

ANNUAL DEPARTMENTAL REPORTS

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DOMINION OF CANADA

DEPARTMENT

OF

PUBLIC PRINTING AND STATIONERY

ANNUAL REPORT

FOR THE FISCAL YEAR ENDED MARCH 31

1928



OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1928

*To His Excellency the Right Honourable Viscount Willingdon, G.C.S.I., G.C.M.G.,
G.C.I.E., G.B.E., Governor General and Commander-in-Chief of the
Dominion of Canada.*

MAY IT PLEASE YOUR EXCELLENCY:

The undersigned has the honour to present to Your Excellency the Annual Report of the Department of Public Printing and Stationery for the year ended March 31, 1928.

I have the honour to be,

Your Excellency's most obedient servant,

FERNAND RINFRET,

*Secretary of State and Minister charged with administration of
Department of Public Printing and Stationery.*

OTTAWA, October, 1928.

INTRODUCTORY STATEMENT

OTTAWA, September, 1928.

No doubt the most marked feature of the year, outside the customary activities of the department, was the printing, binding and distribution of the Revised Statutes of Canada, 1927. Important incidents affecting the department were the amendment of the Public Printing and Stationery Act with respect to the King's Printer's advance account and the enactment of an important regulation governing the distribution of official documents.

The personnel of the establishment on December 31, 1927, was 692, a very slight increase over the figures at the same date for any quite recent years. The figures representing the number of employees of all classes stood as follows on December 31 for each of the years named:—

1891	341	1920	703
1901	511	1921	730
1911	861	1922	665
1915	1,160	1923	688
1916	1,240	1924	670
1917	1,300	1925	671
1918	1,169	1926	685
1919	1,134	1927	692

It should be noted that with respect to the establishment a new list of 691 positions was, with the co-operation of the Civil Service Commission, made effective as from August 1, 1927. The old list of December, 1920, covering 705 positions, had become in the changes of eight years somewhat confused and complicated; the new list of course is free from these objections. The numbers printed above, as for December 31 in each case, include all positions, those temporarily vacant and temporary appointments; for December 31, 1927, the vacancies numbered eleven and the temporaries twelve, one in excess of the new establishment.

Within these figures for the total establishment there are of course many groups, and several of these groups have undergone expansion or contraction during recent years; in several cases also new groups have come into existence, which had helped to confuse the old establishment list. Despite the maintenance of the personnel at practically a standard figure there has been a substantial increase in production and in the activities generally of the department; the gross cash turnover of the fiscal year, \$7,292,473.87, shows an increase over the preceding year of \$820,422.73. The various branches of activities, including the publication of periodicals, have had their share of expansion, an important addition to the number of regular publications being "The National Revenue Review," a handsomely printed journal of approximately thirty-two pages, published in both English and French.

PERIODICAL PUBLICATIONS

A word generally as to the printing and publication of official periodicals will not be out of place. These publications are many and various in character and in frequency of issue, ranging from the Hansard and other parliamentary documents published daily in English and French when Parliament is in session, to weekly and monthly periodicals, and to the annual reports of the different departments, these last being, however, somewhat outside of the "periodicals" class proper.

Of the various publications the *Canada Gazette*, the official gazette of the Dominion Government, is alone edited within the department itself, under the authority of the King's Printer; it is issued on Saturday of each week, with special issues as occasion may require. This publication contains numerous advertisements as to matters which by law are required to appear in its pages. A special page of this present report gives information as to its revenue and expenditure annually from 1874, the statement showing that for several years past there has been an excess of revenue ranging between \$35,000 and \$50,000; this year the excess reaches \$50,536.28. The *Canada Gazette* is bilingual.

Other weekly publications are: Commercial Intelligence Journal, printed for the Department of Trade and Commerce; Patent Record, printed for the Patent and Copyright Office; the Egg and Poultry Review, printed for the Department of Agriculture; Weekly News Letter, printed for the Department of Immigration and Colonization.

The publication "Judgments, Orders," etc., of the Board of Railway Commissioners, is issued fortnightly.

Of monthly periodicals there is a considerable list, the more important publications being as follows: (1) Agricultural Statistics, (2) Labour Gazette, (3) Bank Statement, (4) Monthly Review of Business Statistics, (5) Coal Statistics for Canada, (6) Canada Law Reports, for ten months only, (7) Health Bulletin, (8) National Revenue Review, (9) Canadian Tuberculosis Bulletin, (10) Natural Resources Intelligence Journal, (11) the Trade of Canada report, long published as a monthly journal, was during the year converted to a quarterly.

Many of these publications are issued in both English and French, and the copies printed number well over a million. In some cases, as with the Canada Law Reports, Railway Judgments, Postal Guide Supplements, Bank Statement, Commercial Intelligence Journal, and the Monthly Review of Business Statistics, the circulation is almost wholly on paid subscription. In the case of the *Canada Gazette* certain classes of officials receive copies free by statute, and complimentary copies go to members of Parliament who so request; the circulation is otherwise on paid subscription. With respect to several publications the distribution is free, or occasionally, as in the case of the *Labour Gazette*, there is a nominal subscription. As stated, the *Canada Gazette* alone of these publications is compiled and edited in the department, but in many cases this department undertakes the collection of subscriptions, the maintenance of the subscription lists and the work of addressing and mailing, and our Distribution Branch having been equipped with the latest modern devices for addressing and mailing, there is a growing tendency on the part of other departments to realize that this work can be performed here at a minimum of cost and to request this department accordingly to act as distribution agent for them.

A statement printed in this report relating to the work of the Distribution Branch shows that the total of publications received for distribution in English and French, including parliamentary documents, annual departmental reports and miscellaneous publications, is between four and five millions. These figures do not of course include copies distributed direct from the departments concerned, and a considerable amount of distribution is still done in this way.

DISTRIBUTION OF OFFICIAL PUBLICATIONS TO LIBRARIES

During the year an important departure was made with respect to the matter of distribution of public documents to libraries. In the past practically no arrangement existed under which all important libraries might expect to receive as a matter of course a copy of every official document of public interest. In some cases the department issuing a publication distributed copies to a limited list of libraries, and in other cases the department made no provision for libraries; nor, under the practice, would librarians have the opportunity of becoming aware,

save by accident, of the publication of official documents which might be of particular importance to them, or, sometimes, from what department a particular publication known to them by name might be obtained. Hence librarians would frequently write to the King's Printer requesting copies of publications which had become known to them, and as a rule would state their expectation of receiving a copy free of cost. Librarians, it may be remarked, have shared in the illusion that the King's Printer holds large quantities of publications of all sorts for distribution without charge to all applicants, or at least to all important libraries. Properly speaking, there has never been any King's Printer's free list, but lists received from the House of Commons and from the different departments, and mailed under the King's Printer's frank, have sometimes been informally designated as such. All such lists are actually controlled by the department for which the King's Printer performs the distribution, but frequently the King's Printer, on receiving these requests, has been able to arrange with the department concerned to secure for an important library or other institution a copy of the publication desired.

Librarians were much interested also in the volumes of sessional papers in bound form formerly ordered by the House of Commons, and of which complimentary sets were supplied to certain libraries and other institutions as well as to some official personages. These volumes of sessional papers included the annual reports of the various departments and other annual publications such as the Estimates, Trade of Canada Report, etc. With the issue of these reports for the fiscal year 1924-25 the authorities of Parliament ceased to order their printing as sessional papers. Large libraries in Canada and a good many libraries abroad, which had been on what had been regarded as an exchange basis with the Parliamentary Library of Canada, had been for many years receiving these volumes of bound sessional papers and were somewhat disturbed to learn that the annual reports, etc., would no longer be printed in this form. Many communications reached the King's Printer from leading librarians speaking of the particular value in permanently bound form of the reports which had been included in these volumes of sessional papers, and urging the desirability of such reports being still if possible supplied in permanent binding to the libraries which had received the earlier volumes.

After consideration it was found practicable to meet the needs of the libraries by printing extra copies of annual departmental reports at the same time as the original order was being executed and binding these copies, five or six to a volume if the bulk permitted, as had been done with these reports when printed as sessional papers, and in a style similar to that employed in the case of the earlier volumes, thus permitting the series to be continued unbroken in contents and general appearance. The total number of the reports concerned, English and French and bilingual, was sixty-seven for the first year of printing, namely, 1925-26. Under P.C. 322, February 26, 1927, it was decided that it would be to the advantage of Canada that public documents of the nature of these under discussion should be, without charge and on application, supplied to the libraries of legislatures and universities and to official persons or institutions of recognized standing; of the annual reports for 1925-26 printed and bound in this form about one hundred sets were supplied to such institutions, and a few copies remain in reserve.

Consideration was given also to the request of many librarians that more effective procedure might be if possible devised for the systematic distribution free of charge to larger libraries in general of all important public documents, and librarians themselves thus relieved of the necessity of making separate application in each case to the King's Printer or to the department concerned for a copy of a particular publication. The annual conference of the American

Library Association, a body composed of the librarians of the United States and Canada, was held in Toronto in July, 1927, and, shortly prior to the conference, communications were received from officers of the Canadian committees of this body, referring to the difficulties outlined as above and asking if the King's Printer or representative would attend a gathering of Canadian delegates to the conference, at which the whole subject of the distribution of official documents to the libraries of Canada might be discussed and a plan devised for improving the situation. The King's Printer, by your instructions, attended the conference and conferred with the librarians in attendance from various parts of Canada. A special committee, selected from the Canadian delegates, was appointed to take the matter up for discussion with the King's Printer, and at the meeting of the committee a representative of the Library of Congress at Washington, D.C., was present and indicated the policy pursued by the United States Government with respect to the distribution of official documents to public libraries. The outcome of the conference was reported to yourself as minister, and as a result regulations were, on your recommendation, made by Council (P.C. 1471, August 4, 1927) which are believed to provide a remedy for the defects under which librarians had laboured with respect to these matters.

The occasion afforded convenient opportunity for the improvement generally of procedure respecting the free distribution of official documents; the scope of the regulation was accordingly extended beyond the range of library necessities and it was planned to meet so far as possible requirements of all official institutions and personages having special need of the official publications of Canada and to decide in what cases it would seem to be in the public interest to have such official documents readily available.

The essential provisions of the regulation enacted are as follows:—

(1) A. That the King's Printer be instructed to send without charge to the Library of Parliament of Canada six copies of each official publication of the Dominion of Canada (not being of a confidential character) and one copy of each such publication to the following, viz.: (a) the Under-Secretary of State for External Affairs; (b) the High Commissioner for Canada in London; (c) the Canadian Minister at Washington, D.C.; (d) the Dominion Archivist; (e) the library of each provincial legislature; (f) the library of each university; (g) Public Libraries of Canada, Grade I list; (h) the Congressional Library, Washington, D.C.; (i) the Minister of the United States at Ottawa. Where, having regard to the foregoing institutions and persons, the minister becomes aware that one copy of particular document is not adequate to the reasonable requirements of the institution or person concerned, additional copies may be furnished so far as the stock of copies printed under this regulation may permit.

B. One copy of any publication (not of a confidential character) may be sent on application and without charge to institutions and persons as follows: (a) Public Libraries of Canada, Grade II list; (b) Consuls-General in Canada; (c) Members of Provincial Governments in Canada; (d) Members of the Government of a division of the British Empire; (e) a library of any legislature in any portion of the British Empire; (f) any library outside of Canada which is known to have exchange relations with the Library of the Parliament of Canada; (g) any institution or person not included in any of the foregoing classes and regarded by the minister as meriting such consideration, the number of names in this group not to exceed ten with respect to any publication. It is believed that demands from the various groups in this section will cover a wide range without bearing heavily on any particular publication or class of publications, and will not materially increase the number of documents printed for free distribution; should the applications received from such classes be in excess of the supply of copies printed for free distribution under this regulation, the King's Printer shall refer such applications for the consideration of the departments respectively concerned.

Under this regulation extra copies of publications not of a confidential character are printed, and, save for a small number held in reserve, distributed to the institutions and persons as indicated in the regulation. The regulation became effective as from September 6, 1927, and from that date to the close of the fiscal year there had been printed 218 separate official publications of which copies had been forwarded to institutions and personages named on the official

lists. A complete statement of the distribution thus effected will be found in a section of this report.

Special representations were received from the librarians also with respect to the matter of catalogues or price-lists of the official publications of Canada, and this subject also was considered at the Toronto conference. For some years this department had issued a price-list with names and titles of such publications as are held for sale in its Distribution Branch, but the list did not include the titles of publications not held here for sale. Certain other departments have printed independent catalogues or lists of publications issued by them, and the librarians, who may or may not receive these catalogues and the publications named in them, represented that the general situation with respect to official catalogues was somewhat confusing. It was decided therefore that the price-lists which had been issued in the past by the King's Printer, naming simply the publications held here for sale, should be enlarged to include the titles of official publications of all kinds, whether or not copies were procurable from the King's Printer. Some branches of the Government service, it should be observed, issue publications which are much in the nature of propoganda, having usually an intimate bearing on their work, as in the case of the Departments of Agriculture, Immigration, Health, Mines, Labour, Dominion Bureau of Statistics, etc., and the free distribution of such documents is controlled by the publishing department, which is naturally in a position to exercise proper discrimination as to institutions or persons requiring them; in some cases, as before stated, the King's Printer acts as distributing agent. It was not regarded as practicable at the present time to undertake in this department the preparation of a catalogue which would comprehend the titles of all official publications now in print, though this task may be at some time undertaken; in the meantime a catalogue was prepared to include the titles of all official publications issued subsequent to September 6, 1927, the date from which P.C. 1471 was made effective, and copies of which would under that regulation be distributed to libraries, etc. Looking slightly beyond the close of the fiscal year, it may be said that the catalogue was issued in April, 1928, with the announced intention that monthly supplements would follow.

REVISED STATUTES OF CANADA, 1927

The largest single undertaking of the year in the printing branch was, as stated, that pertaining to the printing and binding of the Revised Statutes of Canada, 1927. The statutes had not been revised since 1906. The work of revision had been in progress for some years on the understanding, as this department was advised, that the revision would close with the statutes of the session of 1926; in 1926 it was found desirable further to extend the revision so that it would include the statutes of 1927. The work of composition on the Revised Statutes was well advanced early in the fiscal year 1927-28, and it appeared probable, as the year advanced, that the revised volumes would be available for distribution by about the beginning of the session of Parliament, 1928. When it became evident that this hope would be realized the revising body caused the issue under date of December 22, 1927, of a proclamation declaring the Revised Statutes of Canada, 1927, effective as law "on, from and after the first day of February, 1928."

The revised Statutes proper, without the index volume, comprised four volumes, and distribution in English and French to members of Parliament, judges, police magistrates, federal and provincial officials and public or other bodies receiving the same by practice and under the governing regulations, proceeded during the months of February and March, large sales being made also to the public. A final volume comprised appendices and index, but the preparation of the index is a work requiring considerable time and the publication of

this volume was necessarily deferred, the officials engaged in the work of indexing suggesting August or September, 1928, as the probable date of publication. The four volumes comprising the Revised Statutes of Canada, 1927, contain 4,302 pages in 217 chapters, as compared with three volumes containing 2,959 pages in 155 chapters for the Revised Statutes of Canada, 1906. The index volume, Revised Statutes of Canada, 1906, contained an additional 678 pages, and with the proportionate increase for the larger index required for the Revised Statutes of Canada, 1927, the total number of pages of the five volumes, Revised Statutes of Canada, 1927, English, will be no doubt when completed in the vicinity of 5,000, and the French edition somewhat in excess of that figure.

After careful inquiry as to the number of copies estimated to be necessary to meet the requirements of all entitled to receive the statutes free and of members of the bar and others who might be expected to purchase copies, it was decided to print 6,000 sets in English and 1,500 sets in French. The distribution without charge required about 2,200 sets, and the sale during the first few months was estimated to need approximately a somewhat larger number, leaving about 1,500 sets for general stock. Demands on the quantity stocked will no doubt be severe during the first few months but may be expected to decline thereafter, rendering the stock in hand adequate to meet demands for some time; the extent of the demand must, however, remain an uncertain quantity, and the contingency of reprinting a supply of these volumes for stock is a matter which must be kept in mind and will arise for action within a period of two, three or four years. Pressure of work in both press-room and bindery at the time the Revised Statutes were being printed practically prohibited consideration of increasing beyond the figures indicated the number printed in English and French respectively.

The regulation governing distribution provided also that the official selling price of the five volumes representing the Revised Statutes of Canada, 1927, and index should be \$10, which would not be subject to discount in the case of booksellers or otherwise. It may be noted that a trade discount of 25 per cent on official publications is usually allowed to booksellers, and a quantity discount of the same percentage is allowed to any purchaser of 100 copies or over. In the case of a publication such as the Revised Statutes, where a large proportion of the members of the legal profession will find it necessary to purchase a set, it was felt that the price should be kept at the lowest practicable figure. The selling price decided on was estimated as sufficient to more than equal the costs of presswork, paper and binding; all printing charges were of course paid from the appropriation voted for the printing and binding of the Revised Statutes.

A word may be said with respect to the binding of these volumes. Under "The Publication of Statutes Act" it is decreed that "the statutes . . . shall be bound, if practicable and convenient, in one volume in full buckram and lettered in black, with the exception of a certain number to be specified by the Governor in Council, which shall be bound in half-calf and gilt-lettered." Whilst the Publication of Statutes Act applies expressly to the printing and binding of the Annual Statutes and only indirectly if at all to the Revised Statutes of Canada, 1927, it is clearly desirable if not necessary that the binding of the Revised Statutes should be in harmony with that of the Annual Statutes. The Act formerly required the Annual Statutes to be bound in half sheepskin and this practice continued until about 1918, when buckram was substituted for general binding, about fifty copies only being bound in half calf. Buckram binding has proved strong, durable and effective and the cost is of course greatly less than binding in half-calf. The selling price would have been at least double with half-calf binding, and the experience of the department has been that expensively bound copies of statutes are practically unsaleable.

It should be noted that P.C. 1471, the new regulation governing distribution matters generally, was made inapplicable to the Statutes of Canada, it being deemed desirable to deal specially with this point in any order which might be made with respect to the printing of the Revised Statutes of Canada, 1927, and accordingly in P.C. 2319, December 9, 1927, provision was made for the distribution of the Revised Statutes, as well as for other procedure.

After correspondence with the officers of Parliament, the departments of the Dominion Government and the several provinces and with various other authorities concerned in the matter, lists were compiled which are believed to contain the names of all institutions and persons entitled, by reason of the functions performed or services rendered, to receive free of charge copies of the Statutes of Canada, and these lists, having been examined by yourself, were, on your recommendation, approved by Council. To members of Parliament the King's Printer was instructed to supply one complete set in the language indicated, and the regulation further provided that "each such member shall be supplied by the King's Printer, on request, with a second set of such statutes in the language other than that of the first supplied." This action was taken, as the regulation itself sets forth, "failing action on this point by joint recommendation or otherwise of the House of Parliament", and has apparently proved fairly satisfactory to members of Parliament. The administrative and official distribution lists were substantially as in the past, and in the case of libraries in Canada and abroad, the same general principle of distribution was adopted as in the case of other official publication and as laid down in P.C. 1471 as above.

Closely linked with the printing of the Revised Statutes of Canada, 1927, is the publication of the volume officially entitled "Criminal Code and Associated Statutes", issued by the King's Printer for the convenience of justices of the peace, members of the Bar, etc. Officers of the Law Branch of the House of Commons kindly, at my request, arranged the contents of the volume. With regard to the Criminal Code volume based on the Revised Statutes of Canada, 1906, the practice had been to forward copies without charge to newly appointed justices of the peace, to whom also would be forwarded from year to year any amendments to the Criminal Code. The distribution lists had become very heavy and the total number of justices receiving copies of amending statutes numbered in 1927 about 15,000. Inquiry seemed to indicate that the lists contained many names of persons who though holding the rank of justice of the peace did not exercise any magisterial functions, the title being of a nominal or honorary character. By arrangement of the officers of the respective provinces the distribution was confined as far as could be ascertained to the active justices, and the number of copies of the new volume sent out free of charge was thus reduced by several thousand. The number of copies printed was 10,000 English and 3,000 French. The distribution to justices of the peace was made shortly after the close of the fiscal year; also, continuing a former practice, authority was also given the King's Printer to supply one copy of the Criminal Code without charge and on request to a member of Parliament. There is a considerable demand from the public for these volumes, copies of which, bound in buckram, are held for sale at \$2.

INCREASE IN SALARIES AND WAGES

An incident of the year which demands particular mention in these remarks is the general increase in salaries and wages, effective as from the beginning of the fiscal year. So far as respects the Civil Service section of the department, including some 250 officers and clerks, the increase was common to the Civil Service at large and was the outcome of representations made to the Government by organizations representative of the Civil Service and which had been

for some time the subject of investigation by the Civil Service Commission. Action taken as a result of this inquiry caused a flat increase throughout the service of \$120 per annum to all classes receiving salaries up to and including \$5,100, exceptions being those officers only who might be, under former regulations, in receipt of salaries already exceeding by \$120 or more the compensation assigned to the class involved; where the excess in such cases was less than \$120 the salary was increased by the amount of the difference.

The employees in the mechanical branches of this department, working under prevailing rates system, were not of course affected officially or formally by the action taken with respect to civil servants, but prior to such action representations had already been received from representatives of the prevailing rates employees urging that wage rates in the printing trades in Montreal and Toronto had reached a higher level than that obtaining in this department, which remained at the figure as set in 1920, following the reorganization then completed. The governing statute (Chap. 162, R.S.C. 1927, sec. 16, par. 3) provides with respect to wage rates that "no increase of any such rate of wages shall be made so as to raise the rate above that which is at the time of such increase paid for similar work in the cities of Montreal and Toronto". By your direction an inquiry was made as to the wage rates in the printing trades in the cities of Montreal and Toronto, the Deputy Minister of the Department of Labour kindly placing at my disposal for this purpose very full information especially procured by his officers. Close analysis of the situation showed wage rates in the printing trades in Montreal and Toronto for the highest grades of workers to be somewhat above those obtaining in the Printing Bureau, and since the nature of the work executed in the Bureau requires that, so far as can be secured, workers in the various branches shall be of the highest grade, my report to you on the subject recommended advances in weekly wage rates which affected the divisions generally as follows: for workers in (1) Composition Branch and Press-rooms, an increase of \$2; (2) Bindery, an increase of \$3; (3) Stereotype Branch, an increase of \$4; members of the small group of workers in the mechanical branches exempt from the operations of the Civil Service Act received proportionate increases. These various increases, being approved by yourself, became effective as from April 1, 1927, by virtue of P.C. 112-1232 and P.C. 86-1583.

It will be of interest to include in this statement a table showing weekly wage rates in the printing trades as paid at various periods in the Department of Public Printing and Stationery as from 1887 to the present time; the table follows:—

WEEKLY RATES OF WAGES OF PRINTING TRADES FROM 1887 TO 1927

Year	Proof-readers	Copy-holders	Hand Compositors	Linotype Operators	Mono-type Operators	Mono-type Caster Runners	Stereo-typers	Press-men	Press-feeders and Men*	Book-binders	Bindery Girls and Women Pressfeeders
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1887			11 00				11 00	11 00	2 50 to 10 00	11 00	2 00 to 5 00
1888			11 00				11 00	12 00	2 50 to 10 00	11 00	2 00 to 5 00
1889			11 00				12 00	12 00	2 50 to 10 00	11 00	2 00 to 5 00
1890			12 00				12 00	13 00	2 50 to 10 00	11 00	2 00 to 5 00
1891			12 00				12 00	13 00	2 50 to 10 00	11 00	2 00 to 5 00
1892			12 00				12 00	13 00	2 50 to 10 00	11 00	2 00 to 5 00
1893		4 00	12 00	15 00			12 00	13 00	2 50 to 10 00	11 00	2 00 to 5 00
1894			12 00	15 00			12 00	13 00	2 50 to 10 00	11 00	2 00 to 5 00
1895		4 00 to 7 00	12 00	15 00			12 00	13 00	2 50 to 10 00	11 00	2 00 to 5 00
1896		5 00 to 7 00	12 00	15 00			12 00	13 00	2 50 to 10 00	11 00	2 00 to 5 00
1897		5 00 to 7 00	12 00	15 00			12 00	13 00	2 50 to 10 00	11 00	2 00 to 5 00
1898		6 00	12 00	15 00			12 00	13 00	2 50 to 10 00	11 00	2 00 to 5 00
1899		8 00	12 00	15 00			12 00	13 00	2 50 to 10 00	11 00	2 00 to 5 00
1900		8 00	13 50	16 50			13 50	14 50	3 00 to 10 00	12 00	2 00 to 5 00
1901		8 00	13 50	16 50			13 50	14 50	3 00 to 10 00	12 00	2 00 to 5 00
1902		8 00	13 50	16 50			15 00	14 50	3 00 to 10 00	12 00	2 50 to 5 50
1903		8 00	13 50	16 50			15 00	14 50	3 00 to 10 00	12 00	2 50 to 5 50
1904		9 00	14 50	16 65			16 00	16 00	3 00 to 10 00	13 00	2 50 to 5 50
1905		9 00	14 50	16 65	16 65		16 00	16 00	3 00 to 10 00	14 50	2 50 to 5 50
1906		9 00	15 00	17 20	17 20		16 00	16 50	3 00 to 10 00	14 50	2 50 to 5 50
1907		9 00	15 00	17 20	17 20		16 00	16 50	3 00 to 10 00	15 00	2 50 to 5 50
1908		9 00	15 00	17 20	17 20		16 00	16 50	3 00 to 10 00	15 00	2 50 to 5 50
1909		9 00 to 11 00	16 00	18 35	18 35		16 00	17 50	3 00 to 10 00	16 00	2 50 to 6 00
1910		11 00 to 12 00	16 00	18 35	18 35		17 00	17 50	3 00 to 11 25	16 00	2 50 to 6 00
1911		11 00 to 13 00	17 00	19 50	19 50		17 00	17 50	3 00 to 11 25	16 00	2 50 to 6 00
1912		11 00 to 13 00	18 50	19 50	19 50		18 50	18 50	3 00 to 12 25	17 00	3 00 to 6 50
1913		12 00 to 15 00	20 00	21 00	21 00	6 00 to 15 00	18 50	19 00	3 00 to 12 70	18 00	3 00 to 7 50
1914		12 00 to 15 00	20 00	21 00	21 00	6 00 to 15 00	20 00	21 00	3 00 to 12 70	20 00	4 00 to 8 00
1915		12 00 to 15 00	20 00	21 00	21 00	7 00 to 15 00	20 00	21 00	3 00 to 12 70	20 00	4 00 to 8 00
1916		12 00 to 15 00	20 00	21 00	21 00	7 00 to 15 00	20 00	21 00	3 00 to 12 70	20 00	4 00 to 8 00
1917		12 00 to 17 00	24 00	24 00	24 00	8 00 to 15 00	20 00	21 00	3 00 to 12 70	20 00	4 00 to 8 00
1918		12 00 to 17 00	24 00	24 00	24 00	9 00 to 18 00	24 00	24 00	3 00 to 12 70	22 00	4 00 to 10 00
1919		23 50	32 00	32 00	32 00	9 00 to 18 00	24 00	24 00	3 00 to 12 70	23 00	4 00 to 10 00
1920 to Mar. 31, 1927		26 00	36 00	36 00	36 00	9 00 to 23 50	32 00	32 00	3 00 to 12 70	32 00	6 00 to 14 00
1927—from April 1		28 00	38 00	38 00	38 00	10 00 to 25 00	36 00	38 00	3 00 to 12 70	35 00	7 00 to 16 00
						12 00 to 28 00	40 00	38 00	3 00 to 12 70	38 00	9 00 to 18 00

*Bindery Men—New class April 1, 1927.

RE KING'S PRINTER'S ADVANCE ACCOUNT

It became necessary during the year to secure an amendment to the statute governing the department, namely, the Public Printing and Stationery Act, chapter 162, R.S.C., 1927, the object of this legislation being to make more effective the section of the statute under which the King's Printer is provided with working capital necessary to enable him to perform the responsibilities imposed upon him. These responsibilities briefly stated are as follows: (1) To execute the printing of all kinds required by the Houses of Parliament and by every branch of the service of the Government of Canada; (2) to provide all stationery and office appliances required by the Houses of Parliament and the various branches of the Government service; (3) to edit and publish the *Canada Gazette*; (4) to be the distributing agent of the various departments for their respective publications; (5) to be the exclusive sales agent of all official publications; (6) to audit all advertising undertaken on behalf of the departments of the Government.

Under the terms of the statute the Minister of Finance authorizes advances to the King's Printer, and the King's Printer remits to the Receiver General all moneys received for service rendered. Before the King's Printer can execute orders for printing or stationery he must have working capital for the payment of wages and the purchase of paper and other printing material and of stationery, and when he has purchased his stocks and filled his orders he must proceed with other purchases and with the filling of other orders before payment can be received from the Houses of Parliament and the Government departments for printing done and goods supplied. Something of the extent of the business of the department and of the necessities of a working capital are indicated by the inventory which, on the 1st of April, 1927, amounted to \$370,128.52 for printing and \$137,792.78 for stationery, a total of \$507,921.30. Included in the printing inventory was material in stores as follows: printing paper, \$103,304.57; printing material, \$68,974.26; also on account of work in process: printing labour, \$111,842.56, and printing material, \$86,187.13. During the year the amounts of work and material in process and of material in stock vary according to the demands of Parliament and the several departments. The turnover for the year was, as already stated, \$3,883,036.89 in printing and \$2,208,568.95 in stationery, a total of \$6,091,605.84.

Section 38 of the statute before amendment had provided that the Minister of Finance may authorize "the advance to the King's Printer, out of the Consolidated Revenue Fund of Canada, of such sums of money, not exceeding at any time two hundred thousand dollars, as the King's Printer requires," etc. This clause was placed in the statute in 1900 and was no doubt at that time adequate for the object in view. Two causes have combined to render this sum insufficient properly to meet the King's Printer's necessities at the present time: (1) a very large increase in all branches of the activities of the department; (2) the change in money values; the wages per capita having, for instance, increased by much over 100 per cent as compared with 1900.

For several years the interpretation placed on the clause was such as seemed to render an amendment unnecessary, no objection having been raised to advancing the King's Printer the moneys needed to carry on the work of the department, but during the last year or two the Auditor General has pressed strongly for an amendment which would remove all doubt or ambiguity. After careful consideration the sum of \$700,000 was estimated as the amount which may be with reasonable safety substituted for that of \$200,000 as set in the existing statute.

The situation was briefly outlined by yourself as minister in the House of Commons and the amending measure duly became law.

PRE-CANCELLATION OF STAMPS

A branch of work which is of comparatively recent origin is that known as "pre-cancellation of stamps", an arrangement whereby the Post Office Department provides for the sale to particular commercial concerns of postage stamps in considerable quantities which are over-printed with the name of the city at which the mail carrying such stamps is posted, this pre-cancellation saving labour at the post office and expediting generally the mail service. Under the procedure adopted sheets of 100 stamps of varying value are delivered by the Post Office Department to the officers of this Department. Special precautions are taken in this Department to guard the stamps until the work of over-printing has been completed and the officials of the Post Office Department have received the pre-cancelled stamps safely back in their hands. The following table shows the quantities and values of pre-cancelled stamps handled during each of the last four years:—

Year	Quantity	Value
1927-8	49,579,700	\$ 956,940 00
1926-7	64,066,400	1,529,180 00
1925-6	85,187,450	3,040,957 50
1924-5	87,423,200	3,259,263 00
Total	306,256,750	\$8,786,340 50

It is a matter of deep satisfaction to the Department that throughout the different phases of this important work absolutely no losses have been incurred a situation reflecting the highest credit on the various officers concerned.

NEW PLANT

New plant to the value of \$34,051.50 was purchased and installed as follows during the fiscal year, viz:—

General Plant.—Installation of new transformer, etc., for increased power for stereotype and other equipment, \$629.23.

Chief Mechanic's Division.—One gasolene pump and meter, \$579.

Hand Composing Division.—Two lead and rule cutters, \$111.

Linotype Division.—Two linotype machines No. 8, \$7,561.20.

Monotype Division.—One keyboard machine, \$1,343.79; 1 giant casting machine, \$3,624.32; 886 matrices, \$888.04; 2 Margach metal feeders, \$140; total, \$5,996.15.

Stereotype Division.—One moulding and drying press, \$6,213.25; 1 set heaters, \$450; total, \$6,663.25.

Press Division.—One platen press, \$875; 12 steel chases, \$120; total, \$995.

Bindery Division.—One stamping press, \$2,900; 1 perforator, \$6,262.70; 1 bundler, \$1,550; 1 temperature controller, \$235.83; 1 tying machine with motor, \$568.14; total, \$11,516.67.

Of the above list the name of the article purchased as a rule indicates the object, and the purchases were mainly to replace worn plant with more modern equipment. The largest individual purchases were a perforating machine in the bindery and a moulding and drying press in the stereotype division, the last representing a distinct advance on old methods, direct pressure being substituted for hand process.

The two linotypes were replacements but the new machines were fitted for wide matrices and will relieve somewhat the pressure on the monotype division arising from the increasing statistical and wide-measure work.

F. A. ACLAND,

King's Printer and Controller of Stationery.

F. A. ACLAND, Esq.,
King's Printer and Controller of Stationery.

SIR,—I have the honour to submit a report of the work executed for Parliament and the various departments in the Government Printing Bureau and in commercial lithographing, engraving and printing establishments during the fiscal year ending March 31, 1928, contained in the following tabulated statements:—

1. Annual reports.
2. Supplementary reports.
3. Routine Parliamentary work.
4. House of Commons and Senate Debates.
5. Statutes.
6. *Canada Gazette*.
7. Voters' lists.
8. Pamphlets and miscellaneous book-work.
9. Statement of other letterpress departmental work.
10. Statement of books bound.
11. Pads made.
12. Making and stamping of prepaid Post Office envelopes.
13. Die stamping of letter and note headings and envelopes.
14. Loose-leaf work.
15. Lithographed maps, plans, cheques and forms.
16. Half-tones, line cuts, electros and dies made.
17. Lithographing and Engraving Division—Record of Work for Fiscal Year 1927-28.
18. Comparative statement of presswork.

Respectfully submitted,

P. M. DRAPER,
Director and Superintendent of Printing.

OTTAWA, August 7, 1928.

TABLE No. 1—Annual Reports to Parliament completed during the Fiscal Year
• 1927-28

Title of Document	Number of Copies	Number of Pages	Total Number of Printed Pages	Cost
ENGLISH				\$ cts.
Agriculture, 1926-27.....	5,395	136	733,720	879 71
Civil Service Commission, 1926.....	642	86	55,212	531 79
Commissioner of Patents, 1926-27.....	706	16	11,296	56 36
Dominion Statistician, 1926-27.....	965	24	23,160	180 63
Health, 1926-27.....	1,816	72	130,752	382 00
Immigration and Colonization, 1926-27.....	1,556	84	130,704	467 75
Indian Affairs, 1926-27.....	880	72	63,360	443 89
Interior, 1926-27.....	873	130	113,490	667 87
Labour, 1926-27.....	2,561	164	420,004	959 60
Marine and Fisheries (Fisheries Branch), 1926-27.....	914	124	113,336	536 03
Marine and Fisheries (Marine), 1926-27.....	722	164	118,408	853 38
Mines, 1926-27.....	3,374	66	222,684	395 12
National Defence (Militia and Air Services), 1926-27.....	648	96	62,208	478 96
National Defence (Naval Service), 1926-27.....	552	28	15,456	112 78
National Revenue (Customs and Excise Divisions), 1926-27.....	1,093	120	131,160	830 23
Penitentiaries, 1926-27.....	1,898	44	83,512	228 60
Postmaster General, 1926-27.....	1,051	114	119,814	865 13
Public Accounts, 1926-27.....	1,476	152	224,352	884 74
Public Printing and Stationery, 1926-27.....	451	72	32,472	421 26
Public Works, 1926-27.....	711	160	113,760	973 41
Railway Commission, 1926.....	543	232	125,976	1,046 14
Railways and Canals, 1926-27.....	1,012	122	123,464	648 61
Royal Canadian Mounted Police, 1926-27.....	1,351	108	145,908	551 04
Secretary of State, 1926-27.....	590	664	391,760	3,798 90
Secretary of State for External Affairs, 1926-27.....	663	24	15,912	106 02
Soldiers' Civil Re-Establishment, 1926-27.....	1,950	84	163,800	457 06
Trade and Commerce, 1926-27.....	911	44	40,084	209 35
Weights and Measures, Electricity and Gas Inspection Services, 1926-27.....	983	74	72,742	524 27
BILINGUAL				
Auditor General—Auditeur général, 1926-27, (Vol. I).	1,788	342	611,496}	15,015 49
Auditor-General—Auditeur général, 1926-27, (Vol. II)	1,688	1,352	2,282,176}	
National Revenue—Shipping Report (Customs Division)—Revenu National—Navigation (Service des Douanes).....	724	128	92,672	842 38
FRENCH				
Affaires Indiennes, 1925-26.....	136	74	10,064	329 83
Commerce, 1925-26.....	156	60	9,360	295 22
Commerce, 1926-27.....	172	48	8,256	199 49
Commissaire des brevets, 1926-27.....	156	16	2,496	50 46
Commission des chemins de fer du Canada, 1926.....	175	304	53,200	1,303 26
Commission du Service Civil, 1925.....	266	112	29,792	608 49
Commission du Service Civil, 1926.....	81	92	7,452	482 18
Comptes publics, 1926-27.....	231	152	35,112	739 04
Défense Nationale (Service Naval), 1926-27.....	169	32	5,408	113 76
Immigration et Colonisation, 1925-26.....	361	68	24,548	332 72
Impressions et Papeterie publiques, 1926-27.....	136	72	9,792	268 01
Intérieur, 1925-26.....	164	154	25,256	534 62
Marine et Pêcheries (Marine), 1926-27.....	212	176	37,312	792 68
Marine et Pêcheries (direction des Pêcheries), 1926-27.....	219	136	29,784	537 65
Mines, 1925-26.....	1,262	90	113,580	491 63
Mines, 1926-27.....	1,333	72	95,976	319 41
Pénitenciers, 1925-26.....	182	48	8,736	233 66
Poids et mesures, de l'électricité et du gaz, 1925-26.....	161	68	10,948	251 95
Poids et mesures, de l'électricité et du gaz, 1926-27.....	271	74	20,054	331 61
Postes, 1926-27.....	206	114	23,484	364 53
Rétablissement des soldats dans la vie civile, 1925-26.....	131	56	7,336	303 77
Santé, 1925-26.....	354	80	28,320	452 86
Secrétaire d'Etat, 1925-26.....	103	602	62,006	2,414 12
Secrétaire d'Etat aux Affaires extérieures, 1926-27.....	205	24	4,920	127 28
Statisticien du Dominion, 1926-27.....	246	24	5,904	93 99
Travaux publics, 1926-27.....	155	166	25,730	1,026 47
Totals.....	47,730	8,012	7,679,676	47,347 19
Totals (March 31, 1927).....	44,887	9,060	8,219,618	58,114 37

TABLE No. 2—Supplementary Reports to Parliament completed during the Fiscal Year, 1927-28

Title of Document	Number of Copies	Number of Pages	Total Number of Printed Pages	Cost
ENGLISH				\$ cts
Board of Pension Commissioners, 1926-27.....	385	20	7,700	98 13
Public Archives, 1926.....	1,360	26	35,360	117 33
BILINGUAL				
Report of the Chief Electoral Officer, By-Elections held during the Year 1924—Rapport du Directeur général des élections, élections partielles tenues pendant l'année 1924.....	632	8	5,056	41 09
FRENCH				
Archives publiques, 1926.....	645	28	18,060	102 48
Commission des pensions, 1925-26.....	91	24	2,184	103 39
Totals.....	3,113	106	68,360	462 42
Totals (March 31, 1927).....	4,309	1,742	1,850,484	9,845 20

TABLE No. 3—Statement showing the Routine Parliamentary Work, Year 1927-28

* In this table and in other tables which contain a column giving the total number of printed pages, the figures in the total column coincide, as a rule, with those obtained by multiplying the number of copies by the number of pages. In some cases, however, a printing job includes different sections or series which vary as to the number of copies and number of pages; the two first columns do not therefore multiply into the figures shown in the column representing the total number of pages printed. Cases of this class are denoted by an asterisk (*).

Title of Document	Number of Copies	Number of Pages	Total Number of Printed Pages
Votes and Proceedings.....	†2,594	684	1,774,296
Procès-verbaux.....	†374	664	248,336
Orders of the Day.....	†1,403	1,212	1,700,436
Feuilleton.....	†367	1,256	460,952
Senate Minutes.....	†1,295	540	699,300
Procès-verbaux des Séances du Sénat.....	†275	532	146,300
Public Bills.....	†1,828	412	753,136
Bills d'intérêt public.....	†425	680	289,000
Private Bills.....	†1,144	900	1,029,600
Bills d'intérêt privé.....	†272	931	253,232
Third Reading Bills (Commons).....	†1,163	604	702,452
Bills en troisième lecture (Commons).....	†338	700	236,600
Third Reading Bills (Senate).....	†806	752	606,112
Bills en troisième lecture (Sénat).....	†221	756	167,076
Returns (for distribution or Sessional Papers, either or both).....	8,425	256	*252,800
Réponses (pour distribution ou pour insertion aux documents parlementaires, ou pour l'une ou l'autre).....	2,292	504	*315,588
Divorce cases.....	72,675	3,324	*1,412,700
Printing of Various Committee sittings.....	45,233	2,992	*1,931,832
House of Commons Journals, 1926-27.....	412	696	286,752
Journaux de la Chambre des Communes, 1926-27.....	140	672	94,080
Senate Journals, 1926-27.....	405	808	324,240
Journaux du Sénat, 1926-27.....	137	816	111,792
Totals.....	142,224	20,691	13,799,612
Totals (March 31, 1927).....	227,792	33,296	21,737,172

† Average number of copies printed.

TABLE No. 4—Statement of the Work on the House of Commons and Senate Debates, Year 1927-28

* In this table and in other tables which contain a column giving the total number of printed pages, the figures in the total column coincide, as a rule, with those obtained by multiplying the number of copies by the number of pages. In some cases, however, a printing job includes different sections or series which vary as to the number of copies and number of pages; the two first columns do not therefore multiply into the figures shown in the column representing the total number of pages printed. Cases of this class are denoted by an asterisk (*).

Title of Document	Number of Copies	Number of Pages	Total Number of Printed Pages	Cost
				\$ cts.
House of Commons Debates—				
Unrevised Edition (English).....	†14,400	2,944	*44,551,144	15,750 19
Unrevised Edition (French).....	†971	2,420	*2,353,520	8,313 16
Revised Edition, 1926-27, 5 Vols. and Index (English).....	524	2,782	1,457,768	6,639 82
Senate Debates—				
Unrevised Edition (English).....	†2,322	478	*979,700	1,583 92
Revised Edition, 1926-27 (English).....	374	456	170,544	877 38
Totals.....	18,571	9,080	49,512,676	33,164 47
Totals (March 31, 1927).....	11,575	23,652	52,095,929	69,158 34
Speeches: Extra copies ordered by Members and Senators.....	243,400	854	*2,339,800	1,733 73
Speeches: (March 31, 1927).....	515,300	2,008	*6,236,160	5,106 93

†Average number of copies printed.

