catch greatly diminished and after May 15, lobsters were from fair to poor to the close of the season. The traps, gear, &c., were badly injured on June 15 by heavy gales.

Mackerel were taken for the first on May 20, and netting of large size fish was very good up to July 1. From now to August 1, good to fair hooking of mackerel of excellent quality was made. On June 20 and 24, large schools were reported at this station. Light catches of fish of large and good quality were made during the latter part of August and also in September.

Trout.—The 'speckled beauty' was reported on June 15 plenty.

Bait was scarce all through the season.

BLOOMFIELD OR MIMINEGASH.

Reporter: Mr. E. D. Kelly.

Cod fishing commenced about June 1 fair, but a few were taken by hand lines the last week in May. Fairly good fishing of large size fish was reported in June, and during the week of the 17th some boats had from 300 and 400, and others from 700 to 800 codfish. The July catch varied from fair to poor with a scarcity of bait. Very good catches were made the early part of August, and afterwards scarce until the last of the week of the 15th of October, when cod were plenty and the fishing was very good.

Hake was reported about the 15th of July, and good catches were taken with trawls up to the 19th day of August. Fair catches were reported in September to the 18th. From now to the close of the season, hake were poor owing to the scarcity of bait and the stormy weather.

Herring struck in along our shores about April 27, and fair fishing was reported until the 17th of May, and were very scarce during the remainder of the season to the 8th, 9th and 11th of October, when some large catches were made.

Lobster season opened up about the 4th of May and was fair throughout the month, and poor to the close of the season. Some boats reported from 200 to 500 lobsters the last week in May, and on the 3rd of June from 200 to 300.

Mackerel were first reported in nets on June 5. Good hauls were made from the 10th to the 14th, and fair to the balance of the month. Mackerel were reported hooking freely on the 6th of July, and about 500 or 600 were taken. The following week

SESSIONAL PAPER No. 22

some boats did remarkably well, one boat's catch totalled over 1,700, and others 1,300. At Roseville and Campbellton a stop of from 500 to 600 mackerel was made. On August 6 some boats averaged from 25 to 120 fish, and on the 13th about 360 to a boat. From 50 to 300 per boat were taken on the 19th of August and few following days, and scarce after to the close of the season.

Squid were reported fair to the first and last week in August.

GEORGETOWN.

Reporter: Mr. Chas. Owen.

Cod struck inshore about May 8, and fair catches were taken to the 30th of June. Herring bait becoming scarce, the fish moved offshore to the banks, and during the middle of July cod fishing was reported fair on Rocky Ridge, Fisherman's and Pidgeon Banks. Dogfish were now so very numerous and destructive to fish and bait on trawls as well as herring in nets, that the fishermen were obliged to remove their fishing gear repeatedly to avoid them.

Hake was first reported on July 3, and during the month fair catches were made. In August the fishing was poor, owing to the scarcity of bait. From the 1st to the 5th of September the fishery was reported fair, and one boat landed 800 pounds of cod and hake. After this owing to a continuance of unfavourable weather, the fishing was discontinued.

Herring fishing commenced about April 10, and small catches were netted to the 14th of May, when several schools struck inshore and a considerable quantity was secured by the fishermen, which was sold to the bankers and also for lobster bait. Owing to the appearance of ice on the coast, it is supposed that succeeding schools passed up the straits to the southward. From the 20th to the end of the month, netting was poor inshore, the fish having moved off into deep water. Herring were reported plenty on June 1 off Panmure island, and from two to five barrels were netted. This fishery has been a disappointment to many who anticipated the usual catch and had made preparations for a good season's work. Small herring are now numerous in the rivers and bays.

Lobsters.—Owing to unfavourable weather along this coast, the fishermen were unable to place their traps earlier in the season, and the fishing did not begin until the 1st of May. The catch from now to the 30th of June was on an average fair, with the fishermen making good wages. From this date to the end of the season, poor catches were made and several factories closed down before the expiration of this fishing season.

Mackerel.—The catch of mackerel this season has been small. Netting commenced about the first of July, and the fish were schooling off Panmure island on the 8th and 25th of this month. Very few were reported to have been taken with hook and line, and about 30 barrels are said to be the extent of the season's fishing.

Squid were reported plentiful off Eastern Point the last of August, and light quantities were taken in September to the 16th.

Pollock is frequently caught along our shores, which is unusual for their appearance in this locality.

Dogfish has been plenty and destructive to nets during the season.

MALPEQUE.

Reporter: Mr. Jas. M. McNutt.

Cod.—Fair quantities were reported about May 18, and the catch was fairly good for the first of the season. The fall fishing was greatly interfered with by unsettled weather, and not more than one-half the quantity of fish was taken.

Herring struck in on May 1 fair, and good catches were reported on the 8th. Nothing was afterwards done in this branch for the remainder of the season. The catch this season was smaller than usual.

Lobster season commenced about three days later this year, the first catch being reported on May 13, from which date to the end of the month the catch was on an average good. The only fishing reported after this, were a few fair catches on June 3 and 6; the weather afterwards becoming stormy to the close of the season. It is reported that the packers have not done as well as usual.

Mackerel.—The only catch of this fish reported this season, was on August 2, when a fair haul was made with nets.

NEW BRUNSWICK.

CARAQUET.

Reporter: Mrs. E. Blanchard.

Cod.—On May 3, preparations were being made for the cod and lobster fisheries, and from the 11th to 25th light catches of cod were taken. Fair fishing was reported on the latter date, and good on the 28th. Good hauls were taken in June on the 1st and 3rd, and fair on the 6th and 18th. During the week of the 10th several bankers arrived, averaging 30 quintals of cod per boat. On July 1 it was reported that the boats averaged from 35 to 40 quintals the past week. Cod appeared plenty on the 23rd and 30th of this month, and very plenty each day of the week of August 5. Good fishing was engaged in on the 13th and fair on the 28th of August. During the past season, some boats averaged from 500 to 600 quintals, and the catch is considered smaller than for the past two years.

Herring struck in plentiful on May 2 and continued so to the 14th, when there was an improvement in this fishery, and very good stops were made from the 14th to 19th. Herring were again in good catches on the 25th, and were not reported, afterwards until August 28, when they appeared to be fairly plentiful, which continued in September with very good catches.

Lobsters.—Operations began a week after the harbour was clear of ice, and light quantities were taken on May 10. From this date to the 28th, lobsters were taken in catches varying from good to fair. Good fishing was reported in June on the 1st, 3rd, 6th and 18th. The season's catch is considered below that of last year.

Salmon appeared this season about May 28, in light catches, which continued throughout the season. The catch this season was a poor one.

Mackerel first appeared on July 23, in light quantities. Fair catches were reported on the 30th, and small fares on August 13. The total catch was light this season.

Clams were reported in good supply throughout the season.

The bankers were kept in good supply with clams and herring bait, which were abundant during the past season.

GRAND MANAN.

Reporter: Mr. Charles Dixon.

Cod.—The first fish caught on hand lines this season was taken on May 24 and 25, at Gravelly Bottom. The schooner *Mystery* reported a catch of 12 quintals of fine cod, and the schooner *Falcon* 6 quintals. Two vessels on Saturday, June 1, had 8 quintals each of large cod. The fishing was poor after owing to bad weather, until the 6th, 7th and 8th, when the fishery improved somewhat and 10 quintals of fine cod were averaged per day by the vessels. Monday the 10th, cod fishing was good on the Gravel Bottom, and 10 quintals were obtained by the smaller vessels, and fair after during the whole week. Boats got as high as 15 quintals per day the following week, and during the last week in June the small crafts averaged from 7 to 10 quintals per day. The July cod fishing opened up fair on Bulkhead and Gravel Bottom, and on several days of the week of the 10th, very good fares of large size fish were reported, which the fishermen said

SESSIONAL PAPER No. 22

was the best fishing they had engaged in for a number of years. About this time the fishery was also good at South-head. From 7 to 10 quintals per day were taken the last week in July on the Bulkhead. The catch of cod was very good the first week of August, with boats averaging from 10 to 12 quintals per day, and the week of the 12th saw the last of the line fishing, as well as the trawling, as the troublesome dogfish now appeared and took possession of the fishing grounds. The total catch is estimated at 800 quintals, or an increase of 300 quintals over last year's production.

Haddock were first reported along this coast in light quantities, on June 6, at Long Island bay, but on the 12th and 13th of this month good fishing was reported in the North channel, where one vessel caught in four days 40,000 pounds of hake and haddock. Fair catches were reported on July 1, and small quantities were taken after for the balance of the season. The catch of haddock this season is estimated at 500 quintals, or a decrease of 300 quintals as compared with last year.

Halibut were first reported at Gravel Bottom on June 11. A few were also taken the last week of this month, and on July 13, halibut was reported at South head. Catches of fine halibut were made at South head reef on the 27th, and on Bulk head August 10.

Hake first put in an appearance at Swallow-tail on June 5, with small boats averaging as high as 5 quintals a day for two days' fishing. Hake was fair off Swallow-tail the first part of the week of the 15th, but in the North channel extra good fishing was reported. The following week boats got from 5 to 8 quintals a day off Swallow-tail, and the latter part of June 4 quintals per day were taken. In July the catches varied from very good to poor. The catch of hake on August 1 was slim, but the last part of the first week was very much better, and from 5 to 6 quintals per boat were taken in the North channel. Hake disappeared from our coast about August 10, and the cause was assigned to the plentitude of dogfish all along our shores. The catch this season is smaller than usual. About 1,300 quintals were secured, which is 2,200 quintals below that of 1900. In addition to this catch 200 casks of fish oil were put up at this station.

Lobster.—The fishing throughout the season was reported fairly good and the factory at Grand Harbour had an output of 140,496 pounds. About 5,000 cwt. of fresh lobsters were exported to the United States.

Herring of a small size were first reported on May 27, when this fish was used for bait. They were caught in weirs at Quoddy river. Large size herring were reported on June 3, four miles off from Big Duck island, and on the 14th at Whale cove, 200 were averaged by nets. On the 22nd the net fishermen were getting 1 barrel of herring to a boat each night, which were sold for bait. The following week some large fish were netted at Swallow-tail and Whale cove, and at Seal cove a quantity of small fish were taken. One weir had a catch of about 25 hogshead. Herring were scarce on July 1, and fishermen were forced to go to Campobello island for herring caught in weirs there. Large herring appeared again on this coast and at the Soundings on the 20th one boat caught 15 barrels, and a few mediums were taken at South-head. At Bradford head on the 27th one vessel netted 25 barrels of herring, and on the same night Long island weirs reported a haul of 100 hogsheads of fine herring. Fair netting was also reported this week at Whale cove, about 4 barrels to a boat. Plenty of herring was reported at Whale cove on August 3, with 10 barrels to a boat, and on the 10th the herring fishery was very good all over the island, which continued to the latter part of the month, when herring became scarce. During the last week in August, Capt. Pratt, of the F. P. S. cruiser *Curlew* seized seven vessels for an infringement of the law, and towed them to St. Andrew's, N.B.

Good catches of herring were reported at Cheney's head and Grand harbour September 7, and on the 14th the weirs at Cheney's head, Nantucket island and Seal cove were full of large fish. Several fishermen were seized and fined \$50 to \$100 a vessel for setting their nets on 'spawning grounds'. The fishing in the weirs at Cheney's head and Nantucket island, on September 21, was exceptionally good and some weirs sold as high as \$900 worth in one day. On the 26th Cow passage weirs reported 400 hogsheads and at Cheney's head about 20 to 30 barrels per boat. The net fishermen did fairly well the first week in October and a catch of 75 to 100 half barrels to a boat was made. At Long Island bay on the 12th the vessels averaged from 100 to

200 half barrels herring and 2 weirs at Two islands caught the first of this week, very large quantities, of which, one weir sold \$2,200 worth, one night's fishing. During the season, 7,500 half barrels of pickled herring were taken and about 20,000 barrels of fresh fish exported to the United States. Two millions boxes of small or medium size fish were smoked and 3,000 boxes of kippered herring packed similar to smoked were put up. The kippered herring factory at North head has canned about 3,000 cases this season.

Pollock were again very plenty on this coast this season, and on May 15 and 61 32,000 fish were landed. The fishermen it is reported were using dynamite and at times the waters were left white with fish, that could not be carried away. Only one casualty was reported, that of a young fisherman, who was chasing a school of this fish, having met his death, by a sudden discharge of this explosive. Fair quantities were taken in June and July, and on August 3 good fishing of pollock was reported on the Bulkhead and Grand harbour, which continued to the close of the season. The catch this season is on a par with that of last year and is estimated at 4,000 quintals.

SHIPPEGAN.

Reporter : Miss Marie Landry.

Cod fishing commenced about May 27, and during the past week 50 quintals were taken. Fairly good fishing was reported in June and several large hauls were made. Very good fishing was reported in July and August, and the total catch is said to have been better than last year. The fishermen were very fortunate this season as bait was always obtainable and fine weather prevailed. On their return from the fishing grounds, generally on a Saturday the fleet would enter the bay with all flags up, which was a sure indication of a very successful week's fishing. The total catch is estimated at 15,000 qtls. which is an excess of 4,000 qtls. over last year.

There have been about 3,000 codfish caught since October 26, when annual returns were sent in.

Haddock.—About 100 haddock were caught during the week of July 22, and fair fishing was reported on August 2 and 6.

Halibut fishing was poor and about 20 were captured this season.

Herring struck in plentiful early in May and good fishing resulted which continued for a short period, during which large hauls were made. Over 1,000 barrels were taken this season, which in comparison with former years, is an exceptionally good season's catch.

Lobster fishing opened very favourably about May 6 and good catches were reported to the end of the month and also in with boats averaging from 400 to 1,500 crustaceans. From July 1 to the close of the season, the 10th inst., boats had from 50 to 450 lobsters. Several factories ceased operations in June after packing 350 boxes, whilst the pack of those that continued to the close of the season, swelled up to 400 and 500 boxes. Generally speaking the season's pack is said to have been better than last year's and will average about 300 boxes a factory. All the lobsters were exported to foreign parts by sailing vessels.

Mackerel fishing was very poor this season and of a short duration. The fish appeared about July 10, when 200 were taken and a similar quantity were caught on the 12th. During the week of the 15th a stop of 600 mackerel was made. About 60 barrels will represent the total season's catch or a little better by 10 barrels over last year's. There were none shipped fresh as no ice was obtainable at the time.

Salmon, as reported, were taken in catches varying from very good to poor, from May 20 to July 15. About 14,000 lbs. were shipped in ice, by rail to the United States.

Smelt fishing will be very good, for already over 1,000 lbs. have been exported to United States, Toronto and Montreal. Between the dates of October 26 and December 1, about 4,000 lbs. fresh frozen smelts were shipped by rail to New York.

SESSIONAL PAPER No. 22

Clam fishing was very good on the Shippegan coast this season, and over 2,000 barrels were sold this year. Some inhabitants of the parish made their living by vigorously prosecuting this branch of the fishing industry. This catch has been augmented by 500 barrels, which have been taken to December 1.

QUEBEC.

DOUGLASTOWN.

Reporter : Mr. Chas. Viets.

Caplin were reported in fair catches on June 1 and 10.

Cod fishing commenced here about May 21, from which date to the close of the month, the catch was on an average fair. The June fishing varied from fair to poor, with the exception of the 18th, 19th and 20th, when good hauls were made. In July, codfish were reported in catches from good to fair, and from the 6th to the end of August, from good to poor. A few fair reports were received in September and October. The codfishery this year, has been considered very good the early part of the season, but the fall fishing was a failure, owing to the scarcity of fish and rough weather.

Haddock appeared in July, and were reported plenty on the 23rd, and fair on the 26th.

Halibut.—Fair fishing of halibut was reported from July 24 to 28.

Herring.—Fair fishing was reported on May 1, and from the following day to the 27th, were taken in quantities varying from very good to poor. Herring struck in plenty on June 2, and from the 10th to 29th, from fair to poor catches were reported. The herring fishery varied in catches from fair to poor, from July 1 to August 16. The usual fall run of herring did not materialize this season.

Lobsters.—First appearance of lobsters were reported on May 2, from which date until the 21st of the same month, the average catch was fair. After this lobsters became poor to the close of the season.

Launce appeared in good catches on June 11, and from June 19 to 26, good and regular hauls were made. Good quantities were taken in July from the 1st to 18th, and for the next seven days launce struck in very plentiful, and excellent hauls were made. Fair reports were received on the 26th to 27th, and poor after to August 21 to 28, when good fishing was again reported.

Mackerel.—A few mackerel were reported on July 5 and 6.

Salmon were first reported when a few were taken in the Basin on May 8. Light quantities were taken on May 14, 15 and 16, and from good to poor after to the end of June.

Trout appeared in good numbers on May 2, and from May 10 to 30, were taken in catches varying from fair to poor. Fair fishing was also reported on June 4, 5 and 6.

Clams were reported plenty on May 3, and were utilized for bait until the appearance of squid on the coast.

Squid.—Light quantities were taken the latter part of August, and on September 20 and 28, squid were reported plenty.

There has been a marked shrinkage this season in the catches of herring, lobsters and salmon.

GASCONS.

Reporter : Mrs. A. E. Brotherton.

Caplin appeared in good quantities on June 3, and from the 10th to the 22nd were taken in catches varying from very good to poor.

Cod were first reported on May 18, but the catches were light until the 21st, when the fishing was fairly good to the end of the month. The inshore fishery in June varied

from very good to poor, and the last week of the month was poor on account of the scarcity of bait. This week on the banks was very good and boats averaged from ten to twelve drafts. The July fishing inshore was on an average good, and on the 13th bankers were averaging from 15 to 20 drafts per boat. A very good improvement was noticeable in the inshore fishery in August, and from very good to fair reports were received at the bureau daily, with boats reporting from ten to fifteen drafts offshore. The fishing was poor the first week of September on account of dogfish and scarcity of bait, but on the 9th, and from this date to the 20th of the same month, fair hauls were made whenever the weather permitted. Very strong winds prevented a further prosecution of this fishery until October 7, when fair catches were taken on the 12th. In September the fishermen weighed the dry cod caught the first part of the season, and it made an aggregate of 3,000 quintals. The codfishery was considered very good this year and better than last, notwithstanding the rough weather during the season greatly retarded the progress of the same. The catch is estimated at 8,000 quintals.

Herring struck in plentiful on May 3, and from the 6th to 31st were taken in catches from very good to fair. Very good stops were made on June 3, and during the month the catches varied from good to poor. In July fair hauls were reported each day from the 4th to the 20th, and poor after until the 29th and 31st, when fair quantities were again taken. The August catch varied from good to poor from the 1st to 12th, after which very inclement weather set in and with the presence of the troublesome dogfish the operations of this important industry were entirely suspended until about the middle of September, when a few fair stops were made. The herring fishery this season was considered on an average good.

Lobsters first appeared about May 3, and remained in fair quantities until the 21st, but after this the catch was irregular and poor. The fishing on the whole was considered poor this season. There was only one factory in operation during the year and the output was 200 boxes, which were shipped to Dalhousie.

Salmon first appeared fair on May 24 and varied from this condition to poor to June 10. On the latter date salmon struck in good quantities and from now to the last of the month were taken in catches from fair to light. Small quantities of salmon were caught on July 3, 4 and 8. The catch this season was considered fairly good, and about 9,000 pounds were shipped in ice to Dalhousie.

Squid were reported plentiful in August, September and October, and sufficient was taken for bait.

There are about 100 vessels engaged in the fishing industry at this station, and the fishermen were all satisfied with their season's work in the codfishery. The fish after being caught are dried and sold at the highest prices. Nearly the whole catch this season was shipped by vessels to the Halifax market.

GRAND RIVER.

Reporter: Mrs. J. Carbery.

Caplin were first reported on May 28, in fair quantities. From June 3 to 21, inclusive, they were taken in catches varying from very good to fair. During July caplin were reported plentiful.

Cod.—Good catches of cod were reported on May 15, and one boat from the banks arrived with twelve drafts. Fair fishing was afterwards reported to the end of the month, excepting the 23rd, when very good hauls were made. On July 13 some boats had over thirty drafts cod. The bank and inshore catch this summer was considered very good up to September 1, but after this date the troublesome dogfish swarmed both inshore and on the banks and greatly hindered the prosecution of this fishery. This was followed by rough and inclement weather, which resulted in no fall catch.

Herring struck in on May 2 plentifully, and during the balance of the month fair and regular catches were made. The catch in June varied from good to fair and a few good hauls were made the early part of July. Herring were reported plentiful on August 2 and fair on the 15th. The fall catch was poor, but sufficient quantities were taken all through the summer for bait.

SESSIONAL PAPER No. 22

Lobsters were reported fair on May 1 and remained so until June 6, afterwards becoming scarce to the close of the season, with a small catch of small size fish. This fishery continues steadily on the decline.

Mackerel made its appearance this season in fair quantities, but for many years back this fish has become very scarce.

Salmon were first reported on May 20 fair. The net fishing has been good during the season and the fish of a large size.

Squid has been plenty all the fall. It appeared on our shores early in August.

NEWPORT POINT.

Reporter : Mrs. Meunier.

Caplin were reported plenty the first week in June and also on the 13th. Very good catches were taken on the 12th of the same month.

Cod.—On May 18 two drafts of cod were taken by boats offshore, but the inshore fishery commenced ten days earlier than last year and the first fair report was received on May 20, when codfish were fair, which continued to the 31st when the fish appeared very plentiful. During the following month the catches were from fair to poor and in July the cod fishery improved with catches reported daily varying from very good to fair. In June, on the 21st and 27th bankers in reported good fares on the banks, with boats averaging from ten to thirty drafts of cod, and on July 11, bankers had from ten to twenty-three drafts. The catch in August was on an average fair, and during the latter part of the month bankers had from fifteen to thirty-eight drafts of codfish. Good hauls were taken on September 6 and 27, and fair on the 19th, 20th and 28th. In October, on the 5th, 9th and 12th, the codfishery was fair. The total catch for the season is estimated at 6,700 quintals.

Herring were reported on May 1 in light quantities, and on the following day struck in plentiful. From the 6th to the close of the month, herring were taken in catches varying from very good to poor. Fair fishing was reported on the 6th, 13th and 28th and good on June 18. From July 2 to July 24, the herring fishery varied from very good to fair. Good stops were made on August 8 and fair on the 16th and 20th. The fishing was poor after, as large quantities of dogfish were on the coast.

Lobsters.—The first report received on May 1 indicated fair fishing, which improved to good next day, and from May 6 to May 15 lobsters were taken in catches varying from good to poor. This fishery was rather poor after the 27th, when fair fishing was reported to the end of the month. Nothing was done afterwards to the close of the season. The total catch is estimated at 700 cases.

Salmon.—Fair quantities of salmon were taken the last week in May and from June 4 to June 14. The total catch this season is estimated at 900 pounds.

Squid.—Struck in plenty on August 8, and for the balance of the month were taken in catches varying from very good to fair. Good reports of squid were received during the remainder of the season.

PASPEBIAC.

Reporter : Miss Ada Beck.

Caplin.—Fair catches were reported on May 21, and about the last of the month increased to good, after gradually decreasing to fair the first four days in June. On the 6th of the same month, the fishing was reported very good, and scarce after to the close of the season.

Cod fishing commenced May 21, on which date and the 25th fair reports were received and poor afterwards to the close of the month. From June 1 to August 1 the cod fishing varied from fair to poor. During the month of August and the early part of September fair and regular catches were reported almost daily. From September 15 and for the balance of the season the fishing was light, owing to the prevalence of high winds and a scarcity of bait.

Herring struck in great abundance at this station on May 2, and on the following days to the 16th some excellent catches were made. On the 17th and 21st the catches were fair and poor afterwards until June 1, 4 and 20, when fair fishing was again reported. *Herring* were scarce after until July 8, 9, 10 and 12, when the fish appeared in fair quantities. Nothing was done in this line after to the remainder of the season.

Squid.—Fair catches of squid were reported on September 14 and 27.

PERCÉ.

Reporter : Mr. E. G. Tuzeau.

Cod.—The catch of cod at the beginning of the season was very good with a fair quantity of bait obtainable, and the boats averaging 250 quintals up to August 15. The fall catch to September 15 was fair, but since then has been a partial failure, owing to the scarcity of bait and the roughness of the weather, to which may be added the appearance in our waters of the unwelcomed dogfish. *Cod* first appeared about May 15.

Caplin were reported good on June 5.

Herring were reported on May 1 fairly plenty, and the catch throughout the month was on an average fair. During June, July and a portion of August they were taken in quantities varying from good to poor. The fall catch has been a complete failure.

Lobsters were first reported on May 1 in fair quantities, and the catches continued so up to the 28th and 29th, on which dates lobsters were said to have been fairly plentiful. They were afterwards scarce for the balance of the season. Although the lobsters caught this season were of an average size, the total catch was small, and is considered the smallest quantity taken at this station for a number of years.

Salmon were reported taken in good quantities on June 5.

Squid appeared on August 1, and during the remainder of the month some good catches were made. In September the catch varied from good to poor, and afterwards very irregular for the remainder of the season.

POINT ST. PETER.

Reporter : Mrs. E. Bond.

Cod were first reported on May 14 in light quantities, and throughout the greater part of June the catches were fair. For the week ending 22nd, cod boats averaged 24 drafts, and for the succeeding seven days cod were plenty, with boats landing 42, 100, 108 and 116 drafts. Very good fishing was reported in July, but the August fare varied from good to fair. During the remainder of the season the catches were very light, owing to high winds and rough weather. The total catch for the season is estimated better than last year.

Herring were first reported on May 1 in fair catches. From this date until June 11 the catch varied from good to fair. For the remainder of the season herring were very scarce, but the total catch is considered in advance of last season's. None were salted this season.

Lobsters.—Good catches of lobsters were reported on May 1 and fair up to the 10th, afterwards becoming scarce until the closing of the factories about June 25. The catch is below that of last year's.

Mackerel.—A small catch of very large mackerel, about twenty-five in number, was reported along this coast this season. This stop was made the early part of July, in two or three catches.

Salmon were reported on May 13, and fair catches were made during the month. The June catch varied from good to fair, and for the remainder of the season the fishing was light. Total catch ahead of last season's.

Squid made its appearance about July 31 in good quantities, and continued so during a portion of August. The September catch was fairly good.

SESSIONAL PAPER No. 22

SEVEN ISLANDS.

Reporter : Mr. P. E. Vignault.

Caplin were not reported this season.

Cod fishing commenced about June 15 with light catches. Light fares were made afterwards until the months of August and September, when, with fine weather prevailing, good hauls were reported. In October, rough weather prevented good fishing. The season's catch is considered about double that of last year's.

Herring were taken in fair quantities on May 27, and on June 3 and 10.

Salmon first appeared on May 16 in light quantities. From May 29 to June 12 good fares were made, and the salmon fishing it is said has been very good this season on the western part of this division.

Squid has been reported in good catches in August and September.

Launce.—Very good catches of launce were taken in June, July and August.

MOISIE.

Caplin.—Fair catches of caplin were reported on June 10.

Cod.—From fair to poor catches of cod were made on May 27 and fair in July and August and early part of September.

Salmon fishing commenced on May 16 when light quantities were taken. From this date to June 26, very good catches were reported.

Launce were very plentiful in July and August.

Squid.—Good quantities of squid were taken in August and September.

ST. MARGUERITE.

Cod struck in on July 12, and from now to August 22 were taken in fair catches. Very good fishing was reported on August 27 and 29. Cod were fair again on September 19 and October 4 and 5.

Salmon.—Light quantities were taken on May 22, and fair June 5.

Launce.—Very good catches were taken July 12, 18 and 23, and first week in August.

Squid were plenty in August, September and on October 4 and 5.

SOUTH-WEST POINT, ANTICOSTI.

Reporter : Miss Z. Lemieux.

Caplin were in catches varying from very good to fair, from June 19 to 26.

Cod were first reported on May 28 and scarce after until June 11, when fair hauls were again made. From very good to fair fishing was reported between the 19th and 26th instant. The July and August catch was generally poor, but the catches to September 16 were, on an average, fair. From this date to the close of the season bad weather impeded fishing and scarcely any catches were reported.

Herring struck in fair quantities on May 10, and during the last week of the month very good hauls were made. Fair catches were taken at intervals during the remainder of the season when the weather permitted. The cod and herring fisheries engaged the attention of the fishermen all around the island, but the largest fares were made at Fox bay and English bay.

Lobsters were first reported fair on May 23, and were taken such to the end of the month with few exceptions. Fair and regular catches of lobsters were reported daily throughout June, but the fishing varied from fair to poor to the close of the season, July 31. The lobster operations were carried on at Fox bay.

Salmon fishing commenced on June 15 fair, but was poor to the 24th, when fair fishing was reported each day to the last of the month. The salmon fishing in July varied from fair to poor. The catch which was considered a good one was chiefly made at Shallop's creek.

Squid.—Fair quantities of squid were taken from August 15 to September 7, after which they struck in great abundance and very good catches were reported. The fishing operations were entirely suspended in October.

MAGDALEN ISLANDS.

Reporter : Mr. J. A. Lebourdais.

Codfish appeared on the coast on May 10 fairly abundant, but owing partially to the small number of men engaged in trawling and the severity of the weather the catches were very light. Good hauls were made on the 15th, 16th, 17th and 18th, and fair to the end of the month. Cod were again reported fair during June, but the fares were poor, attributable to the scarcity of bait. In July, cod were fairly plenty, but no bait was obtainable, and only fair catches resulted. On August 19 large quantities of cod were reported some distance off the islands and when the weather permitted large hauls were made. During September the offshore fishing was good, the inshore very poor and the weather rather rough. Very little fishing was done in October owing to the severity of the weather.

Herring struck in plentifully about April 15 in different localities around the islands, and good stops were made, which continued throughout May varying in catch from this to fair. They were afterwards scarce, until the 8th of July, when small quantities of large size herring were taken. Large quantities were secured for bait and a large fleet of strange fishing vessels baited here this summer.

Lobsters were first taken on May 10 in fair quantities, and the following week good fishing was reported on the south part of the islands and poor on the north. Fair catches were made on the 20th and 27th of May in different parts of the islands, but the prospects were very poor as the weather was very blowy. On the 3rd June the fishing was reported from fair to poor all over the islands. Heavy gales on Saturday, June 15, destroyed large quantities of traps and gears, after which the catch became poorer and poorer to the close of the season. The lobsters caught this season were smaller than usual.

Mackerel appeared on the coast about May 31, and the catches by nets were very good, especially on June 4 and 5, when large quantities were taken for the number of nets set. They were afterwards scarce until the 16th of July, when the fish were fairly abundant and good fishing was reported. The August catch varied from very good to poor, and from good to fair in September. The catch of mackerel this season has been very good, particularly in the Pleasant bay district, where the fish has been better than for many years past and on the whole the fishing around the islands this season is on an average good.

The schooner *Little Heir* of 13 tons burthen, Captain Maillet, was lost on the Magdalen islands this spring. She had called here for a cargo of herring. The crew were saved.

SUPPLEMENT

TO THE

32ND ANNUAL REPORT OF THE DEPARTMENT OF MARINE AND
FISHERIES, FISHERIES BRANCH

CONTRIBUTIONS

TO

CANADIAN BIOLOGY

BEING STUDIES FROM THE

MARINE BIOLOGICAL STATION OF CANADA

1901

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OTTAWA

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EXCELLENT MAJESTY

1901

PREFATORY NOTE

BY THE DIRECTOR.

In the series of papers here presented, the notes embodied in the first paper deal with certain salient features in the history and work of the Marine Biological Station of Canada, founded in 1898, under authority of an Order in Council dated the 9th of May of that year, and it is necessary only to mention in this place that during the first two years of its existence the Station was located in Passamaquoddy Bay near St. Andrews, New Brunswick, and that it was moved in the third year to the Straits of Canso near the town of Canso, Nova Scotia. Part of the work done by the Staff during the stay at St. Andrews is embodied in the papers now published.

E. E. P.

OTTAWA, 1901.

CONTENTS.

	PAGE.
I.—‘Account of the Marine Biological Station of Canada; its Foundation, Equipment and Work,’ by Professor Edward E. Prince, Dominion Commissioner of Fisheries, Director of the Station.	1
II.—‘The Effects of Polluted Waters on Fish-Life,’ by Dr. A. P. Knight, Professor of Animal Biology, Queen’s University, Kingston, Ont.	9
III.—‘The Clam Fishery of Passamaquoddy Bay, New Brunswick,’ (with four plates), by Dr. Joseph Stafford, Department of Zoology, McGill University, Montreal.	19
IV.—‘The Flora of St. Andrews, New Brunswick,’ by Dr. James Fowler, Professor of Botany, Queen’s University, Kingston, Ont.	41
V.—‘The Food of the Sea Urchin (<i>Strongylocentrotus</i>),’ by Dr. F. H. Scott, Physiological Labora- tory, University of Toronto.	49
VI.—‘The Paired Fins of the Mackerel Shark (<i>Lamna</i>),’ by Professor E. E. Prince, Dominion Com- missioner of Fisheries, and Dr. A. H. MacKay, Superintendent of Education for the Province of Nova Scotia, Halifax, N.S.	55
VII.—‘The Sardine Industry in relation to the Canadian Herring Fisheries,’ by B. Arthur Bensley, B.A., &c., late Fellow in Biology, University of Toronto.	59

P L A T E S .

PLATE	I.—The Clam, <i>Mya arenaria</i> , exterior left side (natural size).
“	II.—The Clam, <i>Mya arenaria</i> , left ventral surface.
“	III.—The Clam, <i>Mya arenaria</i> , interior aspect.
“	IV.—The Clam, anatomy, nerves, ovum, embryo, food, &c.
“	V.—Left pectoral fin of Mackerel Shark (<i>Lamna</i>), showing cartilaginous skeleton.
“	VI.—Right pectoral fin of Mackerel Shark (<i>Lamna</i>), showing cartilaginous skeleton.
“	VII.—Right pectoral fin of <i>Scyllium</i> , <i>Acanthias</i> , <i>Heptanchus</i> , <i>Chimaera</i> , <i>Cetoracion</i> , <i>Polyodon</i> , and <i>Raua</i> .

I

MARINE BIOLOGICAL STATION OF CANADA.

INTRODUCTORY NOTES ON ITS FOUNDATION, AIMS AND WORK,
BY THE DIRECTOR (PROFESSOR E. E. PRINCE.)

The founding of the Canadian Marine Biological Station under Government auspices three years ago, may be said, without exaggeration, to mark an era in the progress of science and technical research in the Dominion.

Two primary objects were kept prominently in view by those who initiated the project, viz. :—The advancement of the fisheries of the country and the interests of the fishing population resident along our shores, as well as the enlargement of existing knowledge on marine fishes and other living organisms in the waters of the Gulf of St. Lawrence and along the Atlantic coast of Canada.

Marine investigations, it must be remembered, have been carried on in our waters by Canadian and foreign workers for nearly seventy years; but the results of the work accomplished by scientific men, including such authorities as the late Sir William Dawson, Dr. J. F. Whiteaves, Professor Ganong, and certain eminent United States biologists, had a far less direct bearing upon the fisheries and fishing industries than would have been the case had a scientific school or Marine Biological Station existed upon our shores. Other countries long ago realized this, and founded and equipped such stations, where biologists have had every facility for attacking the pressing and difficult problems of the deep-sea and inshore fisheries.

During my first maritime tour as Dominion Commissioner of Fisheries, I was impressed not only with the desirability of some thorough and systematic investigation into fish life, and marine life generally, in Canadian waters, but also with the absolute necessity for a laboratory, where exhaustive researches could be carried on, and adequate solutions attained in regard to questions vitally affecting the fisheries, and I ventured to point out in my first formal report, dated October 5, 1893, addressed to the Minister of Marine and Fisheries, at the time, (Sir C. H. Tupper) how urgently these matters called for attention. I laid stress on the scattered and limited amount of knowledge we possessed on such subjects as the spawning periods and breeding areas of valuable food-fishes, and the great loss of valuable fishery resources resulting annually, especially by non-utilization and waste, and I called attention to the urgency of preventing this waste of valuable fish-products, and of thus stimulating new fishery enterprises. The Minister was forcibly impressed by some of the points I stated, and he requested me to fully report as to the best means of accomplishing a systematic fisheries' survey, of improving the fishing industries, and of creating the new enterprises to which I referred. Accordingly, in 1894, I prepared a special report, published in the Annual Report of the Department of Marine and Fisheries, entitled: 'A Marine Scientific Station for Canada,' and I laid stress on the growing interest being taken by the public in this country and in other countries in biological investigations upon the conditions of life in the sea. Further, I drew special attention to the peculiar richness, variety and value of the Canadian fishing grounds as a field for investigation. I alluded to work carried on in the British

Islands and in certain foreign countries, and emphasized the importance and rare interest of the results of dredging and collecting expeditions which had been carried on in Dominion waters by the Canadian biological workers already referred to, and I added: 'The fact that year after year professors and bands of students from the United States resort to Canadian shores to carry on marine studies, preferring our prolific waters to their own, clearly proves, if proof were needed, that a Marine Station in Canada would be able to accomplish great results.'

Sir William Dawson, in his earlier days, as early indeed as 1835, made collections of marine invertebrates in his native county of Pictou, and in 1858, completed successful dredgings in the Gulf of St. Lawrence, off Gaspé. In 1859, and in later years, he carried on dredging work in the entrance to the St. Lawrence, as far up as Murray Bay, and continued this work off Little Metis from 1876 to 1882. Dr. Robert Bell, in 1858 made a collection of invertebrates over much the same grounds, and two United States workers, Dr. J. R. Willis and Dr. W. Stimpson, the former from 1850 onwards, and the latter in 1852, conducted important dredging expeditions in Nova Scotia and New Brunswick, the published reports of which are well known and justly regarded as of great value. Dr. Stimpson's 'Marine Invertebrates of Grand Manan,' published in 1853, has long been a classic book of reference. Moreover, Dr. A. S. Packard, and Professor Verrill also made important collections, especially in the Gulf of St. Lawrence, under the auspices of the United States Fish Commission. The later investigations included the waters of the Bay of Fundy, a faunistic region differing in a marked degree from the waters of the Gulf of St. Lawrence.

In many respects, the most important Canadian work carried on by a marine biologist, was that of Dr. J. F. Whiteaves, who from 1867 to 1873, collected marine forms, and published lists of mollusks, etc., of permanent value, and a very special interest attaches to Dr. Whiteaves' work, inasmuch as in 1871, 1872 and 1873, the Department of Marine and Fisheries afforded facilities to this distinguished scientist, to carry on dredging expeditions in the deep waters of the Gulf of St. Lawrence from Anticosti to Cape Breton. The results of this work are of unusual utility and importance, and were published in the Department's reports in the three years 1871-1873. They embrace many valuable observations directly bearing upon the deep-sea and inshore fisheries.

The famous *Challenger* expedition in 1873 touched the coast of Nova Scotia; but the work done was somewhat brief and fragmentary, though of considerable scientific interest.

Mention should be made of the valuable and extensive reports on the Bay of Fundy fisheries by Dr. Moses H. Perley, of St. John, N.B., accompanied by reports on the fishes of New Brunswick and Nova Scotia, published originally as appendices to the Journal of the New Brunswick House of Assembly, Fredericton, N.B., in 1851. About the same date Dr. H. R. Storer published his 'Observations on the fishes of Nova Scotia and Labrador.' Mr. T. F. Knight, under the auspices of the Nova Scotia Government, prepared similar reports and lists of fishes, edible mollusks, &c., which were published in 1866 and 1867. Dr. J. B. Gilpin of Halifax, N.S., Dr. Abraham Gesner of Annapolis, N.S., the Rev. John Ambrose, St. Margaret's Bay, N.S., and others also published twenty or thirty years ago interesting papers on the fish and fishing industries of Nova Scotia and New Brunswick. Of these minor zoological publications, it is not necessary to say much, except to point out that Professor W. F. Ganong dredged in the southern waters of the Bay of Fundy, and published valued lists of mollusks and other invertebrates comparable in many ways to those issued by various well known United States scientific workers during the last twenty years.

The suggestion which I had made in 1894, that marine investigations could not yield adequate results and could be of only limited national benefit unless some properly equipped station existed on our shores, was taken up by Professor Knight of Queen's University, Kingston, who, on May 6, 1895, addressed a letter to the Secretary of the Royal Society of Canada, Sir John Bourinot, on the subject. This letter was published in the Proceedings of the Royal Society, and it urged the desirability of a lake or seaside laboratory in Canada, to which our own naturalists could resort for some months every summer and pursue research work in biology. Dr. Knight referred to

SESSIONAL PAPER No. 22a

the presence of no less than seven Canadian scientific men working at the U.S. Marine Biological Laboratory at Wood's Hole, Massachusetts, and he concluded by affirming that 'Canada ought to make a beginning, and afford opportunities within the borders of the Dominion for scientific specialists to gratify the honourable ambition of adding a little to the sum of human knowledge.' The Royal Society discussed the matter in Section IV. (Geological and Biological Sciences), at its meeting in 1895, and a scheme rapidly took practical shape on the recommendation of a committee, appointed by the British Association in 1896. This committee, which was really a committee of Section D (Zoology), was appointed to consider the question of investigating the marine fauna of the Atlantic waters of Canada, by means of a Marine Station. The members held a sitting in Toronto, on the occasion of the meeting of the British Association in that city, in 1897, the chairman being Professor Louis C. Miall, President of Section D, and the committee concluded its labours by recommending the appointment of a Canadian committee, with myself as chairman, and Professor D. P. Penhallow as secretary, and the recommendation was signed by Mr. W. E. Hoyle, as one of the secretaries of the Section, and was in the usual way communicated to the General Secretary of the Association, so that final steps could be taken to carry it out. In October, 1897, Mr. G. Griffith wrote to me an official notification that the Biological Station committee referred to, embraced the following gentlemen: Professor John Macoun, Professor T. Wesley Mills, Professor E. W. MacBride, Professor A. B. Macallum, Mr. W. T. Thistleton-Dyer, (Director of the Royal Gardens, Kew), Professor D. P. Penhallow as secretary, and myself as chairman. This committee at its meeting in Montreal decided upon bringing the project before the Dominion Government during the session of 1898. A memorial was prepared, addressed to the Hon. the Minister of Marine and Fisheries, pointing out that the committee's appointment had been recommended at the meeting of the British Association for the Advancement of Science, by the Sections of Zoology, Botany and Physiology, and it called attention to the great importance of our fishing industries and the inadequacy of our knowledge respecting the nature and source of the food supply of fishes, and of oysters, lobsters, &c., and it urged that suitable measures be adopted for the scientific investigation of such questions, as well as for the more critical study of the life-histories of important marine organisms used for food. Amongst other things, it was pointed out that it was desirable that the station commence its work at some appropriate point in the Maritime Provinces, and that it be moved to new locations, according to requirements. In its representations to the Minister it concluded as follows:—

That the various universities and scientific bodies of Canada should be granted certain privileges with respect to opportunities for qualified investigators, as may hereafter be determined.

That the scientific work of the station be executed as far as possible by experienced investigators connected with our various universities.

That while the station remains a Government institution, the administration be vested in a special board consisting of one or more representatives from the Department of Marine and Fisheries, and one representative from each of the universities represented in the delegation.

That an appropriation of \$15,000 be made for the purpose, of which \$5,000 shall be applied to construction and outfit, and \$10,000 to maintenance for a period of five years.

In support of which petition the committee announced the co-operation through their delegates, of Toronto University (Prof. Ramsay Wright), Queen's University (Sir Sandford Fleming), Laval University (Mgr. Laflamme), McGill University (Prof. D. P. Penhallow and Prof. E. W. MacBride), Dalhousie University (Prof. B. Russell, M.P.), The Royal Society of Canada (Prof. D. P. Penhallow), Nova Scotia Institute of Science (Professor Benjamin Russell), The Canadian Institute (Prof. A. B. Macallum), Natural History Society of Montreal (Dr. F. D. Adams), and the Natural History Society of New Brunswick (Prof. Bailey).

On Wednesday, April 20, 1898, a deputation waited upon the Hon. Sir Louis H. Davies, Minister of Marine and Fisheries, in Ottawa to present the memorial. The accompanying deputation was a large and influential one, and included the Hon. Dr. Borden, Sir Sandford Fleming, Dr. Roddick, M.P., Dr. Russell, M.P., Mr. (now Senator)

Ellis, Mr. E. Goff Penny, M.P., Professors F. D. Adams, D. P. Penhallow, A. B. Macallum, E. W. MacBride, John Macoun, and Edward E. Prince. The committee appointed by the British Association presented the petition to the Hon. the Minister, supporting it by remarks emphasizing the more salient points. A very strong case was made out in the speeches of the various members of the deputation in favour of a Government Biological Station, and at the conclusion of the interview, Sir Louis Davies expressed his pleasure and gratification at meeting the deputation, and having had presented to him the information regarding marine and fisheries investigations which had been given by the various speakers. As a result the sum of \$15,000.00 was placed in the estimates and passed by Parliament, \$5,000.00 being for the building and equipment, and a sum of \$2,000.00 to be paid annually for the five years 1898-99 to 1903-04 to carry on the scientific work of the station.

Reference may here be appropriately made to some of the more important considerations urged by the delegation. The immense value and importance of the Canadian fishing interests were adverted to, and stress was laid upon the inadequacy of existing knowledge with respect to the nature and sources of the sustenance of marketable fishes and of oysters, lobsters, &c., as well as the distribution, migrations and natural history of marine animals in Canadian waters. The necessity of exact scientific investigations into such questions was urged, and it was shown that Canada was the only civilized country in which no Marine Biological Station had been established. Great benefit would be derived by the Government, it was pointed out, from co-operation with the different universities and scientific bodies in the Dominion in its administration of fishing interests and in deciding upon methods of fish-preservation by the utilization of reliable technical information obtained by means of such a Biological Station. The Station would prove of incalculable service to our universities, not only in furnishing them material in Canada which has now to be obtained largely from foreign sources, but in adding to the material thus obtained, accurate scientific knowledge of fishes and of the marine life generally which characterizes our northern waters, and differs from the marine fauna and flora found in the vicinity of the Biological Stations now at work on the shores of the United States. The results obtained by a Canadian station could be compared with corresponding results in the waters off the British Islands, where valuable biological investigations have been conducted for a considerable period. Mutual benefits would, it was anticipated, result which would be of value to the Imperial authorities and the Universities of Britain as well as to our own Government and the Universities of the Dominion. Finally the delegation suggested that if Government aid were granted, the responsibility for the administration of the Station might appropriately be assumed by the committee appointed by the various Universities and Scientific Institutions, with a representative from the Department of Marine and Fisheries.

The representative committee referred to, which is responsible for all arrangements and expenditures and the administration of the work of the Biological Station, includes delegates from all the principal seats of learning in the Dominion.

The Canadian committee appointed by the British Association met in March in the Botanical laboratory of McGill University, Montreal, at the kind suggestion of Professor Penhallow, and the details of the scheme were discussed, the main features of the Station and its proposed work decided upon, and a Board of Management being appointed, consisting of:—Professor D. P. Penhallow, McGill University, Montreal, Secretary: Professor R. Ramsay Wright, Toronto University, Toronto; Professor L. H. Bailey, University, Fredericton, N.B.; Professor A. P. Knight, Queen's University, Kingston, Ontario; Reverend V. A. Huard, Laval University, Chicoutimi, P.Q.; Dr. A. H. MacKay, Dalhousie University, Superintendent of Education, Halifax, N.S.

I, as Dominion Commissioner of Fisheries, was chosen as Director of the Station, and the names of Professor A. B. Macallum, Toronto University, and Professor E. W. MacBride, McGill University, were subsequently added to the Board.

After finally reporting to the British Association at its meeting in Bristol, in 1898, upon the successful issue of its work and the selection of the Board of Management, the committee dissolved.

SESSIONAL PAPER No. 22a

This year (1901) Professor Ramsay Wright was chosen as Assistant Director in order to further facilitate the operations of the Station.

At the first meeting of the Board of Management, on February 10, 1898, in Ottawa, plans and specifications were considered, and it was arranged that tenders should be advertised for by the agent of the Department of Marine and Fisheries, at St. John, New Brunswick, and the location was fixed at St. Andrews, New Brunswick, on the shore adjacent to Indian Point, and near low-water mark. The successful tenderers were Messrs. D. W. Clark & Son, St. John, New Brunswick, and the nature of the building was to be such as to combine the advantages of a floating and movable, as well as of a fixed or more permanent institution.

A fixed location on land while advantageous for microscopical, physical, and minute chemical investigations on account of the absence of vibration, has the disadvantage of affording direct and convenient access to a portion of the coast only, viz., that portion of the coast in the immediate vicinity of the building. A floating station, on the other hand, has the advantage of ensuring the readiest opportunities of scientific investigation during the same season, or during successive seasons, along different portions of the coast and the waters adjacent thereto. As Mr. Richard Rathbun, a distinguished United States biologist, says, with reference to the marine investigations of the United States Fish Commission, 'many problems require to be investigated in particular localities, where the conditions are especially favourable. For that reason, the study of the habits and development of such forms as the oyster, the shad, the salmon, the Spanish mackerel, and many other species, have been conducted elsewhere' than at the permanent Woods Hole Marine Station. Mr. Rathbun further points out, in regard to permanent, fixed laboratories, that while they are indispensable to the study of fisheries' problems, they cannot, unless supplemented by convenient means for reaching distant points, be of more than local value and utility. It was the lack of such facilities, Mr. Rathbun goes on to say, during the first ten years of the Commission with which he was officially connected, that made it necessary to move its summer station from place to place.

The Canadian station was designed in the form of an ark or oblong building placed upon a large scow, so that it could be moved from one point to another along the coast, as the Board of Management might determine. At each chosen location it might be either moored or hauled up on dry land above high water mark, thus fulfilling the conditions of a floating as well as of a fixed scientific station. The building, during the first two years, was not placed upon the scow; but was erected on the shore at St. Andrews, New Brunswick, with the intention of having it placed upon the special scow whenever the Board of Management decided to move it away to a new locality. The laboratory was completed in June, 1899, and is a neat one-story structure of wood, well lighted from the roof and sides, and somewhat resembling a Pullman car, with a row of eight large windows along each side, and a door with sash provided with plate glass at either end. Its total length is 50 feet, the principal room, or main laboratory, occupying the central part of the structure and forming a well-lighted and cheerful work-room, measuring 30 feet in length, and 15 feet in breadth. Two tank- and store-rooms are at the anterior end, each room 6 feet by 6 feet, while at the opposite end are four rooms, one reserved for the director, another adjacent to the director's, devoted to the use of the attendant, and provided with a sink and spacious shelving, and certain kitchen appliances, while on the opposite side of the passage, are two rooms, one used as a tank room and the other as a chemical room, the last being provided with a table for chemical balances and other instruments, and with shelves for storing chemicals and re-agents. Of the eight windows on each side, half of them light up the main work-room. On the roof, which is slightly elevated in the centre, is a neat ventilator raised or skylight with nine movable panes on either side to admit light and fresh air. The scow on which the laboratory was placed in the spring of 1901, is 60 feet in length and 19½ feet in breadth, and about 9 feet from deck to the outside of the bottom planking, that is, in vertical depth. It provides a narrow platform around the sides of the building, and a spacious platform at each end 6½ feet in width. A small double-acting brass deck pump placed on the platform at the front entrance is connected by hose-pipe with the fresh-water

tank, and supplies the porcelain wash basins, one of which is provided at each worker's table. Near the location selected, at some little distance from the station, and adjacent to the seashore, a salt-water pump, with a Rider hot-air engine, 6 inch cylinder, and pump, are placed, and is connected by a pipe with a spacious salt-water tank on the roof of the building at the anterior end. From this tank a delivery tube, 1 inch in diameter, of galvanized iron passes close to the skylight into the interior of the station immediately under the horizontal cross-beams of the roof, giving off lateral branch tubes, five on each side, and supplying the salt water by special nozzles to the respective porcelain basins used by each worker. From this delivery tube temporary tanks can be supplied as required, and the final outflow empties into the salt-water tank in the tank-room next to the chemical room, at the rear end of the station. Along each side of the laboratory, under the workers' tables, a convenient drain carries away waste water, and has its exit beneath the laboratory. The station possesses a gasoline launch, 22 feet long, fitted with a Sintz engine, intended to be used for conveying the workers conveniently to points within easy reach. It was originally planned that this launch, which is $2\frac{1}{2}$ h.p., should be utilized for bottom dredging, and for surface or mid-water tow-netting with capacious plankton and other nets; but it has proved to be not well adapted for that work, on account of its insufficient power. A handy little row-boat was also purchased for the use of the staff. The equipment of the station includes a number of dredges of various sizes, a drag-seine 60 feet long, two large triangular nets after the Scottish model designed by Professor McIntosh, a beam-trawl, 15 feet across, and a number of fine silk and cheese-cloth tow-nets and dip-nets. In addition to a number of Agassiz store tanks, a series of copper store-tanks of various sizes have been procured.

While there is of course much to be added to the equipment, many of the workers have expressed themselves as well pleased with the provision in the way of nets and other necessary apparatus: but the desirability of the purchase of a tug or launch of some power, for deep-sea dredging, has pressed itself upon the attention of the staff. It is to be hoped that at an early date a suitable vessel will be secured.

Of course the complete equipment of a scientific marine station, the first of its kind in British North America, is a matter of time. Fittings and apparatus must of necessity be added as growing needs require. The most famous and splendidly equipped stations in the world have become such only after the lapse of many years. As Professor Stephen A. Forbes, Director of the Illinois State Laboratory on the River Illinois, remarked in his first report (1893-94):—'It will be seen that our season's work has fully opened up the field, and shown us what is necessary to the continuance and development of our enterprise. I am entirely satisfied with the locality, and wish to occupy it next year in a more permanent manner, with a view to continuous work there for several years, probably no less than five. The present arrangements, while fairly satisfactory for this preliminary year and clearly the best that could have been made, were very inconvenient in some respects, and wasteful of the time and strength of the Station force.'

Every institution of this kind has had a similar experience and it must be a matter of sincere congratulation that the Canadian Biological Station, during the first three seasons of its existence, has been able to accomplish a large amount of useful and valuable work, and, in the scientific reports which follow these remarks, is able to present an instalment of results of a permanent character.

The Station possesses the nucleus of a library, including the fifty magnificent volumes of the report of the voyage of H.M.S. *Challenger*, a munificent gift, obtained through the kind offices of the Right Honourable Lord Strathcona, from the British Government, with the special approval of the Right Honourable Joseph Chamberlain, His Majesty's Principal Secretary of State for the Colonies. As a large number of important works are at this very time being added to the library, further remarks upon this subject will be reserved for a future occasion; but it must be admitted that the members of the staff have been considerably hampered through lack of a good working library, furnished with the most recent memoirs and treatises, and in a great many cases the workers have had to borrow from University libraries and other sources, the standard

SESSIONAL PAPER No. 22a

works necessary to assist them in their researches. This deficiency will, however, be rapidly overcome, and the Station will in due time possess a fairly satisfactory reference library.

The opinion was frequently expressed upon the founding of the Marine Station, that scientific workers would find it difficult, on account of the great distances and the necessary expense involved, in making use of the Station; but this fear has happily proved groundless, and the tables of the Station, during the three first seasons of its work, have been practically fully occupied. During the initial season on the opening of the Station the staff included Dr. R. R. Bensley, Demonstrator and Lecturer on Zoology in the University of Toronto; Mr. B. A. Bensley, a Fellow in Biology in the same University; Dr. Joseph Stafford, formerly Lecturer on Zoology in Toronto University, and now a member of the staff of McGill University, Montreal. These were the first scientific men to occupy tables and conduct investigations in the Station. Professor A. P. Knight, of Queen's University, Kingston; Professor A. B. Macallum, of Toronto University; Dr. F. S. Jackson, of McGill University; and myself, also spent some time at work during the season of 1899. Professor Penhallow, Professor MacBride, Professor John Macoun and Dr. A. H. MacKay had all intended spending some weeks at the Station carrying on scientific work, but were prevented, and these gentlemen wrote to me expressing regret at their inability to carry out their intention. Professor L. W. Bailey, University of Fredericton, N.B., and Miss Ganong, and Mr. F. T. Bower, of the staff of Queen's College, Kingston, attended, but had not opportunity to carry on much systematic work.

The subjects taken up during the first season were largely faunistic; but they also included a study of the food of fishes, and an investigation into the sardine fishery, and the catches of fish in the sardine weirs, a survey of the clam fishery, as well as an examination of the spawn of various marine fishes taken in the tow-nets; a study of some of the early stages in the life history of the lobster, and a research in physiological chemistry, dealing with the analysis of the constituent matters in *Aurelia* and in *Medusa* generally.

During the season of 1900, the staff was augmented and included the following: Professor Knight, Queen's University, Kingston; Professor Macallum, Toronto University; Professor Fowler, Queen's University, Kingston; Dr. Joseph Stafford, Toronto University; Dr. F. H. Scott, Toronto University; Dr. F. Slater Jackson, McGill University; Dr. A. H. MacKay, Superintendent of Education, Halifax, and myself. Researches more or less extended were carried on from June until October 1. Professor MacBride, of McGill University, and Professor Bailey, of Fredericton, spent a few days at the laboratory, and the work during the season included a study of water pollutions in relation to fish life; the food of sea urchins; the parasites of fishes; the blood of the lobster; the nerves of fishes; cell studies, especially in regard to Marine Protozoa; the chemistry and physiology of jelly-fishes, a study of the early stages of Atlantic and Pacific salmon, an examination of the local fauna, and a systematic survey of the flora of the adjacent district. These, and certain morphological subjects, covered the work completed at the station during the second year of its existence, and some results have already been sufficiently advanced to enable them to be placed in the form of the preliminary reports presented in the succeeding pages of this publication.

It is to be sincerely hoped that the contributions to Canadian Marine Biology, due to the founding of a Dominion Biological Station on our Atlantic shores, of which the present publication constitutes the first instalment, may grow in succeeding years in extent and value.

The aims of the station could hardly be more comprehensive, for they embrace the thorough investigation of plant and animal life in our eastern seas. The conditions attached to work carried on within its walls could not be more liberal and free, for such work is trammelled only by the condition that the results shall add to the knowledge of our national resources in the deep, and shall more or less directly benefit our fisheries. The bearing of such scientific researches were well expressed by the late Hon. Marshall McDonald, United States Commissioner of Fisheries, when he said:—'The knowledge to be obtained by such investigations is absolutely necessary as a foundation upon which

to build an intelligent, rational administration of our fishery interests. A knowledge of life in its relation to environment is an important subject which biological investigators have not heretofore sufficiently dealt with, but which, it seems to me, is necessary in order to give practical value to special studies of the different species. After all, it is the relations and interdependence of life in the aggregate, and of the conditions influencing it adversely or otherwise, that mainly concern those who are seeking to apply scientific methods of investigation to economic problems.'

II

THE EFFECTS OF POLLUTED WATERS ON FISH LIFE.

A PRELIMINARY REPORT BY PROFESSOR A. P. KNIGHT, QUEEN'S
UNIVERSITY, KINGSTON, ONT.

Before entering upon my formal report, I wish to express to the Dominion Government, through Professor Prince, the Commissioner of Fisheries and Director of the Marine Biological Station, my warm appreciation of the foresight and spirit which prompted the establishment of a marine biological station in Canada. I have no doubt that every year will demonstrate the wisdom of founding such a station. The privilege accorded me at it, during the past two seasons, in the way of collecting and studying marine and fresh-water animals, has been a source of keen enjoyment. The following report is tendered in the hope that the facts submitted may help, in a humble way, to elucidate some of the problems which are presented to the Dominion Fisheries Department from time to time for solution.

It was Professor Prince's report for 1899 to the Honourable Sir Louis Davies which suggested the inquiry described in the following pages. Its prosecution at St. Andrews, last summer (1900), was greatly aided by the assistance and advice which I received from the Commissioner and I desire to make public acknowledgment of the same.

The pollutions with which I experimented were (*a*) sawdust, (*b*) waste water from a nail factory, (*c*) waste water from two pulp mills, and (*d*) waste water from gas works.

The general method of investigation consisted in adding varying percentages of the waste water to fresh water, or to salt water, according to the kind of fish experimented with, and then immersing the living fish in the mixture, and noting the effects upon them.

A 'control' experiment was usually carried on along with those on the waste water. This 'control' consisted in placing a normal vigorous animal in unpolluted water, so that observations on fish immersed in the polluted water could be compared with observations upon the animal in normal water.

PRELIMINARY EXPERIMENTS.

Some preliminary experiments were undertaken for the purpose of determining, first, the shape of the vessel in which the fish should be confined, and secondly, the volume of water which should be used in proportion to the weight of the fish. Information was needed as to whether the dishes used should be broad and shallow, or tall and narrow; also whether large quantities of water should be used in proportion to the bulk of the fish, or whether smaller quantities might suffice.

The following experiment repeated a number of times settled the first point. Two rock bass (*Ambloplites rupestris*, Rafinesque) of equal weight, were placed in separate vessels, each vessel containing $3\frac{1}{2}$ litres of lake water. One vessel was an ordinary agateware baking pan, $13\frac{1}{4}$ inches long, $9\frac{1}{4}$ inches broad, and $1\frac{3}{4}$ inches deep. The other vessel

was a tall cylindrical museum jar (with an external diameter of 6 inches) the water in which stood $8\frac{3}{4}$ inches high. The experiment began at 10 a. m. At 5 p. m. the fish in the tall vessel was lying on its side in a dying condition. The next morning it was of course dead, while the one in the shallow pan was quite lively. The same results occurred whenever this experiment was repeated.

Such experiments evidently show that ventilation or aëration of water is as important in fish-respiration as ventilation of air is in mammalian respiration. They show that ventilation goes on naturally and readily in the shallow water of a broad flat vessel. In such a vessel, a large surface of water is exposed to the air. As the oxygen dissolved in the water gets used up by the fish, fresh oxygen is absorbed from the air, the absorption being promoted by the movements of the fish, which agitates the water and exposes a fresh surface to the air. On the other hand, the water in a tall narrow vessel has a comparatively small surface exposed to the air, and a fish, usually lying at the bottom, does not agitate the surface so as to promote aëration of the water. These experiments throw light on how trout can live in very tiny streams of water in dry weather, and they explain also how minnows can live all day long in a little water in the bottom of a fishing boat.

The second question, 'should large quantities of water, or comparatively small quantities of water be used in the experiments?' was not so easily answered. The quantity was, of course, found to vary with the extent to which the water was ventilated or aërated. If artificial ventilation were applied to the water, then a relatively small volume would do; if no artificial ventilation were applied, then, of course, a much larger quantity of water had to be used, and it had to be placed in a broad shallow dish.

In connection with this subject, a number of experiments were tried for the purpose of determining the length of time that unit weight of fish (1 gram) could live in unit volume (1 c.c.) of un-aërated water. Fish were weighed and placed separately in closed vessels completely filled with a known volume of water, and the length of time they lived was carefully observed. The following was a typical experiment: Weight of fish, 76 grams; volume of water, 5,530 cubic centimetres; lived six hours. Therefore, 1 gram weight of fish lived in 1 c.c. of un-aërated water for about five minutes.

Ten similar experiments on rock bass of different sizes gave seven minutes as the average time during which unit weight of fish could live in unit volume of unventilated water, the range being five minutes as the minimum and nine minutes as the maximum. The temperature of the tap water with which these experiments were conducted was 22° C. When the water was cooled down to 4° C., the fish lived for a shorter time. When the temperature was raised to 32° C., they lived for a shorter time also.

These figures for the duration of life in fish confined in a limited quantity of water are interesting when compared with those obtained by Paul Bert for mammals breathing a limited quantity of air. Five experiments by this observer gave eight minutes as the average length of time during which unit weight of mammal (1 gram) lived in unit volume (1 cubic centimetre) of confined or unventilated air.* Mammals, therefore, use about six times as much oxygen as fish do in the same length of time.

These experiments suggested the possibility of determining the smallest amount of water in which a fish of a given weight could live for many hours or even days, on the supposition that this minimum quantity could be kept perfectly ventilated. Of course a fish requires something more to maintain life than aërated water. Free movement is essential, not to speak of food; but apart from these and similar considerations it seemed worth while to conduct an experiment or two on the respiration of a fish in a minimum amount of water.

With this object in view, a perch (*Perca flavescens*, Mitchell) was placed in 600 cubic centimetres of water in a jar, and arranged so that a continuous stream of air was bubbled through it. There was just enough water to cover the fish. Its position in the bottle tended to throw the animal on one side, in which position it seemed to stiffen, for, at the end of 24 hours, it was removed from its prison with its body slightly curved to one side. In three or four hours it could swim slowly about the aquarium, but for

* *Leçons sur la physiol. comp. de la respiration*, Paris, 1870, page 510, quoted in Schäfer's *Text-book of Physiology*, vol. i, page 743.

SESSIONAL PAPER No. 22a

days afterwards it had a kink in its tail. This experiment showed that unit mass of fish had lived in unit volume of aerated water for 130 minutes.

In another experiment of a similar kind a small rock bass lived for 74 hours in 700 c. c. of aerated water.

RATE OF RESPIRATION.

A few observations were made upon the rate of respiration in fish confined in an aquarium. Four rock bass breathed at the rate of 44, 48, 52, and 56 per minute in water at 22°C. Rate of respiration here means the rate at which the gill covers were raised and lowered. When the water was cooled down to 5 C. the rate in one of these animals fell to 16 per minute, and when warmed to 32 C, the rate increased to 112 per minute.

Warm water (32°C.) had another peculiar effect on rock bass. It caused the pigment cells of the skin to spr ad out and give a decidedly darker hue to the whole fish. This became particularly marked when the animal was returned to the aquarium where it could be compared with the other fish. I had often observed that sunlight and darkness produced a similar effect upon the chromatophores of fish embryos, but I had never observed this marked effect of warm water.

Muscular exertion also increased the rate of respiration.

EXPERIMENTS WITH SAWDUST.

About two miles up James' brook, from where it empties into Chamcook harbor, near St. Andrews, N.B., was the site chosen for this experiment. The water was clear and cool, and runs over a gravelly and stony bottom—a typical trout stream containing a fair number of *Salvelinus fontinalis*. Primitive forest or second growth elder, balsam, cedar and various kinds of hardwood covers the district through which the stream runs.

A box 3 feet long, 2 feet wide, and 14 inches deep, lined with zinc, was used as a tank in which to confine the sawdust and the living fish. The box was covered with mosquito netting and over this wire gauze. A pailful of old, that is water-soaked, sawdust and about a quart of fresh sawdust was placed in the tank. A trough 12 feet long conveyed water from a dam on the stream down to the tank. The tank itself was immersed in a small pool, the water in which came up the sides of the vessel to within three inches of the top. The temperature of the water in this pool was 17.3°C. in the sun, and 16.9°C. in the shade.

An hour's fishing in the brook furnished four speckled trout and a post-larval eel for the experiment. Two of the trout had been badly injured in the eye by the fish-hook. All five animals, along with a frog, were placed in the tank about 5.30 p.m. of July 6, and the water turned on. The flow was abundant and continuous, the descent from the dam being sufficient to stir up the saw-dust into a gruel-like mixture as thick as in any mill stream no matter how much sawdust may have been thrown into it. All the conditions were therefore, as much as possible like those prevailing in a sawdust polluted stream.

The tank was not visited until July 11, when all the animals were found active and apparently healthy. The frog was lying at the bottom as he could get no air at the top, on account of the cover. About half-a-pail more sawdust, some sand, and gravel were added, and the tank again closed.

On July 14 the tank was again visited. All four trout were alive, active and apparently well. The eel escaped as the cover was removed. The frog was dead. About a dozen earthworms were thrown into the tank, but the trout did not touch them so long as they were under observation. More sawdust was added and the tank closed.

On July 21, three-fourths of the water in the tank was emptied out, and the tank containing the four trout was brought to the laboratory, St. Andrews, a distance of about three miles in a wagon, and part of the journey over a very rough road. On examination the four trout were found to be very active, so active indeed, that they were only captured after emptying out nearly all the water.

This ended the experiment, and yielded the conclusion that if fish, so sensitive as the trout, could live in such a mixture for a whole fortnight, without apparent harm, in fact with recovery from severe injuries, then any fresh-water fish could live in a mill stream or river, no matter how badly polluted with sawdust.

Dr. Stafford conducted a post-mortem examination on one of these trout, and found only two very small pieces of sawdust on one of the gills. Neither piece seemed to have injured the gills. A few filaments were slightly damaged at the outer end of one gill-arch, but there was no evidence that this condition of the filaments was due to the action of the sawdust.

My own post-mortem examination of two other of the animals showed no trace of damage from sawdust.

While the experiment seems conclusive as regards the fact that sawdust does not directly injure adult fish, it by no means follows that streams polluted by sawdust are harmless to fish life. Water-soaked sawdust may and no doubt does cover long reaches of river beds. The breeding grounds of fish may thus be interfered with. Fish that habitually spawn on sandy and gravelly bottoms are not likely to take kindly to beds of sawdust. Moreover, the sawdust may interfere with the development of aquatic insects and thus reduce the food supply. So that, although sawdust itself may not be hurtful to adult fish life, indirectly it may interfere seriously with the laying of the eggs and the development of the young. Further investigation is necessary.

On the whole, my observations corroborate those of Dr. H. Rasch regarding sawdust pollution of rivers in Norway, and quoted in Professor Prince's report of last year.

EXPERIMENTS WITH WASTE WATER FROM PULP MILLS, CHATHAM, N.B.

In my experiments with waste water from pulp mills, five kinds of fish were used, viz., stickleback (*Gasterosteus aculeatus*), 'white perch' (*Roccus americanus*), brook trout (*Salvelinus fontinalis*), rock bass (*Ambloplites rupestris*), sun-fish (*Lepomis pallidus*), and sea 'chub' (*Fundulus heteroclitus*).

As is well known, sticklebacks frequent brackish water, or fresh water near the sea. They are very hardy, and can live in stagnant pools and ditches, where no fish life would ordinarily be expected.

A stickleback and a sea-chub were placed in equal parts of pulp waste water and pond water. In less than an hour both were dead. The vessels used had a capacity of 5 litres, and were immersed in a pond, so that the temperature of the water used in the experiment was the same as that of the pond from which the stickleback was taken.

In another experiment in which the waste water formed 25 per cent of the mixture, two sticklebacks placed in the vessel at 5.30 p.m. of July 14, were found dead the next morning at 10 a.m.

Reducing the amount of waste water to 10 per cent, it was found that two stickleback placed in such a mixture on July 16, lived until July 27, when both specimens were liberated.

Trout were found to be much more sensitive to this pollution. One placed in a 10 per cent mixture of pulp-waste water and spring water, lived from July 21 at 5 p.m., to July 22 at 3 p.m.

White perch from Bocabec lake (near St. Andrews) lived in lake water polluted with 10 per cent of pulp waste water for about thirty-six hours.

Rock bass and sun-fish lived about twenty-four hours in a similar mixture, while fresh water clams lived for two or three weeks in it without apparent inconvenience.

These experiments indicate that river or brook water when mixed with 10 per cent of waste water from pulp mills, is decidedly poisonous to fish life. If, therefore, a larger quantity of this waste is poured into a comparatively small stream, it must result in the destruction of fish; if, into a large river, then it is difficult to see how any great harm can be done. The specific gravity of this pollution, 1.00005 (water = 1) being so very slightly greater than that of river water, shows that the water from pulp mills would mingle readily with that of any fresh water stream into which it was discharged, and unless the pollution equalled or exceeded 10 per cent, no great harm could be done.

SESSIONAL PAPER No. 22a

These observations corroborate in a general way those of Dr. Philip Cox on the smelt (*Osmerus mordax*) and quoted in Professor Prince's report of last year. Any discrepancies may be accounted for by the fact that the properties of waste water from pulp mills differ at different stages in the manufacturing process.

The chemical analysis of this waste water, made after my experiments were completed, and published in an appendix to this report, shows that the mill from which the pollution came was a sulphite one.

EXPERIMENTS WITH WASTE WATER FROM THE GAS WORKS, ST. JOHN, N.B.

This waste water is much more poisonous to fish life than the former, and kills much more quickly. The very suddenness with which fish succumb to its effects indicates that death results in some cases, from poisoning with the sulphuretted hydrogen which the water contains. Confirmation of this view is afforded by the fact that if a fish does not die in the polluted water during the first 24 hours, it will usually live on in the pollution for several days. Besides, when a fish succumbs quickly, say in 10 to 20 minutes, to the effects of this gas, it could usually be resuscitated by transferring it to pure water. Within 15 to 30 minutes after transference, the fish was as lively as ever, especially if the water were agitated so as to increase the amount of oxygen dissolved in it.

The following were typical experiments. A *Roccus americanus* was immersed in a 5 p. c. solution of gas water in lake water, and in 20 minutes the fish was dead. Immersed in a 2 p. c. solution, the same kind of fish survived about half an hour. In a $\frac{1}{2}$ p. c. solution the fish lived about half a day.

Sticklebacks endured this poison a much longer time. Of two sticklebacks, placed in solutions of $\frac{1}{2}$ p. c. strength, one lived a day and a half, the other lived ten days, and was then liberated. I had reasons for suspecting that the animal which died was not healthy when the experiment began, if so, its death was merely hastened by the pollution.

Trout are very sensitive to the effects of this poison. At 4.45 p.m., July 21, I placed a trout in $\frac{1}{2}$ p.c. gas-waste water. In 10 minutes the animal was lying on its side at the bottom of the vessel. As it was evidently moribund, it was removed to fresh water which was agitated by pouring water upon it from a height. In 10 minutes the animal had apparently recovered, and lay quietly and comfortably at the bottom of the vessel. In half-an-hour more, it was very active, and frightened if any one approached.

A tom cod (*Microgadus tomcod*) was placed in a $\frac{9}{10}$ p. c. solution of this waste in sea water. In a few minutes it was lying on its side and in 15 minutes it was on its back. When returned to sea water which I agitated vigorously, the animal soon revived.

Experiments with smelt (*Osmerus mordax*) gave exactly similar results in $\frac{1}{2}$ p.c. solutions of this waste in sea water.

Fresh water forms like the rock bass and sunfish, and salt water 'chub' (*Fundulus heteroclitus*) were much less affected. These forms were kept from two to three days in the pollution ($\frac{1}{2}$ p.c. strength), some dying within 24 hours and some surviving several days. The explanation would seem to be two-fold. In the first place these fish are constitutionally more resistant to pollutions of all kinds. In the second place the sulphuretted hydrogen in the mixture would largely diffuse into the air, and decompose in the water in an open vessel during the first 24 hours. If the animal, therefore, survived this period, it died later on through the poisonous effects of the other ingredients of the waste, such as the sulphates and chlorides.

The chemical analysis given in the appendix, and made after my experiments were concluded, shows that this waste water is 'much more diluted than those ordinarily met with.' In estimating, therefore, the poisonous effect of gas waste water, these points must be kept in mind: first, the extent to which it is diluted with lake or river water before leaving the works; secondly, its specific gravity, 1.00123 at 15° C. (water = 1); and thirdly, the volume of the river, stream or lake into which the waste is discharged.

EXPERIMENTS WITH WASTE WATER FROM NAIL WORKS, ST. JOHN, N.B.

This pollution was the most deadly one examined. In many experiments $\frac{1}{10}$ per cent was sufficient to kill in a few hours. The most marked peculiarity in all the experiments made with this waste was that in a few minutes after mixing it with either fresh or sea water, a reddish brown precipitate began to form, and continued forming for several hours. The suspicion that this precipitate was ferric hydroxide, was confirmed by subsequent chemical analysis.

Microscopic examination of the gill filaments of fish killed by this waste, showed that death was caused by this adhesive precipitate sticking to the filaments. With a coating of this rust-like substance covering the gills, it is difficult to see how oxygen could pass into the blood and carbon dioxide could pass out, especially as the irritant seemed to cause a mucous or slimy exudation to form on the mouth-parts and gills.

Experiments began with solutions of 6 per cent, 2 per cent and $\frac{1}{2}$ per cent, all of which were found to cause death in from half an hour to an hour. Reduction to $\frac{1}{4}$ per cent resulted in the death of the hardy stickleback in about five hours. Specimens were able to survive for two or three days when the solution was reduced to $\frac{1}{7}$ per cent. In fact, when any of the hardier fish, like *Fundulus*, the stickleback, or the rock bass were able to survive the six or eight hours during which the ferric hydroxide was being precipitated, they usually lived on for several days or a week.

More delicate fish like smelt and trout, however, succumbed to weaker solutions ($\frac{1}{10}$ per cent) of the poison, in from ten minutes to half an hour. Repeated attempts to resuscitate these fish by artificial aëration in fresh water proved failures. In the case, therefore, of the more sensitive fish, death is apparently caused by the absorption of the free hydrochloric acid and ferrous chloride. That small quantities of the latter were absorbed was proved by treatment of the gill filaments with ferro-cyanide of potassium. This I did at the suggestion of Professor Macallum. This reagent stained the filaments a blue colour, and subsequent examination of sections of these under the microscope showed slight absorption of the iron compound along the surface cells.

Attention is specially directed to the high specific gravity of this pollution, 1.1150 (water = 1). The effect of this would be to cause the pollution to fall to the bottom of a stream into which it might be discharged. This would result in the death of fish that habitually live in deep water, especially if the flow was sluggish. On the other hand, the great density of the pollution would increase the rapidity of diffusion throughout the fresh water, in accordance with the laws of diffusion of liquids of different density, and this would be followed by the formation of the precipitate already referred to, and ultimately the water would tend to become harmless.

ACKNOWLEDGMENT *re* CHEMICAL ANALYSES.

Before concluding this report I desire to acknowledge my great indebtedness to Mr. Frank T. Shutt, M. A., chemist at the Experimental Farm, Ottawa, for the labour and pains he has spent in making the analysis of the waste water from the gas works and from the pulp mills.

Mr. J. C. Murray, B. A., School of Mining, Kingston, has placed me under similar obligations for his analysis of the nail waste.

All the analyses were made at the end of the season, and after my observations had been completed, but I hope to be able to utilize some of the results next season if I continue this investigation.

As regards sawdust, it seems clear that future observations should be made where large deposits of this pollution occur in river beds. An attempt should be made to ascertain (*a*) whether adult fish frequent such places; (*b*) whether the sawdust affects the laying and development of the eggs, and (*c*) whether it interferes with the food supply.

Ottawa city itself might be as good a place as could be found at which to prosecute some of these investigations.

APPENDICES.

- App. No. 1.** Report on waste water from gas works, by FRANK T. SHUTT, M. A.
- App. No. 2.** Report on waste water from pulp mills, by FRANK T. SHUTT, M. A.
- App. No. 3.** Report on waste water from nail works, by J. C. MURRAY, B. A.

APPENDICES TO DR. KNIGHT'S REPORT ON THE EFFECTS OF POLLUTED WATERS ON FISH LIFE.

App. No. 1.

CENTRAL EXPERIMENTAL FARM,
OTTAWA, October 30, 1900.

REPORT ON WASTE WATER FROM GAS WORKS: SPECIFIC GRAVITY, 1.00123 AT 15° C.

As received, this water was turbid, of a decidedly dirty, yellowish brown tint, and smelled strongly of tar and sulphuretted hydrogen. It showed a decidedly alkaline reaction when tested with litmus. On standing for some time (from a week to ten days), the water deposited a certain amount of tarry material and lost all odour of sulphuretted hydrogen.

With suitable treatment 'gas liquor' can be made a profitable source of ammonium salts. Until recent years this by-product or rather waste product, in the manufacture of coal gas, has proved a positive nuisance, danger and expense, for it not only pollutes streams into which it may be run, but also chokes up by the tar it deposits, the pipes and channel ways that conduct it away, make their constant clearing a matter of necessity. Now, practically all the ammonia of commerce is manufactured from it, for, as already pointed out, it is highly charged with salts of ammonia, especially the sulphate. Aniline dyes are also prepared from the tar it contains.

The probabilities are that if this waste water had been examined shortly after collection and a distillation made in the presence of an alkali, figures would have been obtained showing a considerable amount of ammonia and ammonium salts. As the sample, however had been collected some weeks before reaching the laboratories, and consequently the greater part of the free ammonia had escaped, this determination was not made.

By the method of analysis usually undertaken with potable waters, the following data were obtained:—

	Parts per Million.
Free ammonia	677.5 + x
Albuminoid and combined ammonia	364.5 + x
Nitrogen obtained as in determination of nitrates	1,644.6 + x

It has been remarked that this waste water contained, when received, a considerable quantity of sulphuretted hydrogen. This was not separately determined, but all sulphur compounds, after the necessary treatment of the liquor, estimated as sulphuric acid:—

	Parts per Million.	Grains per Gallon.
Sulphuric acid (SO ₃) representing all sulphur compounds	1,013.7	73.06

The total solids amounting to 1,457·5 p.p.m. or 102·0 grains per gallon. The loss on ignition of this solid matter (salts of ammonia, tarry substances, &c.) was 574·0 p.p.m. or 40·2 grains per gallon.

An examination of the solid content furnished the following data :—

	Parts per Million of Waste Water.
Chlorine	277·7
Lime	34·5
Magnesia	50·4
Iron and alumina	11·2

On comparing the present results with those recorded for waste waters from gas works, there does not seem to be any feature that calls for special attention, save that it is much more diluted than those ordinarily met with.

FRANK T. SHUTT,

Chemist, Experimental Farms.

App. No. 2.

CENTRAL EXPERIMENTAL FARM,
OTTAWA, October 30, 1900.

REPORT ON WASTE WATER FROM PULP MILL : SPECIFIC GRAVITY, 1.00005 AT 15°C.

This water is of a rich yellowish-brown colour, somewhat turbid and gave a distinctly acid reaction. It possessed a decided but peculiar sweetish smell, as if changes induced by fermentation were going on. As this sample had been collected some weeks before it reached the Farm Laboratories, it is quite possible that this odour would not be perceptible in the freshly obtained waste.

The total solid matter by estimation was proved to be 1792.5 parts per million (125.5 grains per gallon.) On ignition, these 'solids' first blacken and char and then give off copious fumes of an acrid, strongly disagreeable character. The residue, which is white, amounted to 300 parts per million (21 grains per gallon.) The volatile portion consists largely of organic matter, but there is also present a notable quantity of sulphuric acid. The former is, undoubtedly, material from the wood which has been rendered soluble by the treatment it undergoes in the preparation of the pulp.

Further analytical work furnished the following data :—

	Parts per Million.
Sulphuric acid (representing sulphur compounds)	341.94
Chlorine	1.84
Lime	4.03
Magnesia	51.87
Iron and Alumina	2.00

An effort was made to estimate ammonia and ammonium compounds but without avail, owing to interference by volatile compounds which distilled over during the process, and which completely masked the reading of the distillates with the Nessler reagent.

The only features calling for special comment are : (1) The strong acidity, due largely to the presence of free sulphuric acid, and (2) a considerable amount of soluble organic matter, which, in decomposition, might give rise to compounds of a more or less disagreeable and noxious character.

FRANK T. SHUTT,
Chemist, Experimental Farms,

App. No. 3.

SCHOOL OF MINING,
KINGSTON, ONT., November 13, 1900.

REPORT ON EXAMINATION OF NAIL WASTE.

Qualitation.—Iron, traces of silica and zinc and of organic matter. Hydrochloric acid.

Quantitation.—Specific gravity of liquid = 1.1150.

By titration with KNO_3 , the total iron present was determined to be 4.3260 grams per 100 cc., or 3.88 per cent by weight. Of this iron, 3.9900 grams occurred in the ferrous state (3.57 per cent), and 0.3360 grams occurred in the ferric state (0.3013 per cent).

The total acidity, combined and free hydrochloric acid, was determined to be 6.3875 grams per 100 cc, or 5.7286 per cent by weight. Of this, 5.8582 grams (5.25 per cent) occurred in combination with the iron, and 0.5293 grams (0.474 per cent) occurred as free acid. Of the combined acid, 5.2012 grams (4.66 per cent) was in combination with ferrous iron as FeCl_2 , and 0.6570 grams (0.589 per cent) was in combination with ferric iron as FeCl_3 .

When one-tenth of 1 per cent (0.1 per cent) of this liquid was poured into a vessel containing 2 litres of water (tap water), a turbidity occurred at once and an adhesive precipitate of ferric hydroxide continued forming for several hours.

After between six and eight hours the precipitation seemed complete. The vessel was allowed to stand undisturbed for two days; the precipitate was then filtered off and washed

Nearly the total iron contents of the two cubic centimetres of the liquid was precipitated by dilution, in this instance, to 2 litres. Out of a possible precipitation of 0.0836 grams iron, 0.0798 grams iron was actually precipitated as ferric hydroxide.

Summary.

Specific gravity	1.1150
Percentage ferrous chloride	3.57
“ ferric “	0.3013
“ free HCl	0.474

J. C. MURRAY,
School of Mining, Kingston, Ont.

III

THE CLAM FISHERY OF PASSAMAQUODDY BAY.

REPORT BY J. STAFFORD, M.A., Ph. D., TORONTO, NOVEMBER, 1900.

(WITH 4 PLATES).

CONTENTS.

	Page.
Introduction.....	19
The External Features of the Clam.....	20
Internal Organization.....	21
Nearest Relatives of the Clam.....	24
Occurrence.....	25
Food of the Clam.....	26
Reproduction, Spawning.....	27
Enemies of the Clam.....	29
Method of procuring Clams.....	30
Clam fishermen.....	30
Uses of the Clam.....	30
Regulations, Transplanting, &c.....	35
Reference to the United States and to Great Britain.....	36
Literature.....	37
Description of Plates, i, ii, iii, iv.....	40

INTRODUCTION.

The possibilities of our Canadian clam fishery, whether viewed as an industry offering employment to numbers of men, or viewed as a source of food supply to both maritime and inland people, have, undoubtedly, not yet been sufficiently appreciated. The importance of the clam for bait purposes in the catching of fish, has not in this country received the attention that has been given it or its relatives in some other countries. Its wide distribution, its abundance, and the readiness with which it may be procured on our coasts, as well as the high market value it commands in the New England States are considerations that are full of promise.

Numerous shell heaps on the coasts of New Brunswick, Nova Scotia and Prince Edward Island, sometimes more than two feet deep and occupying several acres of surface, are convincing proof that the food value of the clam was early understood by our Indians. Clams have long been handled as food and as bait in this country, in the United States and elsewhere; next to the oyster they are the most important shell-fish of the American continent; yet, until a few years ago, little of real value had been gathered respecting its habits, its mode of propagation, &c., and even at the present time there are numerous questions with regard to organization, function, food, time and

manner of spawning, development, change of form and of habits in the young, rate of growth, &c., &c., which demand time, patience, trained observation, and inventive experimentation to elucidate.

THE EXTERNAL FEATURES OF THE CLAM (*Mya arenaria*.) Plates I and II, Figs. 1, 2.

Size.—*Mya arenaria*, the common clam, is a mollusk about four inches in length, two and a half inches in depth, and one and a half inches in breadth. Specimens may be found side by side varying considerably from the dimensions here given. They have been reported six to eight inches in length on the one hand, and of course they occur of all sizes down to the verge of invisibility on the other. What is generally regarded as a mark of the adult animal is its ability to deposit eggs or sperm, but the acquisition of this power does not mean the arrest of further growth.

Shell.—One of the first features to be observed in the clam is that the animal is supplied with a strong, hard shell into which the soft living parts may be withdrawn. The shell is composed of two valves which occupy the same position with reference to the inclosed animal as the cover of a book does to its printed pages. The valves are convex externally, concave internally, and are held together at one margin by a sort of hinge, while at the opposite margin they are capable of being brought together or separated at will. The hinge margin marks the dorsal surface or back of the animal, and the open margin is the ventral surface. It will be noticed that the two halves of the shell are not exactly alike in size, shape or markings, and that one valve doubles over the margin of the other at the hinge. This is the right valve, the other, or smaller one being the left. If a clam is placed before the observer with its hinge uppermost, the larger valve to the right, and the smaller to the left, it will then be in its natural position for locomotion in the direction in which he is looking. The end turned away from him is its anterior end, and that turned towards him is its posterior end. It is lengthened antero-posteriorly, compressed laterally, while dorso-ventrally it measures less than its length, but more than its breadth. It consequently possesses three axes of different lengths—a longitudinal, a vertical and a transverse. The greatest breadth is just below the hinge, towards the ends and below it gradually narrows. At the ends the two valves do not fit close against each other, but are left ‘gaping’—hence the British name of ‘Gaper,’ or ‘Sand Gaper.’ Each valve, viewed from the side, is oblong or somewhat oval in outline, with a series of concentric markings parallel with the margin below but narrowing to smaller and smaller dimensions as they approach the hinge. The more or less angular prominences near the hinge, where the concentric lines are smallest, are called the umbones or beaks. The right umbo is the larger. Starting from one of the beaks, the concentric lines indicate the different sizes of the shell at different periods, and were caused by temporary suspensions in the desposition of shell matter, followed by renewed activity when the increased growth of the animal required an enlargement of the shell. They must not be considered annual rings of growth, since the greater number of them originate during the first year of the animal’s life. The shell is an exoskeleton, secreted by, supporting, and giving protection to the underlying parts. The greater part of its material is calcium carbonate (limestone), which produces an effervescence, or an evolution of bubbles, when hydrochloric acid is dropped upon it. On its outside may be found a thin, brown, horny, epidermal layer (periostracum), more or less worn off except in the creases and at the margins where it may also be found to continue on to certain of the more exposed soft parts of the animal. Under this, or coming to the surface where the epidermis is absent, is the thick, prismatic, porcellaneous layer, composed of polygonal calcareous prisms deposited side by side at right angles to the surface. Underneath this and only to be seen from the inside by taking off one of the valves, is the third layer of the shell, the nacreous or pearly layer, composed of numerous superposed films of calcareous matter. When a clam is taken unawares and before it has time to contract, or when it is left quiet for some time in a large glass of fresh sea-water, there may be other parts exposed, such as the siphons, the mantle and the foot.

SESSIONAL PAPER No. 22a

Siphons.—The siphons, or funnels, are two muscular tubes bound together as one long, thick, fleshy mass, projecting from the posterior end of the animal between the gaping valves. One tube is placed dorsal to the other so that their combined depth is greater than their breadth, while their length depends upon the size of the animal and its condition of extension or retraction. In a medium-sized clam the siphons may reach four to six inches in length. At the outer end each siphonal tube is supplied with a number of stout fimbriae, or feeling hairs, that, besides receiving sensations of disturbance that may cause the withdrawal of the siphons, may also close the openings and prevent large particles of solid matter from entering. If, while a clam is lying with its siphons out, particles of carmine are dropped into the water above, it can be determined that there is a current of water entering the lower, larger opening, but that the carmine is repelled from the upper opening. It is through the lower of these siphons that the animal receives its supply of sea water, that, besides serving the purposes of respiration, also conveys the food matters upon which it lives. It must be borne in mind, however, that the mouth is at the opposite end of the body from the siphons, which latter are often called the 'neck,' or the 'head,' by fishermen and others, who distinguish different species by such expressions as 'the little necked clam,' &c. And, indeed, the long, extended, siphonal mass, with its blackened, cuticularized outer end, may well give rise to such an impression. Tracing the lower wall of the siphons forward it is found to stretch like a curtain between the vertical edges of the valves. This is a portion of the mantle, and is continuous round the front end of the clam, where, however, there is a vertical slit through which may be protruded the slender, soft, fleshy foot. Both mantle and foot can be better described later.

INTERNAL ORGANIZATION. Plate III, Figs. 3, 4; Plate V, Fig. 5.

When a clam is disturbed it of course contracts, closing its shell and holding it closed with great muscular strength. In order to learn its internal structure it is necessary to remove one of the valves. Insert the blade of a knife at the posterior end and draw it forward close against the left valve. If the knife is carried round the anterior end both of the stout muscles that draw the valves together will be severed. The left valve may then be lifted up and broken loose at the hinge. There will now be exposed, on the one side, the inner nacreous surface of the shell already mentioned, with a number of lines and marks to be further noticed; and, on the other side, the fleshy mantle, with several organs either exposed or shining through. (Fig. 3.)

As the two halves of the shell were seen to differ somewhat on the outside, so there are also differences on the inside; of these the chief difference is the presence, in the middle of the hinge margin of the left valve, of a strong, broad, cardinal tooth, projecting perpendicularly inwards. Between its outer, upper surface and the overlapping portion of the umbo of the right valve is the hinge ligament, an elastic, horny substance which occasions the divergence of the valves when the muscles are relaxed. Near the anterior end of the valve is the mark of attachment of the severed anterior adductor muscle, and half way between the tooth and the posterior end is the posterior adductor muscle, while extending from one to the other ventralwards is the pallial line, indicating the seam along which the mantle was held by the pallial muscles against the shell. Below the posterior adductor muscle the pallial line has a broad, deep indentation with its concavity looking backwards. This marks the position of attachment of the retractor muscle of the siphons.

Turning to the soft parts exposed, we shall be able to recognize the large anterior and posterior adductor muscles of the foot, whose fibres run across from one shell to the other. Behind the ends of the anterior adductor are the much smaller anterior retractor muscles of the foot, whose fibres pass down the front end of the abdominal mass to be inserted into the base of the foot. Just in front of the posterior adductor are to be seen the posterior retractor muscles of the foot. They converge from opposite sides, running inwards, forwards and downwards, to unite and join the upper posterior part of the visceral mass, over the sides of which their fibres spread. Below the posterior adductor muscle are the paired retractor muscles of the siphons,

and running parallel with the lower margin of the mantle on each side is a band of pallial muscles. At the posterior end of the animal are the retracted siphons, which, on account of the condensation of their epidermal layer, now appear quite black. The rest of the surface consists of the thin mantle, which may however permit faint outlines of underlying organs to be seen.