TABLE No. 5—Statement of the work on the Statutes, Year 1927-28

—	Number of Copies	Number of Pages	Total Number of Printed Pages	Cost
				\$ cts.
THE STATUTES				
<i>English</i>				
Parts I-II, 1926-27.....	4,550	756	3,439,800	6,129 73
<i>French</i>				
Parties I-II, 1926-27.....	515	762	392,430	2,808 94
Totals.....	5,065	1,518	3,832,230	8,938 67
Totals (March 31, 1927).....	5,276	4,370	2,202,634	6,891 70

TABLE No. 6—Statement of the work on the *Canada Gazette* for the Fiscal Year 1927-28

—	Aggregate Annual Issue	Number of Pages in Volume
<i>Canada Gazette</i>	106,600	4,350
Supplements.....	12,710	186
Extras.....	31,125	62
Totals.....	150,435	4,598
Totals (March 31, 1927).....	138,945	4,392

TABLE No. 7—Voters' Lists. (None printed in 1927-28)

TABLE No. 8—Statement of Pamphlet and Miscellaneous Book-work, 1927-28

* In this table and in other tables which contain a column giving the total number of printed pages, the figures in the total column coincide, as a rule, with those obtained by multiplying the number of copies by the number of pages. In some cases, however, a printing job includes different sections or series which vary as to the number of copies and number of pages; the two first columns do not therefore multiply into the figures shown in the column representing the total number of pages printed. Cases of this class are denoted by an asterisk (*).

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
<i>Agriculture—</i>			
ENGLISH			
Assistance to Sheep Breeding by the Federal and Provincial Departments of Agriculture (Pamphlet No. 76).....	15,006	16	240,096
The Canadian Record of Performance for Pure-Bred Poultry, Record Year 1925-26—Regulations, Standards and Records of Fowls Qualified for Certificates (Report No. 7).....	10,006	122	1,220,732
Weeds and Weed Seeds—Illustrated and Described (Bulletin No. 4—New Series).....	30,006	64	1,920,384
The Cabbage Flea-Beetle and Its Control in British Columbia (Pamphlet No. 80—New Series).....	1,500	12	18,000
The Red-Backed Cutworm and Its Control in the Prairie Provinces (Pamphlet No. 69—New Series).....	5,006	16	80,096
The "Egg Case Plan" (Pamphlet No. 8—Poultry Division).....	15,006	16	240,096
Insects affecting the Strawberry.....	500	8	4,000
Register of Fully Accredited Herds arranged by Breed as recorded to March 31, 1927.....	156	24	3,744
World's Poultry Congress, Canada, 1927—Final Announcement and Congress Programme.....	3,000	64	192,000
Annual Statistics of Fruit and Floriculture, 1926.....	1,000	20	20,000
The Dairy Produce Act, as amended in 1925, and Regulations—Acts, Orders and Regulations (No. 21).....	2,006	16	32,096
The Cooling of Milk for Cheesemaking (Pamphlet No. 28—New Series).....	15,006	8	120,048
Programme of Lamb Fair and Sale.....	1,000	8	8,000
Fruit and Vegetable Crop and Market Summary, 1926-27.....	6,556	48	314,688
Regulations made under the provisions of the Live Stock and Live Stock Products Act, respecting the Grading and Marking of Eggs.....	20,000	8	160,000
The Conversion of Dry Roughage into a Succulent Feed—An Examination of the Sugar Jack Process (Bulletin No. 96—New Series).....	5,000	40	200,000
Canadian Seed Growers' Association—Classification of Canadian Spring Wheat Varieties.....	8,000	32	256,000
The Testing of Milk, Cream and Dairy By-Products by Means of the Babcock Test (Bulletin No. 14—New Series).....	5,000	48	240,000
The Agricultural Pests' Control Act, 1927, with Regulations—Acts, Orders and Regulations (No. 22).....	3,000	22	66,000
Swine Husbandry in Canada.....	20,205	72	1,454,760
The Hessian-Fly in the Prairie Provinces (Pamphlet No. 30—New Series).....	5,006	8	40,048
World's Poultry Congress, Ottawa, Canada, July 27 to August 4, 1927—Canadian Exhibit, Descriptive Booklet.....	25,000	24	600,000
How to Reduce the Meat Bill—Recipes for Utilizing the Cheaper Cuts of Beef (Pamphlet No. 43—New Series).....	20,000	12	240,000
Report of the Veterinary Director General, 1926-27.....	7,011	64	448,704
The Origin and Quality of Commercial Live Stock marketed in Canada in 1926 (Report No. 7).....	2,011	64	128,704
Eggs—Their Value as a Food and their Place in the Canadian Diet (Pamphlet No. 59).....	75,000	8	600,000
The Agricultural Pests' Control Act, 1927, with Regulations—Acts, Orders and Regulations (No. 22).....	2,500	20	50,000
The United States Federal Import Milk Act—Some of Its Provisions—Acts, Orders and Regulations (No. 23).....	11,000	24	*132,000
Register of Fully Accredited Herds—Arranged by Breeds as recorded to September 30, 1927.....	211	28	5,908
Hog Marking (Pamphlet No. 83—New Series).....	10,000	8	80,000
Dehydration of Fruits and Vegetables in Canada (Bulletin No. 90—New Series).....	8,011	32	256,352
The Canadian Record of Performance for Pure-Bred Dairy Cattle—Regulations, Standards and Records of Cows Qualified for Registration (Report No. 19).....	7,611	130	989,430
Carried forward.....	340,320	1,086	10,361,886

TABLE NO. 8—Statement of Pamphlet and Miscellaneous Book-work,
1927-28—Continued

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	340,320	1,086	10,361,886
<i>Agriculture—Continued</i>			
<i>ENGLISH—Concluded</i>			
Astragalus Campestris and Other Stock Poisoning Plants of British Columbia (Bulletin No. 88).....	5,506	48	264,288
Fertilizer Analyses, 1926-27.....	3,000	40	120,000
The Seeds Act, 1923, with the Regulations made by the Minister of Agriculture.....	15,200	48	729,600
Report of Committee on Dressed Poultry Standards.....	10,000	16	160,000
Experimental Station, Lethbridge, Alta.—Report of the Superintendent, 1926.....	5,000	64	320,000
Screenings as a Feed for Live Stock (Pamphlet No. 87—New Series)	8,000	16	128,000
The Cabbage Flea-Beetle and Its Control in British Columbia (Pamphlet No. 80—New Series).....	1,500	12	18,000
The History and Present Status of Wheat Production in Canada (Pamphlet No. 89—New Series).....	10,000	16	160,000
Why and How to Use Milk—Revised Edition (Pamphlet No. 36—New Series).....	25,000	32	800,000
List of Publications, 1928 (Pamphlet No. 90—New Series).....	35,011	16	560,176
Extract from the <i>Canada Gazette</i> , February 11, 1928.....	2,500	16	40,000
Seed, Feed and Fertilizer Markets.....	189,450	216	*1,515,600
Bulletin of the Canadian Tuberculosis Association.....	140,000	32	*1,120,000
<i>FRENCH</i>			
Comment se protéger contre les moustiques, les mouches noires et les fléaux semblables dans la forêt (feuillelet n° 55—nouvelle série)..	3,006	12	36,072
La bête à patates au Canada (bulletin n° 52—nouvelle série).....	506	32	16,192
Congrès mondial d'aviculture, Canada, 1927—Avis final et programme du congrès.....	3,258	64	208,512
Rapport du Directeur général vétérinaire, 1925-26.....	3,006	42	126,252
Petits réfrigérateurs et laiteries (bulletin n° 16—nouvelle série)...	2,006	20	40,120
Les oeufs «Le déjeuner national»—Leur valeur nutritive et leur place dans le régime alimentaire au Canada (feuillelet n° 59).....	506	8	4,048
La loi des fruits et règlements—Lois—arrêtés et règlements (n° 7)...	8,006	48	384,288
Programme de l'exposition et vente d'agneaux.....	5,000	8	40,000
La préparation et la coupe de la viande d'agneau (feuillelet n° 8—nouvelle série).....	5,000	32	160,000
Le contrôle de la ponte au Canada pour les volailles de race pure, 1925-26 (rapport n° 7).....	2,506	128	320,768
Supplément aux règlements établis sous la loi des semences—Lois, arrêtés et règlements (n° 11).....	2,006	8	16,048
La loi des produits laitiers avec amendements apportés en 1925—Lois, arrêtés et règlements (n° 21).....	2,006	16	32,096
Le refroidissement du lait pour la fabrication du fromage (feuillelet n° 28—nouvelle série).....	5,006	8	40,048
Insectes nuisibles aux arbres d'ombrage dans l'est du Canada et moyens de les combattre (bulletin n° 63—nouvelle série).....	2,006	64	128,384
La loi des viandes et des conserves alimentaires—Lois, arrêtés et règlements (n° 15).....	2,006	52	104,312
Le marquage des pores (feuillelet n° 88—nouvelle série).....	10,000	8	80,000
La loi des semences, 1923, et règlements établis par le ministre de l'Agriculture—Lois, arrêtés et règlements (n° 11), octobre 1927.	5,011	52	260,572
La gale des chevaux, des bœufs et des moutons (bulletin n° 31—nouvelle série).....	2,006	16	32,096
La composition du fromage Cheddar canadien et du fromage refait (bulletin n° 79—nouvelle série).....	4,006	20	80,120
Le ver gris à dos rouge et les moyens de le détruire dans les provinces des Prairies (feuillelet n° 69—nouvelle série).....	506	16	8,096
La loi des plantes-racines potagères, 1922—Lois, arrêtés et règlements (n° 3).....	3,006	16	48,096
Un plaidoyer dans la cuisine—Comédie en un acte pour les enfants (feuillelet n° 67—nouvelle série).....	506	20	10,120
Moyens d'économiser sur la viande—Recettes pour l'utilisation des coupes de bœuf meilleur marché (feuillelet n° 43—nouvelle série)	5,006	12	60,072
Carried forward.....	866,364	2,360	18,533,862

TABLE No. 8—Statement of Pamphlet and Miscellaneous Book-work,
1927-28—Continued

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	866,364	2,360	18,533,862
<i>Agriculture—Concluded</i>			
FRENCH— <i>Concluded</i>			
Assistance à l'élevage du mouton (feuilleton n° 76).....	10,000	8	80,000
La loi fédérale des Etats-Unis concernant le lait inspecté—Quelques-unes de ses dispositions—Lois, arrêtés et règlements (n° 23)....	2,000	12	24,000
Rapport du Directeur général vétérinaire, 1926-27.....	3,000	64	192,000
La loi fédérale des Etats-Unis concernant le lait importé—Quelques-unes de ses dispositions—Lois, arrêtés et règlements (n° 23)....	5,011	16	80,176
Desserts gelés faits à la maison (feuilleton n° 49—nouvelle série)....	15,000	8	120,000
Les criblures pour l'alimentation du bétail (feuilleton n° 87—nouvelle série).....	3,000	16	48,000
Liste des publications, 1928 (feuilleton n° 90—nouvelle série).....	8,011	16	128,176
Loi modifiant et codifiant les Lois concernant les animaux de ferme.	1,000	16	16,000
Consommons du lait (feuilleton n° 36—nouvelle série).....	15,000	40	600,000
Consommons du fromage (feuilleton n° 7—nouvelle série).....	15,000	24	360,000
Récolte et commerce de fruits et de légumes—Rapport sommaire, 1926-27.....	1,206	48	57,888
La revue des marchés des semences, des produits alimentaires pour les animaux et des engrais chimiques.....	160,350	192	*1,282,800
Bulletin de l'Association Canadienne Antituberculeuse.....	18,022	40	*144,176
<i>Archives—</i>			
ENGLISH			
The Canadian Historical Association—Report of the Annual Meeting held in the City of Toronto, May 27-28, 1927.....	800	120	96,000
<i>Auditor General—</i>			
BILINGUAL			
Auditor General's Report—Rapport de l'Auditeur général, 1926-27 (Published in separate parts).....	40	1,604	64,160
<i>Canada Gazette—</i>			
ENGLISH			
Index to the Canada Gazette, 1926-27.....	2,050	82	168,100
<i>Civil Service Commission—</i>			
ENGLISH			
Information respecting Examinations for the Postal Service.....	5,000	12	60,000
Information respecting Examinations for the Customs Service.....	5,000	8	40,000
Examinations for Clerks, Stenographers and Typists.....	5,000	8	40,000
Civil Service Regulations, Canada.....	510	32	16,320
Occupational Opportunities in the Civil Service.....	5,000	12	60,000
FRENCH			
Renseignements sur les examens du service des douanes.....	3,000	8	24,000
Renseignements généraux sur les examens du service civil.....	5,000	8	40,000
Examens pour commis, sténographes et dactylographes.....	3,000	8	24,000
Renseignements sur les examens du service postal.....	5,000	12	60,000
<i>Diamond Jubilee—</i>			
ENGLISH			
Diamond Jubilee of Confederation—General Suggestions for the guidance of committees in charge of local celebrations.....	10,100	16	161,600
Diamond Jubilee of Confederation.....	20,080	128	*1,285,120
The Story of Canada.....	1,200	28	33,600
Diamond Jubilee of Confederation—Programme of National Celebration at Ottawa, July 1, 1927.....	10,000	32	*160,000
Canada—Confederation, 1867-1927.....	11,100	8	88,800
Carried forward.....	1,214,844	4,986	24,088,778

TABLE No. 8—Statement of Pamphlet and Miscellaneous Book-work.
1927-28—Continued

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	1,214,844	4,986	24,088,778
<i>Diamond Jubilee—Concluded</i>			
FRENCH			
Soixantenaire de la Confédération—Suggestions générales à l'usage des comités chargés des fêtes locales.....	2,500	16	40,000
Soixantenaire de la Confédération.....	23,500	86	*264,000
Canada—Confédération, 1867-1927.....	4,100	8	32,800
<i>Experimental Farms—</i>			
ENGLISH			
Experimental Station, Swift-Current, Sask.—Report of the Superintendent, 1926.....	5,606	48	269,088
Experimental Station, Scott, Sask.—Report of the Superintendent, 1926.....	4,806	64	307,584
Experimental Station, Sidney, B.C.—Report of the Superintendent, 1926.....	4,800	68	326,400
Experimental Station, Charlottetown, P.E.I.—Report of the Superintendent, 1926.....	12,756	64	816,384
Experimental Station, Morden, Man.—Report of the Superintendent, 1926.....	4,206	64	269,184
Experimental Station, Fredericton, N.B.—Report of the Superintendent, 1926.....	8,206	80	656,480
Experimental Station, Invermere, B.C.—Report of the Superintendent, 1926.....	5,506	32	176,192
Experimental Station, Lennoxville, Que.—Report of the Superintendent, 1926.....	5,706	72	410,832
Experimental Station, Kapuskasing, Ont.—Report of the Superintendent, 1926.....	5,506	64	352,384
Experimental Station, Rosthern, Sask.—Report of the Superintendent, 1926.....	5,211	64	333,504
Experimental Station, Lacombe, Alta.—Report of the Superintendent, 1926.....	7,211	72	519,192
Experimental Station, Cap Rouge, Que.—Report of the Superintendent, 1926.....	3,211	48	154,128
Experimental Station, Harrow, Ont.—Report of the Superintendent, 1926.....	6,200	32	198,400
Experimental Station, Summerland, B.C.—Report of the Superintendent, 1926.....	6,206	80	496,480
Experimental Station, Ste. Anne de la Pocatière, Que.—Report of the Superintendent, 1926.....	3,200	72	230,400
Experimental Station, Kentville, N.S.—Report of the Superintendent, 1926.....	6,035	98	591,430
Experimental Station, Farnham, Que.—Report of the Superintendent, 1926.....	3,000	24	72,000
Experimental Substations: Fort Vermilion, Alta., Salmon Arm, B.C., Betsiamites, Que., Fort Smith, N.W.T., Fort Resolution, N.W.T.—Report of the Experimentalists in Charge, 1926.....	5,011	36	180,396
Experimental Farm, Brandon, Man.—Report of the Superintendent, 1926.....	7,131	56	399,336
Experimental Farm, Indian Head, Sask.—Report of the Superintendent, 1926.....	12,606	48	605,088
Experimental Farm, Agassiz, B.C.—Report of the Superintendent, 1926.....	6,706	48	321,888
Experimental Farm, Nappan, N.S.—Report of the Superintendent, 1926.....	4,206	64	269,184
Report of the Dominion Animal Husbandman, 1925-26.....	13,186	68	896,648
Report of the Dominion Apiarist, 1926.....	8,506	20	170,120
Report of the Dominion Chemist, 1926.....	6,256	104	650,624
Report of the Dominion Poultry Husbandman, 1926.....	21,106	64	1,350,784
Report of the Dominion Agricultural Bacteriologist, 1926.....	5,206	16	83,296
Report of the Division of Forage Plants, 1926.....	5,500	40	220,000
Report of the Dominion Cerealists, 1926.....	8,500	32	272,000
Report of the Dominion Field Husbandman, 1926.....	10,006	40	400,240
Report of the Dominion Botanist, 1926.....	5,400	152	820,800
Carried forward.....	1,461,642	6,930	37,246,044

TABLE NO. 8—Statement of Pamphlet and Miscellaneous Book-work,
1927-28—Continued

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	1,461,642	6,930	37,246,044
<i>Experimental Farms—Continued</i>			
<i>ENGLISH—Continued</i>			
Report of the Dominion Horticulturist, 1926.....	11,000	80	880,000
Apple Scab—Studies in Fruit Diseases (Pamphlet No. 82—New Series).....	10,006	8	80,048
Legume Inoculation (Pamphlet No. 81—New Series).....	15,000	16	240,000
The Strawberry and Its Cultivation in Canada (Bulletin No. 80—New Series).....	20,006	56	1,120,336
Preserving Fruits and Vegetables in the Home (Bulletin No. 77—New Series).....	30,106	48	1,445,088
Pamphlets in Ukrainian language(2).....	10,000	48	480,000
The Prairie Farmer's Vegetable Garden (Bulletin No. 43—New Series).....	10,006	36	360,216
Medicinal Plants and their Cultivation in Canada (Bulletin No. 36—New Series).....	5,056	32	161,792
Alkali Soils—Their Nature and Reclamation (Bulletin No. 21—New Series).....	5,000	12	60,000
The Combined Reaper—Thresher in Western Canada (Pamphlet No. 83—New Series).....	15,006	16	240,096
The French-Canadian Horse (Bulletin No. 87—New Series).....	3,006	24	72,144
Canadian National Egg-Laying Contest, 1927-28—Registration... Smut Diseases of Cultivated Plants—Their Cause and Control (Bulletin No. 81—New Series).....	2,000	8	16,000
Rabbits (Bulletin No. 28—New Series).....	10,006	80	800,480
Standard Descriptions of Vegetables: Beets and Carrots—A Guide to Seed-Growers (Bulletin No. 82—New Series).....	15,206	32	486,592
Garnet Wheat—New Promising Variety of Early Maturing Spring Wheat (Bulletin No. 83—New Series).....	10,006	36	360,216
A Survey of Canadian Plants in Relation to their Environment (Bulletin No. 58—New Series).....	3,506	76	266,456
The Illustration Stations in British Columbia, Alberta, Saskatchewan and Manitoba—Report of the Chief Supervisor, 1926..	5,006	64	320,384
Tomato Diseases (Bulletin No. 51—New Series).....	8,006	80	640,480
The Illustration Stations in Ontario, Quebec, New Brunswick, Nova Scotia, and Prince Edward Island—Report of the Chief Supervisor, 1926.....	5,006	20	100,120
Dominion Experimental Farms—Report of the Director, 1926-27..	5,006	80	400,480
Tobacco Division—Report of the Officer in Charge, 1926.....	10,092	106	1,069,752
Root-Rots and Foot-Rots of Wheat in Manitoba (Bulletin No. 85—New Series).....	5,411	32	173,152
Studies in Cereal Diseases "Take All"—A Destructive Disease of Wheat (Pamphlet No. 85—New Series).....	7,006	32	224,192
Ornamental Trees, Shrubs and Woody Climbers (Bulletin No. 89—New Series).....	8,011	8	64,088
Division of Botany—White Pine Blister Rust (Circular No. 48)..	35,340	52	1,837,680
Canadian Certified Seed Potatoes—Rules and Regulations Governing Their Production (Pamphlet No. 84—New Series).....	12,000	8	96,000
The French-Canadian Horse (Bulletin No. 87—New Series).....	20,011	16	320,176
Division of Economic Fibre Production—Report of the Chief Officer, 1926.....	6,000	24	144,000
Banner Oats—The Best Variety for Quebec (Bulletin No. 91—New Series).....	5,200	20	104,000
Turkeys—Their Care and Management (Bulletin No. 46—New Series).....	15,000	8	120,000
Hardy Roses—Their Culture in Canada (Bulletin No. 17—New Series).....	15,011	16	240,176
Swine Husbandry in Central Alberta—Results from Thirteen Years of Experiment at the Dominion Experimental Station, Lacombe, Alta. (Bulletin No. 73—New Series).....	25,006	40	1,000,240
Field Roots in Canada—Classification, Improvement and Seed Production (Bulletin No. 84—New Series).....	15,106	32	483,392
Manures and Fertilizers—Their Nature, Functions and Application (Bulletin No. 92—New Series).....	5,006	52	260,312
Growing and Feeding Field Roots (Bulletin No. 94—New Series)..	25,205	64	1,613,120
Seasonable Hints.....	20,011	36	720,396
	1,058,222	96	*16,931,552
Carried forward.....	2,947,220	8,424	71,179,200

TABLE No. 8—Statement of Pamphlet and Miscellaneous Book-work,
1927-28—Continued

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	2,947,220	8,424	71,179,200
<i>Experimental Farms—Continued</i>			
FRENCH			
Station expérimentale, Ste-Anne de la Pocatière, Qué.—Rapport du régisseur, 1925.....	2,006	72	144,432
Station expérimentale, Kentville, N.-E.—Rapport du régisseur, 1925.....	1,206	88	106,128
Station expérimentale, Charlottetown, I.P.-E.—Rapport du régisseur, 1926.....	1,206	64	77,184
Station expérimentale de Lennoxville, Qué.—Rapport du régisseur, 1926.....	3,606	80	288,480
Station expérimentale, Kapuskasing, Ont.—Rapport du régisseur, 1926.....	3,106	72	223,632
Station expérimentale, Fredericton, N.-B.—Rapport du régisseur, 1926.....	3,506	84	294,504
Station expérimentale, Cap Rouge, Qué.—Rapport du régisseur, 1926.....	18,211	48	874,128
Sous-Stations expérimentales: Fort Vermilion, Alta, Salmon Arm, C.-B., Betsiamites, Qué., Fort Smith, T.N.-O., Fort Résolution, T.N.-O., Fort Providence, T.N.-O.—Rapport des expérimentateurs, 1926.....	1,511	40	60,440
Sous-Station expérimentale, Beaverlodge, Alta—Rapport du régisseur, 1925.....	756	72	54,432
Fermes expérimentales fédérales—Rapport du directeur, 1925-26.....	5,006	98	490,588
Stations fédérales de démonstration—Ontario, Québec, Nouveau-Brunswick, Nouvelle-Ecosse et Ile du Prince-Edouard—Rapport du surveillant en chef, 1926.....	2,006	84	168,504
Ferme expérimentale de Brandon, Man.—Rapport du régisseur, 1926.....	1,206	64	77,184
Ferme expérimentale, Nappan, N.-E.—Rapport du régisseur, 1926.....	1,106	68	75,208
Fermes expérimentales fédérales—Service des tabacs—Rapport du préposé, 1926.....	4,211	36	151,596
Fermes expérimentales fédérales—Rapport du directeur, 1926-27.....	5,006	120	600,720
L'élevage des pigeons (bulletin n° 15—nouvelle série).....	3,006	24	72,144
La culture du pommier au Canada avec liste et description des variétés (bulletin n° 55—nouvelle série).....	15,132	56	847,392
Rapport de l'apiculteur du Dominion, 1925.....	3,506	20	70,120
Son, petit son, grus et remoulages—Recherches en vue de l'établissement de nouveaux types modèles (bulletin n° 2—nouvelle série).....	1,006	24	24,144
Service de la grande culture—Rapport de l'agriculteur du Dominion, 1925.....	3,006	40	120,240
Recherches sur les maladies du framboisier (feuilleton n° 72—nouvelle série).....	2,006	16	32,096
Le fromage Meilleur (feuilleton n° 27—nouvelle série).....	2,006	8	16,000
Plantes à foin et à pacage pour le nord-ouest de la Saskatchewan (bulletin n° 40—nouvelle série).....	3,006	16	48,096
La chaux en agriculture (bulletin n° 86—nouvelle série).....	8,006	20	160,120
La tavelure du pommier (feuilleton n° 82—nouvelle série).....	3,506	8	28,048
Rapport de l'aviculteur du Dominion, 1925.....	6,006	68	408,408
Recherches sur le blé à la ferme expérimentale fédérale de Brandon, Man.—Résumé, 1889-1923 (bulletin n° 42—nouvelle série).....	3,006	56	168,336
L'élevage du dindon (bulletin n° 46—nouvelle série).....	10,006	16	160,096
L'inoculation des légumineuses (feuilleton n° 81—nouvelle série).....	3,000	16	48,000
La production de lait propre (feuilleton n° 79—nouvelle série).....	15,006	20	300,120
Culture du tabac dans le sud-ouest de l'Ontario (bulletin n° 76—nouvelle série).....	2,506	32	80,192
L'hivernage des abeilles au Canada (bulletin n° 74—nouvelle série).....	10,006	32	320,192
L'ensilage et la construction des silos dans les Provinces Maritimes (feuilleton n° 35—nouvelle série).....	4,006	28	112,168
Le lapin (bulletin n° 28—nouvelle série).....	5,006	32	160,192
Conserves de fruits et de légumes faites à la maison (bulletin n° 77—nouvelle série).....	10,006	52	520,312
Service de l'exploitation animale—Rapport de l'éleveur du Dominion, 1925-26.....	3,506	72	252,432
Les maladies des tomates (bulletin n° 51—nouvelle série).....	2,506	20	50,120
Carried forward.....	3,119,621	10,190	78,865,323

TABLE No. 8—Statement of Pamphlet and Miscellaneous Book-work,
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Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	3,119,621	10,190	78,865,328
<i>Experimental Farms—Concluded</i>			
FRENCH—Concluded			
Le blé Garnet—Nouvelle variété d'avenir de blé de printemps hâtif (bulletin n° 83—nouvelle série).....	524	80	41,920
Rapport du service des plantes fourragères, 1924-25.....	2,506	44	110,264
Rapport de l'horticulteur du Dominion, 1925.....	5,006	56	280,336
Rosiers rustiques—Leur culture au Canada (bulletin n° 17—nouvelle série).....	5,006	48	240,288
Rapport de l'apiculteur du Dominion, 1926.....	3,506	20	70,120
Service de la botanique—La rouille vésiculeuse du pin blanc (circulaire n° 48).....	5,300	8	42,400
Etudes des maladies des céréales—«Le piétin»—Une maladie destructive du blé (feuillelet n° 85—nouvelle série).....	2,011	8	16,088
Rapport de l'agriculteur du Dominion, 1926.....	3,006	40	120,240
Comment chaponner (feuillelet n° 12—nouvelle série).....	5,006	8	40,048
Le jardin potager des prairies (bulletin n° 43)—nouvelle série).....	3,006	40	120,240
Les plantes médicinales et leur culture au Canada (bulletin n° 36—nouvelle série).....	4,006	32	128,192
Rapport du céréaliste du Dominion, 1925.....	3,006	36	108,216
Service des tabacs—Rapport du chef du service, 1925.....	3,006	48	144,288
Guide des recherches entreprises sur les fermes expérimentales fédérales.....	1,006	76	76,456
Descriptions typiques de légumes—Betteraves et carottes (bulletin n° 82—nouvelle série).....	3,006	36	108,216
Le cheval canadien (bulletin n° 87—nouvelle série).....	9,006	48	*216,144
La moissonneuse-batteuse (Combine) dans l'ouest du Canada (feuillelet n° 38—nouvelle série).....	4,006	16	64,096
Rapport du chimiste du Dominion, 1924-25.....	3,006	80	240,480
Rapport de l'aviculteur du Dominion, 1926.....	8,006	64	512,384
L'avoine Bannière (bulletin n° 91—nouvelle série).....	30,000	8	240,000
Semence canadienne certifiée de pommes de terre—Règlements gouvernant leur production.....	6,011	16	96,176
Conseil pour la saison.....	314,228	96	†5,027,648
<i>External Affairs—</i>			
ENGLISH			
International Sanitary Convention, Paris, June 21, 1926.....	500	40	20,000
League of Nations—Slavery Convention, Geneva, September 25, 1926.....	500	8	4,000
Passport, Canada.....	27,0000	32	864,000
Treaties and Agreements affecting Canada in force between His Majesty and the United States of America with Subsidiary Documents, 1914-15.....	600	586	351,600
Address by the Prime Minister, on the occasion of the unveiling of the Statue of Sir Wilfrid Laurier by His Royal Highness the Prince of Wales, Parliament Hill, August 3, 1927.....	1,350	16	*10,800
League of Nations—Second Opium Conference, Geneva, February 19, 1925.....	500	20	10,000
Report of the Canadian Delegates to the Eighth Assembly of the League of Nations, September 5 to 27, 1927.....	200	16	3,200
Confidential documents.....	75	70	*1,750
FRENCH			
Convention sanitaire internationale, Paris, 21 juin 1926.....	250	40	10,000
Société des Nations—Convention relative à l'esclavage, Genève, 25 septembre 1926.....	250	8	2,000
Rapport des délégués canadiens à la huitième assemblée de la Société des Nations, 5 au 27 septembre 1927.....	100	16	1,600
Conférence impériale, 1926—Appendices au sommaire des délibérations.....	50	372	18,600
Société des Nations—Deuxième conférence de l'opium, Genève, 19 février 1925.....	250	20	5,000
Carried forward.....	3,574,416	12,342	88,212,180

TABLE No. 8—Statement of Pamphlet and Miscellaneous Book-work,
1927-28—Continued

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	3,574,416	12,342	88,212,180
<i>Finance—</i>			
ENGLISH			
Offices of the Assistant Receivers General—Rules and Regulations, April 1, 1927.....	352	48	16,896
Estimates of Canada, 1928.....	700	112	78,400
Estimates of Canada, Supplementary, 1927-28.....	300	18	5,400
List of Lost, Stolen and Destroyed Dominion of Canada Bonds including Bonds issued at New York also Interim Scrip Certificates and Canadian National Railway Bonds.....	15,106	96	*483,392
Report to the Hon. Minister of Finance, Ottawa, <i>re</i> Inquiry and Investigation into certain Branches and Accounts of the Department of Finance, as at March 31, 1927.....	500	8	4,000
Budget Speech, February 16, 1928.....	5,000	32	160,000
BILINGUAL			
Important Information regarding Civil Service Insurance—Renseignements importants concernant l'assurance du Service Civil.....	6,000	8	48,000
<i>Health—</i>			
ENGLISH			
Information for Young Women about Sex Hygiene (Publication No. 25).....	5,000	8	40,000
Information for Parents—Teaching of Sex Hygiene to Children (Publication No. 26).....	5,000	8	40,000
Memorandum of the Proprietary of Patent Medicine Act.....	1,000	16	16,000
Regulations under the Food and Drugs Act.....	1,000	64	64,000
Memorandum of Food and Drugs Act, 1920, with Amendments, 1927.....	5,011	16	80,176
What you should know about Tuberculosis (Publication No. 31).....	50,000	16	800,000
Veneral Diseases—Diagnosis and Treatment (Publication No. 23).....	10,000	32	320,000
An Act to Prohibit the Improper Use of Opium and Other Drugs.....	20,000	16	320,000
Proceedings of the Canadian Association of Child Protection Officers, held in Ottawa, Ont., October 28, 1926, and in Vancouver, B.C., May 23-25, 1927.....	311	52	16,172
Regulations under the Food and Drugs Act.....	1,000	64	64,000
The Second Conference on the Medical Services in Canada, held at Ottawa, March 28, 29, 30, 1927.....	1,511	16	24,176
An Act respecting Food and Drugs.....	5,000	16	80,000
Report of the Second Conference on the Medical Services in Canada, held at Ottawa, March 28, 29, 30, 1927.....	4,011	176	705,936
Regulations concerning Water for Drinking and Culinary Purposes on Vessels Navigating on the Great Lakes and Inland Waters.....	2,000	8	16,000
Regulations made by Order in Council under the Opium and Narcotic Drug Act, March 31, 1924.....	2,000	8	16,000
The Little Blue Books (Home Series)—			
Beginning a Home in Canada—Publication No. 7.....	5,000	20	100,000
How to Build the Canadian House—Publication No. 8.....	7,500	16	120,000
How to Make our Canadian Home—Publication No. 9.....	7,500	48	360,000
How to Make Outpost Homes in Canada—Publication No. 10.....	5,006	20	100,120
How to Avoid Accidents and Give First Aid—Publication No. 11.....	5,000	24	120,000
The Little Blue Books (Household Series)—			
Canadians Need Milk—Publication No. 12.....	7,500	12	90,000
How we Cook in Canada—Publication No. 13.....	4,000	52	208,000
How to Manage Housework in Canada—Publication No. 14.....	4,000	48	192,000
How to Take Care of Household Waste—Publication No. 15.....	5,000	8	40,000
Household Cost Accounting in Canada—Publication No. 16.....	4,050	36	145,800
The Little Blue Books (National Series No. 1)—			
Maternal Mortality in Canada—Publication No. 37.....	20,220	72	1,455,840
Mother—A Little Book for Women—Publication No. 38.....	10,000	36	360,000
Mother—A Little Book for Men—Publication No. 39.....	10,000	48	480,000
Carried forward.....	3,809,994	13,620	95,382,426

TABLE No. 8—Statement of Pamphlet and Miscellaneous Book-work,
1927-28—Continued

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	3,809,994	13,620	95,382,426
<i>Health—Concluded</i>			
ENGLISH—Concluded			
The Little Blue Books (Mother's Series)—			
The Canadian Mother's Book—Publication No. 2.....	10,000	136	1,360,000
How to Take Care of the Baby—Publication No. 3.....	15,000	48	*360,000
The Canadian Mother's Book—Publication No. 3 (Confederation Diamond Jubilee Edition).....	50,006	164	8,200,984
How to Take Care of the Mother—Publication No. 4.....	7,500	24	180,000
How to Take Care of the Children—Publication No. 5.....	7,500	40	300,000
How to Take Care of the Father and the Family—Publication No. 6.....	7,500	32	240,000
BILINGUAL			
Abstracts of Current Public Health Literature—Extraits de publications courantes sur la santé publique—			
Abstract (March, 1927).....	500	24	12,000
Abstract (April, 1927).....	5,200	24	124,800
Abstract (May, 1927).....	5,206	24	124,944
Abstract (June, 1927).....	5,206	32	166,592
Abstract (July, 1927).....	5,207	24	124,968
Abstract (August, 1927).....	5,211	32	166,752
Abstract (September, 1927).....	5,511	48	*132,264
Abstract (October, 1927).....	6,100	40	*122,000
Abstract (November, 1927).....	6,200	24	148,800
Abstract (December, 1927).....	6,500	32	208,000
Abstract (January, 1928).....	6,011	32	192,352
Abstract (February, 1928).....	9,011	24	216,264
Abstract (March, 1928).....	9,011	32	288,352
FRENCH			
Renseignements pour les hommes—Syphilis et blennorragie (publication n° 24).....	5,000	8	40,000
Renseignements pour les jeunes filles sur l'hygiène sexuelle (publication n° 25).....	10,500	16	*84,000
Renseignements pour les parents—L'enseignement de l'hygiène sexuelle aux enfants (publication n° 26).....	15,000	16	*120,000
Vaccination par piqûre.—Méthode recommandée par le ministère de la Santé.....	2,000	8	16,000
Loi concernant les aliments et les drogues.....	5,000	16	80,000
Loi concernant les spécialités pharmaceutiques ou médicaments brevetés.....	500	12	6,000
Les petits livres bleus (collection domestique)—			
Les foyers-vedettes au Canada—Publication n° 10.....	3,000	24	72,000
Canadiens, buvez du lait!—Publication n° 12.....	7,500	16	120,000
La cuisine canadienne—Publication n° 13.....	5,000	72	360,000
Comment tenir maison au Canada—Publication n° 14.....	3,000	68	204,000
Les ordures ménagères—Publication n° 15.....	5,000	12	60,000
Comptabilité domestique au Canada—Publication n° 16.....	40,006	20	800,120
Les petits livres bleus (collection du foyer)—			
La première étape au Canada—Publication n° 7.....	9,017	48	*216,408
Comment construire un maison canadienne—Publication n° 8..	5,000	20	100,000
Comment fonder un foyer canadien—Publication n° 9.....	5,000	56	280,000
Accidents et premiers secours—Publication n° 11.....	6,000	32	192,000
Les petits livres bleus (collection maternelle)—			
Comment prendre soin du bébé—Publication n° 3.....	4,000	32	128,000
Comment prendre soin de maman—Publication n° 4.....	7,000	32	224,000
Comment élever les enfants—Publication n° 5.....	7,500	56	420,000
Comment prendre soin de papa et de la famille—Publication n° 6.....	6,000	40	240,000
Carried forward.....	4,133,397	15,060	111,814,026

TABLE No. 8—Statement of Pamphlet and Miscellaneous Book-work,
1927-28—Continued

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	4,133,397	15,060	111,814,026
<i>House of Commons—</i>			
ENGLISH			
List of Acts, Session 1926-27.....	50	8	400
Index—House of Commons Debates (Unrevised Edition), Session of 1926-27.....	3,707	72	266,904
Estimates of Canada, Supplementary, 1927-28.....	1,000	18	18,000
Appendix to the Sixty-Fourth Volume of the Journals of the House of Commons, December-April Session, 1926-27.....	402	72	28,944
Report of the Superintendent of Insurance of the Dominion of Canada, 1926 (Vol. I).....	250	1,284	321,000
Report of the Superintendent of Insurance of the Dominion of Canada, 1926 (Vol. II).....	250	1,078	269,500
List of Reports and Returns to be made to the House of Commons by Public Officers and Private Corporations, Session of 1928..	401	8	3,208
Estimates of Canada, 1928.....	1,073	112	120,176
Royal Commission on Customs and Excise—Interim Reports (Nos. 1 to 10).....	1,200	120	144,000
Precis of Discussions—Dominion-Provincial Conference, November 3 to 10, 1927.....	1,500	40	60,000
Report of the Canadian Delegates to the Eighth Assembly of the League of Nations, September 5 to 27, 1927.....	300	16	4,800
BILINGUAL			
List of Shipping, 1926—Liste des navires, 1926.....	113	280	31,640
Abstract of Statements of Insurance Companies in Canada, 1926— Relevé des états des compagnies d'assurance au Canada, 1926.....	194	374	72,556
Standing Orders of the House of Commons, 1927—Règlement de la Chambre des Communes, 1927.....	1,766	196	346,136
Statistics of Steam Railways of Canada, 1926—Statistique des chemins de fer du Canada, 1926.....	230	184	42,320
List of Members of the House of Commons with their Constitu- encies and Post Office Addresses—Liste des membres de la Chambre des Communes avec les districts électoraux et adresses postales (Corrected to January 11, 1928).....	300	64	19,200
Annual Report of Statistics of Criminal and Other Offences, September 30, 1926—Rapport annuel sur la statistique de la criminalité, 30 septembre 1926.....	70	356	24,920
List of Members of the House of Commons with their Constitu- encies and Post Office Addresses—Liste des membres de la Chambre des Communes avec les districts électoraux et adresses postales (Corrected to January 25, 1928).....	500	61	32,000
FRENCH			
Commission fédérale du combustible—Mémoire contenant des données sur l'approvisionnement en combustible provenant entièrement du Canada ou des pays britanniques.....	400	24	9,600
Budget du Canada, supplémentaire, 1927-28.....	150	20	3,000
Budget du Canada, 1928-29.....	163	112	18,256
Loi à l'effet de prohiber l'usage illicite de l'opium et autres drogues	5,000	12	60,000
Rapport des délégués canadiens à la huitième assemblée de la Société des Nations, 5 au 27 septembre 1927.....	65	16	1,040
Conférence fédérale-provinciale—Sommaire des discussions, du 3 au 10 novembre 1927.....	600	36	21,600
<i>Immigration and Colonization—</i>			
ENGLISH			
Land Settlement, Canada—Where to go for Advice.....	20,006	24	480,144
Canada and Immigration—A Brief Review of Policy, Organization and Practice.....	3,000	64	192,000
Farm Opportunities in Canada.....	211,050	64	*6,753,600
Minutes of a Conference of the Canadian Council of Immigration of Woman, held at Ottawa, February 27, 28, 29, 1928.....	500	48	24,000
On the Doorstep of Prosperity in Western Canada.....	104,000	32	3,328,000
Carried forward.....	4,491,637	19,858	124,510,970

TABLE NO. 8—Statement of Pamphlet and Miscellaneous Book-work,
1927-28—Continued

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	4,491,637	19,858	124,510,970
<i>Indian Affairs—</i>			
ENGLISH			
Regulations for the Disposal of Petroleum and Natural Gas Rights	506	16	8,096
Regulations for the Disposal of Coal on Indian Reserves.....	500	8	4,000
Regulations for the Disposal of Timber on Indian Reserves (except in British Columbia).....	500	12	6,000
<i>Insurance—</i>			
ENGLISH			
List of Insurance Companies Licensed to do Business in Canada under The Insurance Act, 1917, and Amendments.....	706	16	11,296
Report of the Committee on Combustibility of Roofing Materials—Dominion Fire Prevention Association, March 31, 1927.....	300	96	28,800
List of Insurance Companies Licensed to do Business in Canada under The Insurance Act, 1917, and Amendments.....	706	20	14,120
Abstract of Statements of Loan and Trust Companies in Canada, 1926.....	511	24	12,264
Report of the Superintendent of Insurance of the Dominion of Canada, 1926 (Vol. I).....	3,800	1,284	4,879,200
Report of the Superintendent of Insurance of the Dominion of Canada, 1926 (Vol. II).....	4,800	1,078	5,174,400
Schedule of Classification of Fire Insurance Risks, December 31, 1926, and Aggregate Experience for the Years 1922 to 1926, inclusive.....	2,011	12	24,132
Annual Statement required from British and Foreign Companies Licensed to Transact Business of Insurance, other than Life Insurance, in the Dominion of Canada, in Compliance with the Insurance Act, 1917.....	1,208	32	38,656
Annual Statement required from Canadian Companies Licensed to Transact Business of Insurance, other than Life Insurance, in the Dominion of Canada, in Compliance with the Insurance Act, 1917.....	450	48	21,600
Report of the Superintendent of Insurance of the Dominion of Canada, 1926—Loan and Trust Companies.....	300	176	52,800
List of Securities held by Insurance, Loan and Trust Companies in Canada, as at December 31, 1927.....	800	312	249,600
List of Insurance Companies Licensed to do Business in Canada under The Insurance Act, 1917, and Amendments (Extracts from the <i>Canada Gazette</i> , January 7, 1928).....	711	20	14,220
BILINGUAL			
Abstract of Statements of Insurance Companies of Canada, 1926— Relevé des états des compagnies d'assurance au Canada, 1926.....	7,500	374	2,805,000
<i>Interior</i>			
ENGLISH			
Report of the Director of Forestry, March 31, 1926.....	2,006	32	64,192
Report of the Commissioner of Canadian National Parks, March 31, 1926.....	2,506	40	100,240
Betty in Dreamland.....	250,000	8	2,000,000
Lessons on Bird Protection.....	100,000	16	1,600,000
Winter in Canada.....	7,500	16	120,000
Petroleum and Natural Gas Leases.....	5,000	20	100,000
The Peace River Country, Canada.....	35,250	96	3,384,000
Pacific Drainage—British Columbia and Yukon Territory, 1924-25 (Water Resources Paper No. 51).....	1,801	304	547,504
Annual Report of the Topographical Survey, 1925-26.....	706	32	22,592
Tree Planting for Ornamental Purposes (Forestry Topic No. 5).....	10,000	10	100,000
List of School Lands to be offered for Sale by Public Auction at Biggar, Sask., Monday, July 25, 1927.....	2,000	8	16,000
List of School Lands to be offered for Sale by Public Auction at Swift Current, Sask., Monday, July 4, 1927.....	4,500	20	90,000
Carried forward.....	4,938,215	23,938	145,999,682

TABLE NO. 8—Statement of Pamphlet and Miscellaneous Book-work,
1927-28—Continued

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	4,938,215	23,988	145,999,682
<i>Interior—Continued</i>			
<i>ENGLISH—Continued</i>			
List of School Lands to be offered for Sale by Public Auction at Carlyle, Sask., July 11, 1927.....	2,000	8	16,000
The Geodetic Survey of Canada (Operations, April, 1924, to December, 1926).....	1,506	28	42,168
Prince Edward Island—Its Resources and Opportunities.....	10,000	64	640,000
The Kicking Horse Trail.....	25,006	48	1,200,288
Annual Report of the Dominion Water Power and Reclamation Service, 1925-26.....	2,406	88	211,728
Arctic and Western Hudson Bay Drainage (and Mississippi Drainage in Canada) in Alberta, Saskatchewan, Manitoba and Western Ontario, Climatic Year 1924-25 (Water Resources Paper No. 50).....	1,806	232	418,992
List of School Lands to be offered for Sale by Public Auction at Rosetown, Sask., on Thursday, July 21, 1927.....	2,500	8	20,000
Dominion Lands—Hand-Book—For the Information of the Public, Edition of April 5, 1927.....	30,006	48	1,440,288
A Summary of Regulations and Departmental Rulings relating to Dominion Lands for the Guidance of Agents, Sub-Agents and Other Officials, Edition of April 25, 1927 (No. 19).....	1,006	96	96,576
Fishing in Canada.....	25,331	20	506,620
Publications of the Dominion Astrophysical Observatory, Victoria, B.C.—Index to Vol. III.....	600	8	4,800
List of Subscribers of Banff Telephone Exchange, July 2, 1927....	300	12	3,600
List of School Lands to be offered for Sale by Public Auction at Saskatoon, Sask., on Monday, July 18, 1927.....	2,500	8	20,000
List of School Lands to be offered for Sale by Public Auction at Yorkton, Sask., on Thursday, July 14, 1927.....	2,500	8	20,000
The Preparation of Pets for the Market.....	10,000	12	120,000
Waterton Lakes Park.....	25,131	48	1,206,288
Regulations governing the Granting of Yearly Licenses and Permits to Cut Timber on Dominion Lands in Manitoba, Saskatchewan, Alberta, etc.....	5,011	32	160,352
The Migratory Birds Convention Act and Federal Regulations for the Protection of Migratory Birds, Edition of September 1, 1927.....	17,510	36	630,360
Some Commercial Softwoods of British Columbia—Their Mechanical and Physical Properties (Forest Service—Bulletin No. 78).....	13,000	56	728,000
List of School Lands to be offered for Sale by Public Auction at Moose Jaw, Sask., on Wednesday, June 29, 1927.....	2,000	8	16,000
Tests of Green-Cut Western Cedar Poles (Forest Service—Circular No. 21).....	1,511	8	12,088
List of School Lands to be offered for Sale by Public Auction at Lloydminster, Alta., on Tuesday, November 8, 1927.....	1,500	8	12,000
List of School Lands to be offered for Sale by Public Auction at Vegreville, Alta., on Monday, November 14, 1927.....	2,000	8	16,000
Regulations for Dominion Forest Reserves (Consolidated for Office use).....	4,011	32	128,352
List of School Lands to be offered for Sale by Public Auction at Vermilion, Alta., on Thursday, November 10, 1927.....	2,000	8	16,000
Atlantic Drainage (South of St. Lawrence River), New Brunswick, Nova Scotia, Prince Edward Island, Climatic Years 1924-25 and 1925-26 (Water Resources Paper No. 52).....	1,806	96	173,376
List of School Lands to be offered for Sale by Public Auction at Wetaskiwin, Alta., on Thursday, November 24, 1927.....	2,000	8	16,000
Annual Report of the Director of the Geodetic Survey of Canada, 1925-26.....	1,206	40	48,240
List of School Lands to be offered for Sale by Public Auction at St. Paul de Métis, Alta., on Thursday, November 17, 1927....	2,000	16	32,000
List of School Lands to be offered for Sale by Public Auction at Wainwright, Alta., on Monday, November 28, 1927.....	2,000	8	16,000
Water Powers of Canada, November, 1927 (Water Resources Paper No. 60).....	2,500	96	240,000
Carried forward.....	5,140,868	25,184	154,211,798

TABLE No. 8—Statement of Pamphlet and Miscellaneous Book-work,
1927-28—Continued

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	5,140,868	25,184	154,211,798
<i>Interior—Concluded</i>			
ENGLISH— <i>Concluded</i>			
List of School Lands to be offered for Sale by Public Auction at Edmonton, Alta., on Thursday, December 1, 1927.....	2,500	16	40,000
List of School Lands to be offered for Sale by Public Auction at Camrose, Alta., on Tuesday, November 22, 1927.....	2,000	8	16,000
Index of Gazetted Orders in Council for 1921-1922-1923 (Vol. 43)....	35	40	1,400
Second British Empire Forestry Conference, held in Canada, July 25 to September 7, 1923—Proceedings and Resolutions with Brief Descriptions of Tours.....	1,200	416	499,200
Mining Lands Branch Regulations governing Placer Mining in Manitoba, Saskatchewan, Alberta and the Northwest Territories of Canada.....	2,000	20	40,000
Vacations in Canada.....	12,500	96	1,200,000
List of Subscribers of Banff Telephone Service, January 2, 1928....	424	12	5,088
Taper as a Factor in the Management of Standing Timber (Forest Service—Bulletin No. 79).....	1,011	132	133,452
Publications of the Dominion Observatory, Ottawa (Vol. VIII, No. 8).....	706	106	74,836
An Act respecting Quartz Mining in the Yukon Territory.....	1,000	48	48,000
Western Yellow Pine (Tree Pamphlet No. 13).....	1,000	8	8,000
Regulations governing Grazing Lands in the Provinces of Manitoba, Saskatchewan, Alberta and the Peace River Tract in the Province of British Columbia.....	5,000	8	40,000
Regulations for the Disposal of Quartz, Mining Claims on Dominion Lands in Manitoba, Saskatchewan, Alberta and the Northwest Territories.....	4,000	36	144,000
An Act respecting Placer Mining in the Yukon Territory.....	1,000	32	32,000
Geodesy (Publication No. 11).....	1,206	104	125,424
A Graphical Method of Plotting Oblique Aerial Photographs.....	200	24	4,800
Western Yellow Pine (Tree Pamphlet No. 13).....	9,011	8	72,088
Geographic Board of Canada—Decisions.....	1,150	32	*9,200
Natural Resources, Canada.....	435,970	48	*1,743,880
Publications of the Dominion Observatory.....	700	12	8,400
Publications of the Dominion Astrophysical Observatory.....	2,400	72	*43,272
FRENCH			
La situation forestière.....	2,400	16	38,400
La production de l'édredon.....	500	16	8,000
Programme scolaire.....	9,606	16	153,696
Loi de la convention concernant les oiseaux migrateurs et règlements fédéraux pour la protection des oiseaux migrateurs.....	2,510	36	90,360
Les oiseaux—Richesse nationale—Vues des ministres provinciaux de l'Angleterre sur la valeur des oiseaux.....	5,000	20	100,000
Service administratif des terres fédérales—Renseignements pour le public (Edition du 5 avril 1927).....	3,011	60	180,660
Maisons d'oiseaux et leurs occupants.....	30,011	16	480,176
Leçons concernant la protection des oiseaux.....	30,011	16	480,176
L'art d'attirer les oiseaux en leur offrant le manger et le boire.....	30,011	16	480,176
La fée des bois.....	40,000	16	640,000
La situation forestière.....	2,500	32	80,000
Ressources naturelles, Canada.....	126,600	52	*548,000
<i>Justice—</i>			
ENGLISH			
Special Report by the Commissioners appointed to Revise the Public General Statutes of Canada.....	100	160	16,000
In the Supreme Court of Canada—In the Matter of a Reference to the meaning of the word "Persons" in Section 24 of the British North America Act, 1867.....	100	132	13,200
Factum.....	400	196	*13,500
Appeal Cases.....	200	120	*7,300
Confidential documents.....	1,500	24	*18,000
Carried forward.....	5,910,341	27,406	161,848,482

TABLE No. 8—Statement of Pamphlet and Miscellaneous Book-work,
1927-28—Continued

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	5,910,341	27,406	161,848,482
<i>Labour—</i>			
ENGLISH			
Twentieth Report of the Registrar of Boards of Conciliation and Investigation of Proceedings under The Industrial Disputes Act, 1907, March 31, 1926-27.....	250	20	5,000
Fourth Report of the Registrar of The Combine Investigation Act of Proceedings under The Combines Investigation Act, 1923, March 31, 1926-27.....	100	12	1,200
First Report of the Administration of Old Age Pensions in Canada, March 31, 1926-27.....	250	16	4,000
Ninth Report of the Employment Service Branch of the Department of Labour, Canada, on the Operations under the Employment Offices Co-ordination Act, 1918, March 31, 1926-27.....	250	16	4,000
Strikes and Lockouts in Canada and Other Countries, 1927.....	500	20	10,000
Labour Organization in Canada—Sixteenth Annual Report, 1926..	5,006	282	1,411,692
An Act respecting Old Age Pensions.....	1,700	8	13,600
Proceedings of the Second National Conference on Technical Education, Ottawa, February 9-11, 1927 (Bulletin No. 20).....	4,806	52	249,912
Sixth Report on Organization in Industry, Commerce and the Professions in Canada, 1927.....	3,206	180	577,080
Everywhere, they say too old!.....	20,200	16	323,200
Labour Legislation in Canada, 1926.....	1,206	80	96,480
League of Nations International Labour Organization—Tenth Session of the International Labour Conference.....	300	24	7,200
The Old Age Pensions Regulations (Office Consolidation).....	1,000	24	*8,000
Investigation into the Proprietary Articles Trade Association—Report of Commissioner, October 24, 1927.....	7,000	32	224,000
Canadian Railway Board of Adjustment No. 1—Third Report of Proceedings of Board, October 1, 1923, to September 30, 1927..	14,161	40	*283,220
Index to the <i>Labour Gazette</i> , Vol. XXVII, 1927.....	10,900	40	436,000
Prices in Canada and Other Countries, 1927 (Supplement to the <i>Labour Gazette</i> , January, 1928).....	18,900	64	*604,800
Wages and Hours of Labour in Canada, 1920 to 1927 (Supplement to the <i>Labour Gazette</i> , January, 1928).....	18,175	200	*1,817,500
An Act to aid in the Prevention and Settlement of Strikes and Lockouts in Mines and Industries connected with Public Utilities.....	1,000	20	20,000
Eight Report of the Technical Education Branch of the Department of Labour, Canada, on the Operations of the Technical Education Act, assented to July 7, 1919, 1926-27.....	4,700	52	244,400
Vocational Education.....	29,190	252	*986,608
The <i>Labour Gazette</i> , Nos. 4 to 12, Vol. XXVII, and Nos. 1 to 3, Vol. XXVIII.....	128,021	1,402	*14,953,896
FRENCH			
Sixième rapport sur les associations d'industriels, de commerçants et de membres des professions libérales du Canada, 1927.....	300	176	52,800
Index— <i>Gazette du Travail</i> , Volume XXVI, 1926.....	2,000	32	64,000
Loi concernant les pensions de vieillesse.....	280	8	2,240
Partout la même réponse trop vieux!.....	10,000	16	160,000
L'organisation ouvrière au Canada—Seizième rapport annuel, 1926..	906	284	257,304
Canadian Railway Board of Adjustment No. 1—Troisième rapport des décisions du Board, 1er octobre 1923 au 30 septembre 1927..	2,536	48	*60,864
Enquête sur les activités de la Proprietary Articles Trade Association—Rapport du commissaire, 24 octobre 1927.....	500	32	16,000
Prix au Canada et à l'étranger, 1927 (Supplément à la <i>Gazette du Travail</i> , janvier 1928).....	2,900	64	*92,800
Salaires et heures de travail au Canada, de 1920 à 1927 (Supplément à la <i>Gazette du Travail</i> , janvier 1928).....	2,900	200	*290,000
L'enseignement professionnel.....	200	36	7,200
La <i>Gazette du Travail</i> , Nos. 3 to 12, Vol. XXVII, and Nos. 1 and 2, Vol. XXVIII.....	22,925	1,490	*2,846,450
Carried forward.....	6,226,609	32,644	187,979,928

TABLE No. 8—Statement of Pamphlet and Miscellaneous Book-work,
1927-28—Continued

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	6,226,609	32,644	187,979,928
<i>Library of Parliament—</i>			
BILINGUAL			
Annual Supplement to the Catalogue of the Library of Parliament, 1926—Supplément annuel au catalogue de la bibliothèque du parlement, 1926.....	550	200	110,000
<i>Marine and Fisheries—</i>			
ENGLISH			
Abridged Edition of Tide Tables for St. John, N.B., with Tidal Differences for the Bay of Fundy, and Time of High Water at Windsor, N.S., 1928.....	19,006	64	*608,192
Tide Tables and Information connected with the Ship Channel from Father Point to Montreal, 1927.....	656	112	73,472
Tide Tables for the Pacific Coast of Canada, 1928.....	27,006	68	1,836,408
Report on Investigation of Lobster Canning, Session of 1925.....	206	12	2,472
Annual Announcement of the Biological Board of Canada, 1927.....	356	16	5,696
Abridged Edition of Tide Tables for Vancouver and Sand Heads, B.C., and Slack Water for First Narrows and Active Pass, etc., 1928.....	12,006	96	*576,288
The Oyster Fishery on the Canadian Atlantic Coast—Second Edition.....	506	24	12,144
Tide Tables for the Pacific Coast of Canada, 1928.....	1,000	68	68,000
Tide Tables for the Eastern Coasts of Canada, 1928.....	1,000	80	80,000
Special Fishery Regulations for the Province of Prince Edward Island.....	3,000	32	96,000
Special Fishery Regulations for the Province of Ontario.....	2,000	32	64,000
Annual Report on Fish Culture, 1926.....	600	32	19,200
Radio Regulation in the Dominion of Canada.....	3,000	20	60,000
Special Fishery Regulations for the Provinces of Saskatchewan and Alberta and the Territories North thereof.....	2,500	32	80,000
Special Fishery Regulations for the Province of Manitoba.....	1,500	32	48,000
Special Fishery Regulations for the Province of British Columbia.....	3,000	40	120,000
Special Fishery Regulations for the Province of New Brunswick.....	3,000	40	120,000
The Processing of Dried Fish (Bulletin No. IX).....	1,050	16	16,800
The Preparation of Lobster Paste (Bulletin No. X).....	2,056	54	*55,344
Biological Board of Canada—Methods of Handling Fish (Bulletin No. IX).....	4,500	32	*72,000
Index to Notice to Mariners, 1926 (Nos. 1 to 86 inclusive).....	150	16	2,400
Official List—Radio Stations of Canada.....	1,000	64	64,000
The Radiotelegraph Act and Regulations issued thereunder, June 1, 1927.....	2,006	104	208,624
Memorandum for Royal Commission to Investigate Fishery Conditions and Requirements of the Maritime Provinces including the Magdalen Islands.....	500	52	26,000
Judgment of the Lords of the Judicial Committee of the Privy Council, December 2, 1913.....	350	16	5,600
Office Consolidation of the Fisheries Act.....	500	24	12,000
Tide Tables for the Pacific Coast of Canada, 1928.....	2,000	68	136,000
Regulations relating to the Issue of Motor Engineer Certificates.....	500	16	8,000
Statistics of the Catch of Cod off the East Coast of North America to 1926.....	511	16	8,176
Radio Stations of Canada—Supplement No. 1 to Official List, November 30, 1927.....	1,000	16	16,000
Report of Mr. J. J. Cowie and Mr. G. R. Earl on their work in connection with the Imperial Economic Committee's Inquiry into the marketing of Fish Products of the Empire (1927).....	500	8	4,000
Report to the Minister of Marine and Fisheries by the Canadian Delegation to the International Radiotelegraph Conference, Washington, October and November, 1927.....	500	20	10,000
Tide Tables for the Pacific Coast of Canada, 1928.....	5,000	68	340,000
Annual Report of the Radio Branch, 1926-27.....	500	20	10,000
Carried forward.....	6,330,124	34,254	192,954,744

TABLE NO. 8—Statement of Pamphlet and Miscellaneous Book-work,
1927-28—Continued

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	6,330,124	34,254	192,954,744
<i>Marine and Fisheries—Concluded</i>			
ENGLISH—Concluded			
The Fish Inspection Act.....	2,011	24	48,264
Standard of Size and Quality for Dry and Salted Cod and such Like Fish.....	8,000	8	64,000
Special Fishery Regulations for the Province of British Columbia.....	3,000	52	156,000
Act respecting Shipping in Canada (Part I).....	200	16	3,200
Act respecting Shipping in Canada (Part II).....	500	16	8,000
Act respecting Shipping in Canada (Part III).....	500	68	34,000
Act respecting Shipping in Canada (Part IV).....	500	20	10,000
Act respecting Shipping in Canada (Part VI).....	100	36	3,600
Act respecting Shipping in Canada (Part VII).....	500	32	16,000
Act respecting Shipping in Canada (Part X).....	200	24	4,800
Act respecting Shipping in Canada (Part XIV).....	100	8	800
The Meat and Canned Foods Act and Regulations made thereunder governing the Inspection of Canned Fish and Shell-Fish and the Operations of Canneries.....	2,000	20	40,000
Report of the Hudson Strait Expedition, to December 31, 1927.....	1,000	80	80,000
Quarterly Bulletin of Sea Fishery Statistics.....	3,006	64	*48,096
Monthly Record of Meteorological Observations.....	16,909	1,238	*1,495,148
BILINGUAL			
List of Shipping, 1926—Liste des navires, 1926.....	800	280	22-,000
By-Laws of the Pilotage District of Montreal, Canada—Règlements pour le district de pilotage de Montréal, Canada.....	300	48	14,400
Supplement to List of Vessels, 1926—Supplément à la liste des navires, 1926.....	2,589	72	186,408
FRENCH			
Procédés relatifs au séchage des poissons (bulletin No. IX).....	2,500	20	50,000
De la fabrication du pâté de homard (bulletin No. X).....	500	28	14,000
Codification administrative de la loi des pêcheries.....	250	32	8,000
Règlements canadiens concernant l'examen des capitaines et des seconds de la marine marchande.....	300	80	24,000
Règlements pour prévenir les abordages sur les Grands Lacs.....	311	24	7,464
Règlements de pêche particuliers à la province du Nouveau-Brunswick.....	311	48	14,928
Liste officielle des stations de radio du Canada (Supplément No. 1), 30 novembre 1927.....	1,000	16	16,000
Normalisation de la taille et de la qualité de la morue et des poissons de cette catégorie—Séchés et salés.....	2,500	8	20,000
<i>Mines—</i>			
ENGLISH			
Annual Report of the Explosives Division of the Department of Mines, 1926.....	2,006	24	48,144
Placer and Vein Gold Deposits of Barkerville, Cariboo District, British Columbia (Memoir 149).....	2,478	256	634,368
Whitehorse District, Yukon (Memoir 150).....	1,986	74	146,964
Minto Coal Basin, New Brunswick (Memoir 151).....	2,506	48	120,288
Experimental Ore Testing and Research Laboratories, Booth Street, Ottawa.....	3,006	16	48,096
St. Urbain Area, Charlevoix District, Quebec.....	2,006	76	152,456
Abrasives: Products of Canada (Technology and Application)—Part II, Corundum and Diamond.....	4,006	60	240,360
Milling Plants in Canada.....	1,500	8	12,000
Canadian Shale Oil, and Bitumen from Bituminous Sands, as Sources of Gasoline by Pressure Cracking.....	506	8	4,048
Department of Mines—Some of the Services it Performs.....	2,006	20	40,120
Natural Gas and Petroleum Wells (List No. 5).....	1,500	16	24,000
Sand and Gravel Deposits in Canada (List No. 6-5).....	1,000	8	8,000
Carried forward.....	6,404,517	37,230	197,024,696

TABLE No. 8—Statement of Pamphlet and Miscellaneous Book-work,
1927-28—Continued

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	6,404,517	37,230	197,024,696
<i>Mines—Concluded</i>			
<i>ENGLISH—Concluded</i>			
Stone Quarry Operators in Canada (List No. 6-6).....	1,000	12	12,000
The Storage of Explosives.....	5,006	24	120,144
Canada—Geology, Mines and Metallurgical Industries—Second (Triennial) Empire Mining and Metallurgical Congress, 1927....	2,506	224	561,344
Tests of various Fuels made in a Domestic Hot-water Boiler at the Fuel Testing Station in co-operation with the Dominion Fuel Board.....	1,000	36	36,000
Abrasives—Products of Canada (Part III). Garnet.....	4,006	90	360,540
Why You Should Insulate Your Home.....	25,146	24	603,504
Low-Temperature Carbonization of Bituminous Coals.....	500	40	20,000
Gold Mines in Canada.....	1,500	8	12,000
Examination of Typical Cokes sold in Canada as Household Fuels	1,500	30	45,000
Birds of Western Canada (Museum Bulletin No. 41).....	14,817	556	8,238,252
Analyses of Solid Fuels.....	500	36	18,000
Instructions for Burning Coal, Coke and Peat.....	100,000	16	1,600,000
Use of Alberta Bituminous Sands for Surfacing of Highways.....	4,026	48	193,248
Destor Area, Abitibi County, Quebec.....	316	30	9,480
Contributions to Canadian Mineralogy and Petrography (Bulletin No. 46).....	1,506	52	78,312
Banff Area, Alberta (Memoir 153).....	1,820	96	174,720
Helium in Canada.....	4,054	72	291,888
Preliminary Report on the Limestones of Quebec and Ontario (Publication No. 682).....	4,035	82	330,870
Regulations under the Domestic Fuel Act, 1927.....	250	8	2,000
Investigations of Fuels and Fuel Testing, 1825.....	4,006	208	833,248
Arsenic-bearing Deposits in Canada (Economic Geology Series, No. 4).....	2,506	192	481,152
Abrasives—Products of Canada.....	3,974	120	476,880
Report on a Collection of Marine Algae made in Hudson Bay.....	261	16	4,176
A Study of Buteo Borealis, the Red-Tailed Hawk, and its Varieties in Canada (Museum Bulletin No. 48).....	1,006	28	28,168
An Act to regulate the Manufacture, Testing, Storage and Importation of Explosives.....	5,000	8	40,000
Why you Should Insulate Your Home.....	25,790	24	618,960
Summary Report, 1925 (Part C).....	3,506	182	638,092
Summary Report, 1926 (Part A).....	3,006	64	192,384
Summary Report, 1926 (Part B).....	3,006	72	216,432
Summary Report, 1926 (Part C).....	3,006	146	438,876
<i>FRENCH</i>			
Rapport annuel de la division des explosifs du ministère des Mines, 1923.....	1,006	24	24,144
Rapport sommaire, 1924 (partie C).....	1,006	50	50,300
La région cartographiée du Mont Albert, Québec (mémoire 144)...	1,006	74	74,444
Avantages de l'isolation thermique de votre maison.....	5,011	24	120,264
Instruction pour le chauffage au charbon, au coke et à la tourbe, août 1927.....	29,250	16	468,000
Loi concernant la fabrication, l'épreuve, l'emmagasinage et l'importation des explosifs.....	1,000	12	12,000
Recherches touchant les ressources minérales et l'industrie minière, 1924.....	1,206	82	98,892
Rapport sommaire, 1925 (partie C).....	1,011	126	127,386
<i>National Defence—</i>			
<i>ENGLISH</i>			
List of Officers—Militia Service and Air Service, April, 1927—Part I (Corrected to April 14, 1927).....	1,206	296	356,976
The Canadian Navy List for June 1927 (Corrected to May, 1927)...	156	40	6,240
Index to General Orders, 1926.....	2,400	20	48,000
Index to Militia Orders, 1926.....	2,406	20	48,120
Carried forward.....	6,679,736	40,558	215,135,132

TABLE No. 8—Statement of Pamphlet and Miscellaneous Book-work,
1927-28—Continued

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	6,679,736	40,558	215,135,132
<i>National Defence—Concluded</i>			
ENGLISH—Concluded			
Report on Civil Aviation and Civil Operations by the Royal Air Force, 1926.....	2,566	90	225,540
Confidential document.....	1,600	32	51,200
Visit to Canada of His Royal Highness, the Prince of Wales, His Royal Highness, Prince George, the Right Honourable the Prime Minister of Great Britain, 1927.....	1,925	28	53,900
Physical Standards and Instructions for the Medical Examination of Recruits for the Royal Canadian Navy, the Permanent and Non-Permanent Active Militia and the Royal Canadian Air Force, 1927.....	1,506	32	48,192
Regulations and Instructions for the Clothing of the Royal Canadian Air Force, 1927—Parts I and II (Canadian Air Publication No. 9).....	150	192	*14,400
Instructions for the Canadian Officers' Training Corps, 1924—Amendments.....	2,500	40	100,000
Notes for the Guidance of Officers and N.C.O.'s in Charge of Mechanical Transport, etc.....	500	12	6,000
Battle Honours—The Great War, 1914-19—General Orders Nos. 6 and 7, February 1st, 1928.....	100	28	2,800
Proceedings at the Dedication of the Altar in the Memorial Chamber, Peace Tower, Houses of Parliament, by His Royal Highness the Prince of Wales, August 3, 1927.....	66,040	8	528,320
Scales of Issue of Barrack Equipment, 1927.....	3,019	48	144,912
Royal Canadian Air Force—Information relating to Pay, Allowances, Qualifications, General Conditions of Service, Future Prospects, etc., of Airmen.....	2,000	16	32,000
List of Officers—Militia Service and Air Service, December, 1927—Part II (Corrected to December 1, 1927).....	1,211	368	445,648
Militia Orders, 1927-28.....	257,400	630	*1,500,800
Militia General Orders, 1927-28.....	31,200	148	*355,200
FRENCH			
Ordres de la milice, 1927-28.....	11,050	600	*63,800
Ordres généraux de la milice, 1927-28.....	1,200	132	*13,200
<i>National Gallery—</i>			
ENGLISH			
Annual Report of the Board of Trustees, 1926-27.....	1,500	16	24,000
<i>National Research Council—</i>			
ENGLISH			
The Life History of Exerites Roborator Fab., a Parasite of the European Corn Borer (Report No. 21).....	2,011	72	144,792
<i>National Revenue—</i>			
ENGLISH			
The Customs Act with Index and the Department of National Revenue Act (Office Consolidation).....	2,500	104	260,000
The Special War Revenue Act, 1915, and Amendments to date, July, 1927 (Office Consolidation).....	25,000	36	900,000
Denatured Alcohol and Specially Denatured Alcohol—Consolidated Departmental Regulations and Instructions, September 10, 1927 (Circular No. 488c—Revised).....	4,000	16	64,000
Tourists' Automobiles and Travellers' Vehicles—Memorandum No. 2 Revised.....	6,000	16	96,000
An Act to Supplement the Revenue required to meet War Expenditures.....	1,000	36	36,000
Carried forward.....	7,105,654	43,258	220,245,836

TABLE NO. 8—Statement of Pamphlet and Miscellaneous Book-work,
1927-28—Continued

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	7,105,654	43,258	220,245,836
<i>National Revenue—Concluded</i>			
ENGLISH—Concluded			
An Act to authorize the Levying of a War Tax upon Certain Incomes.....	1,000	32	32,000
An Act respecting the Customs.....	2,000	96	192,000
An Act respecting Excise.....	2,000	120	240,000
Official List of Licensed Manufacturers, 1927-28.....	1,106	72	79,632
An Act to amend The Income War Tax Act, 1917.....	3,000	8	24,000
Memorandum No. 71—Revised.....	4,000	8	32,000
Memorandum No. 65—Supplement B—Revised.....	3,000	8	24,000
Memorandum No. 75.....	5,000	16	80,000
Memorandum No. 76.....	35,000	24	*280,000
Memorandum No. 77.....	6,000	16	96,000
Memorandum No. 87.....	8,000	16	128,000
Circular No. 220C.....	10,030	8	80,240
Circular No. 645C.....	3,500	8	28,000
Circular No. 636C.....	5,000	8	40,000
The National Revenue Review, October, 1927, to March, 1928....	38,625	156	*987,100
FRENCH			
Loi spéciale des revenus de guerre, 1915, avec modifications jusqu'à ce jour, juillet 1927 (codification à l'usage des bureaux).....	3,200	36	115,200
Loi portant autorisation de lever un impôt de guerre sur certains revenus.....	250	32	8,000
Loi concernant l'accise.....	560	128	64,000
Loi concernant les douanes.....	300	96	28,800
Mémoire n° 71—révisé.....	4,000	8	32,000
Mémoire n° 75.....	1,000	16	16,000
Mémoire n° 76.....	6,000	8	48,000
Mémoire n° 78.....	1,500	8	12,000
Mémoire n° 87.....	2,000	16	32,000
Circulaire N° 268C.....	2,000	32	64,000
La Revue du Revenu National, October, 1927, to March, 1928....	7,600	156	*196,800
<i>Patent and Copyright Office—</i>			
ENGLISH			
An Act to amend and consolidate the Law relating to Copyright... The Copyright Act, 1921—Rules and Forms.....	1,006	32	32,192
The Canadian Patent Office Record, 1927—Annual Index (Volume LV).....	2,021	32	*33,336
Patent Office of Canada—Rules and Regulations and Forms—September 1, 1923.....	1,011	178	179,958
Circular of the Patent and Copyright Office containing "The Trade Mark and Design Act" and "The Timber Marking Act", 1925.....	5,000	36	180,000
The Canadian Patent Office Record.....	2,012	72	*72,432
	52,461	3,714	*3,747,029
FRENCH			
Loi de 1921 sur le droit d'auteur—Règlements et formules.....	506	20	10,120
Ordre de procédure à suivre dans la poursuite de requêtes de marques de commerce d'après le règlement X (circulaire n° 10)....	100	8	800
<i>Post Office—</i>			
ENGLISH			
Rural Post Offices and Rural Routes in the Western Provinces—Second Revision.....	2,534	72	182,448
Schedule of Mail Trains and Water Services—East of Port Arthur, June, 1927.....	1,706	280	477,680
Carried forward.....	7,329,022	48,834	228,121,603

TABLE NO. 8—Statement of Pamphlet and Miscellaneous Book-work,
1927-28—Continued

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	7,329,022	48,834	228,121,603
<i>Post Office—Concluded</i>			
<i>ENGLISH—Concluded</i>			
Schedule of Mail Trains and Water Services—West of Port Arthur, June, 1927.....	1,200	136	163,200
Postal Information, 1927.....	300,000	24	7,200,000
Post Office Department, Ottawa—Third Annual Field Day.....	1,000	8	8,000
Instructions for Postmasters in Charge of Accounting Post Offices, 1927.....	7,062	192	1,355,904
Quebec Distribution List, 1927.....	2,015	128	257,920
Instructions to Letter Carriers, 1927.....	1,023	56	57,288
Schedule of Mail Trains and Water Services—East of Port Arthur (Eastern Districts), October, 1927.....	1,011	144	145,584
Schedule of Mail Trains and Water Services—East of Port Arthur (Central Districts), October, 1927.....	1,314	144	189,216
Schedule of Mail Trains and Water Services—West of Port Arthur (Western Districts), October, 1927.....	1,211	144	174,384
Nova Scotia, New Brunswick, Prince Edward Island Distribution List, 1927.....	2,008	196	393,568
Rural Mail Delivery in Canada.....	250,500	32	8,016,000
Instructions to Postal Chauffeurs, 1927.....	250	64	16,000
Postal Service in Pictures.....	300,500	16	4,808,000
List of Money Order Offices in the Dominion of Canada, in operation on January 1, 1928.....	6,011	116	697,276
Canada Official Postal Guide, 1928.....	13,761	598	8,229,078
Canada Official Postal Guide, 1928—Part I.....	3,750	212	795,000
Canada Official Postal Guide, 1928—Part II.....	25	382	9,550
Monthly Distribution List, 1927-28.....	58,590	100	*450,696
Monthly Supplement to Canadian Official Postal Guide, 1927-28.....	133,500	196	*2,181,600
Monthly Supplement to Canadian Official Postal Guide and Money Order Information, 1927-28.....	68,640	256	*1,464,480
<i>BILINGUAL</i>			
Montreal City Preliminary Distribution List, April, 1927—Liste de distribution préliminaire de la ville de Montréal, Qué., avril 1927.....	603	250	150,750
<i>FRENCH</i>			
Guide officiel du service postal canadien, 1927.....	3,014	598	1,802,372
Guide officiel du service postal canadien, 1927 (première partie)...	1,100	216	237,600
Renseignements postaux, 1927.....	79,300	24	1,903,200
Instructions aux maîtres de poste en charge des bureaux comptables, 1927.....	2,500	202	505,000
Règlements relatifs aux bons de poste.....	261	20	5,220
Instructions aux facteurs, 1927.....	500	56	28,000
Distribution rurale des correspondances au Canada.....	75,011	32	2,400,352
Guide officiel du service postal canadien, 1928.....	3,111	596	1,854,156
Guide officiel du service postal canadien, 1928 (première partie)...	1,100	220	242,000
Supplément mensuel au guide officiel du service postal canadien, 1927-28.....	30,075	196	*491,800
Supplément mensuel au guide officiel du service postal canadien et renseignements sur les mandats de poste, 1927-28.....	18,305	252	*384,920
<i>†Public Printing and Stationery—</i>			
<i>ENGLISH</i>			
Canadian Seed Growers' Association—Classification of Canadian Spring Wheat Varieties.....	125	32	4,000
Preliminary Report on the Mineral Production of Canada, 1927....	125	48	6,000
Quarterly Report of the Trade of Canada (Imports for Consumption and Exports), months of October, November and December, 1927, and Nine Months ending December, 1926 and 1927...	150	344	51,600
Carried forward.....	8,697,673	55,064	274,801,317

TABLE No. 8—Statement of Pamphlet and Miscellaneous Book-work,
1927-28—Continued

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	8,697,673	53,064	274,801,317
†Public Printing and Stationery—Continued			
ENGLISH—Continued			
Reparations—Index of Names and Addresses of Claimants which appear in Vols. I and II of the Reparations Report.....	150	24	3,600
Royal Commission on Customs and Excise—Interim Reports (Nos. 1 to 10).....	2,125	120	255,000
Precis of Discussions—Dominion-Provincial Conference, November 3 to 10, 1927.....	375	40	15,000
Experimental Station, Farnham, Que.—Report of the Superintendent, 1926.....	125	24	3,000
Annual Report of the Radio Branch, 1926-27.....	125	20	2,500
Senators of Canada, according to Seniority, January, 1928.....	100	12	1,200
The Classification of the Civil Service of Canada, September 1, 1927.....	246	116	28,536
League of Nations—Second Opium Conference, Geneva, February 19, 1925.....	125	20	2,500
List of Lost, Stolen and Destroyed Dominion of Canada Bonds including Bonds issued at New York also Interim Scrip Certificates and Canadian National Railway Bonds.....	150	32	4,800
A Graphical Method of Plotting Oblique Aerial Photographs.....	150	24	3,600
Annual Report of the Board of Trustees of the National Gallery of Canada, 1926-27.....	150	16	2,400
The Conversion of Dry Roughage into a Succulent Feed—An Examination of the Sugar Jack Process (Bulletin No. 96—New Series).....	125	40	5,000
Report of the Superintendent of Insurance of the Dominion of Canada, 1926 (Vol. I).....	50	1,284	64,200
Report of the Superintendent of Insurance of the Dominion of Canada, 1926 (Vol. II).....	50	1,078	53,900
List of Senators and List of Members of the House of Commons, 1928.....	200	48	9,600
Sixth Report of the Soldier Settlement Board of Canada, December 31, 1927—Land Settlement.....	150	32	4,800
The Testing of Milk, Cream and Dairy By-Products by Means of the Babcock Test (Bulletin No. 14—New Series).....	125	48	6,000
Budget Speech, February 16, 1928.....	125	32	4,000
Minutes of a Conference of the Canadian Council of Immigration of Women, held at Ottawa, February 27, 28, 29, 1928.....	150	48	7,200
Royal Commission on Customs and Excise—Final Report.....	1,000	24	24,000
Regulations under the Opium and Narcotic Drug Act.....	300	8	2,400
Comparative Rates of Customs Duties on Articles enumerated in the Customs Tariff Resolutions, February 16, 1928.....	1,200	32	*19,200
Report of G. W. Scott on Investigation of Department of Soldiers' Civil Re-Establishment, October 29, 1927.....	700	16	11,200
Reparations (Volume II).....	50	62	3,100
Sweden as a Market for Canadian Products.....	150	52	7,800
Report of the Hudson Strait Expedition, to December 31, 1927....	150	80	12,000
The Agricultural Pests' Control Act, 1927, with Regulations—Acts, Orders and Regulations (No. 22).....	125	22	2,750
Experimental Station, Ste. Anne de la Pocatière, Que.—Report of the Superintendent, 1926.....	125	72	9,000
Western Yellow Pine (Tree Pamphlet No. 13).....	125	8	1,000
Experimental Station, Lethbridge Station, Alta.—Report of the Superintendent, 1926.....	125	64	8,000
Veneral Diseases—Diagnosis and Treatment (Publication No. 23).....	125	32	4,000
Annual Report of the Commissioner of Highways, April 1, 1926, to March 31, 1927 (Bulletin No. 10).....	250	32	8,000
Report of the Superintendent of Insurance, 1926—Loan and Trust Companies.....	125	176	22,000
Manures and Fertilizers—Their Nature, Functions and Application (Bulletin No. 92—New Series).....	125	64	8,000
Radio Stations in Canada—Supplement No. 1 to Official List, November 30, 1927.....	125	16	2,000
Reparations.....	150	64	9,600
Carried forward.....	8,707,419	58,946	275,432,203

TABLE NO. 8—Statement of Pamphlet and Miscellaneous Book-work,
1927-28—Continued

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	8,707,419	58,946	275,432,203
†Public Printing and Stationery—Continued			
ENGLISH—Continued			
Screenings as a Feed for Live Stock (Pamphlet No. 87—New Series).....	125	16	2,000
The Cabbage Flea-Beetle and Its Control in British Columbia (Pamphlet No. 80—New Series).....	125	12	1,500
The History and Present Status of Wheat Production in Canada (Pamphlet No. 89—New Series).....	125	16	2,000
Report of the Dominion Botany, 1926.....	125	152	19,000
Report of Mr. J. J. Cowie and Mr. G. R. Earl on their work in connection with the Imperial Economic Committee's Inquiry into the marketing of Fish Products of the Empire, 1927.....	250	16	*2,000
Estimates of Canada, 1928.....	550	112	61,600
Illegal Warfare Claims.....	300	124	*18,600
The Little Blue Books (National Series No. 1)— Maternal Mortality in Canada—Publication No. 37.....	125	72	9,000
Mother—A Little Book for Men—Publication No. 39.....	125	48	6,000
Report to the Minister of Marine and Fisheries by the Canadian Delegation to the International Radiotelegraph Conference, Washington, October and November, 1927.....	150	20	3,000
Revised Statutes of Canada, 1927—List of Chapters.....	500	8	4,000
List of Securities held by Insurance, Loan and Trust Companies in Canada, as at December 31, 1927.....	150	312	46,800
Regulation for the Disposal of Quartz Mining Claims on Dominion Lands in Manitoba, Saskatchewan, Alberta and the North-West Territories.....	125	36	4,500
Experimental Station, Kentville, N.S.—Report of the Superintendent, 1926.....	125	98	12,250
Report of the Dominion Horticulturist, 1926.....	125	80	10,000
Regulations under the Food and Drugs Act.....	125	64	8,000
Report of the Canadian Delegates to the Eighth Assembly of the League of Nations, September 5 to 27, 1927.....	175	32	*2,800
Printing of various Committee Sittings.....	150	104	*5,200
Confidential document.....	50	12	600
The National Revenue Review, October, 1927, to March, 1928.....	1,350	156	*35,100
Preparation of Copy for the Printer.....	1,000	40	40,000
Canada Official Postal Guide, 1928.....	1,900	598	1,136,200
Criminal Code and Selected Statutes, 1927.....	10,011	694	6,947,634
List of Acts, Session of 1926-27.....	25	8	200
Index—House of Commons Debates (Unrevised Edition), Session of 1926-27.....	2,600	72	187,200
British North America Act and Amendments, 1867-1916.....	500	112	56,000
An Act respecting the Department of Soldiers' Civil Re-Establishment.....	200	12	2,400
An Act to amend The Insurance Act, 1917.....	1,000	20	20,000
The Companies Act and amending Acts, 1924 (Office Consolidation).....	1,000	88	88,000
An Act to amend and consolidate the Law relating to Copyright.....	200	32	6,400
An Act respecting certain issues of Dominion Notes.....	200	8	1,600
An Act respecting the Currency.....	200	20	4,000
An Act to conserve the Commercial and Financial interests of Canada.....	100	10	1,000
An Act respecting certain Savings Banks in the Province of Quebec.....	100	42	4,200
Guide to Relative Precedence at Ottawa.....	10	154	1,540
Estimates of Canada, Supplementary, 1927-28.....	300	18	5,400
Treaties and Agreements affecting Canada in force between His Majesty and the United States of America with Subsidiary Documents, 1914-1925.....	600	586	351,600
The Bankruptcy Act, 1919, with Amendments of 1920, 1921, 1922, 1923 and 1925, etc. (Office Consolidation).....	1,200	200	240,000
The Excise Act, 1906 (Office Consolidation).....	400	128	51,200
The Customs Act with Index and the Department of National Revenue Act.....	300	104	31,200
Alphabetical List of Employees, July 1, 1927 (Revised to August 1, 1927).....	75	40	3,000
Carried forward.....	8,734,215	63,422	284,864,927