Mantle.—The mantle or pallium is a broad, thin lamella, hanging down on each side of the animal between the body and the shell. It occupies the same position with reference to the body and the shell that the fly leaves of a book do to the printed pages and the backs. In this species the lower margins of the two flaps of the mantle are grown together, so that it is more like one's vest buttoned up the front, while the valves of the shell may be compared with an unbuttoned coat. There is this difference, however, that the mantle and the shell are real parts of the animal, and are attached firmly to the body along the dorsal line.

The siphons are really outgrowths of the posterior margins of the mantle, that have become united, developed their muscles, and have been otherwise specialized to perform a definite function. There are species of clam that have no siphons and the two flaps of the mantle remain separate all the way around excepting along the dorsal line. Then again there are others in which the posterior margins of the mantle flaps lie together in such a way as to form two openings that act as short siphons. In some the siphons grow out and remain separate. In this species the margins of the two mantle flaps have grown together all the way round with the exception of three small areas—one the split at the anterior end through which can protrude the foot, the other two being the dorsal and ventral siphonal openings. The walls around these latter have become extended backwards but the part separating the two openings has remained single, forming the ventral boundary of the upper tube as well as the dorsal boundary of the lower. The united siphons, thus originated, have increased their length and strengthened their circular and longitudinal muscles. The pallial muscles of the region have become the retractor muscles of the siphons, keeping pace with the growth of the latter, while their point of attachment has moved forward, occasioning the indentation in the pallial line already mentioned.

Branchial Chamber.—Make a longitudinal incision along the median ventral line of the mantle, carrying it back as far as to the base of the ventral siphon and forward through the anterior adductor muscle. Raise the upper, left half of the mantle and there will now be exposed the large branchial chamber with its contents. Posteriorly it will be seen to open to the outside through the ventral siphon, which is also called the branchial siphon. The retractor muscles of the siphons show through the mantle walls. The borders of the mantle are thickened and contain the glands that secrete the shell substance, which is built by the deposition of new matter at the edge. These glands can only be found by examining thin sections with the microscope, but at each side of the foot slit, on the inside, there is a patch of mucin-glands that in colour and structure are well marked from the surrounding tissue. (Fig. 4.)

Abdomen.—Occupying the anterior half of the mantle cavity is the plump, soft, fleshy abdomen or visceral mass. It contains the stomach and greater part of the intestines, the liver and genital glands.

Foot.—Anteriorly and ventrally the walls of the abdomen become more muscular and give rise to the small, extensible foot. This may contract to a mere knob, or be extended to a tongue shaped or even long, thin, ribbon shaped process. The foot is the locomotory organ of the clam.

Gills.—Suspended from the dorsal wall of the branchial cavity are four long, flat, striated plates—two on the left and two on the right side of the abdomen and extending back to near the base of the siphons. These are the gills or branchiæ. Each is composed of two thin leaves or lamellæ grown together along lines running upwards and backwards in such a way as to make a large number of nearly vertical water tubes, that open above into another chamber shut off from the branchial cavity. The lamella forming either surface of a single gill is perforated by gill slits arranged in rows corresponding with the water tubes. The sides of the gill slits are clothed with fine hair-like processes called cilia, that keep up such a vibratory motion as to drive water, brought into the branchial cavity by the branchial siphon, through the gill slits and water tubes

SESSIONAL PAPER No. 22a

into the cavity above. The outer lamella of each outer gill is united above with the mantle, the inner lamella of the outer gill and the outer lamella of the inner gill are continuous, the inner lamellæ of the inner gills unite for a distance posteriorly and then they diverge round the upper part of the visceral mass to which they become united except for a space above the centre of the abdomen where there is a branchial cleft.

Labial Palps.—Between the anterior ends of the gills and the anterior adductor muscle are, on each side, a couple of small flaps termed labial palpi, looking much like miniature gills. They constitute an anterior and a posterior pair, the right and left palp of each pair being grown together at their bases, across the front of the abdomen. It is between the transverse balconies thus formed that the mouth is situated.

Supra-branchial or Cloacal Chamber.—To inquire further into the inner organization of the clam it will be of advantage to remove entirely the left half of the mantle and of the siphons together with the two gills of the left side. This will expose, lying above the posterior part of the large branchial chamber, a much smaller supra-branchial or cloacal chamber, continued posteriorly into the dorsal or anal siphon. The transverse partition, separating the cavities of the siphons, extends forwards as the line of union of the gills on to the dorsal part of the abdominal mass. Looking down upon that part of it which forms the floor of the supra-branchial chamber, one can see the four longitudinal rows of openings of the water-tubes from the gills. Curving over the posterior adductor muscle will be found the rectum or terminal portion of the intestine, which discharges by means of its anal opening into the cloacal chamber. Farther forwards, on the dorsal walls of the abdominal mass, are the small openings of the excretory and reproductive organs. Thus the water which has passed through the gills, the undigested matters from the intestine, the fluid excreta from the renal organs, and the genital products, are all thrown into the cloacal chamber and are swept by an exhalent current through the dorsal siphon to the outside. (Fig. 5.)

Digestive System.—The terminal openings of the intestinal canal have been already noticed; between these two points it has the form of a much coiled tube most of which lies in the abdominal mass. By dissecting off the left wall of the abdomen and carefully picking away parts of its contents the course of the intestine may be followed. The mouth lies on the anterior end of the visceral mass, behind the anterior adductor muscle and some way above the base of the foot. It is guarded by two pairs of labial palps or oral lobes, which are of importance in directing the food matters brought into the branchial chamber towards the mouth. The bases of the upper ones unite above the mouth forming an upper lip, and the lower ones in a like manner form a lower lip. The short œsophagus expands into a somewhat capacious stomach, which in the dead clam is usually empty and its walls thrown into folds. Surrounding the stomach is a lobulated, greenish or brownish coloured digestive gland or liver, whose secretion is poured into the stomach to aid digestion. From the stomach food passes into the intestine, which in fresh specimens is usually distended and dark coloured from its contents. The intestine bends alternately forwards and backwards as well as from side to side, making some half dozen folds while it passes downwards in the abdomen, it then runs backwards to near the posterior limit of the abdomen, turns upwards and forwards, and leaves the abdominal mass in the middle of its dorsal surface. Here it bends backwards and enters the pericardium, the cavity of which it traverses in the median sagittal plane of the body. This dorsal, posterior portion of the intestinal tract, known as the rectum, then runs over the posterior adductor muscle and opens by the anus into the cloacal chamber. From the posterior end of the stomach springs a diverticulum which contains a peculiar gelatinous rod called the crystalline style; very large in this species, curving round near the posterior and ventral surfaces of the abdomen to end at the base of the foot.

Reproductive Organs.—Filling a great part of the abdomen, and especially between the folds of the intestine, is the pale, yellowish genital gland—ovary in the female, testis in the male. (Plate IV., Fig. 5, G.G.) It opens by a pore on each side of the roof of the abdominal mass into the cloacal chamber above.

Excretory System.—Situated under the pericardium and in front of the posterior adductor muscle is the renal organ, kidney or organ of Bojanus. It is composed of right and left nephridia, each of which is a tube folded once upon itself with both ends turned

forward. The lower limb or brown, broad, thick-walled glandular portion bends upwards at its anterior end opening into the pericardial cavity, while the lower limb or thin-walled, non-glandular part bends downwards at its anterior end crossing the other portion and opening into the cloacal chamber. Lying in the mantle and body walls, near the anterior end of the pericardium, is the pericardial gland, red-brown organ or organ of Keber. It is thought to be also excretory in function.

Circulatory System.—The heart is situated in the pericardial cavity. It is composed of a median, thick-walled ventricle, pierced by the rectum, and a thin-walled auricle on each side, opening into the ventricle. Anteriorly and posteriorly the ventricle gives origin to aortæ, which divide into smaller arteries, distributing the blood to the mantle and the body. The mantle acts as a respiratory organ upon the blood, which is collected and conducted through vessels directly to the auricles: but the blood that goes to the capillaries of the different organs of the body is collected into a large vein lying between the nephridia, from which it must first pass through a capillary network in the walls of the kidney and then through the capillaries of the gills before it is carried as arterial blood to the auricles, whence it passes with that from the mantle into the ventricle.

Nervous System.—Cerebral ganglia connected by a commissure, lie one on each side of the œsophagus. Each of these is united by connectives with the pedal ganglion situated in the base of the foot, and with the visceral ganglion situated in front of the posterior adductor muscle. Both pedal and visceral ganglia show indications of being double, like the cerebral ganglia. From each cerebral ganglion spring two nerves—a short one supplying the anterior muscles, and a long one running forwards and downwards to the border of the mantle, where it divides into inner and outer parallel nerves. These course round the mantle rim and unite before entering the visceral ganglion. The outer one gives off twigs behind to the siphons. From the visceral ganglion arise nerves to the posterior muscles and to the gills. (Plate IV., Figs. 5, 6.)

It will be observed that the clam is bilaterally symmetrical, in that a vertical cleavage, falling along the median longitudinal axis, would divide the animal into similar right and left halves. The shells, the mantle lobes, the gills, palps, auricles, nephridia, genital openings and cerebral ganglia are paired, right and left; while those organs which lie in the median plane of the body, such as the foot, intestine, ventricle, are unpaired or single. As in a great many other mollusks, however, the valves of the shell present more or less of an asymmetry in consequence of their bilaterality not being absolute.

NEAREST RELATIVES OF THE CLAM.

‘Clams or clamps is a shellfish not much unlike a cockle: it lieth under the sand.’ Wood. 1684.

The term ‘clam’ is applied to at least a dozen different species of American double-shelled animals. To distinguish these, qualifying expressions are frequently used. Most of the names of the species *Mya arenaria* (Linnaeus, 1758) here dealt with are the following:—

The clam.
 The common clam.
 The long clam.
 The soft clam.
 The soft-shelled clam.
 The sand clam.
 The squirt clam.
 The maninose clam.
 The nanninose.

In England it is called:—

Gaper clam.
 Sand gaper.
 Old maid, &c.

SESSIONAL PAPER No. 22a

The names 'the clam' and 'the common clam' are also used for other species, where *Mya arenaria* is not the most abundant. South of New York the common species is *Venus mercenaria*; north of Boston *Mya arenaria* is the commonest; while between New York and Boston they are about equally abundant, and there the first is distinguished as the 'hard clam' or 'quahaug,' and the second is the 'long clam' or 'squirt clam.' Since the common names differ with the locality even along the same coast, it is not surprising that they differ still more in different foreign countries as France, Germany, &c., and it will be at once evident that if the one species can be known in all countries by the same name it will be an immense convenience. Hence it has long been customary for zoologists of all countries to use a double Latin name for each species. The generic name *Mya* has been derived from an old Greek word $\mu\acute{\upsilon}\varsigma$ or $\mu\acute{\upsilon}\alpha$, the name of a species of mussel. By Pliny it was called *myar* (-*acis*). The specific name *arenaria* is a Latin word meaning 'living in sand.' Another but smaller species of *mya* (*M. truncata*) occurs on our coasts. Its shell has a blunt (truncated) posterior end, and it 'gapes' still more than our common species. A couple of smaller species belonging to a different genus (*Saxicava arctica* and *S. rugosa*) but to the same family (Myiidae) are also to be found here. This family, together with the Pholadidae to which the ship worm belongs, the Solenidae to which the razor-clam belongs, the Mactridae containing the hard shell or hen clam, and the Veneridae including the round clam or little-necked clam, all have a deep sinus in the pallial line as already described; while a number of other families, like the Cyprinidae containing the sea clam or Black Quahog, and the Cardiidae with the cockle, have no mantle sinus: their siphons are short and not retractile. All those so far mentioned belong to the order Siphoniata, in contradistinction to which must be named the Asiphoniata, a large order comprising such important families as the Unionidae (our fresh water clams), the Mytilidae (the edible mussel and horse mussel), the Pectinidae (scallops) and Ostreidae (oysters), none of which have siphons, and their mantles are quite open below. Both orders belong to the class Lamellibranchiata (Bivalvia or Pelecypoda), which along with the classes Gasteropoda (slugs, snails) and Cephalopoda (squid, devil fish) are grouped under the great sub-kingdom of animals called the Mollusca.

OCCURRENCE.

'You shal scarce find any Baye, Shallow Shore or Cove of sand, wyere you may not take many Clampes.'—Captain John Smith, 1616.

Geologically, the clam *Mya arenaria* occurred as far back as in the Miocene period. Geographically, it has a wide distribution in the northern parts of both Pacific and Atlantic oceans. In the former it is to be found up the west coast of Alaska and down the eastern coast of Asia to China and Japan. In the Atlantic it extends from North Carolina to the Arctic ocean. In Northern Europe it is most abundant in the North and Baltic seas and extends south to France. It is scarce south of Cape Hatteras but abundant from New Jersey northward. On our own coast it has been reported from the Bay of Fundy, Passamaquoddy Bay, Annapolis Basin, Halifax Harbour, Prince Edward Island, Shediac, Bay Chaleur. It undoubtedly occurs, in suitable places, round the entire coast of our eastern maritime provinces. Such places are the more sheltered parts of the coast, where waves cannot carry away their banks or heap sand above their burrows.

Passamaquoddy Bay, sheltered by the numerous islands that separate it from the Bay of Fundy, is a particularly suitable location. Here there is but a small part of the coast with precipitous banks, but a great part consists of gently slanting beaches where the tide recedes 200 to 400 yards or more. Such beaches are to be found on the coast of Charlotte County, New Brunswick, in proximity to St. Andrew's, St. Andrew's Harbour, Navy Island, Chamcook Harbour, &c., where the clam diggers mostly work. But clams occur all round the bay, on both the mainland and at many places on the islands. The littoral distribution of *Mya arenaria* varies with the conditions. In some places it is to be found near high water mark, while it is stated to occur at a depth of more than 100 fathoms. Speaking generally, on such beaches as I have mentioned, it is

chiefly sought for and is most abundantly gathered along a belt about 200 feet broad at half-tide level.

The most favourable soil appears to be that which forms what the people call mud-flats. This is composed of fine sand mixed frequently with a large proportion of black mud containing organic waste matters. Such soil has originated by the attrition and disintegration of rocks; the transportation of dirt and vegetable substances from the adjoining land; the decay of marine plant and animal bodies, sea weeds, shells, worms, fish, &c. The aggregation of such soil can of course take place only in sheltered places, where it would not be carried away by strong tide-currents, waves and storms. Hence the abundance of clams in estuaries, bays, coves, and such like situations. They do occur in many places in gravelly soil, even in stony and rocky places, but rarely in sufficient numbers to be of economic value, and besides they are mostly of small size. The habitat also effects a distinct difference upon the external appearance of the shell. Those from sandy ground have a white, chalky shell and a regular shape; those from gravel are similar in colour but are liable to be smaller and more dinged; but those taken from mud are bluer in colour, often with a brown marginal band containing an oxide of iron, and are of large size.

The natural position of the clam is with its anterior end sunk farthest in the soil and its siphons pointing upwards. It is usually buried to such a depth that the siphons can reach to the surface. Walking between tide marks over an area inhabited by clams, one observes numerous round holes in the ground from which come spurts of water occasioned by the violent closing of the clams when they feel the pressure communicated through the ground several feet in advance. Hence the name 'squirt clam.'

FOOD OF THE CLAM Plate IV., Fig. 9.

The structure of the clam precludes the possibility of its having rapacious habits. It is not provided with eyes wherewith to spy out its food, nor with limbs to give it speed in locomotion. Neither does it possess jaws, or teeth to bite and comminute large objects. It leads a sedentary, solitary life (which may account for the English name 'Old Maid'), buried in its cramped lodgings, and depending for sustenance upon the minute suspended particles that are carried to it by the sea water above. Unfavourable as this mode of procuring food may seem, yet it is the one made use of by vast numbers of animals, and the large size, plumpness and flavour of the flesh of the clam testify to its efficiency. To this end the clam is provided with such structural peculiarities in the formation and arrangement of its organs that it comes to be most admirably adapted to the conditions of its environment. The surfaces of its abdomen, gills and mantle are so well supplied with cilia, disposed in such a manner and vibrating in such a direction, that there can be a constant inflow of fresh sea water through the ventral branchial siphon, over the gills and to the mouth. It accordingly eats constantly, perhaps rather drinks constantly or at least often. One writer has suggested that the expression 'As happy as a clam' may have originated from the fact that 'it is never long between drinks.' Since its food is obtained in this non-selective, mechanical fashion, it is plain that particles are often carried into the mouth that are not proper food. One has to bear this in mind when investigating the contents of its stomach with a view to ascertaining what it feeds upon. Sand is found in considerable abundance in its digestive tract. Sometimes there are found particles which do not ordinarily belong to sea water. Examination of numerous specimens will decide what constitutes the staple food of this mollusk. In doing this it is best to use freshly obtained clams, otherwise much of the intestinal contents will be unrecognizably digested. In many the stomach may be found empty, but the intestine will be quite full and marked out in its course through the light coloured reproductive gland by its dark contents. If some of this is spread out on a slide and examined by the microscope it will be found to contain sand or mud with microscopically small organisms and débris of larger ones. Of plants there may be diatoms, desmids, filamentous alge, spores of the higher alge, fragments of vegetable matter, &c. Of animals there may be Rhizopods like Amœbæ and Foraminifera, Flagellata like Euglena and the Monads, infusoria like Paramœcia, bits of sponge with spicules,

SESSIONAL PAPER No. 22a

minute worms like Planarians and Nematodes, the larvæ of larger worms, little Crustacea like Cyclops and Cypris with cast-off appendages of larger forms, insects like mites, ova and the larvæ of various salt-water animals. Diatoms, from their abundance and constancy of occurrence, may be considered the chief article of food. Experiments have been carried on with a view to discover whether clams exercise any selecting power over the food offered them. Finely divided flesh of fish or of shrimps was brought to the open siphons of living clams and let drop so as to be carried inward by the inhalent current with the result that the clams would close their siphons, or if at first accepting the food it would be instantly expelled; but when instead of fish or shrimps, diatoms were used the clams would continue to accept them.

REPRODUCTION—SPAWNING.

Until quite recently little attention has been directed towards the time and character of the spawning of the clam. It has been stated on the one hand that the clam spawns in September and October; on the other hand this was said to take place in June and July; only last year was published the statement that the clam spawns twice each season. Again, statements have been made in an authoritative style concerning the care of the brood, where it was clear that the author was judging by analogy with fresh water forms possessing considerable differences in structure, habits and environment, instead of describing from observation. During last summer I examined clams every week from the 20th June to the 25th September, and I never found any with ripe ova or sperm. I had concluded that their spawning time was early in the season, perhaps in May, which also seemed to be borne out by the presence of small clams that were to be procured in the sand at certain places at the very time when, according to one statement, the mature clams should have been spawning. Since the completion of my observations I have received a copy of a report by A. D. Mead, entitled, 'Observations on the Soft Shell Clam' (reprinted from the 13th Ann. Report of the Comm. Inl. Fisheries, Providence, R.I., Jan., 1900), in which from a study of clams in Narragansett Bay during the summer of 1899, the author was able to write: 'The exact limits of the egg-laying period of the clam have not been determined, but it probably extends through the months of May and June.' He examined clams on the 8th and 12th May, and found them full of sexual products that appeared to be nearly ripe. On the 22nd May he was able to fertilize eggs from a female by adding to the water in which they were kept some sperm taken from a male, and he followed the early stages of development.

As the author of the above report does not describe the sexual elements, and as I have not studied the ripe elements of the clam on account of not having been on the spot early enough in the season, I shall here insert some observations I made on the horse mussel (*Modiola modiolus*). This species, although more closely related to the edible mussel (*Mytilus edulis*) than to the clam, yet resembles the latter in its habit of burrowing its anterior end into the gravel, while the edible mussel fastens itself on the exposed surfaces of rocks. The horse mussel is less common in Passamaquoddy Bay than either the clam or the edible mussel, and finds fewer localities that offer it suitable accommodation. Generally, it may be expected near low water mark, in the bottoms of gravelly pools left by the receding tide, and in such positions near the outlet of these that, during the absence of the tidal water below there is a constant supply of salt water from the pool above. Such places are easily found on the 'Point' at St. Andrews, at the entrance to Katy's Cove nearby, on Pendleton's Island and elsewhere. This mollusk, belonging to the same family as the edible mussel, resembles it in the shape of the shell, the absence of siphons, the free borders of the mantle, and the possession of a byssus—a tangle of stout threads protruding from between the valves and fastening it solidly to rocks, stones or gravel. It is frequently larger than either the clam or the ordinary mussel, has a brown shell (whereas the other mussel has a dark blue shell), and is generally more or less bearded on the sides, and often partly overgrown by sea-weeds or other organisms. It was not until 1884 that the sexual characters and reproductive elements were studied, in the common British edible mussel by Professor McIntosh, of St. Andrew's, Scotland. He found that there were male

and female individuals, and that they attained to full reproductive maturity in April. For several months previously the reproductive organs had been gradually developing and ripening their elements, as also for some time afterwards there was a slow decline in the efficiency and size of these organs. While the time he mentions agrees tolerably closely with that of our common clam, it seems somewhat remarkable that the horse mussel should breed late in the season. During the month of September, the sexual characters of *Modiola modiolus* are very evident. Unlike *Mytilus* in which the development in size and colour is chiefly in the dorsal and lateral parts of the mantle, in this species the increase in size is almost entirely confined to the visceral mass. It does not appear possible to distinguish male and female individuals from the closed shell, but when the shell is gaping open one can distinguish them at a glance. The large distended abdomen of the female is a bright orange, while that of the male is yellow. The mantle in each is yellowish, but in the female its edges become more orange, while the gills of both remain brown. I have found no mention of sexual coloration in the clam, but clam diggers have informed me, upon being questioned with regard to this point, that at a certain time in the spring clams are not good to eat, and are greenish in colour. It will be interesting to discover if this statement has reference to the ripening of the reproductive elements, or if it has reference to another phenomenon that is occasionally produced when clams feed upon a particular species of diatom.

The sexual elements are ova and sperms (Plate IV., fig. 7). The ova originate in the ovary of the female, and sperms in the testis of the male. Both these organs are situated in the abdomen, round the coils of the intestine. Ripe ova, disconnected and free from pressure, are spherical, but when viewed in number, and more or less subject to pressure from their neighbours or from the cover glass in a microscopic preparation, they are more or less oblong or oval, and measure about $\frac{1}{10}$ mm. in diameter (the one in the drawing measured $\cdot 100 \times \cdot 120$ mm.) The egg is surrounded by a membrane, under which is a pale layer; then follows yellowish brown granular protoplasm, in which is situated a large pale nucleus containing a nucleolus. The sperm cells are pin-shaped with a large head, and a long filamentous tail. The head is $\cdot 005$ mm. long, and is oval in form or top shaped. At the small end there is a smaller constricted part which tapers off to a point, corresponding to that upon which the top spins. In the middle of the larger end of the oval the tail is inserted. This statement is at variance with the observation of Dr. John Wilson in the 4th Annual Report of the Fishery Board for Scotland, 1885, where it is stated that the tail originates from the constricted part. Eggs and sperms are shed through special ducts into the sea-water. It is not likely that sperm cells make their way, against the outflow of water, through the exhalant dorsal siphon, or, with the inflow, by way of the ventral siphon, gill slits, &c., to meet the eggs before the latter are extruded.

May 30, 1901, at Canso, N.S., I found sexually mature mussels and clams. I give below a comparison of the measurements I took at the time with those of the horse-mussel given in the text.

<i>Modiola</i> ..	{	egg $\cdot 100 \times \cdot 120$ mm.
	{	sperm $\cdot 005$ mm.
<i>Mytilus</i> ...	{	egg $\cdot 082 \times \cdot 090$ mm.
	{	sperm $\cdot 0063 \times \cdot 0027$ mm.
<i>Mya</i> . . .	{	egg $\cdot 058 \times \cdot 062$ mm.
	{	sperm $\cdot 0045 \times \cdot 0022$ mm.

The measurements of the eggs are those of the shortest and longest diameters, and the measurements of the sperm are those of the length and breadth of the head only.

In all three the tails of the sperm cells are attached to the centre of the big end of the head. In *Mytilus* the sperm head tapers off to a long sharp point, the outline of the sides being *concave* rather than straight or convex. In *Mya* the sperm head tapers to a shorter blunt point, the outline of the sides being distinctly *convex*. Neither of them possesses the little *beaded* constriction as shown in the sperm head of *Modiola*.

Considering the similarity in structure, habits, habitats, &c., there can be little doubt but that the above account, as far as it has been described, might, with tolerable correctness be written also of *Mya arenaria*. Fertilization, or union of sperm and egg, takes place outside of the animals, in the sea-water. For one egg there are thousands,

SESSIONAL PAPER No. 22a

perhaps millions, of spermatozoa. Only one sperm-cell is necessary for the impregnation of an egg. Judging by comparison with well known cases we have a right to conclude that, considering the sexes to be equally abundant, the great surplus of sperm-cells for each egg indicates the chances that each egg runs of failing to become fertilized. If it takes a million spermatozoa to insure the fertilization of one egg, then the egg must be subject to very unfavourable conditions. Nature has met these adverse conditions by increasing the number of chances, so that, where currents of water or other causes interfere, yet a sufficient number of eggs become impregnated to keep up the average number of individuals from year to year by developing new broods to take the place of those removed by accident, natural death, &c. When a sperm-cell has found an egg-cell it forces its way, head foremost, by violently flapping its tail, through the outer membrane. Having once gained entrance, it soon ceases to exist as a distinct organism and becomes absorbed into the protoplasm of the egg, which, in consequence, now assumes renewed vigour. The egg-cell soon divides into two cells, these into four, and so on until a considerable number of cells is formed. During the process of cell multiplication and hand in hand with it, the cells arrange themselves in such order and become modified in such ways that, in a short time, a free-swimming embryo results. This is so small as to be scarcely visible to the unaided eye. It differs from the adult in a number of respects, but perhaps the most important of these is its ability to swim freely in the sea-water. This is accomplished by means of a peculiar organ called the velum, which can be protruded from between its already formed tiny shells.—Fig. 8. The velum is well supplied with large cilia, arranged in a wheel like manner. This stage in the development of the clam is of great importance, for it is due to it that the clams are capable of becoming scattered so that some of them may find fortunate places, as well as become distributed in entirely new regions although of course not at once over great distances. After a time the young clam becomes too heavy to swim, settles upon sea-weed, stones, sand, mud, &c., entirely loses its velum, but remains capable of actively creeping about by means of its foot. At this period it may be less than $\frac{1}{30}$ of an inch in length. Upon finding a satisfactory situation, it sooner or later buries itself in the sand or mud and begins life after the fashion of its adult parents. In the paper already mentioned Mead wrote: 'By the first week in July, 1899, a great many clams had already found their way into the sand. At this time they were so small that they escaped general notice, ranging from a size at which they were hardly visible to 9 mm. in length. He performed a number of experiments in planting small clams with a view to finding out their rate of growth. Those at extreme low tide grew the most, while the rate of growth fell off in proportion to the height above that level. Thus a specimen 15 mm. long on July 22 was planted at low water, and on September 18 it measured 48 mm. Another 13 mm. long grew in the same time to 28 mm. when planted below half-tide mark. Proper precautions were taken to guard against error and a large number of experiments employed, with the result that they grew in two months to twice, three times, and in some cases four times their original length.' Another way in which their rate of growth was measured was this: On July 6 and 9 a pint and a half of small clams were planted in a box of sand. On September 18 $4\frac{1}{2}$ quarts of clams were taken from half the box. This is an increase of six times their bulk in 10 weeks. The same observer found at the beginning of the breeding season a ripe male 30 mm. in length, and a ripe female 50 mm. in length. In his experiments he raised clams over 30 mm. in length that were undoubtedly of that year's growth. It seems likely then that clams may become mature and reproduce when one year old, although it has been generally thought that they require three years to grow to sexual maturity.

ENEMIES OF THE CLAM.

Clams, although ordinarily buried out of sight, and consequently escaping the open, direct struggle that their relatives the mussels are subject to, are nevertheless preyed upon by a considerable number of animals. They may be exposed through the washing away of sand by storms, when they may be cast up on shore, or left to die in the sun,

or be subject to the ravages of gulls, cormorants, crows &c. In places along the New England coast pigs systematically visit, root up, and eat the clams. In Greenland they are sought after by the walrus, arctic fox, and birds. One has but to examine the contents of the stomachs of fishes to find that many of these like the cod, also eat clams when they can get the chance. The siphons of *Mya* are often to be found in the stomachs of the flounder and the sculpin, and the first also eats young clams. Star fish, one of the greatest enemies of the mussel, also attack the clam, and the large, round whelk bores holes into the shells through which it eats the flesh. Crabs should also be mentioned among the enemies of the clam. I have already referred to the shell heaps thrown from the wigwams of Indians as an indication of the number consumed by them. In some places the heaps consist chiefly of clam shells. I shall give in another place some idea of the number of clams used by the white man, but I should mention here that his ravages depend not entirely upon the amount dug for his own use or for sale to others, but that he leaves exposed great numbers of rejected clams to die in the sun or to fall a prey to fishes, &c., with the returning tide.

METHODS OF PROCURING CLAMS.

Formerly the common method of procuring clams was by means of a spade, or better, a flat-tined fork. At some places along the United States coast they have been ploughed out and then picked up. At present the instrument largely used is the so-called 'clam hoe.' Plate IV., Fig. 10. This is shaped like a hoe but has four flat tines about 10 inches long with the two outer ones about seven inches apart. The handle is only about 15 inches in length and makes with the tines less than a right angle. The tines are pressed, by a wriggling motion, into the ground, then the handle is raised and pulled and the clams picked from the dirt and put into a clam basket, which, when full, is carried and emptied into a sack or barrel near by. Before the return of the tide these are collected and drawn away by a horse and wagon. If the clams are to be kept a day or two before being shipped, this can be conveniently done by leaving them, in sacks, where the tide covers them for a good part of the day.

CLAM FISHERMEN.

On the Canadian coast the clam diggers may be classified as:—

1. Local clam fishermen.
2. Nova Scotia bait fishermen.

The local clam fishermen supply the villages and residents along the coast, or now and again fill orders to hotels, &c., farther inland, and also dig and sell to the clam dealers who make regular shipments to shopkeepers in Boston. For Passamaquoddy Bay the industry is centred in St. Andrews. The number of men engaged varies from time to time, but perhaps averages about 25. These are often line-fishermen or their sons, but others often engage in this work through the short season when it pays them, and return to their ordinary occupation when the clam business ceases.

The Nova Scotia bait fishermen are those who come annually from coast towns in Nova Scotia to procure clams that are taken to be used as bait for cod on the banks of Newfoundland. This year the number of vessels to visit Passamaquoddy Bay was fourteen, and the number of men 131. A fuller statement will be given under the next heading.

USES OF THE CLAM.

1. *Clams as Food.*—Next to the Vertebrates, the most valuable subdivision of the animal kingdom is the Mollusca. Some of the uses to which they have been put are the following: Food, bait, fertilizers, ornaments, money, dyes, dishes, &c. Investigations into the prehistoric conditions of man show how long ago and how widely Mollusks

SESSIONAL PAPER No. 22a

have been employed as food and as ornaments. On the coasts of Norway and Denmark there are banks of shells 1,000 feet long, 200 feet broad and 10 feet deep. These were for some time looked upon as natural deposits, but when they were found to contain remnants of stone fire-places, bones, rude implements, &c., it became evident that they were refuse heaps (kitchen middens) of the primitive fishermen-tribes of those districts. Similar shell-heaps occur along the coast of Canada and of the United States. A peculiarity in the use of shell-fish by the people of both continents is this, that whereas in Europe the mussels have been almost entirely used to the exclusion of the clams, on this continent even where both occur together and in equal abundance, clams are taken and the mussels left. If the latter are used at all it is chiefly as a fertilizer.

Of our food mollusks, the oyster is the most important. After this stands the clam, and then on a much lower level the scallop, quahog, periwinkle, razor-fish, mussel, whelk, &c. The clam is used to a much greater extent in the United States than in Canada, consequently a considerable proportion of those collected here for food purposes make their way to the former country. I subjoin here the summary of the clam fishery for *Mya arenaria* in the United States for the year 1880 :

	Bushels.	Value.
Maine	318,383	\$ 90,056
New Hampshire	17,960	8,980
Massachusetts	158,626	76,195
Rhode Island	53,960	48,564
Connecticut	75,000	38,000
New York	340,775	255,581
New Jersey and Southward	100,000	45,000
Total	1,064,704	\$562,376

In Prince Edward Island the clam is only used to a small extent. In Nova Scotia it is extensively used on the coast and there also exists some trade inland. In New Brunswick, likewise, there are considerable quantities used along the coast as well as small orders sent inland to hotels and shops. It is stated that in St. John there are 1,000 barrels a year sold. At present the best business is carried on at St. Andrews. It is of only two years' standing, and was occasioned by the formation of laws restricting the period for clam fishing in the United States. Last year (1899) a New England clam fisherman came to St. Andrews and originated the business of supplying certain Boston fish stores with clams three times a week. He remained here from June 15 to September 15, i. e. during the closed season in his own state, after which time he returned to carry on the same trade during the remainder of the year, nearer his market. He dug clams himself and bought from the local clam diggers, to whom he paid \$1.00 a barrel. The number of men supplying him was in the neighbourhood of 25. One man can easily dig a barrel at a single tide, and when the tides fall at favourable times in the day he can procure twice that quantity. The business however is not forced—a greater quantity of clams could be procured than the market demands. Last year the above mentioned clam dealer shipped to Boston 1,800 barrels in the three months he was here. Of the two full months, July and August, the greatest shipment was in August, the next in July, while of the two half months, June 15–30 and September 1–15, the greatest number was shipped in September. Beside this a local fish dealer shipped about 250 barrels.

During the present year (1900) the New England clammer shipped about 1,200 barrels, and a local shop keeper perhaps 100 barrels. The explanation of this falling off of the trade is that in the meantime, I am told, a business had sprung up at Yarmouth, Nova Scotia, whereby perhaps 200 barrels a week are sent to Boston. Most of those from St. Andrews are put up in ordinary barrels, on the tops of which are placed large lumps of ice kept in place by a canvas. The latter is readily fastened by first removing the upper hoop of the barrel and then replacing it over the canvas, the edges of which are clamped between the hoop and the barrel and then nailed. In this way the clams are kept cool and moist by the filtration of water from the melting ice above.

A local exporter however dispenses with the ice upon the principle that clams will soon die in fresh water, consequently, fresh water ice can not be good for them.

The price at which these can be sold varies somewhat according to the quality and size of the clams, the district from which obtained, the place where they are offered for sale, the weather, and a host of conditions. According to the *New York Fishing Gazette* for May 5, 1900, the price per barrel ranged from \$3.50 to \$6.00; per basket, \$1.00 to \$2.00; per 1,000, \$5.00 to \$6.00. Thirty years ago, according to Verrill, the prices in Connecticut stood at 95 cents, \$1.25 and \$2.00 per bushel, wholesale. These retailed in the market at 50 cents to 75 cents per peck, the smaller sized ones being cheapest. The Guilford clams were assorted and sold by the fishermen on the spot. The larger ones brought \$3.00 per 100, and sold at New Haven at 60 cents per dozen. Smaller sizes brought 48 and 36 cents per dozen. During unusually low tides in winter a few extraordinarily large ones weighing 1 to 1½ pounds each, and measuring 6 to 8 inches in length, could be obtained. These sold for \$1.25 a dozen.

On the Pacific Coast occur several large species of clam. One, *Glycimeris generosa*, Gould, called the Geoduck, ranging from Puget Sound to San Diego, California, frequently weighs from 5 to 7 pounds, and specimens have been reported weighing 16 pounds. These bury themselves 2½ to 3 feet deep, and to get one a man has to remove a barrel of mud. They are not very plentiful. One man states that at San Diego he did not find a dozen during several years, but that at Olympia three men could secure a dozen at one low tide. An ordinary specimen furnishes enough good, delicious flesh for four or five persons to eat at one meal. It is believed by those who have had an opportunity of studying them that they could be successfully transplanted to the Atlantic Coast.

Clams are eaten raw like oysters, or they are baked or steamed and served in the shell; or they may be taken from the shell, the more indigestible parts like the siphons being clipped off, and the rest fried with crumbled bread, seasoning, &c. They are used for soup, or from them is extracted a broth serving as a drink, or they may be pickled, salted, or made into chowders. At Oceanville and McKinley, in the State of Maine, were set in operation, in 1899, canning factories for clams. In October, at the latter place, 150 bushels a day were put up in chowder, or dry, or as broth, &c.

From Ganong's 'Economic Mollusca, of Acadia,' I quote the following paragraph: 'In the vicinity of St. Croix, "Clam Bakes," are an institution of venerable antiquity. The Indians probably had them, and congenial spirits from the border towns still delight to return at times to the ways of their clam loving predecessors. On some favoured spot on the shores of that splendid river they assemble by appointment, a great fire is built and by it many stones are heated and made very hot. The embers are then raked aside and upon the stones is placed a layer of wet sea weed, on which a layer of clams is laid. Then comes another layer of sea-weed and another of clams, and so on, the top of the whole being a cushion of sea-weed of extra thickness. Over the whole mass is perhaps a piece of canvas thrown, and in such an oven are the clams slowly steamed to the proper degree of deliciousness. A constant concomitant and the most pleasing feature of these banquets is the invariable good nature and good fellowship which prevails.'

There is sometimes developed in the gills and palps and occasionally in other parts, as the mantle and abdomen of clams and oysters, a bluish-green coloration. This has been very frequently looked upon as due to the deposition of a copper salt in the tissues so affected; some people have thought they could even recognize a coppery taste, and many believed the animals to be unfit or unsafe for food. This question has been studied by a number of biologists and chemists, and it appears that there is no well founded proof that the animals thus coloured are dangerous—that green oysters may be safely eaten is shown by the fact that they are often more highly valued in Paris and London because of their supposed better flavour. The presence of copper in the green parts of these mollusks was formerly denied, and it was found that the 'greening' was due to the absorption of a bluish-green colouring matter, allied to chlorophyll, from the protoplasm of certain Diatoms or Desmids. When ordinary uncoloured oysters are fed on *Navicula ostrearica* (var. *fusiformis*), they become greened, and on the contrary, when green oysters are isolated and fed on a different diet they lose their green coloration in a few days. At certain times and places this species of diatom may occur so abundantly

SESSIONAL PAPER No. 22a

as to form almost the sole object of food of the oyster or clam. In other cases it is believed that the coloration is due to a green Desmid (*Peridinium*) upon which the oysters feed.

It has lately been shown by Herdman, Boyce and Kohn, of Liverpool, England, that oysters do possess small quantities of copper, iron, and sometimes manganese, in their tissues. There are several distinct kinds of greenness in oysters; in animals from certain places this is associated with a healthy condition, but those from other districts may be in an unhealthy state. Healthy French 'Huitres de Marennes' were found to contain more iron in other parts of the body than in the gills, the greenness of which could not be due to iron. Green Falmouth and other Cornish oysters were found to possess an abnormally large quantity of copper—as much as nine times the normal amount. Among certain American oysters selected green ones were shown to contain 3.75 times as much copper as the ordinary white ones, and the distribution of the excess of copper corresponded with that of the green colour. In such cases it is evident that the abnormal green coloration (green leucocytosis) is due to excess of copper. The excess is probably occasioned by a failure to remove the small quantity of copper which ordinarily passes through the system in the form of hæmocyamin of the blood. This is taken up by amœboid blood corpuscles (leucocytes) which, in the disturbed metabolic or diseased condition of the body, become aggregated in the blood capillaries of the gills, palps, and mantle, or massed in the heart.

In the mantle cavity of the clam occurs, in certain districts, a parasitic Nemertean (*Malacobdella obesa*). Although I have examined clams for portions of two years, and must have opened several hundred, I have never yet found a single individual in Passamaquoddy Bay that harboured this peculiar worm. It measures 30 or 40 mm. in length and 12 to 15 mm. in thickness, and could scarcely be overlooked even if one did not know about it; but I searched a good number of clams for the express purpose of obtaining this object, without success. The crystalline style, already referred to in describing the intestine, has been pointed out to me by clam dealers in the belief that it was a worm. In this connection I should perhaps mention the possibility of clams obtained from places near which sewers and offal of towns are emptied becoming a vehicle for the transference of bacteria to uninfected people. It has been shown that pure sea-water is detrimental to the growth of pathogenic bacteria, but that oysters inoculated with typhoid bacilli retained these for at least ten days, although they did not increase in the tissues of the oyster.

2. *Clams as Bait*.—For nearly four centuries important fisheries for cod, mackerel, halibut, &c., have existed on the 'Banks' of Newfoundland. Thither, especially New England and Acadian fishermen have been accustomed to resort to fill their vessels in the richest and most extensive cod-fishing district in the world. In the 17th, 18th and first half of the 19th centuries they fished with hand lines from the decks of vessels. About the middle of this century the practice of fishing with hand lines from dories was introduced. The vessels left home in April, May, and June and perhaps for a trip of 2½ to 4 months. In a vessel with a crew of 12 every one but the skipper and the cook was provided with a dory. Thus they could spread over a larger area, if any one found a good school of fish the others could flock towards him, and besides it was thought that the motion of the dory gave a quicker movement to the hook rendering it more attractive. It was believed that this method realized one-third more fish but of course there was the extra expense of the dories.

It was learned long ago that carnivorous fishes such as the cod were especially fond of mollusks. In the stomachs of Newfoundland cod are frequently to be found a shellfish closely allied to *Mya arenaria*. Our soft clam came into use at first for in-shore fishing of various kinds. As the fishing voyages lengthened clams were carried farther and farther to sea. They were used fresh, but later they were kept in wells in the vessels, or kept cool with ice. The vessels of Cape Cod, Gloucester and Maine, constituting the largest part of the fleet on the 'Banks' in the cod and mackerel fisheries, have no well, and are obliged to carry their bait shelled, salted, and packed in barrels.

The old style of mackerel fishing was to chop up clams and to sprinkle them overboard as 'toll-bait' to attract the mackerel to the surface. Now mackerel are caught in seines. Cod-fishing is conducted in two ways—by trawling or by hand-lining. In

the first clams are not used as bait but instead herring, mackerel, capelin, squid are employed. Clams are restricted to hand-line or dory fishing but they are not the only bait used in this fishery. Squid, capelin, birds (puffins, petrels), porpoise, &c., also have their place, but salted clams are the most satisfactory and are nearly always used except when fresh bait can be obtained. Several clams are used each time the hook is baited so that it is completely covered. While fresh bait will secure more fish, yet salt clams seem to be relished by cod and there is a great saving of time—the men are always supplied with bait and do not need to waste valuable fishing time to look for bait. Salt clams retain their flavour while fresh bait, that has been packed in ice, speedily deteriorates when exposed to the atmosphere in warm weather. In the hand line cod fishery on the 'Banks' about 100 vessels use salt clams (in 1886 the number was 97). Counting two barrels for each man this would make $100 \times 12 \times 2 = 2,400$ barrels. But as it requires 12 bushels of clams in the shell to make a barrel of salt bait, it thus takes 28,800 bushels of clams to supply annually salt bait for the New England vessels on the 'Banks' of Newfoundland. These have been largely obtained on the coast of Maine but every town on the New England coast, where clams could be obtained, became a station for bait supplies. Salt bait is of two kinds—'Full salting' is when one bushel salt is put to a barrel of clams, 'slack salting' or 'corning' is using $\frac{1}{2}$ peck to 2 pecks salt for each barrel.

As early as 1763 there were regulations in Massachusetts regarding the number of clams that could be dug for each man for bait. In Maine they were first dug for bait about 1850.

Since the decline of the Labrador cod-fishing Nova Scotia has employed many vessels in the dory hand-line cod-fishery on the 'Banks.' In 1886, 5,137 barrels of clam-bait, valued at \$28,230, were shipped from Maine to be used by provincials, and in 1887 4,430 barrels, valued at \$24,440. In 1885, Nova Scotia supplied for bait 1,136 barrels, valued at \$5,680, but the number has decreased since then, perhaps on account of the increase in the use of squid. Clams are also used by the fishermen of Gaspé and Quebec.

For the last twelve or fifteen years certain Nova Scotia fishermen have regularly visited Passamaquoddy Bay for the purpose of collecting clams to be used as bait in the Newfoundland cod-fisheries. Each sailing vessel was managed by a crew of about ten men, who brought all their requirements—food, clothing, clam-hoes, &c.—lived in their vessels, and at each ebb-tide went ashore in small boats to dig their clams. At the approach of flood-tide they would retire to their vessels, shell and salt down their clams, get their meals and take their rest. The usual time for this work is in the autumn or in the spring—during October-November, or April-May. They came usually from Shelburne, occasionally one vessel from Liverpool, Yarmouth, Annapolis or Halifax; and they returned to Lockport, seldom one to Yarmouth, LaHave or Shelburne. The first year for which I have obtained figures is 1889-1890. Only a single vessel was thus employed, the *Glide*, of Yarmouth, a vessel of 16 tons and with a crew of 8 men. It returned to Yarmouth, carrying 67 barrels of shelled clams. In 1894-1895 three vessels were employed, one of which made two trips—once in November and again in April. In all they carried away 299 barrels of clams.

In 1898-1899 14 vessels came with 120 men, and took away 1,532 barrels. During last season, 1899-1900, 14 vessels with 131 men carried off 1,765 barrels of salted clams. Neglecting the intermediate years but selecting the first, second and fourth of the periods mentioned, we will see a very substantial increase of the business for each five years of its existence. The following is taken from the records of the Customs officer at St. Andrews, who very kindly allowed me access to the papers concerned :

SESSIONAL PAPER No. 22a

YEAR 1899-1900.

Leaving Date.	Schooner.	Tonnage	Of	Men.	To	Barrels.	Value.
1899. Oct. 18	Trilby.....	34	Shelburne..	17	Lockeport.....	161	8895
Nov. 2	Iceida.....	19	".....	7	".....	110	550
" 2	Kate.....	14	".....	5	".....	80	400
" 3	Fleetwing.....	15	".....	6	".....	76	380
" 3	".....	40	".....	10	".....	175	875
" 4	Charlie Richardson	26	".....	11	".....	175	875
" 11	John Franklin.....	18	".....	5	".....	100	500
1900. April 20	Charlie Richardson	26	".....	11	Yarmouth.....	126	750
" 20	M. Owen.....	72	".....	15	Le Have.....	150	900
" 28	Clish.....	39	".....	11	Lockeport.....	150	750
May 1	Katie.....	14	Liverpool..	5	".....	80	440
" 3	Altona.....	28	Shelburne..	11	".....	160	800
" 8	Trilby.....	31	".....	11	".....	127	750
June 15	Mary Kate.....	13	Halifax.....	6	Shelburne.....	95	475

It takes five barrels of fresh clams (in the shell) to make one barrel of salted, shelled clams, so that last year the Nova Scotia fishermen took 5,825 barrels of fresh clams—five times as many as are shipped to Boston for food. Many people in St. Andrews object that the Nova Scotians come and take nearly \$6,000 worth, and without leaving a dollar in the town. Accordingly, last year, it was arranged to make it unpleasant for them, and an attempt was made to drive them away. But instead of going away as was desired, or of anchoring in the harbour or close by as formerly, they went to Chamcook Harbour, and the northern part of the bay round Bocabec, Digdequash, &c., where large quantities of shells mark their camping grounds. Judging from the large numbers of clams taken I should think that these fishermen do not so much require them for their own use as for selling to and supplying others who go to the fishing waters of Newfoundland. This supposition appears to be strengthened also by the fact that some of the vessels come twice a year—in the autumn and again in the spring.

REGULATIONS, TRANSPLANTING, ETC.

In Canada there are no regulations restricting the clam fisheries. The territory is free to everybody to dig where he likes, and when and how it pleases him, whether he is resident at the place or comes from other parts of Canada or the United States. The large number of clams yearly taken from the vicinity of St. Andrews is a good indication of the value that might accrue from a judicious working of our natural clam beds, and from encouraging and facilitating their growth, multiplication and distribution. There is, perhaps, no ground for fear of the clam ever becoming extinct on our shores. The fisherman has no use for undersized clams, and could not find them all anyway, so that there will always be enough of these left to grow up and continue to perpetuate the species. On the other hand the removal of so many of the largest clams from a small district each year cannot but have some effect in diminishing the amount of spawn deposited for replenishing the depleted mud flats. Besides there is the effect of interference with their natural beds. Of those clams rejected by the fishermen many large ones are broken and left to die and putrefy, while thousands that are too small for market are disturbed, injured or left exposed to the sun, or in such conditions that they are incapable of readily becoming buried again. The adult clam does not easily move to a fresh place when left exposed on the surface, neither can it quickly make a new burrow. Recognizing the small size of its foot in proportion to the whole size of the animal when compared with one of our fresh-water forms, I performed some simple experiments to discover if *Mya arenaria* could bury itself again after being once disturbed. A little way above low water mark I made several stone pens by placing good sized stones together in a circle, sufficiently close together to prevent egress of the clams or ingress of whelks, as well as to protect against tide currents.

From these pens I cleaned out the clams, whelks, smaller stones, &c., levelled down the dirt, and pressed it somewhat solid. Upon the surface I then placed a known number of good healthy clams taken from the same district, and kept watch every tide or two as to what progress they made in re-burying themselves in the ground. Some proceeded to burrow while others appeared satisfied to remain on the surface several days. In a few days most of them had made some headway but either from disinclination or inability their progress was very slow, requiring about two weeks to become covered or nearly so. I concluded that if they were left on the surface of hard clay or gravelly soil at some distance above low water mark they would be almost sure to die from exposure to the sun, not to speak of their risk of being captured by some enemy. The surface of ground that has been dug over for clams always shows numerous bleached shells many of which must have originated in the way described. The statement sometimes made by clam fishers, that the ground dug over one year is just as well supplied with clams the following year, can hardly be credited, if we consider a district from which they have been systematically extracted. In most places with which I am acquainted this is not done. The clammers dig here and there, wherever they can do the best, leaving intermediate patches undisturbed, which may be the ones searched next season. Some people seem to think that digging and loosening of the soil proves beneficial to the clams. This is generally a mistake. However valuable such procedure may be in the cultivation of potatoes it is a positive danger to clams. The loosened soil is in many places swept away by the tide, leaving a hard bed and loose stones. In very quiet, retired places where the bottom is mud such disturbance has less serious effects. Although the larval clam is free-swimming and the young clam is able to creep about with considerable speed and to burrow rapidly, when once it has found a spot to its liking and has become buried in the soil it ceases for ever to rove about. By the time it has grown to maturity its body is too unwieldy to admit of anything like satisfactory locomotion by means of its small foot. Its natural condition then is to live a sedentary life, protected within a more or less deep burrow, and any interference with this habit is a disadvantage against which it has to contend. The ability of the young clam to accommodate itself in mud, sand, gravel, clay, even rocky places, in protected coves, or in exposed banks, is an indication of the success with which it might be transplanted, even at long distances from its original home. As a proof of this we might mention the introduction of *Mya arenaria* into San Francisco Bay. Upon the completion of the transcontinental railroad, about 1869-70, some oyster dealers in San Francisco began to import small oysters by the car-load from the Atlantic and to plant them in San Francisco Bay, where in a year or two they grew to good marketable size. It was with these importations that the young of *Mya arenaria* were accidentally introduced to the Pacific. It was first observed in San Francisco Bay in 1874 by Dr. Hemphill. He gave some rather small specimens to Dr. Newcomb for examination, who regarded them as a new species and named them *Mya hemphillii*. That it is a late introduction into those parts is also proved by the fact that mounds and shell-heaps on the shores of that bay fail to reveal any trace of the shells of *Mya*, although those of *Tapes*, *Macoma*, *Mytilus Cardium*, &c., occur. These native clams are now almost superseded in abundance and good quality by *Mya arenaria*.

REFERENCE TO THE UNITED STATES AND GREAT BRITAIN.

The clam fisheries of the United States have been referred to in the foregoing pages. It will, perhaps, not be out of place here to say a few words about their equivalent in Great Britain. There the mussel (*Mytilus edulis*) is employed for the same purposes for which we on this continent use the clam. It is impossible to get a correct estimate of the amount used, since the figures given in the reports generally include the mussel among 'other shell fish.' On the coasts of Yorkshire and Durham they are employed as bait by a few hundred fishermen, but through decline of the mussel beds these men are sometimes forced to seek supplies from the continent, although formerly they were able to send mussels in quantities to the local markets and

SESSIONAL PAPER No. 22a

to Scotland. Not to mention the demands throughout the provinces of England, there are, it is stated, more than 3,000 tons per annum consumed in London alone. In 1891 on the mussel beds of the Tees, eight boats were employed, where half a dozen years previously there were as many as fifty. This decline was due chiefly to the deepening operations of steam dredges. One man, using a rake from his boat, can procure in a day of eight or nine hours one bag of two bushels, which when sold for food brings four shillings. In favourable weather and a fortunate locality, a man can do much better than this, but the daily average is about seven shillings. Formerly twenty bags a day could be obtained by one man, and two men have been known to procure and send away fifty tons in a week. In 1887 there were ninety-one tons sent by train from Stockton, and 169 tons from Middleborough. This district also gives employment to fifty or sixty persons engaged in gathering cockles (*Cardium edule*). The mussel beds of the Esk employ 100 to 150 men, and those of the Humber about twelve men.

The mussel fisheries of Scotland are of much greater magnitude. It is estimated there are upwards of 20,000 tons used per annum. There are 50,000 fishermen, some using mussels as bait the year round, while all do for some part of the year. The bait is obtained especially from Greenock, Port Glasgow, Firth of Tay, and Firth of Forth. From native waters there were in 1892 some 247,411 cwt. taken, having a value of £14,534. In 1893, the quantity taken in the Clyde alone was 96,000 cwt.—two-fifths of all taken in Scotland. Bait is also obtained from Holland, Boston, Ireland, the Thames and elsewhere. According to a report in 1894, there were 14,500 cwt. shell-fish imported into Scottish ports, having a value of £4,000. These were chiefly mussels from Holland, and were worth 5s. 6d. per cwt.

In Scotland, as elsewhere, the broad stretch of mussel beds appeared to the early fishermen to offer inexhaustible supplies. But constant, unregulated, wasteful fishing brought about a state of decadence with consequent increase in price. The amount of change may be illustrated by the following statement of Mr. Johnston of Montrose: 'It is a fact that the Ferryden fishermen were offered the sands of Dun (north side of the river Southesk) at the beginning of the century at £5 per annum, and two dozen haddocks per week and one cod fish; but bait was so cheap at that time that the fishermen did not think it worth their while to accept the offer. These sands are now let to our firm for £500 a year.'

To the Scottish fisherman the mussel is the most important of all bait. The scallop, ink-fish, lugworm, herring, whelk, cockle, limpet, are other common baits. The number of hooks to a line varies from 500 to 1,200, according to the district. On an average two mussels are used to bait each hook, and to set all the lines at once it would require some 100,000,000 mussels. Jurisdiction is over waters for a distance of three miles (cannon shot) from the land, including bays, creeks, &c., not more than ten miles across the mouth. Beyond this belt the sea is the common fishing ground of all nations. Since general use of mussel beds tends to their ruination, it has become the practice of the Crown to grant privileges to individuals upon conditions which are likely to preserve the scalps and protect public interests. Persons trespassing are counted guilty of an attempt at theft and may be fined or imprisoned, but the rights of navigation in public estuaries are superior to those of fishing, provided the methods are not injurious to shell-fish. Depositing ballast or rubbish, placing of harmful apparatus, or otherwise disturbing the beds are, except under conditions, prohibited. The public can, however, fish for haddock, &c., over private mussel scalps in certain specified ways. Fishery orders may be obtained from the Fishery Board in Scotland, or from the Board of Trade in England for the purpose of cultivating shell-fish beds.

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SESSIONAL PAPER No. 22a

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DESCRIPTION OF PLATES I., II., III., IV.

PLATE I.

- FIG. 1. *Mya arenaria*, natural size, from left side. The clam is represented in its usual position buried in sand, siphons stretching to top of burrow.

PLATE II.

- FIG. 2. Ditto from left ventral surface, to show foot, mantle, and siphons.

PLATE III.

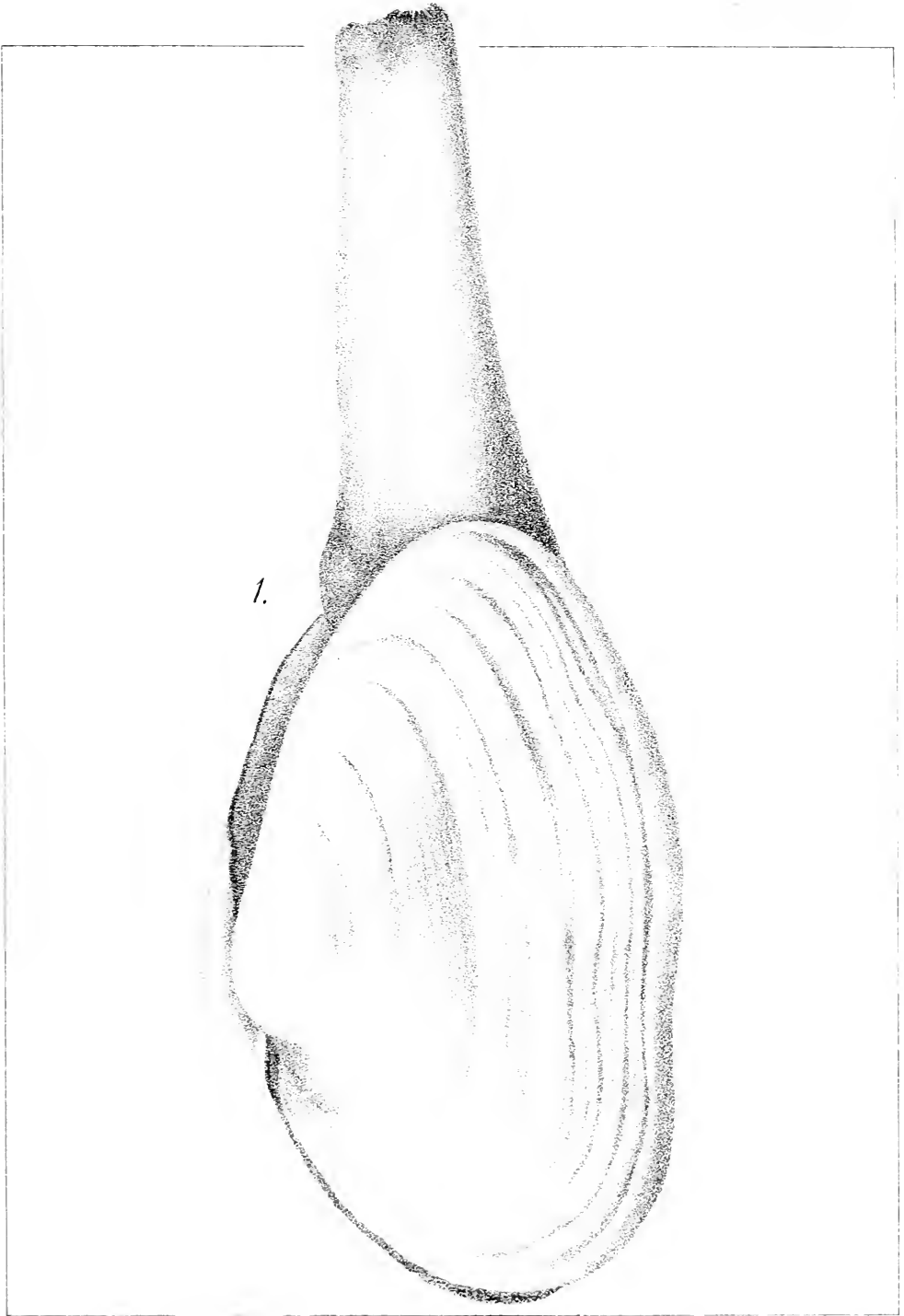
- FIG. 3. Ditto with left valve of shell raised backward. Shows inside of left shell and outside of left mantle fold. Foot and siphons retracted.
- FIG. 4. *Mya arenaria*, with mantle split from base of siphons ventro-medially to above anterior end and left half raised upward, to show contents of branchial cavity.

PLATE IV.

- FIG. 5. *Mya arenaria*. Natural size. Left shell, mantle, siphon walls and gills taken off. Also left walls of kidney, pericardium, and abdomen removed, and the contents of the latter dissected down to the intestine and crystalline style, to show their course.

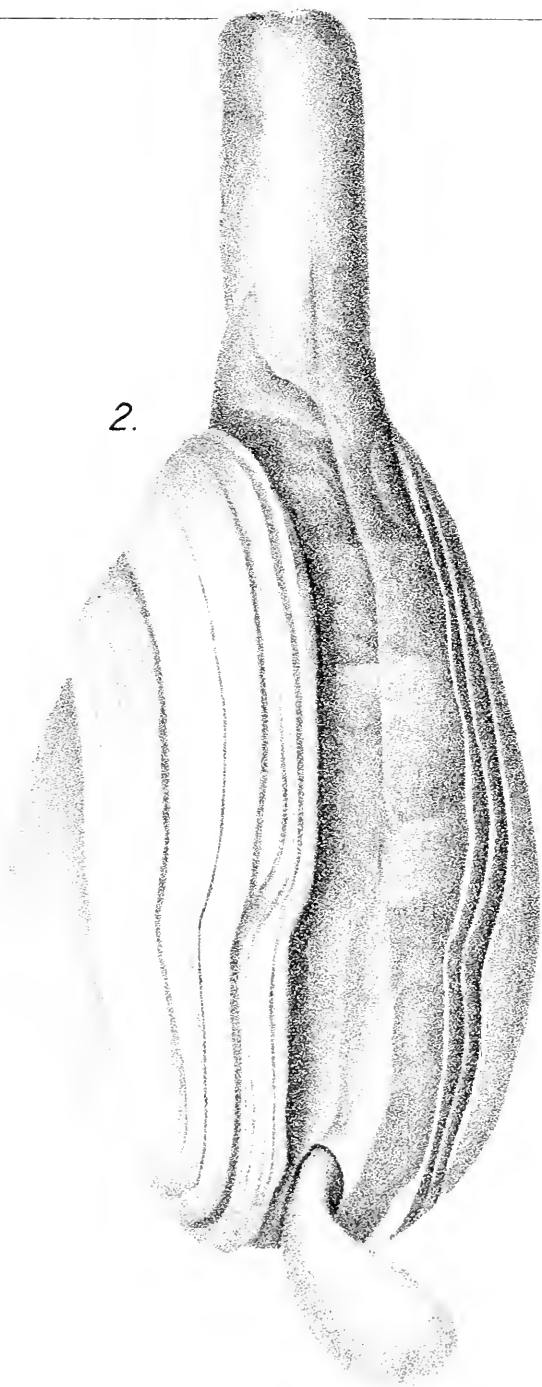
F S—foot-slit, through mantle.	Mo—mouth.
F—foot.	CG—cerebral ganglion.
P G—pedal ganglion.	St—stomach.
C S—crystalline style.	L—liver.
I—intestine.	PG—position of pericardial gland.
G G—genital gland.	P—pericardium.
Ab—abdomen.	U—umbo.
BC—branchial cavity.	V—ventricle.
B—branchiae, right side.	K—kidney.
RS—retractor muscle of siphons, showing through the right wall of the mantle.	VG—visceral ganglion.
M—mantle, split ventral wall.	PA—posterior adductor muscle.
S—shell.	A—anus.
VS—ventral siphon.	PS—partition between siphons.
	DS—dorsal siphon.
	AA—anterior adductor muscle.

- FIG. 6. *Nervous System* of *Mya arenaria*, from Rawitz, reduced.
- FIG. 7. *Ovum* and *Spermatozoon* of *Modiola modiolus*, highly magnified.
- FIG. 8. *Larva* of *Mya arenaria*, showing shells, velum with cilia, &c., from Mead, magnified.
- FIG. 9. Plant-food of clam. The first three are *Diatoms*, the second three different aspects of *filamentous algae*, the crescent shaped one is a *desmid*, and the spherical one the *egg* of *Fucus*. Highly magnified. These illustrate only a few of the commonest forms from the intestine of the clam.
- FIG. 10. "*Clam Hoe*," reduced.



1.

2.

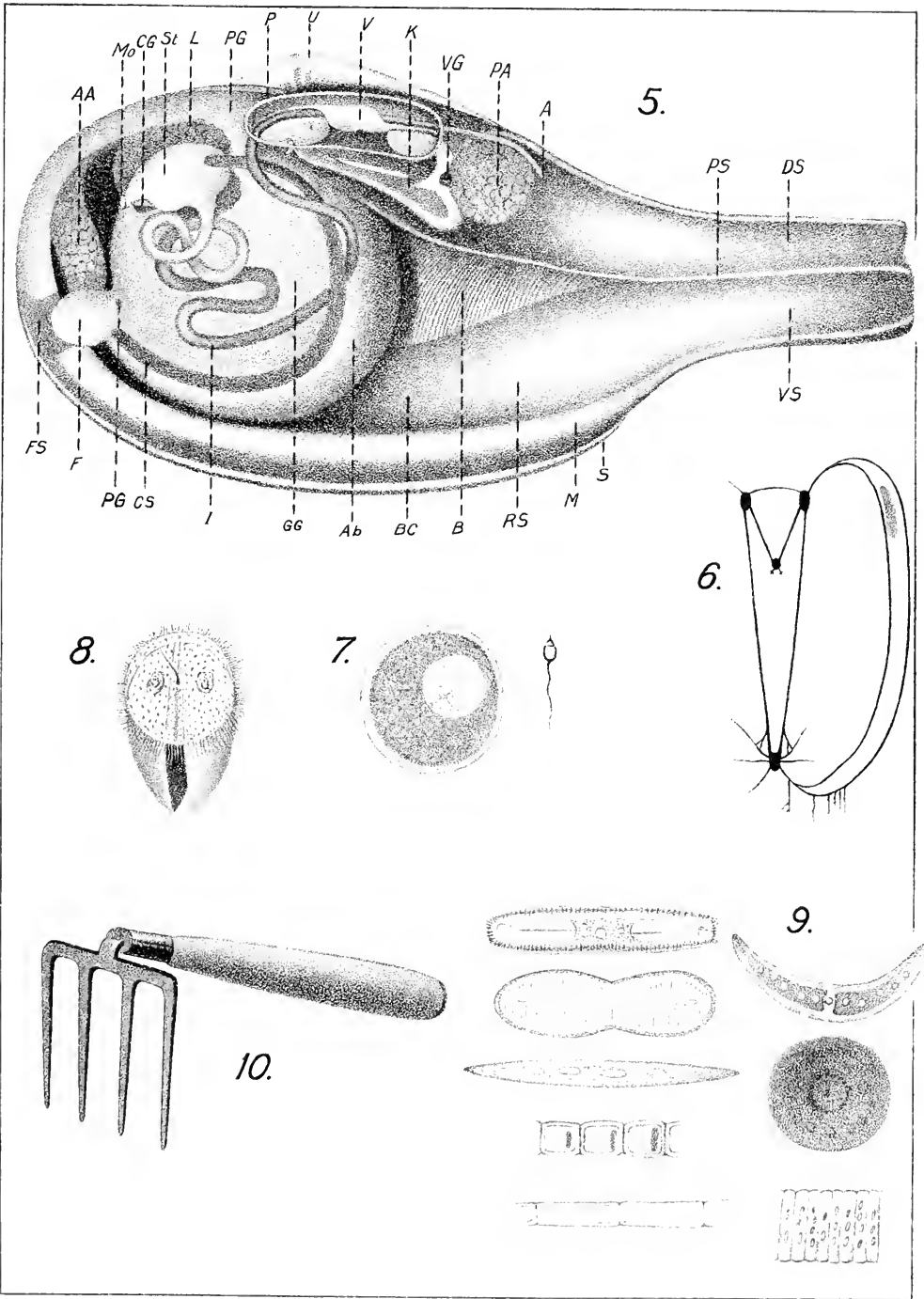




3.



4.



IV

REPORT ON THE FLORA OF ST. ANDREWS, N.B.

BY PROFESSOR JAMES FOWLER, LL. D., QUEEN'S UNIVERSITY,
KINGSTON.

INTRODUCTORY NOTES.

On June 9, 1900, the writer arrived at the Biological Laboratory, at St. Andrews, and devoted his time till August 18, to the study of the flora in the neighbourhood, and to the collection of herbarium specimens. The special object of his visit was to collect and study the marine algæ that might be found in that part of the Bay of Fundy. At the time of his arrival the retreating tide had left the rugged shore bare for a considerable distance, and the rocks, covered with a dense growth of rock-weed (*Fucus*) presented an attractive field for exploration. After spending a couple of days among the slippery rocks and mud, he discovered that very few species of algæ could be secured, and only those of the most hardy species. The rugged character of the shores, formed by the waves and tides from the red sandstone in some localities, and from volcanic rock in others, renders it impossible to travel along the beach any considerable distance in search of specimens. The aid of a boat is indispensable to the collector who wishes to extend his researches beyond the immediate neighbourhood of the station; but unfortunately the writer was precluded from more extended investigations. Disappointed at the small number of species where the prospects seemed so bright, he endeavoured to discover the reasons of their paucity, and is of the opinion that the following facts explain the phenomenon:—

1. The great tides of the Bay of Fundy produce currents which sweep away all plants not firmly anchored to the rocks. The fucaceæ, possessed of tough and flexible stems, and attached to the rocks by holdfasts that cannot be separated from them by any force tugging at the stems and branches, are naturally adapted to resist the action of waves and currents, while other more delicate species are swept away and carried out to sea or thrown up on the rocky shores.

2. At low water, a large extent of shore is left bare, and the algæ attached to the rocks are exposed for several hours every day to the warm winds and drying power of the summer sun. All plants unable to endure this ordeal must give place to the hardier species. The delicate forms that inhabit the pools or marshy shores are consequently unknown.

3. The great rise and fall of the tides stir up the waters of the bay to a great depth and as no broad areas of sand are exposed to the sun's rays to absorb heat and impart it to the waters that cover them at the return of the tide, these waters are always cold. Hence only algæ capable of flourishing in the cold waters are adapted to these rugged shores.

The combination of these factors constitutes an environment which is fatal to all but the most hardy species of littoral algæ. All delicate forms must betake themselves to retired creeks and sheltered inlets where many of them may doubtless be found; but they can only be reached by the collector who is fortunate enough to enjoy the advantage of appropriate transit by water.

Having failed, owing to the causes mentioned above, and the lack of necessary facilities for identifying species, to secure the number of marine plants anticipated, the

collector immediately turned to the streets and fields of the town and its neighbourhood which promised a more abundant harvest. During the early half of the century St. Andrews was distinguished for its great commercial activity, especially in its export of lumber. The long line of wharfs and the numerous warehouses, now falling into ruins, along the front of the town, are monuments of a prosperity which has now completely passed away with the destruction of the forests upon which it depended. Some of the streets as well as the wharfs are now almost deserted, and furnish favourable conditions for the growth and propagation of the foreign weeds and plants imported in earlier days. Many gardens and fields have been abandoned by their owners and are now rich collecting grounds for the botanist. Plants that once ornamented the grounds of wealthy merchants or prosperous farmers, have spread to the roadside and fields, or abound on the sidewalks along the deserted streets. A large area near the town, which once constituted the town park, with its winding paths, its artificial lake and its pleasant flower beds and grass plots, is now a perfect paradise for the botanist.

The writer can recall no locality he has ever visited where such a large number of foreign plants can be found in such a limited area. At the time of his arrival the early blooming plants had shed their flowers. The forest trees and native shrubs had passed the flowering season—had assumed their summer appearance and were now ripening their fruits. The winds were scattering the seeds of the poplars and willows over the neighbourhood where they grew. But though the spring flowers had disappeared the streets and fields were gay with the blossoms of foreign plants. Every rising sun was welcomed with a fresh display of floral beauty.

For several weeks *Ranunculus repens*, L., whether native or introduced, displayed its large yellow flowers abundantly in the ditches along the streets and in the damp grounds; and the common Buttercup (*Ranunculus acris*, L.) adorned the higher grounds. The Wild Mustard (*Brassica arvensis*, L.) has pushed its way successfully out into the open country and many fields were brilliant with its yellow petals. Two other species (*Brassica nigra*, Koch. and *B. campestris*, L.) occupied more limited areas, but added to the general display. Another member of the Cruciferous family (*Lepidium ruderalis*, L.) found a congenial home on the decaying wharfs. Among the introduced forms, which have secured a permanent home for themselves, few have become more conspicuous than the yellow clover (*Trifolium procumbens*, L.) It has spread over roads and railroad tracks in different localities to the almost total exclusion of the other species. It must, however, yield the palm to the Caraway (*Carum carui*, L.) which has not only invaded the town but has overrun the entire country for miles around. If the seeds were collected a sufficient quantity would be obtained to supply the demands of the province, perhaps of the Dominion. Of thirty-two species of Composite collected, twenty have been introduced from foreign lands. The less frequented streets were brilliant during the month of June with Dandelions of which two species occur (*Taraxacum taraxacum*, Karst. and *T. erythrospermum*, Andr z). The latter must be rare as the writer has never noticed it elsewhere. One of the most interesting members of this family is the *Hieracium aurantiacum*, L., which is exceedingly abundant near the laboratory, but has not spread into the fields. *Leontodon autumnalis*, L., meets the eye everywhere, and *Tragopogon pratensis* is common in deserted gardens and fields. The Blue-bell family (Campanulaceae) is represented by large numbers of *Campanula rapunculoides*, L., whose long racemes of blue flowers with corollas an inch in length are very conspicuous on the sidewalks and along the garden fences.

Of the native plants in the immediate neighbourhood of the laboratory in the months of June and July the following species are most likely to attract the attention of the visitor from the west:—

Viola primulaefolia, L.
Viola lanceolata, L.
Potentilla tridentata, Ait.
Potentilla anserina, L.
Rosa humilis lucida, Ehrh.
Drosera rotundifolia, L.
Aster tardiflorus, L.
Antennaria neodioica, Greene.

Rhodora Canadensis, L.
Euphrasia Americana.
Rhnanthus Crista-Galli, L.
Carex Goodenovii, J. Gay.
Carex maritima, Muller.
Poa flava, L.
Festuca ovina duriuscula, L.
Botrychium simplex, Hitchcock.

SESSIONAL PAPER No. 22a

The following probably mark the sites of former gardens:—

Tilia Europaea, L.	Sedum acre, L.
Geranium pratense, L.	Diervilla florida, Sieb. & Zucc.
Æsculus hippocastanum, L.	Centaurea nigra, L.
Acer platanoides, L.	Syringa vulgaris, L.
Acer pseudo-platanus, L.	Leptandra Virginica, Nutt.
Robinia pseudacacia, L.	Euphorbia Cyparissias, L.
Caragana arborescens, Lam.	Ulmus campestris, L.
Spiraea sorbifolia, L.	Larix Europaea, D.C.
Spiraea ulmaria, L.	Hemerocallis fulva, L.
Crataegus oxyacantha, L.	Lysimachia nummularia, L.
Philadelphus coronarius, L.	

BOTANICAL LIST.

List of plants collected at St. Andrews, N.B., between June 9 and August 18, 1900.

NOTE—The Nomenclature follows that of Brown & Britton, *Illustrated Flora*.

ORDER I. RANUNCULACEÆ.

Genera.	Spec.		Genera.	Spec.
1	1	Thalictrum polygamum, Muhl.	3	4
2	2	Ranunculus repens, L.	4	5
	3	Ranunculus acris, L.	5	6
				Oxygraphis Cymbalaria, Prantl.
				Coptis trifolia, Salisb.
				Actaea rubra, Willd.

ORDER II. NYMPHÆACEÆ.

6	7	Castalia odorata, Woody.	7	8	Nymphaea advena, Soland.
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ORDER III. CRUCIFERÆ.

8	9	Barbarea barbarea, MacM.	11	14	Bursa bursa-pastoris, Britton.
9	10	Erysimum cheiranthoides, L.	12	15	Lepidium ruderale, L.
10	11	Brassica arvensis, L.	13	16	Cakile edentula, Hook.
	12	Brassica nigra, Ksch.	14	17	Raphanus raphanistrum, L.
	13	Brassica campestris, L.			

ORDER IV. VIOLACEÆ.

15	18	Viola obliqua, Hill.	20	Viola primulaefolia, L.
	19	Viola blanda, Willd.	21	Viola lanceolata, L.

ORDER V. CARYOPHYLLACEÆ.

16	22	Moehringia lateriflora, L.	18	27	Cerastium vulgatum, L.
17	23	Alsine media, L.	19	28	Sagina procumbens, L.
	24	Alsine longifolia, Britton.	20	29	Tissa rubra, Britton.
	25	Alsine graminea, Britton.		30	Tissa Canadensis, Britton.
	26	Alsine humifusa, Britton.	21	31	Spegula arvensis, L.

ORDER VI. HYPERICACEÆ.

22	32	Hypericum perforatum, L.	34	Hypericum Canadense, L.
	33	Hypericum mutilum, L.		

ORDER VII. TILIACEÆ.

23	35	Tilia Americana, L.	36	Tilia Europaea, L.
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ORDER VIII. GERANIACEÆ.

Genera.	Species.	Genera.	Species.
24	37	36	Oxalis stricta, L.
25	38	40	Impatiens biflora, Walt.
			Geranium pratense, L.
			Oxalis acetosella, L.

ORDER IX. ILLICINEÆ.

27	41	Hex verticillata, Gray.
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ORDER X. SAPINDACEÆ.

28	42	Esculus Hippocastanum, L.	44	Acer platanoides, L.
29	43	Acer spicatum, Lam.	45	Acer pseudo-platanus, L.

ORDER XI. LEGUMINOSÆ.

30	46	Trifolium pratense, L.	33	52	Robinia pseudacacia, L.
	47	Trifolium repens, L.	34	53	Vicia cracca, L.
	48	Trifolium procumbens, L.	35	54	Lathyrus maritimus, Bigel.
31	49	Melilotus officinalis, Willd.		55	Lathyrus palustris, L.
	50	Melilotus alba, Lam.	36	56	Caragana arborescens, Lam.
32	51	Medicago lupulina, L.			

ORDER XII. ROSACEÆ.

37	57	Prunus virginiana, L.	68	Potentilla argentea, L.	
38	58	Spiraea salicifolia, L.	69	Potentilla tridentata, Ait.	
	59	Spiraea tomentosa, L.	70	Potentilla anserina, L.	
	60	Spiraea sorbifolia, L.	71	Potentilla Canadensis, L.	
	61	Spiraea ulmaria, L.	43	72	Comarum palustre, L.
39	62	Rubus Americanus, Britton.	44	73	Rosa humilis lucida, Best.
	63	Rubus strigosus, Miche.	45	74	Crataegus oxyacantha, L.
	64	Rubus villosus frondosus, Bigel.	46	75	Aronia nigra, Britton.
40	65	Geum strictum, Ait.	47	76	Sorbus Americana, Marsh.
41	66	Fragaria virginiana, Mill.		77	Sorbus sambucifolia, Roem.
42	67	Potentilla norvegica, L.			

ORDER XIII.—SAXIFRAGACEÆ.

48	78	Philadelphus coronarius, L.	49	79	Ribes oxyacanthoides, L.
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ORDER XIV.—CRASSULACEÆ.

50	80	Sedum acre, L.
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ORDER XV.—DROSERACEÆ.

51	81	Drosera rotundifolia, L.
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ORDER XVI.—HALORAGACEÆ.

52	82	Callitriche palustris, L.
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ORDER XVII.—ONAGRACEÆ.

53	83	Chamaenerion angustifolium, Scop.	55	87	Onagra biennis, Scop.
54	84	Epilobium lineare, Muhl.	56	88	Kneiffia pumila, Spach.
	85	Epilobium coloratum, Muhl.	57	89	Circea alpina, L.
	86	Epilobium adenocaulon, Haussk.			

SESSIONAL PAPER No. 22a

ORDER XVIII.—UMBIFELLIFERÆ.

Genera.	Species.	Genera.	Species.
58	90	60	92
59	91	61	93

Carum carui, L.
Cicuta bulbifera, L.

Hydrocotyle Americana, L.
Ligusticum Scoticum, L.

ORDER XIX.—ARALIACEÆ.

62	94	95

Aralia hispida, Vent.

Aralia nudicaulis, L.

ORDER XX.—CORNACEÆ.

63	96

Cornus Canadensis, L.

ORDER XXI.—CAPRIFOLIACEÆ.

64	97	66	99
65	98	100	

Viburnum cassinoides, L.
Linnaea borealis, L.

Diervilla Diervilla, MacM.
Diervilla florida, Sieb. & Zucc.

ORDER XXII.—RUBIACEÆ.

67	101

Houstonia coerulea, L.

ORDER XXIII.—COMPOSITÆ.

68	102	72	110
69	103	73	111
	104	74	112
	105	75	113
	106	76	114
70	107	77	115
71	108	78	116
	109	79	117
80	118	88	126
81	119	89	127
82	120	90	128
83	121	91	129
84	122	92	130
85	123		131
86	124		132
87	125		133

Eupatorium perfoliatum, L.
Solidago puberula, Nutt.
Solidago juncea, Ait.
Solidago rugosa, Mill.
Solidago Canadensis, L.
Euthamia graminifolia, Nutt.
Aster tardiflorus, L.
Aster lateriflorus, Britton.
Achilea millefolium, L.
Chrysanthemum leucanthemum, L.
Artemisia vulgaris, L.
Senecio vulgaris, L.
Antennaria neodioica, Greene.
Arctium minus, Sehk.
Carduus arvensis, Robs.
Centaurea nigra, L.

Doellingeria umbellata, Nees.
Leptilon Canadense, Britton.
Erigeron ramosus, B. S. P.
Anaphalis margaritacea, Benth. & Hook.
Gnaphalium uliginosum, L.
Ambrosia artemisiifolia, L.
Rudbeckia hirta, L.
Anthemis cotula, D. C.
Tragopogon pratensis, L.
Leontodon autumnalis, L.
Hieracium aurantiacum, L.
Taraxacum taraxacum, Karst.
Taraxacum erythrospermum, Audr.
Sonchus oleraceus, L.
Sonchus asper, Vill.
Sonchus arvensis, L.

ORDER XXIV. LOBELIACEÆ.

93	134	138

Lobelia inflata, L.

Lobelia Dortmanna, L.

ORDER XXV. CAMPANULACEÆ.

94	136	137

Campanula rapunculoides, L.

Campanula rotundifolia, L.

ORDER XXVI. ERICACEÆ.

95	138	98	143
	139	99	144
	140	100	145
96	141	101	146
97	142		

Vaccinium Pennsylvanicum, Lam.
Vaccinium Canadense, Richards.
Vaccinium vitis-idaea, L.
Oxycoccus macrocarpus, Pers.
Kalmia angustifolia, L.

Rhodora Canadensis, L.
Ledum Greenlandicum, Oeder.
Pyrola elliptica, Nutt.
Monotropa uniflora, L.

ORDER XXVII. PLUMBAGINACEÆ.

102	147

Limonium Carolinianum, Britton.

ORDER XXVIII. PRIMULACEÆ.

103	148	150
104	149	105

Trientalis Americana, Pursh.
Lysimachia terrestris, B.S.P.

Lysimachia nummularia, L.
Glaux maritima, L.

ORDER XXIX. OLEACEÆ.

106	152	107	153

Fraxinus nigra, Marsh.

Syringa Persica, L.

ORDER XXX. GENTIANACEÆ.

Genera	Species.	Genera.	Species.
108	154	<i>Menyanthes</i>	<i>trifoliata</i> , L.

ORDER XXXI. BORAGINACEÆ.

109	155	<i>Myosotis</i>	<i>arvensis</i> , Hoffm.	111	157	<i>Pneumaria</i>	<i>maritima</i> , Hill.
110	156	<i>Lappula</i>	<i>Lappula</i> , Karst.				

ORDER XXXII. CONVULVULACEÆ.

112	158	<i>Convolvulus</i>	<i>sepium</i> , L.
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ORDER XXXIII. SCROPHULARIACEÆ.

113	159	<i>Linaria</i>	<i>linaria</i> , Karst.	116	162	<i>Veronica</i>	<i>scutellat</i> , L.
114	160	<i>Chelone</i>	<i>glabra</i> , L.	117	163	<i>Euphrasia</i>	<i>Americana</i> , Wettst.
115	161	<i>Leptandra</i>	<i>Virginica</i> , Nutt.	118	164	<i>Rhinanthus</i>	<i>Crista-Galli</i> , L.

ORDER XXXIV. LABIATE.

119	165	<i>Mentha</i>	<i>sativa</i> , L.	122	169	<i>Prunella</i>	<i>vulgaris</i> , L.
	166	<i>Mentha</i>	<i>Canadensis</i> , L.	123	170	<i>Galeopsis</i>	<i>tetrahit</i> , L.
120	167	<i>Lycopus</i>	<i>Americanus</i> , Muhl.	124	171	<i>Stachys</i>	<i>palustris</i> , L.
121	168	<i>Scutellaria</i>	<i>galericulata</i> , L.	125	172	<i>Glecoma</i>	<i>hederacea</i> , L.

ORDER XXXV. PLANTAGENACEÆ.

126	173	<i>Plantago</i>	<i>major</i> , L.	174	<i>Plantago</i>	<i>maritima</i> , L.
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ORDER XXXVI. CHENOPODIACEÆ.

127	175	<i>Atriplex</i>	<i>hastata</i> , L.	129	177	<i>Dondia</i>	<i>Americana</i> , Britton.
128	176	<i>Salicornia</i>	<i>herbacea</i> , L.				

ORDER XXXVII. POLYGONACEÆ.

130	178	<i>Rumex</i>	<i>Brittanica</i> , L.	182	<i>Polygonum</i>	<i>Persicaria</i> , L.
	179	<i>Rumex</i>	<i>acetosella</i> , L.	183	<i>Polygonum</i>	<i>sagittatum</i> , L.
131	180	<i>Polygonum</i>	<i>aviculare</i> , L.	184	<i>Polygonum</i>	<i>convolvulus</i> , L.
	181	<i>Polygonum</i>	<i>erectum</i> , L.			

ORDER XXXVIII. EUPHORBACEÆ.

132	185	<i>Euphorbia</i>	<i>Cyparissias</i> , L.
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ORDER XXXIX. URTICACEÆ.

133	186	<i>Ulmus</i>	<i>campestris</i> , L.
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ORDER XL. MYRICACEÆ.

134	187	<i>Myrica</i>	<i>gale</i> , L.
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ORDER XLI. CUPULIFERÆ.

135	188	<i>Betula</i>	<i>lutea</i> , L.	136	190	<i>Alnus</i>	<i>alnobetula</i> , Koch
	189	<i>Betula</i>	<i>populifolia</i> , Ait.		191	<i>Alnus</i>	<i>incana</i> , Willd.

ORDER XLII. SALICACEÆ.

137	192	<i>Salix</i>	<i>lucida</i> , Muhl.	194	<i>Salix</i>	<i>balsamifera</i> , Barratt.
	193	<i>Salix</i>	<i>Bebbiana</i> , Sarg.			

ORDER XLIII. CONIFERÆ.

138	195	<i>Larix</i>	<i>laricina</i> , Koch.	140	198	<i>Juniperus</i>	<i>nana</i> , Willd.
	196	<i>Larix</i>	<i>Europæa</i> , DC.		199	<i>Juniperus</i>	<i>Sabina</i> , L.
139	197	<i>Thuja</i>	<i>occidentalis</i> , L.				

SESSIONAL PAPER No. 22a

ORDER XLIV. ORCHIDACEÆ.

Genera.	Species.	Genera.	Species.		
141	200	Achroanthus	unifolia, Raf.		
142	201	Leptorchis	Loeselii, MacM.		
143	202	Corallorhiza	multiflora, Nutt.		
		144	203	Gyrostachys	Romanzoffiana, MacM.
		145	204	Pogonia	ophioglossoides, Nutt.
		146	205	Habenaria	hyperborea, R. Br.

ORDER XLV. IRIDACEÆ.

147	206	Iris	versicolor, L.	148	207	Sisyrinchium	angustifolium, Mill.
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ORDER XLVI. LILIACEÆ.

149	208	Hemerocallis	fulva, L.	151	210	Unifolium	Canadense, Greene.
150	209	Vagnea	stellata, Morong.	152	211	Steptopus	roseus, Michx.

ORDER XLVII. JUNCACEÆ.

153	212	Juncus	effusus, L.	216	Juncus	articulatus, L.	
	213	Juncus	Balticus, Willd.	217	Juncus	Canadensis brevicaudatus, Engelm.	
	214	Juncus	Gerardi, Loisel.	154	218	Juncoides	campestre, Kuntze.
	215	Juncus	bafonius, L.				

ORDER XLVIII. TYPHACEÆ.

155	219	Typha	latifolia, L.
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ORDER XLIX. ALISMACEÆ.

156	220	Sagittaria	latifolia, Willd.
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ORDER L. NAIADACEÆ.

157	221	Triglochin	maritima, L.	159	223	Zostera	marina, L.
158	222	Potamogeton	Nuttallii, Cham. & Sch.				

ORDER LI. CYPERACEÆ.

160	224	Eleocharis	ovata, R. Br.	239	Carex	Goodenovii, J. Gay.
	225	Eleocharis	palustris glaucescens, Gray.	240	Carex	intumescens, Rudge.
	226	Eleocharis	tenuis, Schutes.	241	Carex	hirsuta, Wabl.
161	227	Scirpus	microcarpus, Presl.	242	Carex	maritima, Muller.
	228	Scirpus	atrovirens, Muhl.	243	Carex	Novae-Augliae, Schwein.
	229	Scirpus	fluvialis, Gray.	244	Carex	pallidescens, L.
	230	Scirpus	cyperinus, L.	245	Carex	pedicellata, Britton.
	231	Scirpus	Americanus, Pers.	246	Carex	scoaria, Schk.
162	232	Eriophorum	Virginicum, L.	247	Carex	sterilis, Willd.
163	233	Carex	arctata, Boott.	248	Carex	sterilis cephalantha, Bailey.
	234	Carex	aurea, Nutt.	249	Carex	stipata, Muhl.
	235	Carex	brunnescens gracilior, Britton.	250	Carex	tenera, Dewev.
	236	Carex	canescens, L.	251	Carex	tenuis, Rudge.
	237	Carex	crinita, Lam.	252	Carex	retrota, Schwein.
	238	Carex	flava, L.	253	Carex	viridula, Michx.

ORDER LII.—GRAMINEÆ.

164	254	Spartina	cynosuroides, Willd.	267	Poa	pratensis, L.	
	255	Spartina	patens, Muhl.	268	Poa	trivialis, L.	
	256	Spartina	stricta maritima, Scrib.	172	269	Panicularia	Canadensis, Kuntze.
165	257	Panicum	implicatum, Scrib.	270	Panicularia	nervata, Kuntze.	
166	259	Anthoxanthum	odoratum, L.	271	Panicularia	Americana, MacM.	
167	260	Phleum	pratense, L.	173	272	Puccinella	maritima, Parl.
168	261	Alopecurus	geniculatus, L.	174	273	Dactylis	glomerata, L.
169	262	Agrostis	alba, L.	175	274	Festuca	ovina durinseula, L.
	263	Agrostis	lyemalis, B.S.P.	275	Festuca	clatior, L.	
170	264	Danthonia	spicata, Beauv.	176	276	Agropyron	repens, L.
171	265	Poa	compressa, L.	177	277	Hordeum	jubatum, L.
	266	Poa	flava, L.	178	278	Elymus	arenarius, L.

ORDER LIII.—EQUISETACEÆ.

179	279	Equisetum	arvense, L.	280	Equisetum	sylvaticum, L.
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ORDER LIV.—FILICES.

Genera.	Species.		Genera.	Species.	
180	281	<i>Polypodium vulgare</i> , L.	288	<i>Dryopteris cristata</i> , Gray.	
181	282	<i>Pteris aquilina</i> , L.	289	<i>Dryopteris acrostichoides</i> , Sw.	
182	283	<i>Asplenium filix-foemina</i> , Bernh.	185	290	<i>Onoclea sensibilis</i> , L.
183	284	<i>Phegopteris Phegopteris</i> , Underw.	186	291	<i>Woodsia ilvensis</i> , R. Br.
	285	<i>Phegopteris dryopteris</i> , Fee.	187	292	<i>Dicksonia punctilobula</i> , Gray.
184	286	<i>Dryopteris spinulosa intermedia</i> , Und.	188	293	<i>Osmunda Claytoniana</i> , L.
	287	<i>Dryopteris spinulosa dilatata</i> , Underw.		294	<i>Osmunda cinnamomea</i> , L.

ORDER LV.—OPHIOGLOSSACEÆ.

189	295	<i>Botrychium simplex</i> , Hitch.	296	<i>Botrychium ternatum</i> , Sw.
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ORDER LVI.—LYCOPODIACEÆ.

190	297	<i>Lycopodium lucidulum</i> , Michx.	299	<i>Lycopodium complanatum</i> , L.
	298	<i>Lycopodium obscurum</i> , L.		