TABLE No. 8—Statement of Pamphlet and Miscellaneous Book-work,
1927-28—Continued

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	8,734,215	63,422	284,864,927
†Public Printing and Stationery—Continued			
ENGLISH—Concluded			
Appendix to the Sixty-Fourth Volume of the Journals of the House of Commons, December-April Session, 1926-27.....	50	72	3,600
The Special War Revenue Act, 1915, and Amendments to date, July, 1927 (Office Consolidation).....	500	36	18,000
The Copyright Act, 1921—Rules and Forms.....	500	16	8,000
Commercial Intelligence Journal.....	125	40	5,000
The Board of Railway Commissioners of Canada <i>re</i> General Freight Rates Investigation—Judgments, September, 1927....	125	286	35,750
The Board of Railway Commissioners of Canada—Judgments, Orders, Regulations and Rulings.....	150	32	4,800
List of Lost, Stolen and Destroyed Dominion of Canada Bonds including Bonds issued at New York also Interim Scrip Certificates and Canadian National Railway Bonds.....	150	32	4,800
The Agricultural Pests' Control Act, 1927, with Regulations—Acts, Orders and Regulations (No. 22).....	125	20	2,500
Second British Empire Forestry Conference, held in Canada, July 25 to September 7, 1923—Proceedings and Resolutions with Brief Descriptions of Tours.....	450	416	187,200
Regulations relating to the Issue of Motor Engineer Certificates.....	125	16	2,000
Mining Lands Branch Regulations governing Placer Mining in Manitoba, Saskatchewan, Alberta and the Northwest Territories of Canada.....	125	20	2,500
Quarterly Report of the Trade of Canada (Imports for Consumption and Exports), months of July, August, September, 1927, and Six Months ending September 1926 and 1927.....	150	344	51,600
Fertilizer Analyses, 1926-27 (Pamphlet No. 86—New Series).....	175	40	7,000
The Canadian Historical Association—Report of the Annual Meeting held in the City of Toronto, May 27-28, 1927.....	150	120	18,000
The United States Federal Import Milk Act—Some of Its Provisions—Acts, Orders and Regulations (No. 23).....	125	12	1,500
Memorandum of the Proprietary or Patent Medicine Act.....	125	16	2,000
The Classification of the Civil Service of Canada, revised to September 1, 1927.....	389	232	*45,124
Annual Report on Fish Culture, 1926.....	125	32	4,000
Czechoslovakia as a Market for Canadian Products.....	125	48	6,000
Regulations under the Food and Drugs Act.....	300	64	19,200
Regulations under the Domestic Fuel Act, 1927.....	125	8	1,000
Investigation into the Proprietary Articles Trade Association—Report of Commissioner, October 24, 1927.....	125	32	4,000
Water Powers of Canada, November, 1927.....	150	96	14,400
The French-Canadian Horse (Bulletin No. 87—New Series).....	125	24	3,000
Report of the Division of Forage Plants, 1926.....	125	40	5,000
Experimental Station, Harrow, Ont.—Report of the Superintendent, 1926.....	125	32	4,000
Division of Economic Fibre Production—Report of the Chief Officer, 1926.....	125	20	2,500
Supplement to the <i>Canada Gazette</i>	2,150	42	90,300
An Act respecting Proprietary or Patent Medicines.....	100	20	2,000
The Excise Act, 1906, with Index and amending Acts of 1925, 1926, 1927.....	400	128	51,200
Office Consolidation of the Fisheries Act.....	200	24	4,800
Banner Oats—The best variety for Quebec (Bulletin No. 91—New Series).....	125	8	1,000
Report of the Dominion Cerealists, 1926.....	125	32	4,000
Vocational Education.....	125	36	4,500
Senate Debates of various dates.....	300	72	*7,200
Commons Debates of various dates.....	3,300	512	*198,400
Various Acts reprinted for stock.....	188,992	5,941	*3,261,852
<i>Canada Gazette</i> , extra.....	125	4	500
<i>Canada Gazette</i> supplement.....	125	26	3,250
<i>Canada Gazette</i> of various dates.....	1,000	736	*93,500
Monthly Supplement to Canadian Official Postal Guide, 1927-28.....	17,400	196	*284,200
Carried forward.....	8,953,671	73,345	289,334,103

TABLE NO. 8—Statement of Pamphlet and Miscellaneous Book-work, 1927-28—Continued

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	8,953,671	73,345	289,334,103
†Public Printing and Stationery—Continued			
BILINGUAL			
Annual Report of Statistics of Criminal and Other Offences, September 30, 1926—Rapport annuel sur la statistique de la criminalité, 30 septembre 1926.....	225	356	80,100
Census of Saskatchewan, 1926, Population and Agriculture—Recensement de la Saskatchewan, 1926, population et agriculture.....	150	302	45,300
Census of Industry, 1926, The Pulp and Paper Industry—Recensement industriel, 1926, industrie de la pulpe et du papier.....	150	100	15,000
Statistics of Dairy Factories, 1926—Statistique de l'industrie laitière, 1926.....	150	96	14,400
List of Shipping, 1926—Liste des navires, 1926.....	50	280	14,000
Abstract of Statements of Insurance Companies in Canada, 1926—Relevé des états des compagnies d'assurance au Canada, 1926.....	25	374	9,350
Fisheries Statistics of Canada, 1926—Statistique des pêcheries du Canada, 1926.....	175	202	35,350
Statistics of Electric Railways of Canada, 1926—Statistique des tramways électriques du Canada, 1926.....	175	56	9,800
Abstracts of Current Public Health Literature—Extraits de publications courantes sur la santé publique.....	500	88	*11,000
Standing Orders of the House of Commons, 1927—Règlement de la Chambre des Communes, 1927.....	200	196	39,200
Statistics of Steam Railways of Canada, 1926—Statistique des chemins de fer du Canada, 1926.....	365	184	67,160
Census of Manitoba, 1926, Population and Agriculture—Recensement du Manitoba, 1926, population et agriculture.....	125	208	26,000
List of Members of the House of Commons with their Constituencies with Post Office Addresses—Liste des membres de la Chambre des Communes avec les districts électoraux et adresses postales (Corrected to January 11, 1928).....	100	64	6,400
Auditor General's Report—Rapport de l'auditeur général, 1926-27—			
Part A—Agriculture Department.....	35	56	1,960
Part C—Civil Service Commission.....	25	6	150
Part D—Customs and Excise Department.....	100	130	13,000
Part E—External Affairs Department.....	25	8	200
Part H—Immigration and Colonization Department.....	25	36	900
Part I—Indian Affairs Department.....	340	158	53,720
Part K—Interior Department.....	40	80	3,200
Part L—Justice Department.....	15	24	360
Part M—Labour Department.....	15	10	150
Part O—Marine and Fisheries Department.....	60	70	4,200
Part P—Mines Department.....	20	16	320
Part Q—National Defence Department.....	50	68	3,400
Part S—Post Office Department.....	75	168	12,600
Part T—Public Printing and Stationery Department.....	25	14	350
Part V—Public Works Department.....	60	126	7,560
Part W—Railways and Canals Department.....	35	80	2,800
Part X—Royal Canadian Mounted Police.....	10	26	260
Part GG—Health Department.....	30	14	420
Part YY—Soldiers' Civil Re-Establishment Department.....	10	40	400
Part ZZ—Trade and Commerce Department.....	20	38	760
FRENCH			
Société des Nations—Deuxième conférence de l'opium, Genève, 19 février 1925.....	50	20	1,000
Le marquage des pores (feuilleton No. 88—Nouvelle série).....	50	8	400
Rapport préliminaire sur la production minière du Canada, 1927.....	50	48	2,400
Conférence fédérale-provinciale—Sommaire des discussions, du 3 au 10 novembre 1927.....	100	36	3,600
La fée des bois.....	50	16	800
La situation forestière.....	50	32	1,600
Guide officiel du service postal canadien, 1928.....	150	596	89,400
Carried forward.....	8,957,576	77,775	289,913,073

TABLE NO. 8—Statement of Pamphlet and Miscellaneous Book-work,
1927-28—Continued

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	8,957,576	77,775	289,913,073
†Public Printing and Stationery—Concluded			
FRENCH—Concluded			
Code criminel et autres lois, 1927.....	2,992	728	2,178,176
Commission fédérale du combustible—Mémoire contenant des données sur l'approvisionnement en combustible provenant entièrement du Canada ou des pays britanniques.....	50	24	1,200
Guide officiel du service postal canadien, 1927.....	175	598	104,650
Budget du Canada, supplémentaire, 1927-28.....	25	20	500
Liste de prix des publications du gouvernement, mai 1927.....	206	32	6,592
Loi concernant les assurances.....	200	168	33,600
Rapport du Directeur général vétérinaire, 1926-27.....	50	64	3,200
Code criminel et certaines lois—Modifications, 1907-1927.....	210	868	182,250
La loi fédérale des Etats-Unis concernant le lait importé—Quelques-unes de ses dispositions—Lois, arrêtés et règlements (No. 23).....	50	12	600
Sixième rapport sur les associations d'industriels, de commerçants et de membres des professions libérales du Canada, 1927.....	50	176	8,800
Rapport des délégués canadiens à la huitième assemblée de la Société des Nations, 5 au 27 septembre 1927.....	75	32	*1,200
Le cheval canadien (bulletin n° 87—nouvelle série).....	50	24	1,200
Règlements canadiens concernant l'examen des capitaines et des seconds de la marine marchande.....	50	80	4,000
Enquête générale sur les tarifs de marchandises—Jugements (Vol. XVII, n° 13 et 13a), septembre 1927.....	50	310	15,500
Statuts révisés du Canada, 1927—Liste des chapitres.....	200	8	1,600
Codification administrative de la loi des pêcheries.....	50	32	1,600
L'avoine Bannière (bulletin n° 91—nouvelle série).....	50	8	400
Budget du Canada, 1928-29.....	50	112	5,600
Les criblures pour l'alimentation du bétail (feuillelet n° 87—nouvelle série).....	50	16	800
Enquête sur les activités de la Proprietary Articles Trade Association—Rapport du commissaire, 24 octobre 1927.....	25	32	800
L'Enseignement Professionnel.....	50	36	1,800
Supplément mensuel au guide officiel du service postal, 1927-28.....	1,200	184	*18,400
La Revue du Revenu National, Octobre, 1927, to March, 1928.....	300	156	*7,800
Public Works—			
ENGLISH			
Dominion Government Telegraph and Telephone Service—List of Telephone Subscribers on Exchanges at Brisco, Golden and Invermere, etc., April 1, 1927.....	287	16	4,592
Dominion Government Telegraph and Telephone Service—List of Telephone Subscribers at Ganges, B.C., Sooke, B.C., and Connecting Lines, July 1, 1927.....	500	8	4,000
Programs of Carillon Recitals, August, 1927.....	10,000	16	160,000
Champlain and Lorne Dry Docks at Lauzon, P.Q., in the Harbour of Quebec.....	1,000	20	20,000
Dominion Government Telegraph and Telephone Service—List of Telephone Subscribers on Exchanges at Brisco, Golden, Invermere, etc., January 1, 1928.....	281	16	4,496
Bassins de radoub Champlain et Lorne à Lauzon, Qué., dans le port de Québec.....	1,000	20	20,000
Railways and Canals—			
ENGLISH			
The Highway, the Motor Vehicle and the Tourist in Canada (Circular No. 8).....	5,006	40	200,240
Annual Report of the Commissioner of Highways, April 1, 1926, to March 31, 1927 (Bulletin No. 10).....	2,000	32	64,000
St. Lawrence Waterway Project—Report of Joint Board of Engineers with Appendices.....	1,511	460	695,060
Carried forward.....	8,985,369	82,123	293,665,759

TABLE No. 8—Statement of Pamphlet and Miscellaneous Book-work,
1927-28—*Continued*

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	8,935,369	82,123	293,665,759
<i>Railway Commission—</i>			
ENGLISH			
Index to Vol. XVI—Judgments, Orders, etc.....	606	12	7,272
The Board of Railway Commissioners for Canada <i>re</i> General Freight Rates Investigation—Judgments, September, 1927....	300	286	85,800
In the Matter of Order in Council, P.C. No. 886, of June 5, 1925, etc.—Judgment of the Chief Commissioner, August 4, 1927....	100	40	4,000
In the Matter of Order in Council, P.C. No. 886, of June 5, 1925, and P.C. No. 24 of January 7, 1926, etc.—Conclusions of Commissioner Oliver and reasons for dissent from sections 1, 2 and 4 of the Judgment of the majority of the Board, August 30, 1927.....	300	64	19,200
Judgments, Orders, etc.....	19,874	1,240	*737,256
FRENCH			
Jugements, arrêts, règlements et décisions.....	400	28	11,200
Enquête générale sur les tarifs de marchandises—Jugements (Vol. XVII, n° 13 et 13a), septembre 1927.....	300	310	93,000
Commission des chemins de fer du Canada—Enquête sur la tarification générale des marchandises, instituée en vertu des arrêtés en conseil C.P. 886, du 5 juin 1925, et C.P. 24, du 7 janvier 1926—Judgement.....	100	28	2,800
<i>Royal Canadian Mounted Police—</i>			
ENGLISH			
Memorandum on the Royal Canadian Mounted Police, April, 1927.....	1,506	8	12,048
<i>Secretary of State—</i>			
ENGLISH			
An Act respecting British Nationality, Naturalization and Aliens Reparations—Index of Names and Addresses of Claimants which appear in Vols. I and II of the Reparations Report, etc.....	1,000	16	16,000
Illegal Warfare Claims.....	500	24	12,000
Factum.....	1,000	124	*62,000
Guide to Relative Precedence at Ottawa.....	77	24	1,848
In the Supreme Court of Ontario—In the Matter of the Conveyancing and Law of Property Act, etc.—Argument of Council on Behalf of the Custodian on the Motion for Re-Argument.....	25	154	3,850
Royal Commission on Customs and Excise—Final Report.....	50	48	1,200
Interim Reports of the Royal Commission on Customs and Excise.....	50	26	1,300
Reparations.....	50	120	6,000
Confidential documents.....	500	64	32,000
	1,260	306	*53,640
FRENCH			
Loi concernant la nationalité britannique, la naturalisation et les aubains.....	500	16	8,000
Commission royale des Douanes et de l'Accise—Rapport final....	50	24	1,200
<i>Senate of Canada—</i>			
ENGLISH			
Senators of Canada, according to Seniority, March, 1927.....	200	20	4,000
Senators of Canada, according to Seniority, January, 1928.....	100	12	1,200
Railway Transportation to Senators of Canada, 1927.....	50	12	600
Railway Transportation to Senators of Canada, 1928.....	175	12	2,100
Carried forward.....	9,014,417	85,141	294,845,273

TABLE NO. 8—Statement of Pamphlet and Miscellaneous Book-work,
1927-28—Continued

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	9,014,417	85,141	294,845,273
<i>Soldier Settlement Board—</i>			
ENGLISH			
Fifth Report of the Soldier Settlement Board of Canada, December 31, 1926—Land Settlement.....	512	24	12,288
Sixth Report of the Soldier Settlement Board of Canada, December 31, 1927—Land Settlement.....	500	32	16,000
<i>Soldiers' Civil Re-Establishment—</i>			
ENGLISH			
Vetcraft Shops—Canada's Largest Juvenile Furniture Manufacturers.....	2,006	32	64,192
Vetcraft Shops—Canada's Largest Juvenile Furniture Manufacturers.....	2,000	16	32,000
<i>Supreme Court—</i>			
ENGLISH			
Canada Law Reports—The Supreme and Exchequer Courts of Canada—			
Part III—March 31, 1927.....	6,317	144	909,648
Part IV—April 30, 1927.....	6,256	112	700,672
Part V—May 31, 1927.....	6,325	96	607,200
Part VI—June 30, 1927.....	6,256	126	788,256
Part VII—September 30, 1927.....	6,304	104	655,616
Part VIII—October 31, 1927.....	6,256	96	600,576
Part IX—November 30, 1927.....	6,530	160	1,044,800
Part X—December 31, 1927.....	6,511	112	729,232
Part I—January 31, 1928.....	6,816	120	817,920
Part II—February 29, 1928.....	6,761	84	567,924
<i>Trade and Commerce—</i>			
ENGLISH			
The Manufacturing Industries of Canada, 1924 (Reprinted from the Canada Year Book, 1926).....	1,000	64	64,000
Forestry in Canada (Reprinted from the Canada Year Book, 1926).....	800	32	25,600
Chemicals and Allied Products in Canada, 1926.....	1,006	128	128,768
Instructions for the Guidance of Officers of the Commercial Intelligence Service of Canada.....	50	52	2,600
Annual Report of the Board of Grain Commissioners for Canada, for the Crop Year ended August 31, 1926.....	891	40	35,640
Preliminary Report on the Mineral Production of Canada (during the Calendar Year 1926), March 14, 1927.....	1,987	52	103,324
Annual Statistics of Fruit and Floriculture, 1926.....	1,006	20	20,120
The Copyright Act, 1921—Rules and Forms.....	2,000	32	*32,000
An Act to amend and consolidate the Law relating to Copyright... ..	1,000	32	32,000
Condensed Preliminary Report on the Trade of Canada, 1927.....	2,506	108	270,648
Report on the Grain Trade of Canada, for the Crop Year ended July 31 and to the Close of Navigation, 1926.....	1,624	202	328,048
The Patent Act.....	5,075	24	121,800
Index to the Commercial Intelligence Journal—Six Months ending June 25, 1927 (Nos. 1196 to 1221).....	2,300	20	46,000
Prices and Price Indexes, 1913-1926.....	1,006	170	171,020
Preliminary Report of the Mineral Production of Canada—Six Months ending June 30, 1927.....	2,011	80	160,880
Diamond Jubilee of the Confederation of Canada—Sixty years of Canadian Progress, 1867-1927.....	151,500	176	26,664,000
Canadian Trade in Farm Products, 1926-27.....	200	16	3,200
Quarterly Report of the Trade of Canada, months of April, May and June and three months ending June, 1927.....	1,256	344	432,064
Carried forward.....	9,260,985	87,991	331,033,309

TABLE No. 8—Statement of Pamphlet and Miscellaneous Book-work,
1927-28—Continued

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	9,260,985	87,991	331,033,309
<i>Trade and Commerce—Continued</i>			
<i>ENGLISH—Concluded</i>			
Iron and Steel and their Products in Canada, 1925.....	1,606	188	301,928
Coal Statistics for Canada, 1926.....	1,356	106	143,736
List of Publications (Including Reports, Bulletins, Press Releases, etc.).....	1,000	8	8,000
Manufacturers of the Non-Ferrous Metals in Canada, 1925.....	997	82	81,754
Invoice Requirements of Brazil.....	511	8	4,088
Czechoslovakia as a Market for Canadian Products.....	600	48	28,800
Handbook for Use of Crop Correspondents with Selection of Annual Agricultural Statistics, 1908-26.....	3,011	32	96,352
Canada Year Book, 1926.....	7,006	1,092	7,650,552
Annual Report on the Mineral Production of Canada, 1925.....	2,016	228	459,648
Quarterly Report of the Trade of Canada (Imports for Consumption and Exports), Months of July, August, September, 1927, and Six months ending September, 1926 and 1927.....	1,250	344	430,000
The Maritime Provinces since Confederation—A Statistical Study of their Social and Economic Condition during the Past Sixty Years.....	2,006	146	292,876
Gasoline Measuring Devices.....	200	8	1,600
Index to the Commercial Intelligence Journal (Six Months ending December 31, 1927 (Nos. 1222 to 1249)).....	2,300	24	55,200
Manufacturers of the Non-Metallic Minerals in Canada, 1925.....	1,206	128	154,368
Preliminary Report on the Mineral Production of Canada, 1927.....	2,000	48	96,000
Quarterly Report of the Trade of Canada (Imports for Consumption and Exports), Months of October, November and December, 1927, and Nine Months ending December, 1926 and 1927.....	1,250	344	430,000
Sweden as a Market for Canadian Produce.....	500	52	26,000
Tariff Preferences of the British Empire.....	300	16	4,800
Inspection—Tank Wagons.....	500	8	4,000
Trade of Canada (Imports for Consumption and Exports), 1927.....	1,425	343	488,775
Monthly Bulletin of Agricultural Statistics, 1927-28.....	89,179	470	*3,769,578
Monthly Report of the Coal and Coke Statistics for Canada, 1927.....	13,011	228	*226,136
Supplement to the Commercial Intelligence Journal.....	9,629	72	*115,496
Monthly Trade Report, 1927.....	2,812	968	*1,361,008
Commercial Intelligence Journal.....	121,969	1,856	*4,271,296
<i>BILINGUAL</i>			
Financial Statistics of Provincial Governments in Canada, 1925— Statistique financière des gouvernements provinciaux du Canada, 1925.....	1,306	84	109,704
Canal Statistics, 1926—Statistique des canaux, 1926.....	1,016	52	52,832
Report of the Fur Farms of Canada, 1925—Élevage des animaux à fourrure, 1925.....	1,800	84	151,200
Census of Industry, 1925, Central Electric Stations in Canada— Recensement industriel, 1925, usines électriques centrales du Canada.....	2,006	64	128,384
Census of Industry, 1925, The Lumber Industry—Recensement industriel, 1925, industrie en bois.....	1,212	82	99,384
Vital Statistics, 1926, Preliminary Report—Statistiques vitales, 1926, rapport préliminaire.....	1,411	16	22,576
Live Stock and Animal Products Statistics, 1926—Statistique du bétail et des produits animaux, 1926.....	2,006	106	212,636
Monthly Review of Business Statistics—Revue mensuelle de la situation économique.....	29,589	352	*946,848
Fisheries Statistics of Canada, 1926—Statistique des pêcheries, 1926.....	2,000	202	404,000
Statistics of Electric Railways of Canada, 1926—Statistique des tramways électriques du Canada, 1926.....	600	56	33,600
Statistics of Steam Railways of Canada, 1926—Statistique des chemins de fer du Canada, 1926.....	800	184	147,200
Census of Manitoba, 1926, Population and Agriculture—Recensement du Manitoba, 1926, population et agriculture.....	1,000	208	208,000
Carried forward.....	9,573,371	96,328	354,051,664

TABLE NO. 8—Statement of Pamphlet and Miscellaneous Book-work,
1927-28—*Concluded*

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	9,573,371	96,328	354,051,664
<i>Trade and Commerce—Concluded</i>			
BILINGUAL— <i>Concluded</i>			
Annual Report of Statistics of Criminal and Other Offences, September 30, 1926—Rapport annuel sur la statistique de la criminalité, 30 septembre 1926.....	900	356	320,400
Vital Statistics, 1925, Fifth Annual Report—Statistiques vitales, 1925, cinquième rapport annuel.....	1,406	638	897,028
Census of Saskatchewan, 1926, Population and Agriculture—Recensement de la Saskatchewan, 1926, population et agriculture.....	1,000	302	302,000
Census of Industry, 1926, The Pulp and Paper Industry—Recensement industriel, 1926, industrie de la pulpe et du papier.....	1,100	100	110,000
Statistics of Dairy Factories, 1926—Statistique de l'industrie laitière, 1926.....	2,600	96	249,600
FRENCH			
Aperçu annuel sur l'instruction publique au Canada, 1925.....	307	258	79,206
Table des matières du Bulletin des renseignements commerciaux—Pour les six mois terminés avec juin, 1927 (Numéros 1196 à 1921).....	450	16	7,200
Analphabétisme et fréquentation scolaire au Canada.....	511	152	77,672
Annuaire du Canada, 1926.....	2,113	1,106	2,336,978
Guide des correspondants agricoles—Avec une sélection de statistiques agricoles annuelles, 1908-1926.....	1,011	32	32,352
Table des matières du Bulletin des renseignements commerciaux—Pour les six mois terminés avec décembre 1927 (Numéros 1222 à 1248).....	400	16	6,400
Rapport préliminaire sur la production minière du Canada, 1927.....	1,000	48	48,000
Bulletin de renseignements commerciaux.....	24,306	816	*390,696
Bulletin mensuel de la statistique agricole, 1927-28.....	8,273	432	*290,468
Totals.....	9,618,748	100,696	359,199,664
Totals (March 31, 1927).....	7,243,273	96,791	307,570,661

NOT EXECUTED IN PRINTING BUREAU

<i>Experimental Farms—</i>			
ENGLISH			
Counter Sales Book.....	506	50	25,300
<i>Immigration and Colonization—</i>			
ENGLISH			
Canada "The New Home Land".....	199,496	32	6,383,872
Canada West (United States Edition).....	304,000	40	12,160,000
<i>National Revenue—</i>			
ENGLISH			
Counter Sales Book.....	1,000	42	42,000
Catalogue of Unclaimed Goods.....	500	12	6,000
Sales Catalogues.....	500	12	6,000
BILINGUAL			
Freight Unclaimed Goods—Marchandises non réclamées (fret)....	1,000	38	38,000
Totals.....	507,002	226	18,661,172
Totals (March 31, 1927).....	114,027	188	3,430,864

* For sale purposes.

TABLE No. 9—Statement of other Letterpress Departmental Work for the Fiscal Year 1927-28

Department	Executed in Printing Bureau		Not Executed in Printing Bureau	
	Envelopes	Copies other work	Envelopes	Copies other work
Advisory Board on Tariff and Taxation.....		393,100		
Agriculture.....	4,068,098	11,306,388		2,430,900
Archives.....	9,530	6,650		
Auditor General.....	50,000	64,315		
Chief Electoral Officer.....	626,613	552,120		
Civil Service Commission.....	166,100	1,039,383		
Customs and Excise.....	974,575	8,813,780		
Diamond Jubilee Committee.....	50,905	229,860		
Exchequer Court.....	500	22,725		
Experimental Farms.....	653,769	1,259,207	21,000	400,000
External Affairs.....	49,980	418,404		
Finance.....	983,040	1,797,500		
Government Contracts Supervision Committee.....	50,900	12,000		
Governor General's Secretary.....	2,000	49,078		
Health.....	204,175	757,520		1,000
House of Commons.....	528,335	125,756		
Immigration and Colonization.....	471,205	3,908,459	10,000	5,000
Indian Affairs.....	198,600	584,969		1,506
Insurance.....		757,149	7,000	600
Interior.....	1,622,762	6,755,308	1,000	472,918
Justice.....	75,010	127,999		
Labour.....	166,500	1,184,715		18,000
Library of Parliament.....	5,000	17,000		
Marine and Fisheries.....	968,570	5,233,551	5,000	11,250
Mines.....	197,760	507,438		19,938
National Defence.....	1,994,629	7,649,278		42,980
National Gallery of Canada.....		6,505		
National Research Council of Canada.....	6,000	37,215		
National Revenue.....	1,665,403	35,648,332		633,031
Patent and Copyright Office.....	61,600	160,850		
Penitentiaries.....	10,000	75,410		
Post Office.....	10,120,040	83,865,182	60,450	21,285,365
Privy Council.....	1,760	18,909		
Public Printing and Stationery.....	1,491,129	8,571,888		
Public Works.....	331,480	2,755,266	50,425	
Railways and Canals.....	182,100	793,565		10,000
Railway Commission.....	63,802	77,645		
Royal Canadian Mounted Police.....	50,000	144,102		
Royal Mint.....	1,000	250		
Secretary of State.....	149,000	670,868		
Senate of Canada.....	61,510	43,285		
Soldiers' Civil Re-Establishment.....	460,867	642,136	1,000	44,000
Soldier Settlement Board.....		196,300		
Supreme Court.....	16,025	28,109		
Trade and Commerce.....	1,067,079	6,665,281	10,725	375,900
Totals.....	29,857,349	193,974,750	166,600	25,752,388
Totals (March 31, 1927).....	28,839,499	205,196,110	192,060	6,717,016

TABLE NO. 10—Statement of Books Bound during the Fiscal Year 1927-28

Department	Executed in Printing Bureau				Not Executed in Printing Bureau			
	Full Leather	Half Leather	Quarter Leather	Cloth	Full Leather	Half Leather	Quarter Leather	Cloth
Advisory Board on Tariff and Taxation.....				1				
Agriculture.....		66	124	20,485			2	205
Archives.....		3		13				
Auditor General.....		72	2	35				
Chief Electoral Officer.....		15		20				
Civil Service Commission.....	1		1	4				
Customs and Excise.....	1	949	400	6,288				
Diamond Jubilee Committee.....				600				
Exchequer Court.....	1	31		105				
Experimental Farms.....	62	12		1,186				
External Affairs.....		19		346				
Finance.....		21	48	317				
Governor General's Secretary.....		2		19				
Health.....				345		40		31
House of Commons.....	5	29	1	3,753				
Immigration and Colonization.....		95	34	963				
Indian Affairs.....	3	136	63	1,944				
Insurance.....		313	2	3,197				
Interior.....	5	95	663	13,930				
Justice.....	10	158	1	19				
Labour.....	2	168	9	264				
Library of Parliament.....	9	956	86	62				
Marine and Fisheries.....	3	48	38	51,678		4	3	14
Mines.....	30	199	14	12,455				
National Defence.....	78	81	14	6,575				
National Gallery of Canada.....	1							
National Research Council of Canada.....				285				
National Revenue.....		531	1,358	6,401		16		
Patent and Copyright Office.....	27	81		8				
Penitentiaries.....		100	1	50				
Post Office.....	1	1,169	1,781	35,667		1		
Privy Council.....	2	1						
Public Printing and Stationery.....		224	36	41,964				13,003
Public Works.....	8	129	36	1,499				
Railways and Canals.....	18	64	38	3,537				
Railway Commission.....	7	25	3	267				
Royal Canadian Mounted Police.....			1	1,180				
Royal Mint.....		2						
Secretary of State.....	17	90		42				
Senate of Canada.....	7	38	20	19				
Soldiers' Civil Re-Establish- ment.....				1,767				
Soldier Settlement Board.....				2,700				
Supreme Court.....	1	57		23				
Trade and Commerce.....	26	130	18	23,907	50			500
Totals.....	325	6,069	4,786	243,920	50	61	5	13,753
Totals (March 31, 1927).....	307	3,729	7,840	228,630	1	58		2,116

TABLE No. 11—Number of Pads made during the Fiscal Year 1927-28

Department	Executed in Printing Bureau	Not Executed in Printing Bureau
	Quantity	Quantity
Advisory Board on Tariff and Taxation.....	5,078	
Agriculture.....	20,485	7,500
Auditor General.....	50	
Civil Service Commission.....	460	
Customs and Excise.....	11,072	
Experimental Farms.....	286	
External Affairs.....	880	
Finance.....	4,534	
Governor General's Secretary.....	480	
Health.....	620	
House of Commons.....	2,098	6,334
Immigration and Colonization.....	12,522	
Indian Affairs.....	885	
Insurance.....	20	
Interior.....	8,382	
Justice.....	1,220	
Labour.....	3,516	
Marine and Fisheries.....	17,379	
Mines.....	500	
National Defence.....	58,046	
National Research Council of Canada.....	200	
National Revenue.....	52,479	4,202
Patent and Copyright Office.....	170	
Penitentiaries.....	150	
Post Office.....	205,874	143,524
Public Printing and Stationery.....	113,092	
Public Works.....	23,088	
Railways and Canals.....	3,037	
Railway Commission.....	215	
Royal Canadian Mounted Police.....	32	
Secretary of State.....	696	
Senate of Canada.....	1,325	
Soldiers' Civil Re-Establishment.....	3,333	
Soldier Settlement Board.....	702	
Supreme Court.....	306	
Trade and Commerce.....	29,796	1,038
Totals.....	583,008	162,598
Totals (March 31, 1927).....	617,399	233,075

TABLE No. 12—Statement of Prepaid Post Office envelopes made and stamped during the Fiscal Year 1927-28

	Executed in Printing Bureau	Not Executed in Printing Bureau
	Quantity made and stamped	Quantity made and stamped
One-cent envelopes.....	2,828,475	4,675,000
Two-cent envelopes.....	10,974,875	725,473
Three-cent envelopes.....	102,000	50,000
Totals.....	13,905,350	5,450,473
Totals (March 31, 1927).....	28,058,346	2,319,800

TABLE No. 13—Statement of the Die Stamping of Letter and Note Headings and Envelopes during the Fiscal Year 1927-28

Department	Executed in Printing Bureau				Not Executed in Printing Bureau
	Foolscap, Half Cap, Letter and Half Letter	Note and Half Note	Envelopes	Number of Impressions	Note and Half Note
Advisory Board on Tariff and Taxation	13,500		13,000	26,500	
Agriculture	43,500	7,014	24,150	74,664	
Archives	5,000			5,000	
Chief Electoral Officer	7,000	2,000	6,000	15,000	
Civil Service Commission		250	2,000	2,250	
Customs and Excise		1,000	3,400	4,400	
Diamond Jubilee Committee		14,295	650	14,945	
Exchequer Court	1,500		8,000	9,500	
External Affairs	40,650	10,985	48,500	100,135	
Finance	10,000	200		10,200	
Governor General's Secretary	18,500	53,907	43,425	115,832	
Health	8,000	2,000		10,000	
House of Commons	46,500	38,372	488,700	573,572	
Immigration and Colonization	25,000		15,000	40,000	
Indian Affairs	13,500	500	2,000	16,000	
Interior	41,000	210	37,350	78,560	
Justice	38,000	4,775	42,875	85,650	
Labour	12,000	500	10,000	22,500	
Marine and Fisheries	12,500	1,000	13,350	26,850	
Mines	6,500			6,500	
National Defence	28,500	8,900	22,500	59,900	
National Gallery of Canada			5,000	5,000	
National Revenue	23,000	2,050	30,520	55,570	
Patent and Copyright Office			5,000	5,000	
Post Office	51,000		25,000	76,000	
Privy Council	8,500	13,250	7,075	28,825	
Public Printing and Stationery	7,000	250	4,618	11,868	
Public Works	32,600	2,100	20,100	54,800	
Railways and Canals	30,000	4,575	7,000	41,575	
Railway Commission	7,000	1,060	4,000	12,060	
Royal Canadian Mounted Police			1,000	1,000	
Royal Mint	10,000		5,100	15,100	
Secretary of State	22,000	2,510	12,800	37,310	600
Senate of Canada	10,500	75,367	66,350	152,317	
Soldiers' Civil Re-Establishment	26,000	2,712	3,262	31,974	300
Supreme Court	4,000	3,000	7,000	14,000	
Trade and Commerce	25,000	4,800	3,000	32,800	
Totals	627,750	257,582	987,725	1,873,057	900
Totals (March 31, 1927)	614,625	394,427	1,228,534	2,237,586	

TABLE No. 14—Statement of the Loose-Leaf Work performed during the Fiscal Year 1927-28

	Executed in Printing Bureau				Not Executed in Printing Bureau			
	Binders	Loose Leaves	Index Leaves	Index Cards	Binders	Loose Leaves	Index Leaves	Index Cards
Advisory Board on Tariff and Taxation.....		1,000	800		5		337	
Agriculture.....	115	280,818	1,950	2,000				
Auditor General.....	18	30,896	460					
Civil Service Commission.....		82,125						
Customs and Excise.....	310	115,850						
Exchequer Court.....		3,300	58					
Experimental Farms.....	26	40,750						
External Affairs.....	8	68,015	44					
Finance.....	98	43,200	1,244					
Governor General's Secretary.....	5	1,750						
Health.....	7	7,100	87					
House of Commons.....	1	1,700	29					
Immigration and Colonization.....	28	1,007,873	609					
Indian Affairs.....	23	30,400	217					
Insurance.....	13	800	348					
Interior.....	1,004	274,485	3,145	1,000		2,500		
Justice.....	7	27,500	190					
Labour.....	18	221,300	149					
Marine and Fisheries.....	120	371,436	947					
Mines.....	22	15,200	215					
National Defence.....	394	1,857,951	3,711			200		163
National Revenue.....	709	751,896	1,057		1	1,000	8,879	
Patent and Copyright Office.....	2	500						
Penitentiaries.....	7	16,100	58					
Post Office.....	33	97,605	670	1,000		2,800		
Privy Council.....		536						
Public Printing and Stationery.....	80	1,975,745	821	240,400				
Public Works.....	73	68,315	385	1,000		5,035		
Railways and Canals.....	142	258,280	193					
Railway Commission.....	6	24,300	209					
Royal Canadian Mounted Police.....	26	126,000	51					
Secretary of State.....	9	700	89					
Senate of Canada.....		800	29					
Soldiers' Civil Re-Establishment.....	20	67,944	191					
Soldier Settlement Board.....	46	43,250						
Supreme Court.....	1	1,800	29					
Trade and Commerce.....	410	1,150,606	1,412	325				
Totals.....	3,775	9,067,736	19,397	245,725	6	11,525	9,216	163
Totals (March 31, 1927).....	4,084	7,865,401	20,531	560,100	2	1,500		

TABLE No. 15—Statement giving the Number of Maps, Plans, Cheques and Forms Lithographed during the Fiscal Year 1927-28

Department	Not Executed in Printing Bureau	
	Maps and Plans	Cheques and Forms
Advisory Board on Tariff and Taxation.....		1,000
Agriculture.....		1,744,015
Archives.....		1,450
Auditor General.....		1,125
Chief Electoral Officer.....		1,000
Civil Service Commission.....		3,518
Customs and Excise.....		50,000
Diamond Jubilee Committee.....		11,430
Exchequer Court.....		1,400
Experimental Farms.....	408	1,337,710
External Affairs.....		4,300
Finance.....		780,500
Governor General's Secretary.....		18,025
Health.....		4,065
House of Commons.....		459,107
Immigration and Colonization.....		297,050
Indian Affairs.....		74,710
Interior.....	411,382	2,860,098
Justice.....		7,850
Labour.....		20,760
Library of Parliament.....		560
Marine and Fisheries.....	203,810	213,814
Mines.....	35,061	25,850
National Defence.....		221,060
National Revenue.....		268,806
Patent and Copyright Office.....		7,200
Penitentiaries.....		15,000
Post Office.....		7,871,905
Privy Council.....		3,785
Public Printing and Stationery.....		5,000
Public Works.....		121,800
Railways and Canals.....	150,939	66,780
Railway Commission.....		1,150
Royal Canadian Mounted Police.....		51,400
Secretary of State.....		9,947
Senate of Canada.....		10,206
Soldiers' Civil Re-Establishment.....		1,628,623
Soldier Settlement Board.....		18,000
Supreme Court.....		400
Trade and Commerce.....	9,326	1,359,898
Totals.....	810,926	19,580,297
Totals (March 31, 1927).....	978,634	31,123,229

TABLE NO. 16—Statement of the Number of Half-tones, Line Cuts, Electros and Dies made during the Fiscal Year 1927-28

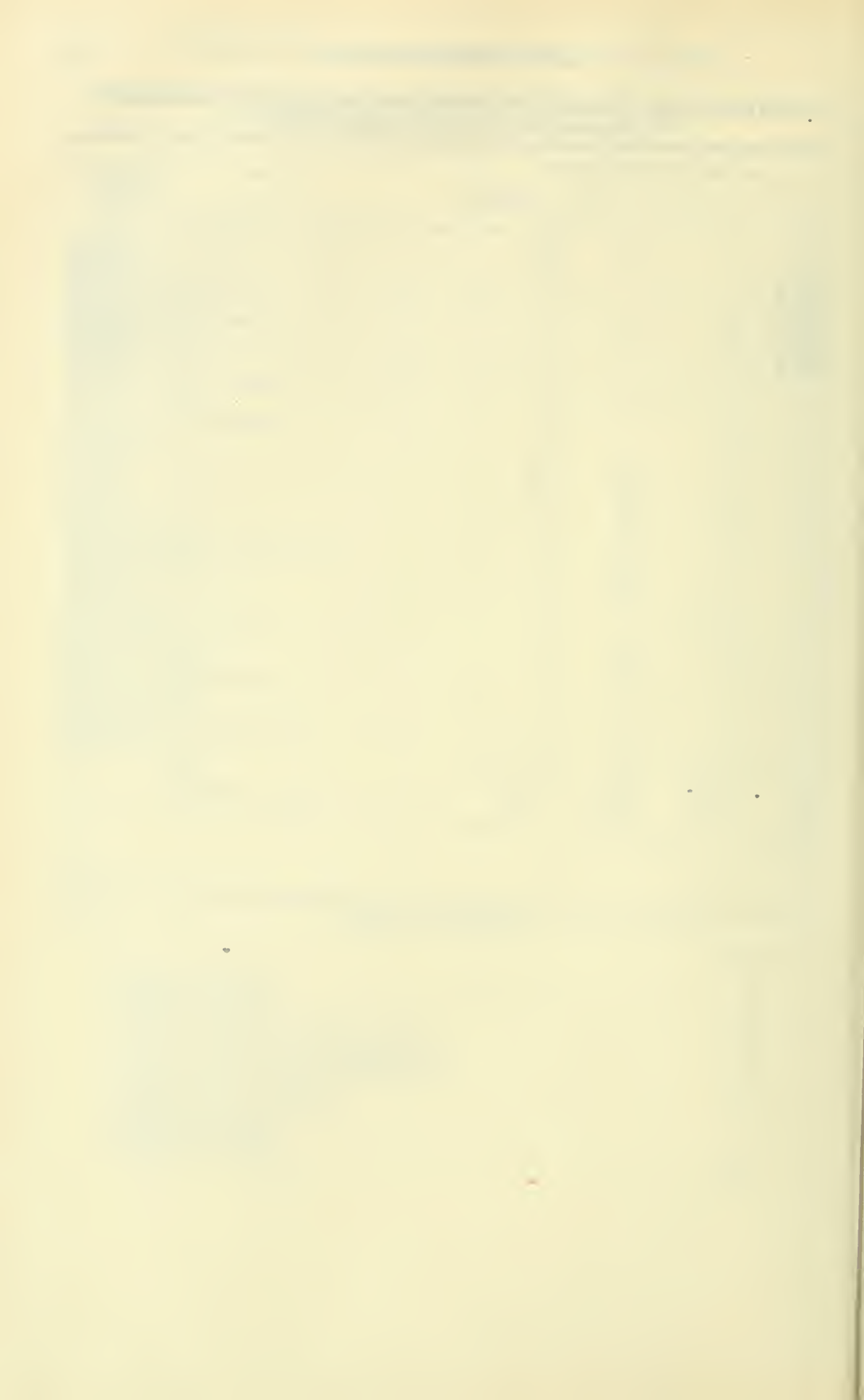
Department	Not Executed in Printing Bureau			
	Half-tones	Line Cuts	Electros	Dies
Advisory Board on Tariff and Taxation.....	1			
Agriculture.....	100	66	16	2
Archives.....	18	3		
Chief Electoral Officer.....	1	1		2
Civil Service Commission.....		2	4	
Customs and Excise.....			65	
Diamond Jubilee Committee.....		6	48	
Experimental Farms.....	342	37	140	
External Affairs.....		4	4	2
Finance.....				1
Governor General's Secretary.....	1			
Health.....	12	1	14	
House of Commons.....				8
Immigration and Colonization.....	44	2	100	
Indian Affairs.....	4		16	
Insurance.....	32	6		
Interior.....	332	275	145	
Labour.....	13	42	8	
Marine and Fisheries.....	27	16	37	3
Mines.....	155	419	48	2
National Defence.....		5	12	1
National Research Council of Canada.....	4	10	2	
National Revenue.....	35	19	166	14
Patent and Copyright Office.....		8,697		1
Post Office.....	37	46	502	1
Privy Council.....	1			
Public Printing and Stationery.....	2	1	117	1
Public Works.....	2	5		
Railways and Canals.....	11	31	3	
Railway Commission.....		12		1
Royal Canadian Mounted Police.....	3	2		
Secretary of State.....		1		1
Senate of Canada.....				2
Soldiers' Civil Re-Establishment.....	21			
Supreme Court.....		3		2
Trade and Commerce.....	38	145	39	
Totals.....	1,235	9,857	1,486	43
Totals (March 31, 1927).....	1,255	9,912	783	52

TABLE NO. 17—Lithographing and Engraving Division—Record of Work for Fiscal Year 1927-28

	Number
Sketches for steel dies.....	24
Engraved steel dies.....	63
Sketches for card plates.....	37
Engraved card plates.....	106
Sketches for Invitation—Christmas cards, etc.....	50
Engraved Invitation—Christmas cards, etc.....	72
Sketches for Cheques—Forms, Certificates, etc.....	12
Engraved Cheques—Forms, Certificates, etc.....	11
Engraved patches for cheques.....	125
Making drawings for diagrams.....	7
Preparing zinc plates.....	2
Proofs from zinc plates.....	4
Proofs from copper plates.....	916
Transfers from inap plates.....	797

TABLE No. 18—Comparative Statement of the Number of Letterpress Impressions for the last Eight Years

Years	Impressions executed in Printing Bureau
1920-21.....	94,563,860
1921-22.....	94,482,190
1922-23.....	98,789,239
1923-24.....	109,417,386
1924-25.....	96,879,527
1825-26.....	97,011,711
1926-27.....	113,973,666
1927-28.....	111,908,011



ACCOUNTANT'S BRANCH

OTTAWA, August 1, 1928.