MUSCI.

ORDER LVII.—SPHAGNACEÆ.

191	300	<i>Sphagnum acutifolium</i> , Ehrh.	301	<i>Sphagnum cyrtabifolium</i> , Ehrh.
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ORDER LVIII.—BRYACEÆ.

192	302	<i>Leucobryum glaucum</i> , L.	307	<i>Polytrichum juniperinum</i> , Willd.	
193	302	<i>Ceratodon purpureus</i> , L.	196	308	<i>Weberia nutans</i> (Schreb.) Hedw.
194	303	<i>Ulota crispa</i> , Brid.	197	309	<i>Pylaisia Schimperii</i> , Card.
	304	<i>Ulota crispula</i> , Brid.	198	310	<i>Aulacomnium palustre</i> , Schwaegr.
	305	<i>Ulota Ludwigii</i> , Brid.	199	311	<i>Hypnum uncinatum</i> , Hedw.
195	306	<i>Polytrichum commune</i> , L.			

ORDER LIX.—JUNGERMANNIACEÆ.

200	312	<i>Ptilidium ciliare</i> , Nees.
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LICHENES.

201	313	<i>Alectoria jubata</i> , L.	205	317	<i>Peltigera aphthosa</i> , Hoffm.
202	314	<i>Usnea barbata</i> , L.	206	318	<i>Cladonia rangiferina</i> , L.
203	315	<i>Theloschistes parietinus</i> , L.		319	<i>Cladonia cristatella</i> , Tuck.
204	316	<i>Sticta pulmonaria</i> , L.			

ALGÆ.

207	320	<i>Fucus vesiculosus</i> , L.	212	326	<i>Rhodymenia palmata</i> , Grev.
	321	<i>Fucus nodosus</i> , L.	213	327	<i>Porphyra vulgaris</i> , Ag.
208	322	<i>Laminaria longicurvis</i> , De la Pyl.	214	328	<i>Enteromorpha compressa</i> , Grev.
209	323	<i>Chordaria flagelliformis</i> , Ag.	215	329	<i>Ulva linza</i> , L.
210	324	<i>Polysiphonia fastigiata</i> , Grev.		330	<i>Ulva latissima</i> , L.
211	325	<i>Corallina officinalis</i> , L.	216	331	<i>Gigartina mamillosa</i> , Ag.

Several specimens of Algæ collected in addition to the foregoing have not yet been determined.

V

FOOD OF THE SEA-URCHIN (*Strongylocentrotus dröbachiensis*.)

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The sea-urchin is one of the commonest animals on our Atlantic coast where great numbers are found in all suitable places. They prefer a gravelly or rocky bottom and are rarely found on mud or coarse sand. Just below the low tide mark on a gravelly beach, or better on a beach of medium-sized stones separated by patches of sand, the sea-urchins are exceedingly numerous. Another favourite resort of the sea-urchin is on the sides of bare rocks and reefs, where there are often thousands aggregated together. Many, especially small urchins, are found under stones on the bottoms of tide pools. Urchins frequently attach shells and other débris to themselves and in localities where such materials are abundant are often invisible owing to such a covering. In the deeper waters of Passamaquoddy Bay they are also abundant on suitable bottoms, for the dredge is often filled with them from depths of 12 to 15 fathoms.

The sea-urchin is more or less hemispherical in shape and is covered with movable spines. The spines are green in colour, nearly an inch long and are articulated to the shell or test by a ball and socket joint. The test, which after the removal of the spines has well been likened by Ganong¹ to an old-fashioned smooth doorknob, is made of twenty rows of hexagonal plates closely cemented together. Five double rows of these plates are perforated and alternate with similar imperforate rows. On the external surface of all the plates are little conical elevations which fit into depressions on the base of the spines forming the movable articulations. Scattered among the spines are other shorter appendages which end in minute pinchers (pedicellariæ). These probably assist the animals in grasping small objects.

Within the test among the other organs is the water vascular system. This system is peculiar to the Echinodermata and has the function of forcing water into the tube feet, or of withdrawing it from them. The tube feet, which project through the openings in the perforated plates of the test, are hollow cylinders capable of great extension. Each foot ends in a sucker and thus the animal by attaching its feet is enabled to adhere to different objects. When the water is forced in, the feet may extend away beyond the tips of the spines; but when the water is withdrawn the feet are much the shorter.

The tube feet are the principal means of locomotion, although the animal can move on its spines alone. By extending its feet on one side, attaching the suckers and then pulling, the animal can move in any definite direction along flat surfaces or ascend perpendicular ones. By this method, two sea-urchins, in a tide pool with a smooth rocky bottom, were observed to move six and seven inches respectively in two minutes. This is at the rate of about sixteen yards per hour and indicates that the urchins might move considerable distances during a tide period. Whether the urchins do move at every tide is another question. A few observations lead me to think that they do not move very much, but no experiments were made to decide this point.

The usual position of the animal is with the flat side of the hemisphere towards the ground. The central part of this side is membranous and devoid of spines. The mouth is situated in the centre of this membrane and has the tips of the five teeth projecting from it. Only the tips of the teeth project outside, the remainder along with a complicated apparatus for moving them being beneath the membrane. The œsophagus a longitudinally ribbed tube leads to the intestine, there being no stomach such as is

found in higher animals. The intestine coils completely round the test, turns and then winds back again to end finally in the anus which is situated on the pole of the shell opposite the mouth. The anus is surrounded by a specially modified plate of the test. One of these apical plates is very distinct as it is much larger than the others. This plate is perforated and through its fine pores the water vascular system is brought into communication with the outside.

The food in the digestive tract is surrounded by a mucinous secretion but such secretion is never copious. In the secretion are ferments which resemble those found in the pancreatic juice of mammals in that they act in neutral or alkaline media but not in acid ones. There is a diastatic ferment present which, however, acts slowly on raw starch. There is also a proteolytic ferment present and probably a steatolytic one but the tests for the latter were not conclusive. The ferments present retain their hydrolytic activity through a long range of temperatures being active from near the freezing point to 55° C.

In the investigation of the food the contents of the digestive tracts of more than 300 urchins were examined. Most of these were from the littoral fauna in the immediate neighbourhood of St. Andrews, N.B., but some were obtained from L'Etang Harbour and others from Deer, Indian and Dochet Islands. Besides these collected in shallow water others were obtained by the dredge from different parts at different depths of Passamaquoddy Bay. In the case of the littoral ones the procedure was to go at low water, carefully note the surroundings of the urchins, break through the test and examine the contents of their digestive tracts. Specimens were taken from each locality and the contents of their alimentary canal submitted to microscopical examination. Urchins were also kept in clean vessels and in this manner their excrements obtained. Dredged specimens were examined in a similar manner. An idea of their surroundings was obtained from the character of the remaining contents of the dredge.

The food, judged by the substances in their digestive tracts, varies with the local conditions under which the animals live. Such conditions were carefully studied in the case of the littoral urchins which are the ones the fishermen accuse of destroying the seaweed. It was found that the entire character of the food might change within a very short distance. In all cases where the urchins lived in close proximity to the large fucoid or laminarian seaweeds, there was practically nothing but pieces of such seaweed in their digestive tracts. The seaweed had been bitten in pieces a millimetre or two long, and had been changed from the ordinary brown to a green colour owing to the dissolution of its brown colouring matter. Urchins in these localities were frequently found with pieces of seaweed in their mouths. In cases where the urchins lived at a distance from the large seaweeds or where these were scarce, the digestive tracts contained little globular masses of sand. On breaking one of these masses and examining it under the microscope, the remains of the great variety of minute organisms which are common on the bottom, or which may be scraped from seemingly bare rocks are observed among the sand grains. The great bulk of these remains are those of microscopic plants belonging chiefly to the Diatomaceæ but other minute Alge are also common. The animals found in these masses are chiefly Radiolaria and other Protozoa, but occasionally other minute animals, including larvæ, are noticed. In a few cases carrion was observed in the alimentary canal. Dead animals placed in the water are soon covered with urchins which rapidly devour them. In lobster traps it is common to find considerable numbers of urchins which are attracted, no doubt, by the dead animal matter used as bait. Although carrion is soon found and devoured by the urchins it cannot be considered one of their ordinary foods because its supply is erratic and uncertain.

An examination of the excrements of the animal confirmed what was observed in the intestinal canal. When the urchins were obtained near seaweed, the excrements were small pieces of seaweed which did not seem greatly altered by their passage through the intestinal canal, except in their colour. When the urchins came from localities remote from seaweed, the excrements were the small globular masses such as are observed in the alimentary tract. In tide pools where sea-urchins are abundant, the bottom is frequently covered with a layer of the castings of these animals.

The sea-urchin has thus two principal foods which we may call seaweed and surface sand. The seaweed is cut into little pieces, whilst the sand with all the minute organisms

SESSIONAL PAPER No. 22a

it contains is formed into little masses—the mucinous secretion of the digestive tract holding the grains together. It is usual to find both of these foods in the alimentary canal of our urchins, although one of them may be so abundant that the quantity of the other is insignificant. As stated, when the urchins live in proximity to the large seaweeds, it is usual to find seaweed almost exclusively in their intestines. It is not uncommon, however, to find a little surface sand, and in a few cases this may form a considerable part of the total content. Thus from one locality where seaweed was abundant, forty-five urchins were taken and examined. In twenty of these there was nothing but seaweed; in twenty-two others there was over 95 per cent of seaweed and less than five per cent of surface sand. In the remaining three the percentage of surface sand was somewhat larger. Where the large seaweeds are not abundant, yet not scarce, the urchins usually had about equal quantities of seaweed and surface sand in their digestive tracts. Sometimes, however, urchins were found with practically all seaweed or all surface sand in their intestines. Even in cases where the urchins were some distance from the large seaweed, one was occasionally found which had eaten a considerable amount of seaweed. Such seaweed is, I think, carried to the urchins by the tides after the waves have torn it from the rocks. In only a few cases was seaweed observed in the intestines of the urchins which had been dredged in the deeper waters of the bay. In their case, as in the case of urchins living on rocks devoid of seaweed, the digestive tract contained chiefly the globular masses of surface sand. Thus there is no doubt that the sea-urchin is, in chief, a vegetarian, although it does eat carrion at every opportunity.

These observations agree with what is known concerning the food of sea-urchins on the British coast. Sea-urchins have long been known to eat seaweed, for in 1838 Sharpey² observed the two kinds of food, but considered the surface sand merely as the excrements. He says 'The Echini (sea-urchins) are generally believed to feed on mollusca and crustacea, and in corroboration of this, Tiedemann states that he has found in the *Echinus saxatilis* small univalve and bivalve shells entire among the excrements, besides fragments of larger ones. Blainville, on the other hand, could never find anything else than sand in the alimentary canal, and he remarks that the general opinion as to the carnivorous habits of the sea-urchin is probably more of an inference from the structure of the teeth and jaws than the results of observations: he, however, adds that M. Bosc had witnessed an echinus in the act of seizing and devouring a small crustaceous animal. In the intestine of the *E. esculentus* we have usually found numerous small portions of seaweed, for the most part encrusted with *Flustra*. The excrements, which are in the form of small round pellets about the size of peppercorns, consist chiefly of sandy matter with fragments of shells, but it would be difficult to say whether these are the remains of digested mollusca or merely a portion of the usual testaceous debris so abundant in sand and mud.' In 1877, F. H. Butler³ wrote, 'The food of the Echinidea consists either of seaweed and small shell-fish and crustaceans, which are conveyed to the mouth by the pedicels, or, as in the case of the edentulous forms, of sand and earth containing nutritive materials.' In 1878, Schmidt⁴ wrote, 'They are exceedingly inactive, and appear to feed only on the seaweeds and tangs and the animals found on them.' Prof. MacBride, of McGill University, I may add, informed me that my observations agree with what he has observed on the British coast.

In the case of the urchins found on the North American coast, no one, so far as I could find, has published a detailed account of their food, or has even observed their two kinds of food. In 1867 Sir William Dawson⁵ published an account of the food of our urchins. His specimens were obtained at Tadoussac, Que., but must have been from a locality remote from the large seaweeds for he found nothing but the surface sand. He writes: 'I found the intestine full of small round pellets, which proved to be made up of the minute confervoid sea-weeds that grow on submerged rocks, mixed with many diatoms and remains of small sponges. It would thus appear that the curious apparatus of jaws and teeth possessed by this creature is used in a kind of browsing or grazing process, by which it scrapes from the submarine rocks the more minute seaweeds which cling to them, and forms these into solid balls, which are swallowed, and in this state passed through the intestinal canal, where they may be found in all stages of digestion. Though the sea-urchin is thus a vegetarian, yet near the fish-

ing stations it may often be seen to feed greedily on the garbage of the fisheries, but I have not known it to attack living animals.' Verrill⁶ among other matters, deals with the food of this animal, but his specimens must have been dredged or taken from a part of the coast devoid of sea-weed for he found, like Sir William Dawson, the surface sand. He says, on page 406: 'The common green sea-urchin, *Strongylocentrotus dröbachiensis*, so very abundant further north, and especially in the Bay of Fundy, where it occurs in abundance at low water mark, and on rocky bottoms at all depths down to 110 fathoms, and off St. George's Bank even down to 450 fathoms, is comparatively rare in this region. It feeds partly on diatoms and other small algae, &c., which it cuts from the rocks with the sharp points of its teeth, but it is also fond of dead fishes, which are soon devoured, bones and all, by it in the Bay of Fundy. In return it is swallowed whole in large quantities by the wolf fish and by other large fishes.' Packard⁷ found sea-weed, but does not mention the surface sand. He says: 'It eats sea-weeds, and is also a scavenger, feeding on dead fish, &c. We have observed great numbers of them assembled in large groups, feeding on fish offal, a few fathoms below the surface, in a harbour on the coast of Labrador, where fishing vessels were anchored.' Although practically all who have investigated the food, have concluded that the urchins are herbivorous, there is, seemingly, among zoologists a general belief that they are carnivorous. This is probably due to the fact that other groups of Echinoderms are undoubtedly carnivorous, and that a dead animal covered with urchins, is of course a very conspicuous object and readily seen.

Admitting that sea-weed is the principal food of the sea-urchin, it is impossible that they could destroy enough of it, in any locality, to appreciably diminish the total quantity unless within a recent period there had been an abnormal increase of urchins in such district. Such an increase would be accounted for either by a decrease in the enemies of the urchins, or by an increase in their food supply. It is known from the observations of the British Fish Commission that sea-urchins are eaten by many large fish, but it is probable that the large fish eat the urchins found in deep water and do not approach those living in shallow water, which are the ones in which we are especially interested. Schiemenz⁸ reports a case of an urchin being attacked and eaten by starfish, but such occurrences are rare. Fishermen report that in winter the urchins are eaten by crows and gulls, but the numbers destroyed in this way must be very small, because the urchins are uncovered only at spring tides. It cannot be an increase in the food supply which has caused an increase—if there really is an increase—in the number of urchins because the sea-weed (their food) is said to be decreasing. Though urchins, as will be shown, have been abundant on our coast for ages, there might be limited areas on which, for some unknown reason, there never have been many urchins. If this is the case and the urchins are now becoming more numerous in such districts, the increase will soon stop, and a balance between them and the sea-weed, such as is found on the remainder of the coast, will soon be established.

There are several reasons which lead me to believe that the sea-urchins will never be able to strip our coast of seaweed, and that if there is a decrease of seaweed in any district we must look for causes other than sea-urchins. In the first place an equilibrium between the sea-urchins and the seaweed must have been established some ages ago, because sea-urchins are among the most numerous of fossil animals and historic records show that they have always been abundant on our Atlantic coast. Thus Champlain mentions that urchins were common on Dohet's Island in 1604. In 1851 Dr. William Stimpson⁹ collected on Grand Manan and describes the life on its shores as follows: 'The shores of Grand Manan are covered, in many parts, with such numbers of sea-urchins, that it is impossible to make a step without crushing one or more of them It would be interesting to ascertain what constitutes the common food of such a multitude of animals. I have seen a barren rock of several rods in extent, covered with Echini, upon which no other animal, nor any plant could be detected, which might serve them for food. I should mention, that when a fish is killed by the fisherman and thrown into the water, it becomes covered with Echini, who soon devour it.' If Dr. Stimpson had examined the intestinal contents of these urchins he would, in all probability, have found globular masses of sand which contained numbers of minute organisms. On page 716 of the report before mentioned, Verrill⁶ describes the sea-urchin as 'Very

SESSIONAL PAPER No. 22a

abundant in the Bay of Fundy, from low water to 109 fathoms, Fossil in the Post-pliocene of Portland, Maine, U.S. ; New Brunswick, Canada ; and Labrador.' These records show that sea-urchins have been abundant on our coast for many years, and if they are such enemies of seaweed, the seaweed would, in all likelihood have disappeared before man came to this continent.

In the next place there are only a few districts in which the seaweed is said to be decreasing. There are now localities where sea-urchins are so numerous that it would be hard to imagine them more abundant—where they are massed in heaps often obscuring the bottom—and yet in these very places seaweed is equally plentiful, great bunches being found in all suitable places. I have seen boulders covered with seaweed, and yet in the interspaces between the boulders the bottom was literally carpeted with urchins whose intestines contained seaweed alone. In case it might be suggested that the seaweed would soon begin to decrease in these localities, it may be remembered that from Dr. Stimpson's description sea-urchins were very abundant on Grand Manan in 1851—a half century ago—and although they have continued to be so until the present time, Grand Manan is not one of those places where seaweed is said to be decreasing.

In the third place, the sea-urchins do not live on exactly the same zone of the beach as the seaweed. The ordinary seaweed is most plentiful between tide-marks, beginning about half-tide and extending a little below the low tide mark. The sea-urchins, however, are not found above the low tide mark and are abundant in about half a fathom. As shown before a sea-urchin might move a considerable distance in the course of a tide, but as a rule they do not move very far. They certainly do not move up the beach as far as the seaweed extends, and thus a large part of the seaweed is really inaccessible to the urchins.

In the last place it must not be forgotten that there are probably nearly as many urchins living on surface sand as on seaweed. It is quite surprising the difference a few feet may make in the character of the food of these animals. In one case urchins living 15 feet from boulders covered with seaweed had not eaten any of it. At the same time other urchins within a yard of the same boulders had plenty of seaweed in their intestines. As a general statement I would say that any urchin, which at low water is 10 or 15 yards away from seaweed, will be found to have eaten very little of it.

In conclusion it may again be pointed out that sea-urchins can live without the large fucoïd or laminarian seaweeds ; that there are localities now in which sea-urchins and large seaweeds are both abundant and have been so for years ; and that a great proportion of the seaweed on our coast is really inaccessible to the sea-urchins owing to their limited means of locomotion. There is no doubt that the myriads of sea-urchins on our coast do consume an immense quantity of seaweed in a year, but seaweed grows rapidly and thus its consumption by the urchins has been going on for ages. From the above considerations we may conclude that there is no danger of sea-urchins denuding our coast. Although my studies were not made in one of the districts where the seaweed is said to be decreasing, it seems to me, that if the seaweed really is diminishing we must look for other causes rather than the sea-urchins for its devastation.

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VI

THE PAIRED FINS OF THE MACKEREL SHARK

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AND

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Preliminary Notes by the Director, Prof. Prince.

In August, last year, a specimen of the Mackerel Shark (*Lamna cornubica*, Gmelin) was brought to the Biological Station, then at St. Andrews, N.B. Dr. A. H. MacKay was making a short stay at the Station and I suggested to him that the preparation and study of the skeleton of the paired fins, especially the pectoral fins, would form a compact subject which could be overtaken without involving labours too prolonged, and would afford matter of some morphological interest. Dr. MacKay, with much skill, made two most valuable preparations, and these with the drawings completed at the time, appeared to me to furnish a basis for a short paper on the subject of the paired piscine limbs.

With Dr. MacKay's consent I have combined his work and my own further studies on his preparations and drawings, and it is necessary only to add that apart from the general conclusions usually favoured by comparative anatomists to-day, the responsibility rests upon me for the interpretation of the skeletal elements set forth in the following brief report.

GENERAL CONSIDERATIONS.

The pectoral fins of *Lamna cornubica* are remarkable, even amongst the sharks, for their great development and powerful muscular and skeletal characters. Instead of the somewhat regular triangular form of fin as seen in *Squalus (Acanthias)*, in *Catulus (Scyllium)*, in *Scymnus*, or even in *Notidanus*, we find that while the fin is broad in transverse width, it is greatly deepened in longitudinal extent, and presents a prolonged lobate expanse, hanging far below the ventral contour of the trunk, and showing a correspondingly strengthened, and expanded cartilaginous support. In its elongated expanded character it recalls the pectoral limbs of the monstrous *Selache maxima*, or *Carcharinus lamia*. *Lamna*, like its congeners, is a surface swimmer, and its breast fins are in keeping with its pelagic mode of life.

On examining the skeleton of the pectoral fins as figured in Plates V and VI we find three regions defined, viz., a basal portion articulating, for the most part, with the shoulder girdle; a radial portion, made up of a series of jointed rods; and a marginal portion consisting of thickly massed horny fibres. The basal portion thus composed of a small number of cartilaginous elements, forms the basipterygium, the morphological nature of which has aroused much controversy. There is, however, a general agreement as to its constitution. As the late Professor Rolleston said,* 'the fore-limb consists typically in Elasmobranchii of three basal cartilages,—pro-, meso-, and meta-ptyergium, articulating each with a facet on the shoulder-girdle: of one or two outer rows of cartilaginous rods known as radialia, followed by horny fin-rays.' Ontogenetically these basal elements and outer cartilaginous rods arise as a large flattened plate which breaks up into the series of cartilages found in the fin of the adult fish. From the phylogenetic

* Forms of Animal Life, 2nd Ed. Oxford 1888, p. 416.

point of view it is hardly necessary to point out that very diverse views are held respecting the significance of these cartilages and the process by which they assumed their present form and arrangement. Indeed, as Professor Wiedersheim has said,† “No other morphological problem has given rise, during the last twenty years, to such extensive researches, and to such varied solutions as the question of the origin of the paired limbs. Two very opposite views exist. According to one of these (Gegenbaur’s view) the proximal parts of the extremities, that is, the pectoral and pelvic arches, are regarded as being derived from branchial arches, and the distal or free portions as metamorphosed fin rays. . . . According to the other view (that of Dohrn), the origin of the paired limbs has nothing to do with the visceral skeleton: but, like the latter, they are to be looked upon as the localized remains in definite regions of the body (thoracic and pelvic regions) of a series of cartilaginous bars extending originally along the whole trunk, and having a metameric arrangement. In other words, just as each body-segment of an Annulate may be looked upon as being provided with a pair of limbs, so also was each primitive segment of the Vertebrate body; recent researches seem to support this.’ Professor Huxley adopted Gegenbaur’s theory, though with grave modifications, and the theory of Dr. Anton Dohrn has been considerably transformed by the researches and suggestions of Mivart, F. M. Balfour, and J. K. Thatcher. Whatever be the mode of origin of the limbs of fishes they present in Plagiostomes, the Holocephali, and other primitive forms, certain structural features in common, and in most of them the tripartite nature of the basal cartilages is clearly seen. One or more may abort or may be shifted from direct articulation with the pectoral bar: but one (according to Gegenbaur the metapterygium; according to Huxley the mesopterygium) is constant, and through it the theoretical axial line of the limb must be drawn. It is clear that an element of uncertainty must often attach to the determination of these basal cartilages, but the same is true of even so familiar an extremity as the frog’s *manus*, for the middle element of the proximal row of *ossa carpalia* is named by Ecker the *os lunatum*, whereas Dugès did not hesitate to pronounce it the *os naviculare*.

But, as already stated, there is a uniformity in the basal elements present in these primitive forms of the locomotor limb, and the comparison of a large number of diverse types, illustrated in the existing species of Plagiostomes, Ganoids, &c., affords a guide to their accurate interpretation.

SKELETON OF THE FIN.

The fin of *Lamna* is in many respects peculiarly interesting. On comparing the number, form and disposition of the skeletal elements, with those seen in the fins of other primitive types of fishes, we observe a number of noteworthy morphological features. In the first place the basal pieces (Plate V., fig. 1, pro. mesop. metap.) are not lengthened and expanded as in *Acanthias* (Plate VII., fig. 4) or *Scyllium* (Plate VII., fig. 3) but form a row of compact shortened elements, of which the metapterygium (metap.) alone is somewhat elongated, though in the lateral direction, not in the longitudinal as seen in the fins of the species just referred to. Now the whole fin expansion is enormously lengthened longitudinally, and this shortening in the length of the basal pieces results in the exaggerated enlargement of the remaining part of the cartilaginous skeleton. The rows of jointed rays, whose extent is so much reduced in *Acanthias*, in *Heptanchus* (Plate VII., fig. 5) though so primitive a form, and in *Chimaera* and *Polyodon* (Plate VII., figs. 6 and 8) are in *Lamna* so long and cover transversely so large a space that they are almost coterminous with the entire outer limits of this extensive lobate paddle. Upon the outer portions of the cartilaginous expanse the thick provision of slender horny rays forms a dense thatch, and extends only for a short distance beyond the distal margin of the radial elements (Plates V. and VI., figs. 1 and 2, h.). Fully seven-eighths of the fin-expansion are occupied by these jointed rays, the basal plates covering less than one-eighth of the surface of the fin, though in most Selachian fins, they cover proportionally three or four times that area. There has been reduction in the length of

† Elements of the Comp. Anat. of Vertebrates, trans. by W. N. Parker, London, 1866, p. 86.

SESSIONAL PAPER No. 22a

the basipterygial cartilages no doubt, but the disproportion is due no less to the large development of the long cartilaginous rays.

The cartilaginous fin-plate, as stated on a prior page, breaks up distally into rod-like rays which by subsequent dichotomous division become extremely long and slender in *Lamna*. At least six rays in the fin of the right side (Plate VI., fig. 2) have undergone partial dichotomy distally, and in the left fin (Plate V., fig. 1) two rays show each at their outer end a division into three, but the division extends merely for a short distance.

The stout cylindrical piece at the upper anterior margin of the fin is the propterygium. It has a conical nodular form, the apex being segmented into two or more distal elements, recalling the condition in *Acanthias* (Plate VII, fig. 4), and it articulates with the pectoral arch by a concave facet, being held in place by strands of dense fibrous tissue. The small rod-like cartilage on the outer margin of the propterygium (Plate VI., fig. 2a) is probably merely a migrating rudimentary ray, (in the left fin this rod consists of three segments, (Plate VI., fig. 1a) the rays pushing their way in many species into the basal series and, as in *Torpedo* and *Trygon*, separating the propterygium and the mesopterygium, or, as in *Raia*, separating the mesopterygium and the metapterygium (Plate VII., fig. 9). Two such secondary *basalia* are present in *Myliobates*, leading some anatomists to regard the mesopterygium as split into two. Closely articulating with the propterygium is the somewhat regular quadrate mesopterygium (mesop.), a flattened plate of cartilage in contrast to the stout cylindrical form of its more external neighbour (pro.) This flat plate articulates by its two shorter opposite sides, on the one hand with the propterygium, and on the other with the metapterygium (Plates V. and VI., figs. 1 and 2). To its outer margin six fin-rays may be attached, the first joints being irregular nodules with which more is distally articulated in the right fin one larger cartilage, in shape like an inverted L, and formed by the confluence of two rays at their base. Irregularity in the division of the proximal portion of the first two mesopterygial rays is frequent, as in *Acanthias* (Plate VII, fig. 4) and in *Cestracion* (Plate VII, fig. 7).

In almost all the forms of pectoral fin referred to in this paper the metapterygium (metap.) presents the character of a large elongated plate articulating with the mesopterygium (mesop.) by its anterior margin, and at its other extremity bearing a series of irregular basal elements. If these nodules in *Lamna*, one of which has the form rather of a flattened obquadrate plate, be simply parts segmented off from the metapterygium, they would correspond to the two pieces shown in Wiedersheim's figure of the fin of *Heptanchus* (Plate VII., fig. 5 *v. y.*). There is more reason, however, to regard the four nodules (*m.m.m.m.*) at any rate as the detached proximal joints of the six adjacent rays like the similar nodules at the anterior end of the mesopterygium (Plate VI, fig. 2 *n. n.*). The intruding triangular fragment of cartilage (*o.*) may indeed be a fifth displaced nodule of the series and the oblong bit (*m.*) on the left of the series may represent two such coalesced terminal nodules. There is every reason to regard the three elements (*metap. o.* and *q.*) as metapterygial, and the metapterygium thus bears a total of no less than twenty-two fin-rays, the mesopterygium carries only six, and the propterygium one or, at the most, two rays. The distal termination of the 19th (or it may be the 20th) ray (Plate VI., fig. 2) shows a peculiar bifurcation, so that it ends not in one or two digitiform points but in no less than four, three of them distinctly dactyliform. The nodule marked Z may be the displaced terminal segment of 19, as 18 may be the similar displaced piece from the 18th ray. The remaining eleven rays are all markedly digitiform excepting the 25th, 26th, 27th and 30th, which have no terminal acuminate nodule such as the others possess. Similar distal segments are seen in the fin-rays of *Scyllium*, *Heptanchus* and *Chimera* (Pl. VII., figs. 3, 5 and 6), though the reduction in the cartilaginous skeleton of the fin of *Scyllium* is such that the hexagonal, or rather, somewhat geometrical polygonal nodules, around the margin of the series of rays, may represent not the digitiform elements of *Lamna* or *Chimera*, but the last two segments. The segmentation of the rays in *Lamna* is not wholly regular, though three rod-like portions are segmented off in most, and there is, on the whole, a regular uniformity in this feature. Some rays exhibit an additional terminal nodule, and a number exhibit partial longitudinal and false transverse segmentation. The small cartilaginous rod lying just outside the propterygium in the right fin (Pl. VI., fig. 2, *a.*) and the pair of two-jointed rods occupying a parallel position in the left fin (Pl. V., fig. 1, *a.*) are, as already indicated

probably migrating rays moving up towards the girdle. 'In the effectual discharge of the function of the fish's fin, increase of breadth is needed: and this increase of surface is obtained by the gradual approximation of more and more lateral elements of the archipterygium to the shoulder-girdle* was a characteristically apt observation of the late Professor Huxley.'

This brief description of the pectoral fins of *Lamna*, and the comparison made between its skeletal structure, and that of certain other primitive fins of morphological interest, it need hardly be pointed out, amply substantiates the point urged at the commencement of this paper, viz:—the modification of the basal and radial cartilages for the purpose of increasing the breadth and depth of the fin, and thus increasing the propelling capabilities of the limb. The shortening in longitudinal direction of the basiptyerygium and its increase in compactness and strength, is accompanied by an extraordinary lengthening of the free part of the fin, the slender cartilaginous rays being, as before pointed out, remarkably long.

Many interesting theoretical suggestions arise in the study of such a pectoral fin as that of *Lamna*, but the limits of this report preclude any generalizations involving lengthy references to the extensive existing literature, English and foreign, upon the morphology of the paired fins in fishes.

* Huxley "on *Ceratodus forsteri*" Proc. Zool. Soc., Jan., 1876, p. 55.

EXPLANATION OF PLATES.

PLATE V.

FIG. 1. Left pectoral fin of *Lamna cornubica* with muscles and integument removed. About one-third natural size.

PLATE VI.

FIG. 2. Right pectoral fin of *Lamna cornubica*. About one-third natural size.

PLATE VII.

- FIG. 3. Right pectoral fin of *Scyllium* after A. Milnes Marshall.
 FIG. 4. " " *Acanthias* after Gegenbaur.
 FIG. 5. " " *Heptanchus* after Wiedersheim.
 FIG. 6. " " *Chimarra* after Bashford Dean.
 FIG. 7. " " *Cestraeion* after Huxley.
 FIG. 8. " " *Polyodon* after Huxley.
 FIG. 9. " " *Raia radiata* after A. T. Masterman.
- Pro.* Propterygium.
Mesop. Mesopterygium.
Metap. Metapterygium.
a. Displaced anterior ray.
h. Horny fin-fibres.
m. n. o. Probable separated nodules of adjacent rays.
 Probable separated nodule from ray termination.
u. Main fin-ray of Metapterygium (according to Wiedersheim).

Platē V.

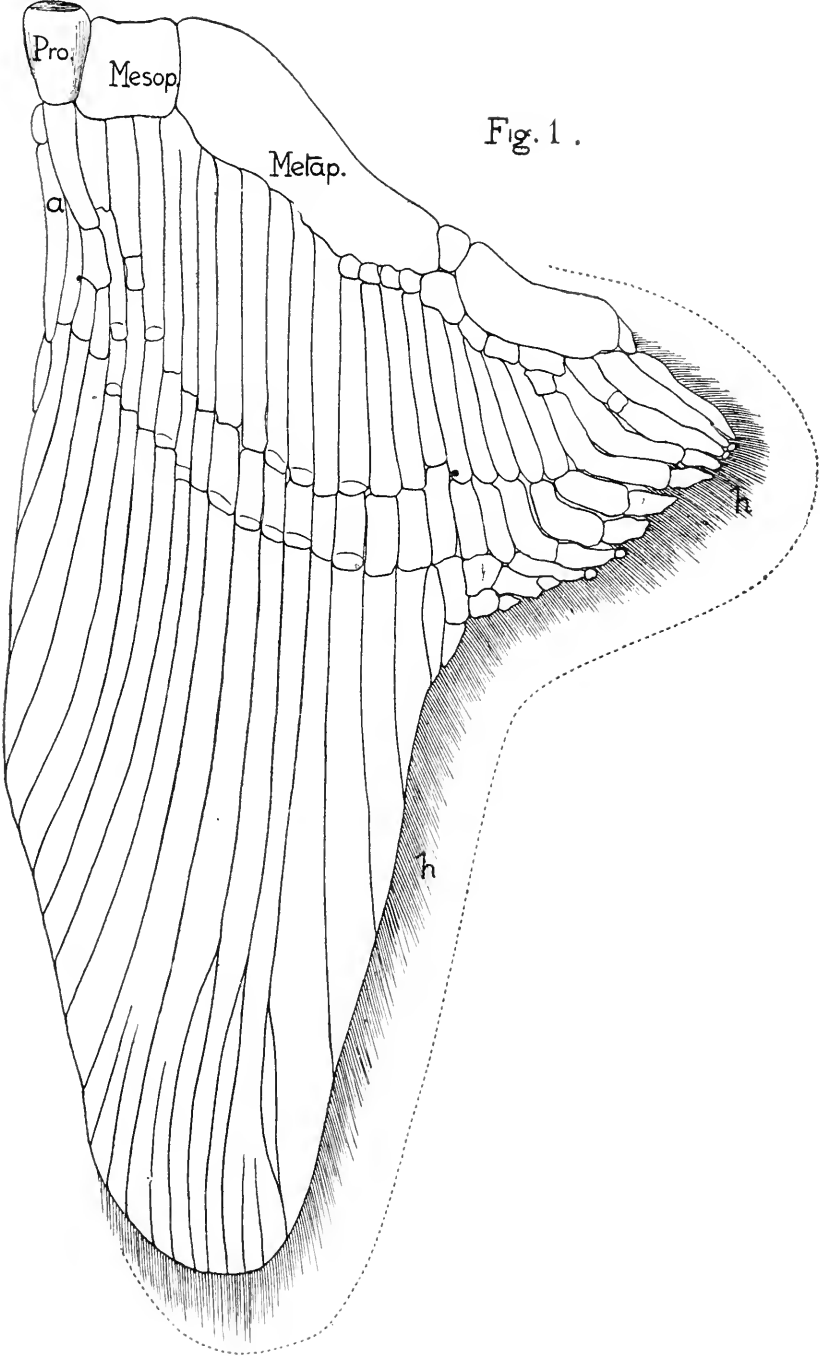
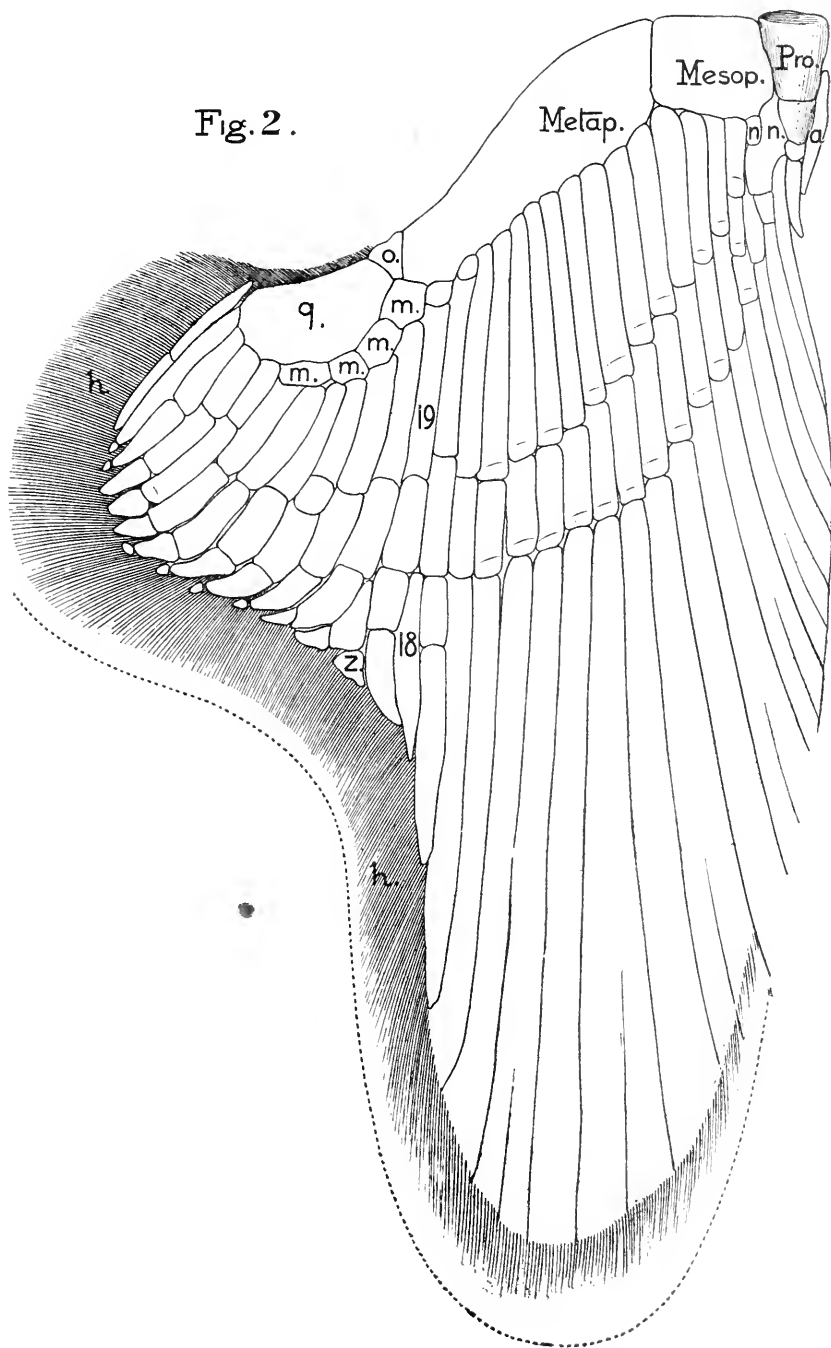


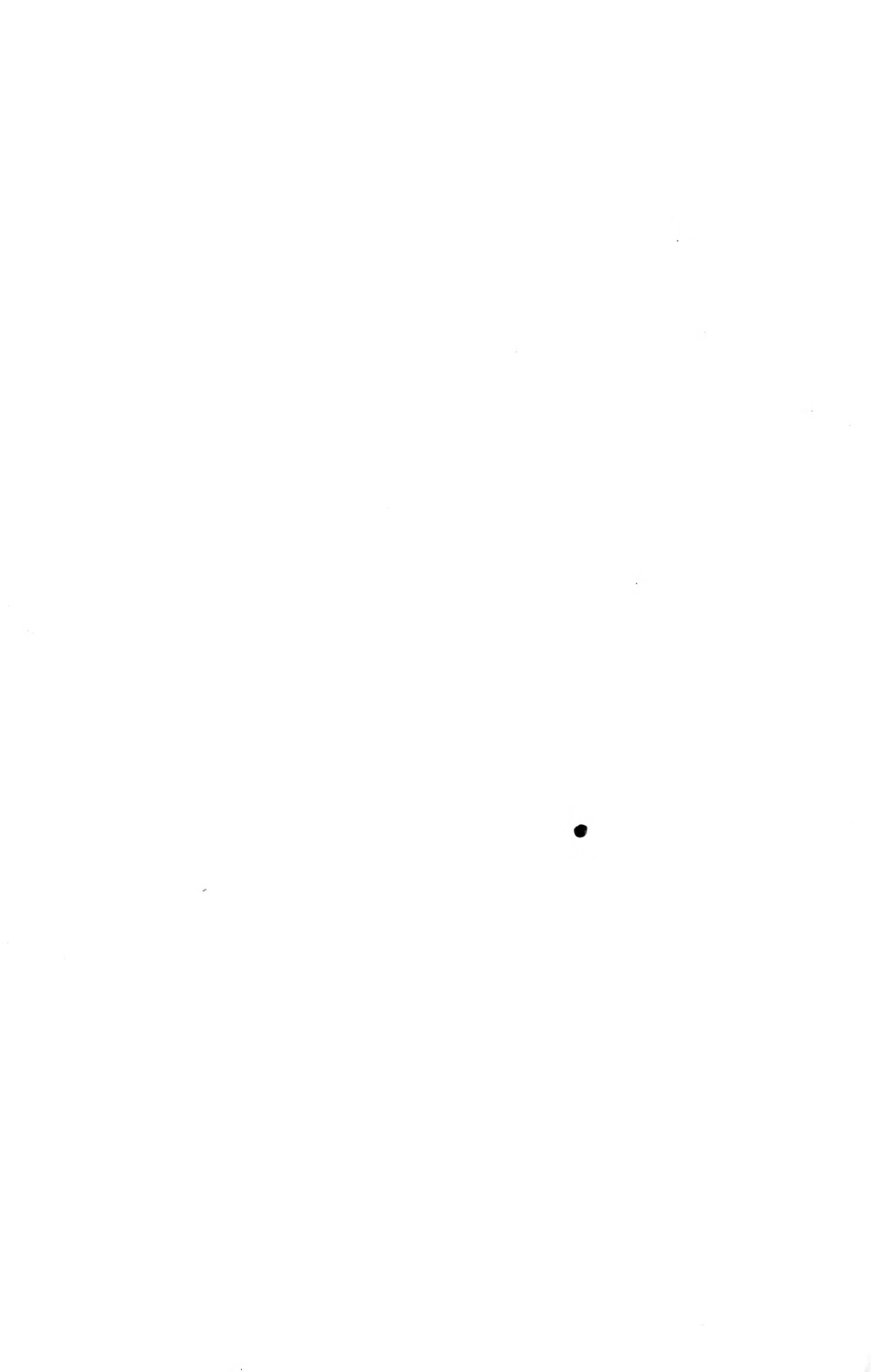
Fig. 1 .



Plate VI.

Fig. 2.





Platē VII .

Fig 3.

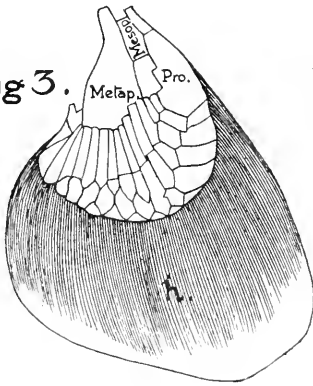


Fig 4.

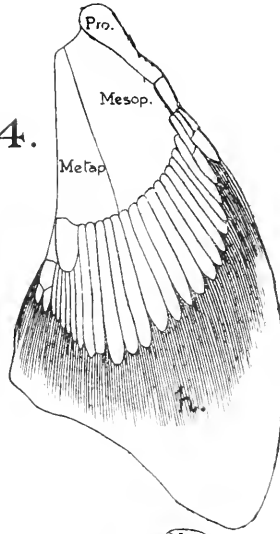


Fig 5.

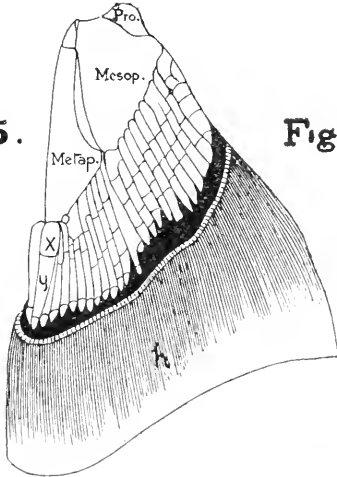


Fig 6.

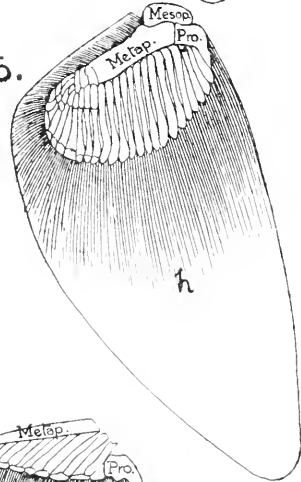


Fig 7.

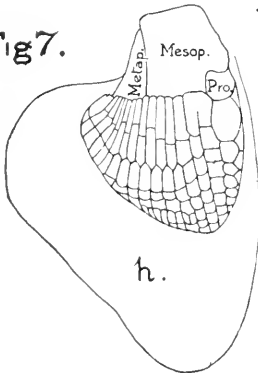


Fig 8

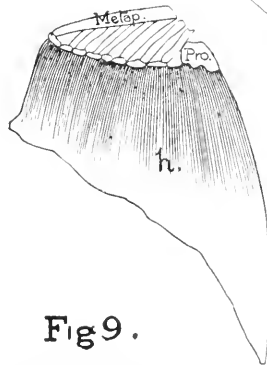


Fig 9.



VI

REPORT ON THE SARDINE INDUSTRY IN RELATION TO
THE CANADIAN HERRING FISHERIES.

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The present investigation was undertaken at the suggestion of the Director of the Marine Biological Station of Canada, Professor Prince, Dominion Commissioner of Fisheries, the purpose in view being to determine whether or not the noticeable decline in the herring fisheries of the Bay of Fundy, and the western Nova Scotia coast, is attributable to the operation of the so-called sardine weirs, or brush traps, especially off the New Brunswick shores. In these weirs, which are really wicker-work inclosures, vast numbers of young fish, largely belonging to the Family Clupeidæ, are annually captured. Between seven and eight hundred of these traps are fished every season under licenses issued by the Dominion Government, and on some of the West Isles off Passamaquoddy Bay limited parts of the shore are thickly studded with these fish-weirs. It is alleged by fishermen in the waters further north, especially in St. John County, N.B., that there has been a serious decrease in the supply of full-grown herring, indeed that certain schools, which provided important fisheries in former years, have totally disappeared. In Digby County, N.S., a similar allegation is made. 'How can you expect the herring in the upper part of the Bay of Fundy and in the Annapolis Basin and St. Mary's Bay to continue plentiful, if they are destroyed and exterminated in the New Brunswick sardine weirs before reaching maturity?' wrote a prominent authority in Nova Scotia not long ago. Professor Prince in a special report to the Honourable the Minister of Marine and Fisheries in 1895 referred to this alleged injury in the following terms (28th Annual Report of the Department of Marine and Fisheries, pp. xxxi. and xxxii.):—

'It is doubtful whether any fishery can withstand for long so serious a drain upon immature individuals. No doubt the hardy nature of the herring's eggs and fry help to keep up the numbers; but other species of fish in the sea would succumb were specimens that had never spawned captured in such vast quantities. All efforts to diminish the supply of herring here, as in Great Britain, have had apparently little effect. Some authorities have explained the non-appearance of the large winter herring in the Bay of Fundy, as for example in 1891, by the continued destruction of small fish for sardine purposes. The run of sardines also has shown at times a very marked diminution, but not more than may be attributed to the ordinary fluctuations of such a fishery. Indeed, it is a striking fact that in the years 1890-91 these small fishes were more abundant than they had been for twenty years previously.

It cannot, therefore, be said that the capture annually of vast quantities of immature fish has had any serious effects. The possibility is suggested that a considerable proportion of these small fishes may belong to other Clupeoids, though this is contrary to the common opinion of those engaged in the sardine industry.

It is still an open question, therefore, whether this destruction, on a large and increasing scale is or is not calculated ultimately to endanger the supply of large herring. If schools of young are killed off before they have reached the spawning age, the general catch of the future must ere long be affected.'

The matter is one of great importance, as, on the one hand, the so-called 'sardine' fishermen, who form a considerable body on the Charlotte County shores, derive a large part of their income from the weir returns, and, it may be added, the United States sardine industry centred at Eastport and Lubeck, in the State of Maine, but also carried on at Milbridge, Jonesport and Machiasport, depends largely upon supplies of fish from the Canadian fishermen. As Professor Prince, in his report referred to above, says (pp. xxvi and xxvii.): 'The United States canneries could not carry on their operations for a single day but for the ample supplies of fish obtained from our waters, and the sardine industry, so far as our fishermen are concerned, is confined to the capture of the fresh fish and their disposal to the Maine canneries. At least ninety-five per cent of the so-called United States sardines are caught by our fishermen on Canadian shores, and these are, for the most part, packed in Eastport, Lubeck and other small towns in the State of Maine.'

Of such importance is the supply of these small fishes that a large proportion of the population on the Maine coast, as well as the body of Canadian fishermen who pursue their calling amongst the islands of the Bay of Fundy and neighbouring waters, may be said to be largely dependent upon the sardine industry. A failure in the supply of these fishes would mean disaster to those engaged in cleaning, curing and packing, and who have capital invested in the canneries, and would, without doubt, seriously affect the Canadian fishermen who find lucrative employment in the capture of the sardines. That the small fish, known as sardines in these waters, were abundant on the shores of Charlotte County, N.B., was long known to our fishermen, but their value was not appreciated, and the only use to which they were turned was that of conversion into manure for the purpose of fertilizing the land.

On the other hand a considerable number of N.B. and N.S. fishermen claim that they have suffered injury from this alleged capture of small fish, and as the matter had never been systematically looked into, it was my object to examine as far as possible the catches from certain weirs, and to ascertain what species of fish were really captured for the purposes of the sardine canning industry.

With this end in view, it was desirable to ascertain, in the first place, the character of the fish used as sardines, and, in the second, the extent to which these and other clupeoid fishes are affected by the operation of the brush weirs. Accordingly samples of the catch were obtained from fishermen in charge of the weirs, at different times during the month of August, and under different conditions. All of the fish examined were taken from weirs in the immediate vicinity of the Canadian Marine Station then located at St. Andrews, New Brunswick. Below is given a summary of the results obtained.

On August 1 an average series of 31 specimens from Malloch's weir, off Indian Point showed the following composition:—

Species.	No. of Specimens.	Size (length).
		inches.
<i>Clupea harengus</i> , L. (Common herring).....	29	5½—7
<i>Pomolobus pseudoharengus</i> , Wilson (Ab-wife).....	1	8½
<i>Microgadus tomcod</i> , Walbaum? (Tom-cod, Frost-fish).....	1	11

The query placed opposite the Tom-cod indicates that in certain important diagnostic features this specimen did not correspond with the description of *Microgadus tom-cod* in Professor D. S. Jordan's Manual of the Vertebrate Animals of the Northern United States, 5th edition, Chicago, in respect, for example, to the number of rays in the three

SESSIONAL PAPER No. 22a

divisions of the dorsal fin (14-20-20) and in the relation of the eye to the head (6) as given in the work mentioned (p. 163).

On August 4 a lot of 286 specimens from Quinn's weir was made up as follows :—

Species.	Number of Specimens.	Size.
<i>Clupea harengus</i> , L.	285	263, 5-7 in. ; 22, 8-9½ in.
<i>Osmerus mordax</i> , Mitchill.....	1	10 in.

On August 5 a sample was received from Miller's weir on the south side of Navy Island near St. Andrews, the fishermen having been instructed to bring specimens of all of the varieties of fish taken. This lot was made up as follows :—

Species.	Number of Specimens.	Size.
<i>Melanogrammus aeglefinus</i> , L. (Common haddock).....	1	11 in.
<i>Microgadus tom-cod</i> , Walb.....	1	13 in.
<i>Osmerus mordax</i> , Mitchill.....	2	10-12 in.
<i>Gadus callarias</i> , L. (Codfish).....	2	11-13 in.
<i>Pollachius virens</i> , L. (Pollack).....	4	8-11 in.
<i>Clupea harengus</i> , L.	179	3, 11-12 in.; 176, 4¾-7 in.

On August 9 a small sample of the catch, consisting of five fish, was received from Malloch's weir, as follows :—

Species.	Number of Specimens.	Size.
<i>Scomber scombrus</i> , (Mackerel).....	1	14 in.
<i>Clupea</i> , sp. ?.....	2	7½-8½ in.
<i>Pomolobus pseudoharengus</i>	1	8¾ in.
<i>Clupea harengus</i>	1	10 in.

I may remark that the specimens marked with a '?' corresponded to the description of *C. aestivalis* in Jordan's Manual, 5th ed., p. 72, except in the relation of the head to the length; (Head 4), a detail probably subject to no little variation.

On August 14 seven especially large specimens of *C. harengus* were received from Quinn's weir. These ranged from 11 to 14 inches in length, and on dissection I found that the ova in the females were almost mature.

On August 15 a sample was received from Malloch's weir which had been taken on a night tide. This was made up entirely of *C. harengus*, of which there were 211 ranging in size from 5 to 7 inches, and four ranging from 8 to 10 inches.

On August 26 a small selection consisting of five fish was received from Malloch's weir, composed as follows:—

Species.	No. of Specimens.	Size.
		inches.
<i>Clupea</i> sp.?	3	8½—9½
<i>Pomolobus pseudoharengus</i> , Wilson.	1	9
<i>Rhombus triacanthus</i> , Peck (Dollar-fish).	1	5¾

It is apparent from the above facts, limited though they undoubtedly were, that the bulk of the catch of the brush weirs consist of the 5 to 7 inch young of the common herring (*Clupea harengus*), and that these provide the material for the sardine industry. The young of other clupeoid fishes do not appear to be affected, if one may judge by the average selections sent to the Biological Station, by the operation of the weirs and the adults of all only slightly. Further study is necessary, however, before a final decision could be finally rendered on this point, as there may be a variation in different seasons. A more lengthy investigation extending over several seasons would be more conclusive. As noticed above, all the specimens examined were taken in the immediate vicinity of St. Andrews and during the month of August alone, and it may be possible, therefore, that the character of the catch may vary considerably at different points on the coast and at different periods of the sardine season. It is clear, in the case of the common herring, that the removal of such enormous numbers of the young in the sardine industry must be a very considerable drain on the supply however rapid the rate of increase may be. Whether this is the essential factor in the decline of the herring fishery alleged to have occurred in certain parts of the Bay of Fundy must remain doubtful, however, until adequate causes of decline can be assigned in the case of other clupeoid fishes.

An impression is stated to have, at one time, prevailed that the small fish used as sardines, are not the young of any larger species, but a diminutive kind of herring, which never exceeds a size of nine or ten inches.

The true sardine has, of course, never yet been recorded on our Atlantic coast, the so-called sardine in Florida being really an Atherine or kind of 'Silversides' scientifically known as *Atherina stipes (laticeps)*. On the Pacific coast, moreover a small Clupeoid occurs, viz. : *Clupanodon caeruleus*, Girard, usually known as the Californian sardine. The anchovy (*Engraulis mordax*, Girard) also occurs and is canned in the United States under the name of sardine : but in British Columbia neither of these fishes has been turned to commercial account.

The growth of the Maine sardine industry has been remarkable especially in view of the fact that the major part of the raw material comes from our Canadian waters. From 1875 to 1880 it is stated (C. H. Stevenson, *Bullet. U. S. Fish Commis.* xviii., 1898, p. 526) that there were only five sardine canneries in Maine ; but in 1880 the number rose to eighteen. In 1886 twenty-seven more establishments began operations. This number (45) fell in 1889 to thirty-seven ; but in 1892 increased to forty-six, while in 1898 there were no less than sixty-two of these canneries putting up so-called sardines. The average value is stated by Mr. Stevenson, in the report above referred to, as \$2,000,000 per annum : but in 1898 the value rose to \$2,727,781, and in 1899 the *New York Fishing Gazette* estimated it to be not less than \$3,000,000, the factories being chiefly confined to the towns of Eastport and Lubec, which practically maintain their existence as flourishing business centres through this one industry.

Supplement No. 1, to the Thirty-Fourth Annual Report of the Department of Marine and Fisheries

FISHERIES

SPECIAL REPORTS

ON

- I.—The Hatching and Planting of Trout.
- II.—The Planting of Predaceous Fish.
- III.—The Aim and Method of Fishery Legislation.

BY

PROFESSOR E. E. PRINCE, F.R.S., CANADA,

Dominion Commissioner of Fisheries.

1901



OTTAWA

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EXCELLENT MAJESTY

1902

SPECIAL REPORTS

CONTENTS

I.—ON THE HATCHING AND PLANTING OF TROUT.

	PAGE.
Artificial spawning, method of	1, 2
Aeration of cans containing fry desirable.....	5
Best places to plant fry	6
Best age for parent trout	1
Blunders in handling fry	5
Changing water containing fry	5
Crowding fry in tanks to be avoided.....	3
Cans for shipping fry described.....	4
Dangers to avoid in planting fish	6
Dead eggs, removal of.....	3
Davy, Dr. experiments in freezing eggs	5
Eggs when 'eyed' very hardy.....	4
Eggs more hardy than fry.....	1
Elasticity of fish eggs.....	2
Examination of waters necessary before stocking.....	1
Fish, when pulverised, good food for fry.....	3
Feeding fry	4
Female trout, manipulation of.....	2
Fertilizing fish eggs.....	2
Fry less hardy than eggs.....	4
Frost may kill eggs.....	4
Garlick, Dr. Theodatus on fry food	4
Gauze netting at outlet of tanks.....	3
Gentle treatment of fry desirable	5
Handling of newly deposited eggs	2
Heat injurious to fish.....	4
Ice necessary when shipping fry.....	1
Lake trout fry, where to plant	6
Light, excessive quantity of, injurious.....	3
Management of young fish	3
Minister of Marine and Fisheries issues permits to take trout or eggs.....	1
Number and size of eggs.....	1
Permit from Ottawa necessary to capture parent fish.....	1
Period of hatching trout greatly varies	3, 4
Placing fry in deep water	6
Process of artificial spawning described	2
Quantity of fry to carry in cans.....	5
Rapid planting of fry necessary	5
Rearing boxes to be blackened	3
Removal of dead eggs	3
Sediment in tanks is injurious	2
Seines only allowed under strict conditions.....	1
Size of eggs.....	1

	PAGE.
Spring water preferable for hatcheries.....	2
Temperature of water.....	2, 3
Time occupied in incubation and hatching.....	3
Two-year old parent trout are best.....	1
Water supply should be pure and unfailing.....	3
Whitefish fry, where to place them.....	6

II.—THE PROPAGATION AND PLANTING OF PREDACEOUS FISH.

Bass will exterminate brook trout.....	14, 15, 19
“ “ disperse widely.....	14
“ “ desirable as a fine game fish.....	15
“ “ defended from charges.....	15
Brice, Commissioner opposes European trout.....	12
Catfish in Britain of doubtful benefit.....	12
Close season, long, unnecessary for predaceous kind.....	10, 11, 12, 17
Canadian trout (<i>Salvelinus</i>) a success in Britain.....	1
Care necessary in transplanting fish.....	12
Carp, introduction of, a doubtful benefit.....	9, 12
“ a drug to Canadian fishermen.....	9
“ a serious injury to the Potomac R., U. S.....	9
Dangers in transplanting new species.....	10, 13, 17
Different conditions in various waters.....	13, 15
English trout not desirable in our waters.....	8, 12
Exeter, Marquis of, defends black bass.....	15
Food of trout.....	13
“ bass.....	15
“ pickerel or pike-perch.....	17
Fish replace each other in depleted waters.....	10, 11, 16, 17
Grayling killed off by trout.....	13
Herring of great lakes (a lesser white-fish) now valuable.....	10
“ “ coexist with pike.....	11
Harm done by injudicious planting.....	4, 5, 16, 17
House sparrow an evil on this continent.....	8
Injudicious planting.....	7, 8, 17
Knowledge essential in introducing new species.....	9, 12, 16, 18
Lake-trout coexist with whitefish.....	10, 17
“ replace whitefish, Georgian Bay.....	10
Maskinonge is a dangerous species.....	15
Minnows in plenty essential for black bass.....	10
New Zealand, English trout in.....	7
Perch, amazing increase of, after planting.....	17, 17
“ cannot be reduced in numbers.....	16
“ valued for sport.....	18
“ over-run Lakes Erie and Memphramagog.....	16, 17
“ destroy a trout lake.....	16
Pike suitable only for inferior waters.....	16
“ killed off Scottish trout and salmon.....	17
Pickerel or Dore very destructive.....	16, 17
Pacific trout undesirable in eastern waters.....	13, 14
Pike-perch supplant whitefish in Lake Erie.....	10
Predaceous fish over-run waters.....	8, 16
“ “ are an evil.....	16, 17
“ “ not cultivated in Canada.....	10
“ catfish.....	16

SESSIONAL PAPER No. 22b

	PAGE.
Potomac River, carp killed off bass in	9
Pike and black bass coexist in same waters	19
Rainbow trout, a fine game fish	14
" " undesirable in Eastern Canada	14
" " not preferable to brook trout	14
Rabbit plague in Australia	8, 9
Sturgeon, evil repute of	18, 19
" not a spawn destroyer	18
" worth protecting	19
" difficult to hatch	19
Salmon v. trout in rivers	12, 13
Salmon, English, a failure in New Zealand	7
Shad, a success when introduced into Pacific waters	7
Suckers	13, 16
Strong species overcome the weaker native fish	8, 10, 15, 17
Trout not desirable in western lakes	13
" English flourish in New Zealand	7
" dwarfed in Loch Ard, Scotland	8
" proposal to destroy by dynamite	12
" Brook, preferable in Eastern Canada	14
" " food of	13
" " killed off grayling	13
" " are cannibals	13
" may be preferable to salmon	13
" destroyed by bass	14, 15
Valuable commercial fish only, hatched in Canada	13, 17
Whitefish stated to be predaceous in Lake Winnipeg	10
" require special protection	10, 11
" of chief value in western Canada	12, 13, 19

III.—THE AIM AND METHOD OF FISHERY LEGISLATION.

Agents and buyers of fish in conflict with fishermen	25
Anglers, takes of fish limited by law	27
Anglers often oppose fishermen's interests	25
Areas set apart for fish propagation	26
Bare hooks (grapnels) for sturgeon prohibited	27
Basis of all fishery legislation is the public good	21, 22
" " " fourfold	24
British Columbia yielded exceptional fisheries revenue	21
" canners volunteered increased fee payments	21, 29
Brand, herring, in Scotland benefits industry	28
" or stamp on Canadian lobsters ensures legality	28
Bounty paid to fishermen in Canada how raised and administered	21
Canners' interests in B.C. protected by law	27, 28
Canners in B.C. granted net licenses	27, 28
" of fish often in conflict with fishermen	25
Channels of rivers not to be obstructed	27
Class interests raise conflicts amongst fishermen	22, 24, 25
Close times, weekly	25
" diurnal	25
" seasonal	25
Canadian fishery laws not designed for revenue purposes	20, 21
Commercial interests often oppose fishermen's views	25
Confusion arises from divided Dominion and Provincial authority in fishery matters	22, 23, 24
Compromises frequent in international fishery disputes	24
Crown represented by Provinces as well as Dominion	22

	PAGE.
Curing of fish raises or lowers market value of fish.....	29
Customs regulations overlap fishery laws.....	28
Dominion has jurisdiction over but not 'property' in fisheries generally.....	20, 21, 23
" can impose a tax on Provincial licenses.....	21
Evidence of fishermen before Commissioners very reserved.....	20
Fish, interests of, prominent in fishery laws.....	21
Fishermen often narrow in their views.....	22
" adopt same policy as hunters.....	22
" often oppose each others' interests.....	22, 24
Fishery laws in all countries a gradual growth.....	20
" in Canada not designedly a means of securing revenue.....	20, 21
" should be based on accurate knowledge.....	23
Fragments of lobsters cannot be legally sold.....	26
Fresh water fisheries, tendency to increase restrictions in.....	20
Fisheries of Canada, all have an interest in.....	21, 22
Fishways to be provided where judged necessary.....	27
Fourfold basis of fishery legislation.....	24
Gurry, or fish-offal, not to pollute waters.....	28
Ice, fishing prohibited through, for trout and oysters.....	27
Industries, numerous, depend on fisheries.....	24
International interests in fishery legislation.....	24
Interests of fishermen guarded by law.....	24, 27
" " fish " ".....	24, 25
" " nations " ".....	24
" " state as a whole ".....	21, 22, 24
" " various fishing classes opposed.....	24, 25
Irrigation ditches in North-west Canada must have guards.....	27
Knowledge necessary on which to base just laws.....	23
Lawful excuse regarding waste of fish.....	26, 27
Laws, fishery, are fourfold in their object.....	24
Legislative supremacy vested in Dominion.....	23
Leases, fishery, referred to.....	26
License fees (Federal) usually nominal.....	20, 21
License system a regulative lever without penalties.....	23
" " affords effective control.....	21
Lobster size limit in Bay of Fundy waters decided by market.....	25
" trap regulation to permit small ones to escape.....	25
" gear not to be set before season opens.....	28
" stamp or brand guarantees quality.....	28
Meat, broken lobster, not legally saleable.....	26
Mesh of nets specified in certain regulations.....	25
Manure, use of fish for, prohibited.....	26, 27
Manufacturers, (fish products) included in Fishery Laws.....	29
Misunderstanding regarding Fishery Laws.....	20
Migration of fish facilitated by law.....	24, 27
Moral suasion effective in fishery protection.....	23
Nets, distance between, legally specified.....	27
" length of.....	27
" of certain kinds prohibited.....	26, 27
National interests in fisheries conserved.....	21, 24
Norwegian dried cod brings best prices.....	29
Obstacles to fish-migration illegal.....	24, 27
Overfishing prevented by law.....	27
" by steam tug not allowed.....	27
Offal prohibition.....	28
Oyster minimum legal size of.....	25
" dredges forbidden.....	26

SESSIONAL PAPER No. 22b

	PAGE.
Precautionary regulations	28
Permits to allow taking fish for scientific purposes	26
Pollutions in rivers, &c	23, 28
Propagation of fish by legal reserves	26
Provinces in Canada have property in fish	21
" " exact increased revenue since 1898	21
Preparing to fish forbidden in certain cases	28
Public interest in fisheries must be paramount	24
Pike of value as food in western Canada	26
" not protected in eastern Canada	26
Prohibition may be restorative, preventive and restrictive	26
Resentment at fishery laws unjustifiable	20
Stocking of waters privately, illegal unless by permit	25
State has interest in preserving fishery resources	22
Scottish law, early on fisheries	23
Screens required for ditches in B.C., and N.W.T.	27
Sea fisheries, tendency to remove restrictions	20
Spawning fish not to be taken	27
Sea coast residents not more interested in fisheries than others	22
Size limit for fish	25
" lobsters	25
" oysters	25
Speculative fishing discountenance	26
Spears prohibited	26
Sturgeon not to be taken with bare hooks	27
Tidal parts of rivers, fishing in, of common right	22
Unwritten law effective in fisheries	23
Universal prohibitions (dynamite, spears, &c.)	26
Voracious and useless fish have no close seasons	26
War imminent at times in fishery disputes	24
Waste of fish prohibited	26, 27

SPECIAL REPORTS.

No. I.—ON THE HATCHING AND PLANTING OF TROUT.

BY PROFESSOR EDWARD E. PRINCE, COMMISSIONER AND GENERAL INSPECTOR OF FISHERIES FOR CANADA.

In the hatching of trout and salmon, whose ova are comparatively large and heavy, it is usual to place the eggs in shallow perforated trays over which pure fresh water passes during the period of incubation. If the eggs are loosely spread so that they do not unduly press upon each other, and if frost, excess of light, deleterious chemical or other influences are guarded against, the process of artificial hatching can be accomplished with facility. More than thirty years ago the Commissioner of Irish Fisheries hatched a quantity of salmon by a simple incubating apparatus in his office in the Customs House, Dublin—a clear proof that the obstacles to success are not serious.

Before commencing artificial fish-culture for the purpose of stocking any waters, it is necessary to prove as a first step that the waters are suitable. Even streams and lakes, which once abounded with trout, may, during the process of depletion, have become altered in character, and no longer possess their former favourable features. A few adult trout transplanted from other waters will in a single season afford the required information. If the fish survive and flourish, there need be no fear of success. Such information is especially necessary in the case of artificial ponds or of waters which it is proposed to stock for the first time. Under conditions which are really unfavourable speckled trout will, of course, live, but not in a healthy, vigorous state. They will even survive in shallow stagnant water, where the supply is small and uncertain, but very different conditions are necessary for successful trout-culture.

If it is intended to hatch and rear trout from the egg, the parent fish must be secured before the close season begins and retained in a pond until ripe, otherwise trout can only be secured by obtaining from the Minister of Marine and Fisheries a special permit, the conditions attached to which are very stringent. Trout, when two years old, will yield spawn, but as the number of eggs yielded by them is small, and the eggs have been proved to be less hardy than those of older fish, it is preferable to select parent fish not younger than four years and not older than twelve years. Moreover, the larger fish furnish a greater number of eggs, the amount being about 900 for every pound weight of the parent, and the eggs themselves are of larger size. A salmon produces eggs at least one-third larger than those of a small grilse, and the fry hatched from eggs of large size have been found to be finer, healthier, and of more rapid growth than from smaller eggs. This is as true also of trout. The spawning season extends over a long period, and individuals containing ripe eggs may be found from late fall until spring. It is not necessary to describe the methods of obtaining parent trout, though the drag seine of 1-in. bar, *i. e.*, about 2-in. extension mesh, is very effective. The seine being an excessively destructive net is generally discouraged in Canadian waters, however, and it must not be forgotten that the barring of small streams frequented by trout and other fish is forbidden by law.

The requisite number of parent trout having been obtained and confined in a small pond ready for artificial spawning, it is necessary for at least two operators to assist in the work, one to perform the "stripping," the other to net the fish, as required and hand the vessels, &c., to the operator. Kneeling on the ground the operator firmly but gently lifts a fish by the tail out of the landing net, using his left hand and rests its head for a moment on a towel, lightly passing his right hand towards the throat and grasping it with the open thumb and forefinger under the breast fins, the other three

fingers of the right hand being pressed upon the left gill-cover of the fish. The back of the fish is pressed against the right breast of the operator and the tail bent back and upward. If the fish is fully ripe, the ripe eggs will shoot out in a continuous stream and the assistant completes the operation by gently pressing upon the under side of the fish and passing his hand from the head towards the tail to expel the eggs that may not have run out. The eggs should not fall far, so that the assistant should hold or place on the left of the operator the shallow dish, which is to receive the eggs. No force is necessary. If the eggs refuse to stream out, the fish is most probably not fully ripe, and a little patience will prove that. Some fish refuse for a minute or two to yield their spawn, and old fish always spawn less freely than young examples. Some manipulators wrap the fish in a towel, leaving the snout and hind part of the body free, others hold the fish's head or shoulders in the left hand, and grasp the under side of the body with the right hand, holding the tail down and slightly pressing with the right thumb. There are disadvantages connected with these methods: but in all alike patience and gentle handling are essential. The fish should not be unduly disturbed or roughly treated, and spawning can thus be accomplished without the slightest possibility of injury. Very large and strong fish may demand the united efforts of two operators. When four or five female fish have been spawned into the plate yielding, say, 10,000 ova, the assistant must then land in succession two or three ripe males. Each fish should be brought close to the eggs as they lie in the plate, and as soon as the abdomen touches the eggs a large flow of creamy milt will be forcibly ejected. The plate should be turned round as each new male is brought so that all the eggs may receive a share of the fluid milt. A slight pressure of the right thumb and finger behind the breast fins and further back will increase the flow. The milt of a single male will suffice for an extraordinary number of eggs if both sexes be in fully ripe condition, and in case of necessity one male may with confidence be used to fertilize the ova of five or six females; but where possible the first named proportion is safest. The vivifying or fertilization of the egg will be aided by gently stirring them with a clean feather after milting, and adding half a pint of water to dilute the creamy milt. Each dish when thus filled and stirred should be placed on one side and five more females spawned into another dish. In half an hour they should be transferred to a larger vessel, a clean wooden bucket, and placed under a gentle flow of clean water, to wash all impurities and excess of milt away. The eggs will appear no longer soft and yielding, and instead of clinging together will be hard to the touch and separate from each other. They are very elastic and will endure great pressure. Thus Frank Buckland, the most famous of English pisciculturists placed upon some trout eggs a weight not less than five pounds six ounces before he could crush them. Nevertheless pressure especially upon newly fertilized eggs is highly injurious.

It is necessary to place the eggs, after being cleaned, upon the hatching trays. These consist of lightly made square frames of wood, across which is stretched japanned wire cloth, though in the Government hatcheries perforated tinned trays, black japanned, have been found advantageous.

The following five conditions are necessary for successful hatching:—

- (1) A supply of water which is regular and unfailling.
- (2) Water of even temperature, that supplied from a spring at some depth beneath the ground is preferable.
- (3) Freedom from impurities and sediment, which suffocate the eggs, hence the supply of water should run into a tank to allow sediment to settle before it runs over the hatching trays.
- (4) The quantity desirable is about 100 gallons per hour for 10,000 eggs. The greater the quantity of water the better, as eggs actually breathe water and need ample supplies of oxygen which the fresh inflow of water contains.
- (5) Protection from floods by means of guards and an overflow ditch higher up than the supply pipe. While spring water from its equable temperature, purity and other features is always preferable, yet when incubation has advanced to what is called the eyed-egg stage, water from a brook or river will serve quite well.

Trout eggs hatch out in from 50 to 150 days, according to the temperature, amount, and rapidity, as well as the character, of the water. Water from limestone

SESSIONAL PAPER No. 22b

strata is generally held to be best, and the greater the quantity of water the longer can incubation be protracted. Temperature is of course most potent, and a change of one degree Fahr. rise or fall, shortens or lengthens the process of incubation four or five days. Eggs of trout which hatch out in 50 days when the temperature of the water is kept at 50° Fahr., will take 100 days if the temperature is kept as low as 40°. The filled hatching trays are placed in wooden tanks open at the top, and a flow of water through the boxes must be arranged to ensure two inches or less of water over the eggs. Direct light should be excluded to discourage fungus growth. Dead eggs should be picked out each day. When eggs die they lose their delicate transparency and bloom, and assume a dead white appearance, and unless removed a feathery fungus rapidly covers the egg, and spreads to other healthy eggs. Hence the necessity for promptly removing them. If eggs require moving on the tray it should be done gently with a soft camel-hair pencil or brush. They may be softly swept into a spoon when it is desired to remove a few from the tray. A tray may be emptied by lifting it out of the water and skilfully overturning it into a dish. Eggs must never be touched by the hand, and dead eggs are best removed with wooden pincers or forceps.

Hatching and rearing boxes require to be blackened inside. Charring is much to be preferred to black varnish. Black paint must be avoided. Hot blocks of iron 20 lbs. or 28 lbs. weight are closely applied to the surface to be charred and this close contact prevents burning. All boxes, trays, &c., after charring, varnishing, &c., must be well seasoned in water some time before hatching operations begin.

When the delicate young fry, called "alevins," begin to hatch they do so in such numbers that special tanks are necessary to which to transfer them. Many of the fry cannot free themselves from the egg-shell or capsule, and require a little skilful help by means of an artist's camel-hair brush. When not more than two hours old the little fish have intelligence enough to dart away from danger. It requires some agility to capture one with a spoon. A scoop of fine gauze or perforated zinc is effective.

The following points may be noted in connection with managing the fry:—

- (1) They should be exposed to very little light.
- (2) No food is required until the large bag of yolk attached to each alevin is almost absorbed.
- (3) Prevent massing together, their jelly-like bodies when crowded together result in suffocation and death.
- (4) Cover the exit with fine gauze to prevent the tail and yolk sac of some of the fry passing through, and occasionally sweep them gently away from the point of outflow.

Before the yolk is gone, trout fry will pick up minute particles of food, and, indeed, if fry are kept more than six or seven weeks, systematic feeding must be resorted to. At the Restigouche hatchery, Mr. Alex. Mowat was granted permission in 1899 to retain and rear 10,000 sea salmon fry until they were six months old, when many of them reached three inches in length. This very successful attempt is referred to in the report by the officer named (*See* Department's Report for that year, Appendix 11, Fish-Culture Operations) from which I quote the following:—

As regards the 10,000 fry retained at the hatchery in open air tanks until six months old, the experiment was most successful. Many of these little fish were fully 3 inches in length when liberated in the autumn. The food for the fry consists of pulverized liver and raw fish, the fish only being used as a fluid food, and the liver grated into powder. A great amount of attention and care must attend the work of feeding the fry, and keeping all dead and decayed matter removed from the tanks. I am confident that from the trial made during the past summer at the Dee Side hatchery, that large numbers of the fry can be fed and reared in the tanks for at least six months before being liberated.

The utility of using other fish, in a powdered or mashed state for the sustenance of advanced fry was suggested long ago by that pioneer in fish-culture on this continent, Dr. Theodatus Garlick, of Cleveland, Ohio, U.S.A.* Dr. Garlick, in his interesting little 'Treatise on the Artificial Propagation of Certain Kinds of Fish' published in 1857,

* *Vide* my paper on "Fish-Culture in Canada" *Transact. Ottawa Lit. and Sci. Soc.*, Part II., p. 164.

said (p. 89.): It has been ascertained that the lean flesh of animals, when boiled, is an excellent article of food for young fish, or even old ones. As the fish are very small, it is necessary to hash it up into very fine particles or they will swallow it; in fact, it should be pounded or grated very fine, but as they increase in size, it may be given in coarser particles. The flesh of other kinds of fishes, where they are plenty, would be an excellent substitute for the flesh of animals, either cooked or uncooked; I think this kind of food preferable to any other.

The question has often been discussed whether fry whose incubation has been protracted are stronger than those which have been hatched earlier under a higher temperature. Certainly the mortality in broods of English trout hatched in water below 40° F. is far less than when the water is of a higher temperature. The same has been found to be true of the Canadian speckled trout and the Rainbow trout.

In a series of ova which had reached an advanced stage in water of 48° F., and were then placed in trays supplied with water 10° lower, the hatching out did not take place until the 120th day, though they are known to hatch in 50 or 60 days under a higher temperature. The resulting fry are more robust, and fewer die during the early stages after liberation from the egg than in those hatched at a temperature of 48° to 60°. Actual tests on spawning beds have shown that for long periods the water may not rise above 34° or 35° until April, and the period of hatching is therefore prolonged to 150 or 160 days, with the result that the fry are stronger and more healthy.

In accordance with the conditions which obtain in nature, the fry, after exclusion from the egg, should not be subjected to very low temperatures, but water ranging from 45° to 55° is most suitable. The carrying of fry to the localities where they are to be deposited is an important matter. Railway journeys, if not too protracted, do little harm to fry, unless the cans or tanks holding them are kept too near a stove or hot pipes. Excessive heat often proves fatal in railway cars, but as a rule, journeys by rail are less perilous than by team over rough roads, when the shocks and collisions seriously disarrange the delicate organization of the young fry, and damage it is believed the sensitive otcysts of the little fish. Team-drives over rough trails through forests are not conducive to the well-being of fry, and when possible, cans should be carried, in the manner described later, over very rocky or uneven tracts. Conveyance by boat or canoe is by far the best mode. Cans specially contrived for the purpose are best, and should be made of heavy galvanized iron† or stout iron well tinned, and holding 10 to 12 gallons of water. They may be 24 or 26 inches high, and say 18 inches in diameter, but may be of the form of a truncated cone, with a narrow neck in the centre for the purpose of preventing the splashing and loss of water as far as possible. Into the neck (say 6 inches in diameter), a cylindrical can fits, the bottom of which is made of fine metal gauze. The gauze not only allows of aëration, but when necessary serves as a receptacle for pieces of ice, which, melting, trickles into the water below in which the fish are swimming about. The ice is often broken up into fine pieces or crushed, if it does not melt and cool the water properly. It should always be remembered that the young fishes, above all salmonoid fishes, cannot endure heat, nor are they able to withstand frost with impunity. Indeed, ice placed in the lid of the can or tank has proved harmful when on warm days the fry have been surrounded for some hours by water of 50° or 60°. Hence the advisability of transporting young fish either in the early spring months or during the night, and at early morning when the season is warmer and more advanced. At such times they can be most safely shipped.

It is well known that newly hatched fish are far less hardy than eggs. But even eggs during the first few weeks are very sensitive, and within three weeks after fertilization they should be subjected as little as possible to concussions and rough usage. Salmon eggs 22 days old died in 8 or 9 days after being roughly handled during some experiments by the late Dr. Francis Day, the well known British salmon authority, but after the 47th day only very hurtful causes, such as chemical impurities, &c., will do them any harm, and "eyed" eggs are hardy in the extreme. No doubt vast numbers of ova are lost every year at the head waters of salmon rivers by being frozen.

† While galvanized iron is the best material, it must be remembered that the spirits of salt, used in soldering is very hurtful, and new cans, should stand full of water (often renewed) for eight or nine weeks.

SESSIONAL PAPER No. 22b

Certainly in 1881, this loss was very severe on many Scottish rivers. The famous physiologist, Dr. Davy, brother of Sir Humphrey Davy, imbedded salmon eggs in ice, and found that they survived: but his experiments provided conditions probably more gradual than the severe and trying circumstances of freezing near the source of a river.

In order to keep the cans suitably cool an outside jacket of iron is often provided, separated by an empty space from the inside can containing the fry. Such double cans are very effective, and being much cooler than ordinary cans, the fry are shipped in them with much greater safety and success. Whitefish fry which are very small and delicate will to the number of 15,000 to 25,000, travel in one of these cans without loss if the journey be not long and trying; but half that quantity of brook trout and salmon would as a rule suffice. Some authorities favour the wise principle of putting a minimum quantity of fry in each can and regard 3,000 to 5,000 as ample, but with newly hatched fry before the gills are properly developed, and before they have acquired their full larval activity and vigour, a greater number can be safely shipped in each can. Ten cans is a full shipment for one team, and fewer cans are in most cases advisable. At the famous Howietoun fish ponds in Scotland, the lamented Sir James Gibson Maitland, whose recent death all interested in fish culture must deplore, used a conical form of can 24 inches in diameter across the bottom, and 4½ inches in diameter at the top. The height of this can is 32 inches, and the weight, when filled, about 170 pounds, so that two men could easily lift it about by means of two strong handles fixed at points a little above the centre of gravity (about 14 inches from the bottom). When it is necessary to convey the cans along forest paths or across rocky hills, two poles are horizontally attached to the handles, and the can is then easily carried—one man walking in front and the other behind. Many Scottish lakes situated on the highest altitudes have been successfully stocked by this method.

All fry should be planted immediately after arrival. If the hour of arrival at the planting ground be midnight or during the small hours of the morning so much the better, the atmosphere is then cool. In any case no time should be lost as every moment is of importance, and the sooner the fry are disporting themselves in the clear waters of the stream or creek, the greater is the assurance of success. Under no plea whatever should fry be kept in the cans over the night. Great risk is run by a few hours' delay. If through the impossibility of obtaining a team or other cause it is absolutely impracticable to at once plant them, they should be constantly watched and fresh water splashed in, or the water aerated by a bellows or other means. Aeration is most easily and effectively done by lifting up water in a dipper from the can and letting it fall again with a splash: but on no account should the device be adopted of blowing down a tube into the can with a view to aerating the water. Such an absurd plan has been actually adopted by some manipulators: but in blowing down poisonous air from the lungs, the water in the can already vitiated with carbonic acid gas, becomes more vitiated and poisonous. The surest way of killing and asphyxiating fish suffering from lack of oxygen is to blow air from the mouth into their midst.

Again, fry should not be unduly knocked about or the cans roughly handled. 'Fry will not stand much knocking about,' wrote the late Sir Gibson Maitland. . . . 'the bottom of a tank (or can) used for transporting fry should be stiffened by cross pieces soldered underneath, as, if it sags at all, the fry soon get fatigued, possibly because the least spring from the bottom frightens them and they exhaust their strength by frequent and aimless sallies through the water.' The same author also wrote: 'With care fry can be carried for twenty-four hours, but the result is not satisfactory if the journey be longer.'

Of course small quantities of fry can be sent further and more easily than large. The re-aeration of the water is a difficulty. It cannot be done automatically, as is the case with yearlings, because the motion the water acquires tires out the fry if very young. The cans should never be filled quite to the top: but a considerable space should be left or the fry will suffocate.

Bread crumbs or particles of such supposed food should never be scattered amongst young fish, when being shipped. Very bad results have followed when this has been done as bread is a most unnatural food for young fishes.

It usually suffices in a long journey to change the water at appropriate intervals. The fact is well known that little salmon and trout, only 2 or 3 weeks old, actively wave their pectoral fins to and fro and thus create a current of water which aids in oxygenation, and facilitates the breathing operations of the fish.

The actual planting of the fry is a most important matter, and a good deal of very inappropriate advice has been published upon this matter.

It is clear that fry should not be suddenly transferred from a warm can to a can of water that is several degrees higher in temperature than the lake or stream.

The temperature should be somewhat equalized by mingling the two waters before the fish are emptied out. The temperature of the water into which the fry are to be transferred should not be more than 6° higher or lower than the water in which they have been carried from the hatchery.

It is hardly necessary to say that if fry are being sent some distance to be planted, it is an advantage to have all arrangements for their reception made beforehand, so that teams may be waiting the arrival of the cans and an immediate start be made. Before placing the cans on the team it is advisable to remove the ice from the covers of the cans unless the outside atmosphere be very warm. Cans of fish should never stand in the hot rays of the sun: but a cover or sheet should be so placed as to shield them. Cans should also be thoroughly rinsed and cooled with water before fry are placed in them. Fish frequently become sick before leaving the hatchery because this rule has not been observed and the fry placed in cans which have been warmed by the sun or nearness to a stove.

It is a good principle to find out where the fish naturally spawn in the waters to be planted, or if no fish of the same species occur, to ascertain where the best natural conditions exist. Thus whitefish should always be planted on clean gravelly ground in fairly shallow water, or where reefs of honeycomb rocks extend. Brook trout and salmon should be placed near the head of streams or as far up tributaries of large rivers as possible, avoiding, however, those which dry up during the summer.

Lake trout do best if distributed over rocky shoals such as are selected by the parent fish. In such places as those specified there is abundance of shelter, and the small fish, as a rule, make at once for niches in the rocks, or the protection of pebbles and stones. As pike, pickerel and other predacious fish are in the spring occupied in spawning, there is less danger from these fish than is commonly supposed, especially as the first-named species are then in weedy, marshy localities engaged in depositing their eggs. If sunfish, shiners, small suckers and pike appear to abound, it is best to select some other areas which are free from these destructive pests, or if that is not possible, drive these fish away by disturbing the water, sweeping a net over the ground or some such method.

It is often the case that neither time nor circumstances will admit of reaching the best and most appropriate localities, and the planting must be done where it is apparent the young fry would not have been under natural conditions found. After much experience with young fry, I am bound to confess that planting fry upon what may not appear the most suitable grounds results in better success than might have been anticipated. The charge often made against officials of merely dumping in the fry at the most convenient rather than the most suitable places is less grave than might be imagined by the inexperienced. A man standing on shore, with one foot encased in a fisherman's boot, in the water, can pour the fry gently into a deep part near the edge, and the fry will immediately seek shelter. A better plan is to gently empty the fry from a boat and the fry disperse before they reach the bottom. For a few minutes the mass of young fish appear to crowd together and then spread themselves and disappear from sight. That they survive and do well admits of no doubt as the remark, already made, applies in this case, viz., that the chief enemies of the young fish are in swampy shallows engaged in depositing their spawn. In thus favouring the planting of fry in deep water when it is a matter of difficulty to plant them in small batches in shallow water, I have the support of the late Sir Gibson Maitland who wrote: 'At first we used to place the fry in the shallowest water near the inlet of the ponds; but they were so frightened that they used to be huddled together in masses when poured into deep water they instantly disperse, and in a few minutes have spread all over the pond in a lively and inquisitive spirit.'

No. II.—THE PROPAGATION AND PLANTING OF PREDACEOUS FISH.

BY PROFESSOR E. E. PRINCE, COMMISSIONER OF FISHERIES, OTTAWA.

The science of artificial fish-culture primarily confined its operations to restocking depleted waters. Salmon rivers were planted with salmon, trout-streams were restocked with trout, and the Great Lakes were re-populated with the young of the lake white-fish. There appeared to be some guarantee that the fry distributed from the hatcheries would have every chance of survival, because they were placed in waters where the conditions were appropriate. They were, in other words, planted in the waters to which they were native, and where their food and environment would be favourable and normal. It was not long before enterprising fish-culturists ventured to advance beyond these narrow limits. It was suggested that young fish might be introduced into waters to which they were not indigenous, and curiously enough some of the earliest experiments in the transplanting of fish were the boldest, and apparently the most hazardous to attempt. Trout and salmon from British waters were, in fact, sent to the Antipodes. No trout or salmon occurred originally in the rivers and lakes of Australia or of New Zealand, and not a few fish-authorities regarded as perilous if not hopeless, the proposal to place the brown trout of England, and the salmon of North Britain, in the waters of the southern hemisphere. Nearly forty years have passed since these initial shipments of British fish took place and the results are well known. The salmon for some reason appear to have failed to establish themselves, and the theory is that, if the young fish survived after being distributed, they went down to the sea as smolts and never returned. With the trout it proved wholly different, and the success of the experiment exceeded the most sanguine expectations. A great proportion of the fish descended to the sea and became sea-trout, but sea-trout far surpassing their brethren of the northern hemisphere. The British brook or river-trout ranges in weight from a few ounces to two or more pounds. Larger fish are recorded, but they are abnormal. Sea-trout reach a somewhat larger size, and on an average may be double the weight of their fresh-water congeners. But in Antipodean waters the progeny of the small English trout planted in the 'sixties' have grown to gigantic proportions, and huge specimens have been repeatedly captured approaching a weight of thirty pounds. The transplantation of fish from their native surroundings to waters entirely new to them was not only a successful experiment, it was a triumph in the history of artificial fish-culture. To this successful trial may be compared the introduction of the brook trout or North American char of Canada and the United States into English and Scotch waters where it has also turned out well. The gaily tinted *Salvelinus fontinalis* is now a familiar fish to British anglers and fish-culturists. The species has suffered no deterioration by being transported to waters across the Atlantic. Other cases might be referred to. Thus Pacific species of various kinds have been transferred to the Atlantic slope, and every effort made to establish them there, while on the other hand, extensive shipments of Eastern species have been made to Western lakes and rivers, both in the United States and in Canada. The experiment of planting Pacific salmon in rivers debouching into the Atlantic has not been demonstrated to have been a success. Stray specimens of salmon have, it is true, been captured in eastern rivers: but no marked results have been recorded. Atlantic shad, striped bass, river catfish, &c., planted in western waters on this continent have, however, prospered, and there is every sign that the step taken will prove eminently successful.

While artificial transplantation of fish proves in most cases not only a success: but a very real benefit to the territories whose waters may be stocked with new and useful varieties, yet there are dangers, and very real ones, which cannot be ignored, and unless some regard be had to the safe limits, within which this branch of fish-culture may be beneficially carried on, more harm than good may be done, and evils created which it will be well-nigh impossible to counteract and remove. This warning is specially

urgent and necessary in the case of predaceous species. As a rule such fishes are sturdy, active and wandering kinds, well armed both as to spinous fins and formidable teeth and, in the contest with species less pugnacious and strong, they readily gain the upper hand, when introduced into new surroundings. Under normal conditions in their native waters, they are kept in check, or in most cases they do not frequent precisely the same areas as the more defenceless kinds. But if the balance of things be unduly disturbed, such rapacious species even in their native waters, will be found to unduly increase, and may over-run vast areas to the injury and, it may be, extermination of less predaceous and usually more valuable fish. On the other hand a species of fish may be introduced into a new habitat, which may be unfavourable for its growth and numerical increase, if not actually inimical to its very existence. This is not realized by many persons, who are filled with enthusiasm to have all available waters stocked without regard to the essential conditions of success. The experience of all fish-culturists, especially government experts, confirms this. A distinguished U.S. expert, lately deceased, once plainly stated his experience as follows: "I have seen very many applications asking for brook, brown and rainbow trout fry and brook, brown, and rainbow trout fingerlings, all on the same application and all desired for the same stream or pond. The eternal fitness of things is not in the least considered. A man is advised not to plant brown trout in waters already containing the native brook trout, and he replies that he has already done so. I think I can point to fifty cases of this sort. There will come a time when some one must answer for the indiscriminate stocking that has been done. That a man asks for a certain kind of fish for certain waters that are entirely unsuitable for the fish, is no reason why the man should have them merely because he is a citizen and a taxpayer and the fish are free. A chemist would not sell a man active poison simply because the man was ignorant of the results from using it and had been impressed with the name and so fancied it for his system, but an honest chemist would recommend horehound candy instead of the prussic acid the man thought he wanted. The Commission has a letter on file from a man whose application was not filled. He said he was entitled to the fish and would have them or know the reason why, with other intemperate language. He was told the reason why—that no man was entitled to any fish until his application had been passed upon by the Commission, then if the waters were suitable for the fish and the state had them for distribution, the fish were sent, not to the individual, but for the benefit of the general public who fished the water."

In unsuitable places where the fish do not actually perish, they may be dwarfed and lead a lingering existence. When in 1882 a quantity of the famous Loch Leven trout were transferred from their native lake, on the borders of Fife and Kinross, in Scotland, to the beautiful Highland loch, Loch Ard, by the Scottish Trout Preservation Association, it was found three years later by Mr. D. B. Macgregor, of Glasgow, that specimens were being caught, but their weight was not more than five ounces, whereas this species of trout normally reach double that weight, or even twelve or fourteen ounces in the favourable waters of Loch Leven. Mr. Macgregor in reporting on the matter attributed the dwarfing influence in Loch Ard, to the scarcity, or the difference in kind, of the food. Of course, it is impossible to foresee what results may follow the introduction into new waters of a strange or a foreign species. The acclimatization of animals (beasts, birds, and fishes) has yielded most unexpected results in many cases. The rabbit-plague in Australia, and Cape Colony, South Africa, for instance, the enormous increase of the European house-sparrow in North America, and the results (most harmful) of the liberation of English starlings in certain portions of the United States Republic, afford sufficient warning as to the unwisdom and riskiness, not to say widespread harm of the transplanting of species of living creatures from their native surroundings into new areas, without adequate knowledge or experience of the possible results. Some countries, alive to their best interests have taken effective steps to undo and counteract the evil; but preventive and corrective measure should be adopted in our own and other lands. The action of Cape Colony and Western Australia on the question stands out in marked contrast to the apathy of other countries. Cape Colony, in 1890, made it unlawful to introduce rabbits, either by land or sea, or to turn them loose within the colony; required the rabbits already in the colony to be confined in hutches or boxes constructed according to certain prescribed regulations, and authorized

SESSIONAL PAPER No. 22b

any one to destroy rabbits found on his premises, Crown lands, or along public roads. Western Australia, profiting by the experience of her sister colonies on the eastern side of the continent, has taken measures to secure protection from the evils of indiscriminate and ill-advised acclimatization by the passage of the so-called "Destructive birds and animals Act."

The difficulties of coping with the rabbit plague in Australia were graphically explained by Mr. W. D. Severn in an address at the Imperial Institute, London, two or three years ago. He pointed out that three pairs of rabbits were originally introduced and they soon threatened to turn the country into a gigantic rabbit warren, a single pair it had been found resulting in a progeny of over 13,000,000 rabbits in the short period of three years. Fencing, poison, digging burrows, and driving the animals into limited areas were adopted at enormous expense: but the use of arsenic seemed to be most effectual. Sir Samuel Baker, on the same occasion, referred to the reward of £125,000 offered by New South Wales in 1887 for a reliable remedy, and no less than 1,800 schemes were submitted, and the plan was adopted of enclosing, in a fence 15,000 miles long, the rabbits near a supply of water which was poisoned, and they were now being reduced in numbers.

It is not necessary to make any lengthy reference to the introduction into the waters of this continent of German Carp for the reason that six years ago I expressed pretty fully my views upon the matter. (See Special Report 'The Place of Carp in Fish-Culture,' Mar. & Fish. Report, Ottawa, 1896.)

While opinions seem to be divided as to the evil or the good resulting from carp-culture, it must be confessed that they have spread far beyond the limits anticipated by those who initiated the stocking operation. The fish have spread over a wide area, and have invaded Canadian waters far from the sites in the United States where they were originally planted. I have been repeatedly assured by Canadian fishermen that the large catches, which they unwillingly take in their nets, cannot be readily or profitably disposed of. In a single haul no less than 2 tons of carp, weighing 4 or 5 lbs. to 18 lbs. each, have been taken by a pound-net in Lake Erie, whereas not more than 15 to 20 tons of the valuable whitefish would be secured by a fisherman in the whole season (April to October). The fishermen claimed that all Lake Erie had been over-run by carp planted in Sandusky Bay in 1888. Commander John Brice, soon after he received the appointment in 1896 of U.S. Fish Commissioner, publicly stated his opinion on the matter of planting carp and on the policy of fish-planting which he favoured. He said:—

'There is no reason, therefore, why the streams of the United States should not be full of fish of the species either natural to their waters, or which have become acclimated to such a degree that they flourish as though they were native to them.

'We do not propose to introduce fish in a stream without a full investigation as to its characteristics and the effect it will have on the natural denizens of such waters.'

'Now, take your Potomac River, for instance, as a case in point to illustrate what I mean. A few years ago the Potomac was full of black bass from above Cabin John Bridge to its head waters, and fishermen enjoyed magnificent sport all along it. Now there is general complaint about the scarcity of the bass in the Potomac. This change is due to no other cause than the carp. The carp is a natural scavenger, and he destroys the spawn of a fish wherever he can find it. The carp follows the schools to their spawning beds and sucks up nest after nest without fear of interruption, because he is too big and unwieldy for the fish he pursues to drive him away. There will be no more carp distributed by the United States Fish Commission while I am in charge of it, and they will be cleaned out of all the ponds wherever they may be that come under the authority of this office.'

Quite recently the Attorney General of Indiana announced that a law for exterminating carp had been enacted and the fishery officials duly notified. The Fish Commissioner asked the Attorney General if he could have the lakes in northern Indiana seined and kill the carp, gar and mud turtles, which are found in those lakes by the thousands and which kill the kind of fish that the State desires to foster.

Attorney General Taylor's recommendation is that an immense seine, probably 1,000 feet long, be procured and all the smaller lakes be seined. When the seines are hauled in the carp, gar and mud turtles will be killed, but the bass, perch and other fish

brought up in the seine will be immediately thrown back in the water. Mr. Taylor believes this will do more to preserve game fish than any one thing that could be done. The Moon Railroad Company will seine Cedar lake in a short time and will kill all the carp, gar and turtles brought up in the seine. The work will be done under the direction of the commissioner.

The policy adopted, for a period of many years in fish-culture operations in the Dominion has been on wise and cautious lines. A well-informed policy, confining the work mainly to the hatching and planting of salmon, lake whitefish, and great lake trout, the last frequently called salmon-trout, has been uniformly pursued, and the policy has proved beneficial and safe.

Of course many species have been constantly pressed upon the Government's attention; but most of the fish recommended being more or less predaceous, some of them extremely so, it has been felt that even at the risk of disappointing the public, the propagation and planting of these kinds was hazardous, and might result in infinite harm.

There can of course be little risk in the planting of salmon if the conditions are favourable. As a rule a salmon-river is not perfectly adapted for other fish, unless it be sea-trout and brook-trout, and in certain cases sturgeon and striped bass. Cusk or fresh-water ling and togue or touladi occur in such rivers as the St. John River, New Brunswick; but, on the whole, the salmon is the predominant fish in our Canadian salmon rivers, and efforts to keep up and to increase the supply of those noble fish by means of hatcheries, must be an unmixed benefit if properly and successfully carried out. The planting of lake-whitefish fry involves no danger to other species. Its habits are inoffensive, it is toothless and subsists chiefly on small crustaceans, mollusks, and similar minute food. It is stated to devour small fish, such as young gold-eyes and fresh-water clupeoids in Lake Winnipeg and other great-lakes, but such predacity is unusual. There is not the same certainty about the great lake trout. It is a powerful and voracious fish, well armed with strong teeth, and a most formidable foe to all smaller fish, if planted in confined waters. In the great lakes of Canada, the trout during most months of the year frequent the deeper waters, and only move into the inshore shallows about spawning time, *i.e.* late October or early November. During the spring and summer its habits and the nature of its food keep it in regions not frequented by whitefish, hence these two important marketable fishes have co-existed in Canadian waters generally. Both fishes spawn in the fall, and in many localities they have been taken together in the same nets, the two species at this time being more or less in company, though as a rule whitefish do not spawn on precisely the same grounds as the great lake-trout. It may also be added that during the spawning period neither of these fish take much food, indeed the condition of the stomach indicates that they fast at that time, hence there is little danger then to the inoffensive whitefish from the proximity of the hordes of voracious lake-trout.

The maintenance of the balance between predaceous and non-predaceous kinds of fishes depends, no doubt, upon a variety of causes. I have indicated one, *viz.*, the different habitats frequented by various species in the same waters, but others might be named. When, however, this balance is disturbed, as in the great lakes, by fishing operations on a vast scale the results are frequently quite inexplicable. Thus the decline of the lake whitefish fishery in Lake Erie has been followed, not by a great increase in such predaceous species as the blue and yellow pike-perch or pickerel (*doré*), but by an enormous increase in the takes of so-called lake-herring or lesser whitefish, a species of inferior edible qualities and of less market-value. In Georgian Bay, and the waters of Lake Huron generally, the diminished supply of whitefish seems to have been accompanied by a very appreciable increase in the quantity of great lake-trout. In Lake Ontario twenty years ago the whitefish ranked as of first importance in quantity and market value, the lesser whitefish (called lake-herring) ranked next, and the lake trout came third, followed by the pickerel or *doré* and by the long-nosed pike (*Lucius*) or grass pike.

Now, however, the inferior, or lesser whitefish (so called herring) and the grass pike are of chief market importance, the pickerel or *doré* ranks next, and the whitefish and lake-trout are of comparatively insignificant moment. It is extremely probable that

SESSIONAL PAPER No. 22b

physical changes in the character of the great lakes, and the surrounding country, have been potent in bringing about these results; deforestation no doubt working vast changes, and the extensive use of the deadly drag-seine on the shallow spawning beds hastening the deterioration: but at the same time, it is not easy, from a biological point of view, to see why a smaller and inferior species of whitefish should survive, along with voracious species like the grass-pike, when the larger and more valued kind of whitefish has declined in quantity to so serious an extent.

It requires no argument or production of elaborate evidence to demonstrate that a weaker species is bound to succumb in the struggle for existence with a stronger and more voracious species. Nevertheless fish-culturists are continually urged to try the risky experiment of planting the weaker and more inoffensive kinds of fish in waters abounding in powerful and predaceous fish, and to thus add to the unequal nature of the struggle. The authorities charged with the task of framing fishery regulations are persistently pressed to afford increased protection to the latter. Thus in the waters of Lake Huron and Georgian Bay while the valuable whitefish has decreased in abundance for a number of years, the smaller and less valuable kinds have not done so, and the great lake-trout has apparently shown an improvement in numbers, and this last-named fact is the more remarkable because the present close season, 1st to 30th November, is admitted to cover only part of the spawning period. The International Commissioners in 1896 were struck by this noteworthy state of things. They say (pp. 108 and 109 of their report):—

‘There has been a vast decrease in the abundance of the whitefish in Lake Huron, and this decrease has continued unchecked to the present time, the same being due to a complication of circumstances. The location of the most extensive fishery for this species has varied from time to time, and it is significant that during any given period of which we have knowledge, the region of the greatest fishery, whether by gill nets or pound nets, has been the region of greatest decrease.

‘It is impossible to say whether or not the amount of apparatus alone, unaccompanied by other abuses, would have induced the decrease noted. There is no doubt that considerable harm is done by the capture of small whitefish in the pounds, and perhaps to some extent in the gill-nets fished ostensibly for menominees. Along the north shore on both sides of the boundary line the catch of small whitefish of inferior value to the fisherman, but of vast consequence to the fishery, is an evil of the pound-net fishery which requires correction.

‘A considerable proportion of all the whitefish taken in the lake are caught during the spawning time, when they are close inshore and readily accessible, and the facility with which they may be taken at such times is probably, to some extent, responsible for their decrease.

‘During the period for which we were able to acquire information there appears to have been but little decrease in the trout. The large shoal-water variety caught in the fall has apparently fallen off to some extent, but the deep-water form exists in apparently undiminished numbers. The immunity of this species from the effects of the various agencies which have decimated the whitefish is, no doubt, due to its habits and distribution. It is less gregarious than the whitefish, and, instead of being confined to the coastal-platform, it has a lake-wide distribution and an apparently wide individual range of movement. It apparently seeks its food at all depths and finds it in considerable variety and is, therefore, not much affected by the pollution of the bottom. Although the gill-net fishery for this species is quite extensive, we have failed to note any serious effect upon its abundance. Young fish are sometimes caught in the gill nets, but as they usually become entangled by the teeth no remedy suggests itself.’

Many fishermen before a Commission, which sat in 1892, gave similar views. Thus Mr. Hutchins, of Midland, Ont., informed the commissioners that ‘whitefish are the most valuable fish in the Georgian Bay—that is for the fishermen—and should be husbanded more than any other, for they can be destroyed more quickly than any of the other kinds of fish by reason of their innocent nature: they are not greedy or voracious, while salmon-trout feed largely upon them.’

In my report already referred to (32nd Ann. Rep. of Dept. of Mar. and Fisheries, p. lxxvi), I drew attention to this matter and pointed out that ‘the great lake-trout is

a strong predaceous and, in some respects, undesirable fish, making war upon whitefish and all other kinds. The present close season for the great lake trout is perhaps too short, but it has sufficed in Lake Huron and Georgian Bay, at any rate, to ensure the maintenance of a fair supply of these fish. It is plain that predaceous species call for less protection than more harmless and defenceless species.

The general conclusion to be drawn from all these observations is that a knowledge of the habits of fish, of their ability to accommodate themselves to their surroundings and hold their own against other species, is essential in carrying out a system of planting young fish and of stocking new waters. Hardly less important, perhaps even more important, is a knowledge of the probable increase and predominating power of a particular kind of fish introduced, or about to be introduced, into waters to which they are not native. There is grave danger in this work of transplantation unless it be done with a full knowledge of the facts and possibilities of the case. Serious harm may ensue—harm which may be irremediable—unless caution and discretion, based upon accurate knowledge, be exercised. At one time fish-culturists of prominence and authority were eager to introduce every possible kind of fish into all available waters. Western lakes and rivers were to be stocked with eastern fish, and *vice versa*, while a great variety of fishes from Britain, Germany, France, Austria and other countries, were to be introduced into the waters of this continent: also, as part of the scheme, North American species were to be shipped for planting purposes in return. Such hasty and ill-considered proposals were likely to do more harm than good. Thus, our American catfishes, excellent though they may be for certain table purposes, are altogether undesirable in waters fitted for superior game and commercial species. The German carp, welcome no doubt to Germans and Austrians, who in their native lands never knew any better fish, is out of place in the crystal waters of Canada, and the tench, barbel, bream and other fishes, native to Britain, are altogether undesirable in the waters of this western continent. But the objection to these fishes is not that they would devour or drive out our more desirable native fishes, but that they are not worth the room they would occupy in our waters, and the food which they would devour is required to sustain and nourish the fry of native American species. The same objection does not appear to have so much force when applied to the case of fishes with desirable qualities. Yet the policy adhered to by the Dominion Government even in regard to such fish has been a wise one. No encouragement has been given to proposals to hatch and stock Canadian waters with fish from Europe. The English river-trout, often called brown trout, is a case in point. But that the policy we have followed is wise is clear from the change in the views of the principal United States officers charged with the work of Federal Fish Culture. Thus Commissioner Brice, in a published interview, said:—“We do not propose to introduce any more foreign fish in American waters. There is some demand for the introduction of the German trout in this country, but the persons who desire such an importation apparently do not realize what an effect the appearance of this fish would have upon our native varieties. The German trout is stronger, larger, more vigorous and vicious, and grows faster than any of our variety, and if it were introduced into this country it would quickly drive out the brook-trout in the East and the rainbow-trout in California. ‘No,’ continued Commissioner Brice, ‘the care and preservation and increase of the fishes indigenous to American streams, or which have been found to adapt themselves to our waters without driving out or destroying the native varieties, should be the aim and object of the Fish Commission.’

Hence a comparatively small number of trout will thrive, as just remarked, in a lake which will sustain a disproportionately larger number of whitefish. There are lakes in Alberta, Assiniboia and Saskatchewan which at present yield an abundant supply of delicious whitefish to the settlers, and Indians and Half-breeds; but that supply would not only be endangered, it would inevitably disappear were brook-trout, commonly called speckled-trout in eastern waters, introduced. Fine salmon rivers along the Atlantic coast have, in many cases, suffered from trout, both the fresh-water and the sea-run variety. Indeed in the provinces of Quebec, New Brunswick and Prince Edward Island, some rivers have been so seriously overrun that the diminution of salmon in them may be largely traced to the excessive number of trout. It was actually urged a few years ago that the use of dynamite (prohibited by statute) should

SESSIONAL PAPER No. 22b

be permitted for the express purpose of diminishing the hordes of trout which in some pools had become superabundant. Had that extreme step been sanctioned by the Dominion Government, no doubt the trout would have been reduced in numbers; but such immense quantities of salmon, young and old, would have been killed that the harm might not have been repaired for many years. Reputable persons held, however, that in the long run the river would have been benefited. The usual food of the trout is aquatic larvæ, beetles, flies and small fish; but it is a most inveterate destroyer of salmon eggs and fry. When these are not to be had it will attack even larger fish. The serious decrease in the supply of the beautiful and valued grayling in the State of Michigan has been attributed largely to brook trout. The New York *Forest and Stream* (July 1901, p. 278) said upon this matter:—

‘The Michigan graylings are now only found in the upper waters of a few of the streams of that State, and are, sad to say, rapidly being exterminated. They apparently cannot withstand the inroad of the brook and the rainbow-trout, which are quickly taking possession of the once fruitful grayling waters of Michigan. The angling tourist will still find them in upper Manistee and in Ausable River of the State named.’

When insect food, or even the young or the mature stages of other fish are not to be readily had, the trout turns cannibal, and devours the eggs and young of its own species. As Mr. S. H. Campbell said in his official report for 1901, on the State Fish Hatchery, Wyoming:—‘The trout is the most destructive fish to its kind, in the matter of destroying its eggs during the spawning season. While on the spawning beds hundreds of trout are gathered, male and female, and devour the eggs as fast as they are deposited on the gravel and bottom of the stream or lake. It is only the eggs that are covered or fall among the rocks that ever hatch out from natural reproduction. It is not the other kinds of fish, such as suckers, chub and dace, that destroy so many of the trout eggs; but it is the trout themselves.’

Species which for market or for sport are of highest value to the community have been hatched under the auspices of the Dominion Government, and dangerous or doubtful species have been excluded. Amongst the species which have rarely, or not at all, been included in Canadian fish-culture, but which correspondents have persistently recommended for inclusion are:—Canadian brook-trout, rainbow-trout, black bass of both species, sturgeon, yellow perch, cat-fish, pike, maskinonge and other kinds.

Let us take the brook-trout first, for in the opinion of most people it is a fish which can be regarded as out of place in no lake, river, or stream. It is a mistake to introduce brook-trout into lakes in which whitefish are abundant, unless such lakes be of great extent, and contain considerable depths.

In our North-west Territories, where fish have a very special value, a value hardly to be paralleled in other provinces less remote from the sea-coast or great lakes, a small lake stocked with whitefish is of far more importance than if stocked with trout. Not only will the same area of water furnish a greater amount of fish-food (if whitefish are planted not trout) but trout are predaceous, whereas whitefish are not. Trout devour other species, and even make war upon each other. It is no doubt impossible in most salmon rivers to exterminate the trout, or prevent their inroads; but every means should be taken to keep their numbers down and successfully check their superabundance. A salmon river should, as far as possible, be a river for salmon, and no step should be neglected to make it so. On the other hand a trout stream is not to be despised; but a trout stream should be a stream for trout, a stream that is to say, in which every encouragement for their increase and welfare, and every protection against injury and depletion is afforded them. It is justifiable in a good trout stream to exclude and destroy salmon for, as that most enthusiastic of trout culturists, the late Sir James Gibson Maitland once declared,—‘trout are most destructive to salmon spawn, and salmon in their turn are, after spawning, most destructive to trout.’

Closely connected with the brook-trout *versus* salmon question, and the incompatibility of cultivating both in the same waters, is the frequently suggested plan of stocking speckled-trout lakes and streams with the justly esteemed rainbow-trout of the Pacific slope. In this case again the choice between a familiar and valued native fish and a much vaunted stranger arises. No doubt the rainbow-trout is a hardy, hand-

some and fast-growing fish. As a game fish in its native waters it could not be surpassed, though it is alleged that when planted in eastern waters it becomes languid and inactive, and grows large and fat and lazy in its new surroundings. My own opinion always has been that our eastern brook-trout is the best fish for eastern waters, and that every effort should be made to increase its numbers, and prevent the continuance of that depletion in the streams of the Maritime Provinces which must soon result in extermination. There are hundreds of streams, not naturally adapted for salmon which would well repay restocking, and more active protection. Such streams no doubt might be stocked with rainbow-trout. The suggestion has, indeed, been repeatedly made, and in one of our Dominion hatcheries rainbow trout purchased at the Caledonia establishment, N.Y., have been hatched and planted in certain Nova Scotia waters. But I am strongly of opinion that the native brook-trout are to be preferred, and in this opinion I find myself confirmed by the views of a most able and accomplished fish-culturist, Mr. Alfred Ogden, the Dominion officer in charge of the Bedford Salmon Hatchery, near Halifax, N.S., who says (in his 1899 report):—

‘Although the rainbow-trout is a good game fish, an active biter and makes a strong fight, giving great sport to the angler, I think that it would be a great mistake to introduce it into waters where our native trout abound. Where food is plentiful, and waters moderately cool, the rainbows will grow fast and attain a weight of from 5 lbs. to 10 lbs., and will no doubt soon destroy the native trout of smaller size. The rainbow-trout are not as fine a fish for food as our native species, and the flesh will not keep long after being taken out of the water.’

I am of opinion that the Pacific trout will be found to destroy both the eggs and young of the eastern trout; but that remains to be proved. Their rapid growth and attainment of a disproportionate size in a comparatively short time supports the idea that the native trout will not be able to hold their own against the introduced stranger. How important, then, it is to have more information and to use extreme caution before sanctioning attempts to stock our eastern waters generally with the voracious and quick-growing western species.

A few words upon the stocking of new waters with the justly esteemed black bass, are highly important when dealing with this subject of the planting of predaceous fish. The black bass of both species are typically predaceous fish. The reputation which they have enjoyed as game fish is well justified, and many experienced anglers go so far as to compare the landing of a large black bass, of the small-mouthed species, to the landing of a salmon. They are most muscular and powerful, and not easily played out, fighting to the last. The traditions of sport forbid this comparison of salmon and bass fishing; but I was assured, a few years ago, by a high government official from England, who was spending a holiday in Canada, that a week's black bass angling in the Gatineau waters, north of the city of Ottawa, had given him more enjoyable and exciting sport than he had experienced in English or Norwegian salmon rivers. From its very voracity the black bass is a bold and fierce biter. The angler need rarely be disappointed of a ‘rise’ if there be any black bass about. It needs some skill to strike at the right moment, and still more skill and wrist endurance to sustain the fight, with the vigorous and untiring victim, which possesses all the cunning and activity, and almost the strength of a fresh-run salmon. The comparison of the bass with the trout is more permissible perhaps than that just referred to. One of the best known anglers of Pennsylvania makes this comparison, and points out how the two fish differ. He said that to play a speckled-trout gave him a higher and keener sense of delight than to hook and play a lordly black bass. ‘Both,’ he said ‘make a glorious and intelligent struggle for life. But there the comparison ends. The trout fights like a trained boxer, the other like a savage. One arouses all my admiration and the other my blood. With one I feel as though I was engaged in a friendly contest, with the other almost as though it was the life of either myself or the bass.’

There is a lack of refinement about bass fishing, which marks it off at any rate from the traditional stately conflict with that monarch of the river, the salmon.

Waters, in which black bass abound are to be coveted; but these fish should not be desired or planted everywhere. Brook-trout without question will inevitably disappear before the new and pugnacious marauders, and in most cases the trout are the preferable fish. As a matter of fact a lake will sustain far fewer bass than brook-trout,

SESSIONAL PAPER No. 22b

for the reason that the bass are inordinate feeders, and are on the offensive at all times, though especially bellicose in June and July when in most localities they are at the height of spawning, or jealously guarding their nests. Moreover the schools of young fry are great wanderers, and will make their way into all the neighbouring waters, if access be at all possible, passing through very small and shallow channels, when foraging for new feeding grounds. Waters should be well supplied with numerous and small cyprinoids in order to satisfy the voracious appetites of the bass as they are especially liable to parasites and disease if allowed to get into poor condition, and not supplied with ample substance. Ponds, though abounding in insect and crustacean life, will not keep bass in health and vigour. They must have live fish and if possible frogs and such large 'game' for food.

At one of the United States hatcheries (Neoshosta, Miss.) five or six years ago, it was found in rearing bass and brook trout in ponds that there was a very serious loss, for which it was difficult to account, considering the expert care afforded to the brood. It was pointed out in a published report that the 'net output of the basses and trout was very discouraging in view of the fact that these fish were carefully assorted each month and the different sizes kept separate. The loss of the bass was undoubtedly due to cannibalism, though enormous quantities of *Coriza* were collected as food for them. This food is very acceptable to the rock bass, but the black bass have been observed to eat each other when the bottom of the pond was covered with young *Coriza*. In view of these losses it is strongly recommended that the distribution hereafter be made during the months of September and October, as it is believed that a much larger percentage of the fish can be saved by so doing. In addition to this better results can be obtained by planting fish in the early fall, when the water is full of natural food.' Bass indeed are found as a rule to absolutely refuse food other than small living fishes.

Some interesting details are given in the U. S. Fish Commissioner's Report for 1898 (Washington, 1899), on experiences in the artificial feeding of various species of fishes exhibited in the glass tanks at the Tennessee Centennial Exhibition at Nashville. Beef, liver, shell-fish and other animal matters were tried, the beef being carefully divested of the fat and sinews, and cut into small fragments suited to the various fishes. 'For the small specimens' said Dr. Ravenel, 'it was ground down fine in a meat-chopper while for the larger it was cut in pieces of varying size the black bass and crappie, which were the most difficult to keep, were fed entirely on minnows.'

There are lakes containing only small inferior species of fish, or containing no fish: but capable of being supplied with so-called 'minnows' and into such waters black bass might be introduced. There are lakes and channels, peopled only with pike and coarse predaceous species, which are equally suitable: but the utmost care is desirable lest, after the bass have established themselves, they find too ready access to neighbouring waters and overrun regions occupied by brook trout, grayling, or other desirable kinds of fish. With this proviso that the conditions as a whole are understood, and all possibilities of danger recognized and guarded against, there is really nothing to be said against the view which the Marquis of Exeter expressed on June 21st, 1883, at the London Fisheries Conference. On that occasion the Marquis said that he felt bound to utter 'a word in defence of the poor black bass, which had been so hardly used. He fully agreed with the remark that they should not be put into trout streams, where they would be as destructive as pike, but in many parts of England, particularly in his own county, there were neither salmon nor trout in the streams, only pike, perch, and the most abominable of all fish, coarse bream. In those waters the black bass would be a useful addition, he would rise to a fly: he would take any bait: he would live with the pike, and he was exceedingly good eating. They contained very few bones, and he thought the flesh was decidedly more like fresh whiting than any other fish.'

Still more care and caution require to be exercised respecting the planting of maskinonge. It is true that this huge half-brother of the long-nosed pike (*Lucius*) is in some respects less wolfish, more gamey, and a far superior fish for table purposes: but he is essentially a pike, and can only be introduced into waters which are peopled by fish equally active, well-armed and predaceous. Similarly, the pike-perch or pickerel of Canada, for which requests are continually being received in Ottawa, is a most undesirable fish where trout, whitefish or similar species are being protected and cultivated. I

fully agree with the opinions of a correspondent in *Forest and Stream*, N. Y. (April 21st, 1900) who affirms that 'every angler knows the nature of the food of the adult muscalonge and also knows that it is a fish of the cold Northern waters. It is certainly one of the most voracious fishes known, and in habits is to be closely compared with its congener, the wall-eyed pike or pike-perch (*Stizostedion*). Such fishes are the wolves of the waters, and their introduction should be attempted with great care and knowledge of the waters into which they are to be placed. Where they become abundant they effectually kill off nearly all other kinds of fishes in the waters they inhabit, especially if it be an isolated pond or lake where other fishes do not freely migrate into it. If such pond or lake contains only the coarser or less valuable forms of fishes, it may be well to stock it with muscalonge and wall-eyed pike, but if fine fish or other desirable game fish are abundant, it is certainly advisable to prevent these wolves beneath the waters from exterminating more valuable forms of life. Here again is decided need of biological investigations to determine what waters should be and what should not be stocked with such fish.'

Of pike, suckers, perch, catfish and similar coarse predaceous fish little need be said. There may be occasionally muddy ponds or isolated lakes where these fish could be safely planted without risk of their overrunning the whole of the waters of the adjacent district: but it may be laid down as a general rule that these fish do not need the aid of artificial fish-culture and they should be kept as far as possible within their present range. To introduce them into virgin waters where they will soon inevitably hold supreme sway, outnumbering and overcoming in an incredibly short space of time the indigenous kinds of fish, is criminal. Well might an eminent U. S. fish-culturist declare, a year or two ago:—

'There will be no wall-eyed pike distributed. We have received many requests for fish of this character under different names from various parts of the country, but they are all wall-eyed pike, pure and simple, a most pernicious and destructive fish, and, as I said, none will be distributed. The perch is another destructive fish. There are very few members of the perch family that do not come under this condemnatory head. Like the carp, they follow the schools of fish and destroy their spawn.' The damage done by unwise planting of fish it may never be possible to undo. A recent private letter received by me, from a well-known gentleman in the province of Quebec, indicates how seriously such a fish as the yellow perch may affect fine angling lakes,—'I own "he says" a lake in the County of Portneuf in which, some years ago, nothing but trout could be found; to-day, however, the only fish found there are perch.' In some Canadian lakes the yellow perch, formerly unknown or not occurring numerously, has increased so vastly as to endanger all other fishing. The Pennsylvania fishery authorities were the first to point out, some years ago, that the yellow perch, in even so large a body of water as Lake Erie, were becoming a menace. Curiously enough as they increased in the greater waters, they were observed to become scarce in the smaller lakes and streams—to quote from their report.—'While yellow perch are becoming scarce or have disappeared in some of the streams and ponds through the thoughtlessness of anglers and boys, and the ravages of pot hunters and criminals, the fish seem to be actually on the increase in Lake Erie and in the other great chain of inland seas of which it is one. To such a surprising extent is this true, that a large number of the lake fishermen became firmly convinced that the Fish Commissioners of this and other states, as well as of the United States government, had confounded the identity of the yellow perch and the whitefish, and had taken to hatching and depositing the fry of the former in the waters instead of the latter.'

The spawn of the perch is one of the best adapted for accidental transportation from one lake or river to an other, and, while in many cases the regrettable step has been taken of actually depositing spawn or fry in new locations, there are no doubt multitudes of cases in which waters have been stocked by birds, especially ducks and other aquatic species. The spawn of the perch is arranged in long tenacious ropes or frills, and being laid in shallow water, becomes readily entangled in the feet or feathers of water-frequenting animals. When yellow perch establish themselves, they soon dominate the whole of the locality, and are most difficult if not impossible to exterminate. A newspaper published at Sturgeon Bay, Wisconsin, recently stated that 'twenty tons was about the

amount of perch that was taken in this bay during the past season. At an average of one cent a pound the dealers have paid out \$1,000 on this account. Despite this enormous catch from year to year, there appears to be no perceptible diminution of the perch in these waters, but they appear to be as numerous as ever.' Lake Memphramagog was over-run with perch a few years after they were planted by persons in Vermont though the salmon trout devoured them, seven or eight perch being taken out of the stomach of a large trout.

The power of successfully maintaining their numbers in the contest with other species, is very marked in many kinds of fish, and it is necessary to take this into account, when framing protective regulations, as I have pointed out elsewhere (See Report of Marine and Fisheries Department—1899—p. lxxvi). Commercial fishermen have felt the force of this view, and on many occasions during the sittings arranged by the Dominion Government for the special Ontario Fish Commission, which took evidence all along the great lakes, in November and December, 1892, prominent fishermen gave expression to this sentiment, that much legal protection is not necessary in the case of some of the predaceous fish above named, and that their undue increase has resulted in the depletion of more valued and more desirable species. The opinion expressed by Mr. W. W. Church, of Midland, a fisherman of over 40 years experience, may be taken as typical. He told the commissioners that—'Whitefish were more numerous in Lake Ontario than any other kind of fish. Pike, pickerel, bass and trout, eat young fish, and some kinds of fish destroy the spawn. Whitefish nevertheless, held their own in the old days of fishing and salmon-trout were plentiful at the same time. When whitefish dropped off, salmon-trout were gone into more fully, and then they likewise dropped off. It would be a benefit if pike and pickerel, bass, eelpouts and dogfish were taken out—it would benefit the whitefish.'

The International Commissioners (Dr. Wakeham and Mr. Rathbun) four years later, found the same opinion prevalent in certain fishing localities, and on p. 79 of their report, referring especially to the pickerel or doré, (otherwise sauger or wall-eyed pike), they remarked that 'the policy of affording any measure of protection to the wall-eyed pike and its related species the sauger, has been strongly deprecated by many fishermen because of their well-known predaceous habits, and it is even claimed that the catching off of these forms in Lake Erie has produced an increase in the supply of herring.' While the Commissioners did not feel able to accept the conclusion reached by the fishermen, they placed on record the fact that the pickerel (blue and yellow) are very destructive to other fish. From their own examination of specimens they state that 'the species seems almost entirely piscivorous. Of many examples examined, nearly all contained some fishes of some kind or other and scarcely anything else. The species found oftenest in their stomachs was the alewife. Among others seen were various minnows, young yellow perch and young suckers. No young whitefish, trout or lake herring were seen in their stomachs.'

The exclusion from the scheme of Canadian fish-culture, as carried on under Dominion auspices, of the more typically predaceous species is well justified. Parties in various provinces have become impatient of this strict limitation, and in the press and otherwise, have pointed to the extreme variety of fish hatched in the establishments of the United States and other countries. But it is better to be wise in time. Even in well-protected and carefully supervised waters, like the sporting lakes and rivers in England and Scotland, the coarse predaceous fish may gain the upper hand and be reduced with difficulty. During the early months of the year 1900 the waters of the Earn, in Perthshire, Scotland, were overrun by pike, the local journals in April announcing that "the ravages of pike on trout and young salmon in the Earn have become so great, that the river watchers have had instructions to net as many of the voracious marauders as possible."

In the true interests of fish-culture, destructive measures are as necessary as those of propagation and rearing. The 'wolves' must be destroyed, that the valuable lambs may have a fair chance. Ill-weeds, the old proverb declares, grow apace, and as a rule the coarse inferior fish are able to look well after themselves, too well, the fish-culturists often thinks, when he realizes the difficulty of diminishing or of wholly clearing them

out. Exceptionally, some of these fish may be tolerated. As the Iowa Fish Commission in their Eighth Biennial Report said: 'Some of our native fishes are of so exceedingly voracious habits that they are, or have been, condemned as unfit to plant in any waters, but we have many shallow mud lakes that are totally unfitted for the better grades, and the voracious pickerel and yellow perch are perfectly at home in them. They furnish much pleasure, and a very palatable addition to the bill of fare for the people, and such waters should be kept well stocked with them.'

Artificial fish propagation if intelligently carried on takes account not only of the very different conditions which various waters provide; but also of the very different needs of the localities to be stocked. Fish, like the yellow perch, which are detested in some waters, are regarded in others as desirable fish for angling purposes. The following remarks of the late Mr. A. N. Cheney, illustrate the difficulties experienced by the Forest, Fish and Game Commission of New York, in dealing with applications for supplies of brook trout-fry. He said:—

It is generally understood that when a person desires to obtain fish for planting from the Forest, Fish and Game Commission of New York, particularly if the fish wanted are trout, an application must be made out, filling in answers to certain questions, one of which is to declare whether or not the water is natural trout water, and another is to state the kinds of fish, other than trout, that are in the water in which it is desired that the trout be planted.

More and more, apparently, the answer to the last mentioned question is 'pickerel' the pike commonly called pickerel. Brook-trout and pickerel do not, as a rule, thrive in the same water, aside from the fact that pickerel will prey upon trout, but occasionally pickerel will make their way into and establish themselves in the cool waters natural to trout, and generally the commission declines to furnish trout to be planted in waters that pickerel have invaded and become a fixture. One man wrote that to reject trout applications for waters that contained pickerel 'would be to remove the greater part of the streams in that region from the list of trout streams'. Another applicant who had declared that pickerel were found in the stream for which he wished the trout mentioned in his application, made a personal call upon the commission after his application had been rejected, and argued that he should have the trout he asked for because he had been frank enough to admit that the stream contained once in a while a small pickerel, for he thought no one else would have made the admission. He was somewhat surprised when there was shown to him a report made by one of the state game protectors that the stream was unsuitable for trout, not only because it contained pickerel, but because it was used by a large village as the outlet for its sewage. In one week two men asked for trout to be planted in waters infested with pike, or pickerel, rock bass, sunfish and yellow perch, and both admitted when questioned that the water was not suitable for trout, but they thought if trout were planted this act would stop winter fishing through the ice under Section 58 of the game law, and they were inclined to be indignant because their applications were rejected. One man thought if large trout were planted they could protect themselves from the pickerel. The Commission tries to inform itself about any water in which there is the least doubt as to its fitness for members of the salmon family, and so when the applicant's answers to the queries in the application are not conclusive, the state game protector of the district in which the water is situated is asked to report on it. There are plenty of streams and ponds that have been improperly planted with fish, and in some instances there is a remedy for the mistake and in others not. If there is a remedy the applicant generally wishes the state to apply it, for it means an expenditure of time and money. It is much easier to put fish into a pond or stream than it is to get them out after it is discovered that the putting of them in is a blunder.

'Again and again I have advised correspondents to remove pickerel from trout waters and try and restore it to its original condition instead of putting in other fish, generally black bass, that cannot be removed.

A word regarding the sturgeon must conclude this hasty sketch of a large and complicated subject. There is a universal opinion amongst fishermen that the sturgeon is an undesirable predaceous fish. The grounds for this opinion are far from satisfactory. Indeed, the evidence at present available points the other way, as the stomachs of

sturgeon examined by myself, and some foreign authorities were distended with food of the most innocent kind, mostly shell-fish, insects, and small food; but no spawn of young fry. The International Commissioners in the report from which I have already made several quotations, do not regard the opinion, that it is a destroyer of other fish, as very conclusive, and they speak upon the subject in the following terms respecting Lake Erie sturgeon:—

‘Originally one of the most common fishes of the lake, the sturgeon has suffered relatively more depletion than any other. It was formerly a very prominent feature of the pound-net catch, especially before its value had been recognized, and while its capture was regarded as a nuisance. The fishermen at that time destroyed it in immense quantities, and when a market had been found the supply was already much reduced. It has continued to be taken by the pound-nets and has also been made the object of a special fishery by means of gill-nets, hooks and lines and seines.

The species is at present most abundant at the extreme eastern end of the lake, and elsewhere more plentiful along the northern than the southern shore. The principal cause of decrease, and the one which has been longest in operation has been the pound-net fishery, but the statistics show a continued and heavy diminution in the supply where gill-nets and hooks alone are now employed. The sturgeon is classed among predaceous fishes by many fishermen, but in what degree it merits this distinction we have been unable to decide. In the absence of more conclusive evidence as to the extent of its destructiveness, and for the reasons stated in connection with the wall-eyed pike, we regard the species as deserving of such protection as can be granted it without detriment to the more important branches of the lake fishery. Its size and hardness permit of the return to the water alive of all immature individuals which may be taken by any method, and much good can undoubtedly be accomplished by this means, as a large proportion of the pound-net catch especially consists of the small fish. It is important, furthermore, that the extent of the special fisheries for the species should be materially reduced.’

The sturgeon might fairly claim a place in any scheme of intelligent scientific fish-culture, were it not that certain practical difficulties beset the procuring, fertilising, and handling of the eggs in hatcheries. The small jelly-like embryo sturgeon, which hatch out in 5 or 6 days, are most difficult to plant, and, until some special incubating and distributing apparatus is devised, the sturgeon cannot be brought to a condition, that is an age, which will admit of their safe and successful transportation from the hatchery tanks to the waters to be stocked. In view therefore of the prevalent opinion that sturgeon are unusually destructive, so far as the spawn of whitefish, is concerned, and considering that the obstacles to their successful propagation artificially on a large scale appears at present not very practicable, it seems desirable to rely on the natural propagation of these fish and afford them reasonable protection by means of close times, size or weight limits, and legal means of capture, rather than allow the sturgeon to be depleted in the hope that artificial hatching will maintain the abundance of this increasingly valuable fish.

To summarize the contents of the preceding pages it may be briefly said:—

- (1) Trout should not be encouraged in salmon rivers.
- (2) Black Bass are most undesirable where trout and grayling exist, and should be introduced only into isolated waters, where they cannot spread and migrate.
- (3) Pacific species are not desirable in eastern waters.
- (4) Maskinonge, pike, pickerel and perch can coexist in the same waters.
- (5) Whitefish as an element of food, as a rule, are more valuable than sporting fish in Western Canada.
- (6) Predaceous fish should be planted only where minnows and other food are abundant.
- (7) The greatest care and caution should in cases be exercised in the planting of predaceous species.

No. III.—THE AIM AND METHOD OF FISHERY LEGISLATION.

BY PROFESSOR EDWARD E. PRINCE, DOMINION COMMISSIONER OF FISHERIES, OTTAWA.

A special report which I published in the Departmental (Fisheries) Blue Book in 1899, fully explaining the object of legislative enactments relating to close seasons for fish, afforded, I have reason to know, information which a great many interested persons had sought for in vain. The subject is one very commonly misunderstood, if, indeed, it is generally known at all. Sir Frederick Pollock, the famous English jurist, has said of fishery laws, as a whole, that their very existence is hardly known except to the parties interested in their subject matter, yet, he added 'they are of considerable extent and intricacy, and may raise important questions of general legislative policy. Thus it is evident that in the case of the fishery laws, the question of interference with private discretion by the authority of the state has constantly to be decided one way or the other. In dealing with fresh-water fisheries the tendency of modern law making has been to impose new restrictions; in dealing with sea fisheries to remove old ones.'^{*}

In the report, above referred to, I pointed out the very diverse reasons, which led to the framing of the different existing close seasons for fish of economic importance in the Dominion, and numerous letters, addressed to the department, or to me personally, show that my attempt had furnished precisely the kind of information that was desired.

The aims and objects of all effective fishery legislation, apart from what is called International law, may be summarized under three or four heads: but the methods by which such aims and objects are achieved are complicated and various. The method of fishery legislation has been moulded into such diverse forms that the body of enactments in Canada, as in other countries, is cumbersome and complicated in the extreme. The Canadian code of fishery laws and regulations is the result of gradual growth and accretion through a period of many years, and its various provisions exhibit much overlapping and inconsistency, if not absolute self-contradiction in some cases.

In various parts of the Dominion there is a common impression, though a grossly mistaken one, that fishery regulations are merely a means of securing revenue to the government, and are essentially a method of ensuring a form of indirect taxation. Much of the irritation and resentment at fishery regulation aroused amongst the fishing population may be traced to this erroneous idea. They say 'why should our vocation, our means of livelihood be taxed, and others go free?' Certainly fishery regulations affect the fisherman's vocation, and the imposition of license fees, the infliction of fines and penalties, and other subsidiary accompaniments to legal processes, bring to the public treasury, pecuniary contributions which are added of course, to the public revenue. Fishermen are led from this circumstance to regard fishery laws as a somewhat covert method of compelling them to pay additional tribute to the state; and government commissions, conducting inquiries into fishery matters, encounter no obstacle greater than the unwillingness of fishermen to help, as they think, in formulating new and oppressive enactments, and the exaction of further license fees and taxes. Fishermen shrink from freely and fully telling the facts, through fear that further and perhaps more stringent legal burdens may be laid upon them. The complaint, on examination, is found to be a very mistaken one, and one very far from just, so far as the Dominion government is concerned. It is noteworthy that the government of Canada, during the long period of over thirty years, following confederation, during which period it exercised the predominant power of issuing leases and licenses, of collecting fees, and of enforcing preservative and protective regulations, never regarded the fishing industries as fit subject for taxation. All revenue resulting was ancillary and incidental. The federal government has consistently disowned the desire to 'make money' out of the fisheries, during the years when very high authorities held that the Dominion alone had the right of property and jurisdiction in regard to fisheries. It has adhered to the same view since the announcement of the

^{*} This applies less to Canada than to other countries.

SESSIONAL PAPER No. 22b

Fisheries Judgment by the Judicial Committee of the Privy Council, London, in June 1898, when the 'property' was declared to be, on the whole, vested in the provinces, and the 'jurisdiction' in the Dominion. Oddly enough, the very power which the federal government has always shrunk from exercising is the very power which the above Judgment pronounced to be the peculiar right of the Dominion, viz.: the power of imposing a tax by way of license as a condition of the right to fish. The provinces (excepting Manitoba, the North-west Territories, and the District of Yukon) have the power to issue licenses and exclusive fishing privileges. Yet, it is precisely this right of imposing a tax for revenue which the Dominion government never exercised, and most studiously refrained from exercising. Province after province might be named in which the total amount of Dominion license fees fell short, very far short, of the amount expended upon administration and on conservation of the fisheries in the public interest. License fees were in most cases nominal, and were imposed merely to give effectiveness and force to a system of judicious control. An exceptional province, like that of British Columbia, no doubt paid into the Dominion Treasury an annual amount greatly in excess of the expenditure upon the official staff, upon the fisheries, fisheries' cruisers, salmon hatcheries, fish-passes and the like; but such revenue was altogether unsought and unforeseen, and was due to the surprising richness and rapid development of practically a single fishing industry, viz., the salmon industry, which in some respects has no parallel in the world. When the British Columbia fishery regulations were framed the license fees specified were regarded by the canners and fishermen as too moderate. The canners, on more than one occasion, in public petitions and otherwise, as recorded in the Fisheries Department, Ottawa, favoured an increase, and volunteered to levy upon themselves additional taxes or fees in order to further certain desirable objects, such as new fish-hatcheries, &c. At several conferences, chiefly of salmon canners, which I held in Victoria, New Westminster and other British Columbia centres, representative men laid stress on the desirability of levying further assessments upon the canners to promote the fisheries.

It is clear then that, to the principle underlying the policy of the Dominion government, the British Columbia fisheries were no exception; and that regulations, the enforcement of fees and restrictions, were to be carried out in the interest only of the fisheries and of the fishing population, in other words, in the interests of the public. The system of bounty, paid to Atlantic deep-sea fishermen, has been by some parties regarded as proving the disinterestedness of the Dominion government in regard to the imposition of fishery license fees; but it need hardly be pointed out that such a conclusion is inadmissible. The fund which provides the annual amount for the payment of bounty claims is really a sum paid as compensation by the United States, following international arbitration, and usually known as the Halifax Award. The bounty payments are made under authority of an Act passed in 1882, intitled 'An Act to encourage the development of the Sea Fisheries and the building of Fishing vessels.' It must be admitted, however, that the encouragement of any fishing industry by a system of Bounty would not be inconsistent in principle with the policy uniformly followed in Canada. On the contrary, it would be fully in accordance with the spirit and practice of that policy. No doubt individual provinces in the exercise of their rights, defined and decided in the Fisheries Judgment, 1898, have vigorously followed the reverse policy and have already converted the fisheries into a means of considerable revenue. The Dominion government never favoured that view of the matter, and never regarded the fisheries as a source of revenue to be made to yield a maximum annual return, and has scrupulously abstained from imposing upon the provincial licensees the 'tax by way of license fee' for revenue purposes, which the Fisheries Judgment so clearly specified as within the right of the Dominion authorities.

It is interesting to inquire, when entering upon a review of the scope and method of fishery legislation, to inquire why it is that in all civilized countries, fishery regulations have been devised? Why has it been deemed justifiable and necessary to have fishery laws at all? Fishing industries, it must be replied, are really the exploitation by a section of the community of a natural resource, which is the heritage of all. 'It cannot be questioned that the inhabitants of this Dominion' said the late Mr. Justice Gwynne, 'in whatever province they may reside, have an interest in the regulation

* The reverse, however, could not in any case apply, viz.: the imposition of a provincial fee in addition to a fee for a legally valid Dominion license. *Id.*, Privy Council Reports. London No. 8, 1897, p. 23.

1-2 EDWARD VII., A. 1902

and protection of the fisheries, whether they be sea-coast or inland. and this interest of the public is not the less because in our inland waters, consisting of rivers and lakes teeming with the finest fish, private persons may have property therein.* Such being the case, the whole country, speaking through the legislature, has the duty and the right to regulate the fisheries, to protect, preserve, and enhance their value and productiveness, as a national resource. The resident on the sea-coast has therefore a voice in deciding whether or not inland waters shall be preserved and rendered more productive, or depleted and destroyed: while the dweller far inland has the right to say whether or not some maritime fishery, be it for lobsters, mackerel, seals or whales, shall be allowed to be destroyed or be properly and effectually protected. It is fortunate that this is so, for, observant and intelligent as fishermen are, their views are often narrow and one-sided, if not wholly mistaken. They rarely combine to foster the common interests of all or to further the industries upon which they as a class depend. The public have an interest in the proper carrying on of the fisheries. As Mr. C. M. Keyes, one of the best known men connected with the Ohio fisheries, said some years ago 'the fish product of the great lakes has become such an important article of food to the vast population tributary thereto, that laws prohibiting unreasonable waste or destruction of this valuable commodity of commerce should be enacted and enforced. The people generally look to commercial fishermen only for their supply of fish food, and are in a way as much interested in making commercial fishing a successful industry as are the men operating the fisheries.'

No doubt the indifference of fishermen generally to the interests of the public, and of their own class as a class, is due to thoughtlessness. A Scottish fisherman, in his evidence before the Royal Commission on Trawling in Great Britain (1884), tersely expressed it, 'in the fisheries,' he said, 'it was always a case of each haul all, and deuce take the hindmost!'

The New York *Fishing Gazette*, February 29, 1896, contained a reference to this important matter of the attitude of the fishermen towards the interests of the state, and the position of the fishing industry in relation to state regulation and restriction, and the following extract, it must be granted, sums up the situation most accurately:—

'This industry should not be hampered by laws based on the fanciful theories of the fish culturist or influenced by the arguments of the fish vandals who operate on the plan that all are fish that come to their nets, but the best interests of the whole public should be considered, and in the end such a system of laws would be to the best interest of the producer and the consumer alike.'

The position of the fisherman is, of course, very unlike that of the ordinary labourer or handcraftsman and wholly different from that of the trader or manufacturer, hence his views as to the larger national aspects of his industry are often peculiar. Like the hunter's profession, the fisherman's pursuit is full of danger and uncertainty; and the hunter, as is well known, is too often selfish and limited in his views, and will kill deer or other game that should be spared, lest another hunter may secure it. Now, while sea-fisheries may be pursued by any British subject without let or hindrance apart from legislation of a limited local character, or under conventions with foreign powers applicable only to particular waters, the estuaries and fresh-water fisheries are placed in quite a different category. In the tidal parts of navigable rivers fishing is of common right, unless limited or superseded by private right—a very unusual circumstance; but in non-tidal waters the exclusive right to take fish belongs to the owner of the soil. Unless alienated and shown to have been transferred to some grantee, such ownership belongs to the Crown; but in Canada the Crown is represented both by the provinces and the Dominion. As was stated in the Fisheries Judgment, 1898, waters whether vested in the Crown, as represented by the Dominion or as represented by the province in which they are situated, are equally Crown property and the rights of the public in respect of them are precisely the same. For this reason there has arisen some confusion and not a little overlapping in the management of the fisheries; but the decision by the highest tribunal in the empire that the enactment of fishery regulations and restrictions is within the exclusive competence of the Dominion legislature and is not within the

* Judgment in the Exchequer Court of Canada, *vide* Reports of Queen v. Robertson, Ottawa, 1082.

SESSIONAL PAPER No. 22b

legislative powers of the provincial legislatures, sets finally at rest all question as to the authority of the federal government in enacting fishery laws. The legislative supremacy of the federal government in fishery matters continues unimpaired and it is important therefore to point out some of the main characteristics of that legislation.

It is worthy of note that a great deal has been accomplished in the way of fishery regulation and restriction by means of unwritten law. And so long as the Dominion government practically enforced all fishery regulations, very much was achieved by prevention, by moral suasion, by timely warning of more rigorous future action, and especially by attaching conditions to Dominion licenses entailing the cancellation of fishing privileges in case of violation of the regulations. There was a laudable desire, on the part of successive Ministers of the Crown in Ottawa, charged with the administration of the fisheries, not to unduly multiply offences or to make the fishery laws too complicated and exacting. This use of moral leverage, this exertion of indirect pressure through the license system, worked most successfully, and undue harshness, formal legal processes, and an undesirable increase in criminal offences, were avoided. To make every trivial abuse an illegality, and every offending fisherman a criminal, was too serious a measure, and was successfully avoided by the system referred to.

Of course, all fishery laws to be effectual and satisfactory ought to be based upon facts and upon accurate information. Here was an initial obstacle. It was difficult to obtain the desired information from the fishing population, while the rival interests of different classes of fishermen, and of the merchants, buyers, packers or canners, &c., added to the difficulty. Fishery interests had often to be subordinated to commercial and industrial interests. Manufactures were frequently given precedence. A noble river, valuable for its fisheries, might be polluted, blocked by dams and utterly destroyed in the interests of the lumber business or of chemical and other industries. Of course, fishery authorities have often stated that by exercising a little care and caution the fisheries and manufacturing industries could continue side by side. The utilisation of refuse and waste products and the exercise of a little consideration on the part of commercial men would have saved from ruin many a fine river and lake; but, in an age of iron, harsh iron methods often prevail.

From the outline here attempted of existing fishery regulations in Canada any historical review or philosophical discussion of the ultimate ground of fishery laws must be omitted. A sketch of the evolution of fishery laws would be superfluous. As Sir Henry Maine, in his 'Ancient Law' showed, a legal enactment in its present form proves to be, on analysis, not an isolated rule, but the last link in an historical series, the first link in which was probably an arbitrary act of compulsion or an *ex cathedra* dictum. The series of precedents, which have yielded the body of statutes and regulations now in force started in the assumption, or rather the fact, that fishery rights were vested in the Crown. They might be so vested as *patrimonium* and capable of alienation, or as held in trust for the public. Nor was the claim of the Crown limited to rivers and inland waters, or to coastal limits. Just as Spain and Portugal divided the Atlantic Ocean between them under authority of a Papal Bull 1493, so England claimed the North Sea or German Ocean, the Bay of Biscay, the English Channel, and the seas north and west of Ireland, and so late as 1604, the Scottish crown claimed the fisheries for a distance of 14 miles from low-water mark, as is specified in the draft Treaty of Union with England. When private parties or public bodies acquired fishery rights as grantees of the Crown, such rights were exercised under regulations. Thus in Scotland all Salmon fishings are enjoyed by Royal grant: but from the earliest times the holders were required to observe strict conditions imposed in the public interest. As early as 1175, a Statute of William the Lion required engines and traps to be so set as to leave a passage clear in mid-stream for the ascent of the migrating fish to their spawning grounds. The Act is very quaintly expressed, and enjoins that passage in the middle of the stream or river is 'aye to be free sae muckle as a swine of 3 years old well-fed is of length soe that neither the gronzie (snout) nor the tail may win tae ony side.' The statute also shows the antiquity of the observance of Sabbath rest even for salmon in Scotland, for it provides that no fish shall be taken from Saturday evening until sunrise on Monday. Many statutes of a similar nature all directed to restrain certain modes of fishing continued to be passed by Scottish Parliaments down to the date of the Union. The objects of these statutes, according to Lord Westbury, were three in

number—'One to insure to the salmon a free and unimpeded access to the upper fresh waters which are the natural spawning grounds of the fish. The second to secure the unimpeded return to the sea of the smolt or young fry of the salmon. The third to prohibit the killing of unclean fish.'

In Canada the Crown is represented by both the Dominion and by the Provinces, and much complication has resulted, in consequence, in the interpretation and administration of fishery laws. French seigniorial rights, too, enter into the matter in the Province of Quebec, and in New Brunswick. But apart from these higher and more difficult aspects of fishery law and fishery prerogative, there remains that practical side of fishery legislation, which has directly for its object the protection and preservation of the fisheries as a national resource.

The basis and aim of fishery legislation may be said to be fourfold; or rather four main interests have been prominent in the framing of fishery regulations generally. These are: First,—the interests of the fish. If there were no fish there would be no fishermen and no fishing industries. Hence the preservation and fostering of the fish-supply in their native waters is imperative. Second,—the interests of the fishermen as an industrial community. The body of fishermen have legitimate rights, which must be recognized by the state. The rights of labour cannot and ought not to be ignored, and the fishermen form an important part of the population in most countries. Both on account of their numbers, of the households dependent upon them and on account of other industries involved in and bound up with the fisheries, the fishermen have a recognized claim to consideration. It is hardly necessary to point out that net and twine making, boat-building, barrel and box-making, tin and can factories, ice and salt industries, and the like, depend very largely on the fisheries. Their importance is vast and far-reaching. Third,—the interest of the state as a whole. The interests of the state, or as it is commonly expressed, the public interest, may not always coincide with the first or second interest described above, indeed they may come into serious collision, and many authorities might be quoted to show that the public interest should be paramount and that all the interests should be regarded as of secondary importance. The most patent case to the ordinary citizen is that of mill-owners blocking by dams, or diverting the channels of important rivers for their own private business purposes. The Supreme Court of Iowa, in a case before them two years ago, publicly expressed its view as follows:—'The streams and lakes are the natural abiding places for the fish. In them they cast their spawn and multiply their species. They constitute an important and valuable article of diet for the rich and the poor, and, with the ways open that nature has provided, they are accessible to both. If the lowest riparian owner of a stream may legally block the way of their migration, the consequences to result to the thousands are readily imaginable. The law that would permit it would be the entering wedge by which the few would profit at the expense of the many.' Fourth,—International interests, which may affect the comity of nations and which have often reached a stage so crucial and perilous as to override the interests of the fish, the fishermen and the nation, requiring these interests, indeed, to a large extent, to be sacrificed to avoid momentous and lasting evils, such as foreign unfriendliness or even war. The imminent danger of armed conflict has more than once shown that international interests are of supreme significance; but, at the same time, the lesser interests have been frequently insisted on, and opposing international claims and pretensions have been set aside or compromised. The history of international fishery legislation is, indeed, a history of compromises.

In the foregoing summary the interests of the fishermen, or rather of the fishing industries, have been referred to as one, as though it were possible to reduce them to a simple type easily understood, and succinctly stated. But such is not the case. The rival interests of different classes of fishermen furnish those officers, charged with the administration of fishery regulations, with some of their most difficult problems. Fishermen often fall into opposing classes on account of their different methods of fishing. The steam-trawl fishermen on the east coast of Britain and the long line fishermen were long at war with each other; the lobster fishermen of New Brunswick were regarded by the salmon fishermen as a most injurious class, just as the suggested use of salmon traps in British Columbia has been most bitterly opposed by the drift-

SESSIONAL PAPER No. 22b

net fishermen of the Straits of Georgia and the Fraser River. It is matter of common knowledge that the sportsmen and anglers are, as a rule, most jealous of the fishermen who use nets and who fish for market; while even such closely related vocations as oyster fishing, and clam fishing, both allied shell-fish industries, have frequently come into conflict. It is less surprising, however, that fish canning and packing industries should be often opposed to the actual fishing industry, as the interests of those who merely handle and put up the products may frequently differ from those who secure the raw product, viz.: the fishermen. Packers and commercial agents may wish to limit the supply owing to the state of distant markets, when the fishermen wish to dispose of large catches; or the prices desired by the fishermen may not appear reasonable or practicable to the merchants.

On the whole, however, these various interests converge, and as the fishermen and the buyers, packers or merchants, are mutually indispensable, the fisheries to be carried on successfully, require the united efforts of all concerned.

I have stated that fishery laws may be grouped in four categories, corresponding to the four great interests mentioned in the preceding pages. These, in a more detailed manner, may be divided into ten separate divisions as set forth below.

(1.) Laws designed directly to preserve and protect fish. They may be subdivided as follows:—

(a.) Close times enforced for a few hours only daily, or on a certain series of days, like the regulation regarding dipping for gaspereaux or alewives in Nova Scotia streams.

(b.) Weekly close times of 24, 36 or more hours weekly and known as Sunday close times devised to secure the safe passage up-stream of part of each ascending school of fish, especially salmon, to the spawning grounds. Most salmon authorities hold that if a few breeding fish of each salmon school be allowed to pass up, including the earlier and later schools, a river may be kept in good productive condition. The Tweed Salmon Commission, Scotland (1896) laid stress on that fact. Such a weekly close time covering 42 hours in the salmon rivers of British Columbia is frequently rendered ineffective by the netters, who on Monday morning go as far up the river as the law allows and overtake the fish which passed up during the prohibited hours of the day before (Sunday).

(c.) A short close season such as was tried for some years in British Columbia covering three or four weeks during the later run of salmon, with the object of ensuring the safe ascent of a sufficient number of fish. These fish belonged to the early schools of coho or silver salmon (until recently of no great economic importance) and the late run of sockeye or blue-back salmon, which in many cases are not suitable for canning being soft, ripe for spawning, and in poor condition for market purposes.

(d.) The definition of a minimum size limit, below which none of the kinds of fish named can be taken, is another effective protective device. It aims to protect immature and undersized fish until they breed. Thus lobsters are stated not to breed until 9 inches long—hence a 9 inch size limit has been enforced.

(e.) A size limit may be enforced on other grounds, as for instance the 10 inch lobster limit in a portion of the Bay of Fundy. The remunerative markets of Boston, U.S., would not accept lobsters under 10 inches in length, hence certain Canadian fishermen urged that this limit be specified in our laws and such a law was in certain waters carried out. The size limits for trout, black bass, and many other fish have been specified in the general interests of the fishery or in some cases, of sport.

(f.) Mesh of net regulations aiming at the same object, viz.: the liberation of small useless immature fish.

(g.) A specified distance between the slats in lobster traps or a special mesh in leaders of trap-pounds, to favour the capture, only of sizeable fish: or the naming of a minimum diameter and length as in the case of oysters in order to secure that those undersized shall not be taken.

(h.) Prohibitions enforced which forbid the taking of fish spawn, the catching, killing, or even possession, of fry and small sized fish, the young of any of the fish mentioned in this Act as it is expressed in the Canadian Fisheries Act, chap. 95, A.D. 1886. While aiming to prevent the destruction of useless small fish, it also forbids practically the stocking of new waters with small fry, which might, indeed, be

a serious injury to such waters unless sanctioned by qualified experts. Fish and fish spawn may be taken for stocking or for scientific purposes if sanctioned by the Minister of Marine and Fisheries in Canada.

(i.) Reserves or special areas of water may be set apart for encouraging the propagation of fish and thus maintaining or improving the supply of fish. Forty or fifty specially reserved rivers, lakes and other waters, are specified in an Order in Council dated August 2nd, 1889, under Section 21 of the Fisheries Act, Chapter 95. Herring spawning reserves have been defined by special regulation off Grand Manan, in New Brunswick. In certain bays and inshore areas in Scotland, bream trawling has been forbidden, in order to preserve spawning grounds and nurseries for small fish, and other measures of this kind have been adopted in connection with different fishing methods (oyster dredges, &c.).

(j.) Improvement of fisheries and the increase of desirable fish is often sought by the withdrawal of protection of voracious species during the spawning time or the curtailment of their close season. Salmon-trout or lake-trout are thus kept in check by a close time not covering the whole period, and pike, while protected by a close season in spring in the North-west Territories, are afforded no such protection in Ontario and the eastern provinces of Canada, where they are of inferior quality and value.

(2.) Control of the fisheries, which is admittedly wise and in the public interest, is achieved in various ways such as,—

(a.) Licenses, leases and permits involving more or less exacting conditions in the exercise of the privileges conveyed.

(b.) Licenses or other permits granted with limitations so as to exclude foreigners, or prevent overcrowding or use for speculative and similar purposes. Sites or fishing locations which are undesirable and useless may be applied for to give the holder a claim after a while to some other better location which would not at first have been granted. The limitation may involve refusal to allow nets or fishing gear at particularly favourable and destructive spots, such as a projecting point at the mouth of a salmon river.

(3.) Prohibitions embracing times, places, &c., such prohibitions being,—

(a.) Restorative, as in the sturgeon fishery of the St. John River, New Brunswick, and extending over a number of years, deemed sufficient by the authorities to restore the depleted sturgeon supply. Striped bass in the Miramichi River were similarly protected, and with complete success, as was proved at the end of the third year.

(b.) Preventive, as in the forbidding of non-tidal salmon nets in rivers; cod-trawls or bulwos, which are long lines of baited hooks on snoods, and laid along the bottom, and objectionable because of their alleged destructive effects upon breeding fish, and similar prohibitions of general application.

(c.) Local prohibitions specially applicable to particular localities and districts *e.g.* pound and trap prohibitions in Manitoba and in Georgian Bay, Ontario, or the prohibition, for many seasons, of seines in Ontario, or of oyster dredges in Richmond Bay, Prince Edward Island. Salmon are not to be taken ascending a pass, a leap or in a breeding pool.

(d.) Universal prohibitions of nefarious and injurious methods, &c., which covers the use of dynamite and explosives generally, also submerged trap-nets, fish spears, and purse seines; all of which methods while effective, are too destructive to be regarded as fair and legitimate means of capture.

(e.) Special prohibitions such as that prohibiting the taking and handling of salmon spawn; but not that of trout or any other fish: a prohibition based no doubt upon the sentiment prevailing in old countries that salmon are entitled to more protection than other fish. A peculiar regulation—special even among 'Special' regulations, is that occurring in the Canadian Lobster Regulations passed in 1899, which enjoins that no one shall buy or sell mutilated lobsters or broken lobster meat. The object is to prevent evasion of the lobster size-limit regulations, it being impossible for fishery officers to detect violations if fishermen could handle wilfully broken or mutilated lobsters.

The serious nature of this nefarious procedure is being felt in the Eastern States, and the following, taken from the N.Y., *Fishing Gazette* :—

A lobster pirate is making a good revenue in the waters of the Maine by buying short lobsters at 2 cents each from the fishermen and boiling them on a steam launch

SESSIONAL PAPER No. 22b

which he has fitted up with a boiler. He breaks the tails and claws from the lobsters and has nothing to fear from the fish and game wardens, for there is no evidence to convict him. He can handle 800 pounds of meat per day, which he sells in Boston, obtaining good prices from the hotels and restaurants. He contemplates buying three more launches this summer.

(4.) Prevention of waste in the fisheries which is dealt with in many regulations such as the following:—

(a.) The capture of fish for conversion into manure is prohibited. Of course there are cases in which captured fish can be turned to no other use, especially if kept too long, and some fish like the schools of dying alewives in the great lakes are most readily utilised for oil and for fertilizers, a use still more justifiable in the case of dog-fish and other inedible species: but in many such cases 'lawful excuse' may be pleaded and would be accepted by the officers of the law.

(b.) Fishing through the ice for trout and for oysters, &c., is forbidden, not because the spawning time is in winter or because the fish are not in good condition, but because of the waste and the abuse which such fishing encourages. Many trout waters in past times were depleted by winter fishing through the ice, and in the case of oysters it seems to be impossible to avoid serious destruction of spat and small oysters, which perish, when the 'haul' is dumped upon the ice; but such abuses are less likely to occur in summer fishing.

(c.) Grates are required in some provinces at the intake of irrigation ditches to prevent the ascent of small fish from rivers and lakes.

(d.) Bare unbaited hooks or trawls for sturgeon are prohibited in order to prevent the impaling and loss of spawning female fish, which may release themselves after being severely injured and as a rule die and are wasted.

(5.) Over-fishing (either by the method of fishing or the character of the tackle) it is sought to prevent in various ways: (a.) Limitation of length of net and number, or by specifying the number of hooks allowed on a long line, &c.

(b.) Providing for an adequate distance between nets, traps, weirs, and fixed, or moving, nets generally.

(c.) Steam tugs are in some cases forbidden to engage in actual fishing operations, and may convey crews, boats and gear, or carry the takes; but not actually fish in such cases.

(d.) Limitation of the amount of catch or quantity to be legally shipped. This specially applies to game fish and like the laws against pot-hunting for game, has force chiefly against undesirable intruders from the United States, not true and legitimate sportsmen.

(6.) Laws to facilitate the migrations of fish to and from their feeding and breeding grounds have been enacted on the following lines:—

(a.) Obstruction to the ascent of fish to spawning resorts are forbidden.

(b.) Character and length of leaders to traps, fixed nets, &c., are defined by law. Snelt bag-nets for example have been found to have very long leaders of brush or wickerwork which render these nets too destructive.

(c.) The main channels of rivers may not be obstructed and no net shall extend more than one third of the breadth of such river course.

(d.) Fishways must be provided at dams, &c., if judged to be necessary by the authorities. The cost to be borne by the owner, unless the Minister of Marine and Fisheries consents that half be paid.

(7.) Protection of interests of fishermen and parties concerned in the fisheries is sought by special regulations.

(a.) Certain nets and modes of capture may be prohibited in the interest of those established in the industry. Thus in the Bay of Quinte, gill-nets in summer are not allowed because the nets easily rot when used there, and while a few men would use them, the majority in their own interest do not desire to do so. So also in the British-Columbia fisheries, trap or pound-nets have in general been forbidden because the great body of fishermen depended upon gill or drift-nets.

(b.) Salmon canners in British Columbia though not actually fishermen were granted a specified number of licenses, at first 40, then 25 or 20, and lastly 10 licenses, the purpose being to secure the canner from hasty or injurious action by the fishermen, who

might refuse to fish, and put the canner in serious difficulty at the height of the season. There is of course no necessary connection between the canning of a product such as salmon, and the capture of the fish by fishing. In some remote districts, where reliance must be placed upon Indians, unless the canner had licenses granted to him, he might not be able to operate at all. Yet a canner is not a fisherman any more than a tailor is a farmer, although woollen cloth necessitates the production of wool on the farm. In view of the canner's vested interest (his capital and outfit) he has by law been considered as entitled to fishing privileges.

(c.) In order to meet fish-buyers' needs and trade requirements, regulations have been modified as in the case of the Sunday close time which is really a Saturday close time on Lake Winnipeg for special trade reasons, and in British-Columbia the Sunday close time ends at 6 p.m., not midnight, for the benefit of the canneries.*

(d.) Similarly, regulations exist compelling one class of fishermen to desist from fishing at a specified time in order to meet the desires of another class. In southern New Brunswick certain nets in the sea, it has been urged, should by law be required to be taken up at daylight to meet the wishes of other men in the locality.

(8.) Regulations of the nature of precautions form a distinct group by themselves. The possession of illegal nets and apparatus would be a most effective measure in this direction: but being difficult to justify, is still *in futuro*: but the following are noted:—

(a.) Fishing in the mouths of rivers with seines is forbidden, and a specified distance is named in the regulations with reference to that.

(b.) Near salmon nets other apparatus, such as lobster traps, must not be set, on the ground that the fish would be deterred from entering the nets, and the hauling of the lobster traps would drive the salmon away.

(c.) Preparing to fish, like loitering or suspicious conduct under the Criminal Code, may be criminal under the fishery laws. Such precautionary measures prevents fishing operations before the opening of the legal time, or renders it impossible for one party to monopolise another's ground by taking possession prematurely and preparing to set fishing apparatus.

(d.) The presence of dynamite or explosives on board fishing vessels for the purpose of killing fish is unlawful in accordance with a recent regulation (April 12th, 1902) of a rather exceptional character.

(9.) Injurious influences affecting fish-life and closely bound up with sanitary questions, have formed the subject of much fishery legislation. Existing regulations have been framed on two lines:—

(a.) As pollutions injuriously affect fish, fish-life and eggs upon spawning grounds.

(b.) As pollutions annoy and deter migrating fish, especially when entering or passing up rivers. An offal prohibition in the Gulf of St. Lawrence was based on the alleged disappearance of the schools of cod from certain localities in Labrador on account of the offensive floating gurry or putrefying fish-waste in the water. In the Fraser River the offal from the canneries has also been regarded as harmful and therefore forbidden by law.

(10.) Regulations aiming to secure quality and purity in manufactured or prepared fish-products are included under fishery laws, though strictly speaking they belong to trade and commercial legislation.

(a.) Branding of packages and barrels with an official stamp, after strict examination and approval, has proved most effective in Scottish cured herring. The brand has given them the status they hold, as perhaps the finest quality in the markets and for trade purposes divided into several recognized grades.

(b.) Stamps on cases or cans specifying the legality of the time and season when packed. Thus Canadian lobsters, if not bearing, outside the wooden case, a tinted stamp, are thereby recognized as unseasonable and in most cases as illegal goods.

(c.) Certain customs regulations practically coincide with the objects of some fishery laws, as in the case of United States, States' salmon imported free of duty by a special concession, into British Columbia, the main consideration against such concession being that the fish, as a rule, were in bad condition, often wholly unfit to can, on account of the circum-

* The salmon must be caught before daylight in order to be available for canning operations, when the packing hands are ready on Monday morning.

SESSIONAL PAPER No. 22b

stances of capture and transit. In the crowded United States trap-nets the fish are often terribly crushed and mutilated, and after being dumped into a huge scow may lie exposed for hours to the heat of the sun in July or August, and at the close of the more or less lengthy trip, from the net to the cannery, they have wholly deteriorated, and, it is alleged, may be in a state of semi-putrefaction. No doubt canners of fish are frequently careless as to the quality of their goods, and the employees indifferent as to the excellence and appearance of the commodities they pack; but this is not always so. Many firms have a constant and strong desire to establish and to keep up a good reputation, and some go so far as to insist that the government shall step in and insist on a certain standard of quality in the fish products marketed. Five or six years ago a prominent man in the fishing industries of Lake Erie, on the United States side, came forward and strongly advocated this view. He claimed that:—‘Our law-making bodies, should pass laws that will not only foster and increase this great industry, but will also compel dealers and shippers to produce and send to the consumer, wherever he may be located, this valuable food product in the most perfect and wholesome condition possible. The people have a right to this protection and should enforce their just demands through the medium of their respective legislators.’

Some B. C. canners in 1878 volunteered to tax themselves to raise \$7,500 per annum to promote the fisheries in addition to the usual license fees, and, later favoured a Government Brand or Stamp on packages of Fraser River fish.

The sardine industry of Maine, the lobster canning industry in certain Canadian Provinces, the herring trade of the Dominion, as a whole, has suffered from the indifference of fishermen and packers respecting the quality of the products sent into the market.

Ten years ago I reported on the quality of the dried cod shipped by certain Nova Scotia firms to the United States, and I pointed out that whereas our cod realised only \$7 per quintal, the Norwegian dried cod prepared more carefully and intelligently brought as much as \$12 per quintal. Canadian cod being, however, of a higher standard than that prepared by the United States curers generally, the products of the latter rarely realising more than \$4.50 per quintal. The less fishery regulations however trench upon matters purely of trade and commerce the more they fulfil their original purpose, the protection of fish as a great natural resource of the country. Regulations such as the provincial prohibition, forbidding trespass upon premises and waters leased for purposes of fishery*, are open to criticism, as advancing beyond the proper limits of fishery legislation. Even offences against the fishery regulations forbidding the pollution of rivers and lakes may often be more effectively and appropriately dealt with by local health authorities under the Public Health and Sanitary laws.

It is not the purpose of this sketch to invade the somewhat controversial and perilous field of international law as affecting fisheries. The above summary aims, rather, to outline the main types of fishery regulations as illustrated in our Canadian laws, accompanied by a brief suggestion as to their *rationale* and basis; but it does not in any way profess to be exhaustive.

If such an outline brings out the main features of existing legislation, and if it removes any misconceptions regarding its aim and purpose rather than its form or literal expression, the object in view has been fully accomplished. It will be apparent that the ten main groups of regulations roughly tabulated, and the forty-two subdivisions into which they fall, cover the four main objects of all fishery laws:—the interests of the fish, the fishermen, the state, and of foreigners with which we have relations on fishery matters. These four objects embrace the essential aim of all fishery legislation; but its method is very diversiform, as has been indicated. The tendency has been to multiply the detailed forms of fishery regulation chiefly in response to supposed local peculiarities and special conditions of the fishermen or the fish. The bane of fishery regulation is complication and diversity in local detail.

There is no course, in the long run, more wise and more beneficial than a resolute opposition to hasty, ill-considered and facile multiplication of detailed fishery regulations. If carried to excess it nullifies regulation altogether, for no laws can be enforced, which apply only in restricted areas, or for petty reasons. If a fish for example can be

* Rev. Statutes of Ontario c. 32, s. 26.

legally caught in one area at the same time that it is prohibited in the next area, poaching will go on all the time, and any illegal fish detected in one district will be declared to have been taken in the other district. Fishery laws, the fewer and simpler they are, will be all the more effective and beneficial for the reason that they are more easily understood, and that there is less excuse for wilful violation. Canadian fishery legislation is all based on the Fisheries Act, Chapter 95 (1886) which consists of 22 sections and 68 subsections. Under the British North America Act it was held that the Canadian Parliament had power to enact these Statutory Regulations, though, as already pointed out, certain of the clauses are now declared to be invalid and *ultra vires*. Since the date of the statute, 1886, numerous amendments and additions have been made, at least four new sections (consisting of 22 subsections) have been added, and 5 other subsections appended, while 2 new sections (one embracing 9 subsections) have been substituted for old ones, and 8 old subsections in addition, replaced by new ones. One section of the Act has been repealed totally. Few fishery regulations enacted in recent years are statutory, no less than 309 Orders in Council embodying new fishery regulations have been passed since 1890, such Orders in Council having under section 16 of the Act (1886) the force of the Act itself. The reduction in number and simplifications of this formidable series of legislative enactments is most desirable, but a useful and inclusive body of regulations can only be framed, after deliberate and exhaustive consideration of the fisheries as a whole. Hasty and ill-considered legislation is at once a danger and an injury, as Mr. C. E. Fryer, one of His Majesty's Inspectors of Fisheries, said at the Great Fisheries Conference in London, July 27th, 1883 :—' One of the greatest evils to which any industry can be subject is that of spasmodic legislation—legislation framed to meet a popular cry of the moment. Among a certain class of people whose view is bounded by the horizon of their own particular standpoint, a demand for legislation is heard on every imaginable pretext.'

Fishing laws are too serious in their effects, direct and indirect, upon the fishery resources of the country, the welfare of the fishing population, and the interests of the state to allow of ill-informed, one sided or hasty formulation of regulations and injudicious or blindly rigorous enforcement.

SUPPLEMENT

TO THE

THIRTY-FOURTH ANNUAL REPORT OF THE DEPARTMENT OF MARINE AND
FISHERIES, BEING PARTLY FOR THE FISCAL YEAR ENDED JUNE 30,
1901, AND PARTLY FOR THE CALENDAR YEAR 1901

MARINE

REPORTS

OF THE

HARBOUR COMMISSIONERS

FOR

TORONTO, MONTREAL, QUEBEC, THREE RIVERS, BELLEVILLE, NORTH SYDNEY AND PICTOU

THE PILOTAGE AUTHORITIES

THE HARBOUR AND SHIPPING MASTERS, CERTAIN PORT WARDENS, TOGETHER
WITH STATEMENT OF WRECKS AND CASUALTIES.

CHIEFLY UP TO THE

31st DAY OF DECEMBER, 1901

PRINTED BY ORDER OF PARLIAMENT



O T T A W A

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

1902

OTTAWA, September, 1902.

Hon. JAMES SUTHERLAND,
Minister of Marine and Fisheries.

SIR,—I have the honour to submit herewith the Supplement to the thirty-fourth Annual Report of the Marine Branch of the Department of Marine and Fisheries, being for the year 1901, containing a statement of merchant shipping, wrecks and casualties ; list of certificates granted to masters and mates ; the reports of the harbour commissioners of Toronto, Belleville, Montreal, Quebec, Three Rivers and North Sydney ; list of harbour masters ; reports of harbours masters generally ; reports of pilotage commissioners ; reports of port wardens, and list of shipping masters.

I have the honour to be, sir,
Your obedient servant,

F. GOURDEAU,
Deputy Minister of Marine and Fisheries.

CONTENTS.

	PAGE.
A.	
Annapolis, N.S., Port Warden, Report of	135
B.	
Belleville Harbour Commissioners, Report of	34
Buctouche Pilotage Authority "	112
Bathurst " "	93
C.	
Caraquet Pilotage Authority, Report of	109
Charlotte County Pilotage Authority, Report of	91
Chatham Port Warden, Report of	132
H.	
Harbour Commissioners—	
Montreal, Report of	169
Toronto "	11
Quebec "	16
Belleville "	34
Three Rivers "	38
North Sydney "	50
Pictou "	48
Halifax Pilotage Authority, Report of	82
Harvey " "	
Harbour Masters, List of, and Ports Proclaimed	141
Halifax Port Warden, Report of	124
Hopewell Cape, N.B., Port Warden, Report of	134
K.	
Kent County Pilotage Authority, Report of	113
M.	
Montreal Harbour Commissioners, Report of	169
" Pilotage Authority, Report of	52
Miramichi " "	86
Merchant Shipping	1
" Comparative Statement	4
" New Vessels	6
" Comparative Statement of New Vessels	8
" Statement showing tonnage of each of the Maritime States of the World	10
Masters and Mates' Certificates, Competency, Foreign Sea-going Vessels	151
" " " " Inland and Coasting	152
Montreal Port Warden, Report of	116
Moncton " "	140
N.	
North Sydney Harbour Commissioners, Report of	50
New Vessels, Statement of, for Year ending December 31, 1901	6
" Comparative Statement from 1874—1901	8
Nanaimo Pilotage Authority, Report of	77
North Sydney Port Warden, Report of	125

P.

Pictou Harbour Commissioners, Report of.....	48
" Pilotage Authority, Report of.....	102
Pugwash " ".....	
Parrsboro' " ".....	111
Pictou Port Warden ".....	126
Port Hawkesbury Warden ".....	128
Prince Edward Island Warden.....	129
Pilotage Authorities—	
Montreal, Report of.....	52
Quebec ".....	61
Halifax ".....	82
St. John ".....	94
Pictou ".....	102
Sydney ".....	104
St. Mary's and Liscomb, Report of.....	99
Caraquet, Report of.....	109
Miramichi ".....	86
Charlotte County, Report of.....	91
Kent County ".....	113
Shediac ".....	98
Yale and New Westminster, Report of.....	80
Victoria and Esquimalt ".....	74
Pugwash, Report of.....	
Richmond County, Report of.....	115
Nanaimo, Report of.....	77
Buctouche ".....	112
Parrsboro' ".....	111
Bathurst ".....	93
Port Wardens—	
Montreal, Report of.....	116
Quebec ".....	122
Rimouski ".....	127
Halifax ".....	124
North Sydney, Report of.....	125
Pictou, Report of.....	126
Port Hawkesbury, Report of.....	128
Sydney, C.B., Report of.....	
Yarmouth ".....	130
Chatham ".....	132
Moncton ".....	140
St. Andrew's ".....	131
Prince Edward Island, Report of.....	129
Vancouver, Report of.....	138
Victoria and Esquimalt, Report of.....	139
Annapolis, N.S., Report of.....	135
Whitney Pier, C. B., ".....	136
Hopewell Cape, ".....	134

Q.

Quebec Harbour Commissioners, Report of.....	16
" Pilotage Authority ".....	61
" Port Warden, Report of.....	122

R.

Richmond County Pilotage Authority, Report of.....	115
Rimouski Port Warden, Report of.....	127

	PAGE.
S.	
St. John Pilotage Authority, Report of.....	94
Sydney " "	104
St. Mary's and Liscomb Pilotage Authority, Report of.....	99
Shediac Pilotage Authority, Report of.....	98
Shipping Masters Statement of Shipping and Discharging Seamen.....	146
Sydney, C.B., Port Warden, Report of.....	
St. Andrew's " "	131
T.	
Toronto Harbour Commissioners, Report of.....	11
Three Rivers " "	38
V.	
Victoria and Esquimalt Pilotage Authority, Report of.....	74
" " Port Warden "	139
Vancouver, Port Warden, Report of.....	138
W.	
Wrecks and Casualties—	
Sea-going Vessels.....	158
Whitney Pier, C.B., Port Warden, Report of.....	136
Y.	
Yale and New Westminster Pilotage Authority, Report of.....	80
Yarmouth Port Warden, Report of.....	130

APPENDIX No. 1

MERCHANT SHIPPING.

The total number of vessels remaining on the register books of the Dominion on the 31st December, 1901, including old and new vessels, sailing vessels, steamers and barges, was 6,792, measuring 664,483 tons register tonnage, being an increase of 57 vessels and an increase of 4,949 tons register, as compared with 1900. The number of steamers on the registry books on the same date was 2,177 with a gross tonnage of 298,421 tons. Assuming the average value to be \$30 per ton, the value of the registered tonnage of Canada, on the 31st December last, would be \$19,934,490.

The number of new vessels built and registered in the Dominion of Canada during the last year was 335, measuring 34,481 tons register tonnage. Estimating the value of the new tonnage at \$45 per ton, it gives a total value of \$1,551,645 for new vessels.

A statement follows, showing the number of vessels and number of tons on the register books at the different ports of registry in the Dominion, on the 31st December last, along with a comparative statement of the tonnage from 1874 to 1901. A statement is also published of the number of vessels built and registered in the Dominion during the last year, and a comparative statement of the number of new vessels built, and registered from 1874 to 1901, both inclusive. A comparative statement is also given of the tonnage of the Maritime States of the world.

STATEMENT showing the number of Vessels and number of Tons on the Registry Books of the Dominion of Canada, on the 31st December, 1901.

PROVINCE OF NEW BRUNSWICK.

Name of Port.	Total Number of Sailing Ships and Steamers.	Number of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Chatham.....	333	11	1,800	7,201
Dorchester.....	5	Nil.	Nil.	1,661
Moncton.....	14	1	20	2,700
Richibucto.....	18	1	129	2,772
Sackville.....	10	3	65	546
St. Andrews.....	151	7	591	3,103
St. John.....	384	70	7,698	57,310
Total.....	915	126	10,303	75,293

STATEMENT showing the number of Vessels and number of Tons on the Registry Books,
&c.—*Continued.*

PROVINCE OF NOVA SCOTIA.

Name of Port.	Total Number of Sailing Ships and Steamers.	Number of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Amberst.....	5	Nil.	Nil.	118
Annapolis.....	47	1	32	4,894
Aricbat.....	94	1	66	3,684
Barrington.....	47	1	48	1,548
Canso.....	20	Nil.	Nil.	425
Digby.....	112	3	124	5,085
Guysboro.....	18	Nil.	Nil.	731
Halifax.....	428	57	7,162	19,952
Liverpool.....	79	4	239	6,830
Lunenburg.....	304	5	407	27,468
Maitland.....	17	Nil.	Nil.	12,910
Parsonsboro.....	129	2	216	29,367
Pictou.....	56	19	1,045	5,023
Port Hawkesbury.....	77	2	43	2,384
Port Medway.....	29	1	138	2,070
Shelburne.....	81	3	68	4,550
Sydney.....	100	13	892	6,482
Truro.....	1	Nil.	Nil.	122
Weymouth.....	35	1	21	2,813
Windsor.....	109	14	2,663	55,595
Yarmouth.....	201	26	4,750	22,509
Total.....	1,980	153	17,764	214,560

PROVINCE OF QUEBEC.

Amherst (Magdalen Islands).....	14	Nil.	Nil.	473
Gaspé.....	32	1	709	1,889
Montreal.....	570	204	63,816	95,798
Paspébiac.....	11	3	88	863
Quebec.....	638	143	22,192	43,641
Total.....	1,265	351	86,805	142,664

PROVINCE OF ONTARIO.

Amherstburg.....	10	6	191	160
Bellefleur.....	19	15	352	639
Bowmanville.....	2	Nil.	Nil.	280
Brockville.....	23	22	478	702
Chatham.....	22	15	585	699
Cobourg.....	5	1	23	489
Collingwood.....	69	67	7,129	5,269
Cornwall.....	2	2	46	32
Deseronto.....	17	12	870	1,407
Dunnville.....	1	Nil.	Nil.	57
Goderich.....	35	27	871	1,295
Hamilton.....	49	41	6,114	5,026
Kingston.....	169	84	11,192	23,471
Lindsay.....	42	22	283	1,472
Napanee.....	1	Nil.	Nil.	122
Oakville.....	1	Nil.	Nil.	26
Ottawa.....	363	199	19,440	28,338
Owen Sound.....	43	40	5,374	3,975
Peterborough.....	36	32	1,035	916
Pictou.....	21	17	2,884	3,602
Port Arthur.....	22	21	3,262	2,131

SESSIONAL PAPER No. 23

STATEMENT showing the number of Vessels and number of Tons on the Registry Books, &c.—*Concluded.*

PROVINCE OF ONTARIO—*Concluded.*

Name of Port.	Total Number of Sailing Ships and Steamers.	Number of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Port Burwell	7	5	53	140
Port Colborne	2	2	92	61
Port Dover	12	7	201	590
Port Hope	50	30	2,351	4,545
Port Rowan	5	2	35	271
Port Stanley	7	7	1,115	691
Prescott	40	18	1,252	7,169
Rat Portage	8	8	185	253
Sarnia	34	23	8,210	7,931
Saugeen	11	10	527	408
Sault St. Marie	32	28	1,697	3,511
St. Catharines	94	56	4,557	11,033
Toronto	294	220	21,327	19,982
Wallaceburg	28	16	1,206	1,865
Whitby	3	Nil.	Nil.	514
Windsor	56	27	7,343	6,555
Total	1,635	1,076	110,400	145,227

PROVINCE OF PRINCE EDWARD ISLAND.

Charlottetown	180	21	3,966	14,729
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PROVINCE OF BRITISH COLUMBIA.

New Westminster	154	93	7,028	9,501
Vancouver	255	116	15,594	14,901
Victoria	267	142	35,843	37,700
Total	676	351	58,465	62,102

PROVINCE OF MANITOBA.

Winnipeg	130	88	6,751	7,445
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YUKON DISTRICT.

Dawson City	11	11	3,967	2,463
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SUMMARY.

New Brunswick	915	126	10,303	75,293
Nova Scotia	1,980	153	17,764	214,560
Quebec	1,265	351	86,805	142,664
Ontario	1,635	1,076	110,400	145,227
P. E. Island	180	21	3,966	14,729
British Columbia	676	351	58,465	62,102
Manitoba	130	88	6,751	7,445
Yukon District	11	11	3,967	2,463
Grand Total	6,792	2,177	298,421	664,483

1-2 EDWARD VII., A. 1902

COMPARATIVE STATEMENT showing the Number of Vessels and Number of Tons on the Registry Books of the Dominion of Canada, on the 31st December in each Year, from 1874 to 1901, both inclusive.