F. A. ACLAND, Esq.,
King's Printer and Controller of Stationery.

SIR,—I have the honour to submit the following report of the transactions of this branch of the department for the fiscal year ending March 31, 1928, Complete details of the financial operations of the department will be found under the following heads:—

1. General Financial Statement.
2. Letter of Credit Account.
3. King's Printer's Advance Account.
4. Printing Branch Account and comparative statements.
5. Stationery Branch Account and comparative statements.
6. Appropriations, detail of expenditure.
7. *Canada Gazette*, comparative statement of Revenue and Expenditure.
8. Casual Revenue Account.

Respectfully submitted,

F. G. BRONSKILL,
Chief Accountant.

I. GENERAL FINANCIAL STATEMENT FOR THE FISCAL YEAR ENDING MARCH 31, 1928

Dr.

Dr.

	Printing Branch		Stationery Branch		Appropriation Credits	Total
	Letter of Credit Receipts	Work completed and chargeable to Departments	Letter of Credit	Goods purchased and chargeable to Departments		
	\$	cts.	\$	cts.	\$	cts.
KING'S PRINTER'S ADVANCE ACCOUNT						
Advances to Printing Branch Account by letter of credit.....	\$2,171,114	84				
Advances to Printing Branch Account by cheques on New York.....	4,343	40				
Advances to Printing Branch by Bills of Exchange.....	542	03				
Advances to Stationery Branch Account by letter of credit.....	1,121,968	91				
Advances to Stationery Branch Account by cheques on New York.....	26,241	29				
Advances to Stationery Branch Account by bills of exchange.....	14,827	87				
Advances to Stationery Branch Account by cheques on France.....	14	21				
Advances to Stationery Branch Account by cheques on Italy.....	5	54				
Advances to Stationery Branch Account by cheques on Belgium.....	7	92				
Advances to Stationery Branch Account by cheques on Germany.....	478	76				
Advances to Stationery Branch Account by cheques on India.....	31	12				
Advances to Stationery Branch Account by cheques on Manila, P.I.....	5	31				
Advances to Stationery Branch Account by cheques on Switzerland.....	37	66				
Advances to Stationery Branch Account by cheques on Austria.....	16	40				
Advances to Stationery Branch Account by cheques on Spain.....	3	65				
Printing, binding, etc., chargeable to departments.....						
Printing, etc., ordered outside and chargeable to departments.....						
Paper stock used on above work.....						
	2,176,000	27				2,176,000 27
			1,129,997	59		
			352,949	89		
			714,668	33		
			1,163,638	64		1,163,638 64

Empty spools sold to public.....	30 90				
Electros sold to public.....	5 40				
Sanitary towels sold to public.....	2 10				
Crating charges to public.....	57 55				
Total.....			1,197,573 10		2,197,711 76
Stationery, etc., chargeable to departments.....			2,834 93		
Discarded typewriters sold to public.....					
Total.....					1,200,408 03
CASUAL REVENUE ACCOUNT					
Proceeds of sales—					
Parliamentary publications to departments.....			20,351 67		
Parliamentary publications to public.....			46,282 35		
<i>Canada Gazette</i> , advertising and subscriptions.....			81,242 62		
Waste paper, packing cases, etc., to public.....			15,800 30		
Excess of revenue over expenditure in Printing Branch Account.....			36,065 32		
Excess of revenue over expenditure in Stationery Branch Account.....			18,553 82		
Total.....					218,296 08
APPROPRIATIONS					
Civil Government Salaries.....				77,565 00	
Civil Government Contingencies.....				13,500 00	
Printing binding and distributing the Annual Statutes.....				10,000 00	
<i>Canada Gazette</i>				35,000 00	
Plant—Repairs and Renewals.....				30,000 00	
Plant—New.....				34,550 00	
Distribution of Parliamentary Documents.....				50,000 00	
Printing and binding Government Publications, for sale and distribution to departments and the public.....				40,000 00	
Gratuities.....				1,041 34	
Printing, binding and distributing the Revised Statutes of Canada, 1927: English and French editions.....				125,000 00	
Printing, binding and distributing the Revised Edition of the Criminal Code, 1927: English and French editions.....				30,000 00	
Vote No. 535, Flat increase to Civil Service, both inside and outside.....				2,340 00	
Total.....					448,996 34
Grand total.....	2,176,000 27	1,163,638 04	1,200,408 03	218,296 08	7,405,051 12

I. GENERAL FINANCIAL STATEMENT—Concluded

C.R.

	Printing Branch		Stationery Branch		Casual Revenue Deposits	Appropriation Expenditure	Total	
	Letter of Credit Expenditure	Receipts from Departments	Letter of Credit Expenditure	Receipts from Departments				
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
KING'S PRINTER'S ADVANCE ACCOUNT								
Expenditure on Printing Branch Account—								
Wages.....	1,039,790	44						
Printing material.....	78,561	68						
Paper stock.....	665,597	69						
Outside work.....	356,901	73						
Miscellaneous expenses.....	20,801	17						
Char service and cleaning material.....	14,347	56						
Total.....							2,176,000	27
Expenditure on Stationery Branch Account—								
Goods, stationery.....				1,052,943	22			
Wages.....				101,259	49			
Miscellaneous expense.....				9,435	93			
Total.....							1,163,638	64
Deposits to credit of Dominion Government—								
Sales of printing, etc., to departments.....		2,197,615	81					
“ empty spoils.....		30	90					
“ electros.....		5	40					
“ sanitary towels.....		2	10					
Crating charges to public.....		57	55					
Total.....							2,197,711	76
Sales of stationery, etc., to departments.....							1,197,573	10
“ discarded typewriters.....							2,834	93
Total.....							1,200,408	03
CASUAL REVENUE								
Deposits to credit of Dominion Government—								
Sales of parliamentary publications to departments.....							20,351	67
“ parliamentary publications to public.....							46,282	35
“ <i>Canada Gazette</i> , advertising and subscriptions.....							81,242	62
“ waste paper, empty cases, etc., to public.....							15,800	30

Entry Warrant—									
Excess of revenue over expenditure in Printing Branch Account, transferred to credit of Casual Revenue Account.....								36,065 32	
Excess of revenue over expenditure in Stationery Branch Account, transferred to credit of Casual Revenue Account.....								18,553 82	
Total.....									218,296 08
APPROPRIATIONS									
Expenditure—									
Civil Government Salaries.....									77,562 33
Civil Government Contingencies.....									13,496 95
Printing, binding and distributing the Annual Statutes.....									8,938 67
<i>Canada Gazette</i>									30,706 34
Plant—Repairs and Renewals.....									29,260 48
Plant—New.....									34,051 50
Distribution of Parliamentary Documents, Printing and binding Government Publications, for sale and distribution to departments and the public.....									48,473 52
Gratuities.....									33,713 95
Printing, binding and distributing the Revised Statutes of Canada, 1927, English and French editions.....									1,041 34
Printing, binding and distributing the Revised Edition of the Criminal Code, 1927, English and French editions.....									96,265 32
Vote No. 535—Flat increase to Civil Service, both inside and outside.....									14,905 88
Total.....									2,340 00
Unexpended balances—									
Civil Government Salaries.....									2 67
Civil Government Contingencies.....									3 05
Printing, binding and distributing the Annual Statutes.....									1,061 33
<i>Canada Gazette</i>									4,293 66
Plant—Repairs and Renewals.....									739 52
Plant—New.....									498 50
Distribution of Parliamentary Documents, Printing and binding Government Publications, for sale and distribution to departments and the public.....									1,526 48
Printing, binding and distributing the Revised Statutes of Canada, 1927, English and French editions.....									6,286 05
Printing, binding and distributing the Revised Edition of the Criminal Code, 1927, English and French editions.....									28,734 68
Total.....									15,094 12
Grand total.....	2,176,000 27	2,197,711 76	1,163,638 64	1,200,408 03	218,296 08	448,996 34	7,405,051 12	58,240 06	

2. LETTER OF CREDIT ACCOUNT

Amount received by letters of credit for the fiscal year ending March 31, 1928.....	\$ 3,588,676 28
Amount received by bills of exchange.....	15,369 90
Amount received by cheques on New York.....	32,631 11
Amount received by cheques on France.....	14 21
Amount received by cheques on Italy.....	5 54
Amount received by cheques on Belgium.....	7 92
Amount received by cheques on Germany.....	478 76
Amount received by cheques on India.....	31 12
Amount received by cheques on Switzerland.....	37 66
Amount received by cheques on Austria.....	16 40
Amount received by cheques on Spain.....	3 65
Amount received by cheques on Manilla, P.I.....	5 31
Total.....	\$ 3,637,277 86
Detail by accounts of net expenditure drawn on above credit account—	
Printing Branch Account.....	\$ 2,176,000 27
Stationery Branch Account.....	1,163,638 64
Printing, binding and distributing the Annual Statutes.....	8,938 67
<i>Canada Gazette</i>	30,706 34
Plant—Repairs and Renewals.....	29,260 48
Plant—New.....	34,051 50
Distribution of Parliamentary Documents.....	48,473 52
Printing and binding Government Publications for sale and distribution to departments and the public.....	33,713 95
Gratuities.....	1,041 34
Printing, binding and distributing the Revised Statutes of Canada, 1927, English and French editions.....	96,265 32
Printing, binding and distributing the Revised Edition of the Criminal Code, 1927, English and French editions.....	14,905 88
	\$ 3,636,995 91
Refunds deposited to respective accounts—	
Printing Branch Account.....	\$ 29 02
Stationery Branch Account.....	202 93
Plant—Repairs and Renewals.....	50 00
	281 95
	\$ 3,637,277 86

3. KING'S PRINTER'S ADVANCE ACCOUNT

Debit balance brought forward from the fiscal year 1926-27—Stationery Branch Account..	\$ 17,185 22
Advances to King's Printer during fiscal year 1927-28—	
For Printing Branch.....	\$ 2,176,029 29
For Stationery Branch.....	1,163,841 57
	3,339,870 86
Amount received for printing, etc., in excess of expenditure on same.....	36,065 32
Amount received for stationery in excess of expenditure on same.....	18,553 82
	54,619 14
	\$ 3,411,675 22
Deposits to credit of Receiver General made by the King's Printer to cover advances made during the fiscal year 1927-28—	
Amount received from departments and Parliament for printing, etc.....	\$ 2,197,615 81
Amount from sale of empty spools.....	30 90
Amount from sale of electros.....	5 40
Amount from sale of sanitary towels.....	2 10
Crating charges.....	57 55
	\$ 2,197,711 76
Amount of refunds—Printing Branch.....	29 02
	\$ 2,197,740 78
Amount received from departments and Parliament for stationery, etc.....	\$ 1,197,573 10
Amount from sale of discarded typewriters.....	2,834 93
	1,200,408 03
Amount of refunds—Stationery Branch.....	202 93
	\$ 1,200,610 96
	\$ 3,398,351 74
Amount by which the stock of the Printing Branch was increased during the fiscal year 1927-28.....	14,353 83
	\$ 3,412,705 57
Amount by which the stock of the Stationery Branch was decreased during the fiscal year 1927-28.....	1,030 35
	\$ 3,411,675 22

4. PRINTING BRANCH ACCOUNT

Inventory on April 1, 1927.....		\$	370,128	52
Expenditure for the fiscal year 1927-28—				
Wages.....	\$	1,039,790	44	
Printing material.....	\$	77,056	94	
Customs duties (rechargeable).....		1,504	74	
			78,561	68
Paper stock.....			665,597	69
Outside work.....			356,901	73
Office printing.....	\$	16,145	01	
Office stationery.....		1,679	53	
Freight.....		718	74	
Brokerage.....		49	50	
Motor supplies, repairs, gasoline, etc., 50 p.c. of cost.....		2,208	39	
			20,801	17
Char service and cleaning material.....			14,347	56
				2,176,000
Profit for the fiscal year 1927-28 transferred to Casual Revenue Account.....				36,065
				32
				\$ 2,582,194
				11
Revenue for the fiscal year 1927-28—				
Sale of inside work, printing, etc., to departments and Parliament.....	\$	1,844,665	92	
Sale of outside work to departments and Parliament.....		352,949	89	
				\$ 2,197,615
Sale of empty spools.....	\$	30	90	
Sale of electros.....		5	40	
Sale of sanitary towels.....		2	10	
Crating charges.....		57	55	
				95
				95
				\$ 2,197,711
				76
Inventory on March 31, 1928.....				384,482
				35
				\$ 2,582,194
				11

DETAIL OF INVENTORY OF PRINTING BRANCH AS ON MARCH 31, 1928

Work in process—Labour and Burden—				
Hand composition.....	\$	46,272	98	
Monotype composition.....		33,161	21	
Linotype composition.....		15,926	66	
				\$ 95,360
Stereotyping.....				85
Press work.....				1,858,
Binding.....				70
Die-stamping.....				18,103
Engraving.....				44
				17,752
				55
				334
				40
				569
				00
				\$ 133,978
				94
Work in process—Material—				
Press division—Ink.....	\$	369	14	
Bindery division.....		7,244	48	
Engraving division.....		2	12	
Paper.....		62,559	00	
				\$ 70,174
				74
Materials etc., on hand, in different divisions—				
Paper stores division.....	\$	89,097	93	
Printing stores division.....		60,793	85	
Mechanical division.....		1,488	65	
Hand composing division.....		28	75	
Monotype composing division.....		18	17	
Linotype composing division.....		9	25	
Stereotyping division.....		131	95	
Press division.....		1,183	31	
Bindery division.....		2,647	41	
Engraving division.....		494	02	
				\$ 155,893
				29
Amount for lithographing, printing, binding, etc., paid to outside firms and not charged to departments and Parliament on March 31, 1928.....				24,435
				38
				\$ 384,482
				35

STATEMENT, by Departments, of accounts paid for Printing, Binding, Lithographing, etc., done outside the Department, during the fiscal year ending March 31, 1928.

Department	Express and Freight paid to transportation companies	Printing, Binding and Lithographing	Total
	\$ cts.	cts.	\$ cts.
Advisory Board on Tariff and Taxation.....		11 44	11 44
Agriculture.....	158 03	26,343 97	26,502 00
Archives.....		29 36	29 36
Auditor General.....		19 32	19 32
Chief Electoral Officer.....		31 98	31 98
Civil Service Commission.....		38 74	38 74
Exchequer Court.....		19 50	19 50
External Affairs.....		2,408 51	2,408 51
Finance.....		4,054 46	4,054 46
Governor General's Secretary.....		680 01	680 01
Health.....		505 58	505 58
House of Commons.....		1,229 72	1,229 72
Immigration and Colonization.....	5 76	53,460 86	53,466 62
Indian Affairs.....	39 50	288 89	328 39
Insurance.....	3 45	426 58	430 03
Interior.....	73 52	44,869 13	44,942 65
Justice.....		611 45	611 45
Labour.....		598 18	598 18
Library of Parliament.....		19 24	19 24
Marine and Fisheries.....	83 93	14,976 62	15,060 55
Mines.....	6 76	12,234 63	12,241 39
National Defence.....	5 15	7,257 60	7,262 75
National Research Council.....	0 65	82 45	83 10
National Revenue.....	99 24	15,251 66	15,350 90
Post Office.....	1,970 61	121,947 11	123,917 72
Privy Council.....		383 22	383 22
Public Printing and Stationery.....		6,537 41	6,537 41
Public Works.....	4 18	923 62	933 80
Railways and Canals.....	2 66	13,423 73	13,426 39
Railway Commission.....		165 78	165 78
Royal Canadian Mounted Police.....		543 56	543 56
Secretary of State.....		9,201 51	9,201 51
Senate of Canada.....		264 40	264 40
Soldiers' Civil Re-establishment.....	0 55	3,847 55	3,848 10
Soldier Settlement Board.....		53 92	53 92
Supreme Court.....		12 48	12 48
Trade and Commerce.....	1,399 53	10,288 04	11,687 57
Total.....	3,853 52	353,048 21	356,901 73

STATEMENT of Printing, Lithographing, etc., and Paper supplied to Departments and Parliament, for the fiscal year ending March 31, 1928.

Department	Outside Work		Inside Printing, Binding etc.		Paper		Total	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Advisory Board on Tariff and Taxation.....		11 44		377 52		532 05		921 01
Agriculture.....	27,648	42	95,689	88	69,006	58	192,344	88
Archives—Public.....		253 81		3,560 07		190 42		4,004 30
Auditor General's Office.....		19 32		11,681 02		1,348 67		13,049 01
Chief Electoral Officer.....		31 98		3,009 95		5,654 41		8,696 34
Civil Service Commission.....		44 77		4,926 93		3,999 22		8,970 92
Diamond Jubilee Committee.....	2,233	77	5,239	15	3,909	82	11,382	74
Exchequer Court.....		19 50		292 45		135 92		447 87
External Affairs.....		181 39		15,919 38		3,490 34		19,591 11
Finance.....	4,880	03	7,835	52	9,982	33	22,697	88
Govt. Contracts Supervision Committee.....				55 61		131 73		187 34
Governor General's Secretary.....		680 01		2,402 30		1,220 24		4,302 55
Health.....		599 68		14,142 19		9,737 36		24,479 23
House of Commons.....	1,506	40	80,961	38	14,888	43	97,356	21
Immigration and Colonization.....	53,468	55	18,066	58	42,757	91	114,293	04
Indian Affairs.....		323 39		4,752 82		2,970 51		8,051 72
Insurance.....		431 63		21,993 11		4,954 70		27,379 44
Interior.....	44,319	43	63,456	14	56,216	31	163,991	88
Justice.....		520 16		3,706 46		1,361 56		5,588 18
Labour.....		598 00		32,838 34		12,624 92		46,061 26
Library of Parliament.....		19 24		6,292 89		100 84		6,412 97
Marine and Fisheries.....	15,145	72	62,263	23	22,580	15	99,989	10
Mines.....		9,130 28		43,817 52		13,106 74		66,054 54
National Defence.....	2,285	32	43,648	88	28,232	84	74,187	04
National Gallery of Canada.....				146 23		123 08		269 31
National Research Council.....		83 10		1,663 84		309 93		2,056 87
National Revenue.....	15,231	83	71,422	17	130,254	60	216,908	60
Penitentiaries.....		32 24		1,862 00		1,041 56		2,935 80
Post Office.....	126,774	33	121,321	60	112,238	67	360,334	60
Privy Council.....		383 22		975 71		395 66		1,754 59
Public Printing and Stationery.....	6,434	24	175,623	03	66,681	87	248,739	14
Public Works.....		888 41		11,146 02		8,170 00		20,204 43
Railways and Canals.....	13,426	39	10,067	12	7,913	02	31,406	53
Railway Commission.....		165 78		7,931 43		1,060 48		9,157 69
Royal Canadian Mounted Police.....		551 40		2,822 76		1,391 23		4,765 39
Royal Mint.....				60 81		89 54		150 35
Secretary of State.....	7,956	35	24,456	99	8,595	65	41,008	99
Senate of Canada.....		2,162 71		134 49				2,297 20
Soldiers' Civil Re-establishment.....	4,066	41	4,976	72	7,100	78	16,143	91
Soldier Settlement Board.....		53 92		1,977 94		2,052 24		4,054 10
Supreme Court.....		36 62		6,401 86		3,618 34		10,056 82
Trade and Commerce.....	12,508	41	138,049	33	54,343	19	204,900	93
Total.....	352,949	89	1,129,997	59	714,668	33	2,197,615	81

COMPARATIVE STATEMENT of Printing, Binding, Lithographing, etc., and Paper supplied to Departments and Parliament, for the last five fiscal years, 1923-24, 1924-25, 1925-26, 1926-27 and 1927-28.

Department	1923-24		1924-25		1925-26		1926-27		1927-28	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Advisory Board on Tariff and Taxation.....								479 65		921 01
Agriculture.....	174,620	70	180,905	07	153,160	51	160,705	29	192,344	88
Air Board.....		21 20								
Archives.....	12,604	82	4,423	64	1,398	83	18,593	11	4,004	30
Auditor General.....	19,316	92	15,810	73	16,471	20	15,756	12	13,049	01
Canadian National Railways.....	2,460	96		223 69						
Chief Electoral Officer.....	3,861	10	7,712	77	59,854	84	36,609	23	8,696	34
Civil Service Commission.....	8,981	23	6,217	34	7,217	68	6,807	83	8,976	92
Diamond Jubilee Committee.....									11,382	74
Editorial Committee.....		3 15								
Exchequer Court.....		299 88		217 58		447 95		224 99		447 87
External Affairs.....	12,912	67	11,360	75	19,913	20	16,194	29	19,591	11
Finance.....	117,840	68	38,024	67	21,416	43	23,180	91	22,697	88
Government Contracts Supervision Committee.....		190 32		96 05		542 69		114 77		187 34
Governor General's Secretary.....	2,576	59	1,800	38	2,201	70	5,021	37	4,302	55
Health.....	39,216	05	19,705	13	14,280	50	19,873	19	24,479	23
House of Commons.....	138,354	05	177,574	10	151,772	22	165,109	39	97,356	21
Immigration and Colonization.....	146,373	32	143,775	51	100,695	87	30,626	33	114,293	04
Indian Affairs.....	8,498	09	8,852	68	5,579	34	8,140	51	8,051	72
Insurance.....	34,822	68	30,298	81	26,422	15	28,688	30	27,379	44
Interior.....	125,611	76	155,836	30	135,266	56	154,334	71	163,991	88
Justice.....	6,252	10	25,944	33	6,345	58	5,618	83	5,588	18
Labour.....	49,138	77	41,004	15	37,186	78	46,333	63	46,061	26
Library of Parliament.....	8,397	66	8,056	40	5,239	22	5,021	02	6,412	97
Marine.....	109,843	55	91,313	40	82,753	26	89,262	81	99,989	10
Mines.....	70,294	99	74,747	59	98,909	24	85,302	70	66,054	54
National Defence.....	59,407	66	63,186	35	61,096	29	59,156	31	74,187	04
National Gallery of Canada.....		209 28		1,262 14		396 48		356 62		269 31
National Research Council.....	1,088	73	995	74	2,017	92	2,710	51	2,056	87
National Revenue.....	107,956	54	137,174	79	174,370	38	159,616	21	216,908	60
Northwest Territories.....		1,880 12		706 72						
Patent and Copyright Office.....	41,305	84	38,296	99	43,125	53	36,594	61		
Penitentiaries.....	3,093	79	2,743	96	3,019	10	2,541	90	2,935	80
Post Office.....	310,095	45	364,098	14	287,342	21	349,987	95	360,334	60
Privy Council.....		1,006 12		646 28		608 33		1,014 30		1,754 59
Public Printing and Stationery.....	136,730	80	140,612	94	127,966	70	137,269	84	248,739	14
Public Works.....	21,143	78	22,989	34	18,529	03	20,970	09	20,204	43
Purchasing Committee.....		211 28								
Railways and Canals.....	15,616	80	14,724	32	12,939	56	13,530	74	31,406	53
Railway Commission.....	5,324	37	3,738	83	5,013	80	4,004	33	9,157	69
Royal Canadian Mounted Police.....	7,379	47	9,104	87	5,432	34	9,834	05	4,765	39
Royal Mint.....		267 28		77 01		37 10		141 67		150 35
Secretary of State.....	13,576	12	9,450	84	10,941	24	8,977	72	41,008	99
Senate of Canada.....	11,765	46	9,143	09	7,013	62	4,574	45	2,297	20
Soldiers' Civil Re-establishment.....	18,182	54	13,383	30	12,872	53	14,551	57	16,143	91
Soldier Settlement Board.....	7,199	21	5,581	99	4,530	12	3,903	26	4,084	10
Supreme Court.....	11,071	79	8,215	41	9,575	70	9,127	96	10,056	82
Trade and Commerce.....	174,215	42	137,200	49	165,470	18	175,367	24	204,900	93
Total.....	2,041,221	09	2,027,234	61	1,899,373	91	1,936,730	31	2,197,615	81

5. STATIONERY BRANCH ACCOUNT

Debit balance brought forward from fiscal year 1926-27.....	\$	17,185	22
Inventory, April 1, 1927.....		137,792	78
Amount of goods purchased during fiscal year 1927-28—			
Canadian.....	\$	986,209	86
United Kingdom.....		14,827	87
United States.....		26,241	29
Other countries.....		600	57
Customs (rechargeable).....	\$	5,100	97
Postage (rechargeable).....		3,600	00
Freight (rechargeable).....		16,362	66
		25,063	63
		1,052,943	22
Amount of other expenditure during fiscal year 1927-28—			
Wages (direct).....		99,251	37
Wages (indirect), mechanical repair and upkeep.....		2,008	12
		101,259	49
Office printing.....		1,700	37
Office stationery.....		2,254	67
		3,955	04
Brokerage.....		96	50
Freight, etc.....		1,625	48
Char service and cleaning material.....		2,433	88
Motor supplies, repairs, renewals, gasoline, oil, etc., 30 p.c. of cost.....		1,325	03
		110,695	42
Profit for the fiscal year 1927-28 transferred to Casual Revenue Account.....		18,553	82
		<u>\$1,337,170</u>	<u>46</u>
Amount of goods issued to departments and Parliament during fiscal year 1927-28.....	\$	1,197,573	10
Amount of sale of discarded typewriters.....		2,834	93
		\$ 1,200,408	03
Inventory, March 31, 1928.....		136,762	43
		<u>\$ 1,337,170</u>	<u>46</u>

The stock of goods has been decreased \$1,030.35 during the fiscal year.

STATEMENT of Goods purchased and Goods issued to Departments and Parliament in each month for the fiscal year ending March 31, 1928

Month	Canadian		United Kingdom		United States		Other Countries		Total		Goods Issued	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
1927												
April.....	76,082	94							76,082	94	85,101	27
May.....	70,092	35	467	55	2,733	67	41	97	73,335	54	78,644	91
June.....	93,930	00	891	91	3,061	60			97,883	51	95,343	02
July.....	71,748	43	2,212	05	1,917	95	400	56	76,278	99	104,955	82
August.....	69,997	05			3,010	12	7	40	73,014	57	83,724	49
September.....	98,291	40	2,385	05	373	84	29	73	101,080	02	108,603	89
October.....	84,009	80	3,468	74	1,113	61			88,592	15	90,574	53
November.....	98,667	67			3,108	58	4	08	101,780	33	113,750	47
December.....	101,712	18	1,007	54	4,480	11	18	82	107,218	65	108,125	85
1928												
January.....	79,485	04	2,065	13	2,592	37	64	26	84,206	80	86,652	37
February.....	59,868	80	500	67	2,010	90	27	20	62,407	57	108,560	14
March.....	107,534	87	1,829	23	1,854	29	6	55	111,224	94	133,536	34
	1,011,420	53	14,827	87	26,257	04	600	57	1,053,106	01		
Refunds on goods purchased	147	04			15	75			162	79		
Total of goods purchased and goods issued.....	1,011,273	49	14,827	87	26,241	29	600	57	1,052,943	22	1,197,573	10

COMPARATIVE STATEMENT of amount of Goods issued to Departments and Parliament for the last five fiscal years, 1923-24, 1924-25, 1925-26, 1926-27 and 1927-28.

Department	1923-24	1924-25	1925-26	1926-27	1927-28
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Advisory Board on Tariff and Taxation.....				2,856 57	4,233 55
Agriculture.....	63,253 38	61,530 69	67,985 35	72,294 02	75,777 93
Archives.....	2,670 88	2,870 80	4,904 61	5,818 37	4,759 69
Auditor General.....	4,939 64	3,253 64	4,861 17	4,687 55	4,497 82
Canadian National Railways.....	11,556 17	2,651 49	1,517 21	724 61	182 52
Chief Electoral Officer.....	1,207 31	1,022 95	10,419 34	7,551 95	3,283 70
Civil Service Commission.....	8,937 33	5,747 14	5,243 56	7,616 69	7,896 66
Editorial Committee.....	69 29				
Exchequer Court.....	582 69	319 34	375 21	558 30	665 99
External Affairs.....	5,256 41	4,661 95	4,271 70	4,534 90	7,880 85
Finance.....	42,220 24	19,488 46	10,355 94	10,301 73	13,399 32
Government Contracts Supervision Committee			951 15	1,108 57	584 07
Governor General's Secretary.....	3,290 62	1,925 90	2,910 89	2,842 19	2,218 45
Health.....	9,434 98	7,924 24	10,219 50	9,842 88	10,371 32
House of Commons.....	5,707 52	12,388 41	10,682 25	21,256 18	18,944 00
Immigration and Colonization.....	27,447 35	28,623 70	26,820 00	25,643 58	24,755 19
Indian Affairs.....	33,735 53	33,251 04	35,588 15	35,557 62	45,648 07
Insurance.....	2,961 15	2,375 44	3,700 20	2,423 97	3,252 09
Interior.....	79,340 25	77,971 07	84,138 39	96,551 68	96,907 13
International Joint Commission.....	0 14	20 97	41 44	21 77	1 58
Justice.....	7,506 19	6,038 70	6,956 91	8,935 05	8,336 03
Labour.....	3,835 83	3,385 17	4,884 44	6,562 16	7,957 26
Library of Parliament.....	837 00	894 73	638 55	835 43	1,045 99
Marine.....	46,192 68	34,280 95	36,177 29	49,123 19	58,481 19
Mines.....	20,320 68	19,423 09	18,121 82	17,158 40	19,682 93
National Defence.....	64,440 43	72,718 15	76,057 69	87,399 80	102,971 71
National Gallery of Canada.....	57 53	70 81	146 77	225 88	186 79
National Research Council.....	1,484 07	1,330 90	2,287 61	853 75	1,144 34
National Revenue.....	73,520 75	77,638 16	108,440 16	110,518 53	118,350 30
Northwest Territories.....	3,417 62	1,797 68			
Patent and Copyright Office.....	3,770 33	8,062 54	9,255 02	9,568 57	
Penitentiaries.....	7,682 06	7,731 48	9,555 26	8,574 39	8,838 60
Post Office.....	179,869 20	115,996 55	181,487 63	219,409 87	231,393 14
Privy Council.....	1,707 69	1,129 60	1,213 57	1,564 09	1,561 34
Public Printing and Stationery.....	70,034 99	56,790 20	59,740 43	69,672 29	66,362 82
Public Works.....	34,652 49	32,648 13	35,518 94	31,651 31	35,096 75
Purchasing Commission.....	136 93				
Railways and Canals.....	21,605 51	24,794 70	35,685 33	28,167 88	38,056 02
Railway Commission.....	6,507 51	5,201 39	7,306 12	7,161 32	8,555 67
Royal Canadian Mounted Police.....	17,373 92	12,315 16	20,032 77	23,700 13	18,197 92
Royal Mint.....	204 07	181 94	280 63	351 66	342 90
Secretary of State.....	9,216 57	8,796 02	8,392 68	8,337 93	12,065 81
Senate of Canada.....	6,339 30	6,306 99	5,108 47	5,859 57	6,580 93
Soldiers' Civil Re-establishment.....	50,211 19	35,948 09	36,570 01	40,456 82	41,401 53
Soldier Settlement Board.....	20,891 60	14,959 82	17,462 01	20,306 21	26,876 78
Supreme Court.....	1,104 13	714 84	1,257 12	1,207 31	1,901 16
Trade and Commerce.....	33,553 34	30,332 34	34,034 26	45,127 67	56,922 35
Total.....	991,259 79	845,749 04	1,001,597 55	1,114,922 52	1,197,573 10

6. DETAIL OF EXPENDITURE OF APPROPRIATIONS

<i>Appropriation—Civil Government Salaries</i>		\$ 77,565 00
Detail of expenditure—		
Salaries paid during the year.....	\$ 77,562 33	
Unexpended balance.....	2 67	
		<u>77,565 00</u>

<i>Appropriation—Civil Government Contingencies</i>		\$ 13,500 00
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Detail of expenditure—		
Window cleaning.....	\$ 681 00	
Washing office towels and welfare linen.....	238 00	
Office printing.....	4,322 14	
Office stationery.....	5,096 61	
Travelling expenses.....	2,028 04	
Telephone and telegraph.....	641 90	
Cab hire and street car fare.....	119 50	
Postage.....	110 00	
Newspapers and periodicals.....	233 11	
Sundries.....	26 65	
	\$ 13,496 95	
Unexpended balance.....	3 05	
		<u>\$ 13,500 00</u>

<i>Appropriation—Printing, binding, and distributing the Annual Statutes</i>		\$ 10,000 00
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Detail of expenditure—		
Printing and binding.....	\$ 8,938 67	
Unexpended balance.....	1,061 33	
		<u>\$ 10,000 00</u>

<i>Appropriation—Canada Gazette</i>		\$ 35,000 00
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Detail of expenditure—		
Printing and binding.....	\$ 22,451 58	
Paper used for above.....	3,665 24	
Editing and translating.....	4,589 52	
	\$ 30,706 34	
Unexpended balance.....	4,293 66	
		<u>\$ 35,000 00</u>

<i>Appropriation—Plant—Repairs and Renewals</i>		\$ 30,000 00
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Detail of expenditure—		
Bindery division.....	\$ 3,525 07	
Die-stamping division.....	62 74	
Divisions generally.....	2,771 24	
Envelope division.....	42 92	
Hand composing division.....	760 59	
Linotype division.....	8,555 5c	
Mechanical division.....	1,283 80	
Monotype division.....	4,197 01	
Engraving division.....	0 90	
Offices.....	170 32	
Paper stores division.....	85 96	
Press division.....	4,594 78	
Ruling division.....	767 22	
Printing and Sundry Stores division.....	577 22	
Stereotyping division.....	1,323 70	
Customs duties.....	343 48	
Brokerage.....	60 50	
Freight, etc.....	137 53	
	\$ 29,260 48	
Unexpended balance.....	739 52	
		<u>\$ 30,000 00</u>

<i>Appropriation—Plant—New</i>		\$ 34,550 00
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Detail of expenditure—		
Linotype division.....	\$ 7,093 70	
Stereotype division.....	6,551 10	
Press division.....	995 00	
Monotype division.....	5,610 99	
Hand Composing division.....	111 00	

DEPARTMENT OF PUBLIC PRINTING AND STATIONERY

Bindery division.....	11,312 70	
Mechanical division.....	1,208 23	
Customs duties.....	1,036 13	
Brokerage.....	20 00	
Freight, etc.....	112 65	
	<u>\$ 34,051 50</u>	
Unexpended balance.....	498 50	\$ 34,550 00
<hr/>		
<i>Appropriation—Distribution of Parliamentary Documents.....</i>		\$ 50,000 00
<i>Detail of expenditure—</i>		
Office printing.....	\$ 1,763 03	
Office stationery.....	3,762 26	
Office stationery, "addressograph" equipment.....	6,864 47	
Postage.....	2,781 00	
Express and freight.....	807 77	
Char service and cleaning material.....	980 56	
Motor supplies, repairs, renewals, gasoline, oil—20 p.c. of cost.....	883 36	
Sundries.....	4 50	
Salaries (direct).....	28,991 76	
Salaries (indirect), mechanical repairs and upkeep.....	1,634 81	
	<u>\$ 48,473 52</u>	
Unexpended balance.....	1,526 48	\$ 50,000 00
<hr/>		
<i>Appropriation—Printing and binding Government Publications for sale and distribution to departments and the public.....</i>		\$ 40,000 00
<i>Detail of expenditure—</i>		
<i>Public Printing and Stationery—</i>		
Acts, public and private.....	\$ 11,788 24	
Postal Guide and Supplements, 1927.....	2,821 12	
Annual reports.....	7,882 19	
Debates.....	7,056 23	
Votes and Proceedings, etc.....	1,700 91	
Members' speeches.....	2,411 40	
Senators' speeches.....	53 86	
	<u>\$ 33,713 95</u>	
Unexpended balance.....	6,286 05	\$ 40,000 00
<hr/>		
<i>Gratuities paid under Civil Service Act, 1918.....</i>		\$ 1,041 34
<i>Detail of expenditure, death gratuities paid to widows or legal representatives of:—</i>		
J. Adelard Boyle, stereotyper, died April 27, 1927.....	\$ 312 00	
George J. Jackman, labourer, died June 17, 1927.....	242 67	
Joseph H. Labelle, clerk, grade 2, died September 29, 1927.....	246 67	
George L. Fink, clerk, grade 2, died March 27, 1928.....	240 00	
	<u>1,041 34</u>	
<hr/>		
<i>Appropriation—Printing, binding and distributing the Revised Statutes of Canada, 1927, English and French editions.....</i>		\$ 125,000 00
<i>Detail of expenditure—</i>		
Printing and binding—progress charge to March 31, 1928.....	\$ 96,265 32	
Unexpended balance.....	28,734 68	\$ 125,000 00
<hr/>		
<i>Appropriation—Printing, binding and distributing the Revised Edition of the Criminal Code, 1927, English and French editions.....</i>		\$ 30,000 00
<i>Detail of expenditure—</i>		
Printing and binding.....	\$ 14,905 88	
Unexpended balance.....	15,094 12	\$ 30,000 00
<hr/>		
<i>Appropriation—Vote No. 555, Flat increase to Civil Service, both inside and outside.....</i>		\$ 2,340 00
<i>Detail of expenditure—</i>		
Flat increase paid during the year.....	\$ 2,340 00	\$ 2,340 00
<hr/>		

7. "CANADA GAZETTE"

COMPARATIVE STATEMENT of Revenue and Expenditure on account of *Canada Gazette* from the year 1874 to the fiscal year ending March 31, 1928.

Year	EXPENDITURE					REVENUE			
	Copies Gratis	Sub- scribers	Paper	Printing and Distributing	Editing and Trans- lating	Subscrip- tions	Advertising	Loss	Gain
			\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1874....	1,045	77	1,142 17	2,416 40	119 45	242 20	931 43	2,504 39	
1875....	1,077	85	1,177 17	2,414 00	135 53	242 80	843 74	2,640 16	
1876....	1,049	88	1,195 98	2,301 51	184 80	241 80	578 41	2,862 08	
1877....	1,084	81	1,292 25	2,323 45	141 80	224 75	681 62	2,851 13	
1878....	1,108	79	1,016 65	2,139 48	125 80	268 40	683 47	2,330 06	
1879....	1,115	85	1,195 21	2,293 81	123 90	246 50	739 82	2,626 60	
1880....	1,170	70	1,208 48	2,357 72	106 30	243 90	865 38	2,563 22	
1881....	1,251	68	1,197 38	2,132 20	137 40	353 65	1,028 04	2,085 29	
1882....	1,238	92	1,346 42	2,449 58	199 00	378 44	2,706 28	910 28	
1883....	1,250	109	1,414 24	2,181 48	215 30	367 25	2,181 53	1,262 24	
1884....	1,290	85	1,411 33	2,231 23	148 24	414 67	1,921 82	1,454 31	
1885....	1,321	69	250 00	2,291 74	150 05	289 85	1,264 65	1,137 29	
1886....	1,318	77	2,302 00	2,288 57	62 20	299 70	2,007 82	2,345 25	
1887....	1,366	84	1,797 21	2,537 79	389 10	321 40	2,831 04	1,571 66	
1888....	1,369	81	2,164 85	2,933 57	349 80	307 35	2,909 72	2,231 15	
1889....	1,367	83	1,883 83	2,859 19	103 60	308 60	4,637 49		99 47
1890....	1,429	71	1,758 50	3,128 36	204 00	487 95	2,777 03	1,825 88	
1891....	1,436	84	1,492 62	2,060 45	211 85	139 38	3,293 84	331 70	
1892....	1,429	86	1,480 19	2,069 36	188 98	313 47	3,436 32		11 26
1893....	1,426	84	1,485 71	2,826 07	240 54	306 50	4,612 37		366 55
1894....	1,418	82	1,183 66	2,485 08	265 10	298 73	3,545 87	89 24	
1895....	1,425	75	1,153 87	2,704 36	232 50	281 65	4,015 64		206 56
1896....	1,428	72	1,129 52	3,007 00	259 75	276 65	4,678 69		559 07
1897....	1,492	83	1,129 07	3,003 51	245 40	298 55	4,992 94		913 51
1898....	1,438	87	1,450 21	3,803 11	337 10	312 70	5,574 45		296 73
1899....	1,486	89	940 43	3,273 01	255 30	329 95	3,948 65	190 14	
1900....	1,529	96	1,092 72	3,640 17	289 50	350 00	4,679 98		7 59
1901....	1,528	97	1,349 79	4,267 81	256 60	329 65	4,870 82	1,173 73	
1902....	1,553	97	1,430 89	3,858 22	284 00	361 80	4,451 39	759 92	
1903....	1,545	105	1,315 56	3,999 78	253 60	371 85	5,667 65		470 56
1904....	1,559	116	1,427 48	4,368 81	309 80	430 40	4,523 25	1,152 44	
1905....	1,573	177	1,684 85	5,950 35	364 80	604 12	6,997 50	398 38	
1906....	1,559	191	1,629 58	6,909 57	460 85	750 00	7,644 35	605 65	
1907....	1,616	184	1,322 63	4,248 17	329 20	524 27	6,821 20		1,445 47
1908....	1,625	200	1,805 72	7,484 48	709 80	762 15	8,472 51	765 34	
1909....	1,665	185	2,053 45	7,319 99	587 60	721 20	8,684 40	555 44	
1910....	1,692	208	2,158 56	7,983 10	815 80	775 25	14,219 41		4,037 20
1911....	1,725	250	2,548 44	9,532 19	918 55	949 85	15,844 95		3,795 62
1912....	1,742	258	2,943 28	9,600 27	438 60	979 15	21,077 11		9,074 11
1913....	1,754	271	4,385 03	19,349 44	3,261 07	1,034 20	30,804 59		4,843 25
1914....	1,791	284	2,720 83	15,477 24	3,842 06	1,090 05	23,062 88		2,112 80
1915....	1,907	293	4,102 28	22,579 68	4,202 56	1,121 45	18,322 04	11,441 03	
1916....	1,901	424	3,018 22	14,978 79	2,905 34	1,505 58	28,357 80		8,961 03
1917....	991	484	4,088 93	14,248 76	2,658 00	1,677 20	35,885 58		16,567 09
1918....	1,000	600	6,966 17	28,214 72	3,764 71	2,335 85	29,671 57	6,938 68	
1919....	1,303	797	5,249 59	28,743 33	3,007 00	3,071 10	26,342 60	7,586 22	
1920....	1,278	722	4,693 32	42,850 34	3,268 00	2,746 00	47,579 26	486 40	
1921....	1,259	1,321	11,716 53	29,295 91	2,508 62	5,251 00	56,230 57		17,960 51
1922....	1,037	1,088	8,721 43	31,463 74	3,160 00	4,331 35	73,498 94		34,485 12
1923....	1,086	1,039	5,600 45	29,019 07	3,900 00	4,092 69	78,754 52		44,327 69
1924....	1,122	1,003	4,410 90	26,175 61	4,140 00	3,973 35	68,194 09		37,440 93
1925....	1,006	969	3,537 35	21,137 13	3,290 00	4,522 69	72,900 87		49,459 08
1926....	1,102	698	3,052 08	21,481 34	4,210 00	3,442 45	63,442 70		38,141 73
1927....	1,248	752	3,527 95	21,688 15	4,340 00	3,767 48	64,544 49		38,755 87
1928....	1,364	686	3,664 24	22,451 58	4,589 52	3,407 02	77,835 60		50,537 28

* Translating and editing from 1913.