Provinces.	1874.		1875.		1876.		1877.		1878.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	1,144	294,741	1,133	307,926	1,154	324,513	1,133	329,457	1,142	335,965
Nova Scotia....	2,787	479,669	2,786	505,144	2,867	529,252	2,961	541,579	3,003	553,368
Quebec.....	1,837	218,946	1,831	222,965	1,902	228,502	1,951	248,399	1,676	248,349
Ontario.....	815	113,008	825	114,990	889	123,947	926	131,761	958	135,440
P. E. Island....	312	48,388	335	50,677	338	50,692	342	55,547	322	54,250
B. Columbia....	35	3,611	40	3,685	40	3,809	43	3,479	51	4,482
Manitoba.....			2	178	2	178	6	246	17	1,161
Total.....	6,930	1,158,363	6,952	1,205,565	7,192	1,260,893	7,362	1,310,468	7,169	1,333,015
	1879.		1880.		1881.		1882.		1883.	
New Brunswick	1,135	340,491	1,097	336,976	1,087	333,215	1,065	308,980	1,107	315,906
Nova Scotia....	2,975	552,159	2,977	559,448	3,025	558,911	3,026	546,778	3,037	541,715
Quebec.....	1,975	246,025	1,889	233,341	1,830	224,936	1,754	215,804	1,739	216,577
Ontario.....	1,006	136,987	1,042	137,481	1,081	139,998	1,112	157,061	1,133	140,972
P. E. Island....	298	49,807	288	45,931	273	45,410	248	41,684	241	49,446
B. Columbia....	60	4,701	63	5,049	74	6,296	84	7,687	94	9,046
Manitoba.....	22	1,924	21	1,992	24	2,130	23	2,783	24	2,778
Total.....	7,471	1,332,094	7,377	1,311,218	7,394	1,310,896	7,312	1,260,777	7,375	1,276,440
	1884.		1885.		1886.		1887.		1888.	
New Brunswick	1,096	308,131	1,060	288,589	1,042	269,224	1,027	255,126	1,009	239,332
Nova Scotia....	2,942	544,048	2,988	541,832	2,929	526,921	2,845	498,878	2,851	485,709
Quebec.....	1,628	202,842	1,631	203,635	1,650	232,556	1,586	189,064	1,498	178,520
Ontario.....	1,184	142,387	1,223	144,487	1,248	140,929	1,275	139,548	1,330	139,502
P. E. Island....	234	39,213	227	36,040	225	30,658	225	29,031	218	26,586
B. Columbia....	116	11,403	123	11,834	134	11,990	149	12,789	167	14,249
Manitoba.....	55	5,722	63	5,439	65	5,578	71	5,871	69	5,744
Total.....	7,255	1,253,747	7,315	1,231,856	7,293	1,217,766	7,178	1,130,307	7,142	1,089,642
	1889.		1890.		1891.		1892.		1893.	
New Brunswick	1,013	218,873	981	209,460	969	193,193	946	181,779	1,010	156,086
Nova Scotia....	2,855	464,431	2,793	464,194	2,778	461,758	2,731	425,690	2,715	396,263
Quebec.....	1,455	168,500	1,399	164,003	1,404	162,330	1,408	162,638	1,426	161,121
Ontario.....	1,352	141,839	1,312	138,738	1,345	138,914	1,347	141,750	1,370	146,665
P. E. Island....	224	25,506	231	26,080	195	23,316	196	22,706	188	20,970
B. Columbia....	176	15,241	196	16,024	246	19,767	298	23,448	315	24,900
Manitoba.....	77	6,091	79	6,475	78	6,197	81	6,118	89	6,534
Total.....	7,152	1,040,481	6,991	1,024,974	7,015	1,005,475	7,007	964,129	7,113	912,539

SESSIONAL PAPER No. 23

COMPARATIVE STATEMENT showing the Number of Vessels and Number of Tons on the Registry Books of the Dominion of Canada, &c.—*Concluded.*

Provinces.	1894.		1895.		1896.		1897.		1898.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	1,003	136,257	975	122,417	964	115,506	923	103,584	903	89,257
Nova Scotia	2,710	371,432	2,683	343,356	2,669	317,526	2,204	283,056	2,167	262,176
Quebec	1,427	160,590	1,454	158,776	1,469	158,649	1,480	158,077	1,378	144,447
Ontario	1,480	148,525	1,508	148,609	1,525	146,522	1,424	135,349	1,452	134,180
P. E. Island	191	19,650	190	19,323	174	16,540	174	15,812	178	15,979
B. Columbia	336	26,455	346	25,988	363	26,622	364	28,604	444	40,304
Manitoba	98	6,715	106	7,307	115	7,934	115	7,272	121	7,439
Total	7,245	869,624	7,262	825,776	7,279	789,299	6,684	731,754	6,643	693,782

	1899.		1900.		1901.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	920	86,288	927	78,708	915	75,293
Nova Scotia	2,121	243,457	2,121	226,817	1,980	214,560
Quebec	1,375	144,586	1,247	138,136	1,265	142,664
Ontario	1,488	135,234	1,610	141,112	1,635	145,227
Prince Edward Island	171	14,660	176	14,251	180	14,729
British Columbia	488	44,415	515	51,095	676	62,102
Manitoba	126	9,108	128	7,147	130	7,445
Yukon District	9	1,604	11	2,268	11	2,463
Total	6,698	679,352	6,735	659,534	6,792	664,483

LIST of Ports at which Vessels may be Registered, showing the Number of New Vessels^s Built and Registered in the Dominion of Canada, during the Year ended 31st December, 1901.

PROVINCE OF NEW BRUNSWICK.

Name of Port.	Total Number of Sailing Ships and Steamers.	Total Net Tonnage of Sailing Ships and Steamers.	Name of Port.	Total Number of Sailing Ships and Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Chatham	14	322			
Dorchester	Nil.	Nil.			
Moncton	1	353			
Richibucto	2	31			
Sackville	Nil.	Nil.			
St. Andrews	Nil.	Nil.			
St. John	8	435			
Total	25	1,141			

PROVINCE OF NOVA SCOTIA.

Amherst	Nil.	Nil.
Annapolis	5	849
Arichat	13	295
Barrington	2	30
Canso	4	58
Digby	13	535
Guysboro'	Nil.	Nil.
Halifax	3	67
Liverpool	8	1,872
Lunenburg	39	4,178
Maitland	2	612
Parrsboro'	13	2,494
Pictou	1	85
Port Hawkesbury	1	11
Port Medway	2	467
Shelburne	8	855
Sydney	4	56
Truro	Nil.	Nil.
Weymouth	2	237
Windsor	4	1,398
Yarmouth	9	561
Total	133	14,660

PROVINCE OF QUEBEC.

Amherst (Magdalen Islands)	1	13
Gaspé	Nil.	Nil.
Montreal	20	6,556
Paspébiac	Nil.	Nil.
Quebec	22	852
• Total	43	7,421

PROVINCE OF ONTARIO.

Amherstburg	Nil.	Nil.
Bellefille	2	6
Bowmanville	Nil.	Nil.
Brockville	Nil.	Nil.
Chatham	Nil.	Nil.
Cobourg	Nil.	Nil.
Collingwood	Nil.	Nil.
Cornwall	Nil.	Nil.
Deseronto	Nil.	Nil.
Dunnville	Nil.	Nil.
Goderich	2	46
Hamilton	1	4
Kingston	10	1,107
Lindsay	4	19
Morrisburg	Nil.	Nil.
Napanee	Nil.	Nil.
Oakville	Nil.	Nil.
Ottawa	8	193
Owen Sound	4	77
Peterborough	4	53
Pictou	Nil.	Nil.
Port Arthur	3	81
Port Burwell	Nil.	Nil.
Port Colborne	Nil.	Nil.
Port Dover	Nil.	Nil.
Port Hope	1	5
Port Rowan	Nil.	Nil.
Port Stanley	1	22
Prescott	Nil.	Nil.
Rat Portage	6	233
Sarnia	1	58
Saugeen	1	5
Sault Ste. Marie	1	107
St. Catharines	4	345
Toronto	9	304
Wallaceburg	Nil.	Nil.
Whitby	Nil.	Nil.
Windsor	Nil.	Nil.
Total	62	2,665

PROVINCE OF PRINCE EDWARD ISLAND.

Charlottetown	6	589
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SESSIONAL PAPER No. 23

Lists of Ports at which Vessels may be Registered, showing the number of New Vessels built and registered, &c.--*Concluded.*

PROVINCE OF BRITISH COLUMBIA.

Name of Port.	Total Number of Sailing Ships and Steamers.	Total Net Tonnage of Sailing Ships and Steamers.	Name of Port.	Total Number of Sailing Ships and Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
New Westminster.....	19	872	SUMMARY.		
Vancouver.....	10	2,753	New Brunswick.....	25	1,141
Victoria.....	33	4,103	Nova Scotia.....	133	14,660
Total.....	62	7,728	Quebec.....	43	7,421
PROVINCE OF MANITOBA.			Ontario.....	62	2,665
Winnipeg.....	3	112	Prince Edward Island...	6	589
YUKON DISTRICT.			British Columbia.....	62	7,728
Dawson City.....	1	165	Manitoba.....	3	112
			Yukon District.....	1	165
			Total.....	335	34,481

1-2 EDWARD VII., A. 1902

COMPARATIVE STATEMENT of New Vessels Built and Registered in the Dominion
1901, both

Provinces.	1874.		1875.		1876.		1877.		1878.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	90	42,027	65	33,483	61	31,040	54	31,158	56	27,368
Nova Scotia	175	84,480	177	67,106	194	58,771	219	47,989	166	49,784
Quebec	73	20,796	103	22,825	51	17,800	62	19,253	46	10,870
Ontario	50	10,797	53	7,760	47	5,397	28	3,316	30	2,409
Prince Edward Island	88	24,634	83	19,838	62	14,571	62	17,026	38	10,382
British Columbia	5	276			1	121	2	204	2	45
Manitoba							3	48	1	15
	481	183,010	481	151,012	416	127,700	430	118,985	339	100,873
Add new vessels built in Canada which proceeded to the United Kingdom under a Governor's pass without being registered	6	7,746			3	2,721	2	1,943	1	663
Add new vessels which left Quebec for registration in Germany					1	480				
Total	487	190,756	481	151,012	420	130,901	432	120,928	340	101,536

Provinces.	1888.		1889.		1890.		1891.		1892.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	32	2,530	50	4,792	35	5,572	43	6,269	21	1,873
Nova Scotia	116	12,965	126	19,645	150	33,907	130	35,528	105	16,446
Quebec	23	2,669	27	3,759	25	4,880	46	4,200	34	2,610
Ontario	62	5,095	45	3,259	41	4,917	44	2,662	34	3,684
Prince Edward Island	12	1,412	12	1,503	12	2,098	5	1,000	9	967
British Columbia	18	448	12	840	15	876	41	2,364	46	2,887
Manitoba	1	11	8	548	7	218	3	122	6	296
Yukon District										
	264	25,130	280	34,346	285	52,378	312	52,145	255	28,773
Add new vessels built in Canada which proceeded to the United Kingdom under a Governor's pass without being registered										
Add new vessels which left Quebec for registration in Germany										
Total	264	25,130	280	34,346	285	52,378	312	52,145	255	28,773

SESSIONAL PAPER No. 23

of Canada during the Year ended 31st December, in each Year, from 1874 to inclusive.

1879.		1880.		1881.		1882.		1883.		1884.		1885.		1886.		1887.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
43	19,067	63	18,896	57	18,259	66	16,820	72	21,103	46	12,888	34	7,736	34	4,931	18	2,969
126	39,208	126	31,257	150	40,465	117	26,711	202	35,765	178	42,032	102	24,703	93	20,948	87	12,310
29	7,421	33	8,219	56	5,673	26	6,785	42	6,594	32	3,815	29	4,556	27	2,683	28	2,888
42	2,464	44	3,610	54	5,111	55	4,369	34	4,311	58	4,446	45	4,509	52	2,675	66	2,993
20	5,279	21	3,359	15	4,351	15	3,508	17	5,343	21	5,189	11	1,707	12	1,318	7	601
5	788	.....	.....	2	85	8	1,631	5	849	15	675	6	648	8	151	9	376
.....	.....	1	100	3	116	1	289	2	125	37	3,366	13	320	3	98	8	439
265	74,227	288	65,441	337	74,060	288	60,113	374	74,099	387	72,411	240	44,179	229	32,207	223	22,516
.....	.....	.....	.....	.....	.....	.....	1	1,029	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....
265	74,227	288	65,441	337	74,060	289	61,142	374	74,099	387	72,411	240	44,179	229	32,207	223	22,516
1893.		1894.		1895.		1896.		1897.		1898.		1899.		1900.		1901.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
119	2,819	40	2,534	27	714	24	627	33	1,738	31	790	31	798	22	762	25	1,141
111	15,089	128	8,721	89	4,762	97	7,704	54	4,259	67	4,962	92	7,594	117	9,416	133	14,660
53	4,220	55	4,412	49	4,335	36	3,969	49	4,227	51	4,139	35	5,943	50	4,301	43	7,421
49	4,126	64	3,137	52	3,732	38	1,757	50	3,850	46	1,872	52	3,419	58	3,734	62	2,665
3	634	3	183	1	196	3	111	3	226	5	372	3	56	3	106	6	589
19	944	25	1,900	18	1,709	22	1,466	26	2,429	72	12,228	51	2,734	43	3,837	62	7,728
8	698	11	356	14	822	7	512	16	365	6	159	13	554	3	109	3	112
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	61	1	165
362	28,440	326	21,243	250	16,270	227	16,146	231	17,094	278	24,522	277	21,098	297	22,326	335	34,481
.....
.....
362	28,440	326	21,243	250	16,270	227	16,146	231	17,094	278	24,522	277	21,098	297	22,326	335	34,481

1-2 EDWARD VII., A. 1902

STATEMENT showing the Tonnage of each of the Maritime States of the World compiled from the Répertoire Général for 1901-1902.

Nationality.	Steamers.	Gross Tonnage of Steamers.	Net Tonnage of Steamers.	Sailing Vessels.	Net Tonnage of Sailing Vessels.	Total Net Tonnage.
British, including Canada and the Colonies.....	7,902	12,847,436	7,944,095	7,310	2,360,248	10,304,338
American.....	794	1,376,254	916,753	3,820	1,402,123	2,318,876
German.....	1,350	2,463,416	1,561,078	1,210	545,807	2,106,885
Norwegian.....	866	794,337	507,138	2,047	885,938	1,393,096
French.....	850	1,123,429	547,895	1,745	413,364	961,259
Italian.....	351	674,673	435,426	1,550	511,653	947,079
Canadian (664,483).....						
Russian.....	659	565,533	347,375	2,713	503,320	850,695
Spanish.....	489	745,274	459,793	623	101,875	561,668
Swedish.....	672	439,430	314,572	1,656	293,290	607,862
Dutch.....	318	514,493	330,132	686	121,817	451,949
Danish.....	377	440,882	256,631	889	131,096	387,727
Grecian.....	150	221,143	139,187	928	181,616	320,797
Japanese.....	511	539,743	338,354	1,524	171,821	510,175
Turkish.....	107	110,116	58,861	917	176,931	235,792
Austrian.....	243	473,652	294,960	123	27,934	322,894
Brazilian.....	228	144,343	91,405	345	77,052	168,517
Chilian.....	50	64,136	39,243	94	43,698	82,941
Belgian.....	164	177,427	121,684	9	2,445	124,129
Portuguese.....	44	47,227	29,443	242	56,719	86,162
Argentine.....	101	62,997	38,770	152	38,112	76,882
Hawaiian.....				9	2,049	2,049
Peruvian.....	5	6,377	4,253	55	23,129	27,382
Chinese.....	27	39,773	17,788	13	1,753	19,541
Uruguay.....	25	13,398	10,037	62	19,983	30,020
Roumanian.....	28	24,981	14,757	24	4,354	19,111
Egyptian.....	9	5,666	3,530	6	1,481	5,011
Mexican.....	24	13,306	7,957	48	8,761	16,718
Nicaragua.....	2	783	420	18	10,032	10,452
Guatemala.....				13	2,330	2,330
Siamese.....	4	1,260	697	12	4,088	4,785
Venezuelan.....	10	3,821	2,043	17	2,590	4,633
Arabian.....				5	4,281	4,281
Haytian.....	5	2,122	893	12	1,948	2,841
Montenegrian.....	1	60	30	16	3,647	3,677
Colombian.....	1	881	457	5	1,118	1,575
Zanzibar.....	2	2,478	1,656			1,656
Persian.....	1	838	579	1	608	1,187
Bolivian.....				2	1,527	1,527
Bulgarian.....	2	1,977	1,295	2	182	1,477
San Domingo.....				9	1,479	1,479
Corean.....	3	1,545	1,168			1,168
Costa Rica.....	3	1,129	686	2	551	1,237
Sarawak.....	2	700	439	1	347	786
Liberian.....	2			3	916	916
Ecuador.....				1	257	257
Tunisian.....	1	75	11	3	565	576
San Salvador.....				3	514	514
Borneo.....	1	363	235			235
Paraguay.....	1	282	232			232
Servian.....	1	264	112			112
Honduras.....	3	1,920	1,185	2	199	1,384
Cuban.....	40	32,228	20,581	132	12,240	32,824
Unknown.....	27	19,268	11,926	61	11,681	23,607
Colorada.....				1	354	354
Total.....	16,454	23,982,927	14,875,845	29,121	8,169,812	23,045,657

APPENDIX No. 2.

TORONTO HARBOUR COMMISSIONERS' REPORT FOR THE YEAR 1901.

SECRETARY of the Toronto Harbour Trust in account with the Commissioners for the year ending December 31, 1901.

DR.	GENERAL BALANCE SHEET.		CR.
	\$	cts.	\$
Wharf property	43,073	72	Profit and loss.
Office furniture.	591	91	58,785
C. P. & W.C. Mortg. Co. Bonds.	9,000	00	13
Cash on dep. in bank.	6,106	79	
Cash on hand	12	71	
	58,785	13	58,785
			13

We have examined the books and vouchers and have compared the balance sheet, as above, with the said books and vouchers, and we certify the same to be correct, and to represent a true statement of the affairs of the Trust at this date, December 31, 1901.

W. R. HARRIS,
S. BRUCE HARMAN,
Auditors.

ARTHUR B. LEE, *Chairman.*
JAS. T. MATTHEWS,
A. E. KEMP,
W. L. BELL,
FRED. H. RICHARDSON,
Commissioners.

COLIN W. POSTLETHWAITE,
Harbour Master.

TORONTO, January 1, 1902.

RECEIPTS and Expenditure of the Toronto Harbour Trust for the year 1901.

RECEIPTS.	\$ cts.	EXPENDITURE.	\$ cts.
Cash in bank January 1.....	10,423 91	Charges.....	322 00
" on hand " 1.....	16 20	Salaries.....	2,000 00
Canadian Pacific Railway.....	4,000 00	Lights, buoys and beacons.....	113 72
Harbour dues.....	6,840 96	Repairs.....	2,835 92
City of Toronto, placing buoys.....	66 67	Printing and stationery.....	54 14
Rent boat-house sites.....	7 00	Dredging.....	4,741 84
Sale of old material.....	113 10	Office expenses and rent.....	671 26
Fines.....	80 00	Debiture.....	5,000 00
Interest on deposit account.....	208 75	Engineer's fees.....	55 00
Premium and interest account.....	226 18	Solicitor's fees.....	20 00
		Flag for Q wharf.....	16 64
		Fines refunded.....	30 00
		Notice—dumping earth.....	2 75
		Cash in bank.....	6,106 79
		" on hand.....	12 71
	21,982 77		21,982 77

Examined and found correct,

W. R. HARRIS,
S. BRUCE HARMAN,

Auditors.

TORONTO, January 1, 1902.

Goods arrived per Steamer and Sailing Vessels for the years 1900 and 1901.

Description of Goods.	1900.	1901.
General merchandise.....	20,294	24,949
Coal.....	164,806	183,831
Wood.....	1,283	
Lake stone.....	2,490	2,595
Fruit in packages.....	5,285	1,795
".....	4,709	7,122
".....	508,729	392,267
".....	725	821
Fire bricks.....	473,700	46,600
Sheep, hogs and calves.....	155	
Horses, cattle and vehicles.....	122	93
Oil in bulk.....	25,000	23,783
Ice.....	2,518	6,777

COLIN W. POSTLETHWAITE,

Harbour Master.

FIFTY-FIRST ANNUAL REPORT.

To the Commissioners of the Harbour of Toronto :

GENTLEMEN,—I have the honour to submit my report for the year 1901.

The harbour was clear of ice on the 5th April, having been closed to navigation for 113 days, which is about the average period.

The harbour froze over on the 6th December, and it is still solid.

The first arrival this season was the stone-hooker *Swallow*, Captain Stephen Peer, on the 12th March, with stone from Port Credit. The last vessel to arrive was the ss. *Lakeside*, Captain Wygle, on the 12th December, with passengers and cargo from St. Catharines.

The number of vessels which arrived in this port during the season of 1901 is 3,490, being an increase of 21 over 1900.

	1900.	1901.	Increase.	Decrease.	Tonnage.	
					1900.	1901.
Propellers, loaded.....	457	464	7			
" light.....	33	42	9		127,382	198,270
Steamers, loaded.....	2,244	2,248	4		909,932	926,477
" light.....	2	11	9			
Vessels, loaded.....	724	713		11	72,470	78,840
" light.....	9	12	3			
	3,469	3,490	32	11	1,109,784	1,203,593

The cash receipts from all sources, including cash on hand from last year, amount to \$21,982.77.

Expenditures of all kinds amount to \$15,863.26, leaving a cash balance of \$6,119.51.

Coal receipts by vessel for the season are as below, viz, anthracite coal 155,009 tons, bituminous coal 28,822 tons, in all 183,831 tons, being an increase of 19,025 tons over last year. There was a strike at the mines in October, 1900, which may account for the increase this year.

The total amount of coal imported into Toronto during the year, according to Government returns, is as below, viz., anthracite coal 1,421,488 tons, bituminous coal 364,580 tons, total 786,069 tons as against 761,610 tons in 1900.

Prior to the opening of navigation the Commissioners saw their way toward making a material reduction in the tolls. This reduction amounted to 42.84 per centum of last year's schedule. The consequent falling-off in the revenue was only 36.58 per centum of the receipts of last year, showing, I think, a very healthy condition in the shipping trade.

This has been far from a good fruit season. The number of packages imported by water is 402,448 in 1901 as against 519,540 in 1900, a falling-off of 117,092 packages.

The dredging in the harbour was comparatively light this year, there being no spring freshet in the river Don this season; another instance, were one required, of the mischief done to the harbour by the debris flowing down this river. This is the second time in 17 years that we have escaped a spring freshet in the Don.

A considerable quantity of dredging, however, was done at the entrance to the Queen's Wharf channel, and this approach was still further improved by the removal of the White lighthouse to the western end of the dock, thus altering the Range Course into deeper water.

The highest water for the year was 12 inches above zero, on the 25th June; the lowest water was 15 inches below zero, on the 10th December. The average for the year was $\frac{3}{4}$ inch below zero, being $2\frac{1}{2}$ inches below the average of 1900.

The lamps were lighted for the first time on April 3, and they were discontinued on December 3.

The buoys were placed out on April 17, and taken up on November 27.

There are 75 vessels wintering in this port this year, viz., 18 propellers, 9 side-wheelers, 18 sailing vessels, 9 steam ferries, 14 yachts, 8 steam launches, 4 steam tugs, also 5 dredges with their scows, representing in all 13,706 tons register.

The Island fog horn was sounded 38 times during the season, viz., in April, 4 times; in May, 17 times; in June, thrice; in July, twice; in August, 4 times; in September, thrice; in October, twice; in November, once, and in December, twice.

The Government engineer, Major Henry A. Gray, reports as follows: 'On the 10th February, 1901, a contract was let to Messrs. M. Magann & Phin for an extension of the west pier of the Eastern Channel, for a length of 800 feet, 600 feet of the work has been completed, and the other 200 feet at the outer end merely requires a superstructure to be placed upon it, which will be done as soon as the weather will permit in the spring of the ensuing year.

"Dredging has been carried on in the Eastern Channel, and a minimum depth of 14½ feet was found to exist from the lake into the harbour, when soundings were taken at the close of the present season."

The Government suction dredge, recently built in this city for the Public Works Department was engaged for a short time in the eastern part of the harbour, by order of the Hon. the Minister.

Repairs to the crib-work on the east side of the roadway leading to the Queen's Wharf, were completed on the 14th January, according to contract, at a total cost of \$2,550.50.

The precipitation for the year, per information furnished by Mr. R. F. Stupart, Director of the Meteorological Observatory, is as follows, viz.: Rain, 25.200 inches; snow reduced to water, 7.07; total, 32.270 inches, about 3 inches more than last year.

I am, gentlemen,
Your obedient servant,

COLIN W. POSTLETHWAITE,
Harbour Master.

TORONTO HARBOUR WORKS,

TORONTO, January 9, 1902.

SIR,—I have the honour to report that the following quantities of dredging were done at the wharfs and slips, and at the range course of the Western Channel, by Messrs. McNamee & Simpson, at the rate of 10 cents a cubic yard for the wharfs and slips, and 15 cents at the Western Channel. The material dredged was dumped in 100 feet of water, as required by the Board of Health.

	Cubic yards.
Medlar & Arnot's Wharf	1,692
Elias Roger's Co.'s Wharf and entrance.	7,856
Princess Street Slip	3,582
Conger Coal Co.'s Wharf.	899
Western Channel, range course.	18,961
Total.	32,990

The Range Course was dredged 120 feet in width, to 14 feet of water, but during the ensuing season it should be dredged 80 feet more in width, making a total of 200 feet, which has been maintained for several years.

The White Lighthouse indicating the direction of the range course when in line with Red Lighthouse, was moved about 30 feet to the north-west corner of the Queen's Wharf, the new bearing being north 29' 30" east. This change was made to avoid dredging on the north-west point of the shoal, which has extended 400 feet in ten years and is steadily increasing. The present lake level is 5½ inches below the zero gauge.

The deposit from the Bathurst Street and Garrison Creek sewers has increased to such an extent, that the soundings show only 7½, 8 and 9 feet of water in the centre of the channel, south of the Deputy Harbour Master's house, and vessels entering the harbour have to keep close to the breakwater to ensure from 11 to 13 feet of water. This deposit should be dredged at the expense of the city. I would call the attention of the Board to a clause in the report of the city engineer, on the disposal of the city sewage, page 33, which clearly shows that the construction of the trunk sewer cannot be longer delayed: 'It may be of interest to point out that at present we are discharging into the Bay and its vicinity about 25 tons of mineral and 20 tons of organic matter per day, which is equal to about 6,500 cubic yards of solid matter per annum.' On looking over the measuring flow of sewage as it appears in the city engineer's report for 1900, page 30, which was carefully taken in detail for each sewer, the average of imperial gallons per day is stated to be 20,745,473, which, as above stated, deposits yearly 6,500 cubic yards. This is the dry weather flow, and does not include the discharge by the River Don, which averages about 12,000 cubic yards per annum. This deposit of course would be avoided if the River Don was diverted.

I remain,

Your obedient servant,

A. B. LEE, Esq.,
Chairman Toronto Harbour Commissioners.

KIVAS TULLY,
Engineer.

APPENDIX No. 3

QUEBEC HARBOUR COMMISSIONERS' REPORT FOR THE YEAR ENDED
DECEMBER 31, 1901.*(Under the Quebec Harbour Commissioners' Act, 1889.)*

QUEBEC, January 2, 1902.

To the Honourable JAMES SUTHERLAND, M.P.,
Acting Minister of Marine and Fisheries,
Ottawa.

SIR,—In compliance with the requirements of the Act 62-63 Victoria, chapter 34, (The Quebec Harbour Commissioners' Act, 1889), I have the honour to report as follows on the doings of the Quebec Harbour Commissioners for the year 1901.

CHIEF ENGINEER'S REPORT.

The annexed report, (marked 'A'), from the Chief Engineer, Mr. St. Geo. Boswell, conveys information in regard to all matters coming under his care, in connection with the harbour works, and the various additions and repairs made to them and to the other properties of the Commissioners during the year.

WHARFINGER'S REPORT.

The annexed report (marked 'B'), from the Wharfinger, Mr. Patrick Flynn, gives the usual information regarding the number of vessels using the Louise Docks, and the railway traffic over this portion of the Commissioners' property during the year 1901.

HARBOUR MASTER'S REPORT.

The annexed report (marked 'C'), from the Harbour Master, Mr. James C. Sullivan, gives information in regard to the opening and closing of navigation in the harbour, formation of ice, disposal of ballast, &c. During the past season no ballast was allowed to be dumped into the river, all that was brought here being utilized in the Commissioners' works.

LEASED PREMISES.

Renewals for one year of the premises leased have been given to Messrs. E. M. Lennon & Co., stores Nos. 7 and 8; John S. Thom, store No. 10; Quebec Coal Company, Reynar's wharf; A. R. Pruneau & Co., Marmette's wharf; Whitehead & Turner, shed on Wellington wharf; Joseph Gingras, East India wharf and store No. 5; G. M. Webster & Co., coal spaces on Embankment; J. C. O'Donnell, Ferd. Drouin, Julien Lapointe and A. E. Clint for their wood lots on the embankment.

The river front of Atkinson's wharf has been leased to Mr. W. Paul, jr., for the use of Str. *Préfontaine* for three years, and the coal bins on the pond side of this wharf for one year to Messrs. Benson & Borland.

SESSIONAL PAPER No. 23

Store No. 11, formerly occupied by Mr. Wm. Carrier, has been leased to Messrs. F. T. Thomas & Co., and store No. 4 and salt store No. 6 to Messrs. T. Davidson & Co. Of the stores and wharfs that the Commissioners are accustomed to lease, none were unoccupied during 1901.

GREAT NORTHERN RAILWAY COMPANY AND GREAT NORTHERN ELEVATOR COMPANY.

Under the provisions of the Act 62-63 Victoria, chapter 35, the Commissioners agreed to guarantee the interest for twenty years at three per cent per annum on special bonds known as Quebec Grain Elevator Bonds, to be issued by the railway company to defray the cost of the grain elevator to the extent of \$200,000.

Application having been made by the Great Northern Railway Company to change this guarantee from three per cent on \$200,000 to two per cent on \$300,000, the Commissioners agreed to same, and under the powers conferred upon them by the Act of the Parliament of Canada, 1 Edward VII., chapter 10, have guaranteed the interest at the rate of two per cent per annum for a period of twenty years on \$300,000 of Quebec Grain Elevator Bonds.

The Great Northern Railway Company having, under the provisions of clause 8 of the Act 62-63 Victoria, chapter 35, and of clause 3 of the Act 63-64 Victoria, chapter 117, transferred their rights in the Commissioners' guarantee to the Great Northern Elevator Company. This transfer was accepted by the Commissioners by resolution passed at their meeting of the 19th of September last.

SHIPMENTS EX-LEYLAND LINE.

The Leyland Line of steamers running in connection with the Great Northern Railway Company have loaded here eighteen full cargoes of grain and other general produce during the season 1901. Details of these shipments will be found in the Wharfinger's report.

We are further informed that the Great Northern Railway Company intend to very much increase their shipments during the incoming season, and to extend the conveyer galleries of their grain elevator to the river frontage of the Pointe-à-Carey wharf, thus enabling them to use it to a much fuller extent and to load grain into three vessels at the same time.

NEW WORKS AND WORKS UNDER CONSTRUCTION.

The principal new work commenced in 1901 was the building of a large freight shed on the Louise Embankment. This freight shed was completed in the fall of 1901 at a cost of \$34,669.44. Details as to this shed and other works of the Commissioners will be found in the Chief Engineer's report.

* REPAIRS TO PROPERTY.

Careful attention has been paid during the year to the various properties of the Commissioners to maintain them and keep them in a first class condition. In this connection considerable work has been done to the stores Nos. 13 and 14, Cross Wall; store No. 4, East India wharf; store No. 8, Wellington wharf; and Atkinson's wharf. See Chief Engineer's report for particulars.

BY-LAWS.

The Commissioners' by-laws, which they had thoroughly revised during the winter of 1901, were adopted at a special meeting held on the 16th of April last, and forwarded on the 8th of May following to the Department of Marine and Fisheries, Ottawa, to receive the approval of His Excellency the Governor General in Council.

VISIT OF DELEGATION OF MEMBERS OF THE SENATE AND HOUSE OF COMMONS, OTTAWA,
TO INSPECT THE HARBOUR OF QUEBEC AND ITS IMPROVEMENTS.

Just previous to the closing of the Houses in May last (the discussions in the Commons in regard to the transportation facilities having aroused a good deal of interest), a number of members expressed a wish to visit and inspect the harbour of Quebec and the facilities that it could afford. Through the kind efforts of the Solicitor General, the Honourable Chs. Fitzpatrick, the matter was arranged, and on Saturday, the 11th of May, at 1 p.m., our distinguished visitors comprising over 150 Senators and Members of the House of Commons, arrived on the Louise Embankment by a special train kindly placed at their disposal by the Canadian Pacific Railway Company.

After examining the Commissioners' docks landing sheds, the Great Northern elevator, &c., the party took the steamers *Pilot* and *La Canadienne* and made a tour of the harbour, landing and examining the Quebec bridge works and site, returning to town in carriages. At the banquet in the evening, our visitors expressed themselves as delighted with what they had seen, and highly impressed with the facilities and advantages offered by the harbour of Quebec.

During their return trip the party were taken in charge by the Great Northern Railway Company and visited the great works now in operation at Shawenigan Falls.

During their stay in Quebec, our distinguished visitors were the guests of the City, the Board of Trade and the Quebec Harbour Commissioners.

The Commissioners desire to express their sense of the obligation that they are under to the Honourable the Solicitor General in thus enabling them to place before our legislators from all parts of the Dominion in such a practical manner the advantages and facilities for development that are in the Harbour of Quebec.

ELECTION BY SHIPPING INTEREST AND BOARDS OF TRADE.

At the meeting of the Commissioners held on the 12th of August, certificates were received from the Shipping Interest, informing that the Honourable John Sharples, M.L.C., and Felix Carbray, Esq., had been elected as their representatives on the Commission for the ensuing term of three years.

On the same date (12th August) letters were received from the Secretary of the Board of Trade, Quebec, that the Honourable R. R. Dobell, M.P., P.C., had been elected as their representative on the Commission for the ensuing term of three years, and from the Secretary of the Board of Trade, Lévis, stating that Etienne Dussault, Esq., had been elected as their representative on the Commission for the same period.

The composition of the Board is now as follows: J. B. Laliberté, Chairman, Narcisse Rioux, Honourable R. R. Dobell, M.P., P.C., W. M. Macpherson, Honourable John Sharples, M.L.C., Dosithé Arcand, Félix Carbray, Harold Kennedy and Etienne Dussault.

COMPARATIVE MERITS OF THE NORTH AND SOUTH CHANNELS OF THE RIVER ST. LAWRENCE.

On the 17th May, at the request of the Hon. Mr. Dobell, a special meeting was held to inquire into the comparative merits of the North and South channels, supposing the first named was properly dredged so as to render it available. At this meeting, the following gentlemen were examined on this subject:

- L. E. Morin, Esq., President of the Corporation of Pilots,
- J. U. Gregory, Esq., agent, Department of Marine and Fisheries, Quebec.
- Capt. Rioux, of the R. & O. Navigation Company.
- Capt. Koenig, of the Department of Marine and Fisheries.
- Capt. Garrod, of the ss. *Simonsides*.
- C. Auger, President of the committee of Montreal Pilots,
- Pilot Jos. S. Brown.
- Pilot Corriveau.
- Mr. Thos. Harling, Manager, Leyland Line.

WINTER NAVIGATION.

At the meeting of the Quebec Harbour Commissioners, held on the 4th of March, the following resolution was passed relating to winter navigation, and a copy of it forwarded to the Honourable Sir Louis H. Davies, M.P., the then Minister of Marine and Fisheries.

Resolved: That the Quebec Harbour Commissioners, after a careful inquiry into the feasibility of establishing winter navigation in the Gulf and River St. Lawrence, during which inquiry they obtained the opinions and experience of a number of the best pilots and master mariners plying in the Lower St. Lawrence, are fully convinced that the Gulf and River St. Lawrence can be safely navigated during the winter months by first-class iron or steel steamers and such additional and necessary improvements being made to the lights of the Lower St. Lawrence as would be required for such a winter service.

On the 24th of September, the Chairman sent the following letter to the Right Honourable the Premier on the same subject :

‘QUEBEC, September 24, 1901.

‘ Right Honourable
 ‘ Sir WILFRID LAURIER,
 ‘ Premier,
 ‘ Ottawa.

‘ DEAR SIR,—The Quebec Harbour Commissioners had before them at their last meeting the question of winter navigation of the St. Lawrence River, and they then expressed the opinion that, from all the information they had gathered, such winter navigation was perfectly feasible, and requested me to write to you and to strongly urge upon you the advisability of your Government taking some practical steps to put the matter to a test.

‘ The Commissioners have given the question a good deal of thought, they have had the opinion of a number of the pilots and have also examined a number of skilled navigators of the Lower St. Lawrence, and the consensus of the opinions thus received have been in favour of the feasibility of this winter navigation.

‘ The Commissioners have also requested me to urge upon you the necessity of constructing at once the second permanent pier in the Traverse, in the general interests and safety of the St. Lawrence route, and as an absolute necessity for winter navigation.

‘ I am, sir,
 ‘ Your most obedient servant,

‘ (Signed) J. B. LALIBERTÉ,
 ‘ *Chairman.*’

CANADIAN ELECTRIC LIGHT CO.

Permission has been given to the Canadian Electric Light Company to lay their cables in the Clear Water Space, the conditions for this being the same as those imposed on the Bell Telephone Company and the Great North-western Telegraph Company for a similar permission.

REVENUE AND EXPENDITURE.

The revenue of the Commissioners for the year 1901 has been \$83,669.09, an increase of \$1,686.57 over that of 1900, and the expenditure (including the interest on

1-2 EDWARD VII., A. 1902

§350,000 of First Preference Bonds) §61,417.19, leaving a surplus, which includes the §13,845.48 charged to the Department of the Interior for the ground occupied for immigration purposes, of §22,251.90.

ACTING CHAIRMAN.

During the absence in Europe of the Chairman (Mr. J. B. Laliberté), Mr. Narcisse Rioux was the presiding officer, having been unanimously elected by the Board as Acting Chairman.

ICE CUTTING.

During the winter of 1900-1901, 45,177 blocks of ice have been cut for local use.

Care has been taken that all this ice cut for domestic purposes is perfectly pure and taken from localities in the harbour that have been selected after an analysis of the ice had been made.

DEATH OF HER MAJESTY QUEEN VICTORIA.

Shortly after the year opened, in common with her subjects throughout the Dominion, the Commissioners were saddened by the reception of the news of the death of our late Beloved and Sovereign Lady, Her Most Gracious Majesty Queen Victoria. Suitable resolutions of condolence were passed and forwarded through His Excellency the Governor General to our Sovereign Lord and King, His Most Gracious and Imperial Majesty King Edward VII.

To this report are annexed the various statements conveying the information yearly forwarded to your department in connection with the harbour, as also a complete statement of the Commissioners' account for the year.

I have the honour to be, sir,
Your most obedient servant,

JAS. WOODS,
Secretary-Treasurer.

SESSIONAL PAPER No. 23

A.

HARBOUR ENGINEER'S OFFICE,

QUEBEC, January 2, 1902.

JAMES WOODS, Esq.,
Secretary-Treasurer,
Harbour Commission, Quebec.

SIR,—I have the honour to submit, herewith, the following reference to the various works in connection with the maintenance and improvement of the harbour of Quebec, executed during the year 1901.

NEW WORK.

A freight shed, 800 feet long by 80 feet wide, has been constructed on the Embankment Quay Wall of the Tidal harbour. This building is a wooden frame structure covered with galvanized iron. The work of construction was begun during the first week of March last, and the building was completed ready for use during the first week in August. In order to prepare the site for this shed, the then existing railway tracks on this part of the Embankment had to be removed, and new lines to replace them laid down between the shed site and the Embankment roadway. The railway lines are now so arranged that 21 cars can be placed along the river front and 21 cars along the inshore front of the building, thus allowing of the simultaneous loading or unloading of 42 cars. This shed is provided with electric lights throughout, there being 176 incandescent lamps of 32 c.p. each within the building, and 11 inclosed arc lamps along the Basin front.

During the winter of 1900-1901, a contract was entered into with the Slade Electric Company for the work of installing 150 incandescent 16 c.p. lamps and 6 inclosed arc lamps in the freight shed No. 19 on South Quay Wall of Tidal harbour: eighty incandescent and four inclosed arc lamps in Breakwater shed No. 18; thirty-nine incandescent and three arcs in Cross Wall shed No. 13; and forty-nine incandescent and three arc lamps in Cross Wall shed No. 14.

The installing of the electric lights as above was completed last April and the service has proved of great utility, as work can now be carried on as expeditiously during the night as during the day.

The back-filling for the coal berth at the western end of the Wet Dock has been completed, and a coal platform has been laid down, extending 100 feet in from the quay front. To provide the space required for this coal platform, the planked roadway communicating with Ramsay street has been removed and replaced by a new roadway situated more to the westward.

The dipper dredge loaned to the Commission by the Department of Public Works has been employed during the past season in deepening the western end of the Wet Dock, off the new coal pier, to 15 feet below low water. Sufficient of this work has now been done to enable vessels drawing 25 feet of water to make use of this berth at the time of the minimum depth of water in Wet Dock.

The two Cross Wall sheds Nos. 13 and 14, with the landing platform between them, have been raised up and the foundations and flooring renewed and solidly packed. The projecting eaves on the Dock face of these buildings have been removed, as they were found to interfere with the loading and unloading of the larger class of vessels.

GENERAL.

The usual repairs and renewals to the railway tracks, buildings, &c., on the Embankment and Cross Wall, required to maintain the property in good condition, have been effected.

A deck-scow, measuring 60 by 25 feet, was constructed during the winter of 1900-1901 and has been used during the past season in conjunction with the Government and Commissioners' dredges.

The Commissioners' dredge has been employed during the past season in dredging in the Tidal Harbour and Wet Dock.

The railway tracks on the Pointe-à-Carey wharf have been reballasted and maintained in good condition, and passenger, freight and car gang-ways have been provided for the freight shed No. 19.

The roadway on this wharf has received a coating of macadam stone, the material having been prepared during the winter.

Extensive repairs have been made to the Q. H. C. stone building No. 4, in order to prepare it for occupancy by Messrs. Davidson & Sons; the work consisting essentially of the construction of offices and sample rooms on the first floor, providing a fire-proof vault, remodelling the plumbing, constructing a yard and planking the alley-way, and generally putting building and surroundings into good condition.

A new galvanized iron roofing has been placed on store No. 8, the exposed portions of chimneys have been rebuilt and the masonry repointed and repaired. The buildings Nos. 10, 11, 3 and 7 have been painted and minor repairs have been made to the buildings Nos. 3, 6, 8 and 9. Fenders and surface planking have been renewed on the Wellington, East India, Atkinson and Reynar wharfs, and a considerable portion of the surface of Marmette's wharf has been newly planked.

The Cross Wall drawbridge was operated for the first time the past season on April 8, and for the last time on December 3.

The entrance gates to the Wet Dock were shut for the first time on May 1, and remained in operation until November 25.

I have the honour to be, sir,

Your obedient servant,

ST. GEORGE BOSWELL,
Chief Engineer.

SESSIONAL PAPER No. 23

B.

HARBOUR COMMISSIONERS' OFFICE,

QUEBEC, January 2, 1902.

JAMES WOODS, Esq.,
 Secretary-Treasurer,
 Harbour Commission, Quebec.

SIR,—I have the honour to submit the following with reference to the traffic of the St. Charles Docks and wharfs

During the past season sixty-one (61) ocean mail steamers of two hundred and twenty-eight thousand one hundred and thirty tons (228,130) register used the docks for landing immigrants, baggage, &c., and eight hundred and ten (810) tons of western freight.

Ninety one (91) steamships of two hundred and seventy-eight thousand one hundred and forty-one (278,141) tons register landed twelve thousand eight hundred and twenty-nine (12,829) tons of general freight.

Forty-eight (48) steamships of one hundred and forty-three thousand and nine (143,009) tons register landed four thousand four hundred and eight (4,408) tons of salt and four thousand one hundred and forty (4,140) tons of cement.

Seven (7) sailing vessels of two thousand and forty-six (2,046) tons register landed two thousand three hundred and fifty-one (2,351) tons of molasses.

Twenty-four (24) ferry boats landed seven hundred and thirty (730) tons of general cargo from the different steamships.

Three (3) steamships of four thousand five hundred and fifty-six (4,556) tons register landed two thousand two hundred and fifty-three (2,253) tons of rails.

Thirty-two (32) steamships of thirty-five thousand four hundred and sixty-four (35,464) tons register landed seventy-eight thousand three hundred and twenty-five (78,325) tons of coal.

Ten (10) barges of ten thousand four hundred and fifty-three (10,453) tons register landed fourteen thousand four hundred and thirty-eight (14,438) tons of coal.

Five (5) Lower Port steamships of one thousand and fifty (1,050) tons register landed eight hundred and sixty-one (861) tons of coal.

One (1) sailing vessel of five hundred and seventy-five (575) tons register landed seven hundred and eighty three (783) tons of coal.

One hundred and twenty-nine (129) American barges of twelve thousand nine hundred (12,900) tons register landed twenty-five thousand nine hundred and sixty-four (25,964) tons of hard coal.

One (1) steamship of two thousand three hundred and forty nine (2,349) tons register landed five hundred and seventy-five (575) tons of coke coal and brick.

Forty-one (41) Lower Port steamships of nine thousand three hundred and four (9,304) tons register landed eight hundred and thirty (830) tons of general freight.

Twenty-seven (27) schooners of one thousand and seventy-five (1,075) tons register landed twenty-three thousand six hundred (23,600) railway ties.

Three (3) steamships of twelve thousand seven hundred and fifty-six (12,756) tons register loaded full cargoes of lumber.

Three (3) sailing vessels of one thousand four hundred and seventy-one (1,471) tons register loaded full cargoes of lumber.

Forty-one (41) steamships of ninety-two thousand four hundred and seventy-two (92,472) tons register loaded part cargoes of timber and lumber.

Thirteen (13) steamships of thirty seven thousand four hundred and eighty-five (37,485) tons register, shipped three hundred and twenty (320) tons of shooks, two thousand one hundred and eighty-four (2,184) tons pulp, seven hundred and sixty-seven (767) tons asbestos, finishing with deals and timber.

One (1) of six thousand eight hundred and two (6,802) tons register loaded four hundred and ten (410) tons of cotton.

Forty-one (41) Lower Port steamships of eleven thousand three hundred and four (11,304) tons register shipped thirteen hundred and sixty-one (1,361) tons of general cargo.

The Leyland Line Company (Limited) have shipped from the port of Quebec during season.

Eighteen (18) steamers of fifty-five thousand four hundred and fifty-three (55,453) tons register have shipped one hundred and twenty-nine thousand six hundred and fifty-eight (129,658) bushels of corn.

One million one hundred and eighty-four thousand three hundred and thirteen (1,184,313) bushels of wheat.

Two hundred and seventy-eight thousand two hundred and thirty-two (278,232) bushels of oats.

Eight thousand four hundred and forty-eight Peterborough standard of deals (8,448).

Sixty-four thousand two hundred and twenty-nine (64,229) bushels of wet pulp.

Sixty-three thousand six hundred and nineteen (63,619) sacks flour.

One thousand four hundred and thirty-two (1,432) cases splints.

Fourteen thousand six hundred and thirty-eight (14,638) boxes of cheese.

Fifty five thousand two hundred and thirty-two (55,232) packages of lard.

Sixteen thousand two hundred and twelve (16,212) bags of asbestos fibre.

Four thousand one hundred and fifty-nine (4,159) bags of crude asbestos.

Forty-eight thousand two hundred and ninety-two (48,292) bales of C. stocks.

Fifty-four thousand eight hundred and nineteen (54,819) pcs. of chair stocks.

Two hundred and eighty (280) tierces of lard.

Four hundred and twenty (420) tierces of oil.

Three thousand (3,000) cases of canned meat.

Two hundred and thirty (230) packages of radiators.

Twenty-seven thousand three hundred and three (27,303) bales of cut hay.

Thirty six thousand four hundred and ninety-seven (36,497) bales of long hay.

Two hundred and twenty-five (2,025) bags of chair stocks.

One thousand eight hundred and seventy-three (1,873) rolls of paper.

Two thousand eight hundred and fifty-three (2,853) rolls of W. paper.

Four thousand two hundred and eighty-two (4,282) boxes of butter.

Two hundred and sixty-five (265) cases of eggs.

Three thousand one hundred and seventy-six (3,176) head of cattle.

Four hundred and fifty (450) head of sheep.

Seven thousand three hundred and forty-five (7,345) quarters of fresh beef.

One hundred and fifty (150) tons of beef.

One thousand one hundred (1,100) bags of bran.

Eight hundred and ninety (890) cases of wax.

Three thousand nine hundred and ninety nine (3,999) bags of sugar.

Five hundred and thirty-four (534) bags of sundries.

VESSELS IN DISTRESS USING THE DOCKS.

Sailing vessel *Anna Camp* wintered in the Louise Basin and in the spring discharged a part of her cargo, repaired in the Louise Basin, reloaded and proceeded to sea.

SS. *Zanzibar* having touched bottom at Matane on her way up was placed in the basin for survey, when found to be all right, and proceeded to Montreal.

SS. *Manchester Corporation* on her outward trip from Montreal lost the blades of her propeller, came back to Louise Basin where she discharged a part of her cargo, and after repairing the damage, reloaded and proceeded to sea.

SS. *Tritonia* when coming down from Montreal touched bottom at St. Antoine, came into the Louise Basin for survey, and after discharging part of her cargo, repaired the damage done, reloaded her cargo and proceeded to sea.

SS. *Leander* when about five (5) miles below Montreal touched bottom, came into the Louise Basin for survey, when found to be all right proceeded to sea.

SESSIONAL PAPER No. 23

SS. *Urania* grounded at Saguenay when loaded with lumber, came up to Louise Basin, discharged her cargo and went into graving dock for repairs, when the damage was repaired reloaded her cargo and proceeded to sea.

SS. *Alf* grounded at the Lower Traverse, came back to Louise Basin where she discharged a part of her cargo and proceeded to Halifax for repairs.

SS. *Montfort* on her way from Montreal touched bottom at Grondines, came into the Louise Basin for survey, when found fit to proceed to sea.

Brigantine *Blenheim* having been in collision with the ss. *Manchester City* came back to the Louise Basin, repaired, and proceeded to sea.

During the past season the different ocean mail steamers landed twenty-five thousand four hundred and sixty (25,460) steerage passengers at the immigration station, Louise Docks, who were forwarded to their future homes by Canadian Pacific Railway Company.

No record has been kept of cabin passengers.

The surface traffic has required the employment of eight thousand two hundred and fifty (8,250) cars, being an increase of twenty-five hundred and thirty-two (2,532) on previous year, four hundred and thirty-six (436) American barges and one hundred and thirty-two (132) schooners paid moorage.

There are wintering on the Louise dock, thirty thousand (30,000) Quebec standard of lumber besides coal, railway ties, square timber, &c.

There are stored in the different freight sheds salt, cement, flour, hay, &c., &c., which the owners are obliged to remove before the opening of navigation.

The docks are used from November 20 for wintering a large number of vessels of various tonnages, where they find safe quarters to the opening of navigation.

I have the honour to be sir,
Your obedient servant,

P. FLYNN,
Wharfinger.

C.

HARBOUR COMMISSIONERS' OFFICE,

QUEBEC, January 2, 1902.

JAMES WOODS, Esq.,
 Secretary-Treasurer,
 Harbour Commission,
 Quebec.

SIR,—I have the honour to submit the following report with reference to the harbour for the year 1901.

Navigation was open in the harbour all winter.

Tug-boats were towing lighters lumber laden in the harbour on February 26.

Local navigation to the lower St. Lawrence was opened by the departure of the steam schooner *Diver* to the Gulf St. Lawrence and the Island of Anticosti on March 7.

Local navigation from the lower St. Lawrence was opened by the arrival of schooners *Marie Jeanne* and *Adelvide* on April 2.

The ice in the Tidal Basin and Wet Dock broke up on April 6.

Steam schooner *Marie Josephine* left the harbour for the Gulf St. Lawrence on April 9, with a full cargo.

Propeller *Charlevoix* left the harbour for the North shore, River St. Lawrence on April 12, with a full general cargo.

SS. *Sarvy* left for the Island of Anticosti, Gulf St. Lawrence, on April 12, with a full general cargo.

Navigation from all parts of the Lower St. Lawrence was general on April 10.

Government revenue cutter ss. *Constance* left for the Gulf St. Lawrence on April 12.

The ice on the River St. Charles and North channel cleared on April 13.

Propeller *Charlevoix* arrived in the Harbour from the North Shore, River St. Lawrence, on April 14

Government ss. *La Canadienne* left for the lower St. Lawrence on buoy service on April 22.

Government ss. *Aberdeen* arrived in the harbour from Halifax on April 18.

The ice in the River St. Lawrence between Montreal and Quebec passed down on April 19.

SS. *Jacona*, first ocean steamer from Mediteranean ports with general cargo, arrived in the harbour on April 20.

SS *Lake Champlain*, the first ocean Royal Mail and passenger steamer, arrived in the harbour on April 26.

SS. *Carolina* first passenger and freight steamer of the Richelieu and Ontario Navigation Co., arrived in the harbour from Montreal on April 26.

SS. *Greetlands* the first ocean steamer coal laden for Quebec arrived on May 2.

All local pontoons were placed in the harbour on April 25.

SS. *Saguenay*, first passenger freight steamer of the Richelieu and Ontario Navigation Co., left for the Saguenay and way ports on the April 27.

SS. *Lake Champlain*, first ocean passenger steamer (outward), left the harbour on May 3.

Barkantine *Bahama*, first ocean sailing vessel, left the harbour with a full lumber cargo for sea on the May 9.

Barkantine *Bleuheim*, the first ocean sailing vessel with general cargo, arrived in the harbour on June 3.

H.M.S. *Crescent*, *Pallas*, *Proserpine* and *Psyche* arrived and anchored in the harbour on September 5.

First class French cruiser *d'Estrée* arrived and anchored in the harbour on September 11.

SESSIONAL PAPER No. 23

Royal yacht *Ophir*, escorted by H.M.S. *Diadem*, *Niobe*, *Indefatigable*, *Tribune* and *Quail* arrived and anchored in the harbour on September 16.

H.M.S. *Quail* berthed in the Louise Basin.

Four ballast (4) vessels discharged thirteen hundred and eighty (1,380) tons of ballast which was discharged into Government wharf at Levis.

The cost of obtaining this ballast was one hundred and twenty five dollars and fifty cents (\$125.50) or about $9\frac{1}{8}$ cents per long ton.

No ballast was discharged into the harbour during the last season.

In addition to the routine work on the harbour and office, two hundred and eighty-nine (289), ocean sea going steamers have been berthed in the Louise Docks breakwater, and at Point-à-Carcy wharfs.

Fourteen (14) ocean sea going sailing vessels have been berthed at the same wharfs.

These docks and wharfs have also accommodated a large number of coal barges, steam barges passenger boats, &c.

The harbour regulations have been distributed to all vessels using the harbour during the season of navigation and the carrying out of their provisions attended to.

The limits of the clear water space opposite the city are indicated at night by red lights and in day time by sign-boards.

The last sailing vessel, barque *Electra* left the harbour for sea with a full lumber cargo on October 24.

The last ocean Royal Mail ss. *Corinthian* left the harbour on November 17.

The ss. *Saguenay* of the Richelieu and Ontario Navigation Company, made her last trip from the Saguenay with passengers and freight on November 17.

SS. *Quebec* of the Richelieu and Ontario Navigation Company, made her last trip between Quebec and Montreal with passengers and freight on November 24.

SS. *Mexican*, last ocean freight steamer, arrived in the harbour to load a full general cargo on November 23.

SS. *Mexican*, Capt. Fred. Parkin, left the harbour on November 27, with a full general cargo for London, England.

The ice in the Wet Dock formed on December 2.

The last ocean freight steamers, ss. *Alf* and ss. *Agnar*, left the harbour for sea on December 2.

SS. *Greetlands* entered winter quarters in the Tidal Dock on December 6.

The ice in the Tidal Basin formed on December 7.

The ice in the St. Charles River formed on December 16. The ice in the North channel connecting the island of Orleans with the North Sho e formed on December 23.

Notice has been posted in suitable localities warning parties from discharging rubbish of any kind into the harbour, docks, &c., and every precaution is being taken to prevent any violation of the regulations of the Commissioners in that respect.

I have the honour to be, sir,

Your obedient servant,

JAS. C. SULLIVAN,
Harbour Master

DR.

REVENUE AND EXPENDITURE.

CR.

	1901.	1901.		1901.	1901.
	£	cts.		£	cts.
To Property Earnings—			By Officers' salaries including the engineering		
St. Charles docks and wharfs, and wharfs	9,296	33	works and cost of superintending the		
St. Charles docks under lease,	4,872	86	works in course of construction,		16,243 90
Dredge and charged to the Department of	5,500	69	Schooners reporters' salaries,		380 25
the Interior for ground occupied for	2,164	25	Revision and codification of laws and by-laws		500 00
immigration purposes			Legal expenditure,		843 61
To Interest Account			Notarial expenditure,		247 41
To Beach and Deep Water Lots			Property expenditure, taxes, insurance and		
			maintenance of Commissioners' docks,		
			wharfs and stores,		26,389 52
			Dredging Expenses—		
			Maintenance and repairs,	391	86
			Labour,	1,112	80
			Decorating and illuminating expenses on		
			occasion of the visit of H. R. H. the		
			Duke of Cornwall and York,		1,411 66
			Commissioners,		768 69
			Harbour master's services,		2,335 00
			Hardware for general use,		143 38
			Stationery,		169 61
			Report and annexures,		139 07
			Lithograph plans for report of 1900,		436 00
			Contract removing snow,		90 00
			Auditors for 1900,		75 00
			Bell Telephone Company,		200 00
			Half cost of the reception to senators and		94 65
			members of the House of Commons to		
			visit and inspect the harbour of Quebec		
			and works,		837 30
			Book-binding accounts,		130 45
			Quebec Gas Company,		107 64
			Ontario Press Association, vote for recep-		100 00
			tion,		42 00
			Six awnings,		55 00
			Harbour Master, St. Thomas,		30 00
			Secretary and book-keeper for guarantee		
			polices,		60 00
			Twelve hundred copies of the Annals of		
			the Port of Quebec,		90 00
			Printing, advertising and sundries,		1,255 19
			Twelve months' interest to the 1st of Janu-		
			ary, 1902, on \$350,000 of first preference		
			bonds at 4 per cent per annum,		14,000 06

SESSIONAL PAPER No. 23

	83,669 09	
Balance composed as follows :—		
Surplus of receipts from customs and earnings of docks, wharfs and stores, over working expenses, and interest on \$350,000 of bonds,		8,406 42
Due by and charged to the Department of the Interior for rental of ground occupied for immigration purposes in 1901.		13,845 48
	83,669 09	22,251 90
		83,669 09

HARBOUR COMMISSIONERS' OFFICE,
 QUEBEC, January 2, 1901.

JAS. WOODS,
Secretary-Treasurer.

STATEMENT OF Assets and Liabilities, per Balance Sheet of Date.

1901.	ASSETS.	£	cts.	%	cts.	1901.	LIABILITIES.	£	cts.	%	cts.
Dec. 31.	Real Estate—					Dec. 31.	Quebec harbour debentures.....	3,612,802	42		
	St. Charles docks and wharfs.....	3,743,774	43				First Preference bonds.....	3,500,000	00		
	Wellington wharf.....	86,511	85				Interest due January 1, 1902, on \$350,000 of Preference bonds.....	3,000	00		
	East India.....	48,806	61				Receiver General of Canada.....	43,380	00		
	Atkinson's.....	51,103	20				Elimination accounts.....	270	33		4,009,452 95
	Grank Trunk.....	15,740	32								
	Reynar's.....	9,918	29		3,955,971 73						
	New Works—						Surplus, composed as follows—				
	Point-a-Carey wharf, extension of front.....	177,187	96				Beach and deep water lots.....	55,461	87		618,367 89
	New freight shed, Point-a-Carey.....	22,878	76				Profit and loss.....	582,906	02		
	New freight shed, Louise on bank in New coal wharf, wet dock.....	34,669	41		279,631 41						
	New coal wharf, wet dock.....	14,895	25								
	New dock scow.....										
	Hopper barge.....	5,609	28		2,813 38						
	Steam crane-dredge.....	5,105	21								
	In <i>ex</i> Beach and Deep Water Lots—				10,711 49						
	Capital and debit sundries.....	31,793	80								
	Arrears of interest to June 24.....	6,328	81								
	" " " " Dec. 24.....	882	12								
	Rents, Wharfage, &c. Due by sundries, as per balance sheet, Rentals for November and December.....	15,881	06		42,201 76						
	Rentals for November and December.....	2,205	15								
	Cash				18,089 21						
	On hand.....	1,658	13								
	In La Banque Nationale.....	111,131	56								
	Dominion Government Unsettled claims.....				112,792 69						
	Pile-driver.....				223 183 51						
	Tools.....				317 32						
					3,860 11						

SESSIONAL PAPER No. 23

Andros	264 38
Office furniture	3,723 33
Jack-screws	391 87
Steel rails on hand	2,111 30
Broken stone	740 87
Timber	58 00
Bills receivable	1,166 45
	4,657,820 84

MEMO The arrears of interest on Government debentures is not included in this statement.

HARBOUR COMMISSIONERS' OFFICE,
 QUEBEC, January 2, 1902.

JAS. WOODS, *Secretary-Treasurer.*

We hereby certify that we have examined the statement of assets and liabilities of the Quebec Harbour Commission for the year 1901, and we find same in all particulars the true position of the Trust at that date

ALEX. J. MESSERVEY, }
 L. A. BERGÉVIN, } *Auditors.*

QUEBEC, February 3, 1902.

4,657,820 84

SESSIONAL PAPER No. 23

QUEBEC HARBOUR COMMISSION.

COMPARATIVE Statement of the Revenue of the Commissioners for the years 1900-1901.

	1900.	1901.	Difference in 1901.
	\$ cts.	\$ cts.	\$ cts.
Tonnage dues.....	11,350 53	9,296 33	2,054 20 Decrease.
Import ".....	4,789 28	4,872 86	83 58 Increase.
Export ".....	4,384 35	5,500 69	1,116 34 "
Harbour ".....	2,177 72	2,164 25	13 47 Decrease.
Receipts from docks, wharfs and stores.....	52,509 57	56,769 43	4,259 86 Increase.
Interest.....	5,663 83	3,862 77	1,701 06 Decrease.
Beach and deep water lots.....	1,190 24	1,202 76	12 52 Increase.
Sundries.....	17 00	17 00	Decrease.
	81,982 52	83,669 09	1,686 57 Increase.

HARBOUR COMMISSIONERS' OFFICE,
 QUEBEC, January 2, 1902.

JAS. WOODS,
Secretary-Treasurer.

HARBOUR COMMISSIONERS' OFFICE,
 QUEBEC, January 2, 1902.

EXPENDITURE ON CAPITAL ACCOUNT DURING THE YEAR 1901.

St. Charles docks and wharfs.....	\$ 2,669 75
New freight shed Pointe-à-Carcy wharf.....	1,147 64
New coal wharf Wet dock.....	8,804 24
New freight shed Louise embankment.....	34,669 44
East India wharf stone store.....	1,023 35
Harbour improvements, River Front.....	325 86
New deck scow.....	2,813 38
Ottawa cove.....	150 00
Tools account.....	247 67
Office furniture.....	35 00
	\$ 51,886 33

JAS. WOODS,
Secretary-Treasurer.

APPENDIX No. 4.

BELLEVILLE HARBOUR COMMISSIONERS' REPORT FOR YEAR ENDED
DECEMBER 31, 1901.

BELLEVILLE, January 4, 1902.

To the Honourable
The Minister of Marine and Fisheries,
Ottawa.

DEAR SIR,—I beg to submit a statement of the receipts and expenditures of the Belleville Harbour Board showing a balance on hand of \$4,492.72.

Your obedient servant,

E. G. SILLS,
Chairman of Board.

SESSIONAL PAPER No. 23

STATEMENT of the Receipts and Expenditure of the Harbour Commissioners of Belleville, Ont., for the Year ending December 31, 1901.

Dr.

Cr.

Dr.		Cr.	
1901.	Receipts.	1901.	Expenditure.
	\$ cts.		\$ cts.
Jan. 1.	To amount cash on hand	Dec. 31.	By Harbour Master's salary
31.	To amount dues, &c	" 31.	Insurance
Dec.		" 31.	Work or harbour embankments and road
		" 31.	Gilmore & Co., swinging boom, &c
		" 31.	Sundry accounts
		" 31.	Talley clerks salary
		" 31.	Stationery, &c
		" 31.	Cash on hand to balance
			\$5,182 72
			\$5,182 72

I believe the above to be correct,

F. G. SULLIVAN.

Sworn before me this 4th day of January, 1902,
W. J. McCAMON.

1-2 EDWARD VII., A. 1902

BELLEVILLE, January 6, 1902.

To the Honourable
The Minister of Marine and Fisheries,
Ottawa.

SIR,—The undersigned, harbour master of the city of Belleville, begs to submit the following report for the year 1901.

Navigation opened in Belleville harbour on the 8th day of April and closed on the 26th of November.

Dues collected during the season are as follows :—

Total amount derived from imports.....	\$1,477 37
Total amount derived from exports.....	926 29
	\$2,403 66
Import dues on 12,722 tons coal.....	\$1,272 20
“ “ 421,645 feet lumber.....	21 03
“ “ 292 cords wood.....	14 60
“ “ 1,009 tons mdc.....	100 90
“ “ 615,000 shingles.....	18 45
“ “ 168 tons potter's clay.....	10 08
“ “ 94 tons salt.....	9 40
“ “ 64½ tons cement.....	6 45
“ “ 192½ tons tomatoes.....	19 25
“ “ 900 bush wheat.....	1 12
“ “ 500 “ corn.....	0 60
“ “ 1,700 “ oats.....	2 12
“ “ 380 “ pease.....	0 50
“ “ 50,000 lath.....	0 62
	\$1,477 37
Export dues on 134,505 logs, &c.....	\$ 795 00
“ “ 182,500 brick.....	9 12
“ “ 25,367 bush wheat.....	31 72
“ “ 5,105 “ barley.....	6 39
“ “ 7,008 “ rye.....	8 76
“ “ 2,868 “ pease.....	3 59
“ “ 410 “ oats.....	0 51
“ “ 190 tons talc.....	19 00
“ “ 23 “ cheese.....	2 30
“ “ 36,000 feet timber.....	3 60
“ “ 5,000 shingles.....	0 15
“ “ 5,000 feet lumber.....	0 15
“ “ 449 tons merchandise.....	44 90
“ “ 11 “ iron.....	1 10
	\$ 926 29

The amount of dues collected show a decrease from last year owing to a less quantity of logs coming down the River Moira, and also to a less quantity of coal being brought by vessel.

All of which is respectfully submitted.

I have the honour to be, sir,

Your obedient servant,

D. COLLINS,
Harbour Master.

SESSIONAL PAPER No. 23

DOMINION OF CANADA, Province of Ontario, County of Hastings. <i>To Wit:</i>	}	In the matter of the report of the Harbour Com- missioners of the City of Belleville for the year ending 31st December, 1901.
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I, DANIEL COLLINS, of the city of Belleville, in the county of Hastings, harbour master, do solemnly declare that :

I am harbour master at the city of Belleville.

That my report hereunto annexed contains a true, correct and full statement of the revenue from the harbour at the city of Belleville for the year ending on the 31st day of December, 1901.

That the said report is in all other respects true and correct to the best of my knowledge, information and belief.

And I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and by virtue of "The Canada Evidence Act, 1893."

D. COLLINS,
Harbour Master.

Declared before me at the city of Belleville, }
 in the county of Hastings, this 6th }
 day of January, 1902.

G. MASSON,
Notary Public.

APPENDIX No. 5.

THREE RIVERS HARBOUR COMMISSIONERS' REPORT FOR THE YEAR
ENDED DECEMBER 31, 1901.

HARBOUR COMMISSIONERS' OFFICE,
THREE RIVERS, March 27, 1902.

SIR,—I have the honour, by the direction of the Harbour Commissioners of Three Rivers, to forward herewith, for the information of the Honourable the Minister of Marine, statements of receipts and disbursements of the Commission for the year ending 31st December, 1901. Also statement of number and tonnage of vessels entered inward and outward at the port and outports during the same year.

Statements of trade and commerce of the port and district are also forwarded you.

I have the honour to be, sir,
Your obedient servant,

GEORGES BALCER,
Secretary.

F. GOURDEAU, Esq.,
Deputy Minister of Marine,
Ottawa.

COMMISSIONERS :

ALEX. HOULISTON, Esq., Chairman.

HENRY E. HART, Esq.	R. S. COOKE, Esq.
L. D. PAQUIN, Esq.	R. W. WILLIAMS, Esq.
GEORGES BALCER, Secretary.	

The year 1901, in continuing the series of progressing seasons inaugurated in 1897, fully met our expectation and confirmed the views expressed in former reports.

Although seriously affected, last summer, in one of our principal staples by a sudden change in the climatological condition of the St. Maurice territory, when through persistent drought the water in our lakes and rivers receded to a point never before known, causing hundreds of thousands of logs to be retained along the banks of the river and on tributaries, thus forcing most of our saw-mills to suspend operation for months during the season, our *Exports* and *Imports* did not for a moment cease to increase. While our lumber trade, in spite of a fair demand for goods and other favourable conditions for space and ocean freight, had to be satisfied with a reduced export to both the British and American market, viz:—44 million feet against 48 million in 1900, and 76 million in 1899, for the former: and 8 million feet against 19 M. in 1900 and 30 M. in 1899 to the United States market;—Whilst the export of pulpwood fell from 62,000 cords to 35,000 cords, and the output of pulp suffered in proportion—the normal growth of our large industrial establishments and their gradual emerging out of the preliminary stage of organization, more than made up for the difference in the aggregate value of our transactions.

A falling off in the lumber trade always entails a reduction in our shipping. Nevertheless, both the number and tonnage of sea going vessels exceeded in 1901 the number and tonnage of 1900 by (8) eight teamers and about a thousand tons. Only the coasting trade could not make up for the difference with other transports, to or from the United States by water, and a loss of 181 canal barges had to be registered, reducing the tonnage for the season to a total of 196,000 tons, against 212,000 tons in 1900 and 284,000 tons in 1899.

This merely accidental and momentary check to the most important factor of our maritime trade, however, should not for an instant preclude the necessity of accelerating the improvements under contract, neither to commence without delay, the construction

SESSIONAL PAPER No. 23

of the new wharfs in the western direction of the harbour, for which the Department of Public Works, at Ottawa, received authority from Parliament in its session of 1901. On the contrary, the cutting of logs has not for a moment decreased during the present winter season. Shippers of lumber, as well as the shippers of the products and raw material of the various manufacturing establishments, are anxiously awaiting larger and more improved accommodation so as to be able to frame, control and regulate their traffic according to the constantly increasing requirements of their trade. And the demand for space—frontage as well as top wharf—is already such that beside the old and new wharfs soon at our disposal, even more than half of the 1,500 feet of the projected wharf, from Dean's wharf up to the ice breakers, is retained beforehand. And the season of 1902 will certainly not close before the necessity for continuing the work unto Windmill Point will once more be forcibly brought before the serious consideration of both the Minister of Public Works and the Government at Ottawa.

The fact is, neither the work achieved, nor the scheme for improvements outlined years ago, have lost one particle of their importance; more than ever they commend themselves to the attention of every one interested.

But ocean and river traffic improvements in the harbour are not, as we have often stated, the only points to be considered. Transportation by rail, direct and rapid communication between the industrial centres along the St. Maurice and the deep-water wharfs at Three Rivers, the nearest, most handy and cheapest point of shipping for their output, are also matter for serious consideration, the urgency of which cannot be too strongly impressed upon the public.

If, for instance, the large inland situated manufacturing establishments should remain, so to say, isolated, or at the mercy of one or of the other railroad, or other powerful companies; if we should neglect to provide the necessary relief and every available facility, the effect would soon be noticed working at a disadvantage to all, if not disastrous to every one concerned, and the further development of our vast resources thrown back for years.

Apart from the commercial and industrial development of this section of the country, constantly requiring larger and more improved maritime and railroad facilities—outside interests begin to centre in our port. Foremost amongst them is the trial made last summer by the Dominion Iron and Steel Co., of Sydney, N.S., receiving at Three Rivers ore in barges from the United States, for reshipment in steamers to their works at Sydney.

Some 5,000 tons of this ore has thus been forwarded early in the season, when work had to be suspended on account of lack of proper organization and want of return freight for the barges—the cost of handling and delivering the ore being out of proportion. But the matter has not been lost sight of, on the contrary, and we have reason to believe that next season will see from this source a most lively addition to the traffic of the port.

Before summing up the aggregate value of our transactions in 1901, it may be pertinent to recall the circumstances which so seriously affected, not only our lumber trade, but our pulp and paper industry as well. The event in question may have been purely accidental, altogether beyond the control of man. Still such accidents are also brought about by other than natural causes, and should they repeat themselves they may finally produce mischief, the consequences of which, not only to industries but also to agriculture, could not easily be over-estimated. At any rate matters of such importance cannot pass unnoticed, and without assuming the role of a Cassandra we are of opinion that both local and federal Governments should see to the case. Perhaps the experience of the Old Country—where judiciously and scientifically managing the forests they succeeded in preserving for centuries, not only a regular output of timber and lumber, but also normal conditions of climates—might come in timely, either for the framing of regulations for the better preserving and working of our forests; protection against dreaded bush fires, &c., or the taking of means to regulate the flow of water in the spring, particularly 'les eaux du nord' by erecting dams in lakes and streams, so as to control and assure the regular descent of the logs, even during the most trying months of the summer season.

In connection with the above it may also be apropos to allude to the parity of interest lately expounded by the public and the trade, and even by pulp and paper men, as to the necessity for Canada to protect itself against a too large a draining of some of

our raw material for the sole benefit of competing neighbours. The question being of rather delicate nature and not wishing to take otherwise part in the discussion, we merely state, for the sake of comparison, that the 62,000 cords of pulpwood for instance, shipped in 1900, were valued at \$225,000. Turned into pulp, the value would have reached over \$600,000; and into paper nearly 2 million dollars:— Value and output of a plant not much inferior than the plant of the Laurentide Pulp Co., at the Grand'Mère, and this for the district of Three Rivers alone.

We mentioned the aggregate value of our transactions, in 1901, not to be inferior to the value of preceding years. The fact is both *Exports* and *Imports* exceed by a good deal the former amounts. By an administrative measure of rather doubtful nature, however, we are this time prevented using our former mode of classification: The Department of Customs seeing fit to relieve collector, of ports from the duty of keeping records and preparing regular returns of exports of their division, we find ourselves deprived of one of the best means for controlling unofficial information. Still, at the present moment, such drawbacks, although very inconvenient, are of less consequence, the bulk of some of our large exports swamping, so to say, quite a number of smaller values which, henceforth we will be obliged to neglect.

In *Export*, pulp and paper continue to lead, with some \$1,850,000. The Laurentide Pulp Co., at Grand'Mère, being the sole exporter; the Belgo-Canadian Pulp Co., Shawenigan Falls, having been prevented assuming operation in time, on account of their logs not coming down the river in season.

Lumber coming second with about \$700,000 and pulpwood with \$150,000. The Pittsburg Reduction Co., Shawenigan, in operation for only about two months of the year, shipped some aluminium even to Japan. The value of their export, however, could not be ascertained. Their imports, consisting of raw material, bauxite, alumina, carbona, &c., amount to about 1,350 tons.

The output of the Radnor Forges and of the other industrial establishments, kept in line with former years. But as stated before, it is now, so to say, impossible to get exact figures as to details.

Our dairy products, *Cheese* and *Butter*, improve their output season by season. Hay and other products of Agriculture, the products of the mines continue their regular course. Consequently, on the whole *direct* and *indirect* transactions are steadily on the increase.

Following is a summary statement of our principal exports in 1901:—

To the United States—

Lumber, thousand feet B.M., 8,225.	\$ 72,300
“ other.	1,500
Pulp wood, cords, 35,000	146,200
Pulp and paper.	745,000
Produce of the field and farm.	25,000
“ “ mines	70,000
Pig iron.	21,000
Divers	11,700
	<hr/>
	\$1,092,700

To Great Britain—

Lumber, thousand feet B.M., 41,500.	\$ 595,000
Paper and card board.	1,117,500
	<hr/>
	\$1,712,500

To France—

Lumber, 200,000 feet.	\$ 2,360
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To Belgium—

Lumber, 616,000 feet.	\$ 7,340
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To Spain—

Lumber, 1,780,000 feet.	\$ 25,350
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Total exports.	\$ 2,840,250
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SESSIONAL PAPER No. 23

IMPORTS.

From the United States—	
Machinery and plants for Ind. Estts.....	£ 202,000
Material used in manufacture	50,000
Leather, &c. for glove manufacturing.....	29,000
Cokes and coal.....	26,000
Provisions.....	37,500
Manufacturing goods.....	30,750
Divers.....	40,000
	<hr/>
	£ 415,750
From Great Britain—	
Manufacturing goods.....	£ 18,590
Material for manufacturing.....	15,176
	<hr/>
	£ 33,766
From France—	
Manufacturing goods.....	£ 4,206
Books	2,040
Wine and brandy	3,552
	<hr/>
	£ 9,798
From Holland—	
Gin.....	£ 5,819
From Germany—	
Manufacturing goods.....	£ 1,607
Material for manufacture.....	3,336
Wine.....	275
	<hr/>
	£ 5,218
From Belgium—	
Manufacturing goods.....	£ 2,218
From Austria—	
Material for manufacture.....	£ 671
From Spain—	
Wine.....	£ 266
From Palestine—	
Beads, &c.....	£ 406
	<hr/>
	£ 473,709
From Lower Provinces—	
Coal.....	£ 102,928
Pig iron	19,575
	<hr/>
	122,503
Total imports.....	<hr/>
	£ 506,212
Grand Total Direct Transactions—	
Exports.....	£ 2,840,250
Imports.....	596,212
	<hr/>
	£ 3,436,462

GEORGES BALCER,
Secretary.

Receipts and Disbursements of Harbour Commission of Three Rivers for the year 1901.

RECEIPTS.

MONTHS.	COLLECTION OF HARBOUR DUES.										PROCEEDS FROM.							
	Commissioners' Office.					Custom House.					Sale of debentures.		Notes issued.		Other sources.			
	Tonnage dues on vessels.	On Goods.		Com-mutation.	Rent of wharf and moorage.	Tonnage dues.	On Goods.		Moorage dues.		%	cts.	%	cts.	%	cts.		
January.....	8 00	%	cts.	%	cts.	%	cts.	%	cts.	%	cts.	%	cts.	%	cts.	%	cts.	
February.....	6 15																	
March.....	125 00	2 65	18 78		50 30													
April.....	9 15	2 30	13 15		6 25													
May.....	2 08		11 88	1 50	1 20													
June.....	14 70		29 90	100 00	53 57	900 00	1,100 00	1,000 00	3,200 00	2,000 00								
July.....	17 98	62 33	23 28		4 95	400 00	400 00	400 00	2,000 00									
August.....	9 26	9 00	23 01		2 85	150 00	450 00	450 00	5,500 00									
September.....	3 42	87 19	4 32		27 75													
October.....	12 55	36 17	65 21	15 00	4 75													
November.....	25 75	100 90	163 01	652 00	197 70	873 17	748 72	291 11	584 95									
December.....	234 31	274 81	292 51	768 50	100 32	2,323 17	3,014 12	2,051 11	581 95									
																		9,116 25

RECAPITULATION.

Commissioners' office		Custom House		RECAPITULATION.	
Tonnage dues.....	8 00	Tonnage dues.....	365 40	%	231 54
Harbour dues, inwards.....	125 00	Inwards.....		%	274 81
" " outwards.....	9 15	Outwards.....		%	292 51
Commutation.....	2 08			%	768 50
Rent of wharf and moorage.....	14 70			%	400 32
				%	1,970 54

SESSIONAL PAPER No. 23

Custom-house		
Tonnage dues	2,323 17	
Harbour dues, inwards	3,014 12	
" outwards	2,051 11	
Moorage	581 95	
	<u>7,973 35</u>	9,946 89
Total collection		9,946 89
Proceeds from		
Sale of debentures	15,500 00	
Interest on deposit	77 56	
Deposit in bank and cash, January 1, 1901		15,577 56
		<u>9,058 69</u>
Total receipts		31,560 11

RECEIPTS and Disbursements of Harbour Commission of Three Rivers, &c.—*Concluded.*
DISBURSEMENTS.

MONTHS.	EXPENSES FOR ADMINISTRATION.				DISBURSEMENTS CHARGEABLE TO.								
	Current expenses.	Salaries and commissions.	Rent.	Printing and stationery.	Travelling and other expenses.	Refunds.	Engineer's Office.	Repairs and general harbour expenses.	Construction account.	Plants and tools.	Property account.	Interest account.	Divers.
	\$ cts.	\$ cts.	% cts.	\$ cts.	% cts.	% cts.	% cts.	\$ cts.	% cts.	% cts.	% cts.	% cts.	% cts.
January.	41 80	183 46	50 00	25 00			35 73	84 08	3,100 00			2,701 22	635 00
February.	21 10	172 33					5 50	100 05	100 00				
March.	17 95	172 33					4 75	63 85	3,100 00			12 30	
April.	14 32	172 33	50 00	21 00		3 66	10 50	59 01	100 00				
May.	13 37	196 33						235 92	1,600 00				
June.	19 30	172 33	50 00	23 39				41 70	2,100 00				
July.	37 73	172 33		2 00				66 84	1,600 00				
August.	19 50	172 33						10 15	1,122 20				
September.	16 67	172 33		3 80			13 80	108 23	123 35				
October.	16 01	172 33	50 00	10 30		0 85	1 15	271 00	2,014 65				
November.	25 45	172 33					25 50	27 70	1,712 30				
December.	37 72	400 61						58 61	100 25				
	281 01	2,331 37	200 60	88 49		4 51	116 93	1,163 34	16,772 15			6,029 22	1,295 00

RECAPITULATION.

Administration—

Current expenses	\$ 281 01
Salaries and commissions	2,331 37
Rent	200 00
Printing and stationery	88 49
Refunds	4 51
	\$ 2,905 35

Disbursements on revenue—	
Engineer's office.....	116 43
Repairs and general harbour expenses.....	1,163 34
	<hr/>
Interest on debentures.....	6,029 22
Sinking fund.....	1,235 00
	<hr/>
Total expenses on revenue.....	\$ 11,509 87
Disbursements on capital—	
Construction account.....	16,772 15
Total disbursements.....	\$ 28,282 02
Deposit in bank and cash, December 31, 1901.....	6,278 12
	<hr/>
	\$ 34,560 14

GEORGES BALCEB,

Secretary-Treasurer.

1-2 EDWARD VII., A. 1902

STATEMENT of Number and Tonnage of Sailing Vessels and Steamers Entered Inward and Outward at the Port and Outports of Three Rivers for the year ending 1901.

OCEAN TRAFFIC.

Return of Vessels Inwards.	No.	Tons.	Return of Vessels Outwards.	No.	Tons.
Total arrivals.....	71	131,332	Total departures.....	71	131,332
Steamers.....	70	130,787	British and Canadian.....	68	126,561
Sailing vessels.....	1	545	Norwegian.....	3	4,771

PORT OF THREE RIVERS.

Arrived.	No.	Tons.	Cleared for.	No.	Tons.
Steamers.....	54	101,307	Great Britain.....	38	80,626
Sailing vessels.....	1	545	Inland ports.....	12	14,154
			Antwerp.....	1	1,841
			France.....	1	2,223
			Spain.....	2	3,008

OUTPORT—BATISCAN.

Steamers.....	4	7,820	Great Britain.....	4	7,820
---------------	---	-------	--------------------	---	-------

LAKE ST. PETER—PIERREVILLE, LOUISEVILLE.

Steamers.....	12	21,660	Great Britain.....	9	16,370
			Antwerp.....	2	3,786
			Spain.....	1	1,504

SESSIONAL PAPER No. 23

UNITED STATES TRAFFIC.

	Number.	Tonnage.
Port of Three Rivers—United States canal boats	268	26,613
Outports—United States canal boats	151	14,955
	419	41,568

INLAND TRAFFIC.

Bateaux not registered	166	
Schooners and barges.....	35	3,273
Tugs and steamboats.....	117	20,175
Total.....	318	23,448

(Richelieu and Ontario Navigation Company's steamers, market and local boats not included.)

RECAPITULATION.

Ocean traffic.....	71	131,332
United States	419	41,568
Local	318	23,448
Graad total.....	808	196,348

APPENDIX No. 6.

REPORT OF THE PICTOU HARBOUR COMMISSIONERS FOR THE YEAR
ENDED DECEMBER 31, 1901.

PICTOU, N.S., January 9, 1902.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to inclose you accounts of the Harbour Commissioners for the Port of Pictou, N.S., for the year ending December 31, 1901. Also, a statement from the Collector of Customs from this port.

Yours very truly,

HENRY G. IVES.
Secretary.

STATEMENT of Account of Harbour Dues collected at the Port of Pictou, N.S., for the
year ending December 31, 1901.

		RECEIPTS.	\$	\$
1900.				
Dec. 31.	Balance in Bank of Nova Scotia.....		125 00	
1901.	Receipts of harbour dues collected during year ending December 31,			
Dec. 31.	1901, 51,697 tons at 1½c per ton.....		775 45	900 45
		DISBURSEMENT.		
	Paid Jas. A. Fraser, Harbour Master, during year ending December 31, 1901.....		300 00	
	Deposited to the credit of Harbour Commissioners, in Bank of Nova Scotia.....		475 45	
1901.				775 45
Dec. 31.	Balance in Bank of Nova Scotia.....		125 00	

R. A. FRASER,
Collector.

PICTOU, N.S., December 31, 1901.

SESSIONAL PAPER No. 23

HARBOUR COMMISSIONERS, Port of Pictou, N.S., in account with Henry G. Ives, Secretary.

1901.		\$ cts.	1901.		\$ cts.
Jan. 14	Commissioners' travelling expenses from New Glasgow...	20 00	Jan. 1	By Balance in Bank of Nova Scotia per account	1,039 97
" 25	E. M. McDonald's account.	14 52	Dec. 31	Deposited by collector of customs, 1901.....	475 45
Feb. 14	Est. Jas. Kitchin, mortgage, \$176.00; interest to date, \$23.65.	199 65	" 31	Deposit receipt \$2,587 50	
" 14	Writing and recording release...	5 47	" 31	One year's interest on deposit receipt	90 54
Mar. 18	J. C. Graham, wharfinger at New Glasgow.....	25 00			2,678 04
April 2	Philip Hall, painting buoys.....	5 50			
May 4	Wm. McDonald, poles for East river.....	4 40			
" 15	Str. <i>May Queen</i> , putting out buoys.	30 00			
" 18	Thos. Fraser, bushing West river	8 00			
June 26	Pumping buoy.....	2 00			
July 2	E. Cameron, repairing buoy ..	1 80			
" 30	Smith & English, bushing Middle river	8 00			
" 30	Smith & English, removing log from Middle river.	4 00			
Aug. 14	Book for collector of customs....	11 55			
" 31	Bushing East river	20 00			
Oct. 7	Hector McLean, repairs to wharf.	3 12			
" 9	Wm. Harris, placing buoys.....	2 00			
Dec. 9	Secretary's salary.....	100 00			
" 9	Str. <i>May Queen</i> , taking in buoys	24 00			
" 31	Deposit receipt 62484, Bank of Nova Scotia.....	2,678 04			
" 31	Balance in Bank of Nova Scotia.	1,024 91			
		4,193 46			
			1902.		
			Jan. 1	By Balance in Bank of Nova Scotia.....	4,193 46
					1,024 91

HENRY G. IVES,
Secretary.

PICTOU, N.S., January 4, 1902

APPENDIX No. 7.

REPORT OF THE HARBOUR COMMISSIONERS OF NORTH SYDNEY FOR
THE YEAR ENDED DECEMBER 31, 1901.

NORTH SYDNEY, C.B., June 2, 1902.

To the Honourable
The Minister of Marine and Fisheries,
Ottawa.

SIR,—The Harbour Commissioners for the port, beg to submit herewith inclosed a statement of receipts and expenditure in connection with this port for the year 1901. Also the number of vessels that arrived here during the said year, together with the quantity of coal shipped and iron ore imported.

There was no interruption to shipping during the winter months.

Your obedient servant,

WM. HACKETT,
Secretary.

Number, tonnage and classification of vessels that arrived at that port during the year ending December 31, 1901. Navigated by 43,742 men.

	Number.	Tonnage.
Ocean steamers	990	1,070,853
Coasting steamers	176	55,952
Barques	8	6,124
Brigantines	18	3,711
Barkentines	13	2,119
Schooners	954	72,310
	<hr/>	<hr/>
	2,159	1,211,069
Coal shipments :		
Dominion Coal Co., Ltd.		1,182,401
Nova Scotia Steel & Coal Co. Ltd.		209,013
Sydney Coal Co. Ltd.		4,324
		<hr/>
		1,395,738
Iron Ore importations :		
Dominion Iron and Steel Co		400,000

WM. HACKETT,
Secretary Harbour Commissioners.

SESSIONAL PAPER No. 23

HARBOUR COMMISSIONERS' Statement of Receipts and Expenditure for the Year ending December 31, 1901.

1901.	Receipts.	£	cts.	1901.	Expenditure.	£	cts.
Jan. 1	Amount on hand.....	1,210	51	Feb. 16	W. J. Christie.....	3	45
Feb. 26	Received harbour dues.....	44	34	" 21	Vroght Bros.....	4	20
Mar. 22	" " ".....	27	19	" 28	Forbes & Archibald.....	3	60
" 31	" " ".....	124	53	" 28	Intercolonial Railway.....	6	75
June 11	" " ".....	96	23	Mar. 19	D. Rudderham.....	9	00
July 5	" " ".....	368	89	April 22	W. H. Lane.....	5	00
Sept. 6	" " ".....	249	89	May 1	J. D. McNeil.....	6	50
Oct. 19	" " ".....	299	65	" 18	J. W. Ingraham.....	13	56
Dec. 21	" " ".....	668	05	" 18	Joseph Ivey.....	4	15
" 21	" " ".....	83	48	June 12	Buoying wreck.....	0	50
" 29	" " ".....	213	67	" 19	McDonald & Treen, work on		
" 31	" " ".....	147	77	"	breakwater.....	495	55
				Oct. 19	Michael Morrison.....	19	37
				" 19	Exchange on cheque.....	0	25
				" 19	A. C. Thompson & Co.....	9	24
				Dec. 21	W. F. Tutty.....	26	00
				" 30	McDonald & Treen, work on		
				"	breakwater.....	200	00
				" 30	Rent.....	75	00
				" 30	P. J. McDonald.....	300	00
				" 30	M. W. Lawlor.....	300	00
				" 30	Joseph Shean.....	400	00
				" 30	Wm. Hackett.....	400	00
				" 31	Balance on hand.....	1,282	08
		3,474	20			3,474	20

P. J. McDONALD,
M. W. LAWLOR,
WM. HACKETT,

Commissioners.

NORTH SYDNEY, C.B., June 2, 1902.

APPENDIX No. 8.

REPORT OF THE PILOTAGE DISTRICT OF MONTREAL FOR THE
YEAR ENDED DECEMBER 31, 1900.

MONTREAL, July 10, 1902.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour, by direction of the Harbour Commissioners of Montreal, as the Pilotage Authority, to transmit, for the information of the Honourable the Minister of Marine and Fisheries, the following report of the Pilotage District of Montreal, for the year ended December 31, 1901.

The accompanying statement gives the names, earnings, &c., of all the pilots for the past season, and shows an increase of \$660.61 over the latter.

The total amount of pilotage dues was received from the following services, namely:—

BRITISH.

Steamships.....	\$50,578 06	
Sailing vessels.....	147 50	
		—————\$50,725 56

FOREIGN.

Steamships.....	\$14,745 00	
Sailing vessels.....	379 74	
		————— 15,124 74
Total.....		————— \$65,850 30

Before the opening of the season the selection of pilots for special service was made in conformity with by-laws 108 and 109 of the Commissioners, on application being made by the pilots.

On April 15, Pilot Elzéar Bellisle, sixty-seven years of age, was granted a renewal of his license for another year, after having filed a medical certificate to the effect that his eyesight was normal, and after being examined under the provisions of by-law 103.

Pilot Liboire Perrault, who was licensed on April 20, 1888, returned his branch in April 29, 1901, and asked to be placed on the pension list on account of impaired eyesight and general debility. As no medical certificate accompanied the application, Mr. Perrault was told to furnish one, which he did, and on July 17, he was pensioned for one year from May 1.

Early in the spring, pilot Joseph Sauvageau, who was licensed on October 10, 1893, had an attack of paralysis and filed a medical certificate stating that he was not able to pilot, consequently he was placed on the pension list for one year from May 1.

Three new pilots were granted branches after complying with all the requirements of the by-laws: they are J. H. Bourassa, of Deschambault, on April 16, and Joseph E. Pleau and George Veillet, of Ste. Anne de la Pérade, on July 25.

SESSIONAL PAPER No. 23

With these additions there are 55 pilots on the list, while the number allowed by by-law 99 is 75.

In December an examination of apprentice pilots was held at which there were three candidates, of whom Mr. J. A. W. Gariépy passed a satisfactory examination and was granted a permit as provided by by-law No. 96.

An examination of applicants for the license was also held in December, and the following list gives the names, age, residence and date of license of each apprentice pilot now serving his time under this authority.

LIST OF APPRENTICE PILOTS.

No.	Name.	Age.	Residence.	Date of License.
1	*Gariépy, J. A. W.	23	St. Albans	June 2, 1896.
2	Gagnon, Albert	25	Three Rivers	October 11, 1892.
3	Angers, Alfred	25	Ste. Anne de la Perade	January 30, 1894.
4	Frenette, Oswald	26	Portneuf	August 16, 1899.
5	Hamelin, Chas. B.	22	Champlain	" "
6	Perron, Taucrède	24	Deschambault	" "
7	Angers, J. B.	21	Ste. Anne de la Perade	" "
8	Frenette, Delavoie	24	Portneuf	" "
9	Gauthier, Laurent J.	24	Deschambault	" "
10	Perrault, David, fils.	21	"	" "
11	Hamelin, Fortunat	24	"	" "
12	Gauthier, Cyriac	"	"	" "
13	Royer, Jos., fils.	19	88 Fleury St., Quebec	" "
14	Carpentier, Eugène	23	Champlain	" "
15	Fortier, J. Philéas	25	St. Jean, Island Orleans	" "
16	Rivard, Frs. Xavier	21	Grondines	" "
17	Mayrand, Joseph	29	Lache-yrotière	" "
18	Arcand, Alfred	24	Grondines	" "
19	Lachance, Napoléon	18	River Lafleur, Island Orleans	" "
20	Frenette, Georges	20	Portneuf	December 4, 1900.
21	Paquin, Emile	24	Deschambault	" "
22	Bouillé, Henri	17	"	" "
23	Larochelle, Eugène	19	St. Michel de Bellechasse	" "
24	Perron, Théode	18	Deschambault	" "
25	Arcand, Arthur	18	Champlain	" "
26	Rousseau, Oscar	24	St. Michel de Bellechasse	" "
27	Dussault, Bona.	20	St. Albans	" "
28	Paquin, Côme	20	Deschambault	" "
29	Labranche, Chas. Ed.	19	Portneuf	" "
30	Arcand, Jos. Art.	18	Champlain	" "
31	Boudreau, Anthime	18	Deschambault	" "
32	Gariépy, Laurent	17	"	" "
33	Baribeau, Hormisdas	18	"	December 18, 1901.
34	Bernier, J. Alph.	17	280 rue de la Reine, Quebec	" "

*Passed examination (see report).

There are nine applicants to be placed on the list of apprentice pilots of whom Messrs. Jean Perrault and Emile Rodrigue, both of Deschambault, have passed their examination but have not yet taken their license.

LIST OF APPLICANTS FOR LICENSE OF APPRENTICE PILOT.

No.	Name.	Residence.	Date of Application.
1	*Rodrigue, Emile.....	Deschambault.....	Jan. 30, 1900.
2	+Perrault, Jean.....	".....	May 25, 1897.
3	Labranche, Louis George.....	Portneuf.....	Aug. 16, 1899.
4	Brière, Jules.....	".....	Jan. 3, 1901.
5	Thibaudeau, A. Emile.....	".....	" 7, 1901.
6	Belle Isle, N. Oscar.....	Deschambault.....	" 28, 1901.
7	Dussault, Laurent.....	".....	March 2, 1901.
8	Simard, J. P. Geo. H.....	St. Michel de Bellechasse.....	" 6, 1901.
9	Arcand, Jos. Arthur.....	Deschambault.....	Aug. 31, 1901.

* Passed examination December 4, 1900.

+ " " 18, 1901.

The amounts received and expended by the Commissioners as Pilotage Authority for the district apart from their receipts and disbursements in trust for the Montreal Decayed Pilots' Fund, of which the annual report and statements have been sent to you, were as follows:—

RECEIVED.

From J. H. Bourassa, fee of pilot's license.....	\$ 10 00
“ George Veillet “ “.....	10 00
“ J. N. Raymond “ “.....	10 00
Fees of 20 licenses of apprentice pilots.....	100 00
From pilots, 2 per cent of the pilotage dues on sundry vessels.....	10 94
“ Collector of Customs, Sorel, 2 per cent of the pilotage dues on vessels to and from Sorel.....	4 39
“ Collector of Customs, Three Rivers, 2 per cent of the pilotage dues on vessels to and from Three Rivers and Batiscan.....	23 22
“ Collector of Customs, Montreal, 2 per cent of the pilotage dues on vessels to and from Montreal.....	1,243 45
Total.....	\$1,412 00

EXPENDED.

By J. C. Hanley, stenographer's fees <i>re</i> complaint against pilot C. Auger.....	\$ 3 50
“ Herald Publishing Company, books and stationery.....	35 75
“ Geoffrion, Geoffrion & Cusson, professional services.....	64 10
“ Three pilots' attendance at examination of apprentice pilots for branches.....	83 65
“ Contribution towards the expenses of the Pilotage Office at Quebec which were \$662.31, including agent's salary of \$500.....	600 00
Total.....	\$787 00

SESSIONAL PAPER No. 23

The above statement shows that the receipts for the year exceeded the expenditure by \$625 which reduced to \$182.55 the amount at the debit of the account on December 31, 1900, of \$807.55, which had accumulated during the previous six years.

The mishaps during the year, which were few, were investigated by the Commissioner of the Montreal Pilots Court, as provided by the Act 63-64 Victoria, chap. 36, 'An Act to amend the Pilotage Act.'

The water in the channel kept at a very satisfactory depth throughout the season, and a list of vessels which passed down during the latter part of the season, drawing twenty-six feet and over, with the relative depth in the channel on the day of passage as indicated by the Government gauge at Sorel, is as follows:—

STATEMENT SHOWING DRAUGHT OF STEAMSHIPS FOR PART OF SEASON OF 1901,
DRAWING 26 FEET AND OVER.

Date.	Steamer.	Draught when stationary in Harbour, by Pilot's Report		Depth of Water in Channel, by Sorel Gauge.	
		Ft.	In.	Ft.	In.
Aug. 7....	SS. Sarmatian (down).....	26	8	27	8
" 18....	" Hurona "	26		27	6
Sept. 15....	" Monteaule "	26		27	2
Nov. 1....	" Iona "	26		26	7

The semaphores at Cap Santé and Cap à la Roche were worked throughout the season, and for the information of pilots the depths of water which were received daily by telegram were posted in the Pilotage office here.

As information was received that vessels were discharging ashes in the channel, a notice calling attention to the by-law which prohibits so doing was sent to the shipping firms for distribution to masters of vessels, and in two cases fines were imposed.

The usual edition of the tide tables, the data for which were forwarded by your department, was published by the Commissioners and distributed to the pilots, and to the shipping firms for the use of the vessels.

I have the honour to be, sir,
Your obedient servant,

DAVID SEATH,
Secretary.

HARBOUR COMMISSIONERS OF MONTREAL,
SECRETARY'S OFFICE,

MONTREAL, January 8, 1902.

Col. F. GOURDEAU,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour, by direction of the Harbour Commissioners of Montreal, to transmit you herewith, for the information of the Honourable the Acting Minister of Marine and Fisheries, the usual statements, (1) Receipts and disbursements of the Montreal Decayed Pilots' Fund, for the year ended December 31, 1901, and (2) Assets of the fund at December 31, 1901.

The following is an abstract of the former :

Receipts.

5 p. c. of pilotage dues collected at Montreal	\$3,107 97
“ “ “ Three Rivers and Batiscan	58 05
“ “ “ Sorel	10 98
“ “ payable on war vessels, &c.,	29 92
Amount collected and applied under paragraph 62 of the Pilotage Act	44 25
	<hr/>
Interest on investments and deposit in bank	\$3,251 17
	2,369 85
	<hr/>
Total	\$5,621 02

Disbursements.

Pensions to old pilots, widows of pilots and minors	\$5,649 90
Audit of the fund for 1900	25 00
Postage stamps and stationery	10 00
	<hr/>
Total	\$5,684 90
Pension due to L. Perrault November 1, but not paid to him, a seizure having been placed thereon	90 00
	<hr/>
	\$5,777 90

showing a loss for the year of \$153.88.

As it was apparent during the year that the revenue would not be sufficient to cover the pensions, the question of fixing the pensions according to the amount paid into the fund by the pilots was discussed and it is expected that a decision on this basis will shortly be arrived at so that the revenue will be sufficient to cover the expenditure.

Before the opening of navigation, pilot P. Bélanger who applied in the fall of 1900 to be placed on the pension list on account of impaired health, was granted a pension from May 1, and pilot J. Sauvageau who was suffering from paralysis of the tongue, was placed on the list temporarily for one year from May 1.

In May, pilot Liboire Perrault who applied for his pension in 1897, but which was not granted, renewed his application, and, on account of the general bad state of his health, he was placed on the list temporarily for one year.

Widow Zéphirin Mayrand, who had been a pensioner for 19 years, died on February 27, and old pilot Damase Cayen, of Portneuf, who was licensed on October 1, 1872, and a pensioner since May 1, 1895, died on August 29, age 61 years.

As is customary, the full pensions for the current quarters were paid to their legal heirs.

At the close of the year there were twenty-three pensioners, namely, 12 old pilots (two temporarily), 10 widows, and the minors of one pilot.

I have the honour to be, sir,
Your obedient servant,

DAVID SEATH,
Secretary.

SESSIONAL PAPER No. 23

Dr.

DAVID SEATH, Treasurer, in account with the Montreal Decayed Pilot Fund.

Cr.

1901.		1901.		1901.
Jan. 1	To Balance from December 1900	3,819 39	Feb. 1	By Pensions paid to the following for three months ended 31st January—
" 31	Montreal Harbour Coupons, due 5th January, 1901			Hears L. Bellisle
	Series R, Nos. 20 and 102 = 2 x \$15 00 = \$ 30 00			Widow L. D. Bonille
	" " " 84 = 1 x 60 00 = 60 00			" A. Dufresne
	" " " 21 and 45-49 = 6 x 25 00 = 150 00			" V. Gagnon
	" " " 164-172 = 9 x 20 00 = 180 00			" A. Gauthier
	" " " 289-290 = 2 x 20 00 = 40 00			" J. O. Hamelin
	" " " 64, 65, 139-142 = 6 x 20 00 = 120 00			" J. Leveille
	" " " 221-246 = 16 x 20 00 = 320 00	1,020 00		" A. Lise
" 31	City of Montreal, 6 months' interest to 1st January on \$5,000.00 of 5 per cent Montreal City Stock	125 00		" D. Mathieu
May 13	Pilot B. Arcand, 5 per cent of pilotage dues ss. <i>A. D. Thomson</i> , Quebec to Montreal, draught 11 feet.	1 75		" Z. Mayrand
" 25	Pilot G. Dufresne, 5 per cent pilotage dues, yacht <i>Isobelle</i> , Quebec to Montreal, draught 11 feet.	1 37		" B. Naud
" 30	Pilot U. Groleau, 5 per cent pilotage dues, yacht <i>Sageo more</i> , Quebec to Montreal, draught 11 feet.	1 37		" J. Toupin
" 31	Collector of Customs, Montreal, $\frac{2}{3}$ Trinity dues collected in May	121 18		Old Pilot J. Arcand
June 5	Pilot E. Bellisle, 5 per cent pilotage dues, ss. <i>Miami</i> , Quebec to Montreal, draught 10 feet 6 inches	1 31		C. Bellisle
" 30	Collector of Customs, Montreal, $\frac{5}{8}$ Trinity dues, collect ed in June	128 81	May 1	Z. Bonille
July 5	Pilot D. Naud, 5 per cent pilotage dues, yacht <i>Gaudrade</i> , Montreal to Quebec and return, draught 11 feet 6 inches and 12 feet	2 93		D. Cayen
" 6	Pilot H. Dussault, 5 per cent pilotage dues, yacht <i>Gaudrade</i> , Quebec to Montreal, draught 11 feet.	1 37		" F. Desjardy
" 22	Pilot J. B. Nadeau, 5 per cent pilotage dues, yacht <i>Aries</i> , Quebec to Montreal, draught 11 feet	1 37		" P. Gagnon
" 25	Pilot M. Bonille, 5 per cent pilotage dues, yacht <i>Gaudrade</i> , Quebec to Montreal, draught 11 feet.	1 37		" A. Gauthier
" 25	Pilot N. Bonille, 5 per cent pilotage dues, barge <i>M. Baran</i> , Quebec to Montreal, draught 7 feet.	70		" J. O. Hamelin
" 31	Collector of Customs, Montreal, $\frac{2}{3}$ Trinity dues, collect ed in July	163 40		" J. Leveille
" 31	City of Montreal, six months' interest to 1st July on \$5,000.00 of 5 per cent Montreal city stock	125 00		" A. Lise
	Carried forward	6,419 35		" A. Madroux
				" Z. Mayrand
				" B. Naud
				" J. Toupin
				Old Pilot J. Arcand
				C. Bellisle
				Z. Bonille
				D. Cayen
				Carried forward
				2,637 28

Dr.

DAVID SEATH, Treasurer, in account with the Montreal Decayed Pilots' Fund—*Continued.*

Cr.

1901.	Brought forward.	1901.	1901.	By pensions paid to the following for three months ended	Oct. 31
		\$	cts.		\$
July 31..	Brought forward.	6,419	35	Aug. 1..	2,637
	Series R, Nos. 29 and 102 2 × 815			Old pilot F. Desjardis	90 00
	" R " 42 and 117-119 4 × 30			" P. Gagnon	90 00
	" R " 84			" L. Maynard	90 00
	" D " 21 and 45-49 6 × 25			" A. Naud	90 00
	" F " 164-172			" D. Perrault	90 00
	" G " 289 and 290 2 × 20			" T. Toupin	30 00
	" H " 64, 65, 139-142=6 × 20				
	" J " 231-246 16 × 20			July 31—	
Aug. 5..	To Montreal Harbour coupons, due July 5, 1901	1,020	00	Hiers L. Bellisle	37 33
	" <i>Monacoma</i> , Quebec to Montreal, draught 17 feet			Widow L. D. Beville	29 33
	3 inches			" A. Dufresne	37 33
" 31..	Pilot G. Violette, 5 per cent pilotage dues on ss.	2	15	" V. Gagnon	37 33
" 31..	<i>Hartford</i> , Quebec to Montreal, draught 9 feet.	1	13	" A. Gauthier	32 00
	Collector of Customs, Montreal, 2/3 Trinity dues, collected in August			" J. O. Hamelin	37 33
Sept. 12..	Pilot G. Violette, 5 per cent pilotage dues on yacht	648	45	" J. Leveillé	37 33
	<i>Vespa</i> , Quebec to Montreal and return, draught 6 feet.			" A. Lise	37 33
" 23..	Pilot G. Violette, 5 per cent pilotage dues on ss.	1	50	" D. Mathison	32 00
" 30..	<i>Miami</i> , Montreal to Quebec, draught 11 feet.	1	13	" E. Naud	32 00
	Collector of Customs, Montreal, 2/3 Trinity dues, collected in September.			" J. Toupin	90 00
Oct. 31..	Collector of Customs, Montreal, 2/3 Trinity dues, collected in October	111	00	Old pilot J. Arraud	90 00
Nov. 22..	Pilot J. Pless, 5 per cent pilotage dues on tug <i>Stam-</i>	118	52	" P. Belanger	90 00
	<i>clair</i> , Quebec to Montreal and return, draught 13 feet 6 inches.			" C. Bellisle	90 00
" 29..	Pilot G. Violette, 5 per cent pilotage dues on ss.	3	37	" Z. Beville	90 00
" 30..	<i>Hagana</i> , Montreal to Quebec, draught 12 feet.			" D. Cayen	90 00
	Collector of Customs, Montreal, 2/3 Trinity dues, collected in November			" F. Desjardis	90 00
Dec. 1..	Collector of Customs, Three Rivers, 2/3 Trinity dues, collected at Three Rivers and Batiscan in 1901	301	00	" P. Gagnon	90 00
" 5..	Pilot G. Dufresne, 5 per cent pilotage dues on ss.	58	05	" L. Maynard	90 00
	<i>Mirna</i> , Quebec to Montreal and return, draught 18 feet.			" A. Naud	90 00
				" D. Perrault	90 00
				" L. Perrault	90 00
				" J. Sauvageau	90 00
				" T. Toupin	90 00
				Three months' pension paid to C. Cayen, legal heir of old pilot D. Cayen, who died on August 29, 1901	90 00
				Oct. 31—	
				Hiers L. Bellisle	37 33
				Widow L. D. Beville	29 33
				" A. Dufresne	37 33
				" V. Gagnon	37 33
				" A. Gauthier	32 00
				" J. O. Hamelin	37 33
				" J. Leveillé	37 33

SESSIONAL PAPER No. 23

.....	On schooner <i>Loyalté</i> , Montreal to Quebec, draught 8 feet	0 80	A. Laisé	37 33
" 11..	Collector of Customs, Sorel, $\frac{7}{8}$ Trinity dues, collected at Sorel in 1901.....	10 98	" D. Mathieu	32 00
" 17..	Collector of Customs, Montreal, $\frac{7}{8}$ Trinity dues, collected in December.....	9 58	" E. Naud	32 00
" 31..	Imperial Oil Company, pilotage dues on two American barges from Quebec to Montreal, No. 56, draught 12 feet 6 inches.....	25 00	Old pilot J. Toupin.....	90 00
" 31..	No. 72, draught 9 feet 7 inches, collected under section 62 of the Pilotage Act.....	19 25	" P. Belanger.....	90 00
" 31..	Montreal City and District Savings Bank, interest at rate of three per cent per annum on money on deposit during 1901.....	79 85	" C. Bellisle	90 00
			" Z. Bouillé.....	90 00
			" F. Desjardy.....	90 00
			" P. Gagnon	90 00
			" L. Mayrand.....	90 00
			" A. Naud	90 00
			" D. Pervault.....	90 00
			" J. Sauvageau.....	90 00
			" T. Toupin.....	90 00
			Riddell & Common, audit of fund.....	25 00
			Stationery and postage on pensions remitted during season of 1901.....	10 00
			Balance to January, 1902.....	3,755 51
	Total.....	9,440 41	Total.....	9,440 41

DAVID SEATH, Treasurer, in Account with the Montreal Decayed Pilots' Fund.

STATEMENT OF THE FUND.

Nos.	Series.		8 cts.
		Montreal harbour debentures—	
20 and 102	R	Due July 5, 1906, interest at 6 per cent, 2 × \$ 500	1,000 00
12 and 117-119	R	" " 5, 1906 " 6 " 4 × 1,000.....	4,000 00
84	R	" " 5, 1906 " 6 " 1 × 2,000.....	2,000 00
21 and 45-49	D	" " 5, 1915 " 5 " 6 × 1,000.....	6,000 00
164-172	F	" " 5, 1917 " 4 " 9 × 1,000.....	9,000 00
289-290	G	" " 5, 1918 " 4 " 2 × 1,000.....	2,600 00
64-65	H	" " 5, 1921 " 4 " 2 × 1,000.....	2,000 00
139-142	H	" " 5, 1921 " 4 " 4 × 1,000.....	4,000 00
231-246	J	" " Jan. 5, 1924 " 4 " 16 × 1,000.....	16,000 00
		City of Montreal consolidated fund—	
165		Due July 1, 1919, interest at 5 per cent, 50 × \$100.....	5,000 00
		Cash in Montreal City and District Savings Bank at 3 per cent....	3,665 19
			54,665 19
		Cash in Montreal City and District Savings Bank for pension of L. Perrault, due November 1, but not paid him, a seizure having been placed thereon.....	90 00
		Cash in Commissioners' hands.....	0 32
			54,755 51

DAVID SEATH,

Treasurer.

MONTREAL, December 31, 1901.

We hereby certify that we have examined the entries for the year 1901, as recorded in the preceding pages, numbered from one to four, and have found them to agree with vouchers on file. Also, that debentures and certificates to the amount of \$54,755.51, as described in statement on opposite page, have been this day submitted for our inspection.

RIDDELL & COMMON, C.A.,

Auditors.

MONTREAL, January 7, 1902.

APPENDIX No. 9.

REPORT OF THE PILOTAGE AUTHORITY OF QUEBEC FOR THE YEAR
ENDED DECEMBER 31, 1901.

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, January 22, 1902.

F. GOURDEAU, Esq.
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to transmit you, herewith, in duplicate the Commissioners' report as Pilotage Authority for the year 1901, as also the various statements containing the information yearly conveyed to your department.

I have the honour to be, sir,
Your most obedient servant,

JAS. WOODS,
Secretary-Treasurer.

QUEBEC HARBOUR COMMISSIONERS' REPORT AS THE PILOTAGE
AUTHORITY FOR THE YEAR 1901.

(Under 36th Victoria, Chapter 54, Section 22.)

QUEBEC, January 2, 1902.

To the Honourable JAMES SUTHERLAND, M.P.,
Acting Minister of Marine and Fisheries, &c., &c.,
Ottawa.

SIR,—In compliance with the requirements of 'The Pilotage Act,' 36 Victoria, chapter 54, section 22, I have the honour to submit the following report, from the Quebec Harbour Commissioners as Pilotage Authority, for the year 1901.

SERVICE OF THE PILOT STATIONS.

The operations of the year began on the April 16, when the Pilot Schooner *La Mouette* left with eight pilots.

The Pilot Schooner *La Vigie* left on April 27 with eleven pilots, and on May 4 and 6, fourteen pilots were sent down by the Intercolonial Railway.

As usual all the pilot stations have been provided with pilots during the season through the Intercolonial Railway and the pilot schooners, and the service has been performed to the satisfaction of the Commissioners.

OLD PILOTS.

Previous to the opening of navigation, all the old pilots, eight in number, who had attained the age of sixty five and over, were summoned before the Commissioners under the authority of the 32nd section of the Pilotage Act, in order to ascertain whether they could continue in the exercise of their duties for the ensuing year. They were all found competent to perform their duties and their licenses were accordingly renewed for one year.

DEATHS.

Three pilots have died during the year, namely : Alfred Dion, admitted on April 12, 1884. Joseph François Xavier Bernier, admitted on July 26, 1876 ; Adélaré Sansterre, admitted on May 2, 1876.

The Commissioners are pleased to state that these pilots have left a very good record, two of them, Messrs. Dion and Sansterre, not having a complaint or accident entered against their names.

COMPLAINTS AGAINST THE PILOTAGE SERVICE.

Complaint of delay in getting his pilot at Bic, on September 23, was made by the master of the SS. *Louisburg*, and also that pilot No. 29 anchored the *Louisburg* below Crane Island Channel during a fine beautiful moonlight night, when large steamers bound to Quebec passed up, losing eleven hours and a half by this delay. Commissioners had pilot No. 29 and the master of pilot boat before them on October 18, and carefully inquired into this complaint, and so far as the evidence of these witnesses goes to show, they could not find the complaint of the master of the *Louisburg* well-founded.

TRIALS.

Six pilots have been placed on trial before the Commissioners during the season of 1901. Five of them on complaints from shipmasters or their agents, and one of them on a complaint from the Corporation of Pilots. In three of the cases, the pilots were found guilty, and in the others three verdicts of not guilty were rendered.

A statement annexed to this report conveys all the particulars as to the nature of the complaints and the result of the investigations.

BY-LAWS.

Commissioners have recently revised the by-laws governing the Corporation of Pilots for and below the Harbour of Quebec. These, after the necessary submission to the Corporation of Pilots will be forwarded to Ottawa for the approval of His Excellency the Governor General in Council.

Some important additions have been made to the by-laws governing the pilots, one of which requires the examination of the eyesight of all the pilots on the active list every third year.

IMPROVEMENTS TO LIGHTS AND BUOYS OF THE LOWER ST. LAWRENCE.

The Commissioners having solicited an interview with the Premier, the Right Honourable Sir Wilfrid Laurier, so as to place before him the improvements and additions that were required to the aids to navigation in the Lower St. Lawrence, he kindly granted their request, and, accompanied by the Deputy Minister of Marine and Fisheries, Mr. F. Gourdeau, met them at their Board room, on the afternoon of July 10, when the following memorandum of requirements was submitted for his consideration :

- 1st. For leaving harbour, a gas buoy at Point Lévis until the lighthouse on the west of the Island of Orleans already promised is completed.
- 2nd. A gas buoy at Beaumont.

SESSIONAL PAPER No. 23

- 3 d. Bellechasse light to be made an occulting light.
- 4th. At St. Thomas to give a depth of five fathoms.
- 5th. To straighten the little channel at Crane Island and give it a depth of five fathoms, and to erect a pier with a light at the west end of this channel to form a leading light with Crane Island light.
- 6th. A gas buoy at south side of channel that is between Stone Pillars and Channel Patch.
- 7th. A gas buoy to replace the red buoy at the west end of the Traverse opposite the pillar or present pier.
- 8th. A pier or block with light where now stands the black buoy to replace the lightship at Pointe St. Roch.
- 9th. To move the Red island lightship in twenty (20) fathoms to the south.
- 10th. A gas buoy on the north-west reef of Bicquet with bell or whistle.
- 11th. A gas buoy at Vaches Patch at the entrance of the Saguenay in place of the present buoy.
- 12th. It is important that the Red Island lighthouse should have a siren.
- 13th. Pilots recommend and urge that the lightship in the South Traverse be placed where the black buoy now is on Pointe St. Roch until the permanent pier is built.
- 14th. That all lights and gas buoys not occulting be made occulting.
- The Commissioners are pleased to state that this interview so kindly given was most satisfactory in every respect, and they hope to see most of the improvements thus recommended carried into effect before the opening of the next season of navigation.

PILOTAGE EARNINGS.

According to a return received from the secretary treasurer of the Corporation of Pilots for and below the Harbour of Quebec, their gross earnings for the season have been \$114,874.31. Out of this sum \$111,285.74 was received from 793 British vessels, and the balance, \$3,588.57 from 48 foreign vessels.

The total expenses, including percentage for pension fund, have been \$23,149.48, leaving a net balance of \$91,724.83 to be divided among 116 pilots, giving them net earnings of say \$791 each.

DIRECTORS OF THE CORPORATION OF PILOTS.

At their annual meeting held on the tenth day of December last, the pilots elected the following directors to their corporation for the ensuing year: Messrs. L. E. Morin, Ed. Larochelle, sr., Théophile Corriveau, Léon Labrecque, Jos. H. Talbot and Louis Thivierge. And at a subsequent meeting of the new board, held on December 11, Mr. L. E. Morin was unanimously re-elected President.

Annexed to the present report are the various statements not herein alluded to, which contain all the information yearly conveyed to your department by the Commissioners' in their capacity of the pilotage authority.

I have the honour to be, sir,
Your most obedient servant,

JAS. WOODS,
Secretary-Treasurer.

PILOTAGE TARIFF.

RATES of Pilotage for the Harbour of Quebec and below, as per by-law passed by the Quebec Harbour Commissioners, on June 18, 1891, and sanctioned by His Excellency the Governor General in Council, on June 26, 1891.

TABLE I.

RATES of Pilotage for the Harbour of Quebec and below, for each foot of draught of Water.

From	To	From May 1 to Nov. 10.	From Nov. 10 to Nov. 19.	From Nov. 19 to March 1.	From March 1 to May 1.
Bic Island or any place below the anchorage of Brandy Pots, off Hare Island.....	Anchorage or mooring ground in the Basin or Harbour of Quebec	\$3.87	\$4.95	\$6.02	\$4.41
The anchorage ground at the Brandy Pots off Hare Island or any place above the said anchorage ground and below St. Roch's Point.	" " " " " "	$\frac{2}{3}$ of this sum	$\frac{2}{3}$ of this sum	$\frac{2}{3}$ of this sum	$\frac{2}{3}$ of this sum
St. Roch's Point or any place above this Point and below the Point-aux-Pins, on Crane Island.....	" " " " " "	$\frac{1}{3}$ " "	$\frac{1}{3}$ " "	$\frac{1}{3}$ " "	$\frac{1}{3}$ " "
Point-aux-Pins or Crane Island or any place below St. Patrick's Hole.....	" " " " " "	$\frac{1}{4}$ " "	$\frac{1}{4}$ " "	$\frac{1}{4}$ " "	$\frac{1}{4}$ " "
The anchorage or mooring ground in the Basin or Harbour of Quebec.....	Bic Island or the place where the pilot shall be discharged in the river below Quebec..	\$3.40	\$4.46	\$5.54	\$3.93

TABLE II.

RATES of Pilotage for the Harbour of Quebec and below.

From	To	¢	cts.
Any wharf in the harbour of Quebec between Pointe-à-Carcy, below and the west end of the Allan's wharf above, both inclusive.....	Any other wharf within said limits.....	2	50
Any place in the harbour of Quebec, not being a wharf within the above mentioned limits.....	Any other place in the said harbour not being a wharf within the said limits..	5	00

Pilots taking charge of vessels at St. Patrick's Hole or above it, shall be entitled to no more than the sum allowed in Table II for piloting vessels from one part of the harbour to another.

J. B. LALIBERTÉ,
Chairman.

JAS. WOODS,
Secretary-Treasurer.

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, January 2, 1902.

SESSIONAL PAPER No. 23

STATEMENT showing the number of Pilots for and below the Harbour of Quebec, on the active list, on the 31st December, 1901, the number who retired, struck off the active list, or died during the year, the number temporarily suspended, the number who were unable to serve, the number in charge of Government steamers, &c.

Number.	Name.	Age.	Residence.	NUMBER OF PILOTAGES EFFECTED.			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
1	Charles Francis Brown	74	Quebec.	4	3	3	
2	Paul Piquet	70	St. John, Orleans.	3	4	3	
3	Joseph Pouliot.	75	"	1	0	1	Sick since the month of August.
4	Georges Normand	71	Croix Island	4	3	3	
5	David Damours	69	Trois Pistoles	4	3	3	
6	Numa Lachance	67	St. Michel, Bellechasse	4	3	3	
7	Joseph Gravel	75	Quebec.	3	4	3	
8	Jean-Bte. Pouliot.	60	St. John, Orleans.	4	3	3	
9	Joseph Piquet	64	Quebec.	2	4	2	
10	Louis Edmond Morin	63	"	16	14	1	Employed by the Thomson Line. President of the Corporation of Pilots. Re-elected at last election.
11	Moise Lachance	64	St. John, Orleans.	1	4	3	
12	Joseph S. Brown	66	Quebec.	4	4	2	
13	Hubert Raymond.	62	"	0	0	0	Office-keeper.
14	Achille Damours	62	St. Valier	4	3	3	
15	Joseph Pouliot.	58	St. John, Orleans.	0	0	0	Sick all the season.
16	Edmond Lacrochelle, sr.	58	Quebec.	1	2	0	One of the directors of the Corporation of Pilots. Re-elected at last election.
17	Laurent Godebout	58	"	3	3	3	
18	Adelme Pouliot	62	St. Laurent, Orleans	3	3	3	
19	Bart. Pepin dit Lachance.	56	St. John, Orleans.	13	13	1	Employed by the Black Diamond Line.
20	Frs.-Nav. Delisle	56	Quebec.	2	3	3	
21	Damien Eugene Boulanger	58	Tadoussac	0	0	0	Master of Saguenay Station.
22	Cyprien Langlois	57	St. John, Orleans.	2	2	3	Sick since the month of October.
23	Charles Normand.	55	Quebec.	17	18	1	Employed by the Black Diamond Line.
24	Napoleon Rioux	56	Stc. Petronille, Orleans.	4	4	3	
25	Jean-Bte. Tremblay	58	Quebec.	3	3	3	
26	Raym. Paquet dit Lamontagne.	56	Notre-Dame, Lewis.	13	11	1	" Elder-Dempster Line.
27	Frs.-Nav. Lamarre.	53	St. Valier	10	7	1	" Franco-Canadian Line.
28	Moise Pouliot.	55	St. John, Orleans.	4	3	3	
29	Paul Godebout.	55	"	4	2	3	
30	Chs. Marie Raymond.	53	Chateau-Richer.	3	2	3	

STATEMENT showing the number of Pilots for and below the Harbour of Quebec, &c.—Continued.

Number.	Name.	Age.	Residence.	NUMBER OF PILOTAGES EFFECTED.			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
31	Victor Vézina	56	Quebec	14	15	1	Employed by the Thomson Line.
32	L. B. O. Goutron dit Larochelelle	54	St. Michel, Bellechasse	20	21	1	" " Allan Line.
33	Chs. Hermé alias A. Bernier	56	"	0	0	0	One of the directors of the Corporation of Pilots. Not re-elected at last election.
34	Louis Robert Dupers	55	Quebec	15	15	2	Employed by the Allan Line.
35	Vital Ephrem Chamberland	61	St. Michel, Bellechasse	4	2	1	Black Diamond Line.
36	Joseph G. Pupil	54	Quebec	19	9	1	Holme Line.
37	Joseph Fortier	57	St. John, Orleans	8	9	1	" "
38	Nestor Laclanche	56	"	8	10	1	Sick since the month of October.
39	Cyrille Audet dit Lapointe	56	St. Michel, Bellechasse	3	1	3	" "
40	Joseph Lapointe	58	St. Laurent, Orleans	3	2	3	Employed by the Black Diamond Line.
41	Pierre Pepin dit Laclanche	52	Montreal	15	15	1	Sick since the month of September.
42	Theophile Gourdeau	57	Lanzon, Lewis	2	2	1	" "
43	Isidre Noël	51	St. John, Orleans	4	1	2	Sick all the season.
44	Jean Fvariste Adami	57	Trois-Saumons	0	0	0	Employed by the Elder, Dempster Line.
45	Alfred Larochelelle	51	St. Michel, Bellechasse	15	16	1	One of the directors of the Corporation of Pilots. Re-elected at last election.
46	Theophile Corrivéau	54	Quebec	0	0	0	Employed by the Black Diamond Line.
47	Elzéar Godbout	53	"	12	14	1	" "
48	Pierre Gobel	53	St. John, Orleans	4	1	3	Head Line.
49	Theophile Pepin dit Laclanche	56	Montreal	15	15	1	Black Diamond Line.
50	Achille Tréfle. Simard	50	St. Joseph, Lewis	18	17	1	" "
51	Jean-Bre Patoiné	50	Montreal	11	11	1	" "
52	Narc. Lavéie	52	St. Luce, Rimouski	3	3	3	Ross' Line.
53	Joseph Emilio Couillard	50	Quebec	9	8	1	Intercolonial Mine Co.
54	Louis Albert Royer	56	"	17	17	1	Allan Line. Died September 29.
55	Adelard Sauterre	50	"	17	21	1	" "
56	Orestime Noël	49	St. John, Orleans	11	15	1	" "
57	Napoléon Baillargeon	51	Quebec	3	2	2	Accidentally drowned April 18.
58	Jos. Fvs-Xav. Bernier	49	"	0	0	0	Master of Pilot Schooner, <i>Pygoc</i> .
59	Fvs-X. Demeules	49	St. John, Orleans	0	0	0	Employed by the Black Diamond Line.
60	Louis Honoré Lapierre	51	Notre Dame, Lewis	7	7	1	" "
61	Jos. Eugène Laclanche	47	St. John, Orleans	20	20	1	Leyland Line.
62	David Arthur Bonfard	47	St. Laurent, Orleans	3	2	2	" "
63	Jean Théophile St. Laurent	50	Quebec	22	16	1	Elder, Dempster Line.

SESSIONAL PAPER No. 23

64	Jacques Georges Dugas	49	St. Joseph, Lévis	9	4	3	"	Black Diamond Line.
65	Joseph Victor Gondeau	54	St. Pierre, Orleans	8	8	1	"	"
66	Louis alias Treflé Delisle	47	Trois Pistoles	4	4	3	"	"
67	L-Bre Guilford	50	Cap. St. Ignace	4	2	3	"	"
68	Chs. Pelletier	51	St. Michel, Bellechasse	3	2	2	"	"
69	Nazaire DeBisle	62	Quebec	3	4	2	"	"
70	J. E. Bonaventure Lavioie	49	St. Luce, Rimouski	3	3	3	"	"
71	Adjutor Baillargeon	47	Quebec	17	15	1	Employed by the Hanburg American Packet Co. and Furness Withy.	
72	Samuel Rioux	48	"	22	16	1	Employed by the Allan Line.	
73	Charles Octave Clavel	47	St. Michel, Bellechasse	14	13	1	"	Black Diamond Line.
74	Paul Lachance	45	Quebec	15	17	1	"	Hamburg-American Packet Co. and Furness Withy.
75	Arcadius Jovin	43	St. Luce, Rimouski	3	2	2	"	"
76	Leon Labrecque	51	St. Laurent, Orleans	0	0	0	One of the directors of the Corp. of Pilots. Re-elected at last election.	
77	Paul Lachance	46	St. John	9	9	1	"	Employed by the Ross Line.
78	Joseph Ponthot	45	"	6	7	1	"	Leyland Line. Director of the Corp. of Pilots.
79	Joseph Laroche	44	St. Michel, Bellechasse	3	1	1	Not re-elected at last election.	
80	Adjutor Lachance	43	"	2	4	2	Suspended to August 1, 1901.	
81	Frs. Gondeau	50	Quebec	11	16	2	Employed by the Head Line.	
82	Arthur Koenig	50	L'Islet	5	9	1	"	Black Diamond Line.
83	Papeye Anetel	42	St. Jean Port Joly	0	0	0	Master of pilot schooner <i>Moutte</i> .	
84	David Dumas	48	Notre-Dame, Lévis	4	2	2	"	"
85	Jos. Lachance	47	St. Laurent, Orleans	18	18	1	Employed by the Black Diamond Line.	
86	Paul Paquet	43	St. John	4	3	3	"	"
87	Alphonse Ponthot	49	Château Richer	4	3	3	"	"
88	Elzéar Normand	42	L'Islet	3	3	2	"	"
89	Jean-Bte. Bernier	42	"	4	2	2	"	"
90	Joseph Paquet	40	St. John, Orleans	22	22	1	"	Donaldson Line.
91	Jean A. Lachance	39	Quebec	2	4	3	"	"
92	Arthur Baillargeon	44	"	3	5	3	"	"
93	Joseph Vézina	40	St. Laurent, Orleans	9	8	1	"	"
94	Herménegilde Guenard	43	St. Thomas, Montmagny	4	3	3	"	"
95	Elzéar Desrosiers	48	Quebec	4	3	3	"	"
96	Joseph A. Irvine	45	Green Island	0	0	0	"	"
97	Frederick Bonfard	44	St. Laurent, Orleans	3	4	3	"	"
98	Jules Asselin	40	St. Michel, Bellechasse	10	11	1	Master Red Island Lightship.	
99	Prudent Maruen	42	Beauport	2	1	1	Employed by the Diamond Line.	
100	Lucien Lachance	40	Quebec	14	16	1	Suspended to July 18, 1902.	
101	Camille Bernier	43	do	15	19	1	Employed by the Thompson Line.	
102	Moise Blouin	50	St. John, Orleans	4	1	4	"	Hamburg-American Packet Co. and Furness Withy.
103	Moise Laurent Gouhont	41	Quebec	2	3	2	"	"
104	Alfred Godreau	48	Cap St. Ignace	4	4	3	"	"
105	Alfred Raymond	40	Kamouraska	3	4	3	"	"
106	Philéas Lachance	41	St. John, Orleans	11	15	1	"	"
107	Joseph H. Talbot	39	Berthier	8	7	1	"	Black Diamond Line. Elected director of the Corp. of Pilots at last election.
108	Moise Arthur Lachance	38	St. John, Orleans	4	3	3	"	"
109	Louis Frs. Thivierge	35	"	4	3	3	Elected director of the Corp. of Pilots at last election.	
110	Jos. Emilien alias Emil Lachance	35	"	3	4	3	"	"

STATEMENT showing the number of Pilots for and below the Harbour of Quebec, &c — *Concluded.*

Number.	Name.	Age.	Residence.	NUMBER OF PILOTS EFFECTED.			Casualties and Remarks.
				Inwards.	Outwards.	Movings.	
111	Alphonse Asselin	36	Quebec.....	4	5	4	Employed by the Elder-Dempster Line. " Black-Diamond Line. " Elder Dempster Line. " N. A. Transportation Com.
112	Edmond Larocelle.....	35	St. Michel, Bellechasse.....	13	18	1	
113	Joseph Plante	35	St. Paul's Bay	4	6	3	
114	Alphonse Paquet.....	35	St. John, Orleans.....	6	6	1	
115	Paul <i>alias</i> Napoleon Pouliot.....	42	"	3	3	2	
116	Adelard Berger	40	Quebec.....	16	17	1	
117	Adelard Vezeau	31	St. Michel, Bellechasse.....	3	5	3	
118	Jean-Bte. Pouliot.....	31	St. John, Orleans.....	8	9	1	
119	Joseph Thivierge.....	32	"	3	4	2	
120	Leontidas LaChance	31	"	3	3	2	
121	Eudore Langlois	39	"	3	3	2	
122	Pst.-X. Eustache <i>alias</i> Wm. Dupon	41	St. Joseph, Levis	3	3	2	

Certified.

JAS. WOODS,
Secretary-Treasurer.

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, January 2, 1902.

SESSIONAL PAPER No. 23

List of Apprentice Pilots immediately under the Quebec Harbour Commissioners Pilotage Authority on December 31, 1901.

No.	Names.	When Indentured.	Remarks.
1	Georges Dugas.....	April 11, 1871....	Absent since the fall of 1877.
2	Ernest Nolet.....	March 19, 1874....	Absent since the fall of 1878.

Certified,

HARBOUR COMMISSIONERS' OFFICE,
 QUEBEC, January, 2, 1902.

JAS. WOOD,
Secretary-Treasurer.

STATEMENT of Trials held during the year 1901, before the Quebec Harbour Commissioners, under the authority of the Pilotage Act, 36 Vic., chap. 54, and 45 Vic., chap. 32, sec. 4.

Name of Pilot Tried.	Nature of Complaint.	Date of Trial.	Result.
Prudent Marmen.....	For being in a state of intoxication when on duty as a pilot.	July 18...	Found guilty and suspended for twelve months.
Louis Honoré Lapierre..	For stranding ss. <i>Louisbourg</i> on Red Island Shoal, on July 6.	July 18, 23	Found guilty and fined \$100.
Laurent Godbout.....	For stranding Barge <i>Grandée</i> on Red Island Shoal (in tow of ss. <i>Louisbourg</i>) on July 6.	July 18, 23	Found not guilty.
Alphonse Asselin.....	For grounding ss. <i>Catalone</i> in Crane Island on July 13.	July 26...	Found not guilty.
Jean-Baptiste Couillard.	For grounding ss. <i>Urania</i> off Lark Point on October 10.	Oct. 18, 21.	Found guilty and suspended for nine months.
Joseph Victor Gourdeau.	For running ashore the ss. <i>Af</i> on St. Rochs Shoal at the foot of Traverse on November 26.	Dec. 13, 20 and 21.	Found not guilty.

Certified,

HARBOUR COMMISSIONERS' OFFICE,
 QUEBEC, January 2, 1902.

JAS. WOODS,
Secretary-Treasurer.

QUEBEC, December 31, 1901.

F. GOURDEAU, Esq.,
 Deputy Minister of Marine and Fisheries,
 Ottawa.

SIR,—I have the honour to transmit to you a detailed statement, in duplicate, of the moneys received and expended for the Decayed Pilot Fund of Quebec for the year just ended; also a similar statement, in duplicate, of the moneys received and expended by the Corporation of Pilots; all of which revised and certified.

The total amount of receipts was \$114,874 31
 The total expenditure was..... 23,149 48

Leaving a net balance of \$91,724.83

To be distributed among 116 pilots, giving a net dividend of \$791.

Forty-eight foreign vessels paid in \$3,588.57, and seven hundred and ninety-three British vessels paid in \$111,285.74.

Three pilots died during the year: Messrs. Alfred Dion, Jos. F. X. Bernier and Adélar Santerre.

All of which is respectfully submitted.

F. X. DION,
Secretary-Treasurer.

THE CORPORATION OF PILOTS.

STATEMENT of Moneys received and expended by the Corporation of Pilots for the Decayed Pilot Fund of Quebec, during the year 1901.

RECEIPTS.	§ cts.	Two Pilots at \$110.	§ cts.
To balance of 1900	22,251 20	Pouliot, Paul,	110 00
Percentage on contributions of pilots...	7,942 81	Raymond, Léandre,	110 00
Interest on investments,	3,965 50		220 00
Interest from savings bank.....	720 99		
	34,880 50		
		<i>One Pilot at \$70.</i>	
EXPENDITURE.		Forbes, James, arrears.....	17 50
By pensions	9,083 24	" " one year.....	70 00
By relief.....	500 00		87 50
General expenses.....	58 50	WIDOWS.	
Salaries	550 00	<i>Twenty-eight Widows at \$88.</i>	
Churchwardens of St. Valier, loan.....	7,000 00	Widow Andet, Georges dit Lapointe..	§ 00
" " St. Romuald, loan.....	12,000 00	" Bernier, J. Bte.....	§ 00
Deposit in savings bank.....	5,600 00	" Brown, Charles.....	§ 00
Balance on hand.....	88 76	" Bouffard, David.....	§ 00
	34,880 50	" Caron, Maximin.....	§ 00
		" Dufresne, Jérémie, pensioned	
PENSIONERS RELIEVED BY THE FUND.		February 27, 1901.....	50 50
Adam, J. E.	200 00	" Delisle, Magloire.....	§ 00
Pouliot, Joseph, 3.....	200 00	" Dumas, Charles.....	§ 00
Pouliot, Joseph, 1.....	50 00	" Dumas, Frs.....	§ 00
Gourdeau, Théophile.....	50 00	" Dion, J. Bte.....	§ 00
	500 00	" Després, Auguste.....	§ 00
		" Godbout, Laurent.....	§ 00
		" Girard, Dominique, died Jan.,	
		16, 1901.....	12 50
		" Gobeil, Antoine.....	§ 00
		" Jouvin, Hilaire.....	§ 00
		" Laprise, Louis.....	§ 00
		" Langlois, Paul.....	§ 00
		" Lavoie, Louis Joseph.....	§ 00
		" Lapierre, Pierre.....	§ 00
		" Lapointe, Antoine.....	§ 00
		" Gobeil, Jean.....	§ 00
		" Marcoux, Edouard.....	§ 00
		" Pelletier, Alexis.....	§ 00
		" Demers, Victor.....	§ 00
		" Pouliot, Jean.....	§ 00
		" Vaillancourt, Alexandre.....	§ 00
		" Vézina, Charles.....	§ 00
		" Baquet, Annibal.....	§ 00
			2,366 00
		<i>Sixteen Widows at \$84.</i>	
		Widow Coulombe, Jean.....	84 00
		" Fontaine, Louis, died Jan., 15,	
		1901.....	17 50
		" Delisle, F. X.....	84 00
		" Dumas, Hubert.....	84 00
		" Forgues, Narcisse.....	84 00
		" Fontaine, Pierre.....	84 00
		" Guénard, Michel.....	84 00
		" Lachance, Barthéleml.....	84 00
		" Lanarrie, Jean Frs.....	84 00
		" Laprise, Jean.....	84 00
		" Lenuex, Pierre.....	84 00
		" Morency, Joseph.....	84 00
		" Ruelland, Pierre.....	84 00
		" Thiviérge, Louis.....	84 00
		" Delisle, Jean.....	84 00
		" Marticotte, Isaie.....	84 00
			1,277 50

SESSIONAL PAPER No. 23

STATEMENT of Moneys received and disbursed by the Corporation of Pilots for the Decayed Pilot Fund of Quebec, &c.—Continued.

<i>Eight Widows at \$82.</i>		\$	cts.	<i>Four Widows at \$51.</i>		\$	cts.
Widow	Babin, Damase	82	00	Widow	Dandurand, Jacques	51	00
"	Demers, Edouard	82	00	"	Morency, Guillaume	51	00
"	Doiron, Eustache	82	00	"	Pelletier, David F	51	00
"	Fortin, Nicolas	82	00	"	Dallaire, Napoléon	51	00
"	Genest, Amable	82	00				
"	Gaudreau, Frs	82	00				204 00
"	Lapointe, Joseph	82	00	<i>Six widows at \$48.</i>			
"	Leclerc, Louis Olivier, died November 3, 1901	82	78	Widow	Caron, Fabien	48	00
		656	78	"	Côté, Magloire	48	00
				"	Langlois, Louis, died Mar. 14, 1901	18	00
<i>Six Widows at \$80.</i>				"	McNeil, Thomas	48	00
Widow	Cinq-Mars, David	80	00	"	Turgeon, Alfred	48	00
"	Crépaud, Louis	80	00	"	Larocelle, Laurent	48	00
"	Curodeau, Pierre	80	00				258 00
"	Bernier, Joseph, pensioned April 18, 1901	42	90	<i>Children.</i>			
"	Mercier, Magloire	80	00	Child of	Boutin, Thos., arrears	11	20
"	Roy, Alexis	80	00	"	" " acct.	11	20
		442	90	"	Couillard, Hilaire, arrears	22	40
				"	" " acc.	11	20
<i>Ten Widows at \$75.</i>				"	Dugas, Jean, arr.	5	60
Widow	Després, Georges	75	00	"	Dugas, Jean, year	22	40
"	Gleau, Dennis	75	00	"	Forbes, James (2)	41	20
"	Langléier, Fabien	75	00	"	Fortin, N., arr.	16	80
"	Langlois, Julien	75	00	"	Fortin, N., acc.	16	80
"	Laroche, J.-Bte	75	00	"	Giroux, Jean	22	40
"	Lavoie, A. (L.M)	75	00	"	Langlois, Joseph	22	40
"	Noël, Henri	75	00	"	Touissant, Pierre	22	40
"	Dion, Alfred, pensioned Jan. 6, 1901	61	35	"	Plante, Joseph	22	40
"	Ross, Pierre	75	00	"	Noël, François	22	40
"	Fournier, Anable	75	00	"	Chouinard, Charles	22	40
		736	35	"	Gobeil, Jean	22	40
				"	Asselin, Louis	22	40
				"	Dion, Charles	22	40
							360 40
<i>Eight Widows at \$72.40.</i>				RECAPITULATION OF PENSIONS.			
Widow	Talbot, J.-Bte., died Mar. 30, 1901	30	17	7 Pilots at \$150		938	34
"	Langlois, Philéas	72	40	3 "	136	306	00
"	Côté, François	72	40	2 "	122	244	00
"	Dion, Jean	72	40	1 "	120	120	00
"	Koenig, C. F	72	40	2 "	110	220	00
"	Lachance, Ovide	72	40	1 "	70	87	50
"	Levesque, Joseph	72	40	16 Pilots.			
"	Pineau, Benjamin	72	40	28 Widows at \$88		2,366	60
		536	97	16 "	84	1,277	50
				8 "	82	656	78
<i>Six Widows at \$60.</i>				6 "	80	442	90
Widow	Derosiers, P., died Dec. 15, 1900	7	50	10 "	75	736	35
"	Côté, Celestin	60	00	8 "	72.40	536	97
"	Dion, Joseph	60	00	6 "	60	328	50
"	Dion, Joseph, from 1897 at \$48 and \$75	63	00	4 "	51	204	00
"	Lachance, F. X	60	00	6 "	48	258	00
"	Turgeon, Edouard	60	00	92 Widows.			
"	Doiron, Arthur, re-married on February 18, 1901	18	00	15 Children at \$22.40		360	40
		328	50				9,083 24
				In all 123 Pensioners.			

STATEMENT of Moneys received and disbursed by the Corporation of Pilots for the Decayed Pilot Fund of Quebec, &c — *Concluded.*

Dr.		Cr.	
RECEIPTS.	8 cts.		8 cts.
To balance of 1900	22,251 20	By pensions and relief paid during the year 1901 :—	
To Trustees of Quebec roads, 1 year's interest to July 1, 1901, on \$22,800, at six per cent	1,368 00	By relief	500 00
The City of Quebec, class B, 1 year's interest at 7 per cent on \$9,000	630 00	By arrears of pensions to Dec. 31, 1900.	73 50
Treasury Department, 1 year's interest to July 1, 1901, on \$20,000, at 5 per cent	1,000 00	Quarter ending January 31, 1901	2,354 66
To Church Wardens of St. Fulgence, 1 year's interest on \$2,500, plus 6 months	187 50	" April 30, 1901	2,194 29
To Church Wardens of St. Valier, 1 year's interest to August 9, on \$8,000, at 4 per cent	320 00	" July 31, 1901	2,233 60
To Church Wardens of St. Romuald, 16 months' interest on \$12,000, at 4 per cent	240 00	" October 31, 1901	2,227 28
To Corporation of Pilots, 1 year's interest on \$2,500, at 4 per cent	100 00	By general expenses	58 50
Thomas Gray, 1 year's interest on \$2,400, at 5 per cent	120 00	By salaries of secretary-treasurer and assistant	550 00
Savings banks, 1 year's interest, Banque Nationale and Quebec Bank	720 99	Loan to Church Wardens, St. Valier	7,000 00
Contributions	7,942 81	" " St. Romuald	12,000 00
		Deposits in savings banks—Banque Nationale and Quebec Bank	5,600 00
		Balance on hand	88 76
	34,880 50		34,880 50
		STATEMENT OF FUND.	
		Moneys loaned	86,200 00
		Moneys in savings bank	5,600 00
		Moneys in the hands of the sec.-treas.	88 76
			91,888 76
		Deduct arr. of pensions due this day	117 90
			91,770 86

F. X. DION,
Secretary-Treasurer.

We, the undersigned, officially appointed to examine the books and accounts of the Corporation of Pilots, certify to having found them correct.

THOMAS BOISSINOT,
Accountant.

VITAL EPHREM CHAMBERLAND,
JOSEPH VICTOR GOURDEAU,
Auditors.

QUEBEC, December 31, 1901.

SESSIONAL PAPER No. 23

F. X. DION in current account with the Corporation of Pilots of Quebec to December 31, 1901.

Dr.		§ cts.	Cr.		§ cts.
To	Balance of 1900.....	808	23	By	Expenses pilots boats...§ 581 51
	Reserve fund.....	500	00		Less..... 13 37
	Pilots' retirement fund.....	1,000	00		568 14
	Customs, Montreal.....	57,667	16		Expenses pilots..... 600 86
	" Three Rivers.....	2,159	53		Pilot boat <i>D. Prieur</i> 48 10
	" Sorel.....	447	48		" <i>La Mouette</i> 227 36
	" Batiscan.....	253	24		" <i>La Vigie</i> 858 84
	" St. Thomas.....	946	14		General expenses.....§1,426 65
	" Tadoussac.....	147	99		Less..... 73 80
	" Chicoutimi.....	582	45		1,352 85
	" Trois Pistoles.....	229	27		Provisions.....§1,394 02
	" Rivière du Loup.....	849	19		Less..... 17 93
	Interests, Banque Nationale.....	99	80		1,376 09
	Lost time.....	1,140	02		Rent.....§ 479 13
	Fines.....	169	00		Less..... 50 00
	Pilotage collected at Quebec.....	51,591	86		429 13
					Apprentices' wages..... 282 73
					Seamen's "..... 231 00
					Cooks' "..... 383 88
					Indemnity to directors..... 600 00
					" captains..... 260 00
					" Saguenay station... 250 00
					Pilot boat shares..... 4,000 00
					Interest paid on loans..... 100 00
					Legal advisers..... 90 00
					Insurance..... 120 20
					Pilotage remitted..... 1,916 66
					Salaries of employees..... 1,550 00
					Decayed pilots' fund..... 7,903 64
					Retired "..... 1,000 00
					Reserve fund..... 500 00
					Dividends..... 93,411 00
					Balance..... 521 88
		118,582	36		118,582 36

F. X. DION,
Secretary-Treasurer.

We, the undersigned, officially appointed to audit the books and accounts of the Corporation of Pilots, certify to having found them correct.

THOMAS BOISSINOT,
Accountant.

VITAL EPHREM CHAMBERLAND,
JOSEPH VICTOR GOURDEAU,
Auditors.

QUEBEC, December 31, 1901.

APPENDIX No. 10.

REPORT OF THE PILOTAGE AUTHORITY, VICTORIA, B.C., FOR YEAR ENDED DECEMBER 31, 1901.

PILOTAGE AUTHORITY,
VICTORIA, B.C., January 9, 1902.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour, by direction of the Commissioners, to transmit herewith the pilotage returns for the Pilotage District of Victoria and Esquimalt in the Province of British Columbia for the year ending December 31, 1901, as required by section 22 of chapter 80 of the Revised Statutes of Canada, 1886, in the belief that the same will reach you or your department in ample season for embodiment in the supplement to your annual report, of which kindly furnish me with a copy when issued as has hitherto been your custom.

I have the honour to be, sir,
Your most obedient servant,

EDGAR CROW BAKER,
Secretary-Treasurer, P. A.

PILOTAGE Returns, Victoria and Esquimalt Pilotage District, B.C.,
January 1 to December 31, 1901.

LIST OF LICENSED PILOTS.

No.	Name.	Age.	Date of Issue.	Seniority.	Remarks.
1	John Thompson.	52	April 23, 1880. . .	Dec. 4, 1878. . .	Originally a B. C. Pilot.
2	Samuel W. Bucknam.	51	March 6, 1891. . .	March 6, 1891. . .	Victoria and Esquimalt District.
3	John Newby.	52	April 10, 1891. . .	April 10, 1891. . .	" "
4	Thos. Bebbington.	55	Feb. 25, 1893. . .	Feb. 25, 1893. . .	Originally a N.W. and Yale Pilot.

N.B.—The foregoing is a list of licensed pilots, who are the only ones who have prosecuted such calling in the above named district.

There are no masters and mates acting under license from this Pilotage Authority, all the certificates previously granted having expired by effluxion of time.

Clauses I, II., III., page 213, supplement to 19th annual report, with reductions on pages 200 and 201, supplement to 21st annual report, and also those on pages 181

SESSIONAL PAPER No. 23

and 182, supplement to 26th annual report (*i.e.* Order in Council, July 1, 1893) apply to this year also.

Same Acts and parts of Acts as last year apply to 1901, and list of exempted vessels, and Puget Sound Rates remain the same.

EDGAR CROW BAKER,
Secretary-Treasurer.

VICTORIA, B. C., December 31, 1901.

PILOTAGE DUES collected, January 1 to December 31, 1901.

Month.	British.	Foreign.	Total.	Remarks.
	§ cts.	§ cts.	§ cts.	
January.....	455 75	804 50	1,260 25	N.B.—The total \$16,688.12 does not include sums of \$400 collected from Puget Sound steamers and \$10.50 pilotage outwards in certain cases to the credit of Pilotage Authority.
February.....	391 50	783 75	1,175 25	
March.....	510 50	1,109 00	1,619 50	
April.....	516 00	1,086 50	1,602 50	
May.....	617 50	1,025 25	1,642 75	
June.....	264 00	902 50	1,166 50	
July.....	481 50	909 00	1,390 50	
August.....	367 50	748 75	1,116 25	
September.....	644 00	773 50	1,417 50	
October.....	511 00	980 75	1,551 75	
November.....	457 00	752 75	1,209 75	
December.....	675 50	860 12	1,535 62	
	5,951 75	10,736 37	16,688 12	

EDGAR CROW BAKER,
Secretary-Treasurer.

VICTORIA, B.C., December 31, 1901.

Cl.

DR. RECEIPTS and EXPENDITURE, January 1 to December 31, 1901.

Date.	Nature of Receipt.	Amount.	Date.	Head of Service.	Amount.
1901.		\$ cts.	1901.		\$ cts.
January 1.....	To Balance from last year.....	1,312 94	January 9	By V. and E. pilots, division surplus, 1900.....	1,312 94
Jan. 1 to Dec. 31	Pilotage dues, 12 months.....	16,688 12	Jan. 1 to Dec. 31	V. and E. pilots, earnings as per receipts.....	15,019 31
" "	Certificate fees, Puget Sound Steamers.....	400 00	" "	Secretary-treasurer, 12 months' salary.....	600 00
" "	Pilotage outwards, in certain cases to credit of Pilotage Authority.....	10 50	December 31.....	Office expenses, rent, fuel, light, &c.....	344 59
		18,411 56		Balance to credit of Pilotage Authority.....	1,434 72
					18,411 56

EDGAR CROW BAKER,
Secretary-Treasurer.

Approved and certified correct.

JOHN G. COX,
A. B. FRASER, SR.,
WILLIAM GRANT,
JOSHUA KINGHAM.

} *Commissioners.*

APPENDIX No. 11.

REPORT OF THE PILOTAGE AUTHORITY OF NANAIMO, B.C., FOR
THE YEAR ENDED DECEMBER 31, 1901.

NANAIMO, B.C., January 6, 1902.

To the Deputy Minister of Marine and Fisheries,
Ottawa, Ont.

DEAR SIR,—I have the honour to inclose statement and accounts of Nanaimo Pilotage Authority for the year ending December 31, 1901, as required by the Pilotage Act, 1886.

I regret having to report the death of one of our pilots: Capt. Daniel Morrison, who died on Oct. 20, after a short illness.

On account of shipping being somewhat slack for the past few months, a successor to late pilot Morrison has not yet been appointed.

I have the honour to be, sir,
Your obedient servant,

TULLY BOYCE,
Secretary.

PILOTAGE Returns for the year ending December 31, 1901 :

LICENSED PILOTS.

Names of Pilots.	Age.
Bendrodt, James Peter.....	41
Christensen, James.....	60
Butler, James Edgar.....	40
Owen, William David.....	35
Yates, Albert Francis.....	49
Morrison, Daniel. Died Oct. 20.	

RATES OF PILOTAGE.

Half pilotage	\$1 per foot draught.
Full "	2 " "
Gulf "	10 per diem.

Special rates for Mail Steamers and Tugs.

1-2 EDWARD VII., A. 1902

FULL PILOTAGE DUES collected January 1, 1901, to December 31, 1901.

	British.	Foreign.	Total.
	£ cts.	£ cts.	£ cts.
January.....	696 00	1,213 00	1,909 00
February.....	1,037 00	656 00	1,693 00
March.....	956 00	1,029 00	1,985 00
April.....	939 00	1,112 00	2,051 00
May.....	1,207 00	737 00	1,944 00
June.....	935 00	753 00	1,688 00
July.....	905 00	1,016 00	1,921 00
August.....	851 00	1,027 00	1,878 00
September.....	630 00	910 00	1,540 00
October.....	581 00	1,197 00	1,778 00
November.....	180 00	1,041 00	1,221 00
December.....	600 00	1,034 00	1,634 00
	9,517 00	11,725 00	21,242 00

HALF PILOTAGE DUES collected January 1, 1901, to December 31, 1901.

	British.	Foreign.	Total.
	£ cts.	£ cts.	£ cts.
January.....		469 00	469 00
February.....		425 00	425 00
March.....	43 00	463 50	506 50
April.....		311 00	311 00
May.....		305 00	305 00
June.....	22 50	281 00	303 50
July.....	21 00	162 00	183 00
August.....		340 50	340 50
September.....	63 00	225 50	288 50
October.....		383 50	383 50
November.....		344 50	344 50
December.....		193 50	193 50
	149 50	3,904 00	4,053 50

SESSIONAL PAPER No. 23

RECEIPTS AND EXPENDITURE from January 1, 1901, to December 31, 1901.

	8 cts.		8 cts.	8 cts.
To Pilotage fees for twelve months as per statements inclosed.	25,295 50	By Salary, secretary and treasurer.....	600 00	
		Office rent, Janitor, fuel and light.....	179 25	
		Printing, postage and stationery.....	61 20	
		Insurance, office fixtures and miscellaneous.....	56 15	
		Refunds.....	25 00	
		Donation to pilot Sabiston.....	600 00	
		Commission to collectors.....	370 17	
		Pilot station expenses.....	1,840 73	
		Travelling and personal expenses.....	2,626 00	
		Net earnings.....		6,358 50
				18,937 00
	25,295 50			25,295 50

J. S. KNARSTON,
Acting Chairman.

TULLY BOYCE,
Secretary.

Approved and certified correct.

THOMAS O. CONNELL, } *Commissioners.*
HARRY B. SHAW. }

APPENDIX No. 12.

REPORT OF THE PILOTAGE AUTHORITY OF YALE AND NEW WESTMINSTER, FOR THE YEAR ENDED DECEMBER 31, 1901.

VANCOUVER, B.C., January 6, 1902.

The Honourable
The Minister of Marine,
Ottawa.

SIR,—I have the honour to inclose statement of affairs of the Yale and New Westminster Pilotage Authority for the year just ended, 1901. At a meeting of the Commissioners held to-day, my accounts were audited and signed by Mr. C. J. Major, Commissioner, for Chairman, and was instructed to forward to you.

These I now inclose,—receipts and expenditure, ledger balance and statement. I send copy of the same to your Dominion Marine Agent at Victoria, Capt. J. Gaudin.

I have the honour to remain, sir,
Your obedient servant,

C. GARDINER JOHNSON,
Secretary Yale and New Westminster Pilotage Authority.

No. of License.	Name of Pilot.	Age.	Service in.	Remarks.
1 First Class.	William Ettershank.....	59	Licensed to pilot vessels of any size or description within the limits of Yale and New Westminster Pilotage Authority.	Active.
2 "	George W. Robertson....	51		"
3 "	H. Robson Jones.....	46		"
4 Third Class.	Edward C. Bridgman.....	55		"
5 "	Donald Patterson.....	40		"

NOTE.—Pilotages due now in force are same as approved by Order in Council, Saturday, the 28th day of April, 1894.

INWARDS.

63 British steamers inwards.....	\$ 2,708 00
269 Foreign steamers inwards.....	4,678 30
18 British sailers inwards.....	624 25
35 Foreign sailers inwards.....	794 50
	—————\$ 8,805 05

OUTWARDS.

62 British steamers outwards.....	\$ 3,181 75
269 Foreign steamers outwards.....	4,746 75
18 British sailers outwards.....	683 50
35 Foreign sailers outwards.....	1,227 00
	—————\$ 9,839 00
	—————\$ 18,644 05

Remaining in port December 31, 1901.—*Empress of India*, \$66.25; *Athenian*, \$52.50; *Aorangi*, 58.75; *Greta*, \$43.75; *Greta*, \$31.; *Elizabeth Nicholson*, \$28.00; *Beechdale*, 40.25.

SESSIONAL PAPER No. 23

RECEIPTS.

Balance in bank, January 5, 1901	§ 671 47
Pilotage earnings for the year 1901	18,644 05
	-----§ 19,315 52

DISBURSEMENTS.

Paid pilots, January 5, 1901	§ 671 47
Paid pilots during year 1901	13,333 69
Office expense account "	931 20
Pilotage expense account 1901	3,445 99
Balance in bank	933 17
	-----§ 19,315 52

C. GARDINER JOHNSON,

Secretary Yale and New Westminster Pilotage Authority.

Approved,

C. G. MAJOR,
for *Chairman.*

VANCOUVER, B. C., January 6, 1902.

LEDGER BALANCE.

Assets.

Bank of Montreal	§ 933 17
Bank of Montreal—	
Savings department	§ 546 33
Interest, 1901	16 38
	-----§ 562 71
	-----§ 1,495 88

Liabilities.

Reserve fund	§ 546 33
Interest, 1901	16 38
	-----§ 562 71
Pilotage earnings undisbursed	933 17
	-----§ 1,495 88

C. GARDINER JOHNSON,

Secretary Yale and New Westminster Pilotage Authority.

Approved,

C. G. MAJOR,
for *Chairman.*

VANCOUVER, B.C., January 6, 1902.

APPENDIX No. 13.

REPORT OF THE PILOTAGE AUTHORITY OF HALIFAX, FOR THE
YEAR ENDED DECEMBER 31, 1901.

HALIFAX, N.S., January 17, 1902.

Hon. Minister Marine and Fisheries,
Ottawa.

SIR,—I beg leave to transmit for the information of the department the inclosed returns of the Pilotage District of Halifax, N.S., viz. :—

- Statement of receipts and expenditures
- Statement of superannuation fund.
- Return inwards of British and Foreign vessels.
- Return outwards of British and Foreign vessels.
- List of licensed pilots.
- List of pensioners.
- Balance sheet.

Respectfully,
Your obedient servant,J. TAYLOR WOOD,
*Secretary-Treasurer.*OFFICE OF PILOT COMMISSIONERS,
HALIFAX, N.S., December, 31, 1901.

RECEIPTS AND EXPENDITURES.

Dr.	\$ cts.	Cr.	\$ cts.
Salary	600 00	Balance on hand, Dec. 31, 1900.....	1,332 33
Rent	325 00	Outward pilotage.....	2,085 30
Printing, telephone, legal expenses, &c.	512 61	Commissions	1,575 81
Superannuation fund.....	3,168 78	Interest.....	862 22
Deposit savings bank.....	1,289 58	Licenses, bonds, &c.....	40 31
Balance	1,289 58		
Total	5,895 97	Total	5,895 97

J. TAYLOR WOOD,
Secretary-Treasurer.

E. & O. E.

Examined and found correct.

HALIFAX, N.S., January 17, 1902.

GEO. MITCHELL, *Auditor.*

SESSIONAL PAPER No. 23

SUPERANNUATION FUND.

Dr.	\$ cts.	Cr.	\$ cts.
Union Bank	430 13	Balance, December 31, 1900.....	18,658 80
" special	1,000 00	Commissions.....	784 70
Savings Bank.....	7,515 73	Interest.....	862 22
Dominion stock.....	11,947 93	Licenses, fines, &c.....	20 00
		Transferred from general account....	1,501 86
		Less paid pensions.....	21,827 58
			933 75
Total.....	20,893 83	Total.....	20,893 83

J. TAYLOR WOOD,
Secretary-Treasurer.

E. & O. E.

Examined and found correct.

HALIFAX, N.S., January 17, 1902.

GEO. MITCHELL, *Auditor.*

RETURN of Vessels entered Inwards at the Port of Halifax, N.S., from January 1, 1901, to December 31, 1901, subject to compulsory Pilotage.

BRITISH.

Schooners.	Brigantines.	Barkentines.	Barks.	Ships.	Barges.	Steamers.	Tonnage.	Pilot Fees.
95	7	5	.....	.....	30	585	887,790	\$ cts. 14,389 70

FOREIGN.

37	2	6	26	1	2	136	202,244	3,791 60
----	---	---	----	---	---	-----	---------	----------

RETURN of Vessels entered Outwards at the Port of Halifax, N.S., from January 1, 1901, to December 31, 1901, subject to compulsory Pilotage.

BRITISH.

Schooners.	Brigantines.	Barkentines.	Barks.	Ships.	Barges.	Steamers.	Tonnage.	Pilot Fees.
33	2	.....	.....	3	556	859,342	7,719 40

FOREIGN.

10	2	6	26	1	2	130	194,895	2,031 80
----	---	---	----	---	---	-----	---------	----------

J. TAYLOR WOOD,
Secretary-Treasurer.

1-2 EDWARD VII., A. 1902

OFFICE OF PILOT COMMISSIONERS,
HALIFAX, N.S., December 31, 1901.

LIST of Pilots, Port of Halifax.

No.	Name.	Residence.	Age.
1			
2	William Fleming	Halifax	35
3	James Holland	Duncan's Cove	65
4	William Baker	Halifax	66
5			
6	Frank Thomas	Herring Cove	26
7			
8	William Hayes	Herring Cove	27
9	Hugh Monroe	Halifax	66
10			
11	Edward Bayers	Halifax	60
12	James Hanrahan	Ferguson's Cove	64
13	William Beazely	Halifax "	61
14	John Hayes	Halifax	51
15	James Spears	"	43
16	John F. Beazely	"	41
17	William Gorhan	Herring Cove	27
18	Charles F. Martin	Halifax	36
19	William White	Ferguson's Cove	44
20	Thomas Hayes	Halifax	42
21	Thomas Reno	Herring Cove	41
22	Frank Mackey	Halifax	29
23	Henry Latter	"	37
24			
25			
26	James Fleming	Halifax	62

J. TAYLOR WOOD,
Secretary-Treasurer.

LIST of Persons on the Pension Roll.

Name.	Age.	Residence.	Amount of Pension allowance.
			8 cts.
John Fleming	88	Ketch Harbour	150 00
John Johnston	78	Bear Cove	150 00
Patrick Hayes	79	Herring Cove	150 00
Bernard Gallagher	76	Halifax	150 00
Joseph Reno	75	Herring Cove	150 00
Jeremiah Holland	69	Duncan's Cove	150 00
Mrs. L. Nickerson	67	Sambro	30 00
Mrs. Mary Smith	65	Halifax	30 00
Mrs. Mary Glazebrooke	56	"	30 00
Mrs. Charles Martin	69	"	30 00
Mrs. Daniel Martin	43	"	30 00
Thomas Martin	15	"	15 00
Elizabeth Martin	9	"	15 00
Barbara Martin	8	"	15 00
Catherine Martin	6	"	15 00
Mary Glazebrook	12	"	15 00
Charles Glazebrook	10	"	15 00
			1,140 00

J. TAYLOR WOOD,
Secretary-Treasurer.

SESSIONAL PAPER No. 23

OFFICE OF PILOT COMMISSIONERS,
 HALIFAX, N.S., December 31, 1901.

BALANCE SHEET.

DR.	\$ cts.	CR.	\$ cts.
Cash.....	1,289 58	Commissioners' Fund.....	20 31
Union Bank, special deposit.....	1,000 00	Superannuation ".....	20,893 83
" " superannuation.....	430 13	Outward pilotage.....	1,269 27
Savings Bank.....	7,515 73		
Dominion stock.....	11,947 97		
	22,183 41		22,183 41

E. & O. E.

J. TAYLOR WOOD,
Secretary-Treasurer.

The for- going is a correct balance sheet to December 31, 1901.

GEO. MITCHELL,
Auditor.

APPENDIX No. 14.

REPORT OF PILOTAGE AUTHORITY FOR DISTRICT OF MIRAMICHI,
N.B., FOR THE YEAR ENDED DECEMBER 31, 1901.

NEWCASTLE, MIRAMICHI, January 4, 1902.

The Deputy Minister of Marine and Fisheries,
Ottawa.SIR,—I have the honour to inclose herein the pilotage returns of the district of
Miramichi, N.B., for the year ended December 31, 1901.I am, sir,
Your obedient servant,R. R. CALL,
*Secretary-Treasurer to Pilotage Commissioners.*PILOTAGE Returns for the Pilotage District of Miramichi, N.B., year ending
December 31, 1901.

Class of Vessel.	No.	Total.
Vessels reported inwards—		
British steamers.....	35	
" sailing vessels.....	21	
Foreign steamers.....	15	
" sailing vessels.....	65	
		136
Vessels reported outwards—		
British steamers.....	35	
" sailing vessels.....	20	
Foreign steamers.....	15	
" sailing vessels.....	65	
		135
Vessels removed—		
British steamers.....	13	
" sailing vessels.....	2	
Foreign steamers.....	7	
" sailing vessels.....	18	
		40

R. R. CALL,
Secretary-Treasurer to Pilotage Commissioners.

SESSIONAL PAPER No. 23

PILOTAGE Returns for the Pilotage District of Miramichi, N.B., for the year ending December 31, 1901.

Class of Vessel.	Amount.		Total.	
	§	cts.	§	cts.
Total amount of pilotage inwards—				
British steamers.....	2,084	21		
" sailing vessels.....	450	40		
Foreign steamers.....	849	32		
" sailing vessels.....	1,859	56		
			5,243	49
Total amount of pilotage outwards—				
British steamers.....	2,416	38		
" sailing vessels.....	511	50		
Foreign steamers.....	959	39		
" sailing vessels.....	2,320	00		
			6,207	27
Total amount for removals —				
British steamers.....	104	00		
" sailing vessels.....	30	00		
Foreign steamers.....	62	00		
" sailing vessels.....	132	00		
				328 00
				11,778 76

R. R. CALL,
Secretary-Treasurer to Pilotage Commissioners.

PILOTAGE Returns for the Pilotage District of Miramichi, N.B., for the year ending December 31, 1901.

No.	Names of Boats.	Tonnage.	Captains.	First Licensed	Last Licensed.
15	<i>Princess Louise</i>	20'85	A. Walls.....	May, 1879.....	
16	<i>Senator Snowball</i>	30'95	J. A. Nowlan.....	" 1897.....	
17	<i>Mabel</i>	22'	George Savoy.....	" 1900.....	

R. R. CALL,
Secretary-Treasurer to Pilotage Commissioners.

NATIONALITY of Vessels piloted inwards, year 1901.

British.....	No. 56	Swedish.....	No. 4
Norwegian.....	53	Danish.....	2
Italian.....	8	French.....	1
American.....	7	Austrian.....	1
Russian.....	3	German.....	1
Total vessels piloted.....			136

R. R. CALL,
Secretary-Treasurer to Pilotage Commissioners.

1-2 EDWARD VII., A. 1902

RATES of Pilotage chargeable at Miramichi, N.B., on all vessels, British and Foreign,
for the year 1901.

When inward bound.....	82.25 per foot.
And in addition to the above for all vessels propelled wholly or in part by steam.....	2c. per reg. ton.
When outward bound.....	82 per foot.
And in addition to the above for all vessels propelled wholly or in part by steam.....	2c. per reg. ton.
For the removal and mooring of vessels over 300 tons.....	84.
And where the distance of removal exceeds four miles, fifty per cent additional on the above rate. Removals within a distance of one mile are not compulsory, but when the pilots are requested by captains to perform the service the charge is.....	84
Steam tug boats towing one or more coal barges with cargo inwards may depart outwards after having paid full pilotage for tug, and barges inwards without paying any outward pilotage except on the tug.....	

STATEMENT showing the yearly expenditure by the Pilots on account of Pilot
Schooners during the past eight years.

Name of Boats.	Paid by Pilots in 1894.	Paid by Pilots in 1895.	Paid by Pilots in 1896.	Paid by Pilots in 1897.	Paid by Pilots in 1898.	Paid by Pilots in 1899.	Paid by Pilots in 1900.	Paid by Pilots in 1901.
	8 cts.	8 cts.	8 cts.	8 cts.	8 cts.	8 cts.	8 cts.	8 cts.
<i>Princess Louise</i>	391 84	381 21	329 14	365 05	322 19	395 16	351 30	298 83
<i>Senator Snowball</i>				325 32	329 23	442 63	376 99	360 66
<i>Mabel</i>							199 47	
Total.....	391 84	381 21	329 14	630 37	651 42	838 09	927 76	659 49

R. R. CALL,
Secretary-Treasurer to Pilotage Commissioners.

SESSIONAL PAPER No. 23

PILOTAGE Returns for the Pilotage District of Miramichi, N.B., year ending December 31, 1901.

No.	Name.	Age.	For what service.	Remarks.
2	Louis Jimmo.....	47	Full license.....	
6	Francis Martin.....	67	".....	
7	Maxime Martin.....	56	".....	
9	Angus McLean.....	68	".....	
10	Alex. Wilson.....	55	".....	
11	Robt. J. Walls.....	50	".....	
22	Wm. Walls, sr.....	47	".....	
26	John McCallum.....	49	".....	
27	James Nowlan.....	50	".....	
28	Dudley P. Walls.....	55	".....	
29	George Sutton.....	50	".....	
30	James A. Nowlan.....	46	".....	
31	George T. Tait.....	44	".....	
32	Joseph Jimmo.....	46	".....	
33	James McCallum.....	57	".....	
35	John Martin.....	42	".....	
36	Asa Walls.....	42	".....	
37	Wm. Walls, jr.....	44	".....	
38	John Nowlan.....	45	".....	
39	Patrick Nowlan.....	42	".....	
40	Hugh McLean.....	54	License for inw'd only	License cancelled.
41	Michael J. Jimmo.....	54	Full license.....	
42	George M. Nolan.....	45	".....	
43	Christopher C. McLean.....	54	".....	
44	George Savoy.....	57	".....	

R. R. CALL,
Secretary-Treasurer to Pilotage Commissioners.

The Miramichi Pilots in account with R. R. Call, Secretary-Treasurer.

1901.		DR.	§	cts.
June	6.	To paid R. J. Walls, insurance seine		9 00
"	6.	J. A. Nowlan, fitting out <i>Senator Snowball</i>		48 45
"	6.	R. J. Walls, cleaning pilots' office		3 50
"	6.	W. S. Loggie Co., account <i>Princess Louise</i>		15 71
"	6.	Asa Walls, fitting out		40 00
"	6.	J. B. Snowball Co., account		2 73
"	6.	George Stohart, account <i>Senator Snowball</i>		14 99
"	6.	" " <i>Princess Louise</i>		12 46
Aug.	1.	R. J. Walls, to retire note on account legal expenses		50 00
"	17.	John Martin, amount J. D. Creaghan's account		13 44
"	17.	George Watt, account <i>Princess Louise</i>		25 31
"	17.	John Wilson, account <i>Senator Snowball</i>		30 17
"	17.	Asa Walls, account <i>Princess Louise</i>		15 50
"	17.	E. Burke, account <i>Senator Snowball</i>		8 30
"	17.	" " <i>Princess Louise</i>		1 10
"	17.	R. J. Walls, to pay for wreath		14 50
"	17.	J. B. Snowball, account <i>Senator Snowball</i>		22 40
"	17.	R. J. Walls, changing stones for buoys		3 00
"	17.	George Watt, account <i>Senator Snowball</i>		25 52
Sept.	18.	Miramichi Steam Navigation Co., tickets, &c.		8 20
"	18.	Miller's Foundry, on account <i>Senator Snowball</i>		12 50
"	18.	C. A. Gunn, repairing anchor		80
"	18.	George Watt, on account schooner <i>Princess Louise</i>		9 49
"	18.	D. G. Smith, amount of account printing		3 50
"	18.	James P. Searle, rent pilots' office to April, 1902		20 00
Oct.	18.	H. W. Fleigher, account schooner <i>Senator Snowball</i>		1 85
"	18.	M. A. Goggan, " "		1 55
"	18.	R. J. Walls, refund barque <i>Arizona</i> , move		6 00
"	18.	Capt. Weatherbie, schooner <i>McClure</i> , being half outward pilotage account not getting pilot		11 00
"	18.	Paid Alex. Martin pension		75 00
Nov.	5.	Exp's Joseph Jimmo, Pietou, for ss. <i>Micmac</i>		6 27
"	18.	A. C. McLean on account <i>Princess Louise</i>		4 84
"	18.	" " schooner <i>Senator Snowball</i>		3 42
"	18.	Burr & Co., " " "		2 10
"	18.	W. S. Loggie Co., " " "		20 56
"	29.	Michael Bransfield, putting pilot on ss. <i>Salerno</i>		3 00
Dec.	3.	George Watt, account <i>Senator Snowball</i>		2 53
"	3.	E. Johnson, stationery for pilots' office		1 68
"	3.	A. C. McLean, pipe		85
"	3.	W. S. Loggie Co., account <i>Princess Louise</i>		5 13
"	3.	A. & R. Loggie, rent warehouse to November, 1901		10 00
"	7.	Anslow Bros., printing		3 85
"	9.	George Watt, account <i>Princess Louise</i>		3 95
"	12.	J. B. Snowball Co., account <i>Princess Louise</i>		1 63
"	12.	R. R. Call, Secretary-Treasurer, commission on \$12,198.76 at 3 per cent.		365 96
"	12.	" " pilotage and stationery		3 80
"	12.	One pilot return on account seine \$9 and \$10		95
"	12.	Twenty pilots, \$9,292; four pilots, \$1,899.47 and one pilot, \$60		11,252 27
1901.		CR.		12,198 76
Dec.	18.	By amount collected pilotage inwards	\$	5,243 49
"	18.	" " outwards		6,207 27
"	18.	" " removals		328 00
"	18.	paid in from outside		420 00
				12,198 76

NEWCASTLE, MIRAMICHI, N.B.,
December 31, 1901.

R. R. CALL,
Secretary-Treasurer to Pilotage Commissioners.

J. C. MILLER,
Chairman.

APPENDIX No. 15.

REPORT OF THE PILOTAGE AUTHORITY OF THE COUNTY OF CHARLOTTE, N.B., FOR THE YEAR ENDED DECEMBER 31, 1901.

ST. ANDREWS, N.B., December 31, 1901.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa, Canada.

SIR,—I have the honour to inclose herewith, pilotage returns for the district of the County of Charlotte, Province of New Brunswick, for the year ending December 31, 1901.

I am, sir, your most obedient servant,

C. E. O. HATHEWAY,
Commissioner and Secretary.

PILOTAGE Returns for the County of Charlotte, Province of New Brunswick, for year ending December 31, 1901.

Pilots Acting.	Residence.	Age.
Joseph Boyd.....	Campobell.....	66
Wellington Cline.....	West Hes.....	60

Pilot Boat License.

Schooner *Cruso*, ten tons register Joseph Boyd, master.

Licenses granted to Masters.

Name.	Description of Vessel.	Tonnage.	Where registered.
George E. Wadman.....	Barge.....	439	Parisboro, Nova Scotia.
Thomas H. Salter.....	".....	433	" "
N. Macnamara.....	".....	431	" "

Pilot's license granted to Joseph Boyd, for one year.

Amount of Pilotage collected by Pilots.

British vessels, \$81 ; foreign vessels, \$153.20 ; total, \$234.20.

Description of Vessels piloted.

Five schooners . . . Foreign . . . 1,317 tons.
Three " . . . British . . . 666 " total 1,983 tons.

Receipts by Pilotage Authority.

License to one pilot boat	§ 5 00
" one pilot "	6 00
" three masters	18 00
	—————§29 00

Charges.

Stationery, postage, &c.	§ 1 00
Commission, St. Stephen and St. George.	5 00
Commissioner and Secretary, St. Andrews	23 00
	—————§29 00

C. E. O. HATHEWAY,
Commissioner and Secretary.

ST. ANDREWS, N.B., December 31, 1901.

Rates of Pilotage in the District.

Longest pilotage, inwards or outwards, \$2 25 per foot draught of water.
Second " " 1.60 " "
Third " " 1.50 " "
From or to Campobello, 20 cents per foot less than above rates.
Fourth pilotage inwards or outwards, \$1 per foot draught of water.
From first of November to first of April, 20 cts. per foot in addition to above rates.
To or from St. Andrews harbour to ballast ground, vessels 80 tons and under 300 tons, \$2.50 each.
Vessels 300 tons and upwards, \$3 each.
Removing a vessel from loading place or harbour to any other loading place or harbour inside St. Andrews Bay, vessels 80 tons up to 200 tons, \$4 ; over 200 tons and up to 300 tons, \$5 ; over 300 tons and up to 400 tons, \$6 ; exceeding 400 tons, \$8 each.
Removing a vessel from any loading place or harbour inside St. Andrews Bay to any harbour or loading place outside St. Andrews Bay and within the district, pilotage inwards or outwards, vessels 80 tons and under 200 tons, \$6 ; 200 tons and under 300 tons, \$8 ; 300 tons and under 400 tons, \$10 ; 400 tons and upwards, \$12 each.

C. E. O. HATHEWAY,
Commissioner and Secretary.

ST. ANDREWS, N.B., December 31, 1901.

APPENDIX No. 16.

REPORT OF THE PILOTAGE AUTHORITY OF BATHURST, N.B., FOR THE YEAR ENDED DECEMBER 31, 1901.
 Return showing the number of vessels, pilotage rates and disbursements for the Pilotage District of Bathurst, N.B., season 1901.

Pilots.	BRITISH VESSELS.			FOREIGN VESSELS.				Disbursements.					
	Inwards.		Total.	Inwards.		Outwards.		Grand Total.	To whom.	Amount.			
	No.	Amount.		No.	Amount.	No.	Amount.						
		§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.					
Nazaire Hachey.....	2	44 49	2	26 00	70 49	15	322 55	15	216 40	538 95	609 44	578 97	
Fred. Reynolds.....												30 47	
Wm. H. Daly.....												609 44	
													609 44

Pilotage rates—

Outside bar, 80c. per foot inwards and \$1.00 per foot outwards.
 Inside bar, \$1.00 “ “ 1.20 “
 Steamers 1c. per ton extra.

Commissioners—

- JOHN E. O'BRIEN, Chairman.
- P. J. BURNS,
- SAMUEL MELANCON,
- THOS. LEAHY,
- F. CURRAN.

J. H. STEWART,
Secretary.

APPENDIX No. 17.

REPORT OF THE PILOTAGE AUTHORITY OF ST. JOHN, N.B., FOR THE YEAR ENDED DECEMBER 31, 1901.

OFFICE OF PILOTAGE AUTHORITY,

DISTRICT OF ST. JOHN, N.B., January 3, 1902.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—Herewith please find our annual returns, for pilotage, for this district, for the year ended December 31, 1901, all of which we trust you will find in order.

I have the honour to be, sir,
Your obedient servant,

J. U. THOMAS,
Secretary St. John Pilot Commissioners.

STATEMENT of Receipts and Expenditures for year ended December 31, 1901.

INCOME ACCOUNT.		\$	cts.	\$	cts.
RECEIPTS.					
Licenses to 27 pilots at 85.		135	00		
" 5 Boats at 810		50	00		
					185 00
25 cents per foot on outward pilotage from Port of St. John to date		2,337	55		
25 " " " " Musquash to date		12	50		
					2,350 05
EXPENDITURES.					
J. & A. McMillan, stationery		20	35		
Auditing accounts for 1900		25	00		
Office rent, one year to November 1, 1901		100	00		
Salary, Secretary-Treasurer, one year to date		800	00		
					945 35
Amount transferred to Pilot Fund Account					1,589 70
					2,535 05

J. U. THOMAS,
Secretary.

SESSIONAL PAPER No. 23

STATEMENT of Pilot Fund Account for year ended December 31, 1901.

PILOT FUND ACCOUNT.		\$	cts.	\$	cts.
DR.					
To pensions paid 4 pilots		836	25		
" widows and children.. ..		956	25		
				1,792	50
To funeral expenses, two pilots.....		40	00		
				40	00
To balance.....				10,155	06
				11,987	56
CR.					
By balance, December 31, 1900				10,123	81
Interest on Dominion Savings Bank deposit, 12 months to July 1, 1901 :—					
Per Pass Book No. 744.....		136	37		
" No. 10260.....		137	88		
				274	05
Amount carried from income account.....				1,589	70
				11,987	56
By balance to credit of Pilot Fund Account, December 31, 1901.....				10,155	06

J. U. THOMAS,
Secretary.

STATEMENT of Finances of the St. John Pilot Commissioners, as per audit
December 31, 1901.

INVESTMENT ACCOUNT.		\$	cts.	\$	cts.
On deposit in Dominion Savings Bank, per Pass Book, No. 744.....		4,675	31		
" " " " " " No. 10260.....		4,734	42		
				9,409	73
CURRENT ACCOUNT.					
On deposit in Bank of New Brunswick.....				745	33
				10,155	06

J. U. THOMAS,
Secretary.

PILOTS' individual earnings for year 1901.

	\$	cts.	\$	cts.
Total amount of pilotage received.....	37,903	05		
LESS—25 cents per foot deducted from outward pilotage for office expenses, Pilot Fund, &c.....	2,337	55		
			35,565	50
<i>Contra.</i>				
Bennett, James.....	1,715	50		
Cline, Richard.....	2,410	69		
Cline, Richard B.....	1,328	90		
Cline, Alfred.....	867	42		
Doyle, James.....	2,019	35		
Doherty, Joseph.....	3,041	56		
Daley, Charles.....	587	88		
Lahey, William.....	1,316	50		
Lahey, Frank L.....	1,517	18		
Mantle, James E.....	783	22		
Miller, James H.....	1,827	96		
Murray, William.....	1,768	65		
Quinn, William.....	1,246	66		
Rogers, Bart.....	1,764	95		
Reed, James.....	682	05		
Spears, Henry.....	1,852	90		
Spears, John.....	94	50		
Spears, Martin.....	1,089	42		
Spears, James S.....	570	13		
Scott, William.....	621	26		
Scott, Richard.....	475	80		
Stone, Thomas J.....	1,785	80		
Sherrard, John L. C.....	1,242	95		
Thomas, John S.....	2,362	42		
Thomas, Robert.....	522	25		
Traynor, Thomas.....	2,060	60		
			35,565	50

J. U. THOMAS,
Secretary.

RETURN of Vessels arriving at the Port of St. John, N.B. (subject to Pilotage) for the year ending December 31, 1901.

	British.	Foreign.	Total.
Schooners.....	141	225	366
Brigs and brigantines.....	10	1	11
Barques and barquentines.....	21	31	52
Ships.....	2	7	9
Steamers.....	202	32	234
	376	296	672
Amount of pilotage received.....	\$26,701 98	\$11,201 97	\$37,903 05

J. U. THOMAS,
Secretary.

SESSIONAL PAPER No. 23

LICENSED Pilots, Port of St. John, N.B., for the year 1900-1901.

Name.	Age.	Residence.	Remarks.
Bennett, James	44	St. John, N.B.	
Cline, Richard	76	"	
Cline, Richard B.	31	"	
Cline, Alfred	44	"	
Conlin, Patrick	51	"	
Doyle, James	64	"	
Doherty, Joseph	55	"	
Daley, Charles	65	"	
Lahey, William	72	"	
Lahey, Frank L.	30	"	
Mantle, James E.	55	"	
Miller, James H.	24	"	
Murray, William	27	"	
Quinn, William	54	"	
Rogers, Bart	44	"	
Reed, James	55	"	
Spears, Henry	50	"	
Spears, John	52	"	
Spears, Martin	44	"	
Spears, James S.	56	"	
Scott, William	45	"	
Scott, Richard	50	"	
Stone, Thomas J.	48	"	
Sherrard, John L. C.	67	"	
Thomas, John S.	55	"	
Thomas, Robert	60	"	
Traynor, Thomas	48	"	
McAnulty, John	63	Musquash, N.B.	Licensed for Musquash only.

J. U. THOMAS,
Secretary.

APPENDIX No. 18.

REPORT OF THE PILOTAGE AUTHORITY OF SHEDIAC, N.B., FOR THE YEAR ENDED DECEMBER 31, 1901.

PILOTAGE OFFICE,
SHEDIAC, N.B., January 8, 1902.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR, - The Pilotage Authority of the Port of Shediac, N.B., beg leave to submit the following report for the year ending December 31, 1901.

Names of Pilots in District.	Age.	Service.
1. Edward McDonald.....	67	Full district.
2. Docity P. LeBlanc.....	61	"
3. Thomas McGrath.....	53	"
4. Olaf Hendrickson.....	47	"
5. Paul P. LeBlanc.....	54	"

Number of vessels reported liable to pay pilotage :—

	Inwards.	Outwards.
British sailing vessels.....	2	2
Foreign ".....	10	10
	<hr/> 12	<hr/> 12

Nationality of above vessels reported inwards during 1901 :

British.....	2
Norwegian.....	10
Total.....	<hr/> 12

The total amount received for pilotage services for the year was as follows :—

From Foreign vessels.....	\$169 85
From British vessels.....	69 00
Total.....	<hr/> \$538 85

This amount was all paid to the above pilots, less commission 2 p.c.