8. CASUAL REVENUE ACCOUNT

DETAIL of proceeds of Casual Revenue sales made during the fiscal year ending
March 31, 1928

Sales of parliamentary and other publications to departments and Parliament...	\$ 20,351 67	
Sales to the public.....	46,282 35	
		\$ 66,634 02
Sales of <i>Canada Gazette</i> and advertising.....	77,835 60	
Sales of subscriptions.....	3,407 02	
		81,242 62
Sales of waste paper.....	\$ 13,899 96	
Sales of packing cases.....	452 60	
Sales of discarded office equipment.....	1,018 24	
Sales of waste twine.....	45 10	
Sales of discarded printing equipment.....	384 40	
		15,800 30
Sales of printing to departments and Parliament—		
Amount received in excess of expenditure during the fiscal year 1927-28.....		36,065 32
Sales of stationery to departments and Parliament—		
Amount received in excess of expenditure during the fiscal year 1927-28.....		18,553 82
Total.....		\$ 218,296 08

STATIONERY BRANCH

OTTAWA, August 14, 1928.

F. A. ACLAND, Esq.,
King's Printer and Controller of Stationery,
Ottawa, Ont.

DEAR SIR,—I have the honour to submit for your information the general statement of the accounts of this office from April 1, 1927, to March 31, 1928:—

Inventory, April 1, 1927.....	\$ 137,792 78	
Expenditure—Net—		
Wages.....	\$ 101,259 49	
Expense.....	9,435 93	
Stationery stock.....	1,052,943 22	
	1,163,638 64	
		\$ 1,301,431 42
Sales—		
Departments and Parliament.....	1,197,573 10	
Sundries.....	2,834 93	
	1,200,408 03	
Inventory—March 31, 1928.....	136,762 43	
		1,337,170 46
Profit for the fiscal year 1927-28.....		35,739 04
Debit balance from 1926-27.....		17,185 22
		\$ 18,553 82

Net gain

In presenting the above report I take this opportunity of advising you that the financial statement from the Auditor General's office has come to hand, showing a net difference of \$349.57.

When you take into consideration that the goods supplied amounted to over \$1,000,000, I think this is a very small percentage, and is bound to occur in any business.

Since the last report I have made further changes in our stock ledgers by the addition of one clerk, which enables a double check to be made on all entries. To date the balancing shows an improvement, and I feel that at the end of this year a marked improvement will be shown in our records.

A number of errors have been found and rectified through the double checking.

During the year:—

24,153 requisitions were received from departments,
3,173 letters were received,
15,312 letters were mailed.

Yours respectfully,

EDMUND RYDER,
Superintendent of Stationery.

DIVISION OF DOCUMENTS

F. A. ACLAND, Esq.,
King's Printer,
Ottawa.

DEAR SIR,—I have the honour to submit for your information the report of this division from April 1, 1927 to March 31, 1928. Owing to the new system of records of publications received, distributed and sold, the statement of activities is more complete than in the past.

The total sales during the fiscal year were as follows:—

To the Houses of Parliament and departments.....	\$ 22,015 12	
To the public.....	49,106 49	
A total of.....		\$ 71,121 61

showing an increase over the preceding fiscal year as follows:—

To the Houses of Parliament and departments.....	\$ 7,533 39	
To the public.....	9,492 94	
A total of.....		\$ 17,026 33

The number of orders issued for the mailing of publications during the fiscal year 1927-28 was 17,694.

The departmental sub post office worked efficiently during the year, its activities being as follows:—

Number of registered letters.....	2,556	
“ insured parcels.....	6,105	
“ letters.....	107,719	
Mail bags sent to railway station.....	19,634	
“ “ post office for final sortation.....	4,463	
Total number of bags.....		23,870

The very large increase in sales was due mainly to the fact that the volumes of Revised Statutes of Canada, 1927, became available for distribution in February, and by March 31, 1928, 1,571 sets in English and 98 sets in French had been sold at the rate of \$10 per set.

The duties of the branch were increased by the enactment of special regulations under P.C. 1471 authorizing the distribution to important libraries of all official publications not of a confidential character, and a report on this distribution is included in this statement. Tables showing distribution and sales of various publications or classes of publications are submitted.

A. L. NORMANDIN,
Chief, Division of Documents.

REVISED STATUTES OF CANADA, 1927

The following tables show the distribution, without charge, of the Revised Statutes of Canada, 1927, bound in cloth; also the number of sales.

To whom sent	English	French
PARLIAMENT		
Cabinet Ministers.....	17	5
Senators.....	89	24
Members of the House of Commons.....	237	176
	343	205
ALBERTA		
The Lieutenant-Governor.....	1	
Members of Government.....	7	
Officials of Provincial Government.....	24	
Police Magistrates.....	77	
	109	
BRITISH COLUMBIA		
The Lieutenant-Governor.....	1	
Members of Government.....	10	
Officials of Provincial Government.....	37	
Police Magistrates.....	29	
Stipendiary Magistrates.....	59	
Sheriffs.....	6	
Judges Chambers.....	1	
	143	
MANITOBA		
The Lieutenant-Governor.....	1	
Members of Government.....	4	
Officials of Provincial Government.....	88	
Police Magistrates.....	27	
Sheriffs.....	6	
	126	
NEW BRUNSWICK		
The Lieutenant-Governor.....	1	
Members of Government.....	6	
Officials of Provincial Government.....	22	
Police Magistrates.....	40	
Sheriffs.....	8	
	77	
NOVA SCOTIA		
The Lieutenant-Governor.....	1	
Members of Government.....	4	
Officials of Provincial Government.....	7	
Stipendiary Magistrates.....	55	
Sheriffs.....	18	
	85	
ONTARIO		
The Lieutenant-Governor.....	1	
Members of Government.....	8	
Officials of Provincial Government.....	31	
Deputy Judges.....	2	
Police Magistrates.....	203	
Sheriffs.....	48	
	293	

To whom sent	English	French
PRINCE EDWARD ISLAND		
The Lieutenant-Governor.....	1	
Members of Government.....	2	
Officials of Provincial Government.....	5	
Police Magistrates.....	6	
Stipendiary Magistrates.....	1	
Chief Magistrate.....	1	
Sheriffs.....	3	
	19	
QUEBEC		
The Lieutenant-Governor.....	1	
Members of Provincial Government.....		5
Officials of Provincial Government.....	34	118
Magistrates.....	2	13
Sheriffs.....	7	27
Recorders.....	8	37
	52	200
SASKATCHEWAN		
The Lieutenant-Governor.....	1	
Members of Government.....	5	
Officials of Provincial Government.....	12	
Police Magistrates.....	11	
Sheriffs and Local Registrar.....	28	
	57	
YUKON		
Members of Government.....	1	
Officials of Provincial Government.....	3	
Police Magistrate.....	1	
	5	
JUDGES, LIBRARIES, CONSULS GENERAL, DEPARTMENTAL LISTS, ETC.		
Judges.....	240	44
Libraries.....	205	51
Consuls General.....	22	2
Departmental Lists.....	183	33
Outside of Canada.....	108	4
	758	134
RECAPITULATION		
Parliament of Canada.....	343	205
Province of Alberta.....	109	
“ British Columbia.....	143	
“ Manitoba.....	126	
“ New Brunswick.....	77	
“ Nova Scotia.....	85	
“ Ontario.....	293	
“ Prince Edward.....	19	
“ Quebec.....	52	200
“ Saskatchewan.....	57	
“ Yukon Territory.....	5	
Judges, Libraries, Consuls General, Departmental Lists.....	650	130
Outside of Canada.....	108	4
	2,067	539
General distribution.....	2,067	539
Sales.....	1,571	98
Balance on hand.....	2,362	863
	6,000	1,500
Total number received.....	6,000	1,500

STATUTES OF CANADA, 1927

The following tables show the distribution, without charge, of Statutes of Canada, being 17 George V, First Session, Sixteenth Parliament, 1926-27, bound in cloth; also the number of sales.

To whom sent	English	French
PARLIAMENT OF CANADA		
Cabinet Ministers.....	17	5
Speakers of the Senate and House of Commons.....	2	2
Senators.....	74	19
Members of the House of Commons.....	179	56
Officers of the Senate.....	9	
Officers of the House of Commons.....	13	5
	294	87
JUDICIAL AND DEPARTMENTAL LIST DOMINION GOVERNMENT		
Judges, Supreme Court.....	5	2
Judges, Exchequer Court.....	2	1
Library, Supreme Court.....	6	3
Library of Parliament.....	20	10
Library of Parliament (for exchange).....	49	
Deputy Ministers and Departments.....	100	10
Department of Justice.....	75	
	257	26
PROVINCE OF ALBERTA		
Provincial Government.....	14	
Judges.....	23	
Clerks, Supreme Court.....	7	
Libraries.....	13	
Newspapers.....	6	
Stipendiary Magistrates.....	27	
Police Magistrates.....	7	
	97	
PROVINCE OF BRITISH COLUMBIA		
Provincial Government.....	16	
Judges.....	24	
Clerks, County Courts.....	9	
Registrar.....	2	
Registrar, County Court.....	1	
Stipendiary Magistrates.....	61	
Sheriffs.....	7	
Libraries.....	20	
Newspapers.....	10	
Police Magistrates.....	3	
	153	
PROVINCE OF MANITOBA		
Provincial Government.....	11	
Judges.....	21	
Clerks, County Courts.....	55	
Police Magistrates.....	2	
Sheriffs.....	7	
Prothonotaries.....	1	
Stipendiary Magistrates.....	65	
Libraries.....	13	
Newspapers.....	4	
Commissioners of Police.....	2	
	181	

DISTRIBUTION of Statutes of Canada—Continued

To whom sent	English	French
PROVINCE OF NEW BRUNSWICK		
Provincial Government.....	11	
Judges.....	14	
Clerks, County Courts.....	14	
Clerks, Circuit Courts.....	9	
Clerks, Supreme Court.....	1	
Deputy Clerk in Equity.....	1	
Sheriffs.....	14	
Stipendiary Magistrates.....	27	
Newspapers.....	6	
Clerk of the Crown.....	1	
Libraries.....	1	
Police Magistrates.....	9	
	108	
PROVINCE OF NOVA SCOTIA		
Provincial Government.....	10	
Judges.....	14	
Barristers, Society of Nova Scotia.....	1	
Sheriffs.....	18	
Clerks, County Courts.....	26	
Stipendiary Magistrates.....	30	
Newspapers.....	8	
Library.....	1	
Clerks, Admiralty Court.....	1	
	109	
PROVINCE OF ONTARIO		
Provincial Government.....	21	1
Judges.....	92	1
Officials at Osgoode Hall.....	8	
Police Magistrates.....	204	
Sheriffs.....	41	
Clerks of the Peace.....	45	
Clerks, County Court.....	44	
County Crown Attorneys.....	51	
Law Associations.....	41	
Commissioner of Police.....	1	
Newspapers.....	38	1
Libraries.....	7	1
	593	4
PROVINCE OF PRINCE EDWARD ISLAND		
Provincial Government.....	7	
Judges.....	5	
Stipendiary Magistrates.....	2	
Prothonotaries.....	3	
Sheriffs.....	3	
Police Magistrates.....	6	
Clerks of the Crown.....	1	
Law Society.....	2	
Newspapers.....	3	
	32	
PROVINCE OF QUEBEC		
Provincial Government.....	13	15
Judges.....	20	38
Clerk, Admiralty Court.....	1	
Judges' Chambers.....	9	8
Advocate Libraries.....	9	3
Clerks, Sessions of the Peace.....	2	3
Recorders.....	5	8
Sheriffs.....	4	17
Prothonotaries.....	10	25
Clerks of the Peace.....	5	22
Clerks of Circuit Court.....	16	74
Clerks of District Court.....	11	
Clerks of the Crown.....	3	3
District Magistrates.....		13
Newspapers.....	6	10
Police Magistrates.....	1	4
Libraries.....	4	13
Bar Associations.....	9	
	128	256

DISTRIBUTION of Statutes of Canada—Continued

To whom sent	English	French
PROVINCE OF SASKATCHEWAN		
Provincial Government.....	11	
Judges.....	31	
Clerks, Supreme Court.....	5	
Sheriffs.....	4	
Libraries.....	16	
Newspapers.....	5	
Stipendiary Magistrates.....	8	
Clerks, District Court.....	1	
Master in Chambers.....	1	
	82	
YUKON TERRITORY		
The Commissioner.....	2	
Officials.....	7	
Police Magistrate.....	1	
Libraries.....	3	
Judge.....	1	
Newspaper.....	1	
	15	
OUTSIDE CANADA		
High Commissioner for Canada, London, England.....	2	
Commissioner General for Canada, Paris, France.....		1
United Kingdom—Officials and Libraries.....	20	
British Overseas Dominions.....	67	
United States Officials.....	4	
Ministère de l'Agriculture et Commerce, Paris.....		3
Ministère des Affaires Etrangères, Paris.....	1	1
International Institute of Agriculture, Italy.....	1	
Total.....	95	5
MISCELLANECUS		
Consuls General in Canada.....	5	2
Sales.....	1,815	47
	1,820	49
RECAPITULATION		
Cabinet Ministers.....	17	5
Speakers of the Senate and House of Commons.....	2	2
Parliament of Canada.....	275	80
Departmental List.....	256	26
Province of Alberta.....	97	
“ British Columbia.....	153	
“ Manitoba.....	181	
“ New Brunswick.....	108	
“ Nova Scotia.....	109	
“ Ontario.....	593	4
“ Prince Edward Island.....	32	
“ Quebec.....	128	256
“ Saskatchewan.....	82	
Yukon Territory.....	15	
Outside of Canada.....	95	5
Consuls General in Canada.....	5	2
Sales.....	1,815	47
Balance on hand including 400 unbound.....	534	73
Number of copies printed.....	4,500	510

DISTRIBUTION of Statutes of Canada—*Concluded*

The following table shows the distribution of Statutes of Canada, being 17 George V, First Session, Sixteenth Parliament, 1926, bound in $\frac{1}{2}$ Calf, also the sales:—

To whom sent	English	French
Ministers.....	17	5
Sales.....	7	2
Balance on hand.....	26	8
Number of copies printed.....	50	15

REVISED STATUTES CANADA, 1927 (English) Separate Chapters

Chapter	—	Number of copies received	Sales
3	Aeronautics Act.....	100	21
33	Admiralty Act.....	200	9
4	Agriculture Act, Department of.....	200	2
12	Bank Act.....	3,000	233
11	Bankruptcy Act.....	3,000	240
16	Bills of Lading Act.....	300	2
18	Biological Board Act.....	100	56
10	Board of Audit Act.....	500	43
19	Board of Trade Act.....	500	1
20	Bridges Act.....	200	10
59	Canada Evidence Act.....	300	13
86	Canada Grain Act.....	300	35
196	Canada Temperance Act.....	500	3
66	Canada Farm Loan Act.....	2,000	260
21	Canadian Nationals Act.....	500	16
172	Canadian National Railways Act.....	200	43
95	Chinese Immigration Act.....	200	1
22	Civil Service Act.....	4,000	305
24	Civil Service Superannuation Act.....	2,000	371
23	Civil Service Insurance Act.....	500	87
25	Cold Storage Act.....	300	10
26	Combines Investigating Act.....	3,000	13
27	Companies Act.....	3,000	219
110	Conciliation and Labour Act.....	300	1
178	Consolidated Revenue and Audit Act.....	500	78
31	Contingencies Act.....	100	2
32	Copyright Act.....	300	8
51	Corrupt Practices Inquiries Act.....	500	3
39	Cullers Act.....	100	1
40	Currency Act.....	100	54
43	Customs and Fisheries Protection Act.....	200	50
44	Customs Tariff Act.....	200	35
42	Customs Act.....	3,000	95
74	Deep Sea Fisheries Act.....	200	5
46	Demise of the Crown Act.....	100	9
71	Department of Finance and Treasury Board Act.....	100	57
96	Department of Immigration and Colonization Act.....	100	3
103	Department of Interior Act.....	100	1
106	Department of Justice Act.....	100	1
125	Department of Marine and Fisheries Act.....	100	5
136	Department of National Defence Act.....	200	17
171	Department of Railways and Canals Act.....	100	19
187	Department of Soldiers Civil Re-establishment Act.....	200	13
189	Department of State Act.....	200	6
200	Department of Trade and Commerce Act.....	200	6
52	Disfranchise Act.....	500	3
50	Dominion Controverted Elections Act.....	1,000	3
53	Dominion Elections Act.....	500	3
78	Dominion Forest Reserves and Parks Act.....	200	3

REVISED STATUTES CANADA, 1927 (English) Separate Chapters—Continued

Chapter		Number of copies received	Sales
113	Dominion Lands Act.....	700	112
41	Dominion Notes Act.....	200	52
210	Dominion Water Power Act.....	200	3
191	Dry Dock Subsidies Act.....	200	20
54	Electricity and Fluid Exportation Act.....	200	1
56	Electrical Units Act.....	200	1
57	Employment Offices Co-Ordination Act.....	600	3
58	Escheats Act.....	200	6
34	Exchequer Court Act.....	200	31
60	Excise Act.....	1,000	38
62	Explosives Act.....	200	5
63	Export Act.....	200	11
64	Expropriation Act.....	200	14
37	Extradition Act.....	200	3
67	Feeding Stuffs Act.....	300	1
68	Ferries Act.....	200	22
70	Finance Act.....	500	124
73	Fisheries Act.....	1,000	2
76	Food and Drugs Act.....	500	17
81	Fugitives Offenders Act.....	200	1
83	Geology and Mines Act.....	100	4
84	Gold and Silver Marking Act.....	300	6
7	Government Annuities Act.....	500	33
30	Government Employees Compensation Act.....	800	110
89	Government Harbours and Piers Act.....	300	13
173	Government Railways Act.....	300	20
203	Government Vessels Discipline Act.....	200	26
167	Government Work Tolls Act.....	200	6
85	Governor Generals Act.....	100	3
92	High Commissioners Act.....	300	4
93	Immigration Act.....	500	85
94	Immigration Aid Societies Act.....	200	1
97	Income War Tax Act.....	2,000	251
98	Indian Act.....	300	31
112	Industrial Disputes Investigation Act.....	500	4
99	Inquiries Act.....	200	10
100	Inspection and Sales Act.....	300	2
102	Interest Act.....	300	41
1	Interpretation Act.....	200	8
105	Judges Act.....	200	9
108	Juvenile Delinquents Act.....	200	39
111	Labour Department Act.....	200	2
118	Land Titles Act.....	200	6
122	Live Stock Shipping Act.....	200	1
28	Loan Companies Act.....	500	47
123	Lord's Day Act.....	300	5
124	Manitoba Supplementary Provisions Act.....	200	
126	Maritime Conventions Act.....	300	8
79	Maritime Freight Rates Act.....	500	76
132	Militia Act.....	300	68
133	Militia Pensions Act.....	200	31
135	Money Lenders Act.....	200	24
138	Naturalization Act.....	400	21
139	Naval Service Act.....	200	10
140	Navigable Waters Protection Act.....	300	39
141	Northwest Game Act.....	700	500
142	Northwest Territories Act.....	700	500
143	Oaths of Allegiance Act.....	500	1
156	Old Age Pensions Act.....	1,200	123
115	Ordnance and Admiralty Lands Act.....	200	6
134	Ottawa Mint Act.....	200	26
174	Passenger Tickets Act.....	200	17
150	Patent Act.....	500	10
152	Pawnbrokers Act.....	200	
154	Penitentiary Act.....	200	74
13	Penny Bank Act.....	100	26
155	Pensions Fund Societies Act.....	100	10
158	Petition of Right Act.....	200	9
159	Petroleum and Naptha Inspection Act.....	200	2
161	Post Office Act.....	300	101
163	Prisons and Reformatories Act.....	200	1
151	Proprietary or Patent Medicine Act.....	1,500	501

REVISED STATUTES CANADA, 1927 (English) Separate Chapters—Continued

Chapter		Number of copies received	Sales
192	Provincial Subsidies Act.....	700	50
2	Publication of Acts Act.....	100	3
48	Public Documents Act.....	100	9
114	Public Lands Grant Act.....	200	9
164	Public Officers Act.....	200	6
162	Public Printing and Stationery Act.....	200	23
165	Public Service Re-Arrangement and Transfer of Duties Act.....	100	26
166	Public Works Act.....	100	33
91	Public Works Health Act.....	300	3
168	Quarantine Act.....	800	
14	Quebec Savings Bank Act.....	100	26
195	Radiotelegraph Act.....	300	3
170	Railway Act.....	1,000	74
175	Reclamation Act.....	200	
176	Representation Act.....	200	
177	Research Council Act.....	100	6
181	Root Vegetables Act.....	200	3
131	Royal Military College Act.....	100	10
182	Salaries Act.....	200	22
184	Satisfied Securities Act.....	200	3
15	Savings Banks Act.....	100	25
183	Savings Deposit Returns Act.....	200	10
87	Seed Grain Act.....	200	4
88	Seed Grain Securities Act.....	200	3
188	Soldier Settlement Board Act.....	700	3
107	Solicitor General's Act.....	100	1
179	Special War Revenue Act.....	1,000	111
190	Statistics Act.....	400	2
35	Supreme Court Act.....	200	9
194	Telegraphs Act.....	300	3
197	Ticket of Leave Act.....	200	3
201	Trade Mark and Design Act.....	400	8
29	Trust Companies Act.....	500	50
205	Wages Liability Act.....	200	1
206	War Measures Act.....	200	16
207	Water Carriage of Goods Act.....	600	2
212	Weights and Measures Act.....	200	2
213	Winding Up Act.....	500	67
REVISED STATUTES, 1927, FRENCH			
	Aeronautics Act.....	50	
	Agriculture, Department of. Act.....	50	
	Bank Act.....	1,000	5
	Bankruptcy Act.....	1,000	10
	Bill of Exchange Act.....	1,000	1
	Biological Board Act.....	100	
	Canadian Medical Act.....	100	
	Canadian Farm Loans Act.....	500	11
	Civil Service Act.....	500	12
	Copyright Act.....	100	1
	Customs Act.....	500	1
	Customs and Fisheries Protection Act.....	100	
	Dominion Forest Reserves and Parks Act.....	100	
	Dominion Lands Act.....	100	
	Dominion Lands Surveys Act.....	100	
	Dominion Notes Act.....	50	
	Escheats Act.....	100	
	Excise Act.....	300	1
	Explosives Act.....	100	
	Export Act.....	100	
	Fisheries Act.....	200	100
	Fish Inspection Act.....	100	
	Fugitives Offenders Act.....	100	
	Geology and Mines Act.....	100	
	Government Railways Act.....	100	
	Government Vessels Discipline Act.....	100	
	Government Work Tolls Act.....	100	
	Identification of Criminals Act.....	200	
	Income War Tax Act.....	1,000	8
	Inland Water Freight Rates Act.....	100	
	Juvenile Delinquents Act.....	100	
	Land Titles Act.....	100	

REVISED STATUTES CANADA, 1927 (English) Separate Chapters—*Concluded*

Chapter	Number of copies received	Sales
Marriage and Divorce Act.....	100	
Militia Pension Act.....	100	
Money Lenders Act.....	100	
Naval Service Act.....	100	
North West Territories Act.....	100	
Naturalization Act.....	100	2
Ordnance and Admiralty Lands Act.....	100	
Passenger Ticket Act.....	100	
Pawnbrokers Act.....	100	
Penitentiaries Act.....	100	
Pension Fund Societies Act.....	100	
Petition of Right Act.....	100	
Prisons and Reformatories Act.....	100	
Proprietary or Patent Medicines Act.....	250	2
Provincial Subsidies Act.....	150	
Publication of Acts.....	100	
Public Lands Grants Act.....	100	
Quebec Harbours and Rivers Police Act.....	100	
Railway Belt Act.....	100	
Reclamation Act.....	100	
Saskatchewan and Alberta Roads Act.....	100	
Satisfied Securities Act.....	100	
Savings Deposits Returns Act.....	100	
Seed Grain Act.....	100	
Seed Grain Securities Act.....	100	
Timber Marking Act.....	100	
Trust Companies Act.....	200	
United States Wreckers Act.....	100	
Victoria Day Act.....	100	
Wages Liability Act.....	100	
Water Carriage of Goods Act.....	100	
Water Meters Inspection Act.....	100	
Yukon Placer Mining Act.....	200	

STATUTES OF CANADA 1926-27 (English) Separate Chapters

Chapter	Number of copies received	Sales
1 Appropriation Act. No. 1.....	500	102
2 " " No. 2.....	500	102
3 " " No. 3.....	500	102
4 " " No. 4.....	500	102
5 " " No. 5.....	500	102
6 Diamond Jubilee of Confederation Act.....	500	19
7 Grand Trunk Pacific Securities Act.....	1,800	63
8 Montreal Harbour Commissioners Loan Act.....	400	12
9 Royal Agricultural Winter Fair Act, Toronto.....	400	11
10 Special War Revenue Act, 1915.....	800	416
11 Canada Evidence Act.....	100	27
12 Canadian National Railways Branch Lines—St. Félicien—Misstassini.....	500	68
13 " " " Grande Mère—East Burrells.....	500	77
14 " " " Pilkington—Niagara Jct.....	500	66
15 " " " Weyburn—Radville.....	500	66
16 " " " Willowbrook Northwesterly.....	500	66
17 " " " Sturges—Peesane.....	500	66
18 " " " Peesana Northerly.....	500	66
19 " " " Shellbrook Westerly.....	500	66
20 " " " Turtelford—Hafford.....	500	66
21 " " " Kindersley—Glidden.....	500	66
22 " " " Spruce Lake Westerly.....	2,500	66
23 " " " Hudson Bay Jct. Southerly.....	500	66
24 " " " Elk Point Easterly.....	500	66
25 " " " Ashmont—Bonnyville.....	500	66
26 " " " Bretona—Clover Bar.....	500	67
27 Canadian National Railways (Refunding).....	500	64
28 " " (Maintenance).....	500	68

STATUTES OF CANADA 1926-27 (English) Separate Chapters—Continued

Chapter		Number of copies received	Sales
29	Canadian National Steamships, West Indies Service.....	500	71
30	Exchequer Court Act.....	300	31
31	Income War Tax Act.....	800	629
32	Indian Act.....	1,100	283
33	Judges Act.....	100	23
34	National Revenue, Department of, Act.....	500	36
35	Old Age Pensions Act.....	2,800	1,481
36	Special War Revenue Act, 1915.....	800	508
37	St. Regis Indian Reservation Act.....	600	232
38	Supreme Court Act.....	300	7
39	War Charities Act.....	500	7
40	Agricultural Poisons Act.....	500	61
41	Canada Grain Act.....	1,700	1,633
42	Canada Shipping Act.....	500	139
43	Canadian Farm Loan Act.....	550	396
44	Canadian National Maritime Freight Rates Act.....	500	276
45	Canadian National (Rosedale).....	300	65
46	Chicoutimi Harbour (Loan) Act.....	300	26
47	Chicoutimi Harbour Act.....	300	25
48	Civil Service Superannuation Act.....	800	713
49	Compensation Act.....	300	127
50	Customs Act.....	800	247
51	Debts due the Crown.....	300	168
52	Domestic Fuel.....	500	173
53	Dominion Election Act.....	300	19
54	Excise Act.....	600	237
55	Federal District Act.....	600	51
56	Food and Drugs Act.....	6,000	75
57	Fruit Act.....	500	7
58	Halifax Harbour Act.....	900	30
59	Insurance Act.....	200	146
60	Live Stock Act.....	500	5
61	Loan Companies Act.....	600	130
62	Marine and Fisheries Act.....	300	21
63	National Revenue Act.....	300	34
64	North West Territories Act.....	700	240
65	Pensions Act.....	1,815	1,153
66	Post Office Act.....	300	111
67	Saint John Harbour Act.....	300	29
68	Soldier Settlement Act.....	1,100	707
69	Special War Revenue Act, 1915.....	800	625
70	Three Rivers Harbour Act.....	300	14
71	Trade Mark & Design Act.....	700	611
72	Trust Companies Act.....	500	113
73	Vancouver Harbour Act.....	200	7
74	Widows' Annuities Act.....	600	330
75	Winding Up Act.....	500	100
76	Appropriation Act No. 6.....	600	104
77	Alberta Railway and Irrigation Co's Act.....	200	13
78	Algoma Central and Hudson Bay Ry. Co's Act.....	200	13
79	Brandon, Saskatchewan and Hudson Bay Co's Act.....	300	14
80	Canadian Pacific Railway Co's Act.....	300	13
81	Canadian Transit Co's Act.....	300	19
82	Chemin de fer de Colonization du Nord, La Cie du.....	300	12
83	Detroit and Windsor Sunway Co.'s Act.....	200	44
84	Essex Terminal Railway Co.'s Act.....	300	9
85	Joliette and Northern Railway Co.'s Act.....	300	10
86	Manitoba and North Western Railway Co. of Canada Act.....	300	10
87	Midland Railway Co. of Manitoba Act.....	300	10
88	Quebec, Montreal and Southern Railway Co.'s Act.....	200	10
89	Columbia Life Assurance Co.'s Act.....	200	2
90	Commerce Mutual Life Insurance Co's Act.....	300	2
91	Commercial Travellers' Mutual Insurance Societies Act.....	300	2
92	Guardian Trust Corp. of Montreal Act.....	300	2
93	Premier Guarantee and Accident Insurance Co. Act.....	300	2
94	Sterling Trusts Corporation Act.....	300	2
95	Briggs, Enos, Henry Act.....	300	3
96	Coleman, James McCutcheon, Act.....	300	2
97	Frigon, Albert P., Act.....	300	4
98	Grav, Chester Earl and Jensen, Aage, Act.....	300	2
99	R. T. Vanderbilt Co.'s Act.....	300	2
100	Seabright Co. Inc. Act.....	200	2
101	Baptist Convention of Ontario and Quebec Act.....	300	4

STATUTES OF CANADA 1926-27 (English) Separate Chapters—*Concluded*

Chapter		Number of copies received	Sales
102	Bronson Co.'s Act.....	300	12
103	Congregation de Saint Dominique du Tiers Orders Act.....	300	2
104	Dominion Electric Protection Co.'s Act.....	300	2
105	Fior d'Italia Independent Order of, Act.....	300	38
106	Foresters in the Dominion of Canada, Subsidiary High Court of the Ancient Order of, Act.....	200	2
107	Free Methodist Church in Canada, Act.....	307	209
108	Gatineau Transmission Co.'s Act.....	200	5
109	North American Relations Foundation Act.....	200	4
110	Ottawa Electric Co. Act.....	200	3
111	Ottawa Gas Co. Act.....	200	3
112	President of Lethbridge Stake Ac.....	200	2
113 to 308	Divorce Acts—12 each.		

STATUTES OF CANADA 1926-27 (French) Separate Chapters

Chapter		Number of copies received	Sales
1	Appropriation Act, No. 1.....	200	154
2	Appropriation Act, No. 2.....	200	154
3	Appropriation Act, No. 3.....	200	154
4	Appropriation Act No. 4.....	200	154
5	Appropriation Act, No. 5.....	200	154
6	Diamond Jubilee of Confederation Act.....	100	80
7	Grand Trunk Pacific Securities Act.....	100	84
8	Montreal Harbour Commissioners Loan Act.....	100	1
9	Royal Agriculture Winter Fair Act, Toronto.....	100	3
10	Special War Revenue Act.....	100	78
11	Canada Evidence Act.....	100	2
	Canadian National Railways Branch Lines—		
12	St. Félicien—Mistassini.....	100	28
13	Grand-Mère—East Burills.....	100	
14	Pilkington—Niagara Jct.....	100	
15	Weyburn—Radville.....	100	
16	Willowbrook—Northwesterly.....	100	
17	Sturgis—Peesane.....	100	
18	Peesane Northerly.....	100	
19	Shellbrook Westerly.....	100	
20	Turtleford—Hatford.....	100	
21	Kindersley—Glidden.....	100	
22	Spruce Lake Westerly.....	100	1
23	Hudson Bay Jct., Southerly.....	100	
24	Elk Point Easterly.....	100	
25	Ashmont—Bonneville.....	100	
26	Bretona—Clover Bar.....	100	
27	Canadian National Railways (Refunding).....	100	
28	Canadian National Railways (Maintenance).....	100	20
29	Canadian National Steamships (West Indies Service).....	100	
30	Exchequer Court Act.....	100	
31	Income War Tax Act.....	100	57
33	Judges Act.....	100	
34	National Revenue, Department of, Act.....	100	22
35	Old Age Pensions Act.....	700	676
36	Special War Revenue Act, 1915.....	100	75
37	St. Regis Indian Reservation Act.....	100	2
38	Supreme Court Act.....	100	2
39	War Charities Act.....	100	
40	Agricultural Poisons Act.....	100	41
41	Canada Grain Act.....	100	60
42	Canada Shipping Act.....	100	38
43	Canadian Farm Loans Act.....	100	47
44	Canadian National (Maritime Freight Rates), Act.....	100	
45	Canadian National (Rosdale), Act.....	100	
46	Chicoutimi Harbour (Loan) Act.....	100	
47	Chicoutimi Harbour Act.....	100	

STATUTES OF CANADA 1926-27 (French) Separate Chapters—*Concluded*

Chapter		Number of copies received	Sales
48	Civil Service Superannuation Act.....	100	25
49	Compensation Act.....	100	
50	Customs Act.....	500	479
51	Debt due the Crown.....	100	
52	Domestic Fuel.....	100	
53	Dominion Elections Act.....	100	
54	Excise Act.....	100	54
55	Federal District Act.....	100	63
56	Food and Drugs Act.....	100	60
57	Fruit Act.....	100	
58	Halifax Harbour Act.....	100	10
59	Insurance Act.....	100	77
60	Live Stock Act.....	100	w
61	Loan Companies Act.....	100	2
62	Marine & Fisheries Act.....	100	20
63	National Revenue Act.....	100	25
64	North West Territories Act.....	100	
65	Pensions Act.....	200	90
66	Post Office Act.....	100	35
67	Saint John Harbour Act.....	100	80
68	Soldier Settlement Act.....	100	68
69	Special War Revenue Act.....	100	75
70	Three Rivers Harbour Act.....	100	3
71	Trade Mark & Design Act.....	1,000	979
72	Trust Companies Act.....	100	1
73	Vancouver Harbour Act.....	100	1
74	Widows Annuities Act.....	100	8
75	Winding-Up Act.....	100	29
76	Appropriation Act No. 6.....	100	54
77	Alberta Railway & Irrigation Co's Act.....	100	
78	Algoma Central & Hudson Bay Co's Act.....	100	
79	Brandon, Saskatchewan & Hudson Bay Co's Act.....	100	
80	Canadian Pacific Ry. Co's Act.....	100	
81	Canadian Transit Co's Act.....	100	
82	Chemin de Fer de Colonisation du Nord, La Cie du.....	100	
83	Detroit and Windsor Subway Co's Act.....	100	
84	Essex Terminal Ry. Co's Act.....	100	
85	Joliette & Northern Ry. Co's Act.....	100	
86	Manitoba & North Western Ry. Co. of Canada Act.....	100	
87	Midland Ry. Co. of Manitoba Act.....	100	
88	Quebec, Montreal & Southern Ry. Co's Act.....	100	
89	Columbia Life Assurance Co's Act.....	100	
90	Commercial Mutual Life Ins. Co.....	100	
91	Commercial Travellers Mutual Ins. Soc. Act.....	100	
92	Guardian Trust Corporation of Montreal Act.....	100	
93	Premier Guarantee & Accident Ins. Co., Ltd.....	100	
94	Sterling Trusts Corporation Act.....	100	
95	Briggs, Enos Henry, Act.....	100	
96	Coleman, James McCutcheon, Act.....	100	
97	Frigon, Albert P.....	100	
98	Gray, Chester Earl & Jensen, Aage, Act.....	200	
99	R. T. Vanderbilt Co's Act.....	100	
100	Sealbright Co. Inc. Act.....	100	
101	Baptist Convention of Ontario & Quebec, Act.....	100	
102	Bronson Co's Act.....	100	
103	Congrégation de Saint Dominique des Tiers Ordres Act.....	100	
104	Dominion Electric Protection Co's Act.....	100	
105	Fior d'Italia Independent, Order of, Act.....	100	
106	Foresters in the Dominion of Canada, Subsidiary High Court of the Ancient Order of, Act.....	100	
107	Free Methodist Church in Canada, Act.....	100	
108	Gatineau Transmission Co. Act.....	100	
109	North American Relations Foundation Act.....	100	
110	Ottawa Electric Co. Act.....	100	
111	Ottawa Gas Co. Act.....	100	
112	President of Lethbridge Stake Act.....	100	
113 to 308	Divorees, Acts, 12 each.....	.....	.....

ANNUAL REPORTS 1927, English

The table printed herewith shows the number of copies received of each publication and the general disposition of the same. Many copies of each document, sometimes practically all, are delivered direct to the ordering Department; in some cases copies are requisitioned by the Clerk of the House of Commons for distribution to Members of Parliament. Often considerable numbers are mailed direct to addresses supplied by the Clerk of the House and by the Department interested. Copies of all publications not confidential in character are mailed to important libraries, etc., under P.C. 1471, a regulation enacted on August 4, 1927, and operative since September 4, 1927. The system indicated applies not only in the case of annual reports but to practically all publications other than the Statutes of Canada.

—	Number of copies received	Distribution				P.C. 1471	Sales
		Delivered		Mailing List			
		Parliament	Departments	Parliament	Departments		
ANNUAL REPORTS, 1927—ENGLISH							
Agriculture.....	5,276	206	5,000	50		8	
Auditor General, Vol. I.....	1,622	456	262	394	113	140	
Auditor General, Vol. II.....	1,517	456	162	394	113	132	
Auditor General—Separates:—							
Agriculture.....	35					30	
Customs and Excise.....	100					69	
External Affairs.....	25						
Health.....	30					24	
Immigration and Colonization.....	25						
Interior.....	40					30	
Indian Affairs.....	340					300	
Justice.....	15					6	
Labour.....	15					6	
Marine and Fisheries.....	60					46	
Mines.....	20					14	
National Defence.....	50					38	
Public Printing and Stationery.....	25					1	
Post Office.....	75					43	
Public Works.....	60					43	
Railways and Canals.....	35					20	
Royal Canadian Mounted Police.....	10						
Soldiers' Civil Re-establishment.....	10						
Trade and Commerce.....	20					15	
Chief Electoral Officer.....	478	100	200	2		3	
National Revenue.....	963	300	332	41	68	15	
Shipping Report.....	471	25	222	49	78		
External Affairs.....	538	200	200	53		3	
Estimates, Main.....	2,322	1,000	700	47		436	
Estimates, Supplementary.....	1,823	1,000	300		73		
Public Accounts.....	1,339	511	500	76		45	
Health.....	1,691	1,500		56		3	
Immigration and Colonization.....	1,431	200	1,012	59		7	
Indian Affairs.....	772	110	339	80	218	5	
Insurance Vol. I.....	906	256	267		333	14	
Insurance, Vol. II.....	1,029	256	200	410		15	
Interior.....	727	161	203	62	265	7	
Superintendent of Penitentiaries.....	375	150		48		6	
Labour.....	2,447	211	2,200	11		8	
Marine and Fisheries—Marine.....	600	206	300	72		11	
Fisheries.....	781	206	500	3	87	10	
Mines.....	3,278					7	
Militia and Air Service.....	633	200	200	78	86	7	
Naval Service.....	420	211	122	28	22	8	
Postmaster General.....	979	306	500	85		20	
Public Printing and Stationery.....	324	25		77		6	
Public Works.....	487	206	193	11	57	8	
Railways and Canals.....	889	200	473	10	27	8	
Royal Canadian Mounted Police.....	1,222	150	656	51	94	52	
Secretary of State.....	462	206	112	78		6	
Soldier Civil Re-establishment.....	1,825	150	1,500	35		6	
Pensions Commissioners.....	385	200		50		3	

	Number of copies received	Distribution				P.C. 1471	Sales
		Delivered		Mailing List			
		Parliament	Departments	Parliament	Departments		
ANNUAL REPORTS 1927—ENGLISH—conc.							
Trade and Commerce.....	786	206	262	30	238		11
Trade of Canada, Calendar Year.....	1,132	11			1,032		
Dominion Statistician.....	835	100	500				
Weights and Measures.....	858	156	500	2		83	31
Commissioner of Patents.....	581	6	500	60			
ANNUAL REPORTS, 1927—FRENCH							
External Affairs.....	170	50	50	9			
Estimates, 1928-29, Main.....	213	150				33	
Public Accounts.....	191	50	50	16			
Marine and Fisheries—Marine.....	174	56	100	12			
Fisheries.....	191	61	100	19			
Militia and Air Service.....	154	50	25	20			
Naval Service.....	147	61	50				
Mines.....	1,293	26	773		477		
Post Office.....	174	56	75	33			
Public Printing and Stationery.....	69	10		1			
Public Works.....	125	56	50	10			
Trade and Commerce.....	137	56	50	16			
Dominion Statistician.....	184	50	100	1		33	
Weights and Measures.....	229	10	150			33	
Commissioner of Patents.....	116	6	100	5			
MISCELLANEOUS PUBLICATIONS—ENGLISH							
Abrasives, Part I, No. 673.....	1,850	6			1,680		7
Abrasives, Part II, No. 675.....	1,839	6			1,680		
Abrasives, Part III, No. 677.....	1,850						
Agricultural Pests Control Act, 1927.....	125					86	
Banner Oats for Quebec.....	125					86	
Budget Resolutions, No. 87, 1928.....	100						79
Budget Speech.....	125					86	
British Empire Forestry Convention, Second, Report of the.....	450					113	1
Cabbage Flea Beetle and its Control in British Columbia.....	125					86	
Canadian Council of Immigration for Women, Report of the.....	150					113	
Canadian Delegates to League of Nations, 8th Assembly, Report of the.....	475	300				86	
Canadian Historical Association, Report of the.....	150					113	
Canadian Seed Growers' Association, Report of the.....	125					86	
Census of Manitoba, 1926.....	125					86	
Census of Population, Vol. III, paper.....	1,987		100		1,428		1
" Vol. III, bound.....	1,500		359		1,096		
Census of Saskatchewan.....	150					113	
Cereal Division, Report of the.....	125					86	
Central Electric Stations, 1925.....	2,006	6	1,950				3
Chemical and Allied Products, 1927-28.....	800		600				
Civil Aviation, 1926, Report of.....	400				350		9
Classification of Civil Service.....	100						11
Commissioner of Highways, 1927, Report of the.....	250					113	
Conversion of Dry Roughage into a Succulent Fuel.....	125					86	
Criminal Code.....	10,021				5,631		313
Criminal Statistics, 1926.....	175					113	
Division of Horticulture, Report of the.....	125					86	
Division of Botany, Report of the.....	125					86	
Division of Economic Fibre Production, Report of the.....	125					86	
Division of Forage Plants, Report of the.....	125					86	
Electric Railway Report, 1926.....	175					113	

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		Delivered		Mailing List			
		Parliament	Departments	Parliament	Departments		
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Experimental Stations—							
Farnham, Que., Report of the Supt.	125					86	
Harrow, Ont. " "	125					86	
Kentville, Ont. " "	125					86	
Lethbridge, Alta. " "	125					86	
Ste. Anne de la Pocatière, Qué. "	125					86	
Federal and Provincial Conference, Report on the.....	1,875	1,500					
Fertilizers Analysis.....	175					113	
Fisheries Statistics, 1926.....	175					113	
Fish Culture, 1926, Annual Report.....	125					86	
Food and Drugs Act.....	125					86	
French Canadian Horse.....	125					86	
Hog Marking.....	125					86	
House of Commons Committee <i>re</i>							
Allied Indian Tribes.....	873	706				86	
Hudson Bay Expedition, Report of the Imperial Economic Commission on Fish Production, Report of the.....	150					37	
Investigation <i>re</i> Proprietary Articles.....	150					119	
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List of Stolen and Destroyed Bonds.....	153					114	
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Loan and Trust Companies.....	125					86	
Manures and Fertilizers.....	125					86	
Mineral Production of Canada, Report on the.....	1,310				1,263	86	
Mother—A little Book for Men.....	125					86	
Mother—A little Book for Women.....	125					86	
Opium Conference, Report of the.....	125					86	
Organization in Industry, Commerce, and the Professions, Report on.....	25						1
Organization <i>re</i> Department of Soldiers' Civil Re-establishment.....	1,200	1,000				86	50
Placer Mining in Manitoba and Saskatchewan.....	125					86	
Plotting Oblique Aerial Photographs.....	200					113	
Privy Council Appeal, No. 41 of 1913.....	150					119	
Proprietary or Patent Medicine Act.....	125					86	
Pulp and Paper Industry, 1926, Report on.....	150					113	
Quarterly Bulletin—Sea Fisheries.....	150					113	
Radio Branch, 1926-27, Report of the..	125					86	
Radio Stations, List of.....	125					86	
Regulations under the Food and Drugs Act.....	125					86	
Regulations <i>re</i> Motor Engineer Certificates.....	125					86	
Regulations <i>re</i> Quartz Mining Claims.....	125					86	
Reorganization of Department of National Revenue, Report on the.....	1,000	400					283
Royal Commission Customs Enquiry—Final Report of the.....	3,211	1,200					824
Royal Commission Customs Enquiry—Interim Report of the.....	3,325	1,200					397
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Screenings as a food.....	125					86	
Some Flowering Bulbs.....	125					86	
Statistics of Dairy Factories, 1926.....	150					113	
Sweden as a Market for Canadian Products.....	150					114	
Testing of Milk, etc., by Babcock Test	125					86	
Treaties and Agreements affecting Canada, etc.....	492	6					

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Use of Alberta Bituminous Sands for Highways.....	1,870	6			1,686		
Vocational Education, Bulletin No. 24..	125					86	
Washington International Conference, 1927. Report of the.....	150					113	
Water Powers of Canada.....	150					113	
Western Yellow Pine.....	125					86	
Wheat Production.....	125					86	
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4.....	975	750				113	
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7.....	975	750				113	
Pensions—							
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4.....	800	500				113	
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13.....	800	500				113	
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5.....	750	500				113	
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5.....	925	750				86	
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Feb. 29—Mar. 15.....	750	500				113	
March 22.....	750	500				113	
March 23.....	750	500				113	
March 26.....	750	500				113	
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2.....	750	500				113	
3.....	750	500				113	
4.....	750	500				113	
5.....	750	500				113	
6.....	750	500				113	

PERIODICALS

—	Number of copies received during year	Distribution Weekly or Monthly				Sales of separate copies
		To Dept.	To subs.	Free	P.C. 1471	
Abstract of Public Health, Monthly.....	74,323			6,100		
Agriculture Statistics, Monthly.....	85,785		36	959		75
Apple Supplement, Quarterly.....	8,023			2,012		
Bank Statements, Monthly.....	3,450		124			149
Business Statistics, Monthly.....	18,417		1,181			50
Canada Gazette, Weekly.....	130,465		700	1,147	113	1,800
Canada Law Reports, Monthly.....	70,644	150	144	5,885		200
Commercial Intelligence Journal, Weekly.....	117,369		908	1,416		1,150
Labour Gazette, Monthly.....	134,785			11,231		
National Revenue Review, Monthly.....	42,375	700	115	4,822	113	100
Natural Resources, Monthly.....	134,718			11,216		
Postal Guide, Yearly.....	1,925		1,554			875
Trade of Canada, Quarterly.....	6,498		326	680		65
Tuberculosis Bulletin, Monthly.....	135,021			11,251		

—	Number of copies received	Distribution				P.C. 1471	Sales
		Delivered		Mailing List			
		Parlt.	Depts.	Parlt.	Depts.		
MISCELLANEOUS PUBLICATIONS-(FRENCH)							
Banner Oats.....	50					33	
Canadian Delegates to League of Nations.....	140	65				33	
Criminal Code.....	2,992			1,278			54
Examinations <i>re</i> Captains, Mates, Merchant Marine.....	50					33	
Federal and Provincial Conference, 1927.....	700	600				33	
Fisheries Act.....	50					33	
Forest Facts.....	50					33	
French Canadian Horse.....	50					33	
Hog Marking.....	50					33	
Judgments <i>re</i> Tariff.....	50					33	
Mineral Production of Canada, 1927.....	50					33	
Pamphlet <i>re</i> Old Age.....	50					33	
Organization in Industry, Commerce and the Profession.....	50					33	
Opium Conference.....	50					33	
Division of Forage Plants.....	50					33	
Royal Commission on Customs Enquiry.....	50					33	
Screenings as a Feed for Livestock.....	50					33	
Special Committee <i>re</i> Allied Indian Tribes.....	50					33	
Special Committee on Banking and Commerce No. 1.....	50					33	
United States Federal Import Milk Act.....	50					33	
Veterinary Director General, 1927.....	50					33	
Vocational Education, Bull. No. 19.....	50					33	
Woodland Fairy.....	50					33	
World Economic Conference, 1927, Report of the Delegates.....	450	300				33	

PARLIAMENTARY PAPERS

The following statement shows the parliamentary papers received for the Session 1926-27, April 1, 1927 to April 14, 1927, and for the Session 1928, from January 26 to March 31, 1928.