The rates of pilotage for the district are as follows :—

For pilotage inwards and outwards, \$1.50 per foot draught of water. Each remove \$4.

Yours respectfully,

W. A. RUSSELL,
Secretary to the Pilotage Commission of Shediac.

APPENDIX No. 19.

REPORT OF THE PILOTAGE AUTHORITY FOR THE PILOTAGE DISTRICT OF ST. MARY'S AND LISCOMB, N.S., FOR THE YEAR ENDED DECEMBER 31, 1901.

To the Minister of Marine and Fisheries at Ottawa.

Liscomb, January 2, 1902.
 SIR,—Please find inclosed the Pilotage District of St. Mary's and Liscomb for the year ending December 31, 1901, which I hope you will find correct; also Harbour Master's returns for same year up to May 30, 1901.

WILLIAM PRIDE, Secretary.
 Report of Pilot Commissioners for the Pilotage District of St. Mary's and Liscomb from December 31, 1900, to December 31, 1901.

EDWARD QUINN, PILOT No. 1, FOR ST. MARY'S.

Date of Arrivals.	Where from.	Rig.	Name of Vessel.	Port of Registry.	Registered Tonnage.	Name of Master.	PILOTAGE COLLECTED.		
							Inwards.	Outwards.	Total.
							\$ cts.	\$ cts.	\$ cts.
Nov. 7.	Halifax.	Schooner.	Grenquiland.	Windsor, N.S.	165	Peters.	5 00	7 00	12 00
" 19	Galloway.	Barque.	V. B. Lovell.	Yarmouth, N.S.	750	Haynes.	9 00	11 00	20 00
				On government steam dredge St. Lawrence.	50 days \$5.00.				150 00
									182 00

This being less in charge of tug.

JOHN BURNS, PILOT No. 3, FOR ST. MARY'S.

Oct. 15.	Louisia.	Schooner.	J. B. Dexter.	Portland, Me.	525	McKinnon.	5 00	11 00	20 00
Nov. 10	Liverpool.	"	J. B. Dexter.	Liverpool, N.S.	110	Armstrong.	5 00	7 00	12 00
									32 00

This being less in charge of tug.

Report of Pilot Commissioners for the Pilotage District of St. Mary's and Liscomb from December 31, 1900 to December 31, 1901.—*Concluded.*

HENRY PYE, PILOT No. 1, FOR LISCOMB.

Date of Arrivals.	Where from.	Flag.	Name of Vessel.	Port of Registry.	Registered Tonnage.	Name of Master.	PILOTAGE COLLECTED.			
							Inwards.	Outwards.	Total.	
							%	cts.	%	cts.
1901.										
May 15.	Havre	Barque	Bastoe	Amundab, Nor	777	Olson	11 00	16 00	30 00	30 00
" 28.	Amundab.	"	Charlotte Fadbaug	" way.	580	Amsen	12 00	14 00	26 00	26 00
July 5.	Pieton.	S. Ship.	Mie Mac	Pieton	1,600	Mielck	11 65	16 00	30 65	30 65
Aug 15.	Belfast.	Barque	Agusta	Norway	380		9 00	10 00	19 00	19 00
Oct. 11.	Dundark	Barquentine	Leuark	Russia	365	A. Danble	9 00		9 00	9 00
Nov. 22.	Halifax	Schooner	Windala	British	272	Wagner	6 00	7 00	13 00	13 00
										127 66

† Less Steam Ship.

HUGH RUDOLPH, PILOT No. 3, FOR LISCOMB.

Oct. 11.	Dundark.	Barquentine	Leuark.	Russia	365	A. Danble	9 00	11 00	20 00	11 00
" 2.	Bristol	Barque	Ingae.	Norway	361	Martensen	11 00	13 00	24 00	20 00
July 30.	"	"	Poras.	"	133	Wing.				24 00
										55 00

DANIEL LANG, PILOT No. 2, FOR LISCOMB.

Oct. 2.	Plymouth	Barque	Ragna	Norway	463	Johnson	11 00	13 00	24 00	24 00
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SETH MCKINLAY, PILOT No. 5, FOR LISCOMB.

July 10.	Liverpool, G. B.	Barque	Bygd	Norway	490	A. Pedesen	11 00	13 00	24 00	24 00
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SESSIONAL PAPER No. 23

CHARLES RILEY, PILOT No. 3, FOR LISCOMB.

Sept. 15. Cape Town	S. Ship	Dora	British	1,457	Mitchell	14 00	15 00	29 00†
.....	Schooner	China	"	98	Westheaven	1 50	1 50	3 00
.....	S. tug	Goliath	"			1 50	1 50	3 00
								35 00

† $\frac{1}{2}$ less steam slip.
January 2, 1902.

JAMES HEMLOW, }
WILLIAM PRIDE, } *Commissioners.*
WM. PRIDE, }
Secretary to Commissioners.

APPENDIX No. 20.

REPORT OF THE PILOTAGE AUTHORITY OF PICTOU, N.S., FOR THE
YEAR ENDED DECEMBER 31, 1901.

Pictou, N.S., January 20, 1902.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—Inclosed you will please find pilotage returns for the Port of Pictou, N.S.,
for the season ending 1901.

I am, sir,
Your obedient servant,

DODD DWYER.
Secretary.

REPORT OF BOARD OF PILOT COMMISSIONERS, PICTOU, 1901.

TOTAL amount received for Pilotage dues for season 1901.

	§	cts.	§	cts.
Total amount received for pilotage dues for season.			2,496	54
Of this amount—				
Received from steamships.....	2,063	04		
" " sailing ships.....	433	50		
			2,496	54
Of this amount—				
Received from British ships.....	1,103	97		
" " foreign ships.....	1,392	57		
			2,496	54

EARNINGS of Pilots for 1901.

Name.	Age	Amount.	Total.
		§	§
		cts.	cts.
Daniel S. Smith.....	50	853 09	
McGregor Fraser.....	33	586 53	
Angus Smith.....	44	417 35	
Charles Cooke.....	53	332 07	
Wm. A. Cooke.....	63	114 00	
George W. Powell.....	50	35 00	
James Fraser.....	70	79 00	
			2,417 04

SESSIONAL PAPER No. 23

RECEIPTS and Expenditure of all Moneys received by or on behalf of the Pilotage Authority, in respect of Pilots or Pilotage.

RECEIPTS.	\$	cts.	\$	cts.
Received dues, as per statement.....	2,496	54		
" from seven pilots, bonds renewed.....	7	00		
" Capt. Belanger, <i>Campara</i>	40	00		
Balance due secretary.....	73	50		
EXPENDITURE.			2,617	04
Paid pilots pilotage.....	2,417	04		
" secretary's salary.	200	00		
			2,617	04

C. DWYER,
H. McKENZIE,
WILLIAM FRASER,
JOHN R. DAVIS,
JOSEPH C. GRAHAM,

Pilot Commissioners, Port of Pictou, N.S.

DODD DWYER,
Secretary.

APPENDIX No. 21.

REPORT OF THE PILOTAGE AUTHORITY OF SYDNEY, C.B., FOR THE YEAR ENDED DECEMBER 31, 1901.

NORTH SYDNEY, C.B., January 25, 1902.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa, Canada.

SIR,—I beg to wait on you with returns in connection with the pilotage authority district of Sydney for the year ending December 31, 1901.

Balance due per account.	\$ 1,741 70
Amount on deposit.	1,000 00
	\$2,741 70

Which I trust will be found correct.

Your obedient servant,

DANIEL McLEAN,
Secretary.

NORTH SYDNEY.

	Number.	Tonnage.
British steamers.	149	81,160
Foreign "	53	41,121
British sailing vessels.	37	11,718
Foreign "	12	3,835
Relief	22	3,614
	273	141,448

PILOTAGE RECEIVED.

From British vessels.	\$ 2,238 33
" foreign "	1,585 58
" relief.	72 00
	\$ 3,895 91

SESSIONAL PAPER No. 23

INTERNATIONAL

	Number.	Tonnage.
British steamers.....	146	274,802
Foreign ".....	143	246,930
British sailing vessels.....	11	2,315
Foreign ".....	7	1,099
Relief.....	17	2,150
	324	527,296

PILOTAGE RECEIVED.

From British vessels.....	£ 8,528 00
“ foreign “.....	8,452 00
“ relief.....	57 60
	£ 17,037 00

SYDNEY.

	Number.	Tonnage.
British steamers.....	51	91,452
Foreign ".....	64	140,421
British sailing vessels.....	11	2,170
Foreign ".....	6	2,581
Relief.....	4	517
	136	237,141

PILOTAGE RECEIVED.

From British vessels.....	£ 2,729 00
“ foreign “.....	4,423 00
“ relief.....	12 50
	£ 7,165 00

RECAPITULATION.

Port.	Number of Vessels.	Tonnage.	Amount.
			£ cts.
North Sydney.....	273	141,448	3,895 91
International.....	324	527,296	17,037 00
Sydney.....	136	237,141	7,165 00
	733	905,885	28,097 91

1-2 EDWARD VII., A. 1902

MASTERS LICENSED.

No.	Name.	Vessel.	Class.	Amount.
				\$ cts.
1	H. Bolinger.	Fiber.	Steamer.	100 00
2	P. LeChaux.	Polino.	"	100 00
3	C. Couillard.	Greenlands.	"	100 00
4	J. Reed.	Cape Breton.	"	100 00
5	D. C. Fraser.	Bonavesta.	"	100 00
6	W. H. Gould.	Louisburg.	"	100 00
7	H. Holmes.	Cobau.	"	100 00
8	M. M. Florian.	Grandee.	Barge.	100 00
9	E. Hall.	Rembrandt.	"	100 00
10	D. A. Scott.	Harlaw.	Steamer.	100 00
				1,000 00

STATEMENT of Relief.

Date.	Name.	Amount.
		\$ cts.
1901.		
April 20	Family Maurice Doyle.	20 00
May 18	Widow Madore.	20 00
June 12	Isabelle McGillvray.	15 00
" 14	Pilot Com. Mullins.	20 00
" 18	Catherine McGillvray.	15 00
July 3	Margaret Petrie.	15 00
" 24	Widow Daley.	30 00
Aug. 22	Mary Petrie.	15 00
" 22	Widow McLunis.	30 00
Sept. 10	Widow Carroll.	30 00
" 21	Widow Madore.	20 00
Oct. 1	Catherine McGillvray.	15 00
" 23	Mary Petrie.	15 00
" 23	Widow Brown.	30 00
	Pilot John Curren.	20 00
Nov. 21	Isabelle McGillvray.	15 00
" 22	Family Doyle.	30 00
" 29	Margaret Petrie.	15 00
" 29	Pilot Peter Burke.	50 00
		420 00

SESSIONAL PAPER No. 23

DR.

SYDNEY Pilotage Authority.

CR.

1901.	\$	cts.	1901.	\$	cts.
To Paid total pilotage.....	28,097	91	By Pilotage as per returns.....	28,097	91
Less—Relief.....	141	50	License to pilots.....	87	00
	27,956	41	Boats licensed.....	16	00
Less—Commission..	1,397	83	Masters licensed.....	1,000	00
	26,558	58	Balance on hand.....	1,263	40
3 collectors sec., and treasurer..	1,530	00	Interest on deposit.....	35	00
Head collector, office rent & fuel.	50	00	Deposit receipt.....	1,900	00
Expenses of five commissioners..	150	00			
Books, printing and stationery..	27	33			
Telegrams and sundries.....	6	50			
Bank charges, drafts, Sydney..	15	20			
Relief per statement.....	420	00			
Amount of deposit in bank.....	1,000	00			
Balance carried down.....	1,741	70			
	31,499	31			
			January 25, 1901		
			By Balance brought down.....	1,741	70
			Amount on deposit, Union Bank....	1,000	00
				2,741	70

LIST of Pilots for 1901.

No.	Name.	Amount paid.	
		£	cts.
1	William Ratchford.....	204	98
2	J. B. Camm.....	204	80
3	J. T. Mullins.....	204	80
4	A. Ratchford.....	204	80
5	John Fraser.....	204	80
6	J. G. McGillvray.....	204	80
7	Angus McNeil.....	204	80
8	John Carroll.....	204	80
9	G. B. Brown.....	204	80
10	L. Connell.....	204	80
11	James Carroll.....	204	80
12	D. D. Petrie.....	204	80
13	John McNeil.....	204	80
14	James Shanahan.....	204	80
15	William Brown.....	204	80
16	Tom Ratchford.....	204	80
17	G. D. Townsend.....	204	80
18	J. B. McGillvray.....	204	80
19	L. Ling.....	204	80
20	James Fraser.....	204	80
21	Tom McNeil.....	204	80
22	J. T. Loffin.....	204	80
23	Tom Roberts.....	204	80
24	Joseph Brown.....	204	80
25	Bernard Mullins.....	204	80
26	D. A. McInnis.....	204	80
27	E. D. Camm.....	204	80
28	Walter Handrigan.....	204	80
29	W. Langill.....	204	80
LIST OF APPRENTICES.			
1	George Spencer.....	402	40
2	Thomas Rudderham.....	402	40
3	John Carroll.....	402	40
4	John Mahon.....	402	40
5	Michael Curren.....	402	40
6	Vince McGillvray.....	402	40
7	John Ratchford.....	402	40
8	Edmund Petrie.....	402	40
		26,558	58

(Signed)

A. GANNON,
Head Collector.

APPENDIX No. 22.

REPORT OF THE PILOTAGE AUTHORITY OF CARAQUET, N.B., FOR THE
YEAR ENDED DECEMBER 31, 1901.

CARAQUET, N.B., December 26, 1901.

The Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I beg to inclose statement of pilotage paid in the Pilotage District of Caraquet during the year 1901 : also, statement of account of the Secretary with the Pilot Commissioners of the same district for the same year.

I have the honour to be, sir,
Your obedient servant,

PHILIP RIVE,
Secretary to Pilot Commissioners.

APPENDIX No. 23.

REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF PARRSBORO, N.S., FOR THE YEAR ENDED DECEMBER 31, 1901.

Pilotage returns for the district of Parrboro, N.S., for the year 1901 :—

Amount of pilotage fees collected for the year was as follows, viz :—

6 British vessels paid.	\$235 75
4 Foreign " "	252 25
	<hr/>
	\$488 00

Cr.

Paid pilot Robert Anderson	\$238 78
" James George	215 06
Office contingencies	15 00
Secretary for salary	19 16
	<hr/>
	\$488 00

LICENSED Pilots, Port of Parrsboro, N. S.

Name.	Age.	Remarks.
Robert Anderson	48	Licensed for full district.
James George	61	" " "
George E. Pettis	63	" " "
Baxter McLellan	43	for district of Spencer's Isl. only.
J. Ephraim Morris	39	for dist. Advocate Harbour only.

Pilotage non compulsory.

The rates are the same as list sent last year.

E. GILLESPIE,
Secretary Parrsboro' Pilotage Authority.

PARRSBORO', N.S, December 10, 1901.

APPENDIX No. 24.

REPORT OF THE PILOTAGE AUTHORITY OF BUCTOUCHE, N.B., FOR
THE YEAR ENDED DECEMBER 31, 1901.

BUCTOUCHE, N.B., January 14, 1902.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I herewith transmit report of Buctouche Pilotage Authority for the year 1901.

Foreign shipping from this port has declined to one or two vessels annually for several years past.

Your obedient servant,

JOHN C. ROSS,
Secretary of Buctouche Pilotage Authority.

Pilotage returns, district of Buctouche, province of New Brunswick, for the year 1901. Act 36 Vic., cap. 56, sec. 24.

1st. Names and age of pilots licensed :—Joseph Crossman, age 50 years. Joseph Belleisle, age 45 years.

2nd. The above pilots are licensed to undertake the pilotage of vessels of every description within and throughout the pilotage district of Buctouche.

3rd. Pilotage dues are charged as per section 12 of rules and regulations for the district. viz: One dollar and fifty cents per foot draught of water, both inward and outward bound.

4th. Total amount of pilotage dues paid, \$55.50. Of this amount \$48, including \$5, collected after crossing bar, was paid by one foreign vessel (Norwegian), the only one liable to pilotage under the new regulations, and \$7.50 by schooners (British), by whom employment of pilot was optional.

5th. The pilotage dues as above were paid to the pilots who performed their duties as such to the respective vessels.

6th. Joseph Belleisle was licensed during the year, paid \$2 license fee, and no payment for license of boats was exacted under agreement of pilotage authority. No expense was incurred during the year by the authority.

JOHN C. ROSS,
Secretary of Buctouche Pilotage Authority.

BUCTOUCHE, N.B., January 14, 1902.

SESSIONAL PAPER No. 23

APPENDIX No. 25.

REPORT OF THE PILOTAGE AUTHORITY OF THE DISTRICT OF THE
COUNTY OF RESTIGOUCHE, N.B., FOR THE YEAR ENDED
DECEMBER 31, 1901.

RICHIBUCTO, N.B., December 10, 1901.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I herewith send you Commissioners annual report of meetings, etc., for the season ending December 10, 1901.

The Pilot Commissioners held their annual meeting at J. W. Brait's office, Rexton, N.B., March 28, 1901, at 2 p.m., Commissioners William Brait, John Jardine and James Gordon present. Report of last meeting and annual report to Ottawa read and approved. The following five pilots were granted licenses:—William Irving, James W. Long, William H. Long, John Curwens and Albert Long. Henry D. Irving not complying with pilotage rules, his license was cancelled. The secretary was requested to notify the Government concerning brush put in the river by the smelt fishermen for guides to their nets, allowing brush to sink and obstruct navigation. Has been reported to Deputy Minister of Marine and Fisheries, Ottawa, September 28, 1901.

Nine vessels have entered and cleared (foreign) this season from 120 tons to 800 register, total 3,553 registered tonnage; and 178 schooners of 2,200 tons register entered and cleared coastwise, cargoes, 13½ million superficial feet lumber.

July 5, the Commissioners surveyed the channel and bar and found outer bar position from lighthouse on south beach N.E. by E. magnetic, distance 400 fathoms, depth on bar L.W.O.S. 11 feet. Also position of inner bar from east end of breakwater, south 11° 15' W., distance 250 yards, depth of water 10 feet 6 inches L.O.W.S. No casualties to report.

Yours respectfully,

JAMES GORDON,
Secretary Pilot Commissioners.

VESSELS Entered and Cleared Restigouche Pilotage District, 1901.

Name.	Tonnage.	Nationality.	Where from.
Str. Mavisbrook.....	1,328	Norway	Glasgow.
Str. Pino Branch.....	1,022	"	West Hartlepool.
White-field.....	1,560	"	"
Bark Bengal.....	694	Norway	Waterford.
Alf.....	304	"	Wales.
Sagona.....	776	English.	Liverpool.
Chrysolite.....	1,260	Norway	Greenock.
New Dominion.....			
Droming Sophie.....	727	Norway	Inverness.
Two Brothers.....	891	"	Liverpool, G.B.
Don Quixote.....	1,123	"	Harwick.
Sumuva.....	549	"	Liverpool.
Talisman.....	425	"	St. Johns, Nfld.
Hanna.....	898	"	London.
Bark Fylgia.....	539	"	Bristol.
Heobe.....	440	"	Waterford.
Bukop Bruno.....	521	"	Iceland.
Fremado.....	230	"	Faroe Island.
Darby.....	883	"	Liverpool.
Matono.....	1,134	"	Plymouth.
Noruan.....	833	"	Liverpool.
Orient.....	479	"	Glasgow Dock, G.B.
Eliezer.....	560	"	Galway.
Ossima.....	778	English.	Liverpool.
Korsvie.....	359	"	London.
Fornie.....	356	Norway	Preston.
Capella.....	647	"	Havre.
P. C. Petterson.....	617	"	Bristol.
Annie.....	523	"	La Rochelle.
Nymph.....	399	"	Southampton.
Sea Breeze.....	636	"	Belfast.
Pous Ailse.....	362	"	Londonderry.
Lily.....	499	"	Enoss via Sydney.
Carmel.....	578	"	Fleetwood.
Earling.....	1,216	"	Fredrick-stat.
S.S. Urania.....	1,580	"	St. Johns, Nfld.
Victoria.....	708	"	Cork, G.B.
Rochette.....	572	Italian	Glenora, Italy.
Hutela.....	627	Norway	Newcastle, G.B.
Eid-iva.....	546	"	Clyde, Bowling.
Hicla.....	834	"	Belfast.
Wakefield.....	795	"	Hawlberg.
Elda.....	649	"	Cape Town.
Rosa.....	616	Italian	Savona, Italy.
Sterling.....	1,152	Norway	Dublin, G.B.
Wayfarer.....	610	"	London, G.B.
Oden.....	494	"	Sharpness, G.B.
Norway.....	548	"	Galway.
Amity.....	1,040	"	Liverpool.
R-nance.....	596	"	Lore, Ireland.
P. C. Petterson.....	616	"	Liverpool, G.B.
Cavalier.....	650	"	Silloth, G.B.
Vicar.....	801	"	Bowling, G.B.
Due Engine.....	1,258	Italian	Montevideo.
Transport.....	277	Norway	Stavanger, Norway.

A. G. WALLACE,
Secretary Pilot Commissioners.

APPENDIX No. 26.

REPORT OF THE PILOTAGE AUTHORITY FOR THE COUNTY OF RICHMOND, N.S., FOR THE YEAR ENDED DECEMBER 31, 1901.

Report of vessels piloted by John Gayetch, pilot No. 5 in the port of Arichat, the pilotage district of the County of Richmond, Cape Breton, for the year 1901 :

July 10, British barque *Fannie Bristose*, 260 tons.

October 1, British schooner *Robert Morris*, 128 tons.

December 13, British barque *Fannie Bristose*, 260 tons.

ISIDORE LE BLANC,
Secretary of the Pilotage Commissioners.

ARICHAT, January 13, 1902.

APPENDIX No. 27.

REPORT OF THE PORT WARDEN OF MONTREAL FOR THE YEAR
ENDED DECEMBER 31, 1901.

MONTREAL, January 8, 1902.

To the Honourable
The Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour, by direction of the Council of this Board, and in compliance with section 31 of the Act governing the Port Warden's Office, 45 Vic., chap. 45, to transmit herewith documents as follows :—

1. Port Warden's annual report for the year 1901.
2. Audited statement of receipts and expenditure of the Port Warden's Office for the year ending December 31, 1901.
3. Statement of investments of Port Warden surplus funds.

I have the honour to be, sir,
Your obedient servant,

GEORGE HADRILL,
Secretary.

MONTREAL, December 31, 1901.

To the President and Council
of the Montreal Board of Trade.

GENTLEMEN,—I have the honour to submit the annual report of the business of this office with statements of exports, receipts and expenditure for the year 1901.

Navigation opened by the arrival from sea of the ss. *Jacona*, on April 25, with a cargo of fruit from the Mediterranean ports, and closed with the departure for sea of the ss. *Boliviana*, on November 25.

The first sailing vessel to arrive from sea was the barquentine *Haave*, on June 10, with a cargo of molasses, from Barbados.

The ss. *Lord Iveagh* was the first vessel to enter the St. Lawrence by the Straits of Belle Isle at 5 p.m., July 4. This is later than usual. We have had direct telegraph communication with Belle Isle this season for the first time; this should prove a great boon to the shipping community, and the public in general when it is in satisfactory working order, as we can then ascertain when the straits are open and safe for navigation. A large amount of ice has been there, more or less all this season, and the straits were unusually late opening for regular navigation.

An effort has been made this season to institute direct shipping communication between Chicago, Great Britain and the Continent, with but indifferent success. Four vessels were put on the line, viz., the ss. *Northwestern*, *Northeastern*, *Northtown*, and *Northman*; they did not prove very satisfactory for the work.

SESSIONAL PAPER No. 23

This season we have had an increased number of vessels going hence light, or only part loaded, to complete their loading at other ports, as the following statistics will show; this, in a great measure, is due to scarcity of cargo, but is also owing in part to lowness of water in the ship channel.

Vessels part loaded at Montreal and completed loading at Quebec—1900, 65 vessels; 1901, 89 vessels—increase, 24 vessels.

Vessels leaving Montreal light (or empty) to load elsewhere—1900, 9 vessels; 1901, 20 vessels—increase, 11 vessels.

Three hundred and ninety-six oversea or foreign-going vessels of all kinds were entered at this office, with a tonnage of 988,018 tons, a decrease of twenty vessels and 50,216 tons compared with the year 1900.

This is principally owing to the excessive rates of insurance on hulls and cargoes, which, we are of opinion, might now be materially decreased in view of the improved condition of the ship channel, as shown. Notwithstanding the low water prevailing in the river, there has been almost an immunity from accident in the ship channel this season.

The business to the lower ports this season consisted, of entered two hundred and eighty-nine vessels of all classes, with a tonnage of 412,449 tons, an increase of 18 vessels and 84,890 tons.

Clearances for vessels loaded for the lower ports were as follows:—Ninety vessels of all classes, with a tonnage of 67,253 tons, as against 84 vessels of all classes last year, with a tonnage of 63,171 tons, an increase of 6 vessels and 4,082 tons.

There has been a marked improvement in the lower port trade this season, a larger and better class of vessels taking the place of the turret ships and small type of vessels they have hitherto had.

The water in the ship channel in the months of October and November this year has been unusually low. On November 22 the record on the gauges was as follows:—Montreal, 26' 1"; Sorel, 25' 8", whereas the gauges showed on the same date last year at Montreal, 30' 3"; Sorel, 30' 11".

Notwithstanding the low water in the river, there has not been a single mishap to any outward bound vessel in the dredged channels. Such accidents as have occurred have been in tidal waters, or with inward bound comparatively light draught vessels.

The shores of Newfoundland were the scene of the most serious disasters this year. No less than six total wrecks occurred near Cape Race the early part of the season, fortunately without loss of life. There is no doubt all these were attributable to the same cause, an unusual and unexpected drift of current which prevailed during a period of dense fog, but the Gulf and River St. Lawrence have been comparatively free from mishap. You will note the unusual shortage of grain the past season, a decrease of over seven millions in corn alone, and the smallest season's shipment of grain since 1896. We have also had the smallest shipment of apples this season that we have had for many years. Both these shortages are the result of bad crops. The shipments of various kinds for the past season manifested and reported at this office are as per attached statements.

All of which is respectfully submitted.

ARCHIBALD REID,
Port Warden.

PORT WARDEN'S OFFICE.

STATEMENT of Receipts and Expenditure for the year ending December 31, 1901.

Cr.

Dr.		\$	cts.	1901.	\$	cts.	By	\$	cts.	
1900.				Dec. 31.			Paid salaries, &c.:			
Dec. 31.	To Balance cash in bank	8,285	57				Archibald Reid, Port Warden	2,500	00	
1901.	Cash in Port Warden's hands	2,473	07		10,759	24	A. T. Crichton, Deputy Port Warden	1,650	00	
Dec. 31.	Dividend from estate D. A. McGillis					0	Jas. N. Bales, Deputy Port Warden	1,500	00	
	Revenue derived as under:						W. J. Anderson, bookkeeper	150	00	
	13,588,098 bushels wheat	89	883				J. F. Scanlon, clerk	249	00	
	" " buckwheat	740	749				H. C. Lane, clerk	90	00	
	" " pease	650	362				J. A. Vibert, allowance	500	00	
	" " barley	768	697				Superannuation allowance:			
	" " rye	2,450	234				Archibald Reid, Port Warden	300	00	
	" " oats	4,078	215				A. T. Crichton, Deputy Port Warden	200	00	
	" " corn	669	871				Jas. N. Bales, Deputy Port Warden	200	00	
	" " flax seed	12	127				W. J. Anderson, bookkeeper	100	00	
	" " oil cakes	9	837				J. A. Vibert	179	94	
	" " minerals	1,131					Board of Trade, secretarial expenses	1,000	00	
	" " ashes	633	331				Rent, fuel and taxes	312	58	
	" " flour, meal, &c.	121	186				Telephones, light, cleaning office, &c.	241	33	
	" " apples	79	732				Lloyds' register and shipping papers	32	69	
	" " oxen and horses	48	073				Books, printing and stationery	195	85	
	" " sheep	193	948				Cab and car fares	40	35	
	" " tons sundries	25	343				Miscellaneous expenses	44	69	
	" " hay	220	663				Alf. W. Hadrill, auditor	60	00	
	" " feet sawn lumber	2,004	00				Outstanding accounts, 1901	11,145	83	
	Port Warden's fees (inwards)	147	00				Balance cash in bank	8	02	
	" " (outwards)	157	25				Cash in Port Warden's hands	12,152	68	
	Special surveys				9,272	03				
	Damaged cargo certificates									
	Interest bank account	244	19							
	Treasurer Board of Trade, interest on investments	3,030	30							
1902.										
Jan. 2.	To balance	12,152	68							
									23,306	53

Audited and found correct,
ALF. W. HADRILL, Auditor.

E. & O. E.

ARCHIBALD REID,
Port Warden.

MONTREAL, January 4, 1902.

SESSIONAL PAPER No. 23

STATEMENT of the Investments of the Surplus Funds of the Port Warden's Office at Montreal, and of interest accruing therefrom during the year ended December 31, 1901.

Date.	Amount.	Per cent for 12 mos.	Interest.
	\$		\$ cts.
Feb. 16, '80 Expended \$2,380.34 in purchase of Dominion Government Stock.....	2,300	3½	80 50
Aug. 16, '80 Expended \$7,254.11 in purchase of city of Montreal Registered Stock.....	7,000	5	350 00
April 18, '84 Expended \$5,031.34 in purchase of city of Montreal four per cent Registered Stock (Nos. 1720, 1721, 1722, 1723, 1724=5 at \$1,000).....	5,000	4	200 00
Mar. 14, '87 Expended \$10,320.75 in purchase of city of Montreal Consolidated Fund Stock.....	10,000	4	400 00
Loans to Montreal Board of Trade Building Fund to date..	50,000	4	2,000 00
Total.....	74,300		3,030 50

ARTHUR S. HODSON,
Treasurer, Montreal Board of Trade.

GEO. HADRILL,
Secretary, Montreal Board of Trade.

MONTREAL, January 8, 1902.

1-2 EDWARD VII., A. 1902

COMPARATIVE STATEMENT of Shipments 1900 and 1901 as per Manifests reported at Port Warden's Office.

Description.	1900.	1901.		
		1901.	Increase.	Decrease.
Wheat..... Bush.	10,376,683	13,588,098	3,211,415	
Buckwheat..... "	301,996	89,883		212,113
Peas..... "	1,690,999	740,749		950,250
Barley..... "	1,021,790	656,962		364,828
Rye..... "	528,839	768,697	239,858	
Oats..... "	4,893,237	2,459,234		2,434,003
Corn..... "	11,361,333	4,078,215		7,283,118
Flax seed..... "	167,765	669,871	502,106	
Total.....	30,342,642	23,051,709	3,953,379	11,244,312 3,953,379
Total decrease for the year 1901.....				7,290,933
Flour and Meal..... Brls.	486,200	633,331	147,131	
Ashes..... "	1,068	1,131	63	
Apples..... "	253,418	121,186		132,232
Cheese..... Boxes	2,031,739	1,793,893		237,846
Butter..... Pckgs	244,787	407,696	162,819	
Eggs..... "	234,396	204,094		30,212
Box meat..... "	147,580	162,567	14,987	
Lard..... "	271,633	253,018		18,615
Dead meat..... Qtrs.	18,213	1,174		17,039
Pulp..... Tons	23,643	12,249		11,394
Paper..... "	4,795	7,137	2,342	
Sundries..... "	44,876	34,667		10,209
Hay..... "	9,752	25,343	15,591	
Oil cake..... "	8,760	12,127	3,367	
Phosphates..... "	18			18
Minerals..... "	5,398	9,837	4,529	
Dried grains..... "		471	471	
Lumber..... Ft. B. M.	232,449,185	220,663,712		11,785,473
Cattle..... Head	91,110	71,488		19,622
Horses..... "	2,659	1,244		1,415
Sheep..... "	31,625	48,073	16,448	
Horses to South Africa..... "	3,716	5,218	1,502	

Revenue, 1900..... \$11,092.19

" 1901..... 9,272.63

Decrease..... \$ 1,820.16

SESSIONAL PAPER No. 23

STATEMENT of Oversea or Foreign-going Vessels.

Description.	1900.		1901.	
	No.	Tons.	No.	Tons.
Steamers.....	406	1,034,890	388	983,649
Barques.....	3	1,198	4	2,240
Brigs and schooners.....	7	2,146	4	2,129
Totals.....	416	1,038,234	396	988,018

Decrease of 20 vessels and 50,216 tons.

STATEMENT of Lower Port Arrivals.

Steamers.....	258	326,297	278	410,944
Brigs and schoonerse.....	13	1,352	11	1,505
Totals.....	271	327,559	289	412,449

Increase of 18 vessels and 84,890 tons.

CLEARANCES for Lower Ports.

Steamers.....	76	62,368	82	66,272
Brigs and schooners.....	8	803	8	981
Totals.....	84	63,171	90	67,253

Increase of 6 vessels and 4,082 tons.

E. & O. E.

ARCHIBALD REID,
Port Warden.

APPENDIX No. 28.

REPORT OF PORT WARDEN AT QUEBEC, FOR THE YEAR ENDED
DECEMBER 31, 1901.PORT WARDEN'S OFFICE,
QUEBEC, December 19, 1901.F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—As is usual at this time, I have much pleasure in sending you a return of the business transacted in the Port Warden's office during the season just closed.

It shows the receipts and disbursements to have been as follows, viz. :—

Receipts from all sources	\$1,384 00
Disbursements	384 00
	<hr/>
Balance net receipts	\$1,000 00

I also inclose a return of cattle and sheep shipped at Quebec during the season on which no fees were charged as instructed by your letter of June 5, last.

Nine steamers took live stock at Quebec during the season amounting to 3,858 head of cattle and 1,284 sheep.

The fees on which would have amounted to the sum of \$64.12 if charged for as in former years.

The whole respectfully submitted by your obedient servant,

W. SIMONS,
*Port Warden.*PORT WARDEN'S OFFICE,
QUEBEC, December 31, 1901.F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—As required by the 30th section of the Port Warden's rules, I beg respectfully to submit the following annual statement of the business transacted in this office, during the year ending December 31, 1901, as follows:—

Eighty-three steamers were surveyed for clearance outward after taking part cargo on board at this port, having previously shipped part cargo of grain and other goods at Montreal.

Eighteen steamers were surveyed for clearance outward after having shipped full cargo of grain and other goods at this port.

Twenty-five steamers and nine sailing vessels were surveyed, their hatches opened and cargo examined on their arrival from sea.

Seven steamers were surveyed on account of grounding and stranding in the River St. Lawrence, below and above Quebec.

SESSIONAL PAPER No. 23

One steamer and two sailing vessels were surveyed on account of collision damage. Four steamers were surveyed and their value estimated for general average purpose.

Fourteen surveys were held on damaged goods in store and on wharfs.

The receipts and disbursements of this office were as follows :—

Receipts from all sources	\$ 1,384 00
Expenses	384 00

Balance, net receipt.....\$ 1,000 00

Besides the above there were several vessels damaged by stranding and otherwise that did not come under the Port Warden's rules.

Nine steamers took live stock at Quebec during the season, amounting in all to 3,858 cattles, and 1,248 sheeps on which if fees had been collected as in former years would have amounted to \$64.12, as shown by accompanying statement.

With much respect,
I am your obedient servant,

W. SIMONS,
Port Warden.

QUEBEC, December, 1901.

RETURN of cattle and sheep shipped at the port of Quebec during the season of 1901, with the names of steamers and amount of fees, if collected, as in former years.

Date.	Name of Vessel.	Number of Sheep.	Number of Cattle.	Amount of Sheep.	Amount of Cattle.
1901.				\$ cts.	\$ cts.
July 12..	Manchester City, ss.	789	340	3 99	5 10
" 25..	Manchester Corporation, ss		342		5 13
" 27..	Virginian, ss		475		7 13
Aug. 20..	Europe, "	450	326	2 25	4 29
" 31..	Iberian, "		400		6 00
Sept. 15..	Pinemore, "		470		7 05
" 29..	Kingstoman, ss		597		8 95
Oct. 9..	Iberian, ss.		525		7 88
" 27..	Caledonian, ss		383		5 75
		1,248	3,858	6 24	57 88

RECAPITULATION.

Nine steamers took 3,858 cattle from this port	\$ 57 88
Two " " 1,247 sheep " "	6 24
Total	\$ 64 12

W. SIMONS,
Port Warden and Inspector of Cattle and Fittings.

APPENDIX No. 29.

REPORT OF THE PORT WARDEN AT HALIFAX, N.S., FOR THE YEAR
ENDED DECEMBER 31, 1901.

PORT WARDEN'S OFFICE.

HALIFAX, N.S., December 31, 1901.

F. GOURDEAU, Esq.,
Deputy Minister Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit my report for the year ending December 31, 1901, accompanied by a statement of the receipts and expenditure during that period.

Surveys were made by me on fourteen steamers and six sailing vessels which arrived at this port in a damaged condition during the year. The necessary repairs were made to the vessels and those of them bound to other ports with their cargoes proceeded to their destinations, where those of them now due have arrived safely. The steamers *Kong Haakon*, *Alf* and *Agnar* are still in port undergoing repairs.

The steamer *Hackney* of Cardiff, G.B., put into this port on December 5 with her cargo of cotton in No. 2 hold on fire, while on a voyage from Tampa and New Orleans bound to Rotterdam and Nantes. An attempt was made to extinguish the fire by injecting steam into the hold from the ship's boilers and from a steam tow boat and lighter alongside, but without success. The hold was then flooded with fresh water. When the water was pumped out the cotton was discharged. The wet bales of cotton were reloaded in the hold and the fire damaged bales on deck and the vessel proceeded on her voyage. In consequence of the large quantity of water absorbed by phosphate in the lower hold, thereby increasing its deadweight, the vessel was unable to reload a'l the cargo discharged. The portion of the cargo left behind will be shipped to its destination. Thirty-seven bales of cotton were found to be too badly damaged by fire for shipment and have been sold at auction for the benefit of all concerned.

I have the honour to be, sir,
Your most obedient servant,

DAVID HUNTER,
Port Warden.

RECEIPTS and Expenditure of the Port Warden, Halifax, N.S., from January 1 to
January 31, 1901.

DR.	§ cts.	CR.	§ cts.
To Amount of fees received.	1,814 14	By Paid assistants, office expenses, &c. Amount reverting to Port Warden	1,283 34 530 80
	1,814 14		1,814 14

I hereby certify that the above is a true and correct statement of the receipts and expenditure of the Port Warden at Halifax, N.S., during the year 1901.

DAVID HUNTER,
Port Warden.

APPENDIX No. 30.

REPORT OF THE PORT WARDEN FOR THE PORT OF NORTH SYDNEY
FOR THE YEAR ENDED DECEMBER 31, 1901.

PORT WARDEN'S OFFICE,
NORTH SYDNEY, C.B., December 28, 1901.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit to you my annual report, which is as follows:—

During the past season I have held surveys on 10 steamers, 3 brigantines and 4 schooners. Of this number, four had considerable repairs done, the balance were principally for certificates of seaworthiness.

The total fees received were	£ 148 00
Office rent and expenses	40 00
	£ 108 00

The number of vessels visiting the port this season was smaller than usual, but it is expected that on the completion of the new coal pier of the Nova Scotia Steel and Coal Company, there will be a larger amount of business next season.

I have the honour to be, sir,
Your obedient servant,

ANDREW NISBET,
Port Warden.

APPENDIX No. 31.

REPORT OF THE PORT WARDEN FOR THE PORT OF PICTOU FOR THE
YEAR ENDED DECEMBER 31, 1901.

Pictou, N.S., January 6, 1902.

Account of Port Warden for the year 1901 at the port of Pictou, N.S. :—

Certificate of seaworthiness to barque <i>Finn</i> repaired at Pictou.	\$ 8 00
Survey on cargoes of schooners <i>France</i> and <i>Rupies</i> at Pictou, October 30, for self and assistant.	13 00
	<hr/>
	\$21 00
Expenses for the year, &c.	3 20
	<hr/>
Total	<u>\$17 80</u>

WILLIAM CUMMING MUNRO,
Port Warden.

APPENDIX No. 32.

REPORT OF THE PORT WARDEN AT RIMOUSKI, P.Q., FOR THE YEAR
ENDED DECEMBER 31, 1901.

RIMOUSKI, December 31, 1901.

To the Honourable
The Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit to you my annual report as Port Warden of Rimouski. I did not visit any vessels nor collect any moneys during the year.

I have, &c.,

CAPT. ELZ. HEPPELL,
Port Warden.

APPENDIX No. 33.

REPORT OF THE PORT WARDEN FOR THE PORT OF PORT HAWKESBURY FOR THE YEAR ENDED DECEMBER 31, 1901.

PORT HAWKESBURY, December 31, 1901.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit to you the doings of this office, accompanied by a statement of the fees collected by me, and also the attendant expenses during the year.

Inclosed please find a list of vessels arriving at this port in a damaged condition on which surveys have been held during the year 1901, now closed.

The damaged vessels were all repaired, and arrived safely at their ports of destination.

I have the honour to be, sir,
Your obedient servant,

D. W. HENESEY,
Port Warden.

RECEIPTS and Expenses of the Port Warden's Office at Port Hawkesbury, for the year ending 1901.

	\$	cts.		\$	cts.
2 surveys held on schooner <i>E. M. G. Hardy</i>	10	00	Paid ass-istant Wm. Duff, shipwright.....	5	00
1 " " <i>Riviera</i>	10	00	Paid Lloyds and Wm. H. Paint.....	5	00
1 " " <i>St. Joseph, of St. Pierre</i>	5	00	Total.....	10	00
1 survey on stores American barge.....	5	00	Amount collected.....	40	00
1 survey held on schooner <i>Enterprise</i>	10	00	Amount reverting to Port Warding ...	30	00
Total.....	40	00			

I do hereby state that the above is a true statement of surveys held and fees paid.

D. W. HENESEY,
Port Warden.

PORT HAWKESBURY, December 31, 1901.

APPENDIX No. 34.

REPORT OF THE PORT WARDEN FOR PRINCE EDWARD ISLAND FOR THE YEAR ENDED DECEMBER 31, 1901.

PORT WARDEN'S OFFICE,
PRINCE EDWARD ISLAND, December 31, 1901.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit my annual report of the business of my office during the past season.

I am glad to report that all the vessels loaded with grain for foreign ports have arrived in safety.

I have the honour to be, sir,
Your obedient servant,

H. P. WELSH.

RECEIPTS and Expenditure of the Port Warden's Office, Prince Edward Island, for the year ending December 31, 1901.

Date.	Receipts.	Amount.	Date.	Expenditure.	Amount.
1901		\$ cts.	1901.		\$ cts.
	To fees derived from grain-laden vessels.....	99 00		By Expense of office.....	8 00
	Damaged goods.....	39 50		Commissions to deputies....	40 00
	Survey on hatches.....	6 00		Balance.....	122 50
	Other surveys.....	26 00			
		170 50			170 50

I hereby certify the above to be a correct statement.

H. P. WELSH.

CHARLOTTETOWN, P.E.I., December 31, 1901.

APPENDIX No. 35.

REPORT OF THE PORT WARDEN OF YARMOUTH, N.S., FOR THE YEAR
ENDED DECEMBER 31, 1901.

YARMOUTH, N.S., January 3, 1902.

To the Minister of Marine and Fisheries,
Ottawa.

SIR,—I now make my annual report as Port Warden at Yarmouth, N.S., for the year ending December 31, 1901.

I have been called on four times for survey of hatches, and twice for vessels damaged.

Total amount of fees for the year, \$38.

I remain, your obedient servant,

EBEN SCOTT,
Port Warden.

APPENDIX No. 36.

REPORT OF THE PORT WARDEN AT ST. ANDREWS, N.B., FOR THE
YEAR ENDED DECEMBER 31, 1901.

Port Warden's report for all dues collected at the port of St. Andrews, for the calendar year ending December 31, 1901.

Feb. 9—	Survey on ground tier schooner <i>R. S. Graham</i> ..	£ 5 00
“ 22—	“ hatches “ <i>Tobago</i>	2 50
“ 27—	“ “ “ <i>Ruth Robinson</i> ...	2 50
April —	“ pilot boat <i>Cruiso</i>	1 00
Dec. 24—	“ hatches and cargo schooner <i>Fanny</i> ...	5 00
		<hr/>
		£16 00
		<hr/>

JOHN WREN
Port Warden.

ST. ANDREWS, N.B., January 2, 1902.

APPENDIX No. 37.

REPORT OF THE PORT WARDEN AT CHATHAM, N.B., FOR THE YEAR
ENDED DECEMBER 31, 1901.

CHATHAM, N.B., Dec. 16, 1901.

Department of Marine and Fisheries,
Ottawa.

DEAR SIR,—Inclosed please find copies of all surveys made by me as Port Warden for the port of Chatham, N.B., for this year. Navigation closed at this port about the 7th inst. One steamer, *Ceylon*, went to sea yesterday, having been detained at the entrance to the harbour by ice. This was the last sea-going vessel bound out of this port.

The amounts received by me for surveys this year were:—

Steamship <i>Nether Holme</i>	\$15 00
“ <i>Riplingham</i>	15 00
Bark <i>Areolo</i>	10 00
Schooner <i>Johnathan</i>	10 00
	<hr/>
	\$50 00
	<hr/>

Your obedient servant,

WILLIAM MUIRHEAD,
*Port Warden.**Report of survey on Steamer “Nether Holme.”*

PORT OF CHATHAM, N.B., June 29, 1901.

At the request of the Maritime Sulphate Fibre Co., of Chatham, N.B., Dominion of Canada, I, William Muirhead, Port Warden for the Port of Chatham, N.B., Robert J. Walls, Pilot and Harbour Master, proceeded on board the steamer *Nether Holme* of Maryport, England, for the purpose of holding a survey on the propeller of said *Nether Holme*, the propeller having had one of the blades broken off.

We, said surveyors, found three of the blades of the propeller in good condition, the fourth about two-thirds broken off.

As the propeller shaft was out of water we, said surveyors, recommend the broken blade on propeller to be taken off and replaced by the spare one which was on deck of the said steamer.

This has been done to our satisfaction, and we now consider the vessel seaworthy and fit to perform her work as per charter.

(Signed)

WILLIAM MUIRHEAD,
*Port Warden.*ROBERT J. WALLS,
Harbour Master.

SESSIONAL PAPER No. 23

Report of survey on ss. "Riplingham."

PORT OF CHATHAM, N.B., July 8, 1901.

At the request of C. Johnstone, master of the ss. *Riplingham* of Goole, England, 1649 tons register. I, William Muirhead, Port Warden for the Port of Chatham, N.B., and G. S. Simons, master of the ss. *Semantha*, of Liverpool, England, went on board the said ss. *Riplingham* for the purpose of holding survey, said ss. *Riplingham* having been in collision with the schooner *Wenoah* of Gloucester, United States, on June of this year.

On examination of said steamship we, said surveyors, find that said ss. *Riplingham* has received no damage by said collision and is in every way fit and seaworthy to proceed on her voyage to her port of destination.

(Signed) WILLIAM MUIRHEAD,
Port Warden.
G. S. SIMONS,
Master of ss. "*Semantha*."

Report of survey on barque "Areola".

PORT OF CHATHAM, N.B., July 7, 1901.

At the request of A. Anderson, master of the barque *Areola* of Frederickstad, Norway 851 tons register tonnage, now in the Port of Chatham, N.B., Dominion of Canada, I, William Muirhead, Port Warden, Robert Walls, Shipwright and Pilot Master and N. Peterson, Master of the Norwegian barque *Ophelia* of Norway, proceeded on board said barque *Areola* for the purpose of holding a survey on said barque, she being listed considerably to the port side.

We found the barque making little or no water, but recommended taking down the fore topgallant mast, fore royal and topgallant yards and main royal yard. This having been done we consider the barque seaworthy and fit to proceed to her port of destination, viz., Belfast, Ireland.

(Signed) WILLIAM MUIRHEAD,
Port Warden.
ROBERT WALLS,
N. PETERSON.

Report of survey on schooner "Johnathan."

PORT OF CHATHAM, N.B., September 7, 1901.

At the request of M. Kalmin, master of the schooner *Johnathan*, of Riga of Russia, 296 tons register tonnage, now at the port of Chatham, New Brunswick, Dominion of Canada, laden with general cargo of salt in bulk and bags, brick, iron, &c., I, William Muirhead, Port Warden for the Port of Chatham, N.B., Dominion of Canada, and Robert J. Walls, Shipwright and Pilot Master, went on board said schooner *Johnathan* and held a survey on hatches and cargo of said schooner and we found all cargo in sight in good order and condition and not damaged by coming in contact with salt water.

(Signed) WILLIAM MUIRHEAD,
Port Warden.
ROBERT J. WALLS,
Pilot Master.

APPENDIX No. 38.

REPORT OF THE PORT WARDEN AT HOPEWELL CAPE, N.B., FOR THE
YEAR ENDED DECEMBER 31, 1901.

HOPEWELL CAPE, December 31, 1901.

To the Honourable
The Minister of Marine and Fisheries,
Ottawa.

DEAR SIR,—Inclosed please find yearly returns from my office as Port Warden, amounting in all to \$41. Of this amount I received personally \$21, balance to assistants.

Although a very large amount of shipping has visited our port, only one casualty of importance happened, that of the barquentine *Bahama*, which was condemned and sold as she lay on her beam ends.

The schooner *Glad Tidings* having been wrecked and stripped this season, was or is off the books, which I at the time advised.

Yours, &c.,

H. J. BENNETT,
Port Warden.

Memoranda of surveys I held on vessels during season ending December 31, 1901 :

Schooner <i>E. A. Lambord</i> , damaged by being hauled from her moorings ; survey and two assistants and certificate...	\$15 00
Survey and certificate steamship <i>Hermie</i> , repairs on engine, &c.....	8 00
Barquentine <i>Bahama</i> , struck on bar, rolled over and capsized ; two assistants, sold, condemned	18 00
	<hr/>
	\$41 00
	<hr/>

HENRY J. BENNETT,
Port Warden.

HOPEWELL CAPE, December 31, 1901.

APPENDIX No. 39.

REPORT OF THE PORT WARDEN FOR ANNAPOLIS, N.S., FOR THE
YEAR ENDED DECEMBER 31, 1901.

ANNAPOLIS, N.S., December 31, 1901.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour of making my report as Port Warden for Annapolis, N.S.,
for the year ending December 31, 1901.

August 16.—Survey on Bkt. <i>Frederica</i>	\$18 00
“ 21.—Second survey on Bkt. <i>Frederica</i>	10 00
December 21.—Survey on hatches <i>Scandilde</i>	2 50
	<hr/>
Fees collected	\$30 50
Paid assistants	15 00
	<hr/>
Net revenue.	<u>\$15 50</u>

I have the honour to be, sir,
Your obedient servant,

SIMON W. RILEY,
Port Warden.

APPENDIX No. 40.

REPORT OF THE PORT WARDEN FOR WHITNEY PIER, C.B., FOR THE
YEAR ENDED DECEMBER 31, 1901.

WHITNEY PIER, SYDNEY, C.B.

F. GOURDEAU, ESQ.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—Herewith I beg to hand you my report as Port Warden at Whitney Pier,
Sydney, N.S., to end of December, 1901. All of which is respectfully submitted.

Your obedient servant,

NELSON TOWNSEND,
Port Warden.

SESSIONAL PAPER No. 23

PORT WARDEN'S REPORT, Whitney Pier, Sydney, Nova Scotia.

Date.	Reg.	Name of Vessel.	Name of Master.	Registered Tonnage.	Cargo.	From.	Where Board.	DRAUGHT.		Free Board	Fee.			
								Fore.	Aft.					
								ft.	in.	ft.	in.	cts.		
1901.														
Aug. 17	S.	Northwestern	Tower	1,496	General	Chicago, Ill.	Antwerp	15	20	9		8 00		
" 17	"	Loughrigg Holme	Johnson	1,316	Deals	Three Rivers, Que.	London	19	6	20	6	8 71		
" 19	"	Northman	Reed	1,496	General	Chicago, Ill.	Hartlepool	15	19	8		8 00		
" 22	"	Sabotia	Wm. Burgess	1,548	Phosphate	Fortmadina	Stettin	21	1	2	2	8 00		
" 29	"	Salerno	Wilson	1,683	Pig iron	Sydney, N.S.	Glasgow	21	10	22	5	11	8 00	
Sept. 3	"	Davenport	Godley	1,578	Deals	Quebec, Que.	Pembroke	18	10	20	11	2	8 00	
" 3	"	Nether Holme	Brown	1,285	"	Chatham, N.B.	Liverpool	17	3	19	3	61	8 00	
" 3	"	Bangor	Brown	2,291	"	"	Belfast	21	3	21	11	10	21	8 00
" 4	"	Nith	Stephenson	1,489	"	"	Manchester	20	62	21		2	33	8 00
" 6	"	M. C. Holm	Larsen	1,672	"	Grindstone Island	Dublin	18	5	19	4	5	22	8 00
" 18	"	South Gate	Thompson	2,378	"	Abramelin, N.B.	Brow Head	21	4	23	8	7	9	8 00
Oct. 13	"	Forest Holme	Beaton	1,511	"	St. John, N.B.	London	19	9	21		9	9	8 00
" 13	"	Tred	Gulliksen	2,075	Pig iron	Montreal, Que.	Glasgow	21	9	23	3	5	6	8 00
" 13	"	Loughrigg Holme	Johnson	1,317	Deals	Sydney, N.S.	London	18	6	19	6	9	1	8 00
" 13	"	Polarisgermen	Branth	2,199	"	Quebec, Que.	London	18	7	21	2	9	9	8 00
" 21	S.	Svanara	Verner	2,909	Bricks	Chatham, N.B.	Manchester	18	7	21	2	9	9	8 00
Nov. 1	S.S.	Almora	Fairley	2,835	Pig iron	Philadelphia, U.S.	Sydney, N.S.	Survey on batts					8 00	
" 8	"	Mira	Muir	2,409	"	Sydney, N.S.	Glasgow	22	4	23	8	6	4	8 00
" 15	"	H. W. Jarlsberg	Kjerland	1,965	"	"	Liverpool	21	6	24	8	7	43	8 00
" 22	"	Mora	Nicholson	1,965	"	"	Boston	21	5	21	61	3	6	8 00
" 26	"	Pola	Beaven	1,968	Deals	"	Glasgow	19	11	20	52	3	3	8 00
" 29	"	Eva	Meyer	1,331	Coal	Chatham, N.B.	Manchester	16	6	20	2	7	1	8 00
Dec. 2	"	Lucia	Cox	1,330	Pig iron	Sydney, N.S.	Bergen	22	9	22	9	2	5	8 00
" 2	"	Troll	Gulliksen	2,075	"	"	Liverpool	21	31	21	31	4	11	8 00
" 3	"	Caylon	Johansen	1,443	Deals	Chatham, N.B.	Fleetwood	21	3	21	8	5	10	8 00
" 18	"	Almora	Fairley	2,835	Pig iron	Sydney, N.S.	Glasgow	18	4	18	6	4	82	8 00
" 29	"							22	4	23	8	6	4	8 00
				46,908									208 00	

NELSON TOWNSEND,
Port Warden.

APPENDIX No. 41.

REPORT OF THE PORT WARDEN FOR VANCOUVER, B.C., FOR THE
YEAR ENDED DECEMBER 31, 1901.

VANCOUVER, B.C., January 6, 1902.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour of submitting to you my annual report of Port Warden of the port of Vancouver, B.C., for the year ending December 31, 1901.

Amount of fees received for the surveys of hulls, hatches and cargoes, \$424.00.

MALCOLM McLEOD,
Port Warden.

APPENDIX No. 42.

REPORT OF THE PORT WARDEN FOR VICTORIA AND ESQUIMALT,
B.C., FOR THE YEAR ENDED DECEMBER 31, 1901.

VICTORIA, B.C., January 3, 1902.

The Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour of submitting my annual report as port warden for the ports of Victoria and Esquimalt, for the year ending December 31, 1901.

Amount of fees received for surveys on the hatches of 4 vessels.....	\$200 00
Amount received for surveys on cargoes, hulls, &c.....	469 50
Total fees received.....	<u>\$669 50</u>

I have the honour to be, sir,
Your obedient servant,

CHARLES E. CLARKE,
Port Warden.

APPENDIX No. 43.

REPORT OF THE PORT WARDEN FOR MONCTON, N.B., FOR THE YEAR
ENDED DECEMBER 31, 1901.

MONCTON, N.B., December 31, 1901.

To the Deputy Minister of Marine and Fisheries,
Ottawa.

DEAR SIR,—I beg leave to report that nothing has been done at this port for the year ending December 31, 1901.

JAMES HAMILTON,
Port Warden.

APPENDIX No. 44.

HARBOUR MASTERS.

TABLE showing the names of Ports proclaimed under certain Dominion Acts, the provisions of which are found in Chapter 86, Revised Statutes of Canada, for the appointment of harbour masters; the dates of proclamation; the names of the harbour masters appointed; the dates of the appointment of harbour masters; the amount which each of their salaries is not to exceed; the amount of fees collected by each of them during the calendar year ended December 31, 1901, and the overplus, if any, paid in to the credit of the Receiver General.

PROVINCE OF ONTARIO.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.		Amount collected in 1901.		Amount paid over to Receiver General.
				§	cts.	§	cts.	
Collingwood.....	Mar. 3,	'77 Andrew Lockerbie	Mar. 3,	'77	200 00	73 00		
Depôt Harbour.....	June 15,	'98 J. F. Pratt	June 15,	'98	200 00			
Fort William.....	July 7,	'91 Thos. E. Oakley	May 21,	'97	400 00			
French River.....	June 29,	'93 E. Borron, jun	June 29,	'93	200 00			
Goderich.....	April 22,	'76 William Marlon.....	May 8,	'94	300 00			
Midland.....	July 22,	'82 John White	July 13,	'97	200 00	91 50		
Parry Sound.....	Mar. 19,	'83 John Purvis.....	Oct. 9,	'00	200 00	25 00		
Penetanguishene.....	Feb. 2,	'77 Francis Dunsome	June 3,	'81	200 00	16 00		
Port Arthur.....	May 12,	'84 B. Guerard.....	May 21,	'97	200 00	77 00		
Port Stanley.....	Jan. 15,	'98 Frank E. Shepherd	Jan. 15,	'98	200 00			
Rondeau.....	" 4,	'78 W. R. Fellowes.....	Dec. 17,	'88	100 00	11 00		
Southampton.....	Sept. 13,	'75 W. H. Johnston.....	Oct. —,	'82	100 00	42 00		
Sarnia.....	July 25,	'85 Robert McAdam	May 3,	'86	300 00			

PROVINCE OF QUEBEC.

Amberst.....	Sept. 2,	'78 John Cassidy.....	Sept. 2,	'78	200 00		
Bersimis.....	July 31,	'91 Earl D. Chase	July 31,	'91	200 00		
Carleton.....	Dec. 8,	'81 Joseph E. Cullen.....	Mar. 30,	'96	200 00		
Chicoutimi.....	June 17,	'85 Ainsworth Sturton.....	June 8,	'86	200 00		
Grand Entry.....	Feb. 19,	'92 Geo. Rumley.....	Jan. 12,	'01	200 00	1 00	
Grand River.....	April 3,	'00 Geo. Beaudin.....	April 3,	'00	100 00	5 50	
Gaspé.....	Sept. 22,	'74 Francis G. Eden.....	" 3,	'89	500 00		
House Harbour.....	Aug. 9,	'87 C. Lafrance.....	Dec. 10,	'96	200 00	10 00	
Lachine.....	April 19,	'89					
Matane.....	Oct. 19,	'77 L. J. Levasseur.....	Dec. 12,	'96	200 00	69 50	
Métis.....	Feb. 7,	'78 J. H. Ferguson.....	Mar. 10,	'96	200 00		
New Carlisle.....	" 25,	'89 John C. Hall.....	Jan. 17,	'95	200 00	2 50	
New Richmond.....	April 3,	'82 Henry Leblanc.....	April 3,	'82	200 00	13 50	
Oak Bay.....	Mar. 22,	'80 Jas. D. Sowerby.....	Mar. 22,	'80	200 00		
Paspébiac.....	May 22,	'77 W. L. Kempffer.....	Sept. 21,	'00	150 00	55 50	
Port Daniel.....	Mar. 25,	'89 Claude H. Sweetman.....	Mar. 12,	'01	200 00	4 50	
Rimouski.....	" 5,	'77 A. P. St. Laurent.....	May 13,	'96	200 00	56 50	
Rivière Ouelle.....	July 22,	'82			100 00		
Rivière du Loup.....	June 19,	'00 P. E. Tremblay.....	June 19,	'00	100 00	55 00	
St. Thomas.....	Dec. 21,	'85 L. Dionne.....	Oct. 22,	'96	200 00	83 50	
St. Johns.....	Within the	Harbour of } G. H. Farrar.....	Mar. 20,	'97	500 00		
Sorel.....	Montreal. }	J. A. Proulx.....	June 6,	'01	300 00	288 50	
Trois Pistoles.....	Mar. 28,	'98 Edouard T. Pettigrew.....	April 11,	'90	100 00	23 00	

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—*Con.*

PROVINCE OF NEW BRUNSWICK.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the	Amount collected in	Amount paid over to
				fees of office salary not to exceed.	1901.	Receiver General.
				\$ cts.	\$ cts.	\$ cts.
Alma	May 2, '98	Gideon W. Parsons	May 2, '98	100 00	14 00	
Bathurst	July 9, '73	M. T. Daley	April 21, '96	200 00	70 00	
Black's Harbour and Beaver Harbour	Sept. 17, '83	E. W. Cross	Sept. 17, '83	100 00		
Buctouche	July 7, '73	H. Hutchinson	April 17, '97	100 00		
Campbellton	" 9, '73	A. J. Venner	" 12, '93	200 00	96 00	
Campobello	" 7, '73	W. E. Sulis	Dec. 16, '92	100 00		
Cape Tormentine	May 7, '95	M. S. Treen	May 13, '01	200 00	42 00	
Carquet	" 30, '74	Louis Poirier	April 17, '83	150 00	7 50	
Chatham	July 7, '73	R. J. Walls	" 13, '98	300 00	322 50	22 50
Cocagne	" 7, '73	H. Bourgeois	Mar. 12, '97	100 00	0 50	
Dalhousie	" 8, '74	W. S. Smith	" 19, '88	200 00	143 00	
Porchester	" 9, '75	James Shea	Oct. 25, '00	200 00	20 50	
Fairhaven	" 30, '01	Alonzo Calder	July 30, '01	200 00		
Fredericton	May 30, '73	Vacant				
Grand Manan, North	Aug. 22, '89	Newton L. Thomas	Oct. 9, '01	100 00		
Grand Manan, South	" 22, '89	Turner Ingalls	May 23, '01	100 00		
Gull Rock Channel	Jan. 14, '98	Wm. L. Kent	Jan. 14, '98	100 00		
Great Shemogue	May 30, '73	Vacant		100 00		
Harvey	" 30, '73	Jas. E. Bishop	June 22, '97	100 00	43 00	
Heron Channel	July 15, '97	Duncan Robertson	July 15, '97	200 90	38 50	
Hillsborough	May 30, '73	John O'Shaughnessy	April 13, '98	100 00		
Hopewell Cape	Aug. 25, '91	John H. Christopher	June 26, '99	200 00	49 50	
Ledge of St. Stephens	May 17, '73	W. McBean	" 12, '94	100 00		
Letete, &c.	Sept. 22, '83	Jacob Cook	Nov. 26, '97	100 00	4 00	
Little Shippegan and Miscou Gully	April 19, '86	Donald Harper	April 19, '86	199 00		
Little Shemogue	Sept. 5, '88	Vacant		100 00		
Moncton	May 30, '73	E. P. Cook	April 11, '95	200 00		
Musquash	Mar. 26, '74	J. McNulty	Sept. 28, '96	100 00	6 00	
Newcastle	May 30, '73	John Niven	July 7, '73	300 00	136 50	
North Joggins	" 30, '73	Vacant				
Port Elgin and Bay Verte	Feb. 6, '73	Andrew Grant	May 7, '01	200 00		
Pokemouche	June 23, '83	M. Landry	" 13, '01	100 00		
Richibucto	May 30, '73	James Alexander Jardine	" 11, '74	200 00	31 50	
Rockland	" 30, '73	Vacant				
Sackville	" 30, '73	John A. Bowser	Aug. 8, '98	200 00		
St. Andrew's	" 30, '73	John Wren	May 6, '84	100 00	86 50	
St. George	" 30, '73	Geo. W. McKenzie	" 10, '00	100 00	15 50	
St. Martin and Quaco	" 14, '74	Joseph Carson	" 14, '74	100 00		
Shediac	" 30, '75	Alexander McQueen	" 19, '76	300 00	50 00	
Shippegan	" 30, '75	Auguste Robichaud	Mar. 29, '01	100 00		
Tracadie	July 9, '75	Theodore Savoy	Sept. 23, '99	100 00	12 50	
Waterside	Sept. 3, '89	W. C. Anderson	May 24, '01	100 00		
West Isles	July 30, '01	B. Simpson	Sept. 27, '01	200 00		

PROVINCE OF NOVA SCOTIA.

Abbot's Harbour	May 23, '01	F. U. D'Entremont	May 23, '01	200 00		
Advocate	May 13, '80	Wm. Mil's.	Mar. 17, '99	100 00	21 50	
Annapolis	Feb. 5, '75	John Lindgren	July 7, '98	200 00	50 00	
Apple River	Aug. 5, '86	Robt. D. Field	Sept. 9, '90	200 00	24 00	
Arichat	April 22, '79	B. Gerrior	May 23, '01	200 00	8 00	
Baddeck	Sept. 15, '75	Alex. McAulay	Dec. 10, '90	100 00		
Barrington	April 1, '81	B. Kenney	July 6, '93	200 00	11 00	
Bay-Bald	" 11, '79	John McDonald	" 11, '79	200 00	Nil.	
Bay St. Lawrence	April 21, '87	G. Zwicker	April 21, '87	200 00		
Bear River	Sept. 22, '74	Wm. McFadden	Sept. 27, '97	100 00	43 00	
Beaver Harbour	July 5, '80	Henry Hawboldt	" 22, '88	100 00	12 50	
Big Harbour	June 9, '83	Donald McKenzie	May 28, '83	100 00		

SESSIONAL PAPER No. 23

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—*Con.*

PROVINCE OF NOVA SCOTIA—*Continued.*

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not		Amount collected in 1901.		Amount paid over to Receiver General.	
				£	cts.	£	cts.	£	cts.
Bridgewater.	Mar. 6, '74	William Oakes.	Jan. 28, '96	100	00	76	50		
Bras d'Or, including New Campbellton.	" 6, '74	Wm. Livingstone.	Feb. 13, '94	200	00	12	50		
Cape Canso.	June 6, '76	William A. H. Oliver.	Mar. 2, '99	100	00	117	50	17	50
Cape Negro or North East Harbour.	May 18, '81	A. D. Perry.	May 18, '81	200	00	10	00		
Chester.	Sept. 8, '83	A. C. Corkum.	July 8, '96	100	00				
Cheticamp.	April 15, '76	Fulgence Aucoin	April 15, '76	100	00				
Clark's Harbour.	June 1, '81	J. B. Brannen.	June 1, '81	200	00	6	00		
Clementsport.	May 1, '77	J. M. LeCain.	Oct. 18, '98	150	00	7	50		
County Line to Grand Narrows.	May 28, '83	Vacant.							
Crow Harbour.	Sept. 30, '88	A. Ehler.	Aug. 30, '97	100	00				
D'Escousse.	Jan. 23, '85	John Pertus.	June 29, '01	100	00	19	00		
Digby.	Feb. 19, '78	Israel Hersey.	May 21, '97	200	00	63	00		
East Bay.	Aug. 25, '83	Donald McInnis	April 5, '86	100	00				
Fouchie.	May 22, '89	Neil MacLean.	May 22, '89	100	00	1	50		
Gaberouse.	Mar. 3, '79	John Wm. Hardy.	Nov. 2, '86	100	00	Nil.			
Glasgow and Cape Breton Pier, Sydney.	Oct. 30, '80	Angus McQuarrie.	Oct. 30, '80	300	00	128	00		
Guysboro.	Jan. 15, '89	Abram Bigsby.	July 27, '00	100	00				
Halifax.	No proclamation required by Act.	J. E. Butler.	Sept. 21, '93	1,800	00	1,644	50		
Hantsport.	June 7, '84	Edward Davidson.	June 7, '84	225	00	180	00		
Ingonish, North Bay of.	Mar. 24, '81	William Thomson.	Mar. 24, '81	200	00				
" South "	Oct. 9, '84	James Doucette.	April 30, '01	100	00				
International Pier, Sydney.	" 30, '80	Michael J. Neville.	Oct. 30, '80	300	00	389	00	89	00
Isaac's Harbour.	" 30, '89	Thomas W. Cook.	June 19, '00	100	00	15	00		
Jeddore.	Sept. 20, '90	Wm. Jennox.	Sept. 20, '90	100	00	8	50		
Jordan Bay.	Oct. 25, '76	Freeman Thorburn.	Mar. 11, '01	150	00	23	50		
Kelly Cove.	Feb. 17, '99	Jos. B. Huskins.	Feb. 17, '99	100	00				
LaHave or Getson's Cove	" 25, '75	George Henry Zwicker.	" 25, '75	300	00	34	50		
L'Ardoise, Upper and Lower.	Aug. 22, '84	George Burke.	Aug. 20, '84	100	00				
Lingan.	July 12, '81	Thomas Laffin.	July 12, '81	200	00				
Liscomb.	May 18, '81	Lewis Wilson.	Feb. 20, '00	200	00				
Little Bras d'Or Lake between McKay's Point and Grand Narrows.	April 25, '84	Daniel Campbell.	April 17, '99	100	00				
Little Bras d'Or Lake from McKay's Point to Washadebeck River.	" 25, '84	Alex. J. McNeil.	" 25, '84	100	00				
Little Glace Bay.	July 23, '74	E. Douglas Rigby.	May 8, '84	200	00	15	50		
Little Narrows to Cranberry Point.	June 9, '83	K. McLeman.	Nov. 1, '97	100	00	2	00		
Liverpool.	Jan. 19, '77	Isaac V. Dexter.	Oct. 7, '99	200	00				
Lockeport.	May 18, '81	E. A. Capstick.	May 18, '81	200	00				
Louisburg.	Mar. 17, '79	H. C. V. Lavatte.	Oct. 13, '98	200	00				
Lunenburg.	Dec. 3, '75	John Loye.	Dec. 10, '96	150	00	144	00		
Mabou.	June 23, '80	John McInnis.	July 11, '00	100	00	Nil.			
Mahone Bay.	May 16, '87	J. A. Mader.	Jan. 21, '01	200	00				
McNair's Cove.	Mar. 8, '75	Ronald McEachen.	Mar. 8, '75	150	00				
Main à Dieu.	July 21, '86	Vacant.							
Marble Mountain.	" 26, '92	D. McDonald.	July 26, '92	200	00	0	50		
Margaretsville.	Mar. 26, '78	Robert Early.	Mar. 26, '78	100	00				
Margaret's Bay.	July 9, '75	Henry C. Garrison.	Dec. 14, '01	100	00				
Margaree.	June 5, '86	Nicolas Deagle.	Feb. 27, '93	100	00				
Marie Joseph.	Jan. 23, '95	John Davis.	Jan. 23, '95	100	00				

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—*Con.*PROVINCE OF NOVA SCOTIA—*Concluded.*

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.		Amount collected in 1901.		Amount paid over to Receiver General.
				£	cts.	£	cts.	
Merigomish.....	Mar. 26, '78	D. McGregor.....	Mar. 22, '98	100	00	2	50	..
Meteghan Harbour.....	June 8, '97	B. F. Robichaud.....	June 8, '97	100	00	..	..	..
Meteghan River.....	Feb. 10, '83	L. A. Comeau.....	" 1, '97	100	00	2	00	..
Musquodoboit.....	May 19, '82	David Williams.....	May 19, '82	100	00	4	00	..
New Haven.....	" 28, '83	H. A. McLeod.....	Aug. 17, '89	100	00	..	..	..
Neil's Harbour.....	" 28, '83	A. Hayman.....	May 28, '83	100	00	..	..	..
Northport.....	June 27, '82	John M. Burns.....	June 27, '82	100	00	25	50	..
North-west Cove, Coleman's Cove and Aspotogan Harbour.....	Dec. 29, '76	P. Boutillier.....	" 30, '92	200	00	..	..	..
Parrsboro.....	Oct. 30, '80	R. T. Smith.....	April 30, '01	300	00	83	00	..
Petit de Grat.....	June 5, '95	S. Boudrot.....	June 5, '95	200	00	..	..	..
Petite Rivière Bridge.....	" 23, '83	John Nelson Parks.....	April 27, '88	100	00	..	..	..
Plaster Harbour.....	May 6, '74	Vacant.....	..	..	..	..	..	..
Port George.....	" 1, '77	Charles B. Weaver.....	May 1, '77	150	00	..	..	..
Port Greville.....	Mar. 5, '80	Wm. Cochrane.....	Oct. 26, '98	200	00	30	50	..
Port Hawkesbury.....	July 9, '75	Daniel Henesey.....	July 9, '75	200	00	119	50	..
Port Hood.....	" 9, '75	John H. Murphy.....	" 9, '75	200	00	..	..	..
Port la Tour.....	April 14, '81	Wm. Sholds.....	Feb. 15, '98	200	00	3	00	..
Port Lorne.....	Mar. 13, '86	Freeman Beardsley.....	June 9, '97	200	00	20	00	..
Port Maitland.....	May 26, '85	Josiah Ellis.....	Dec. 10, '96	200	00	..	..	..
Port Morien.....	Mar. 3, '79	Hector McDonald.....	Mar. 3, '79	400	00	17	50	..
Port Mulgrave.....	" 8, '76	James McKay.....	May 1, '01	200	00	14	00	..
Port Medway.....	June 25, '79	S. Manthorn.....	Feb. 2, '99	200	00	..	..	..
Pubnico.....	Sept. 27, '82	D. Q. Amireau.....	Sept. 27, '82	100	00	41	50	..
Pugwash.....	Oct. 22, '73	C. T. DeWolfe.....	May 6, '95	100	00	35	00	..
Ritcey's Cove.....	Sept. 29, '84	T. C. Creaser.....	Jan. 8, '01	100	00	44	50	..
River Bourgeoise.....	April 19, '86	E. C. Bouchie.....	April 19, '86	100	00	3	00	..
River John.....	Mar. 26, '78	H. Campbell.....	June 11, '91	100	00	..	..	..
St. Ann's.....	April 20, '81	George Fader.....	Dec. 29, '00	200	00	3	50	..
St. Mary's River.....	May 18, '81	John P. Burns.....	Dec. 23, '01	200	00	6	00	..
St. Peter's.....	Jan. 24, '81	Peter McNeil.....	Sept. 17, '83	200	00	89	00	..
Sambro.....	Dec. 23, '79	Ben Smith.....	May 27, '90	200	00	25	50	..
Sheet Harbour.....	May 14, '74	H. Hall.....	April 13, '98	200	00	..	..	..
Shelburne.....	Aug. 27, '77	John C. Morrison.....	May 4, '97	200	00	159	50	..
Ship Harbour.....	June 2, '84	Conrad Marks.....	June 2, '81	100	00	52	50	..
Spencer's Island.....	May 22, '99	Baxter McLellan.....	May 22, '99	100	00	..	..	..
Tangier.....	Nov. 14, '01	Chas. A. Hilehey.....	Nov. 14, '01	200	00	..	..	..
Tatamagouche.....	Feb. 27, '78	Wm. Rielly.....	June 1, '00	200	00	..	..	..
Tidnish.....	Aug. 10, '80	Manford Oxley.....	Oct. 22, '01	100	00	..	..	..
Tiverton.....	April 3, '00	Joel Blackford.....	April 3, '00	100	00	..	..	..
Torbay and Whitehaven.....	May 18, '81	Andrew Haley.....	Dec. 10, '97	200	00	..	..	..
Tusket.....	Mar. 1, '75	Charles W. Hatfield.....	Mar. 7, '87	100	00	20	50	..
Tusket Wedge.....	Dec. 19, '99	James LeBlanc.....	Mar. 16, '01	100	00	55	50	..
Victoria Pier, South Bar, Sydney.....	July 25, '84	Ernest Richardson.....	Nov. 1, '97	200	00	..	..	..
Wallace.....	Oct. 22, '73	Jas. D. Patton.....	Feb. 14, '96	100	00	1	00	..
West Arichat.....	Aug. 20, '90	A. B. Poirier.....	Oct. 7, '96	100	00	14	50	..
West Bay.....	May 8, '84	John McInnis.....	May 8, '84	100	00	2	50	..
West Port.....	Mar. 8, '87	Geo. Welsh.....	Jan. 29, '98	200	00	30	50	..
Weymouth.....	May 21, '94	R. Payson.....	May 29, '97	200	00	27	00	..
Whycocomagh.....	Oct. 8, '75	Neil McKimmon.....	Oct. 8, '75	100	00	..	..	..
Wolfville.....	Aug. 16, '01	J. L. Franklin.....	Aug. 16, '01	100	00	..	..	9 00
Wood's Harbour.....	Feb. 19, '92	S. K. Woods.....	Feb. 19, '92	200	00	..	..	..
Yarmouth.....	Mar. 1, '75	Ebenezer Scott.....	Oct. 19, '77	250	00	236	50	..

SESSIONAL PAPER No. 23

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—*Con.*

PROVINCE OF PRINCE EDWARD ISLAND.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the	Amount collected in	Amount paid over to
				fees of office salary not to exceed.	1906.	Receiver General.
				\$ cts.	\$ cts.	\$ cts.
Alberton.....	June 17, '74	John King.....	July 30, '01	200 00	.....	.....
Bay Fortune.....	April 10, '75	John R. Coffin.....	April 29, '78	200 00	.....	.....
Brudenell.....	July 25, '85	Vacant.....	.....	200 00	.....	.....
Cape Traverse.....	May 23, '84	".....	.....	100 00	.....	.....
Cardigan River, including Cardigan Bridge.....	July 2, '78	Hercules McDonald.....	July 2, '78	200 00	.....	.....
Cardigan River, from head of river to north bank Mitchell River.....	May 16, '78	Joseph Livingstone.....	Nov 14, '01	100 00	.....	.....
Cove Head.....	" 15, '80	James D. McMillan.....	May 15, '80	100 00	.....	.....
Charlottetown and Hillsboro River.....	June 17, '74	David Small.....	Feb. 19, '77	400 00	141 50	.....
Crapaud.....	" 17, '74	Wesley Myers.....	June 17, '74	200 00	.....	.....
Egmont Bay.....	" 17, '74	George Bollum.....	Nov. 3, '85	200 00	.....	.....
Georgetown.....	" 17, '74	Samuel James Hemphill.....	Sept. 27, '01	200 00	18 00	.....
Grand River.....	April 10, '75	Wm. Chas. Jenkins.....	May 4, '97	200 00	.....	.....
Grand River, down to and including Poplar Point and Chapel Wharf.....	May 16, '79	Vacant.....	.....	200 00	.....	.....
Malpeque.....	June 20, '74	J. Champion.....	Dec. 10, '96	200 00	.....	.....
Miminegash.....	April 12, '80	Martin Hustler.....	Jan. 25, '01	160 00	1 50	.....
Montague Bridge.....	June 7, '74	Welton Porter.....	April 7, '97	200 00	15 50	.....
Murray Harbour.....	" 7, '74	Wm. Miller.....	June 17, '74	200 00	.....	.....
Murray River.....	May 16, '79	Geo. McLedo.....	Feb. 9, '97	200 00	6 50	.....
New London.....	June 17, '74	Wm. Bell.....	Aug. 25, '96	200 00	2 50	.....
Pinette.....	" 17, '74	Daniel McAulay.....	Dec. 18, '97	200 00	.....	.....
Port Hill.....	" 17, '74	W. C. Brown.....	June 20, '98	200 00	.....	.....
Pownal.....	July 10, '79	Michael Haley.....	Mar. 30, '97	100 00	.....	.....
Rollo Bay.....	April 10, '75	Vacant.....	.....	200 00	.....	.....
Rustico.....	May 5, '75	Felix Baote.....	Mar. 1, '97	200 00	.....	.....
St. Peter's Bay.....	April 10, '75	George Barry.....	May 3, '01	200 00	.....	.....
Souris East and West.....	" 10, '75	Wm. McDonald.....	Sept. 21, '99	200 00	Nil	.....
Summerside.....	June 17, '74	Wm. Stymest.....	Oct. 20, '97	200 00	51 00	.....
Tignish.....	April 22, '90	Vacant.....	.....	200 00	.....	.....
Tracadie.....	May 5, '75	Donald Campbell.....	Aug. 27, '95	200 00	.....	.....
Tryon.....	April 12, '77	Vacant.....	.....	200 00	.....	.....
Vernon River Bridge.....	June 17, '74	John Finlay.....	Oct. 9, '84	200 00	.....	.....
West River.....	May 5, '75	Vacant.....	.....	200 00	.....	.....
Wood Island.....	" 22, '99	James Young.....	May 22, '99	100 00	13 00	.....

PROVINCE OF BRITISH COLUMBIA.

Chemainus.....	March 2, '97	Lewis G. Hill.....	Mar. 2, '97	200 00	255 00	55 00
Comox.....	April 25, '96	Geo. H. Rowe.....	April 25, '96	200 00	192 50	.....
Nanaimo and Departure Bay.....	" 25, '76	Harry Cooper.....	Feb. 25, '97	500 00	203 00	.....
New Westminster.....	Jan. 23, '80	Joseph Reichenbach.....	May 15, '91	100 00	89 00	.....
Quadra.....	April 17, '77	Vacant.....	.....	300 00	.....	.....
Vancouver, including Burrard Inlet.....	Feb. 22, '88	Malcolm McLeod.....	Jan. 11, '97	600 00	571 00	.....
Victoria and Esquimalt.....	Mar. 8, '75	C. E. Clarke.....	Nov. 3, '94	600 00	615 50	15 50

F. GOURDEAU,
Deputy Minister Marine and Fisheries.

APPENDIX No. 45.

STATEMENT showing the results of certain returns respecting Shipping and Discharging of Seamen, received by the Department of Marine and Fisheries, in accordance with the provisions of Chapter 74, Consolidated Statutes of Canada, from Shipping Masters throughout the Dominion, for the half-years ended June 30 and December 31, 1901.

NOTE.—Names printed in italics are Shipping Masters appointed under the Act, the others the Collectors of Customs who act as Shipping Masters.

QUEBEC.

Name of Port.	Name of County.	Name of Shipping Master.	For half-year ended June 30, 1901.		For half-year ended December 31, 1901.		Total Seamen Shipped.	Total Seamen Discharged.	Total Amount.
			Seamen Shipped.	Seamen Discharged.	Seamen Shipped.	Seamen Discharged.			
			Amount.							¢	cts.
Escoumains.....		John Topping.....							
Gaspé.....	Bonaventure	<i>F. G. Eden</i>							
Magdalen Islands.....	"	P. L. Jones.....							
Montreal.....	Montreal.....	<i>H. M. Chouinard</i>	1,196	697	2,760	1,578	1,853	40	2,655
New Richmond.....	Bonaventure.....	R. W. H. Dimock.....			17	15	13	00	23
Paspébiac.....	"	P. G. Beauchêne.....	6	8					
Perce.....	"	W. Flynn.....			215	170	158	50	252
Quebec.....	Quebec.....	<i>J. G. Gagnon</i>	152	82					
Rimouski.....	Rimouski.....	J. A. Martin.....							
St. Johns.....	St. Johns.....	H. W. Wood.....							
Sorel.....	Richelieu.....	Joseph Mathieu.....							
Three Rivers.....	Three Rivers.....	P. B. Vanasse.....							

NEW BRUNSWICK.

Alton.....	Albert.....	D. Cleveland.....							
Bathurst.....	Gloucester.....	John E. Baldwin.....							
Buctouche.....	Kent.....	J. J. LeBlanc.....							
Chatham.....	Northumberland.....	<i>R. J. Walls</i>			27	10	16	50	
Caracac.....	Kent.....	A. K. Dysart.....							
Dalhousie.....	Restigouche.....	W. Montgomerie.....							
Fredericton.....	Westmoreland.....	Walter Dobson.....							
	York.....	A. F. Street.....							

STATEMENT showing returns respecting shipping and discharging Seamen, &c.—Continued.

NOVA SCOTIA—Continued.

Name of Port.	Name of County.	Name of Shipping Masters.	For Half-year ended June 30, 1901.		For Half-year ended December 30, 1901.		Total Seamen Discharged.	Total Amount.
			Seamen Shipping.	Seamen Discharged.	Seamen Shipping.	Seamen Discharged.		
				% cts.		% cts.		
Guysboro'	Guysboro'	W. Cameron	1,606	1,322	1,646	1,337	2,629	2,414 70
Halifax	Halifax	H. Bligh						
Hantsport	Hants	J. W. Lawrence						
Harbour au Bouche	Antigonish	E. Corbett						
Harbourville	King's	Clas. E. Morris						
Isaac's Harbour	Guysboro'	J. D. Griffin						
Jordan Bay	Shelburne	M. D. McKenzie						
Lingan	Cape Breton	Matthew Roche						
Liscomb	"	P. Collins						
Little Bras d'Or	Guysboro'	James Hemlow						
Little Glace Bay	"	John Joseph Campbell						
Liverpool	Queen's	L. J. V. Decker						
Lockport	Shelburne	J. R. Ruggles	93		55	5	148	75 50
Londonerry	Colchester	J. A. Blake						
Louisbourg	Cape Breton	Wm. Leary						
Lumenburg	Lumenburg	Alfred G. Heister			211	188		372 40
Madame Bay	"	A. F. Zwicker						
Maun à Dieu	Cape Breton	R. Melbougal						
Matland	Hants	Alex. Roy						
Margaree	Inverness	M. A. Dunn						
Margaretsville	Annapolis	D. W. Landers						
Metegomish	Pictou	D. McGregor						
Metegham	Digby	E. U. Doucet	38	26	48	40	66	62 80
North-East Harbour	Shelburne	G. B. Swaine			10	10		
North Sydney	Cape Breton	Matthew J. Ross			191	173	280	256 00
Parishoro	Cumberland	D. K. Hobbes	153					
Pictou	Pictou	John Waters						
Port Gilbert	Digby	James Bangay						
Port Greville	Cumberland	James Kerr						
Port Hawkesbury	Inverness	D. A. McDonald						

STATEMENT showing returns respecting shipping and discharging Seamen, &c.—*Continued.*

BRITISH COLUMBIA.

Name of Port.	Name of County.	Name of Shipping Master.	For Half-year ended June 30, 1901.		For Half-year ended December 31, 1901.		Total Seamen Shipped.	Total Seamen Discharged.	Total Amount.
			Seamen Shipped.	Seamen Discharged.	Seamen Shipped.	Seamen Discharged.			
Aloussel	Clayoquot	<i>G. R. McDougall</i>							% etc.
Clayoquot	"	<i>John Grace</i>							
Hesquilt	Vancouver	<i>A. J. Bradant</i>	131	32	76	22	131	108	97 90
Kyuquot	Nanaimo	<i>W. J. Fisher</i>							
Masset Inlet	Queen Charlotte Id.	<i>Charles Harrison</i>		Nil					
New Westminster	New Westminster	<i>Peter Grant</i>	39	35		16			46 65
Uchuel	Barklay Sound	<i>Geo. Fraser</i>	388	518	601	571	1,187	1,112	1,138 90
Vancouver	New Westminster	<i>D. McPhaiden</i>	796	325	496	379	1,292	792	869 60
Victoria	Victoria	<i>H. G. Lewis</i>							

SESSIONAL PAPER No. 23

APPENDIX No. 46.

LIST of Certificates of Competency granted to Masters and Mates of FOREIGN SEA-GOING VESSELS during the year ended June 30, 1901.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1900.					\$ cts.
3398	July 19.	Henry J. Hobbs	Mate	Sunderland, G.B.	Victoria, B.C.	8 00
3399	" 19.	Edward C. Sears	Master	Montreal, Que.	Halifax, N.S.	15 00
3400	" 19.	James C. McPherson	Mate	Port Daniel, P.Q.	"	8 00
3401	" 24.	Otto Bucholz	Master	Victoria, B.C.	Victoria, B.C.	15 00
3402	Aug. 14.	Forbes McD. McIntosh	"	Digby, N.S.	Halifax, N.S.	15 00
3403	"	Clifton Smith	2nd Mate	New Carlisle, P.Q.	"	8 00
3404	"	Samuel Schmeisser	Master	La Have, N.S.	"	15 00
3405	Sept. 27.	D. L. McRoberts	Mate	St. Andrews, N.B.	St. John, N.B.	8 00
3406	"	Joseph E. Faulkner	2nd Mate	Hautsport, N.S.	Halifax, N.S.	8 00
3407	"	Isaac H. Cam	"	Louisburg, N.S.	"	8 00
3408	"	Chas. R. Glenn	"	Cheverie, N.S.	"	8 00
3409	"	Andrew Mundewitz	Master	Cardiff	St. John, N.B.	15 00
3410	Sept 29.	Alfred Bewsher	Mate	Ladysmith, B.C.	Victoria, B.C.	8 00
3411	Oct. 26.	Harry S. Morris	2nd Mate	Advocate, N.S.	Halifax, N.S.	8 00
	1901.					
3412	Dec. 6.	John O. Townsend	Master F. & A. sail.vessel	Victoria, B.C.	Victoria, B.C.	15 00
	1900.					
3413	Dec. 26.	Byron H. Morehouse	Mate	Sandy Cove, N.S.	St. John, N.B.	8 00
3414	Nov. 19.	Bernard Firth	"	London, Eng.	Halifax, N.S.	8 00
3415	Dec. 14.	Avarth Brenton	Master	Port Lorne, N.S.	Yarmouth, N.S.	15 00
3416	"	Norman E. Smith	Mate	Woods Harbour, N.S.	"	8 00
3417	"	Thos. Anderson	Master	St. John, N.B.	St. John, N.B.	15 00
	1901.					
3418	Jan. 15.	Dan'l McA. McKenzie	Master	Pictou, N.S.	Halifax, N.S.	15 00
3419	"	Robert A. Bartlett	2nd Mate	Brigus, Nfld.	"	8 00
3420	Jan. 24.	Matthew J. Davis	Master	Clifton, N.S.	"	15 00
3421	"	Robt. McK. Cliffe	"	Parnell, Auckland, N.Z.	St. John, N.B.	8 00
3422	Feb. 16.	John Hearn	2nd Mate	Halifax, N.S.	Halifax, N.S.	8 00
3423	"	Walter Hart	"	Main à Dieu, N.S.	"	8 00
3424	"	T. Roy Coffin	"	Barrington, N.S.	"	8 00
3425	Mar. 2.	Wilbert L. Loomer	"	Advocate Harbour, N.S.	St. John, N.B.	8 00
3426	" 13.	Richard Marshall	Master	Inslow, Eng.	Halifax, N.S.	15 00
3427	April 17.	Horace McCully	Mate	Masstown, N.S.	"	8 00
3428	"	Elias A. Burgess	Master	Cheverie, N.S.	"	15 00
3429	"	Frank R. Churchill	"	Halifax, N.S.	"	15 00
3430	May 7.	Luc Pelletier	"	L'Islet, P.Q.	"	15 00
3431	" 7.	Chas. Green	"	Victoria, B.C.	Victoria, B.C.	15 00
	1900.					
3357	Sept. 21.	Wm. H. Atwood	Master	Barrington, N.S.	Yarmouth, N.S.	8 00
3358	Oct. 10.	John McCrae	Mate	Bandford, N.S.	"	4 00
3359	" 16.	Colin T. McKay	Master	Lockport, N.S.	Lunenburg, N.S.	8 00
3360	Nov. 5.	R. C. McCorquodale	"	Sault Ste. Marie, Ont.	St. Catharines, O.	8 00
3361	" 13.	John S. Wolfe	"	La Have, N.S.	Halifax, N.S.	8 00
3362	" 17.	Chas. L. Day	Mate	Jeddore, N.S.	"	4 00
	1901.					
3363	Jan. 9.	Benj. N. Eden	Master	Vancouver, B.C.	Vancouver, B.C.	8 00
3364	Mar. 14.	Thos. Stanton	"	Sparrow Lake, Ont.	St. Catharines, O.	8 00
3365	May 21.	Isaiah C. Rhude	"	Montague Bridge, P.E.I.	Charlottetown, P.E.I.	8 00

* Steamships only.

LIST of Certificates of Competency granted to Masters and Mates of INLAND and COASTING VESSELS, during the year ended June 30, 1901.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination passed.	Fee.
	1900.					\$ cts.
3029	July 5.	Thomas R. Hull	Master.	Clarina	Ottawa, Ont.	5 00
3030	" 5.	Henry Willis	"	Carleton Place, Ont.	"	5 00
3031	" 5.	Charles D. Barber	"	Winnipeg, Man.	Winnipeg, Man.	5 00
3032	" 7.	Oskar Osler	"	New Mills N.B.	Dalhousie, N.B.	15 00
3033	" 7.	John McLachlin	"	Spanish River, Ont.	Spanish River	15 00
3034	" 7.	John Wm. Hutt	"	Port Medway, N.S.	Halifax, N.S.	15 00
3035	" 10.	Edward B. Rhoda	"	Vancouver, B.C.	Victoria, B.C.	15 00
3036	" 10.	Murdock Beaton	"	Cumberland, Ont.	Ottawa, Ont.	15 00
3037	" 10.	Bennett M. Dykeman	"	St. John, N.B.	St. John, N.B.	15 00
3038	" 11.	Alexander Lester	"	Vancouver, B.C.	N. Westminster	15 00
3039	" 11.	Wm. Osborne Street	"	New Westminster, B.C.	"	15 00
3040	" 11.	Isaac Watt	"	Windsor, Ont.	Kingston, Ont.	15 00
3041	" 11.	George Reid	"	Cardinal, Ont.	Ottawa, Ont.	15 00
3042	" 13.	Louis A. Moore	Mate.	North Sydney, C.B., N.S.	Sydney, N.S.	6 00
3043	" 13.	Midley Dykeman	Master.	Jemseg, N.B.	Fredericton, N.B.	15 00
3044	" 19.	Roy W. Troup	Mate.	Nelson, B.C.	Victoria, B.C.	6 00
3045	" 19.	David George Kurtz	Master.	"	"	15 00
3046	" 19.	Thos. Foster	"	Victoria, B.C.	"	15 00
3047	" 19.	Victor L. E. Larzon	"	Nanaimo, B.C.	"	15 00
3048	" 19.	Reuben H. Gardner	Mate.	Comeau's Hill, N.S.	Yarmouth, N.S.	6 00
3049	" 19.	Frank G. Morin	"	Lakefield, Ont.	Kingston, Ont.	6 00
3050	" 19.	Alex. D. Stickler	"	South Lancaster, Ont.	"	6 00
3051	" 19.	Alphonse Lepine	Master.	Pointe Claire, Que.	Ottawa, Ont.	15 00
3052	" 24.	George Lockhart	Mate.	Windsor, N.S.	Yarmouth, N.S.	6 00
3053	" 24.	Nathan A. Beach	Master.	Georgeville, Que.	Ottawa, Ont.	5 00
3054	" 24.	Otto Johnson	"	Parry Sound, Ont.	St. Catharines, O.	15 00
3055	" 24.	Wm. Robt. Staunton	Mate.	Orillia, Ont.	"	6 00
3056	" 24.	Fredk. Wm. Gilbert	Master.	Victoria, B.C.	Victoria, B.C.	15 00
3057	" 24.	Dan Geo. Macanley	"	"	"	15 00
3058	" 24.	Clarence E. Pratt	"	Parry Sound, Ont.	St. Catharines, O.	15 00
3059	" 24.	Robt. Parsons	Mate.	Bracebridge, Ont.	"	6 00
3060	" 30.	Alonzo W. Daball	"	Parry Sound, Ont.	"	15 00
3061	" 30.	Robt. R. Rutherford	Master.	Warton, Ont.	"	15 00
3062	Aug. 1.	Edw. Jass. Graham	"	St. Jovite, P.Q.	Ottawa, Ont.	15 00
3063	" 7.	John Ryan	"	Campbellton, N.B.	Dalhousie, N.B.	15 00
3064	" 14.	Willbert C. Harris	"	Gore's Landing, Ont.	Kingston, Ont.	15 00
3065	" 14.	James Hunter	"	Belleville, Ont.	"	15 00
3066	" 14.	James Alex. Croll	"	New Westminster, B.C.	N. Westminster.	15 00
3067	" 14.	Geo. B. McCrae	"	Granville, N.S.	Yarmouth, N.S.	15 00
3068	" 14.	Arthur Walton	"	Magnetawan, Ont.	St. Catharines, O.	15 00
3069	" 14.	Frank K. C. Stratford	"	Victoria, B.C.	Victoria, B.C.	15 00
3070	" 14.	John McDonald	Mate.	Kaslo, B.C.	"	6 00
3071	" 14.	George Dube	"	Penetanguishene, Ont.	St. Catharines, O.	6 00
3072	" 20.	Murdock McKay	Master.	Collingwood, Ont.	"	15 00
3073	" 20.	Wm. H. Oldfield	"	Parry Sound, Ont.	"	15 00
3074	" 20.	Wm. Porter Cann	"	Louisburg, N.S.	Sydney, N.S.	15 00
3075	" 20.	Henry Thrussell	Mate.	Brockville, Ont.	Kingston, Ont.	6 00
3076	" 20.	Isaac A. Banks	Master.	Barrington, N.S.	Yarmouth, N.S.	15 00
3077	Nov. 3.	Wm. Di Gon	Mate.	St. Peter's, N.S.	St. John, N.B.	6 00
3078	" 24.	Mathew Lownds Henley	Master.	Spy Bay, N.S.	Halifax, N.S.	15 00
3079	" 24.	Wm. Alb. Richmond	"	Parry Sound, Ont.	St. Catharines, O.	15 00
3080	" 24.	George Seney	Mate.	"	"	6 00
3081	" 24.	Robert Bruce Stenton	"	Harwich, Ont.	"	6 00
3082	" 24.	Alfred Erringham	"	Parry Sound, Ont.	"	6 00
3083	" 24.	John Edgar McKimmon	Master.	Yarmouth, N.S.	Yarmouth, N.S.	15 00
3084	Nov. 24.	Winthrop W. Simms	Mate.	Winthrop, Mass., U.S.A.	"	6 00
3085	" 24.	Robert Tilson	"	Kingston, Ont.	Kingston, Ont.	6 00
3086	Sept. 24.	Lorenzo Raymond Maguire	Master.	Mulgrove, N.S.	Sydney, N.S.	15 00
3087	" 24.	Joseph Everette Faulkner	"	Hantsport, N.S.	Halifax	15 00
3088	" 24.	Robert Brown	"	Windsor, Ont.	St. Catharines	15 00
3089	" 24.	Hedley V. Hughes	Mate.	Victoria, B.C.	Victoria	6 00
3090	" 24.	John Hy Aker	Master.	Harbourville, N.S.	Sydney, N.S.	15 00
3091	" 24.	Abraham Henebery	"	Halifax, N.S.	"	15 00
3092	" 24.	Wm. Frank Farr	"	Parry Sound, Ont.	St. Catharines	15 00
3093	" 27.	Isaac Henry Cann	Mate.	Louisburg, C.B., N.S.	Halifax	6 00

SESSIONAL PAPER No. 23

LIST of Certificates of Competency granted to Masters and Mates of INLAND and COASTING VESSELS, &c.—Continued.

Number of Certificate.	Date of Certificate	Name	Grade	Address.	Where Examination was passed	Fee.
1900.						
3094	Sept. 27.	Chas. Rathford Glenn	Master	Cheverie, N.S.	Halifax, N.S.	15 00
3095	" 28.	Fredrick Arthur Tulley	"	Warsaw, Ont.	Ottawa, Ont.	5 00
3096	" 29.	James Alex. McBeth	"	69 Elm St., St. John, N.B.	St. John, N.B.	15 00
3097	" 29.	Edmund Kimmie	"	Riverside Alb. Co., N.B.	"	15 00
3098	" 29.	Napoleon Bertrand	"	Rigaud, Que.	Ottawa, Ont.	15 00
3099	Oct. 1.	Alfred Gronlund	"	Nanaimo, B.C.	Victoria, B.C.	15 00
3100	" 1.	Austin Sherman French	"	Vancouver, B.C.	"	15 00
3101	" 1.	John MacLeod	"	Kaslo, B.C.	"	15 00
3102	" 10.	Thos. Hy. Perry	Mate	Whitby, Ont.	St. Catharines, O	6 00
3103	" 10.	Lonzo N. Hunt	"	Southampton, Ont.	"	6 00
3194	" 17.	Saml. F. Oldfield	Master	Parry Sound, Ont.	"	15 00
3105	" 15.	Chas. Richard	"	Sorel, Que.	Kingston, Ont.	15 00
3106	" 19.	William Cooke	"	Grenville Village, Que.	Ottawa, Ont.	5 00
3107	" 19.	Francis Gerald Young	"	Young's Point, Ont.	Kingston, Ont.	15 00
3108	" 22.	William Burns	"	Sandy Cove, N.S.	Yarmouth, N.S.	15 00
3109	" 23.	Gilbert Morgeau	"	Sorel, Que.	Quebec, Que.	15 00
3110	" 23.	Thos. Geo. Garcin	"	Charlottetown, P.E.I.	Sydney, N.S.	15 00
3111	" 26.	Walter S. Ellis	"	Fenelon Falls, Ont.	Kingston, Ont.	15 00
3112	" 26.	Robt. Reginald Clarke	Mate	Charlottetown, P.E.I.	Halifax, N.S.	6 00
3113	" 26.	Wm. H. Mabee	"	St. John, N.B.	St. John, N.B.	15 00
3114	" 26.	Peter James Shaw	Master	Lakeport, Ont.	St. Catharines, O	15 00
3115	" 27.	Stanley Cook	"	Rose Blanche, N.F.S.	Sydney, N.S.	15 00
3116	" 29.	Fredk. Javrell	Mate	Trenton, Ont.	Kingston, Ont.	6 00
3117	Nov. 3.	George Magar	Master	New Westminster, B.C.	Vancouver, B.C.	15 00
3118	" 9.	Robt. Daul. Burns	"	Sonora, N.S.	Sydney, N.S.	15 00
3119	" 13.	Emil Christiansen	"	New Westminster, B.C.	N. Westminster.	15 00
3120	" 19.	John Jos. McDonald	"	New Westminster, B.C.	N. Westminster.	15 00
3121	" 19.	Oliver Belliveau	Mate	Belliveau's Cove, N.S.	Yarmouth, N.S.	6 00
3122	" 19.	Benjamin Babine	"	Yarmouth, N.S.	"	6 00
3123	" 20.	Wellington Jenex	Master	Jedlore, N.S.	Sydney, N.S.	15 00
3124	" 20.	Geddie B. Mitchell	"	Winnipegosis, Man.	Rat Portage, Ont	15 00
3125	" 27.	Patrick Hickey	"	Victoria, B.C.	Victoria, B.C.	15 00
3126	" 29.	Frlk. Monahan, jr.	"	Melocheville, P.Q.	St. Catharines, O	15 00
3127	Dec. 4.	Joseph Urban Blakeney	Mate	Dartmouth, N.S.	Halifax, N.S.	6 00
3128	" 10.	Chas. Primeau	"	Windsor, Ont.	St. Catharines, O	6 00
3129	" 10.	William Fitzgerald	Master	Windsor, Ont.	"	15 00
3130	" 10.	John McRitchie	"	Rat Portage, Ont.	Rat Portage, Ont	15 00
3131	" 10.	Robert E. Smith	"	Wabigoon, Ont.	Wabigoon, Ont.	15 00
3132	" 10.	James Henderson	"	Norman, Ont.	Rat Portage, Ont	15 00
3133	" 13.	George Humphries	Mate	Vancouver, B.C.	Vancouver, B.C.	8 00
3134	" 13.	Hollis Alphonse Young	Master	New Westminster, C.C.	"	15 00
3135	" 13.	Doyas George House	Mate	Victoria, B.C.	Victoria, B.C.	6 00
3136	" 13.	Wm. H. Gillen	Master	Victoria, B.C.	"	15 00
3137	" 13.	Fritz Plump	Mate	Victoria, B.C.	"	6 00
3138	" 13.	Frank Glowson	Master	Victoria, B.C.	"	15 00
3139	" 13.	Gustav Foellmer	Mate	Victoria, B.C.	"	6 00
3140	" 22.	Wm. Alex. Fullock	Master	Dickinson's Landing, Ont	St. Catharines, O	15 00
3141	" 22.	Volysses G. Richmond	"	Keewatin, Ont.	Winnipeg, Man.	15 00
3142	" 27.	Theron Ackerman	"	New Westminster, B.C.	N. Westminster.	15 00
3143	" 27.	Frederick R. Johnson	Mate	Collingwood, Ont.	St. Catharines, O	6 00
3144	" 27.	Harry Farrow	"	Owen Sound, Ont.	"	6 00
3145	" 27.	George McDonald	"	Yarmouth, N.S.	Yarmouth, N.S.	15 00
1901.						
3146	Jan. 7.	John Inkerman Cass	Master	Cape Cove, Co. Gaspe, Que.	Quebec, Que.	15 00
3147	" 7.	George Irving	"	Burlington, Ont.	St. Catharines, O	15 00
3148	" 7.	Achille Tremblay	"	Baie St. Paul, Que.	Quebec, Que.	15 00
3149	" 7.	Thomas Gorst	Mate	Windsor, Ont.	St. Catharines, O	6 00
3150	" 9.	Archibald King	"	Lockport, N.S.	Yarmouth, N.S.	6 00
3151	" 26.	Jones E. Firth	Master	Lydgate, N.S.	Lunenburg, N.S.	15 00
3152	" 9.	John Stevens	Mate	Vancouver, B.C.	Vancouver, B.C.	8 00
3153	" 16.	John Hoarn	"	Halifax, N.S.	Halifax, N.S.	6 00
3154	" 16.	Gibbon Gill	Master	Sorel, Que.	Quebec, Que.	15 00

List of Certificates of Competency granted to Masters and Mates of INLAND and COASTING VESSELS, &c.—Continued.

Number of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1901.					\$ cts.
3155	Jan'y 16.	Wilfred Dufou	Mate	Chateauguay, Que.	Ottawa, Ont.	6 00
3156	" 17.	Leon John Eckstair	Master	New Westminster, B.C.	N. Westminster.	15 00
3157	" 17.	Geo. Watson Marshall	Mate	Victoria, B.C.	Victoria, B.C.	6 00
3158	" 17.	George Kirkendale	"	"	"	6 00
3159	" 17.	Ebenezer Carme	"	"	"	6 00
3160	" 17.	Robt. Clarence Meuter	Master	Harrison, B.C.	"	15 00
3161	" 23.	Wm. John Cole	"	Manitowaning, Ont.	St. Catharines, O.	15 00
3162	" 23.	John Alex. Roys	Mate	Kingston, Ont.	Kingston, Ont.	6 00
3163	" 23.	William Weston	Master	Kingston, Kent Co., N.B.	Sydney, N.S.	15 00
3164	" 23.	Chas. A. Abbott	Mate	Yarmouth, N.S.	Yarmouth, N.S.	6 00
3165	" 23.	Stuart Roop	"	Clementsport, N.S.	"	6 00
3166	" 23.	Frank Besette	"	Windsor, Ont.	St. Catharines, O.	6 00
3167	" 24.	Henri A. Boisvert	Master	Ste. Croix, Que.	Quebec, Que.	15 00
3168	" 26.	John Kelly Livingston	"	St. John, N.B.	St. John, N.B.	15 00
3169	" 26.	Martin Hodgson	Mate	Vancouver, B.C.	Vancouver, B.C.	6 00
3170	" 29.	Henry Chas. Wingrove	"	Collingwood, Ont.	St. Catharines, O.	6 00
3171	Feb. 9.	Geo. E. Gale	Master	Babington, Queen's Co., N.B.	Yarmouth, N.S.	15 00
3172	" 9.	Frederick Geo. Moles	"	Collingwood, Ont.	St. Catharines, O.	15 00
3173	" 11.	Alfonzo M. Granville	"	Cumberland Bay, Queen's Co., N.B.	Yarmouth, N.S.	15 00
3174	" 11.	Fred. L. Le-Blanc	"	Tusket Wedge, N.S.	"	15 00
3175	" 11.	Daniel Heritage	"	Victoria, B.C.	Victoria, B.C.	6 00
3176	" 11.	Richard S. Fisher	"	Selkirk, Man.	Winnipegosis	15 00
3177	" 13.	Isidore Brunet	"	Coteau Landing, Que.	Ottawa, Ont.	15 00
3178	" 13.	William Beazley	"	Halifax, N.S.	Halifax, N.S.	15 00
3179	" 13.	Wm. Jas. Minot	"	Port Colborne, Ont.	St. Catharines, O.	15 00
3180	" 16.	Joseph Jean	"	Laprairie, Que.	Quebec, Ont.	15 00
3181	" 16.	Allen Brydges	"	Cornwall, Ont.	Ottawa, Ont.	15 00
3182	" 16.	Thos. J. Jackman	"	Victoria, B.C.	Victoria, B.C.	15 00
3183	" 16.	John Henry McCormick	"	Dawson, Y.T.	"	15 00
3184	" 19.	Burton Davison	"	Hantsport, N.S.	Yarmouth, N.S.	15 00
3185	" 22.	George Waugh	"	Owen Sound, Ont.	St. Catharines, O.	15 00
3186	" 22.	Ephrem Hamel	"	St. Joseph de Sorel, Que.	Sorel, Que.	15 00
3187	" 22.	John Henry Grant	"	Kingston, Ont.	Kingston, Ont.	15 00
3188	" 22.	Joseph E. Miller	"	Cumberland Bay, Queen's Co., N.B.	Yarmouth, N.S.	15 00
3189	" 23.	Chas. N. Hines	"	Noel, Hants Co., N.S.	"	15 00
3190	" 23.	Alfred E. Williams	"	Westfield, N.B.	"	15 00
3191	" 23.	Wm. D. Livingston	Mate	Big Bras d'Or, C.B., N.S.	Halifax, N.S.	6 00
3192	" 27.	Jos. Cyrille Perron	Master	Valleyfield, Que.	Ottawa, Ont.	15 00
3193	" 27.	Henry N. Trueman	Mate	Vancouver, B.C.	Vancouver, B.C.	6 00
3194	March 1.	William West	Master	East Langley, B.C.	Vancouver, B.C.	15 00
3195	" 1.	Harry P. J. Gohling	Mate	Toronto, Ont.	St. Catharines, O.	6 00
3196	" 1.	Geo. Hugh McMaster	Master	Victoria, B.C.	Victoria, B.C.	1 00
3197	" 2.	Jacob Edwin DuKerhar	"	St. John, N.B.	St. John, N.B.	15 00
3198	" 2.	Hiram D. Farris	"	"	"	15 00
3199	" 2.	Hanfred Whelpley	"	"	"	15 00
3200	" 2.	Herbert U. Butler	Mate	"	"	6 00
3201	" 2.	Geo. W. Smith	Master	East Apple River, N.S.	"	15 00
3202	" 7.	Alex. D. L. Livingstone	Mate	Mattawa, Ont.	St. Catharines, O.	6 00
3203	" 7.	Roy Burke	Master	Penetanguishene, Ont.	"	15 00
3204	" 7.	Hermenegilde Lemaire	"	St. Th. de Pierreville, P.Q.	Quebec, Que.	15 00
3205	" 7.	Archie McLachlan	"	Middlemiss, Ont.	St. Catharines, O.	15 00
3206	" 7.	Jas. K. Anderson	"	Port Lorne, N.S.	Yarmouth, N.S.	15 00
3207	" 7.	Magloire Lachance	"	St. Jean, Isle of Ori., P.Q.	Quebec, Que.	15 00
3208	" 14.	Nils Jonson Sterner	"	Victoria, B.C.	Victoria, B.C.	15 00
3209	" 14.	William Reeves	Mate	Halifax, N.S.	Halifax, N.S.	6 00
3210	" 14.	Chas. Rush	Master	Vancouver, B.C.	Vancouver, B.C.	15 00
3211	" 14.	John Edwd. Smith	"	Little Current, Ont.	St. Catharines, O.	7 00
3212	" 14.	Frank Couture	"	Anse à Beaufils, P.Q.	"	15 00
3213	" 15.	Moses Rubble	"	Bear River, N.S.	Yarmouth, N.S.	15 00
3214	" 19.	William Shaw	"	Sault Ste-Marie, Ont.	St. Catharines, O.	15 00
3215	" 19.	Leon Alie	"	N.-D. de Pierreville, P.Q.	Quebec, Que.	15 00
3216	" 19.	Joseph Auguste Allard	Mate	Carleton, P.Q.	"	6 00

SESSIONAL PAPER No. 23

List of Certificates of Competency granted to Masters and Mates of INLAND and COASTING VESSELS, &c.—Continued.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1901.					\$ cts.
3217	Mar. 19.	Zenas Richard	Master.	Getsons Point, N.S.	Lunenburg, N.S.	6 00
3218	" 19.	Forest Lee Orr	"	Prince Edward Island	Victoria, B.C.	6 00
3219	" 19.	Forest Lee Orr	Mate.	"	"	6 00
3220	" 19.	John Morgan	"	Victoria, B.C.	"	6 00
3221	" 19.	Robt. John Armstrong	Master.	"	"	15 00
3222	" 19.	Stanley Fraser	Mate.	"	"	6 00
3223	" 19.	Jas. Walker Sangster	Master.	"	"	15 00
3225	" 19.	Harvey Allen Sears	Mate.	"	"	6 00
3225	" 19.	Jas. Edw'd Fairbairn	Master.	Dawson, Y.T.	"	15 00
3226	" 23.	John O'Williams	Mate.	Victoria, B.C.	"	6 00
3227	" 23.	Isaie Duval	"	St. Zotique, P.Q.	Ottawa, Ont.	6 00
3228	" 23.	James Goddard Roberts	Master.	Victoria, B.C.	Victoria, B.C.	15 00
3229	" 23.	James Cantwell	"	Campbellton, N.B.	Campbellton, N.B.	15 00
3230	" 23.	Wm. Angus MacLean	"	Hardwich Village, N.B.	Chatham, N.B.	15 00
3231	" 23.	Donat Labonté	Mate.	Beauharnois, P.Q.	Ottawa, Ont.	6 00
3232	" 27.	Harry W. Tower	Master.	Sackville, N.B.	Yarmouth, N.S.	15 00
3233	" 27.	Arthur Toupin	"	Chamblain, P.Q.	Quebec, Que.	15 00
3234	" 27.	Benjamin B. Beard	"	Merrittton, Ont.	St. Catharines, O.	15 00
3235	" 27.	Wm. Alex. Glawson	"	Pleasant Harbour, N.S.	Halifax, N.S.	15 00
3236	Apr. 2.	Alfred Roderick	Mate.	Gananoque, Ont.	Kingston, Ont.	6 00
3237	" 2.	Chas. B. Wilson	"	Pictou, Ont.	"	6 00
3238	" 2.	Murdock MacLean	Master.	New Westminster, B.C.	Vancouver, B.C.	15 00
3239	" 2.	Frank S. Smith	Mate.	Owen Sound, Ont.	St. Catharines, O.	6 00
3240	" 2.	Ephraim Steele	Master.	Chatham, N.B.	St. John, N.B.	15 00
3241	" 2.	John Le-Baron MacKinley	"	St. John, N.B.	"	1 00
3242	" 2.	Talmage C. MacLean	Mate.	"	"	6 00
3243	" 2.	David Campbell	"	Main-a-dieu, C.B.	Sydney, N.S.	6 00
3244	" 2.	Antonio Monpetit	Master.	Montreal, Que.	Kingston, Ont.	15 00
3245	" 2.	Arthur Berry	"	Providence Bay, Ont.	St. Catharines, O.	15 00
3246	" 2.	James W. Challoner	"	Sydney C.B., N.S.	Sydney, N.S.	15 00
3247	" 2.	Bernard L. Johnson	"	Vancouver, B.C.	Vancouver, B.C.	15 00
3248	" 2.	John Collier	"	Newfoundland.	Sydney, N.S.	15 00
3249	April 2.	John A. C. Scagel	Master.	Rat Portage, Ont.	Rat Portage, O.	15 00
3250	" 2.	Andrew E. Hicks	"	Dumbarton, Ont.	St. Catharines, O.	15 00
3251	" 10.	Daniel May	"	Huntsville, Ont.	"	15 00
3252	" 10.	Louis Labonté	"	Montreal, Que.	Quebec, Que.	15 00
3253	" 10.	John Richards	"	Yarmouth, N.S.	Yarmouth, N.S.	15 00
3254	" 10.	Thomas J. Kickham	"	Vancouver, B.C.	Vancouver, B.C.	15 00
3255	" 10.	Henri Mallette	Mate.	St. Henri, Montreal, Que.	Ottawa, Ont.	6 00
3256	" 10.	David Samuel Betts	Master.	Chatham, N.B.	St. John, N.B.	15 00
3257	" 10.	Geo. Johnston Matthews	"	"	New Castle, N.B.	15 00
3258	" 10.	Thomas McAvoy	"	Port Dalhousie, Ont.	St. Catharines, O.	15 00
3259	" 10.	Albert P. Lewis	"	Freeport, N.S.	Yarmouth, N.S.	15 00
3260	" 13.	Henry Arthur White	Mate.	Victoria, B.C.	Victoria, B.C.	6 00
3261	" 13.	Wm. Lawrence Butler	"	"	"	6 00
3262	" 13.	John Larson	"	"	"	6 00
3263	" 13.	John Webber	Master.	"	"	15 00
3264	" 13.	Geo. Edw. Robertson	"	"	"	15 00
3265	" 13.	Edw. Sealing	"	"	"	15 00
3266	" 13.	Isaac N. Kendall	"	Vancouver, B.C.	Vancouver, B.C.	15 00
3267	" 13.	Thos. Padginton	"	Lakeport, Ont.	St. Catharines, O.	15 00
3268	" 13.	Joseph Kenaghan	Mate.	"	"	6 00
3269	" 13.	John Hanam	"	Baddeck, N.S.	Sydney, N.S.	6 00
3270	" 13.	Pierre Cormier	Master.	St. Hyacinthe, Que.	Sand, P.Q.	15 00
3271	" 13.	John M. Silverthorn	Mate.	Owen Sound, Ont.	St. Catharines, O.	6 00
3272	" 17.	Sylvester Beazley	Master.	Dartmouth, N.S.	Halifax, N.S.	15 00
3273	" 17.	Murdock Young	"	New Westminster, B.C.	N. Westminster	15 00
3274	" 17.	Chas. Coghlan	Mate.	"	Vancouver, B.C.	6 00
3275	" 17.	Frank B. Furner	Master.	Vancouver, B.C.	"	15 00
3276	" 17.	Ernest Desbines	Mate.	Isle aux Cordes, Que.	Quebec, Que.	6 00
3277	" 19	Wm. H. Bradshaw	"	Bracebridge, Ont.	St. Catharines, O.	6 00
3278	" 19	Francis E. Burke	Master.	Penetanguishene, Ont.	"	15 00
3279	May 1	A. G. Galbraith	Mate.	Collingwood, Ont.	"	6 00
3280	" 1	Walter Power	Master.	Wallaceburg, Ont.	"	15 00
3281	" 1	Robt. A. Davy	"	Kingston, Ont.	Kingston, Ont.	15 00

1-2 EDWARD VII., A. 1902

LIST of Certificates of Competency granted to Masters and Mates of INLAND and COASTING VESSELS, &c.—Continued.

Number of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was passed.	Fees.
	1901.					\$ cts.
3282	May 1.	Wm. Dulmage	Master	South Bay, Ont.	Kingston, Ont.	15 00
3283	" 1.	Alfred Rowlands	Mate	Vancouver, B.C.	Vancouver, B.C.	6 00
3284	" 1.	Frank Fertile	"	Toronto, Ont.	St. Catharines, O.	6 00
3285	" 1.	Owen F. Brown	"	New Westminster, B.C.	Vancouver, B.C.	6 00
3286	" 1.	Jas. R. Matthews	Master	Sydney, N.S.	Sydney, N.S.	15 00
3287	" 1.	Geo. C. Harvey	Mate	New Westminster, B.C.	Vancouver, B.C.	6 00
3288	" 1.	Peter McKay	"	Owen Sound, Ont.	Kingston, Ont.	6 00
3289	" 1.	Jas. W. Smith	Master	Newdy Quoddy, N.S.	Sydney, N.S.	15 00
3290	" 1.	John Paquette	"	St-Joseph de Levis, Que.	Quebec	15 00
3291	" 1.	Johnny Lavailles	"	Berthier en bas, Que.	"	15 00
3292	" 1.	Nelson Palmateer	"	Cherry Valley, Ont.	Kingston, Ont.	15 00
3293	" 7.	Adelard Fortin	"	St-Thomas, Que.	Quebec	15 00
3294	" 7.	Henry Kirk	"	Lakeport, Ont.	St. Catharines, O.	15 00
3295	" 7.	Wm. Futon	Mate	Penetanguishene, Ont.	"	6 00
3296	" 10.	Walter S. Kennedy	Master	Strathcona Village, Que.	Quebec	15 00
3297	" 10.	Roderick McLean	"	Sault Ste. Marie, Ont.	St. Catharines, O.	15 00
3298	" 10.	Joseph Leduc	"	Valleyfield, Que.	Quebec	15 00
3299	" 11.	John Landrigan	"	Penetanguishene, Ont.	St. Catharines, O.	15 00
3300	" 14.	Harry D. Morrow	Mate	Bronte, Ont.	"	6 00
3301	" 21.	Wm. Chas. McLaren	"	Chatham, Ont.	"	6 00
3302	" 21.	Chas. A. Moore	Master	Purple Valley, Ont.	"	15 00
3303	" 21.	Stephen L. Waggoner	"	Sarnia, Ont.	"	15 00
3304	May 21.	John S. McDonald	Mate	Bronte, Ont.	St. Catharines	6 00
3305	" 21.	Geo. Burbee Carter	"	St. John, N.B.	Yarmouth, N.S.	6 00
3306	" 21.	Wm. Henry Noel	Master	Port Essington, B.C.	Victoria, B.C.	15 00
3307	" 21.	Benjamin Axhorne	"	Victoria, B.C.	"	15 00
3308	" 21.	Joseph P. Bucy	Mate	Point Simpson, B.C.	"	6 00
3309	" 21.	Walter A. Wilkscroft	"	Victoria, B.C.	"	6 00
3310	" 23.	Richard Jackson	Master	Vancouver, B.C.	Vancouver, B.C.	15 00
3311	" 23.	Jas. Blackadder	"	Cornwall, Ont.	Ottawa, Ont.	15 00
3312	" 23.	David Bourgault	Mate	St. Roch des Aulnais, P.Q.	Quebec, Que.	6 00
3313	" 29.	Chestley W. McLean	Master	Cumberland Bay, Queens Co., N.B.	Fredericton, N.B.	15 00
3314	" 29.	John Duguay	"	Murray Bay, P.Q.	Quebec, Que.	15 00
3315	" 31.	Howard Hoyden	"	Lockport, N.S.	Yarmouth, N.S.	15 00
3316	June 1.	Samuel Torgues	Mate	Levis, P.Q.	Quebec, Que.	6 00
3317	" 4.	Wm. G. Jackson	Master	North Sydney, N.S.	Sydney, N.S.	15 00
3318	" 4.	Thomas Cryan	"	Orillia, Ont.	St. Catharines, O.	15 00
3319	" 4.	Robt. E. Payor	Mate	Windsor, Ont.	"	6 00
3320	" 4.	Edwin E. Hall	Master	Port Lorne, N.S.	Sydney, C.B., N.S.	15 00
3321	" 4.	Anthony Adams	"	Chatham, N.B.	New Castle, N.B.	15 00
3322	" 4.	Wm. Edward Morris	"	Canso, N.S.	Sydney, N.S.	15 00
3323	" 4.	Richard E. Burke	"	Sydney, N.S.	"	15 00
3324	" 4.	Joseph Emond	"	St. Laurent, P.Q.	Quebec, Que.	15 00
3325	" 4.	George J. Hawes	Mate	Victoria, B.C.	Victoria, B.C.	6 00
3326	" 4.	Lauchlin McKimmon	Master	Nelson, B.C.	"	15 00
3327	" 4.	Chas. J. McDonald	Mate	Victoria, B.C.	"	6 00
3328	" 4.	Wm. English	"	"	"	6 00
3329	" 4.	John Pynn	Master	"	"	15 00
3330	" 4.	Henry R. Dilton	"	"	"	15 00
3331	" 4.	Wm. D. Byers	"	"	"	15 00
3332	" 4.	Walter H. Wright	Mate	Robson, B.C.	"	6 00
3333	" 4.	Jas. A. Colwell	Master	Upper Jenseg, N.B.	St. John, N.B.	15 00
3334	" 4.	James G. Gilchrist	Mate	Upper Hamstead, Queens County, N.B.	"	6 00
3335	" 4.	R. H. Weston	Master	Upper Gagetown, Queens County, N.B.	"	15 00
3336	" 11.	Geo. Thos. Annett	"	Peninsula Gaspé, P.Q.	Quebec	15 00
3337	" 11.	Paul Dusome	"	Penetanguishene, Ont.	St. Catharines, O.	15 00
3338	" 14.	Marono Martinolish	"	New Westminster, B.C.	Vancouver, B.C.	15 00
3339	" 14.	Mathew Hickey	"	Keewatin	Rat Portage, O.	15 00
3340	" 14.	Wm. A. Pitt	"	Clifton, N.B.	St. John, N.B.	15 00
3341	" 17.	Peter Taylor	"	New Westminster, B.C.	Vancouver, B.C.	15 00
3342	" 17.	Hugh E. Wade	"	Grenville, P.Q.	Ottawa, Ont.	15 00
3343	" 24.	John J. McEachren	"	Chatham, N.B.	New Castle, N.B.	15 00

SESSIONAL PAPER No. 23

LIST of Certificates of Competency granted to Masters and Mates of INLAND and COASTING VESSELS, &c.—*Concluded.*

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1901.					8 cts.
3344	June 24.	John Barberie.....	Mate.....	Vancouver, B.C.....	Vancouver, B.C.....	6 00
3345	" 24.	Jas. P. Stephenson.....	Master.....	St. Andrews, Ont.....	Kingston, Ont.....	15 00
3346	" 24.	Octave Toltin.....	".....	St. Valier, P.Q.....	Quebec.....	15 00
3347	" 27.	Robt. A. MacLean.....	".....	Chatham, N.B.....	Sydney, N.S.....	15 00
3348	" 24.	Oliver Couture.....	".....	Trenton, Ont.....	Kingston, Ont.....	15 00
3349	" 24.	R. H. Burgess.....	".....	Windsor, Ont.....	Yarmouth, N.S.....	15 00
3350	" 24.	Joseph Cote.....	".....	Grand Piles, P.Q.....	Quebec, P.Q.....	15 00
3351	" 24.	Geo. E. Cresine.....	".....	Guysboro', N.S.....	Sydney, N.S.....	15 00
3352	" 24.	Vincent J. Peeples.....	".....	Port Mulgrave, N.S.....	".....	15 00
3353	" 24.	Robert Muir.....	Mate.....	Goderich, Ont.....	St. Catharines, O.....	6 00
3354	" 24.	Jas. H. Jackson.....	".....	North Sydney, N.S.....	Sydney, N.S.....	6 00
3355	" 26.	L. Woodman Williams.....	Master.....	St. John, N.B.....	Yarmouth, N.S.....	15 00
3356	" 26.	Geo. W. Clapp.....	Mate.....	Pictou, Ont.....	Kingston, Ont.....	6 00
3357	" 26.	Hector C. Maudsley.....	".....	Thorold, Ont.....	".....	6 00
3358	" 26.	Nap. Salvail.....	Master.....	Sorel, P.Q.....	".....	15 00
3359	" 26.	Chas. W. Burgoyne.....	".....	Trenton Falls, Ont.....	".....	15 00
3360	" 26.	Michael J. Lawless.....	Mate.....	Kingston, Ont.....	".....	6 00
3361	" 26.	Wm. F. Robinson.....	".....	Bobcaygeon, Ont.....	".....	6 00

APPENDIX No. 47.

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels, in Canadian Waters, and to Canadian Sea-going Vessels, in other Waters, for the twelve months ended June 30, 1901.

Date of casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. — Iron or Wood. — Steam or Sail.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Cause and Nature of Casualty.	Lives lost.	Remarks.
1899.										
Dec. 1900.	Alberta.	11	Windson, N.S.	Bktn., wood, sail.	610	Rosario to New York.	River Parad, Argentine Republic.	Owing to a sudden gale, Vessel struck the bank of the river and was finally abandoned and sold.	.....	Total loss, 2,500
Oct. 1900.	Alice.	24	Parrshoro, N.S.	Schr., wood, sail.	54	St. John, N.B., to Parrshoro, N.S.	Spencer's Island, N.S., Bay of Fundy.	Lost anchor and stay sail in bad weather.	.....	Partial loss, 125
Sept. 1900.	Andoake.	.....	Dordrecht, Norway.	.....	.....	.....	Near Badhuist, N.B.	No particulars reported.	.....	Total loss.
Nov. 1900.	Advance.	12	St. John, N.B.	Schr., wood, sail.	99	St. John, N.B., to Boston, Mass.	Not known. The hull was washed ashore near Portsmouth, U.S.	Vessel lost at sea. She last reported at South-west Harbour, Mount Desert, on November 21 or 23, 1900.	5	Total loss.
July 1900.	Alice-Maud.	10	"	"	125	St. John, N.B., to New York, U.S.	Nantucket Shoals, 1 mile W.N.W. from Cross-rip light ship north Atlantic.	Vessel damaged in collision; fault of other vessel whose owner settled for damages.	.....	Partial loss, 1,000
Dec. 1900.	Alpha.	37	Vancouver, B.C.	Schr., iron steam.	653	Victoria, B.C., to Yokohama.	East point of Yellow Rock, Gulf of Georgia, B.C.	Lost on account of want of knowledge on the part of the master regarding the route.	9	Total loss.
Sept. 1900.	Arnamurcham.	10	British.	Ship steel, sail.	1,619	Hamburg to Fraser River.	Entrance to Strait of Juan de Fuca.	Stranded.	.....	Amount of damage not reported.
	Alma.	.....	Sheburne, N.S.	Schr., wood, sail.	96.37	Lockport to Turkes Island, to Lockport.	At Sea.	Collision with a steamer.	6	Total loss, 4,300

SESSIONAL PAPER No. 23

Oct.	5	Annie Pearl	8	Parrishoro, N.S.	"	29-95	Clarkes Harbour to Digby Gut, West side, N.S.	Stranded	Trifling loss.
		Antilla	10	St. John, N.B.	Barque, wood, sail.	44	On voyage from Yarmouth, N.S., to Buenos Ayres.	Vessel lost parts of her riggings and masts in gales and had some of her deck lead carried away.	Partial loss.
1899,	Sept. 7	Bessie Willis	9	Halifax, N.S.	Schr., wood, sail.	98-91	Lying in Fox River to Quebec.	Dragged anchors in a gale and went ashore on the breakers.	Total loss, 2,500
1900,	Oct. 16	Babs	6	Parrishoro, N.S.	"	97	Parrishoro to Yarmouth	In bad weather lost main sail and jib anchor, and chain.	Partial loss, 400
Nov. 11	Bjorgvin		10	Bergin, Norway	Schr., steel, steam.		Off Westport River Isl., N.S., Bay of Fundy.	Collision.	Damage not reported.
May 1	Blanche Alma		10	Quebec, Que.	Schr., wood, sail.	87	Quebec to Matamoras, Que.	Collision.	Damaged.
Dec. 11	B. C. Bonden		6	Parrishoro, N.S.	"	385	Cadiz, Spain to Halifax, N.S.	Vessel encountered very bad weather.	Total loss, 15,000
	Bowman B. Law		16	Yarmouth, N.S.	Barque, iron, sail.	1,329	Portland, Oregon to Channel, Queenstown	Severe weather and rough sea; vessel sustained serious damage.	Partial loss.
1901,	Mar. 14	Barbara Boscowitz	18	Victoria, B.C.	Schr., wood, steam.	338	Victoria, B.C., to Vancouver, B.C.	Vessel stranded.	Partial loss, 1,000
May 6	Bessie		15	"	Sloop, wood, steam.	11	Victoria, B.C., to Ladysmith Harbour or Oyster Harbour, B.C.	Cause of casualty not reported, left vessel all right at 9 p.m.	Total loss.
1900,	May 26	Cape Breton	10	Montreal, Que.	Schr., steel, steam.	1,109	Montreal, Que., to Sydney, N.S.	Pilot misjudged his distance from the light and ship went aground.	Trifling.
Mar. 6	Corunga			Windsor, N.S.	Ship, wood, sail.	1,289	Buenos Ayres to Port Natal	Vessel lying at anchor, anchor carried away, ship driven aground in a gale.	Partial loss.
Sept. 13	Clyde		16	Lunenburg, N.S.	Barque, wood, sail.	257	Bridgewater, N.S., to Quebec, P.Q.	Rough weather.	Total loss, 7,000
Oct. 17	Clifford C.		18	St. John, N.B.	Schr., wood, sail.	97	St. John, N.B., to Charlottetown.	Vessel damaged in wind and storm and put into Yarmouth Harbour, where she ran on a reef.	Partial loss, 600
"	Conunto		5	Parrishoro, N.S.	Schr., wood, sail.	98	Parrishoro to Yarmouth	Damaged in bad weather, split foremast and jib and lost anchor.	" 160

STATEMENT OF WRECKS AND CASUALTIES REPORTED AS HAVING OCCURRED TO BRITISH, CANADIAN AND FOREIGN SEA GOING VESSELS IN CANADIAN WATERS, &c.—*Continued.*

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. Iron or Wood. Steam or Sail.	Register Tonnage.	Port sailed from. Port bound to.	Place where Casualty happened.	Cause and Nature of Casualty.	Lives lost.	Remarks.
1900.		Yr's								%
Oct. 10	City of Montreal cell.	31	Liverpool, Eng.	Schr., iron and wood, steam.	566	Yarmouth, N. S., St. John, N. B., to Yarmouth, N. S.	Four miles west of Yarmouth light, Bay of Fundy.	Vessel was overtaken by a terrific storm.	36	Total loss.
	Congo		Sheerness, N.S.	Schr., wood, sail.	197	Boston to Sydney	Bridgeport, C. B., N. S.	Stranded in a thick fog.		Partial loss, 1,500
Aug. 21	Cuteb	16	Varanouver, B.C.	Schooner, iron, steam.	366	Kotahikan to Skagway.	Horse Shoe Reef, Stephen's Pass, Alaska.	Stranded owing to want of knowledge on the part of the officer in charge as to the distance from land.		Total loss, 60,000
Sept. 12	Creta	1	Dorchester, N.B.	Schr., wood, sail.	117		At sea	Vessel capsized at sea. Picked up 40 m. S. from Scattario Island and towed into Louisbourg.	6	Partial loss.
Dec. 9	Carlotia	18	St. John, N.B.	Schr., wood, sail.	210	Hillsboro, N. B., to Newburg, N. Y.	Dog Bar Breakwater, Gloucester, Mass.	Vessel did not let go anchors in time, so ran on bar. She was making for Gloucester Harbour.		Total loss, 4,000 Cargo, 504
Sept. 7	Culboon	15	"	Ektrc., wood, sail.	378	Pascagoula to Rosario, Aug. Rep.	Five miles south of Carryfoot light, Gulf of Mexico.	Stranded in a hurricane.		Total loss, 9,500
Dec. 10	Corinto	5	Parrishore, N.S.	Schr., wood, sail.	97	Boston, Mass., to Wind-sock, N.S.	Rain Island, Leodger, Booth Bay, Maine.	Went ashore in a thick vapour and fog.		Partial loss, 700
"	Cygnel	18	"	Schr., wood, sail.	77	Black River St. John, N. B., to St. John, N. B.	St. John, N. B., Bay of Fundy.	Stranded in a hurricane.		" 110
Nov. 19	Curlew	20	St. John, N.B.	Ektrc., wood, sail.	307	St. Johns, Nfld., to Liverpool.	Middle of North Atlantic.	Vessel severely damaged in North Atlantic by rough weather and sea.		" 1,500
Sept. 3 1901	Culboon	15	"	Ektrc., wood, sail.	373	St. John, N. B., to Rosario.	American coast.	Damaged in hurricane off Florida coast.		"
Feb. 21	Clifford C	18	"	Schr., wood, sail.	97	St. John, N. B., to City Island.	Dipper Harbour, St. John, Co., N. B., Bay of Fundy.	Vessel broke from anchor and was driven ashore in a snow-storm and sustained damage.		" 350

Date	Name of Vessel	Origin	Destination	Location	Wreck Occurred During	Loss
April 6, 1900	Carlew	Norwegian	Norway	North Sydney, N.S.	Wreck occurred during thick and heavy weather, and in the night. Sails split and vessel driven on the shoals amongst the floating ice.	Total loss nearly 5,000 Cargo, 30,000
July 29, 1900	Dave	Maitland, N.S.	Near N.W. Point, Bird Roek Reef, Bahamas	Bear River, N.S. to Clonforges, Cuba	Run on reef owing to the master steering a wrong course.	Partial loss
Oct. 31, 1900	Duke of Pife	Glasgow, G.B.	Wash., to Victoria, B.C.	50-56 N., 135 W., Pacific Ocean	Vessel sprang a leak in heavy weather.	Trifling damage.
Dec. 5, 1901	Denozella	St. John, N.B.	New York to Kingston, Jamaica	Off Bermuda	Struck by a hurricane.	Partial loss 500.
Jan. 2, 1908	Danube	Victoria, B.C.	John Inlet, Alaska	John Inlet, Alaska	Vessel came into contact with ice.	Trifling casualty.
Nov. 1, 1901	Daniel Simmons	Digby, N.S.	Portland, Me.	Portland, Me.	Foundered at sea with all hands.	Total loss.
April 10, 1900	Dora	Parrsboro, N.S.	Cassett's Point, Digby Harbor, N.S.	Parrsboro, N.S.	Vessel lost anchor.	Trifling 160.
May 31, 1900	E. Merriam	Parrsboro, N.S.	Off Oyster Bay, R.I.	Hillsboro, N.B.	Was run into by schooner C. C. Linn.	Partial loss 750.
July 28, 1900	Elsie	Lunenburg, N.S.	Off Cape Pouchie, Halifax, N.S.	Lunenburg, N.S.	Vessel capsized in a cyclone.	Total loss 1,450.
Sept. 7, 1900	Evening Star	Charlham, N.B.	3 miles from Cape Pouchie, N.S.	Bathurst to Charlottetown	Vessel became water-logged and stranded.	Total loss 100.
Oct. 11, 1900	Empress	Charlham, N.B.	West Side Port, Hood Harbor, C.B.	Murray River to Sydney, C.B.	Stranded in a hurricane.	Partial loss 100.
Nov. 6, 1900	Empress of India	London	Yokohama	Vancouver to Yokohama	Collided with a barque owing to the barque not showing the necessary light.	Partial loss 700.
Oct. 16, 1900	Eva Stewart	Parrsboro, N.S.	Westport, Island, Bay Fundy	Yarmouth to Parrsboro	Stranded.	Partial loss 2,300.
Nov. 15, 1900	E. M. G. Hardy	Sydney, N.S.	Entrance to Louisbourg Harbor, N.S.	North Sydney to Halifax	Stranded.	Total loss 225.
June 24, 1900	Epistar	American	Coast of Nova Scotia	Fishing	Vessel ran on ledge and damaged hull.	Partial loss
July 16, 1900	Florence S.	Dawson, Y.T.	Lewis River, Alaska	Lewis River, Alaska	Wrecked.	Total loss.
Aug. 29, 1900	F. B. Lovitt	Yarmouth, N.S.	New South Atlantic	Monte Video to New York	No particulars obtainable.	"
Dec. 10, 1900	Francis M. Lowing	Parrsboro, N.S.	Port Annapique, N.S.	Port Grenville to Port Annapique, N.S.	Vessel damaged in a gale.	Partial loss 500.
Sept. 13, 1900	Frances	Charlham, N.B.	Cape St. George, N.F.L.	Port au Port, N.F.L. to Cape St. George	Stranded.	Total loss 3,500.

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea going Vessels in Canadian Waters, &c. *Continued.*

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. Iron or Wood. Steam or Sail.	Register or Tonnage.	Port sailed from. Port bound to.	Place where Casualty happened.	Cause and Nature of Casualty.	Lives lost.	Remarks.
1900.	Sept. 12 Gilda M.	4	Genoa.				Near Bathurst, N.B.	Stranded near Bathurst, N.B., and became a total loss. No particulars reported.		8
"	Greta.							Vessel capsized at sea and all were drowned. Lost sails and afterward ran ashore.	5	
July 26	Hattie McKay	4	Parrsboro, N.S.	Schr., wood, sail.	71	Parrsboro, N.S. to St. John, N.B.	Isle Haute, Bay Fundy, N.S.	Schr. left Kingsport Dec. 28, 1899, for Havana and has not been heard of since.	Total loss.	2,500
Dec.	Harold Borden.		Windsor, N.S.	"	118	Kingsport, N.S. to Cuba.		Schr. left Kingsport Dec. 28, 1899, for Havana and has not been heard of since.	"	2,500
1900.	Aug. 1 Hillside	3	Yarmouth, N.S.	Bth., steel, sail.	139	Yarmouth to New York Riv.	Parana, 120 miles below Rosario.	Grounded.	Trifling.	
Oct. 10	Hawbeck	17	St. John, N.B.	Schr., wood, sail.	100	Boston to St. John.	Boston Bay, 4 miles from Thatcher's Isld., U.S.	Encountered a storm, filled and capsized; wreck towed to Boston and sold for \$470.	1	Total loss, 2,000
Sept. 1901.	Honolulu	18	"	Ship, wood, sail.	1545	Norfolk, Va. to Manila	North & South Atlantic	Vessel seriously damaged by heaving of coal cargo.		Partial loss.
April 10	Helen M.	6	Parrsboro, N.S.	Schr., wood, sail.	62	St. John, N.B. to Hope-Well Cape, N.B.	Three miles from Chignecto Cape, N.S., Bay of Fundy.	Was struck by a squall off Chignecto Cape, losing sails and at the mercy of the wind for 18 hours. Was driven down the bay and was picked up by the str. Westport and towed into Westport.	"	1,500
May 31 1900.	Hattie Murriel	7	St. John.	"	85	St. John, N.B. to New Haven, Conn.	Nantucket, Shoals, Mass., U.S.	Stranded on a shoal.	"	200
Sept. 12	Igomar	25	Norway.	Bk., wood, sail.	1,182	West Hartlepool, G.B. to Grundstone Is., N.B.	S.W. Grundstone Is., Bay of Fundy, North Atlantic.	Thick fog caused the stranding of the vessel	Total loss.	12,000

SESSIONAL PAPER No. 23

Oct. 13 1899.	E. N. Parker	2	St. John, N.B.	Schr., wood, sail.	98	Fredericton, N.B. to Vineyard Haven, U.S.	Nantucket Shoals, Mass. U.S.	Heavy weather, Master misjudged distance and struck on shoal. Sprung a leak.	Partial loss.	200
Oct. 11 1900.	Ida Mand	18	Liverpool, N.S.	Brigtn., wood, sail.	172	Chatam, N.B. to Port Hawkesbury, N. York	Georges Shoals.		Total loss.	3,000
July 1 1899.	Junitta	44		Brig., wood, sail.	94	Finland, B.W.I. to St. John, N.E.	In the harbour of St. John, N.B., at the wharf.	The reason given for the casualty is that the Pilot took vessel to the wharf without instructions.	Partial loss.	1,500
May 1900.	Jane M.							Ran down by the Str. <i>Thber</i> and sunk.	Total loss.	
Dec. 10 1901.	James W.	2	Charlotte'ville, P. E. I.	Schr., wood, sail.	149	P. E. Island to Janeiro.	Cape Breton coast, N.S.	Stranded.	Partial loss. Cargo.	600 2,000
Feb. 24 1899.	Jessie D.	1	Parrishoro, N.S.	"	86	Boston, U.S. to Parrishoro, N.S.	Cape DOR, Parrishoro shore, Bay of Fundy, N.S.	Vessel caught in ice and damaged by losing anchor and other slight damage.	Partial loss.	150
Sept.	Lucy J. Warren.	14	Canso, N.S.	"	55-46	Canso, N.S., fishing.	Near Port au Port, on west coast of Newfoundland.	Heavy gale.	Total loss.	2,500
1900.	Lenese	17	Archat, N.S.	"	45	Glaco Bay, C.P. to Pictouche, N.B.	Little Harbour, Pictou County, N.S.	Very thick weather and strong wind.	Partial loss.	200
Nov. 27 1899.	Leona Packup	10	Annapolis, N.S.	"	292	Hatifax, N.S. to Port Greenville, N.S.	Martin's Beach, S.E. of John Co., Humber's Bay of Quaco St., Bay of Fundy.	Thick weather, not having seen any land marks for three days.	Total loss. Cargo.	6,500 100
Sept. 1	Louisburg	19	Montreal, Que.	Schr., iron, steam.	1,182	Sydney, N.S. to Montreal, Que.	Coramc Island, River St. Lawrence, Que.	Stranded, steering gear disconnected.	Partial loss.	
June	Leona May	10	St. Andrews, N.B.	Schr., wood, sail.	18	Digby, fishing.	Bay of Fundy.	No particulars.	Total loss.	
July 19	Lilybank	20	Charlotte'ville, P. E. I.	"	15-71	Charlottetown to Sonris P. E. I.	St. Peter's Harbour, P. E. Island.	Stranded.	Partial loss.	125
Nov. 8	Leouine	4	Parrishoro, N.S.	Bktn., wood, sail.	518	Natal, Brazil to Barbados and New York.	Atlantic Ocean, 8 miles west of Quaco, N.B., Bay of Fundy.	Split sails and lost sails in gale.	"	100
Aug 17	Mary Packard	26	Parrishoro, N.S.	Schr., wood, sail.	89	Parrishoro to St. John.	Quaco Lighthouse Reef, Bay of Fundy.	Struck by a squall, lost mainmast and anchor. In trying to get out of Quaco Bay, vessel drifted down towards the reef and could not make out against the tide.	Partial loss.	100
Nov. 19	Minnie R.	9	Annapolis, N.S.	"	96	Jogens, N.S. to St. John, N.B., and Annapolis, N.S.	Quaco Bay, vessel drifted down towards the reef and could not make out against the tide.	Total loss. Cargo.	Total loss. Cargo.	1,500 600

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—Continued.

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. Iron or Wood. Steam or Sail.	Register Tonnage.	Port sailed from. Port bound to.	Place where Casualty happened.	Cause and Nature of Casualty.	Lives lost.	Remarks.
1900.		Yrs.								
Nov. 12	Mary Eleanor.....	26	Halifax, N.S.	Schr., Wood, sail	98	Charltonham, N.B., to 12 miles from Miramichi, P.E.I., Northumberland Strait.	Heavy sea and weather.		1	Total loss, 500 Cargo, 680
Dec. 4	Morriam.....	19	Parrishoro, N.S.	" "	331	St. John, N.B., to New Salem Harbour, Mass., American coast.	Collided with another vessel.			Partial loss, 1,000
" 25	Minnie M.....	17	Halifax, N.S.	" "	26-58	Halifax to Musquodiboit Harbour.	Stranded on a sand bar.			Total loss, 500 Cargo, 2,000
1899.										
Nov. —	Mary E. Whorf.	29	Digby, N.S.	" "	77	Plympton, N.S., and Campbell, N.B., to Parrishoro, N.S.		Could not be avoided, very heavy gale, Vessel ran into anchorage at Petit Passage.		Total loss, 1,000
1901.										
Jan. 16	Monrovia.....	23	St. John, N.B.	Ship	1,449	Liverpool to Buenos Ayres, S.A.	51 29 N.L. 15 30 W.L.	Vessel sustained serious damage owing to very high gales.		Partial loss.
.....	Moama.....	9	" "	Schr.	384	Rio Grand de Norte to New York.	Lat. 36, Long. 69, Atlantic Ocean.	Lost sails in a gale.		" 300
April 20	Mola.....	9	" "	" "	351	Buenos Ayres to New York.	Near Sandy Hook, N.Y.	Driven ashore by a heavy eastern gale.		" 5,000
1900.										
Sept. 22	Newfield.....	29	Ottawa, Ont.	Iron, steam.	569	On Government service	White Cove, Bay of Fundy, north side Digby Neck, N.S.	Struck on ledge at entrance to White Cove.		Total loss, 30,000
Oct. 2	Northenhelm...	12	Marport, G.B.	Schr., steel steam.	1,285	Manchester to St. John, N.B.	Cape Pine, bearing N.N.E., 4 miles.	Run down and cut a schooner in two, cause attributed to the schooner's poor lights.		Partial loss.
Sept. 20	Nelson.....	9	New Westminster, B.C.	Wood, steam.	312-49	Nelson to Kootenay.	Kootenay Lake.....	Man at wheel went asleep and vessel ran ashore.		" 500
" 16	Nellie Blanche...	13	Parrishoro, N.S.	Schr., wood, sail.	89	St. John, N.B., to Norwiche, Conn.	Off Peaked Hill Bars, Cape Cod, Am. coast.	Vessel lost mast in a gale.		" 150

SESSIONAL PAPER No. 23

Date	Name of Vessel	Port of Origin	Destination	Trade	Cause of Wreck	Total Loss
Dec. 21 1900	Nellie Blanche	"	"	"	89 Sackville to Parrishoro, Off Apple River, N.S. Sprang a leak and later became a total wreck on Edgetts Beach, Apple River.	800
Jan. 15	Nyanza	Charlottetown P.E.I.	Opoto to St. John's, Newfoundland.	"	91 About 100 miles from Cape Race, Atlantic Ocean, lost sails.	3,000
Jan. 28	Nellie L. White	Parrishoro, N.S.	St. John's, N.B., to Off Nantucket Shoals, New York.	"	121 Off Nantucket Shoals, struck by a squall and lost jib and anchor off Nantucket Shoals.	108
Sept. 1900	Oesta	Haffay, N.S.	Fort Hood—Fishing Harbour, C.B.	Wood, sail	13-50 East side of Fort Hood Harbour, C.B. Wind caused her to drag her anchor and she stranded.	100
Oct. 11	Ossama	Richibucto, N.B.	Richibucto Harbor, Liverpool, C.E.	Barque, wood, sail	778 Partially wrecked in a gale; vessel was loaded and ready for sea when the storm came up.	1,000
Dec. 10 1900	Oreas	Parrishoro, N.S.	Parrishoro, N.S., to Wolfville, N.S.	Barque, wood, sail	53 Rogers' Creek, Minas Basin, N.S. Lost anchor in gale.	100 Cargo 20
Jan. 11	Pavia	Lauenburg, N.S.	Newfoundland, to Bas ton, U.S.	"	Sehr, run into by SS. Kaiserin Maria Theresa, crew taken on strainer and landed in New York.	Total loss, 6,500
Jan. 1	Prince Victor	Christiana, Norway.	Honolulu to British Columbia.	Barque, wood, sail	1,013 Straits of Juan de Fuca, B.C. Misjudged distance from light and stranded.	Trifling loss.
April 16	Princess Louise	Victoria, B.C.	New Westminster to Victoria.	Sehr, steam	Enterprise Channel, B.C. Vessel struck coming through this narrow channel in a gale.	Trifling loss.
May 11 1900	Princess Louise	Victoria, B.C.	Vancouver to Simpson.	Sehr, wood, sail	541 Port Gulf of Georgia, B.C. Vessel stranded in a thick fog; jettisoned part of cargo. Damage to vessel not serious.	Trifling loss.
Aug. 1	Robt. S. Besnard	Parrishoro, N.S.	St. John's, N.B., to Manchester, Eng.	Bktn., wood, sail	1,199 Thirty-five miles west of Prior Island, Bay of Fundy.	Partial, 1,000
Oct. 16	Rowena	St. John, N.B.	Westerly, B.I., to St. John, N.B.	Sehr, wood, sail	114 Canso, N.S. Fishing. Bald Rock, near Canso.	Total loss, 350
April	Reindeer	Victoria, B.C.	Winter quarters, Fingers Rapids, Yukon River.	Steamer	221-30 St. John's, N.B. Capized by a squall off St. John's, Oct. 16, drowning 3 men. Destroyed by fire; cause of fire unknown, roof of registry destroyed.	Partial loss, 3,200 Will be repaired cargo, 1,500 Total loss.

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea going Vessels in Canadian Waters, &c.—Continued.

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. Iron or Wood. Steam or Sail.	Register Tonnage.	Port sailed from. Port bound to.	Place where Casualty happened.	Cause and Nature of Casualty.	Lives lost.	Remarks.
1900.		Yrs.								
Dec. 28	Ramona	10	Charlottetown, P.E.I.	Bktn., wood, sail.	399	Cardiff to Para.	At sea	Vessel sustained serious loss of boats, rigging and sails.	Partial loss.	
1901.										
Jan. 15	Rida	13	"	"	358	Cardiff to Para, Brazil.	At sea, 140 miles N. E. of Madeira.	Vessel sprung leak in bad weather and became unmanageable, was abandoned and fired. Crew taken on board Norwegian barque <i>Mordopping</i> .	Total loss.	
Mar. 6	Rambler	1ms	Lanenburg, N.S.	Schr., wood, sail.	98-31	Barin, Nfld., to Lunenburg, N.S.	St. Esprit Island, very near the light. Lat. 45 36 N., Long. 60 29 W., North Atlantic.	Stranded on a rock, course steered should have been taken vessel forty-three miles off the land, compass supposed to be out of order although quite a new spirit. Weather was thick all the way across; saw no land or light after leaving Nfld.	Total loss, 6,500 Cargo, 2,000	
April 17	Ramona	5	New Westminster, B.C.	Wood, steam.	208-76	Langley, Pac. Coast, to Chilliwack, Pac. C.S.	Main Channel of Fraser Riv. at Head McMillan Island, B.C.	Explosion of boiler, no particulars.	3	Partial loss, 260
1899.										
Sept.	S. G. Irwin	32	Arichat.	Schr., wood, sail.	71	Yarmouth, N.S., to Louisburg, N.S.	to Atlantic Ocean	Filled and sank	Total loss, 700	
1900.										
	St. Olaf	19	Quebec	Schr., iron, steam.	72		River St. Lawrence	No look out on ship, and no lights burning.		Slight damage.

SESSIONAL PAPER No. 23

Date	Ship Name	Origin	Material	Value	Cause of Wreck	Loss	
Nov. 21	St. Olaf	48	Schr., wood, steam.	74	Sheddrake to Quebec. South-east side of Great Boodle, one of Seven Is., Saguenay, Que.	Big snow storm at the time.	Total loss.
Oct. 11	St. Maurice	4	Parrishoro, N.S. Schr., wood, sail.	272	New York to Cayenne, French Guiana. Off Bermuda, Atlantic Ocean.	Struck by a hurricane.	Partial loss, 1,040
1901.							
Mar. 27	Sacramento	16	Barque, wood, sail.	101	At Rosario, South America. South American Sea.	Vessel caught fire at the wharf.	Total loss, 1,000
Jan.	Sayoc	10	St. John, N.B. Barque, wood, sail.	684	Trinidad to New York Lat. 35 20 N., Long. 73 11 W., North Atlantic	Head of foremast sprung, caused vessel to rock heavily.	Partial loss.
April	Sidonian	11	Charlottetown, Wood, sail.	389	Belize to Plymouth At sea.	Stress of weather which carried away sails, &c.	"
1899.							
May	Tiber					In collision with steamer <i>Jane M.</i>	
1900.							
Sept. 12	Turret Chief		Newcastle, Schr., screw, steam.	1196	Montreal, Que., to Syd. Bay, N.S.	Lost propeller and broke anchor.	Partial loss.
Oct. 13	Temperance Bell	20	St. John, N.B. Schr., wood, sail.	76	Portland, Me., to Bath, Me.	Missed stays while beating in for the river and went aground.	" 750
Dec.	Treasurer	16	Parrishoro, N.S. Ship, wood, sail.	1329	Parrishoro to P. E. C. wood, Eng.	Vessel sustained trifling damage by shifting cargo.	Trifling damage.
1901.							
Jan. 21	Temperance Bell	30	St. John, N.B. Schr., wood, sail.	76	Landing at Black river breakwater, St. John, C.B., N.B.	Pounded, breaking head shore and other wisdom aged.	Partial loss, 300
1899.							
Nov.	Vivian		Victoria, B.C.		Near Dawson, V.T.	No particulars obtainable.	Total loss.
1900.							
Nov. 27	Victor	19	St. John, N.B. Schr., wood, sail.	109	St. John to New York Bear Cape, off Portland, Me.	Vessel sprung a leak in heavy weather.	Partial loss, 1,000
"	Vere B. Roberts	3	Parrishoro, N.S.	121	Pasagonia to Vera Mexican Coast Chapiz.	Strung a leak lost sails and sustained other damages.	" 1,600
1901.							
Feb.	Venturer	5	Weymouth, N.S.	194	San Andreas, Rep. of Lat. 39 N., Long. 73 30 W., North Atlantic.	Vessel lost sails in gale.	" 130
Mar. 11	"	14	Liverpool, N.S.	318	Rio Grande de Sud., to Long Beach, Long Is. New York.	Vessel lost starboard anchor.	" 6,000

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—*Concluded.*

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. Iron or Wood. Steam or Sail.	Register. Tonnage.	Port bound to.	Place Where Casualty happened.	Cause and Nature of Casualty.	Lives lost.	Remarks.
1900.		Years								
Aug. 9	Winnie	11	Hartlepool, G.B.	Schr., steel, steam.	1200	Pugwash, N.S. to Elles- mere Port, Eng.	Pugwash Hbr., N.S.	Stranded, fault of pilot.	.....	Partial loss.
"	W. K. Merwin		Dawson, Y.T.				Coast of Alaska, near St. Michaels.	Wrecked	.....	Total loss.
"	Winnie		West Hartlepool, G.B.	Steamer	1200	Queenstown to Main- chester, G.B.	Pugwash Hbr., N.S.	Steamer ran on rocks owing to lack of steam.	.....	Partial loss.
Oct. 18	Wellman Hall	8	Parryshoro, N.S.	Schr., wood, sail.	136	Advocate Hbr. N.S. to New York.	Nantucket shoals, Am- erican coast.	Collided with another schooner, the <i>Sardinia</i>.	.....	Partial loss, 500.
1899.										
Oct. 18	Willie Irving		Victoria, B.C.					Vessel crushed in ice.	.....	Total loss.
Sept. 1	Willie	28	Quebec	Schr., wood, sail.	36	Quebec	Grand Meads.	Vessel swept ashore in a gale.	.....	"
"	W. K. Smith	9	Digby, N.S.	" "	98	Portland, Me., to Yare- mouth, N.S.	North Atlantic Ocean.	Vessel became unsea- worthy during heavy gale by loss of masts and sails, crew taken off by steamer.	.....	"
1901.										
Mar. 16	Willamette	20	American	Schr., iron, steam.	1635	San Francisco to Oyster Harbour.	Bayne's Sound, Union Bay, E.C.	Error of master in leav- ing Union wharf in dense fog.	.....	"
April 7	Wendell Parpee	12	St. John, N.B.	Schr., wood, sail.	99	New York to St. John, N.B.	Broad Cove, Cape Eliza- beth, about a mile from two lights.	Vessel became unmaneu- verable in gale and struck. Beat capsize and the Captain and two men were drowned.	3	Total loss, 2,500.
May 7	White Swan	12	Parryshoro, N.S.	" "	78	West Bay, N.S. to Parryshoro, N.S.	Month of Parryshoro Riv., N.S.	Lost foremast and main- sail in small	.....	Partial loss, 150.
April 26	Willie D.	13	" "	" "	65	Cherokee, Parryshoro, to Bowlingham, Me.	Off Refuge Cove, Bay of Fundy.	Vessel sprung a leak and foundered.	.....	Total loss, 1,500.

SESSIONAL PAPER No. 23

APPENDIX No. 48.

REPORT OF THE MONTREAL HARBOUR COMMISSIONERS FOR THE
YEAR ENDED DECEMBER 31, 1901.

*(This report not complete : have received as yet only portion relating to Harbour
Master's Office.)*

REPORT OF THE HARBOUR MASTER OF THE PORT OF MONTREAL,
FOR THE YEAR 1901.

HARBOUR MASTER'S OFFICE,
MONTREAL, March 1, 1902.

DAVID SEATH, Esq.,
Secretary Harbour Commissioners,
Montreal.

SIR,—I beg to submit for the information of the Harbour Commissioners of Montreal, the following as my annual report for the year ended 31st December, 1901. Appended thereto will be found six comparative statements showing respectively for the past ten years :

1. The number, tonnage and classification of sea-going vessels that arrived in port ;
2. Those that arrived from the Maritime provinces ;
3. Number and tonnage of inland vessels ;
4. The dates of the opening and closing of navigation, &c. ;
5. The number and tonnage belonging to the different nationalities ;
6. The number and tonnage of vessels consigned to the different agents.

From these statements it will be seen that 742 sea-going vessels arrived in port during the past season with a tonnage of 1,453,048 tons, an increase of 16 vessels and 59,162 tons over the previous year.

1-2 EDWARD VII., A. 1902

PORT OF MONTREAL.

NUMBER and Tonnage of Sea-going Vessels consigned to the following Merchants during the Season of 1901.

No.	Name of Firms.	Steam.	Tonnage.	Sail.	Tonnage.	Total Vessels.	Total Tonnage.
1	Kingman & Co.	207	367,151			207	367,151
2	H. & A. Allan	76	248,870			76	248,870
3	The R. Reford Co., Ltd.	110	237,103			110	237,103
4	Elder, Dempster & Co.	77	209,960			77	209,960
5	Furness, Withy & Co., Ltd.	59	132,364			59	132,364
6	McLean, Kennedy & Co.	49	96,493			49	96,493
7	F. Leyland & Co., Ltd.	16	42,619			16	42,619
8	Masters	32	15,557	12	8,663	44	24,220
9	J. G. Brock & Co.	16	18,464	5	330	21	18,794
10	Hy. Dobell & Co.	24	18,270			24	18,270
11	Franco-Canadian S.S. Co.	7	16,261			7	16,261
12	Intercolonial Coal Co., Ltd.	15	13,005			15	13,005
13	Wm. Petersen & Co.	5	5,113	2	1,322	7	6,435
14	Imperial Government	2	5,535			2	5,535
15	Anderson, McKenzie & Co.	2	2,403	6	2,744	8	5,147
16	John Hope & Co.	2	4,741			2	4,741
17	Henderson & Taylor	14	3,962			14	3,962
18	Three others	3	210	10	1,968	13	2,118
Total		707	1,438,081	35	14,967	742	1,453,048

J. McSHANE,
Harbour Master.

Of these vessels 696 were built of iron and steel with a tonnage of 1,410,654 tons, and 46 were built of wood with a tonnage of 12,394 tons.

Of inland vessels there arrived 8,450, with a tonnage of 1,683,186 tons, an increase of 103 vessels, and 13,692 tons, making a grand total of vessels of all classes of 9,192 vessels, and a tonnage of 3,136,234 tons, an increase of 119 vessels of all classes, and 72,854 tons, over the previous year.

Some of the principal items of exports and imports (as obtained from the best sources of information) were :

EXPORTS.

LUMBER.—To the United Kingdom and continental ports.

1900.	1901.
239,222,380 feet.	222,424,850 feet, a decrease of 16,797,530 feet.

LUMBER.—To the River Plate.

1900.	1901.
463,765 feet.	863,067 feet, an increase of 399,302 feet.

	1900.	1901.
GRAIN,—Wheat,	10,596,361 bushels.	13,594,686 bushels.
Corn,	11,180,235 “	4,059,790 “
Peas,	1,663,697 “	719,520 “
Oats,	5,026,404 “	2,453,949 “
Barley,	1,023,655 “	636,752 “
Rye,	510,155 “	769,298 “
Flaxseed,	126,892 “	669,634 “
Buckwheat,	306,171 “	89,453 “
Total,	30,432,570 “	22,993,082 “

SESSIONAL PAPER No. 23

Showing a decrease of 7,439,488 bushels.

	1900.		1901.		
Flour.....	1,260,441 barrels.		524,494 barrels	decrease....	735,947 barrels
Meal.....	53,611 "		34,982 "	"	18,629 "
Eggs.....	251,113 cases.		200,215 cases	"	50,898 cases.
Cheese.....	2,335,601 boxes.		1,783,031 boxes	"	552,570 boxes.
Butter.....	261,768 p'kgs.		406,862 p'kgs	increase....	145,094 p'kgs.
Apples.....	268,068 barrels.		121,528 barrels	decrease....	146,540 barrels
Cattle.....	92,180 head.		73,791 head	"	18,389 head.
Sheep.....	34,838 "		54,538 "	increase....	19,700 "
Horses.....	6,584 "		7,386 "	"	802 "
Hay.....	14,519 tons.		14,600 "	"	81 tons.

IMPORTS.

	1900.		1901.		
Coal from Great Britain	11,233 tons,		83,849 tons	increase	72,615 tons.
" United States	312,035 "		341,163 "	"	29,128 "
" Maritime Prov.	743,528 "		911,008 "	"	167,480 "
Total	1,066,796		1,336,020	"	269,224

Of the above quantities there were discharged :

	1900.		1901.		
In the Harbour.....	975,783 tons.		1,245,795 tons.		
In the Canal.....	91,013 "		90,225 "		
Cement.....	281,337 brls.		261,416 brls.	Decrease	19,921 brls
Scrap Iron.....	5,556 tons.		20,367 tons.	Increase	13,811 tons

NOTES.

There arrived in the harbour on September 18th, H.M.S. *Tribune* and H.M.S. *Psyche* of the British North Atlantic Squadron, which remained until 24th September.

There has been an increase in the number and tonnage of the vessels arriving in the harbour during the past season.

Owing to the large harbour improvements being carried out, some of the lines had to give up part of the space assigned to them last spring, but provision was made for them elsewhere, and on the whole I think very little inconvenience was felt.

The whole respectfully submitted.

J. McSHANE,
Harbour Master.

PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Number, Tonnage and Classification of Sea-going Vessels that arrived in Port in the past ten years, with the dates of the greatest number in Port at one time.

Years.	Steamships. Tonnage.	Ships. Tonnage.	Barques. Tonnage.	Brigs. Tonnage.	Brigantines. Tonnage.	Schooners. Tonnage.	Total Number of Vessels.	Total Tonnage.	Number in Port.
1892	658 1,004,396	8 11,705	21 15,405	1 149	4 809	43 4,243	735	1,036,767	39, July 12
1893	737 1,129,658	3 4,014	11 8,893	5 1,856	48 8,356	804 1,151,777	42,	May 19	
1894	684 1,079,313	3 4,324	14 9,609	5 901	28 2,762	734 1,096,909	32,	May 23	
1895	592 1,055,611	1 1,545	9 7,714	7 1,689	31 2,827	640 1,069,386	25,	June 18	
1896	669 1,200,543	5 7,350	6 4,063	9 2,052	20 2,520	709 1,216,468	37,	July 29	
1897	752 1,368,395	8 3,958	7 1,745	29 4,904	796 1,379,002	40,	" 28		
1898	830 1,567,436	2 3,026	12 10,031	5 1,478	19 2,104	868 1,584,072	42,	Aug. 1	
1899	773 1,509,968	1 3,530	3 1,048	18 3,365	801 1,517,611	39,	July 29		
1900	692 1,382,675	2 891	4 875	28 9,415	726 1,393,886	27,	June 28		
1901	707 1,438,081	4 2,240	31 12,727	742 1,453,048	25,	July 8			

J. McSHANE,
Harbour Master.

PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Number, Tonnage and Classification of Sea-going Vessels that arrived in Port from the Maritime Provinces the past ten years.

Years.	Steamships. Tonnage.	Ships. Tonnage.	Barques. Tonnage.	Brigs. Tonnage.	Brigantines. Tonnage.	Schooners. Tonnage.	Total Number of Vessels.	Total Tonnage.
1892	289 275,040	3 2,215	1 149	2 340	36 2,214	331 280,958		
1893	333 324,188	1 169	4 609	23 2,230	379 302,107			
1894	349 362,945	3 2,323	5 1,070	30 2,734	291 300,060			
1895	256 296,256	1 178	4 734	15 1,188	272 294,981			
1896	252 292,880	1 178	4 734	15 1,188	272 294,981			
1897	292 364,936	2 376	31 1,051	311 366,363				
1898	327 372,274	14 1,397	341 373,671					
1899	336 415,825	7 646	343 416,471					
1900	279 352,002	1 169	15 2,564	295 354,735				
1901	282 434,140	1 999	10 991	293 436,130				

J. McSHANE,
Harbour Master.

SESSIONAL PAPER No. 23

PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Number and Tonnage of Inland Vessels that arrived in Port the past ten years, with the greatest number in Port at one time.

Years.	Number of Vessels.	Tonnage.	Greatest Number in port at one time.
1892	5,200	1,049,600	139, Aug. 6
1893	5,244	1,153,600	158, July 25
1894	4,666	979,809	172, May 20
1895	4,498	943,717	165, July 29
1896	4,832	1,004,117	160, June 11
1897	6,384	1,134,346	200, July 30
1898	6,911	1,807,892	216, Aug. 12
1899	8,877	1,899,097	219, July 28
1900	8,347	1,669,494	167, June 20
1901	8,450	1,683,186	175, June 28

JAMES McSHANE,
Harbour Master.

PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the dates of the Opening and Closing of Navigation, first Arrival from Sea and last Departure for Sea, the last ten years.

Years.	Opening of Navigation.	Closing of Navigation.	First Arrival from Sea.	Last Departure for Sea.
1892	April 13	Dec. 23	April 23	Nov. 27
1893	" 24	" 4	May 3	" 23
1894	" 12	" 26	April 27	" 24
1895	" 20	" 6	" 27	" 25
1896	" 22	" 19	" 28	" 23
1897	" 17	" 19	" 30	" 24
1898	Mar. 31	" 12	" 26	" 28
1899	April 24	" 30	" 27	" 29
1900	" 21	" 10	" 26	Dec. 3
1901	" 21	" 10	" 25	Nov. 25

J. McSHANE,
Harbour Master.

PORT OF MONTREAL.

STATEMENT showing the Nationality and Tonnage of Sea-going Vessels that arrived in Port during the Season of 1901, that were navigated by 28,159 seamen.

Nationality.	Number of Vessels.	Tonnage.
British	529	1,129,982
Norwegian	137	244,365
American	62	49,896
German	11	23,624
Swedish	2	3,816
Dutch	1	1,365

J. McSHANE,
Harbour Master.

WEATHER REPORT FOR 1901.

Date.	Wind (at 8 to 9 a.m.)	Temperature (at 8 to 9 a.m.)	Remarks.	
Jan.	1.	North-west.....	Zero.....	Fine day.
"	2.	North-east.....	20 above.....	"
"	3.	North-west.....	8 below.....	"
"	4.	North-east.....	22 above.....	Dull day.
"	5.	North-west.....	5 below.....	Fine day.
"	6.	West.....	27 above.....	"
"	7.	".....	30 ".....	Snowing.
"	8.	South-west.....	15 ".....	Fine day.
"	9.	North-east.....	32 ".....	"
"	10.	West.....	10 ".....	Snowing.
"	11.	North-east.....	12 ".....	Fine day.
"	12.	South-west.....	26 ".....	Snowing.
"	13.	West.....	20 ".....	Fine day.
"	14.	North-east.....	18 ".....	"
"	15.	".....	23 ".....	Snowing.
"	16.	South.....	38 ".....	Raining.
"	17.	East.....	34 ".....	Dull day.
"	18.	North-west.....	Zero.....	Fine day.
"	19.	West.....	14 below.....	"
"	20.	".....	Zero.....	"
"	21.	South.....	40 above.....	Dull day.
"	22.	East.....	5 below.....	Fine day.
"	23.	West.....	10 above.....	"
"	24.	North-east.....	20 ".....	Dull day.
"	25.	".....	28 ".....	Fine day.
"	26.	East.....	18 ".....	"
"	27.	West.....	20 ".....	"
"	28.	East.....	26 ".....	Snowing.
"	29.	".....	8 ".....	Fine day.
"	30.	North-west.....	Zero.....	"
"	31.	East.....	10 above.....	Snowing.
Feb.	1.	West.....	8 ".....	Fine day.
"	2.	East.....	12 ".....	"
"	3.	West.....	14 ".....	"
"	4.	East.....	14 ".....	Snowing.
"	5.	North-east.....	22 ".....	"
"	6.	".....	12 ".....	Fine day.
"	7.	East.....	2 ".....	"
"	8.	North.....	4 ".....	"
"	9.	West.....	Zero.....	"
"	10.	North-west.....	10 above.....	"
"	11.	North.....	16 ".....	"
"	12.	South-east.....	20 ".....	Dull day.
"	13.	North.....	Zero.....	Snowing.
"	14.	".....	4 above.....	Fine day.
"	15.	East.....	10 ".....	Snowing.
"	16.	North-east.....	24 ".....	Dull day.
"	17.	West.....	31 ".....	Fine day.
"	18.	East.....	30 ".....	Dull day.
"	19.	North.....	32 ".....	"
"	20.	".....	20 ".....	Snowing.
"	21.	West.....	14 ".....	Fine day.
"	22.	South-west.....	18 ".....	"
"	23.	West.....	16 ".....	"
"	24.	East.....	28 ".....	"
"	25.	South-east.....	26 ".....	Dull day.
"	26.	West.....	25 ".....	Snowing.
"	27.	".....	14 ".....	Fine day.
"	28.	".....	11 ".....	"
Mar.	1.	North east.....	28 ".....	"
"	2.	East.....	18 ".....	"
"	3.	".....	30 ".....	"
"	4.	West.....	34 ".....	"
"	5.	North-east.....	28 ".....	Dull day.

SESSIONAL PAPER No. 23

WEATHER REPORT FOR 1961—Continued.

Date.	Wind (at 8 to 9 a.m.)	Temperature (at 8 to 9 a.m.)	Remarks.
Mar. 6.	West.	12 above.	Fine day.
" 7.	"	20 "	"
" 8.	East.	24 "	Dull day.
" 9.	"	30 "	Snowing.
" 10.	West.	10 "	Fine day.
" 11.	East.	32 "	Sleet and rain.
" 12.	West.	32 "	Dull day.
" 13.	East.	32 "	Fine day.
" 14.	North-east.	24 "	Snowing.
" 15.	East.	27 "	Fine day.
" 16.	North.	26 "	"
" 17.	East.	30 "	Snowing.
" 18.	West.	39 "	Dull day.
" 19.	East.	9 "	Fine day.
" 20.	"	20 "	"
" 21.	"	40 "	Dull day.
" 22.	West.	34 "	Fine day.
" 23.	"	36 "	"
" 24.	North-west.	49 "	"
" 25.	East.	34 "	"
" 26.	South-east.	42 "	Dull day.
" 27.	West.	40 "	"
" 28.	"	30 "	Snowing.
" 29.	"	22 "	"
" 30.	East.	28 "	Fine day.
" 31.	West.	34 "	Snowing.
April 1.	"	44 "	Dull day.
" 2.	East.	47 "	Fine day.
" 3.	West.	40 "	Rainy day.
" 4.	North.	42 "	Fine day. Last day's crossing with teams opposite Hochelaga.
" 5.	East.	40 "	Snowing.
" 6.	"	40 "	Dull day.
" 7.	North.	34 "	Rainy day.
" 8.	East.	38 "	"
" 9.	North-west.	45 "	"
" 10.	East.	40 "	Fine day.
" 11.	"	37 "	"
" 12.	"	42 "	"
" 13.	"	40 "	"
" 14.	West.	45 "	"
" 15.	North-west.	47 "	"
" 16.	East.	43 "	"
" 17.	"	50 "	"
" 18.	South.	53 "	"
" 19.	West.	46 "	Rainy day.
" 20.	North.	38 "	Dull day.
" 21.	West.	50 "	Fine day. (Opening of Navigation.)
" 22.	North.	51 "	"
" 23.	East.	50 "	"
" 24.	West.	47 "	Dull day.
" 25.	East.	52 "	Fine day.
" 26.	"	48 "	"
" 27.	"	48 "	"
" 28.	West.	73 "	"
" 29.	East.	56 "	"
" 30.	"	45 "	Rainy day.
May 1.	West.	52 "	Fine day.
" 2.	South-east.	54 "	Dull day.
" 3.	East.	48 "	Fine day.
" 4.	South-east.	51 "	"
" 5.	West.	56 "	"
" 6.	"	53 "	"
" 7.	"	66 "	"
" 8.	North-west.	60 "	"
" 9.	"	64 "	"
" 10.	West.	68 "	"
" 11.	South-east.	62 "	Dull day.
" 12.	West.	60 "	Fine day.
" 13.	North-west.	58 "	"
" 14.	North-east.	52 "	"

WEATHER REPORT FOR 1901—*Continued.*

Date.	Wind (at 8 to 9 a.m.)	Temperature (at 8 to 9 a.m.)	Remarks.
May 15	West	58 above	Fine day.
" 16	North-west	60	"
" 17	West	58	Dull day.
" 18	East	55	Rainy day.
" 19	"	51	"
" 20	South-east	56	Dull day.
" 21	North-east	62	"
" 22	West	68	Fine day.
" 23	North-east	72	"
" 24	West	51	Rainy day.
" 25	"	55	Fine day.
" 26	South-west	64	"
" 27	West	60	Dull day.
" 28	East	58	Fine day.
" 29	"	59	Rainy day.
" 30	South-west	58	Fine day.
" 31	West	58	Rainy day.
June 1	South-west	67	Fine day.
" 2	North-east	53	"
" 3	West	56	Rainy day.
" 4	"	68	Fine day.
" 5	North-west	70	"
" 6	West	78	"
" 7	North-west	68	Rainy day.
" 8	North-east	62	Fine day.
" 9	West	58	Rainy day.
" 10	North-east	66	Fine day.
" 11	West	71	"
" 12	"	67	"
" 13	East	68	"
" 14	West	82	"
" 15	South-east	62	"
" 16	West	67	"
" 17	East	65	"
" 18	North-east	62	Dull day.
" 19	West	69	"
" 20	"	74	Fine day.
" 21	North-west	72	"
" 22	East	73	"
" 23	"	68	Rainy day.
" 24	West	70	Fine day.
" 25	"	76	"
" 26	"	80	"
" 27	"	84	"
" 28	"	85	"
" 29	"	86	"
" 30	"	82	"
July 1	"	80	"
" 2	North-east	64	"
" 3	East	77	"
" 4	West	70	"
" 5	East	68	"
" 6	East	65	Rainy day.
" 7	West	60	"
" 8	East	64	Fine day.
" 9	West	70	"
" 10	"	73	"
" 11	East	68	"
" 12	"	72	"
" 13	West	76	"
" 14	North-west	83	"
" 15	West	86	"
" 16	"	87	"
" 17	North-west	76	"
" 18	West	84	"
" 19	North-east	70	"
" 20	North-west	76	"
" 21	West	74	"
" 22	North-east	80	"
" 23	East	78	"
" 24	"	56	Rainy day.

SESSIONAL PAPER No. 23

WEATHER REPORT FOR 1901—Continued.

Date.	Wind (at 8 to 9 a.m.)	Temperature (at 8 to 9 a.m.)	Remarks.
July 25.	East.	64 above.	Fine day.
" 26.	"	66	"
" 27.	West.	76	"
" 28.	North-east.	73	Rainy day.
" 29.	West.	71	Fine day.
" 30.	North-east.	75	Showery.
" 31.	"	63	Dull day.
Aug. 1.	West.	64	Fine day.
" 2.	North.	67	"
" 3.	North-east.	72	"
" 4.	West.	68	"
" 5.	East.	70	"
" 6.	West.	72	"
" 7.	"	63	Rainy day.
" 8.	"	74	Dull day.
" 9.	North.	72	Fine day.
" 10.	West.	69	Rainy day.
" 11.	"	64	Fine day.
" 12.	East.	68	"
" 13.	West.	72	"
" 14.	"	74	"
" 15.	"	78	"
" 16.	East.	74	"
" 17.	North-west.	72	"
" 18.	West.	80	Dull day.
" 19.	East.	68	Fine day.
" 20.	South-east.	67	Rainy day.
" 21.	"	67	Dull day.
" 22.	East.	78	Fine day.
" 23.	West.	80	"
" 24.	North-west.	74	Dull day.
" 25.	North-east.	82	Fine day.
" 26.	West.	76	"
" 27.	"	78	"
" 28.	East.	70	"
" 29.	West.	76	"
" 30.	North-east.	68	Rainy day.
" 31.	"	60	"
Sept. 1.	West.	68	Fine day.
" 2.	North-east.	69	"
" 3.	South-east.	68	"
" 4.	West.	76	"
" 5.	North-east.	74	"
" 6.	West.	78	"
" 7.	"	78	"
" 8.	North-east.	75	"
" 9.	West.	63	"
" 10.	East.	66	"
" 11.	South-east.	60	Rainy day.
" 12.	West.	62	Dull day.
" 13.	East.	68	Rainy day.
" 14.	North-west.	66	Fine day.
" 15.	East.	68	Rainy day.
" 16.	North-west.	71	Fine day.
" 17.	West.	59	Rainy day.
" 18.	North-west.	56	Fine day. (Arrival of T.R.H. Duke and Duchess of Cornwall and York.)
" 19.	South-west.	58	Fine day.
" 20.	West.	51	"
" 21.	"	56	"
" 22.	South.	64	"
" 23.	North-east.	66	"
" 24.	East.	63	"
" 25.	"	68	"
" 26.	West.	50	"
" 27.	"	62	"
" 28.	North-east.	61	"
" 29.	West.	60	"
" 30.	East.	61	"
Oct. 1.	West.	59	Dull day.
" 2.	"	64	"

WEATHER REPORT FOR 1901.—*Continued.*

Date.	Wind (at 8 to 9 a. m.)	Temperature (at 8 to 9 a. m.)	Remarks.
Oct. 3.	West.....	48 above	Dull day.
" 4.	North.....	48 "	Fine day.
" 5.	North-east.....	47 "	Dull day.
" 6.	South-west.....	46 "	Fine day.
" 7.	West.....	50 "	"
" 8.	".....	58 "	"
" 9.	".....	60 "	"
" 10.	South-west.....	62 "	Dull day.
" 11.	West.....	64 "	Fine day.
" 12.	".....	68 "	"
" 13.	East.....	55 "	Rainy day.
" 14.	West.....	58 "	Fine day.
" 15.	North-west.....	58 "	"
" 16.	West.....	50 "	Dull day.
" 17.	North-west.....	43 "	Rainy day.
" 18.	East.....	42 "	Fine day.
" 19.	North-east.....	49 "	Rainy day.
" 20.	West.....	40 "	Fine day.
" 21.	East.....	42 "	"
" 22.	North.....	46 "	"
" 23.	East.....	63 "	"
" 24.	".....	44 "	Dull day.
" 25.	North-west.....	40 "	Fine day.
" 26.	West.....	50 "	"
" 27.	East.....	57 "	"
" 28.	West.....	40 "	"
" 29.	East.....	42 "	"
" 30.	West.....	50 "	Dull day.
" 31.	".....	60 "	Fine day.
Nov. 1.	East.....	54 "	"
" 2.	".....	50 "	"
" 3.	North-east.....	58 "	"
" 4.	West.....	48 "	"
" 5.	".....	43 "	Dull day.
" 6.	East.....	43 "	Fine day.
" 7.	West.....	42 "	"
" 8.	East.....	40 "	Rainy day.
" 9.	West.....	43 "	"
" 10.	East.....	40 "	Fine day.
" 11.	".....	28 "	Dull day.
" 12.	West.....	36 "	Rainy day.
" 13.	East.....	32 "	Fine day.
" 14.	North-west.....	32 "	Snowing.
" 15.	West.....	32 "	Fine day.
" 16.	East.....	30 "	"
" 17.	North-east.....	33 "	"
" 18.	West.....	38 "	"
" 19.	East.....	58 "	"
" 20.	North-west.....	28 "	Dull day.
" 21.	East.....	32 "	Fine day.
" 22.	West.....	55 "	Rainy day.
" 23.	North-east.....	30 "	Snowing.
" 24.	West.....	27 "	Fine day.
" 25.	East.....	25 "	Snowing.
" 26.	North.....	30 "	"
" 27.	North-east.....	18 "	Fine day.
" 28.	West.....	15 "	"
" 29.	North-east.....	25 "	Dull day.
" 30.	East.....	26 "	Fine day.
Dec. 1.	North-west.....	36 "	Dull day.
" 2.	West.....	38 "	Rainy day.
" 3.	East.....	18 "	Fine day.
" 4.	North.....	18 "	Snowing.
" 5.	North-east.....	15 "	Fine day.
" 6.	East.....	12 "	"
" 7.	North.....	8 "	"
" 8.	West.....	33 "	"
" 9.	East.....	42 "	Rainy day.
" 10.	South-east.....	38 "	"
" 11.	South-west.....	28 "	Fine day.
" 12.	West.....	26 "	Dull day.

Last SS. for sea.

Close of navigation

SESSIONAL PAPER No. 23

WEATHER REPORT FOR 1901 *Concluded.*

Date.	Wind (at 8 to 9 a.m.)	Temperature (at 8 to 9 a.m.)	Remarks.
Dec. 13	South-east	56 above	Rainy day.
" 14	South	46 "	"
" 15	North	10 "	Snowing.
" 16	North-west	Zero	Fine day.
" 17	East	4 above	"
" 18	"	11 "	"
" 19	North-east	10 "	"
" 20	"	14 "	"
" 21	West	16 "	"
" 22	East	12 "	"
" 23	West	30 "	Dull day.
" 24	North-east	36 "	Snowing.
" 25	North	34 "	Fine day.
" 26	West	40 "	Dull day.
" 27	East	32 "	Snowing.
" 28	"	32 "	Dull day.
" 29	North-west	35 "	Snowing.
" 30	West	38 "	Dull day.
" 31	North	32 "	Snowing.

JAMES McSHANE,
Harbour Master.

4