	Part Session 1926-27	Part Session 1927-28	Total received
ENGLISH			
Senate Debates.....	17,875	29,250	47,125
House of Commons Debates.....	75,192	294,502	369,694
Minutes of Proceedings—Senate.....	15,070	24,160	39,230
Votes and Proceedings—House of Commons.....	13,092	86,527	99,619
Orders of the Day—H. of C.....	17,040	68,160	85,200
Bills—Senate.....	1,225,900	None	1,225,900
Bills—H. of C.....	581,604	69,624	651,228
FRENCH			
Senate Debates.....	None	None	None
House of Commons Debates.....	11,640	45,590	57,230
Minutes of Proceedings—Senate.....	3,234	5,292	8,526
Votes and Proceedings—H. of C.....	5,304	20,774	26,078
Orders of the Day—H. of C.....	3,900	15,600	19,500
Bills—Senate.....	306,885	None	306,885
Bills—H. of C.....	141,882	16,692	158,574

NUMBER of subscribers to Parliamentary Papers on lists March 31, 1928

	To Departments		To the Public	
	English	French	English	French
Senate—				
Debates of	368		103	
Minutes of Proceedings.....	325	23	63	
House of Commons—				
Debates of.....	686	60	1,438	148
Votes and Proceedings.....	428	27	112	2
Orders of the Day.....	382	25	69	
Bills of both Houses.....	226	16	97	3

REPORT OF THE CONTROLLER OF PURCHASES

FISCAL YEAR, 1927-28

F. A. ACLAND,
King's Printer,
Ottawa, Ont.

DEAR SIR,—I have the honour to submit report of the Purchasing Branch for the fiscal year 1927-28. The total amount of money paid for purchases made by the four divisions of this branch is \$2,124,666.53, subdivided as follows:

—	Canadian	United Kingdom	United States	Other Countries	Total Material Purchased	Customs Duty and Brokerage	Freight and Express	Grand Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Stationery and Paper Stores	1,557,178 13	14,827 87	26,241 29	600 57	1,598,847 86	5,197 47	22,472 34	1,626,517 67
Printing Stores	130,251 09	.....	6,324 07	.....	136,575 16	3,014 35	845 35	140,434 86
Lithographing								
Printing, Binding, Engraving, etc.	352,372 37	542 03	.....	.....	352,914 40	134 81	3,852 52	356,901 73
Distribution...	.....	.....	.....	.....	.....	4 50	807 77	812 27
Totals....	2,039,801 59	15,369 90	32,565 36	600 57	2,088,337 42	8,351 13	27,977 98	2,124,666 53

For the above mentioned purchases 1,257 personal accounts were opened for stationery and paper purchases; 209 for printing stores purchases and 97 for lithographing and engraving purchases; 29,442 invoices were received, audited and certified ready for payment; 26,892 individual orders were issued, and 967 special specifications for tenders were prepared. Sale of discarded equipment, machines, etc., amounted to \$2,037.50. Metal dross exchanged for virgin metal, 26,542 pounds to the value of \$1,712.34. Customs entries for import and export, 338; number of express and freight slips audited and cleared for payment 2,807.

Work performed or supervised by the Lithographing and Engraving Division is as follows: Cheques lithographed, 3,507,947; maps lithographed, 898,076; forms, posters, etc., 9,080,927; lithographed money orders, 19,063,640; booklets, 1,150,950; printed cards and tags, 8,796,434; line engravings and halftones, 10,581; electros and dies, 1,610; helyotype prints, 270,538; cartons and envelopes, 5,611,115; binding (books), 21,711.

GOVERNMENT NEWSPAPER ADVERTISING

The total amount of the invoices audited and passed for payment by this department for Government advertising during the fiscal year ending March 31, 1928, is \$110,551.20, the details of which are set forth in statement on the next page. These accounts were paid by the several departments for which the advertising is done and the amount is therefore not included in the statement of expenditure of this department.

The number of advertising accounts audited is 6,017, orders issued, 4,626, of which 2,995 were for transient advertising and 1,631 for space contract advertising.

AUDIT of Government Advertising for Fiscal Year ending March 31, 1928

	Ontario		Quebec		New Brunswick		Nova Scotia		Prince Edward Island		Manitoba		Saskatchewan		Alberta		British Columbia		Other Countries		Total		
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	
Agriculture.....	1,553	20	5	76	6	77	39	70	10	35	15	50	15	50	208	00	208	00	1,133	95	2,973	23	
Civil Service Commission.....	499	18	279	59	15	84	9	84	38	10	38	98	38	98	53	57	53	57	38	87	1,074	20	
Finance.....	473	20	1,512	00			56	81													1,512	00	
Governor General's Secretary.....							42	10													42	10	
Health.....							125	00													125	00	
Immigration and Colonization.....	25	60	63	99					24	61	24	61	50	28	26	70	179	86			371	07	
Indian Affairs.....	350	00					4	50	10	50	1,155	02	2,312	96	1,339	27	461	28			350	00	
Insurance.....	31	35	14,392	65			13	50													19,710	53	
Justice.....			8,902	86																		13	50
Labour.....	1,791	19	1,177	50	426	21	725	30	55	78	476	84	487	79	753	89	752	41			8,926	86	
Marine and Fisheries.....			400	02																	6,646	91	
Mines.....	1,957	47	140	50	102	25	196	11	7	00	40	20	64	55	58	74	4	20			400	02	
National Defence.....	645	88	1,385	61	358	54	257	94			140	11	22	73	8	82	469	75			2,571	02	
National Revenue.....			1,491	53	1,065	99	1,229	92	249	80	156	64	122	00	539	07	177	96			3,289	38	
Post Office.....	12,761	80	10,863	68	1,291	51	1,492	66	197	01	616	15	350	15	173	37	3,504	81			5,032	91	
Public Works.....	1,396	88	346	35																	31,251	14	
Railways and Canals.....	2	40																			1,743	23	
Royal Canadian Mounted Police.....			15	50			56	25			692	00	22	10	35	42	10	72			1,743	23	
Soldiers' Civil Re-establishment.....																					2,488	16	
Soldier Settlement Board.....	18,745	33																			60	02	
Trade and Commerce.....	41,447	73	40,977	54	3,280	61	4,186	59	569	63	3,374	05	3,501	16	3,263	30	5,604	41	2,660	20	21,426	08	
																						110,551	20

*This includes a large amount paid to Montreal Agency for advertising in all provinces.

†This amount includes advertising for all provinces, placed direct with Toronto Agency.

Below is a statement of the total amount of advertising accounts audited by this department from the year 1876 to the fiscal year ending March 31, 1928, inclusive.

CALENDAR YEAR		FISCAL YEAR	
1876.....	\$12,529 27	1898-1899.....	\$ 27,699 72
1877.....	12,751 56	1899-1900.....	46,317 74
1878.....	20,583 77	1900-1901.....	50,790 40
1879.....	39,676 60	1901-1902.....	53,850 75
1880.....	63,092 50	1902-1903.....	41,078 02
1881.....	30,015 44	1903-1904.....	57,898 72
1882.....	50,604 71	1904-1905.....	102,848 11
1883.....	30,149 31	1905-1906.....	107,812 56
1884.....	39,401 48	1906-1907.....	89,329 77
1885.....	33,782 53		
1886.....	25,102 83		
1887.....	48,596 03		
1888.....	44,520 30		
1889.....	35,939 47		
1890.....	26,102 48		
1891.....	27,519 59		
1892.....	24,819 54		
1893.....	26,704 27		
1894.....	26,423 72		
1895.....	27,424 68		
1896.....	30,760 76		
1897.....	35,138 54		
1898 (6 mos. to June 30, 1898).....	16,312 58		
		(March 31)	
		1907-1908.....	141,200 45
		1908-1909.....	156,673 50
		1909-1910.....	102,841 15
		1910-1911.....	144,081 66
		1911-1912.....	166,224 26
		1912-1913.....	204,762 87
		1913-1914.....	247,477 61
		1914-1915.....	200,441 19
		1915-1916.....	210,818 48
		1916-1917.....	295,694 98
		*1917-1918.....	496,645 77
		1918-1919.....	622,197 21
		1919-1920.....	235,663 93
		1920-1921.....	183,656 65
		1921-1922.....	98,663 02
		1922-1923.....	224,885 07
		1923-1924.....	129,611 43
		1924-1925.....	77,434 09
		1925-1926.....	105,021 81
		1926-1927.....	72,961 95
		1927-1928.....	110,551 20

*Includes advertising of Victory Loan, 1918, amount \$184,064.59, contracted for with Canadian Press Association.

J. O. PATENAUDE,
Controller of Purchases.

DOMINION OF CANADA

SIXTY-FIRST ANNUAL REPORT

OF THE

DEPARTMENT OF MARINE
AND FISHERIES

FOR THE

FISCAL YEAR 1927-28

MARINE



OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1928

*To His Excellency the Right Honourable Viscount Willingdon, G.C.S.I.,
G.C.M.G., G.C.I.E., G.B.E., Governor General and Commander in Chief
of the Dominion of Canada.*

MAY IT PLEASE YOUR EXCELLENCY:

I have the honour to submit herewith, for the information of Your Excellency and the Parliament of Canada, the Sixty-first Annual Report of the Department of Marine and Fisheries, Marine Branch.

I have the honour to be,

Your Excellency's most obedient servant,

P. J. ARTHUR CARDIN,

Minister of Marine and Fisheries.

DEPARTMENT OF MARINE,
OTTAWA.

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REPORT

OF THE

DEPUTY MINISTER OF MARINE

To the Hon. P. J. ARTHUR CARDIN,
Minister of Marine and Fisheries.

SIR,—I have the honour to submit herewith my report for the fiscal year ended March 31, 1928.

At the beginning of 1927 there was, apart from Japan and the Scandinavian countries, an increase in the shipbuilding activity of every other maritime country, the tonnage in hand being in excess of the 1926 output, the figures being:—

Country	Tonnage in hand Jan. 1, 1927 (Lloyds statement)	Tonnage output 1926 (Lloyds statement)
	gross tons	gross tons
Great Britain and Ireland.....	760,084	639,568
Italy.....	239,776	220,021
Germany.....	211,062	180,548
United States.....	151,635	150,613
Holland.....	145,005	93,671
France.....	143,068	121,342
Scandinavian countries (Denmark, Sweden, Norway).....	84,728	134,863
Russia.....	54,420	not given
Spain.....	46,848	not given
Japan.....	43,060	52,405

Since 1922, when her output amounted to 227,425 gross tons of merchant shipping (Lloyd's statement), there has been a steady and marked decline in Japanese shipbuilding until, as shown in the above table, her building program at the beginning of 1927 was the lowest among the maritime countries of the world.

Russia at the close of 1926, as stated in last year's report, entered the shipbuilding field for the first time since the close of the war. At the beginning of 1927 her tonnage under construction exceeded that of Spain and of Japan.

Lloyd's returns for the March, 1927, quarter show an increase of world tonnage under construction over that of the previous quarter of 637,000 tons, viz., 2,569,864 tons as against 1,932,864 tons.

Great Britain and Ireland show an increase of 456,848 tons; 1,216,932 tons as against 760,084 tons. Germany shows an increase of 139,871 tons; 350,933 tons as against 211,062 tons. Italy a decrease of 30,982 tons; 208,794 tons as against 239,776 tons. United States an increase of 27,690 tons; 179,325 tons as against 151,635 tons. France an increase of 11,370 tons; 154,438 tons as against 143,068 tons. Holland a decrease of 11,360 tons; 133,645 tons as against 145,005 tons.

Lloyd's register shipbuilding returns for the quarter ended June 30, 1927, as compared with those of the previous quarter show an increase in the shipbuilding activity of the world at large, and also an increase in the activities of the majority of the maritime countries.

World tonnage under construction amounted to 2,840,545 tons, an increase of 271,000 tons over the previous quarter. British and Irish tonnage in hand,

1,390,388 tons, showed an increase of 173,456 tons over the previous quarter, and exceeded by 549,000 tons the tonnage building a year ago. Work was suspended on only 8,745 tons at the end of June, 1926.

Germany had in hand at the end of June, 1927, 407,620 tons of merchant shipping, as against 350,933 tons for the previous quarter, an increase of 56,687 tons; Italy, 226,774 tons, as against 208,794 tons, an increase of 17,980 tons; Holland, 171,825 tons, as against 133,645 tons, an increase of 38,180 tons; United States, 146,846 tons, as against 179,325 tons, a decrease of 32,479 tons; France, 136,474 tons, as against 154,438 tons, a decrease of 17,964 tons.

MOTOR SHIP BUILDING AT JUNE 30, 1927

(Lloyd's statement)

For the first time in the history of shipbuilding motor tonnage building in the world exceeded steam tonnage.

The tonnage of vessels building in the world on June 30, 1927, to be fitted with internal combustion engines, amounted to 1,459,595 tons; the steam tonnage to 1,366,809 tons; showing the continued and rapid development of the former system of propulsion.

In Great Britain and Ireland motor tonnage under construction amounted to 627,700 tons, about 82.8 per cent of the steam tonnage under way.

In the Continental countries of Europe, however, motor tonnage in hand at June 30, 1927, far exceeded the steam tonnage.

In Danzig, Denmark, Holland, France, Italy, and Sweden, 561,135 tons of motor tonnage were being built as against 152,055 tons of steam tonnage.

At the close of June, 1927, there were being built in the world eighty-four motor ships of between 6,000 and 10,000 tons; seventeen of between 10,000 and 15,000 tons; nine of between 15,000 and 24,000 tons; and one of about 33,000 tons.

TANKERS UNDER CONSTRUCTION AT JUNE 30, 1927

(Lloyd's Statement)

The following table shows the number and gross tonnage of steamers and motorships, each of 1,000 tons and above, intended to carry oil in bulk, under construction in the World at the end of June, 1927:—

Countries of build	No.	Gross tonnage	Countries of build	No.	Gross tonnage
Great Britain and Ireland.....	65	400,992	Holland.....	6	39,000
China.....	1	1,100	Italy.....	3	16,804
Danzig.....	6	38,400	Russia.....	1	7,000
Denmark.....	8	59,440	Sweden.....	6	36,500
France.....	10	79,170	United States.....	4	24,150
Germany.....	2	22,870	Total.....	112	725,426

The above table shows the present marked lead of Britain in the building of ships for the carriage of fuel oil in bulk, her tanker tonnage building at the end of June 1927, being considerably more than that of all the other maritime countries combined.

Lloyd's register shipbuilding returns for the quarter ended September 30, 1927, show world tonnage under construction to amount to 3,074,057 tons, an increase of about 234,000 tons over tonnage in hand at the close of the previous quarter, due to increased building activity in Great Britain and Ireland, and in Germany.

The total for Great Britain and Ireland is 1,536,416 tons, as against 1,390,-388 tons for the previous quarter, an increase of 146,028 tons; for Germany 516,245 tons, as against 407,620 tons for the previous quarter, an increase of 108,625 tons.

Totals for some other continental countries are Italy 208,420 tons; Holland, 163,824 tons; France, 130,914 tons.

As tonnages in hand for these countries at the close of the previous quarter were respectively 226,774 tons; 171,825 tons; and 136,474 tons, it will be seen that in Italy, Holland, and France there has been a slight falling off in the September quarter building as compared with that of the June quarter.

Lloyd's September returns show that British and Irish tonnage then in hand, was only 1,200 tons less than that under construction in the rest of the world

MOTOR SHIPBUILDING, AT SEPTEMBER 30, 1927

At the close of the September quarter world merchant shipping, to be fitted with internal combustion engines, amounted to 1,589,510 tons; steam tonnage building at the same time amounted to 1,468,842 tons, a difference of 120,668 tons in favour of motor tonnage.

The excess of world motor tonnage in hand over steam tonnage at the close of the June quarter amounted to 92,786 tons. It will thus be seen that the movement in favour of the former mode of propulsion continues to increase.

Of British and Irish tonnage in hand at the close of the September quarter, motor ship tonnage comprised 653,342 tons, about 74 per cent of the steam tonnage.

In Danzig, Denmark, France, Holland, Italy, and Sweden, motor tonnage under construction totalled 581,544 tons, as against 137,964 tons of steam tonnage.

MERCANTILE SHIPBUILDING IN 1927

These returns are from Lloyds Register Annual Summary, are in gross tons and comprise only merchant ships of 100 gross tons or upwards.

TABLE Showing the Number and Tonnage of Merchant Vessels launched in Great Britain and Ireland during the two years 1926 and 1927

District	1927						Total 1926			
	Steamers		Motor Ships		Sail and Barges		Total			
	No.	Gross tonnage	No.	Gross tonnage	No.	Gross tonnage	No.	Tons		
Aberdeen.....	9	5,896	.....	.....	2	1,824	11	7,720	9	3,723
Barrow, Maryport and Workington.....	2	22,300	.....	.....	.....	.....	2	22,300	3	12,516
Belfast.....	12	51,087	8	55,964	1	130	21	107,181	9	92,919
Bristol.....	1	156	.....	.....	2	269	3	425	2	520
Dublin.....	.....	.....	1	1,080	.....	.....	1	1,080	2	732
Dundee.....	5	6,584	3	16,983	.....	.....	8	23,567	7	10,761
Clyde (Glasgow.....	56	152,508	25	109,322	6	1,625	87	263,455	48	146,234
Greenock.....	37	136,157	7	24,111	.....	.....	44	160,268	28	121,411
Hartlepoons.....	13	65,588	.....	.....	.....	.....	13	65,588	3	14,814
Hull.....	22	14,602	.....	.....	1	250	23	14,852	11	8,271
Leith.....	9	16,443	.....	.....	2	264	11	16,707	6	7,124
Liverpool.....	10	29,773	3	6,863	.....	.....	13	36,636	7	34,619
Middlesbro', Stockton and Whitby.....	15	38,033	3	26,750	.....	.....	18	64,783	21	22,369
Newcastle.....	47	197,091	14	76,965	.....	.....	61	274,056	25	126,609
Southampton.....	3	702	7	2,244	1	260	11	3,206	3	1,503
Sunderland.....	31	127,632	6	35,138	.....	.....	37	162,770	8	35,187
Other districts.....	4	920	3	359	.....	.....	7	1,279	5	956
Total.....	276	865,472	80	355,779	15	4,622	371	1,225,873	197	639,568

TABLE Showing size of Merchant Vessels launched in Great Britain and Ireland during 1927

Tonnage		Steam	Motor	Sail and Barges
100 and under	500 tons	54	15	13
500	1,000 "	27	4	2
1,000	2,000 "	37	7	
2,000	3,000 "	35	3	
3,000	4,000 "	19	8	
4,000	5,000 "	49	5	
5,000	6,000 "	32	9	
6,000	8,000 "	13	16	
8,000	10,000 "	6	10	
10,000	12,000 "		2	
12,000	15,000 "	1		
15,000	20,000 "	1	1	
20,000 tons and above		2		
Total		276	80	15

TABLE Showing the Countries for which the Merchant Vessels launched in Great Britain and Ireland during 1927 have been built

Countries for which intended	No.	Gross tonnage
Great Britain and Ireland	272	958,154
British Dominions	45	113,254
Argentina	7	2,840
Brazil	3	15,378
Chili	1	3,100
Ecuador	1	259
France	6	12,991
Greece	1	4,164
Holland	6	17,311
Honduras	3	12,750
Italy	1	180
Jugo-Slavia	4	23,049
Norway	6	23,247
Portugal	1	350
Spain	1	1,220
United States	4	18,740
Venezuela	7	18,543
Country not stated	2	343
Total	371	1,225,873

It was pointed out in last year's report, that in Great Britain's and Ireland's building for foreign account, the British Dominions were their best customers as to number of ships—24 to Norway's 8, and the second best as to tonnage 17,408 gross tons to Norway's 41,543 gross tons. In 1927, however, the British Dominions as shown by the above table accounted for 45 vessels, 113,254 gross tons of British and Irish building on foreign account, all the other foreign countries combined accounting for 54 vessels, 154,465 gross tons.

In 1927 the British Dominions absorbed not far off one-half of Britain's entire output on foreign account both as to number of ships and total tonnage.

The British and Irish tonnage built, on foreign account during 1927, viz.: 267,719 tons is 21.8 per cent of the total tonnage launched during the year; the percentage in 1926 was 14 per cent, about 16 per cent in 1925, and about 15 per cent in 1924.

In 1923 British and Irish building on foreign account was less than 3 per cent and during the pre-war years 1909-1913 inclusive the average was a little above 22 per cent.

It will thus be seen that the British and Irish percentage of shipping built on foreign account during 1927 very nearly equals the average of the years 1909-1913, and as already stated nearly half of this goes to the British Dominions.

SIZE AND TYPE OF VESSELS

The returns for 1927 show that 86 vessels of between 5,000 and 10,000 tons each and 7 vessels of 10,000 tons and upwards were launched. The largest are the turbine steamers *Duchess of Atholl* (21,500 tons) and *Orford* (20,000 tons); the *Laurentic* (18,724 tons) fitted with a combination of turbines and reciprocating engines, and the motorship *Bermuda* (16,000 tons).

Excluding vessels of less than 1,000 tons, 62 vessels of 305,781 tons, for the carriage of oil in bulk were launched during 1927. Of these, 45 vessels of about 258,000 tons, and two other vessels of 7,830 tons, were built on the Isherwood system of longitudinal framing.

The tonnage of steamers fitted for burning oil fuel, launched during the year, amounts to nearly 300,000 tons.

The tanker tonnage represents nearly 25 per cent of the total tonnage launched during 1927.

The returns include a number of vessels designed for channel, coasting, fishing, towing, harbour service, and other special purposes.

The average tonnage of steamers and motorships launched during the year is 3,430 tons. If the vessels of less than 500 tons are excluded, the average is increased to 4,193 tons, as compared with 4,486 in 1926, 4,439 in 1925, 3,777 in 1924, 3,805 in 1923, and 5,186 in 1922.

VESSELS FITTED WITH TURBINES

Further progress was recorded in the use of steam turbines during 1927, when 13 vessels with a total tonnage of 137,628 tons were launched which will be fitted with this method of propulsion. These figures include a vessel of 18,724 tons, which has a combination of steam turbines and reciprocating engines. It will be seen that the average tonnage of these vessels reaches the high figure of 10,587 tons.

VESSELS FITTED WITH INTERNAL COMBUSTION ENGINES

The tonnage of vessels fitted with internal combustion engines is steadily increasing in comparison with the total output. The tonnage of such vessels launched during 1919 was 32,936 tons, while during 1925 it amounted to 267,217 tons, and to 201,913 tons during 1926. During the year 1927, 80 motorships of 355,779 tons were launched, this tonnage equalling 41.1 per cent of the steam tonnage launched. The largest motorship launched during the year is the *Bermuda*, of about 16,000 tons, and it may be stated that of the 52 vessels of 6,000 tons and upwards, launched during the year, 29 are to be fitted with oil engines.

OUTPUT OF LEADING SHIPBUILDING CENTRES

The Clyde district occupies first place amongst the shipbuilding centres, showing an output of 423,723 tons. Then follow the Tyne (274,056 tons), the Wear (162,770 tons), the Tees (130,371 tons), Belfast (107,181 tons), and the Mersey (36,636 tons). The largest increase, as compared with 1926, has taken place on the Clyde, the figures for which are 156,078 tons higher than the previous year. The increase on the Tyne amounts to 147,447 tons, on the Wear to 127,583 tons, and on the Tees to 93,188 tons.

Germany

During the year under review 105 vessels of 289,622 tons were launched. As compared with the output for 1926, the present figures show the large increase of 109,074 tons and represent $27\frac{1}{3}$ per cent of the total output abroad during 1927, as compared with only $17\frac{1}{2}$ per cent in 1926.

These figures include 12 vessels of 78,676 tons to be fitted with steam turbines, including the largest vessel launched in the world during 1927, viz., the *Cap Arcona*, of 27,561 tons; the totals for turbine vessels comprise eight vessels of 35,115 tons which will have a combination of steam turbines and reciprocating engines. The total figures comprise, also, 33 vessels of 115,882 tons to be fitted with oil engines, the largest being the motor tanker *C. O. Stillman*, of about 16,000 tons. Four tankers, of 35,097 tons—all motorships were launched.

The totals include 14 vessels of between 6,000 and 8,000 tons, 4 of between 8,000 and 10,000 tons, and 3 vessels of above 10,000 tons each.

United States

The output for the year 1927, namely 179,218 tons is 28,605 tons higher than during 1926.

Of the tonnage launched, 17 steamers and motorships of 82,754 tons and 30 barges of 24,800 tons were built on the Atlantic coast, eight steamers of 54,948 tons on the Great Lakes, and 11 vessels of 16,716 tons on the Pacific coast.

The largest vessels launched during 1927 were the turbo-electric vessel *California*, of about 22,000 tons, built at Newport News, and the motorship *Gulfpride*, of 12,510 tons, built at Kearny, N.J.; four other vessels of between 6,000 and 10,000 tons were launched on the Atlantic coast; and one of 10,180 tons and four between 8,000 and 10,000 tons were launched on the Great Lakes.

Six turbine steamers of 54,916 tons were launched in this country during 1927, including two vessels, the above-mentioned *California* and one other vessel of 8,816 tons, both fitted with turbines in conjunction with electric motors. The motor tonnage launched amounts to 39,282 tons; of oil tankers of 1,000 tons and upwards, five of 37,318 tons were launched.

The totals also include five vessels of 39,261 tons built on the Isherwood system of longitudinal framing.

Holland

The total tonnage launched during 1927—119,790 tons—is 26,119 tons higher than the 1926 figures. As usual, the figures for this country do not include vessels exclusively intended for river navigation, the total tonnage of which vessels reaches a high figure.

Seven vessels were launched of over 6,000 tons each.

The totals for the year include forty-nine vessels of 86,194 tons to be fitted with internal combustion engines. Eight motorships are of 6,000 tons and upwards, the largest being the *Christiaan Huygens* of 15,636 tons and the *Sibajak* of 12,040 tons.

Four motorships of 25,227 tons are intended for the carriage of oil in bulk.

Italy

The total figures for this country—101,076 tons—are 118,945 tons lower than those for 1926, which were the highest ever reached in this country. Eighteen vessels of 73,955 tons were launched in the Trieste district, as compared with an output of 94,136 tons during the previous year.

The totals comprise three vessels of 10,000 tons and upwards, the largest being the turbine steamers *Conte Grande* of about 22,800 tons, launched at Trieste, and *Ausonia* of 13,500 tons, launched at Genoa. Thirteen motorships of 49,698 tons were launched, the largest being the *Virgilio* of 11,920 tons, built at Baia, near Naples.

Denmark

The total tonnage launched during 1927—72,038 tons—is practically the same as last year, and is composed mostly of motorship tonnage (63,690 tons). Seven motorships of between 5,000 and 9,150 tons were launched; six of these, with a total tonnage of 44,501 tons, are intended for the carriage of oil in bulk.

Sweden

The output for 1927—67,361 tons—is 13,843 tons more than that for 1926, and is the highest ever recorded in this country. Over 92½ per cent of the total is composed of motorships, of which eight are of between 5,000 and 7,000 tons each. The tankers launched—all motorships—amount to seven, of 42,566 tons.

France

The output for the year—44,335 tons—is 77,027 tons lower than that for 1926, and is the lowest recorded since 1919.

The total figures include one steamer of 9,950 tons, five motorships of 17,076 tons, and six trawlers of over 1,000 tons each.

Russia

The shipbuilding activity in this country, which has been developing for the last two years, has resulted in the launching, during 1927, of eighteen vessels, of 43,917 tons. These figures include ten motorships, of 25,414 tons, one of which—an oil tanker—is of about 7,000 tons, and two are of 4,957 tons each.

Japan

The output for this country—42,359 tons—is 10,046 tons less than that in 1926, and is the lowest recorded since 1910.

The 1927 totals comprise two motorships, of 5,612 tons each, and two turbine steamers, of about 4,280 tons each.

British Dominions

The total tonnage launched in all the British Dominions overseas during 1927, namely, 30,250 tons, is slightly less than in 1926.

Of the total output, 23,773 tons were launched in Canada, including 10,131 tons on the Great Lakes.

The totals include two steamers, of between 6,000 and 7,000 tons each, launched at Lévis, Quebec.

SUMMARY

Country	Gross tons
Great Britain and Ireland.....	1,225,873
Germany.....	289,622
United States.....	179,218
Holland.....	119,790
Italy.....	101,076
Denmark.....	72,038
Sweden.....	67,361
France.....	44,335
Russia.....	43,917
Japan.....	42,359
British Dominions.....	30,250

GENERAL STATISTICS

World output of merchant shipping in 1927 amounted to 2,285,679 tons; to this Great Britain and Ireland contributed 1,225,873 tons, other countries 1,059,806 tons. Great Britain and Ireland were responsible for more than half the merchant ship tonnage launched during the year—about 54 per cent of it.

As compared with the 1926 world output, the 1927 one is 610,702 tons greater.

During 1927, 863,694 tons were launched, fitted with internal combustion engines. Similar tonnage launched in 1926 amounted to 704,006 tons.

Tonnage of motor ships building in the world at the beginning of 1928 is 115,000 tons more than the steam tonnage under construction, showing the continued progress of the former mode of propulsion.

Of the total steam tonnage—1,375,828 tons—launched in the world during 1927, 470,000 tons is for steamers fitted for burning oil fuel under the boilers, so that the tonnage depending exclusively upon coal for propulsion amounts to only 39.6 of the world total for 1927.

The tankers launched during 1927 amounted to ninety-nine vessels of 542,437 tons, as against 246,000 tons in 1926.

COMPARISON (by countries) of tonnage in hand at close of 1927, with 1927 output

Country	Tonnage in hand at Dec. 31, 1927 (Lloyds statement)	Tonnage output 1927 (Lloyds statement)
	gross tons	gross tons
Great Britain and Ireland.....	1,579,713	1,225,873
Germany.....	472,295	289,622
Italy.....	183,216	101,076
Holland.....	174,887	119,790
France.....	115,029	44,335
Sweden.....	100,700	67,361
Denmark.....	97,710	72,038
United States.....	97,370	179,218

The above table shows a marked revival in world shipbuilding at the end of 1927.

The tonnage in hand of every maritime country given in the table (with the exception of the United States) showing an increase over its 1927 output. France in particular has between two and three times more tonnage in hand at the end of 1927 than was built by her during the year. Germany also shows a substantial gain.

COMPARISON BETWEEN BRITISH EMPIRE AND FOREIGN SHIPPING AT JUNE 30, 1927

The subjoined table shows the total of Empire and foreign merchant shipping afloat under the classification of Lloyd's register, at the end of June, 1927:—

	Ships	Gross tonnage
Great Britain and Ireland.....	4,900	13,742,639
British Dominions.....	521	1,314,238
Total.....	5,421	15,056,877
Other countries.....	4,123	14,471,752
	1,298	585,125

Empire merchant shipping afloat at the end of June, 1927, exceeded that of the rest of the world by 1,298 ships and 585,125 gross tons. These figures clearly indicate the present maritime pre-eminence of the British Empire.

WORLD-MOTOR Ships under Lloyd's Register in Periods from 1914 to 1927

	Motor ships	Tonnage
1914.....	297	234,287
1919.....	912	752,606
1925.....	2,145	2,714,073
1927.....	2,552	4,270,824

It will be seen that in little less than a decade from 1919 to 1927, motor ship tonnage under Lloyd's register, has become nearly six times as great.

TANKER Tonnage under Lloyd's Register in Periods from 1914 to 1927

	Gross tons
1914.....	1,478,988
1919.....	2,929,113
1925.....	5,384,290
1927.....	5,915,677

The enormous increase in the tonnage of vessels for the carriage of fuel oil in bulk during the 1919-1927 period is shown by this table.

COMPARISON OF WORLD MERCHANT FLEETS IN JUNE, 1914, AND IN JUNE, 1927

Apart from sailing vessels and wood steamers, the gross tonnage of sea-going steel and iron steamers and motor ships in June 1914 was 42,514,000 tons (Lloyd's statement), in June 1927, 59,688,000 tons an increase of over 17 million tons.

The changes in the types of vessels during this period have been remarkable.

Tankers which in 1914 totalled 1,479,000 tons, now amount to 5,916,000 tons.

Motor ships which in 1914 only totalled 234,000 tons now amount to 4,271,000 tons (including auxiliaries).

A great change has taken place in the relative use of coal, and fuel oil for boilers. In 1914 the tonnage of steamers fitted for oil fuel was 1,310,000 tons; in 1927 the figures approximated 18½ million tons.

CANADIAN GOVERNMENT MERCHANT MARINE

COMPARISON OF OPERATIONS, 1926 AND 1927

	Year 1927	Year 1926
Total revenue.....	\$10,233,964 43	\$10,989,437 42
Total operating expenses.....	10,954,699 83	11,079,597 33
Operating loss for year.....	\$ 720,735 40	\$ 90,159 91

It will be seen that both the gross revenue and the operating expenses were lower in 1927 than in 1926; gross revenue being \$755,472.99 or 6.87 per cent less than in 1926, and the operating expenses \$124,897.50 or 1.12 per cent less than in 1926.

The operating loss was \$720,735.40 in 1927 as compared with operating loss of \$90,159.91 in 1926.

The less favourable showing in 1927 was largely attributable to conditions under which certain of the services had to be operated, there being a shortage of cargo tonnage, also additional competition which resulted in reduced freight rates. However, prospects for the future are brighter owing to decreased competition and the stabilization of freight rates.

TONNAGE handled by Canadian Government Merchant Marine Fleet during the Year

	Tons	Value
Export traffic.....	707,305	\$ 77,232,705 20
Import traffic.....	401,025	65,564,848 53
Intercoastal traffic.....	119,385	15,108,814 48
	<hr/>	<hr/>
	1,227,715	\$ 157,906,368 21

DISPOSITION OF FLEET AS AT DECEMBER 31, 1927

	Vessels
United Kingdom and Continent.....	9
Australia.....	7
New Zealand.....	4
West Indies.....	10
Vancouver-coastal.....	4
Intercoastal.....	3
Newfoundland.....	1
Chartered.....	3
Laid-up—Halifax.....	5
	<hr/>
	46

VOYAGES COMPLETED DURING THE YEAR

ATLANTIC

	Voyages
United Kingdom and Continent.....	60
West Indies—Passenger and Freight (Eastern Group).....	14
West Indies—Freight (Eastern Group).....	28
West Indies—Passenger (Western Group).....	17
Newfoundland.....	10
Australia.....	16
New Zealand.....	12
Intercoastal.....	16
Charters.....	5
	<hr/>
	178

PACIFIC

	Voyages
United Kingdom and Continent.....	10
Coastal to California.....	52
	<hr/>
	62

REGULAR SAILINGS DURING THE YEAR

From the Atlantic

United Kingdom—

Fortnightly service to Cardiff and Swansea.

Ten-day service to London and Antwerp—January to October.

Fortnightly service to London and Antwerp—November to December.

West Indies—

From Montreal (summer), Halifax (winter).

Three-weekly passenger and freight service to Bermuda, Nassau, Kingston and Belize.

West Indies—Concluded

From Halifax and Saint John.

Fortnightly freight service to Bermuda, St. Kitts, Antigua, Montserrat, Dominica, St. Lucia, Barbados, St. Vincent, Grenada, Trinidad and Demerara.

From Halifax and Saint John—May to December.

Monthly passenger service to Bermuda, St. Kitts, Antigua, Montserrat, Dominica, St. Lucia, Barbados, St. Vincent, Grenada, Trinidad and Demerara.

From Montreal—May to November.

From Halifax—December.

Fortnightly freight service to St. Kitts, Antigua, Barbados, Trinidad and Demerara.

Australia—

Three-weekly service to various Australian ports.

New Zealand—

Monthly service to various New Zealand ports.

Newfoundland—

Three-weekly service from Montreal in summer to St. John's, Newfoundland, via Charlottetown, P.E.I.

Intercoastal—

Monthly service to Vancouver.

From the Pacific

Pacific Coast—

Weekly service to San Pedro and San Francisco.

Intercoastal—

Monthly service to St. Lawrence ports, via Jamaica.

NOTE.—From Vancouver were despatched early in the year three steamers to west coast United Kingdom ports and one steamer to London and Antwerp, after which both services were cancelled.

OPERATIONS OF CHIEF CANADIAN SHIPBUILDING PLANTS

DAVIE SHIPBUILDING AND REPAIRING COMPANY, LIMITED, LAUZON, LÉVIS, P.Q.

New Construction, April 1, 1927, to April 1, 1928

Name of Vessel	Type	Tonnage	I.H.P.
St. Lawrence.....	T.S. passenger steamer.....	about 6327	4500
Tadoussac.....	T.S. passenger steamer.....	6500	5000
Quebec.....	T.S. passenger steamer.....	6500	5000
George M. McKee.....	Oil engined tug.....	250	700 B.H.P.
Foundation H.1.....	Sand dump scow.....	300	
Foundation H.2.....	Sand dump scow.....	300	

MIDLAND SHIPBUILDING COMPANY, LIMITED, MIDLAND, ONT.

New Construction

Steel supply boat *North Shore Supply*, 52 feet by 13 feet 6 inches by 5.78 feet; gross tonnage, 33.12.

Steel package freighter *City of Hamilton*, 238 feet by 38 feet by 23 feet; gross tonnage, 1,665.43.

Steel package freighter *City of Montreal*, 238 feet by 38 feet by 23 feet; gross tonnage, 1,665.43.

Steel package freighter *Saskatoon*, 258 feet 8 inches by 42 feet 9 inches by 26 feet 6 inches; gross tonnage, 2,411.94.

Steel package freighter *Weyburn*, 258 feet by 42 feet 9 inches by 26 feet 6 inches; gross tonnage, 2,407.60.

Repair Work

Repair of shell damages, etc., of varying dimensions to the several steamers of the Canada Steamship Lines, Limited.

PORT ARTHUR SHIPBUILDING COMPANY, LIMITED, PORT ARTHUR, ONT.

Repair Work

Total number of boats entering plant for repairs.....	156
Number of hull repair jobs involved.....	75
Number of engine repair jobs involved.....	58
Number of boiler repair jobs involved.....	37
Number of miscellaneous repair jobs involved.....	38
	208

Dry Dock Report

Number of boats docked—tonnage basis: 29	—gross tonnage 140,718.
Number of tugs and barges docked.....	11
	40

CANADIAN VICKERS, LIMITED, MONTREAL, P.Q.

Shipbuilding, 1927-28

Yard No.	Vessel	Built For	Dimensions
99	Paddle wheel towboat (<i>Alligator</i> type).	Abitibi Pulp and Paper Co.....	65' x 16' x 5' 6" Built at our yard. Knocked down and erected at site, Low Bush, Ont. Completed August, 1927.
100	Tug.....	Canadian Pacific Railway Co.....	70' 2" x 24' x 10' 6" Built at our yard, knocked down and re-erected and launched at Kootenay lake, B.C., Feby, 1928.
101	Salvage vessel.....	Foundation Co. of Canada, Ltd.....	134' x 35' x 11' 6" Almost completed. To be launched May, 1928.
102	Scow.....	Canada Cement Co., Ltd.....	50' x 23' x 4' 3" Built at our yard, knocked down, re-erected and launched at Antigonish, N.B., March, 1928.
103	8 cu. yd. Dipper Dredge for Hudsons Bay.....	Dept. of Railways and Canals.....	135' x 44' x 12' Well under construction; for mid-summer delivery.
106	8 cu. yd. Dipper Dredge for Hudsons Bay.....	Dept. of Railways and Canals.....	135' x 44' x 12' Under construction for delivery August, 1928.
104	T.S. Pulpwood carrier.. (oil engines)	Donnacona Paper Company.....	137' x 30' x 10' Construction well advanced; to be delivered May, 1928.
105	T.S. Pulpwood carrier.. (oil engines)	Donnacona Paper Company.....	137' x 30' x 10' Construction well advanced; to be delivered May, 1928.

Ship Repair Work.—A total of sixty-six vessels were drydocked, including ocean liners, lake vessels, and small craft. Repairs covered from minor jobs to extensive bottom damage. In addition, quite a number of vessels were repaired afloat, either at our basin or in Montreal harbour.

HALIFAX SHIPYARDS, LIMITED, HALIFAX, N.S.

No new shipbuilding was done during the fiscal year 1927-28. Repair work to the value of \$1,091,680.95 was carried out.

PRINCE RUPERT DRY DOCK AND SHIPYARD, PRINCE RUPERT, B.C.

New Construction

Seventy-five-foot service boat *Granby* built for Granby Cons. M. S. and P. Co.

Fifty-eight-foot fishing boat *Signal* built for J. Iverson.

Sixty-four-foot fishing boat *Bertha G.* built for Gammon & Watts.

Sixty-one-foot fishing boat *Zapora* built for Lars Voge.

Fifty-four-foot fishing boat *Emblem No. 1* built for P. Bruno.

Fifty-eight-foot fishing boat *Belville* built for J. Iverson.

Fifty-eight-foot fishing boat *Covenant* built for H. Underdahl.

One pile-driver scow, 60 feet by 20 feet, built for Pacific Stev. and Contg. Co.

Repairs

Repairs were made to 26 steamers, 625 fishing boats, and 14 scows.

ST. JOHN DRY DOCK AND SHIPBUILDING COMPANY, LIMITED, ST. JOHN, N.B.

From April 1, 1927, to April 1, 1928

Ships repaired in dry dock.....	27
Ships repaired on marine slipway.....	26
Ships repaired afloat.....	104
Total.....	157

BURRARD DRY DOCK COMPANY, LIMITED, NORTH VANCOUVER, B.C.

Record of Shipbuilding and Ship Repairing, April 1, 1927, to April 1, 1928

New construction.—Schooner *Saint Roch* for Royal Canadian Mounted Police.

Reconditioning.—SS. *Prince Rupert*, extensive hull and engine repairs; ss. *Catala*, extensive hull and engine repairs.

Repairs, general, were made to 195 steamers and 21 tugs.

Vessels prepared for grain.—Forty-two vessels were prepared for grain carrying.

YARROWS, LIMITED, VICTORIA, B.C.

April, 1927.—Nine vessels repaired; gross tonnage, 19,779 tons.

May, 1927.—Fourteen vessels repaired; gross tonnage, 38,972 tons.

June, 1927.—Eight vessels repaired; gross tonnage, 12,761 tons.

July, 1927.—Ten vessels repaired; gross tonnage, 23,053 tons.

August, 1927.—Seven vessels repaired; gross tonnage, 16,283 tons.

September, 1927.—Ten vessels repaired; gross tonnage, 17,404 tons.

October, 1927.—Six vessels repaired; gross tonnage, 21,460 tons.

November, 1927.—Eight vessels repaired; gross tonnage, 19,347 tons.

December, 1927.—Seven vessels repaired; gross tonnage, 17,239 tons.

January, 1928.—Five vessels repaired; gross tonnage, 14,584 tons.

February, 1928.—Seven vessels repaired; gross tonnage, 5,723 tons.

March, 1928.—Five vessels repaired; gross tonnage, 13,420 tons.

STATISTICS OF CANADIAN SHIPPING
STATEMENT of Vessels Built in Canada and Registered during the Year 1927

Province	Wood						METAL						Totals				
	Sailing			Steam			Sailing			Steam					Gas		
	Tonnage		No.	Tonnage		No.	Tonnage		No.	Tonnage		No.	Tonnage		No.	Tonnage	
	Gross	Net		Gross	Net		Gross	Net		Gross	Net		Gross	Net		Gross	Net
Nova Scotia.....	2	66	66												33	1,673	1,228
New Brunswick.....	6	204	197												21	454	384
Prince Edward Island..	5	85	69												5	85	69
Quebec.....	22	2,495	2,478	10	213	90									49	19,654	12,186
Ontario.....	5	753	753	3	99	59									23	1,530	1,089
Manitoba.....	2	596	596												5	654	635
Saskatchewan.....																	
British Columbia.....	45	3,261	3,261	2	31	16									262	8,187	6,352
Yukon Territory.....																	
Totals.....	87	7,460	7,420	15	343	165	284	7,724	5,072	10	16,557	9,276	2	153	398	32,237	21,943

STATEMENT showing the Number of Vessels and Number of Tons on the Registry Books of the Dominion of Canada on December 31, 1927

Ports	Sailing vessels			Steam vessels		
	No.	Gross tons	Net tons	No.	Gross tons	Net tons
<i>New Brunswick—</i>						
Campbellton.....				5	148	76
Chatham.....	288	8,203	7,916	162	5,232	3,179
Dorchester.....	2	277	262	2	8	6
Moncton.....	2	28	26			
Richibucto.....	20	363	353	23	424	314
Sackville.....	1	12	12	1	16	11
St. Andrews.....	107	1,690	1,678	43	839	599
St. John.....	86	10,366	9,977	89	13,143	8,668
	504	20,879	20,224	325	19,810	12,853
<i>Nova Scotia—</i>						
Amherst.....	2	97	80	2	59	50
Annapolis Royal.....	10	2,443	2,166	9	662	417
Arichat.....	52	1,257	1,210	27	44	381
Barrington Passage.....	24	553	523	41	848	751
Canso.....	31	910	857	11	226	206
Digby.....	48	1,422	1,401	30	1,159	821
Guysboro.....	1	105	97			
Halifax.....	107	6,852	6,411	165	63,381	38,864
La Have.....	26	6,278	4,871	9	947	619
Liverpool.....	17	1,902	1,686	23	1,188	730
Lunenburg.....	148	18,843	14,241	184	5,819	4,382
Maitland.....	4	569	514	1	88	59
Parrsboro.....	42	12,446	11,289	20	1,661	1,149
Pictou.....	9	1,923	1,763	12	2,212	1,457
Port Hawkesbury.....	19	299	299	7	189	155
Port Medway.....	4	226	226	2	26	25
Shelburne.....	24	1,22	1,207	26	1,397	1,067
Sydney.....	61	3,976	3,797	63	4,141	2,225
Truro.....				1	18	7
Weymouth.....	13	4,157	3,627	16	1,386	985
Windsor.....	22	11,907	11,008	18	4,148	2,590
Yarmouth.....	38	1,179	1,105	55	8,186	4,164
	702	78,563	68,378	710	98,151	61,104
<i>Ontario—</i>						
Amherstburg.....	4	602	602	9	1,040	569
Belleville.....	2	72	72	10	232	138
Bowmanville.....	1	146	146			
Brockville.....	1	819	751	14	530	339
Chatham.....	7	900	890	7	333	224
Cobourg.....						
Collingwood.....	2	460	460	48	15,551	10,451
Cornwall.....				5	266	133
Deseronto.....	5	402	370	3	31	22
Dunnville.....	1	87	57			
Fort William.....	1	413	413	23	69,847	46,691
Goderich.....	4	677	675	28	1,657	1,079
Hamilton.....	3	807	780	19	7,955	4,874
Kenora.....	7	572	572	93	3,846	2,438
Kincardine.....				1	19	13
Kingston.....	48	8,907	8,911	106	10,008	5,807
Lindsay.....				12	397	271
Midland.....	12	9,558	8,531	64	89,719	57,665
Napanee.....	1	12	121			
Oakville.....	1	26	26			
Ottawa.....	108	16,704	15,707	213	36,999	18,694
Owen Sound.....	6	2,708	2,436	33	4,364	2,728
Peterborough.....	22	1,744	1,744	48	1,023	700
Pictou.....	5	2,066	1,885	8	2,596	1,769
Port Arthur.....	66	23,936	23,568	79	23,798	14,161
Port Burwell.....				8	287	146
Port Dover.....				10	306	181
Port Hope.....	1	213	190			
Port Stanley.....				23	934	558
Prescott.....	8	1,323	1,195	13	2,681	1,809
St. Catharines.....	20	5,660	4,983	47	1,997	1,284

STATEMENT showing the Number of Vessels and Number of Tons on the Registry Books of the Dominion of Canada on December 31, 1927—*Concluded*

Ports	Sailing vessels			Steam vessels		
	No.	Gross tons	Net tons	No.	Gross tons	Net tons
<i>Ontario—Concluded.</i>						
Sarnia.....	8	1,988	1,780	35	29,767	18,551
Sault Ste. Marie.....	41	8,111	7,910	41	10,921	6,418
Simcoe.....	2	36	36	1	20	8
Southampton.....	8			8	282	191
Toronto.....	65	17,374	15,448	222	143,207	91,413
Wallaceburg.....	3	795	760	7	224	78
Whitby.....						
Windsor.....	14	3,362	3,166	17	9,243	3,299
	469	110,583	103,285	1,255	470,436	294,702
<i>Quebec—</i>						
Gaspé.....	9	338	308	6	974	500
Magdalen Islands.....	8	409	400	3	989	556
Montreal.....	281	91,912	88,603	453	502,942	304,661
Paspébiac.....	8	140	130	29	526	415
Quebec.....	306	28,501	28,882	195	31,583	18,124
Sorel.....	26	9,718	8,568	44	10,770	4,954
	638	132,018	126,891	730	547,757	329,201
<i>British Columbia—</i>						
Nanaimo.....	6	545	545	4	563	201
New Westminster.....	148	23,705	23,676	296	11,190	6,227
Prince Rupert.....	13	1,503	1,503	158	23,772	13,349
Vancouver.....	615	117,186	115,681	1,188	165,475	97,212
Victoria.....	138	30,476	29,443	306	72,002	40,147
	920	173,415	170,848	1,952	273,002	157,136
<i>Prince Edward Island—</i>						
Charlottetown.....	91	5,471	5,092	42	7,322	3,489
<i>Saskatchewan—</i>						
Prince Albert.....	1	145	145	5	588	341
<i>Manitoba—</i>						
Winnipeg.....	26	5,549	5,549	70	8,041	5,112
<i>Yukon Territory—</i>						
Dawson.....	7	1,621	1,621	7	2,917	2,029

RECAPITULATION

Province	Sailing vessels			Steam vessels		
	No.	Gross tons	Net tons	No.	Gross tons	Net tons
New Brunswick.....	504	20,879	20,224	325	19,810	12,853
Nova Scotia.....	702	78,563	68,378	710	98,151	61,104
Quebec.....	638	132,018	126,891	730	547,757	329,201
Ontario.....	469	110,583	103,285	1,255	470,436	294,702
P. E. Island.....	91	5,471	5,092	42	7,322	3,489
British Columbia.....	920	173,415	170,848	1,952	273,002	157,136
Manitoba.....	26	5,549	5,549	70	8,041	5,112
Yukon Territory.....	7	1,621	1,621	7	2,917	2,029
Saskatchewan.....	1	145	145	5	588	341
	3,358	528,244	502,033	5,096	1,428,024	865,967

STATEMENT showing Number of Vessels Removed from the Registry Books of the Dominion of Canada during the Year ended December 31, 1927

Sold to foreigners.....	27
Wrecked.....	20
Stranded.....	9
Lost.....	3
Broken up.....	72
Foundered.....	7
Burnt.....	27
Transferred to St. John's, Newfoundland.....	19
Transferred to Great Britain.....	3
Transferred to Nassau B.W.I.....	1
Supposed to be out of existence.....	10
Seized by U.S.A.....	4
Collision.....	2
Abandoned at sea.....	4
Missing.....	5
Total.....	213

It is estimated that 42,410 men and boys, etc., inclusive of masters, were employed on the ships registered in Canada during the year 1927.

COMPARATIVE STATEMENT showing the Number of Vessels and Number of Net Tons on the Registry Books of the Dominion of Canada, on December 31, in each Year from 1918 to 1927, both inclusive

Province	1918		1919		1920		1921		1922	
	Vessels	Tons	Vessels	Tons	Vessels	Tons	Vessels	Tons	Vessels	Tons
New Brunswick.....	1,043	49,483	1,018	42,050	917	38,634	859	40,456	866	39,107
Nova Scotia.....	1,948	124,517	1,965	158,100	1,709	152,130	1,550	153,461	1,523	146,329
Quebec.....	1,318	275,235	1,340	342,424	1,321	409,442	1,252	449,817	1,314	459,207
Ontario.....	2,064	312,865	1,986	320,065	1,793	313,875	1,681	306,944	1,693	316,524
Prince Edward Island.....	158	10,805	158	10,726	143	9,993	137	9,560	138	9,615
British Columbia.....	1,928	231,513	2,006	207,708	1,930	217,481	1,908	252,876	2,006	259,103
Manitoba.....	96	9,791	89	9,160	83	9,119	86	9,599	91	10,340
Yukon District.....	8	2,040	6	1,133	4	813	4	813	4	813
Saskatchewan.....	5	529	5	529	4	393	5	447	6	486
	8,568	1,061,778	8,573	1,091,895	7,904	1,151,880	7,482	1,223,973	7,641	1,241,524

Province	1923		1924		1925		1926		1927	
	Vessels	Tons	Vessels	Tons	Vessels	Tons	Vessels	Tons	Vessels	Tons
New Brunswick.....	873	38,798	808	34,644	818	33,318	816	33,002	829	33,077
Nova Scotia.....	1,505	140,641	1,488	134,991	1,475	135,761	1,452	134,530	1,412	129,482
Quebec.....	1,298	443,177	1,305	425,852	1,341	438,253	1,369	447,889	1,368	456,092
Ontario.....	1,677	317,850	1,649	314,297	1,667	329,571	1,702	387,036	1,724	397,987
Prince Edward Island.....	133	9,600	133	9,078	131	8,997	127	8,556	133	8,581
British Columbia.....	2,101	268,489	2,198	289,549	2,373	327,524	2,618	325,190	2,872	327,984
Manitoba.....	93	10,207	93	10,207	93	10,207	94	10,321	96	10,661
Yukon District.....	8	1,632	9	1,916	6	1,916	9	1,916	14	3,650
Saskatchewan.....	6	486	6	486	6	486	6	486	6	486
	7,694	1,230,880	7,689	1,221,020	7,913	1,283,033	8,193	1,348,935	8,454	1,368,000

Journal

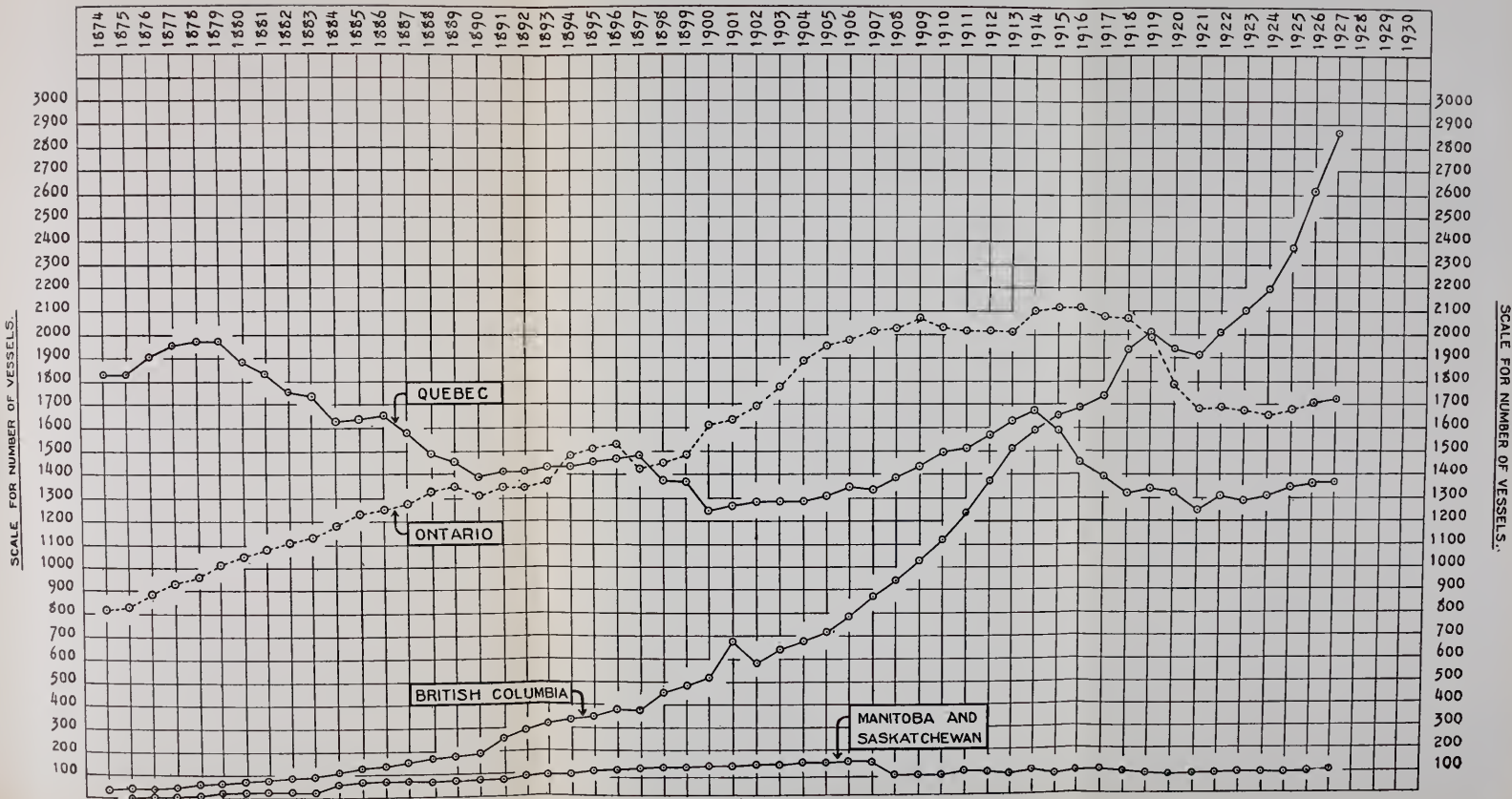
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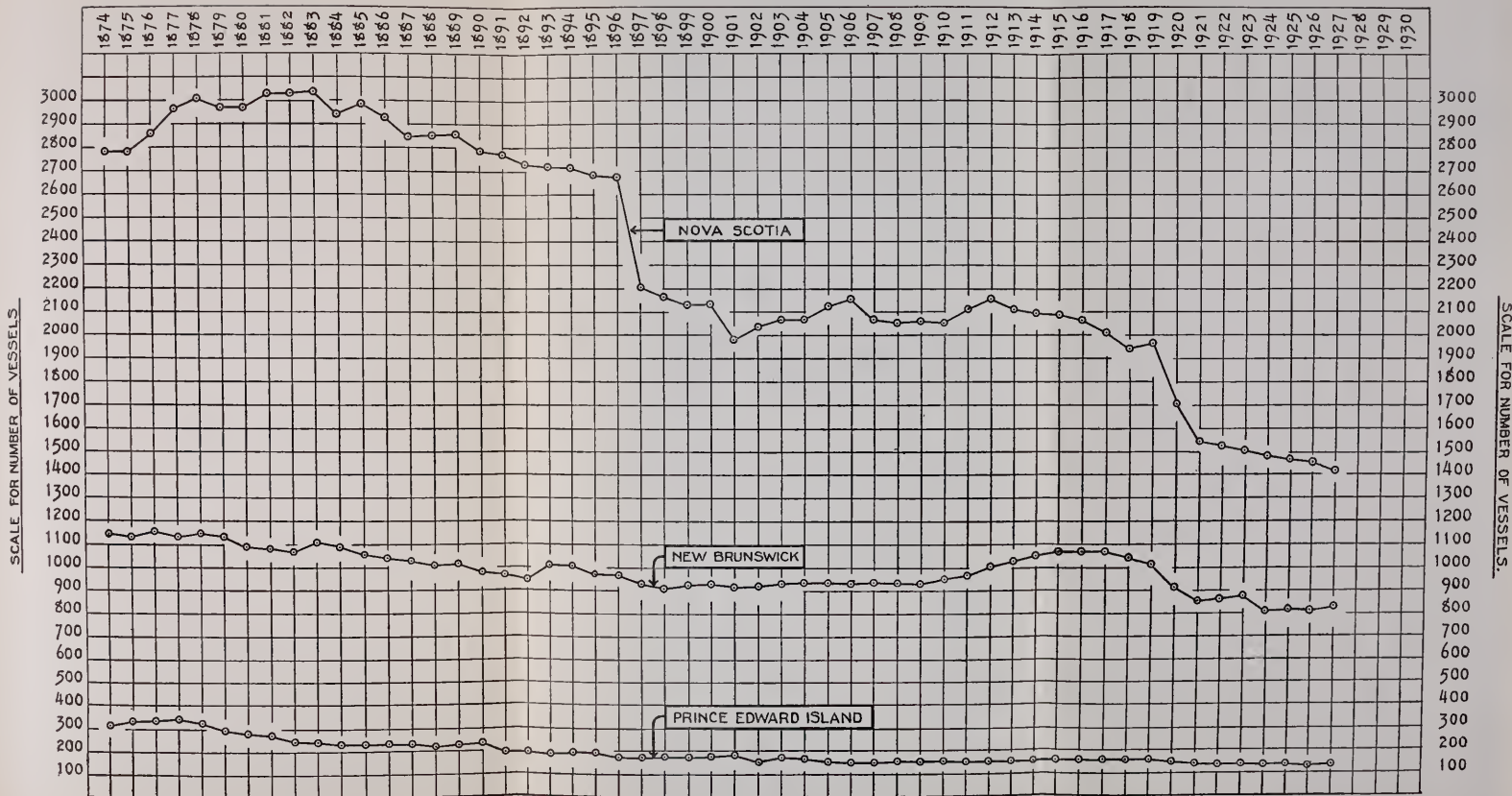
Vessels

Comparative Curves Showing the Number of Vessels on the Registry Books of the Dominion of Canada, on December 31, in each Year from 1874 to 1927, both inclusive.



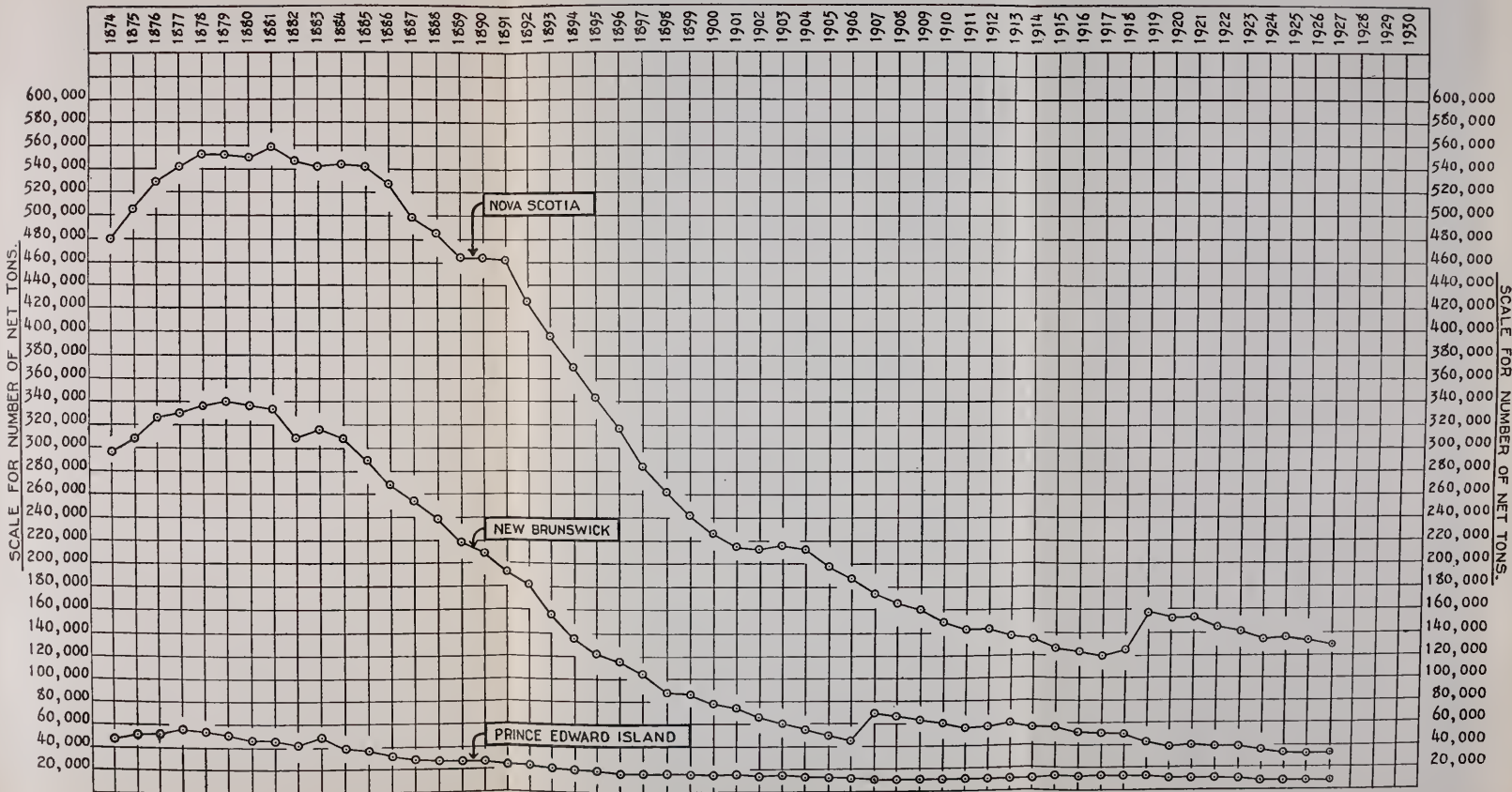
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Comparative Curves Showing the Number of Vessels on the Registry Books of the Dominion of Canada, on December 31, in each Year from 1874 to 1927, both inclusive.



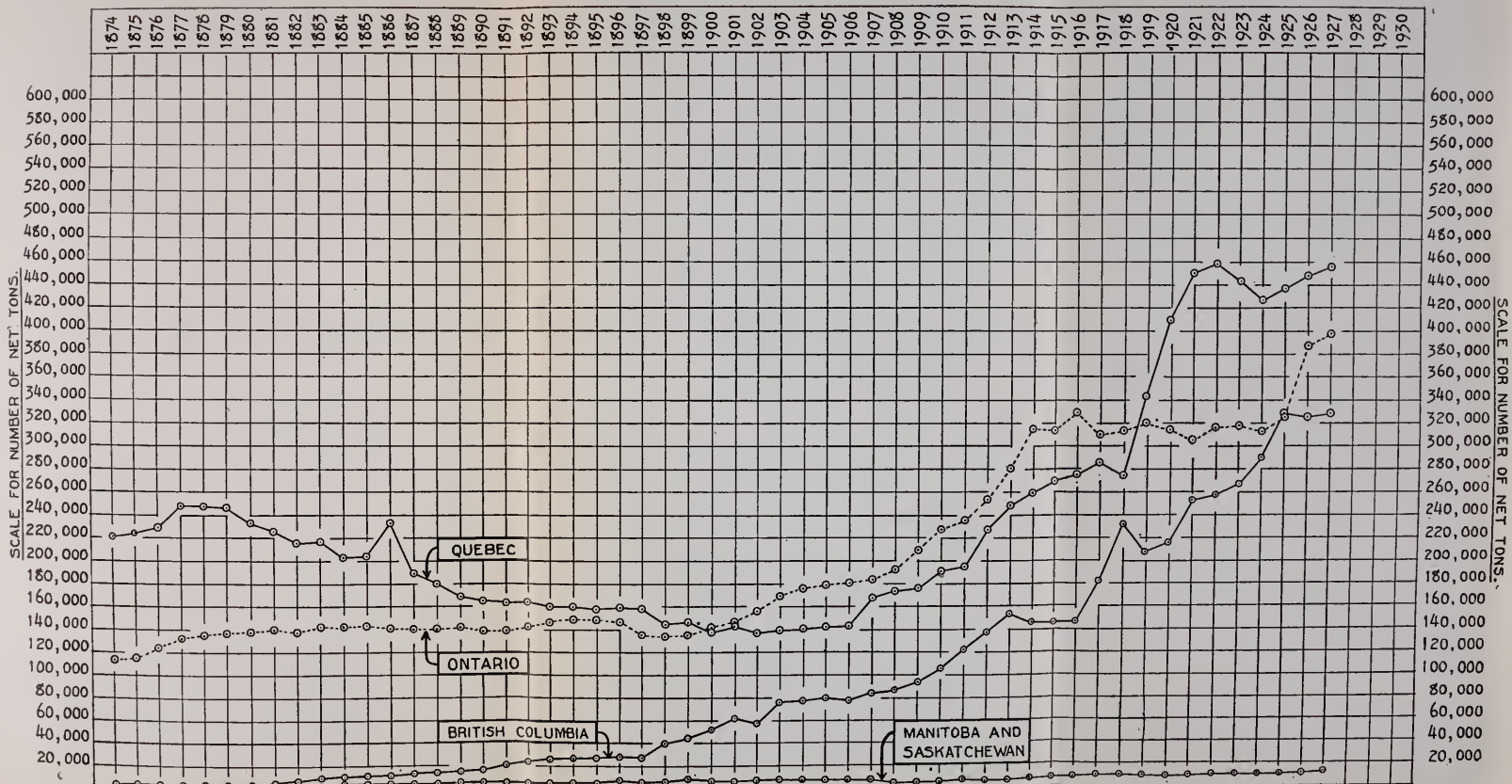
Net Tons

Comparative Curves Showing the Number of Net Tons on the Registry Books of the Dominion of Canada, on December 31, in each Year from 1874 to 1927, both inclusive.



Net Tons

Comparative Curves Showing the Number of Net Tons on the Registry Books of the Dominion of Canada, on December 31, in each Year from 1874 to 1927, both inclusive.



COMPARATIVE STATEMENT of Vessels Built and Registered in the Dominion of Canada and their Net Tonnage during the Year ended December 31, in each Year from 1918 to 1927, both inclusive

Province	1918		1919		1920		1921		1922	
	Vessels	Tons	Vessels	Tons	Vessels	Tons	Vessels	Tons	Vessels	Tons
New Brunswick.....	16	2,590	14	3,326	5	103	5	547	18	192
Nova Scotia.....	110	27,831	163	43,877	87	15,440	38	12,357	26	1,704
Quebec.....	26	9,086	46	45,831	82	48,303	41	30,800	67	6,647
Ontario.....	48	10,098	37	10,858	14	3,004	17	2,386	24	7,399
Prince Edward Island.....	4	78	5	507	4					
British Columbia.....	192	54,889	138	23,396	136	35,512	72	22,939	90	8,266
Manitoba.....	1	39	4	143			7	572	11	1,698
Yukon District.....							1			
Saskatchewan.....						147		54		39
	397	104,611	407	127,928	329	102,779	181	69,655	237	25,925

Province	1923		1924		1925		1926		1927	
	Vessels	Tons	Vessels	Tons	Vessels	Tons	Vessels	Tons	Vessels	Tons
New Brunswick.....	14	213	16	796	21	453	15	300	21	384
Nova Scotia.....	38	2,119	35	1,288	31	2,102	48	2,775	33	1,228
Quebec.....	20	1,970	36	3,192	36	7,670	47	10,063	49	12,186
Ontario.....	23	3,652	32	6,178	26	11,250	30	9,431	23	1,089
Prince Edward Island.....	3	30	2	26					5	69
British Columbia.....	101	11,478	123	11,795	180	21,448	253	15,105	262	6,352
Manitoba.....	5	509					2	132	5	635
Yukon District.....	2	559								
Saskatchewan.....										
	205	20,550	244	23,275	294	42,923	395	37,806	398	21,943

REPORT OF L. E. COTE, B.A.Sc., M.E.I.C., CHIEF ENGINEER

The duties of the general staff of the branch consist in the construction, repair and improvement of lighthouses, fog alarms, beacons, and other aids to navigation, the supply of new or improved illuminating apparatus, repairs to wharves, removal of obstructions in navigable waters, ice breaking, the publication of lists of lights and notices to mariners, reporting on water lots, harbour improvements, dealing with lighthouse sites, and experimentation in light and sound signals.

Details of the work done in this connection during the past year are as follows:—

NEW AIDS TO NAVIGATION

In Nova Scotia

Lockeport.—Range lights placed on local buildings to lead to the wharf.

St. Mary River.—A new light to lead into the entrance to the river when in line with the Budget light.

In New Brunswick

Lighted beacons at Courtenay bay and Ships Stern

Day beacons at Dingees creek.

In Prince Edward Island

Cap Rouge.—New light leading past shoals when in line with the former light now used as front one.

Port Hood island.—Small light on mast.

In the Province of Quebec

Range lights have been installed at the following stations: Anse a la Barbe, Chandler, Ellis bay, Grande greve, Hamilton cove, Manikugan harbour, Mingan harbour, two ranges; St. Michel and St. Joachim.

Small lights on masts have been placed at Crane island, Port aux Saumons, Sault au Cochon, Sheldrake, and St. Francois Dauphin.

A large station including fog alarm and lighthouse with dwelling attached has been built at Goose cape.

In Ontario

Angus island.—Large station with lighthouse, fog alarm, and suitable dwelling for keeper and engineer.

Port Colborne.—Concrete tower with fourth order apparatus.

De Wattville.—Range lights with powerful back light showing from a steel tower erected on Hillcrest cliff to take the place of the Cole Shoal range when used in connection with Union Park.

Union Park.—New range.

Smaller range lights at Icelandic river and Refuge harbour.

Small lights on poles at Drummond island (two), Jeannette narrows, Pine Tree point, Robertson point, Stubling point, and Walpole island.

Three lighted beacons to mark the North Channel below Prescott.

In British Columbia

Amphitrite point.—Station equipped with diaphone.

Lighted beacons at Cape Scott, Deep bay, Sugar Loaf point, Bonilla island, and Serpent point.

Day beacons at Port Neville and Ueluelet.

CHANGES AND IMPROVEMENTS

Among changes and improvements to existing stations the following which are the most important may be mentioned:—

In Nova Scotia

Betty island.—Intensity of light considerably increased and flashing characteristic adopted.

New dwellings with lighthouses attached at Country island, Green island, Guion island, Medway bay, Three Top island, and Wedge island.

In New Brunswick

Cape Spencer.—New fog alarm to replace that destroyed by fire.

In Prince Edward Island

Panmure island.—Intensity of light considerably increased and light made flashing.

Entry island.—Dwelling with lighthouse attached.

Shippigan gully front light and South Tracadie light have been moved to new locations.

In Quebec

New apparatus more powerful and of improved characteristics have been installed at Cap au Corbeau and Sandy beach.

The lights at Bonaventure and Cape Brule have been moved to new locations.

A new dwelling has been built at Fame Point and the towers at Marcelle point and Pointe Traverse have been rebuilt.

Important repairs have been carried out at the following stations: Cape Dog, Pointe des Monts, West Point Anticosti, Contrecoeur, Verchères, La Perade and Langlois Point.

In Ontario

Apparatus have been improved at the following stations: Aylmer island, Battle island, Cecebe island, Fort Malden, Killarney, Lyal island, Nigger island, Owen Sound, Point Clarke, Port Weller, Presquile, Slate island and Toronto East gap.

Cape Crooker fog alarm—the steam plant has been replaced by an oil plant.

Important repairs have been carried out at the following stations: Lime-kiln crossing, Pelee island, Port Stanley, and South East bend.

In British Columbia

Brockton point—automatic bell replaced by diaphone.

Beacons at Shoal point and Tozier rock have been improved.

The wharf at Prince Rupert has been repaired.

DOMINION LIGHTHOUSE DEPOT, PRESCOTT, ONT.

Lighthouse apparatus, fog alarm accessories and other materials required for the various agencies of the department and for Dominion lightstations have been manufactured. Necessary repairs have been made to the hulls, engines, etc., of Prescott division steamers and to the depot plant.

The work of the manufacturing departments, which included repairs to dominion steamers, represented this year an amount of \$84,037.56 divided as follows:—

Material.....	\$ 37,064 82
Labour.....	33,681 04
Overhead.....	13,291 70

The latter item included expenses in connection with the engineering staff, a proper portion of the cost of general administration and other incidentals to manufacturing.

The principal works of the manufacturing departments have been as follows—The making of buoy superstructures, buoy lanterns, buoy whistles, steel towers, large and small headlights complete with hoisting gears, reflectors, mercury float revolving apparatus, vapor burners and accessories, diaphones, pistons and other fog alarm parts, also repair and spare parts for the different agencies.

Articles have been manufactured for the Meteorological Service to the amount of \$267.

Stores.—The cost of the administration of stores has been \$6,420 and new stock to the amount of \$127,648 has been added. The total amount of stores distributed to the maintenance and construction branches as well as to the various agencies has been \$111,488.18.

Experimental Work.—During the year the regular testing of oil samples, received from various firms and from our own agencies, has been carried out. Also mantles, burners, fog alarm parts have been tested.

Various improvements in lighthouse electric lamps have been experimented with. A new weight clock has been designed to take the place of the spring clock when used in connection with small mercury float revolving apparatus and also as a standby with this latter type of apparatus when electrically driven.

DOMINION STEAMERS

C.G.S. Concretia.—The *C.G.S. Concretia*, after being fitted out at Prescott, went into commission on April 12, 1927. Her work consisted in charging and placing the buoys between Prescott and the head of lake Ontario, inspecting buoys and beacons at regular intervals and delivering supplies to the various lightstations.

The *Concretia* assisted with the erection of new lights at De Wattville island, Union park, Bayfield island, Nigger island and Port Weller. At the close of the season the *Concretia* lifted the buoys and placed markers. She was laid up at Prescott on December 15, 1927.

C.G.S. Scout, after being fitted out at Prescott, went into commission on April 12, 1927 to maintain the lights between Prescott and Coteau. Her work was of the same nature as that of the *Concretia*.

The *Scout* assisted with the erecting of new lights at the North channel, Robertson point and Pine Tree point. At the close of the season the *Scout* lifted the buoys and placed markers. She was laid up at Prescott on December 17.

PUBLICATIONS

Ninety-nine notices to mariners comprising 277 subjects have been published during the year.

Among the subjects covered have been tables of currents, sailing directions, and other hydrographic informations prepared by the Chief Hydrographer's Branch, data regarding the ice patrol in the gulf of St. Lawrence, and descriptions of dredging done by the Department of Public Works.

The annual edition of the Lists of Lights and Fog Alarms has been published.

ICE-BREAKING

The contract with the Dominion Salvage and Towing Company, Limited, to keep the harbours at the head of lake Superior open for navigation until December 17 in each year and to open them in the spring as soon as the canal at Sault St. Marie is open for navigation is still in force.

REMOVAL OF OBSTRUCTIONS

As usual the branch has attended to the removal of obstructions in navigable waters. In four cases the obstacle was removed by the owners of the wreck; in the other cases (five) the work was done under contract.

MAINTENANCE AND REPAIRS TO WHARVES

Wharves were repaired at the following places:—

<i>Nova Scotia</i> —	<i>New Brunswick</i> —	<i>Prince Edward Island</i> —
Belliveau cove	Lameck	China point
East Ferry		Georgetown
Joggins Mines		Hickey wharf
Twirton		McPherson cove
Wolfville		North Cardigan
		Pownal
		Victoria
<i>Quebec</i> —	<i>British Columbia</i> —	
Anse à St. Jean	Alice arm	
Cap Chat	Nanaimo	
Fox river	Port Alberni	
Grindstone island	Royston.	
Magog		
Matane		
Mechins		
Montmagny		
New Carlisle		
Rivière du Loup		
St. Irénée		
Grand river		

COMMISSIONER OF LIGHTS' BRANCH

REPORT OF J. G. MACPHAIL, B.A., B.Sc., M.E.I.C., COMMISSIONER OF LIGHTS

The Principal work performed during the fiscal year ending March 31, 1928, has been an extension of the buoy and beacon services, together with the maintenance of lights and other aids to navigation throughout the Dominion, and the maintenance and inspection of public wharves. These operations are set forth in tabular form in statement attached.

STATEMENT, by Districts, Showing the Number of Lights of the Several Orders, Lightships, Lightkeepers, Fog Signals, Buoys, Submarine Bells, Etc.

	1st order lights	2nd order lights	3rd order lights	4th order lights	5th order lights	6th order lights	7th order lights	Gas beacons	Pressed lens lights and other minor types	Catoptric lights	Electric lights	Total lights	Lightships	Lightkeepers	Diaophones	Fog-guns and bombs	Fog whistles	
New Brunswick.....	3	4	3	23	22	31	35	3	6	11	7	171	1	161	26	1	.....
Nova Scotia.....	3	3	3	33	15	10	30	4	16	48	8	176	1	191	20	1	.....
Prince Edward Island.....	3	7	8	33	16	10	30	5	15	110	4	239	6	169	13	1	.....
Quebec.....	3	1	11	23	11	10	50	10	56	113	21	297	.....	227	25	3	.....
Montreal.....	.....	.....	.....	8	7	6	10	16	28	163	5	240	.....	159	.....	.....	.....
Prescott.....	.....	.....	3	14	3	5	15	31	8	15	3	97	.....	40	10	.....	.....
Ferry Sound.....	.....	4	10	20	13	11	48	47	30	67	25	284	2	148	28	.....	.....
Kenora.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2	.....	9	.....	6	.....	.....	.....
Manitoba.....	.....	.....	.....	.....	.....	.....	.....	.....	1	8	.....	18	.....	11	.....	.....	.....
Victoria.....	3	.....	3	7	.....	1	5	91	3	7	.....	147	1	62	24	.....	.....
Prince Rupert.....	1	.....	3	4	.....	.....	3	42	2	3	.....	58	.....	17	.....	.....	.....
Total.....	12	19	49	166	87	101	282	238	174	547	96	1,771	11	1,179	153	6	8

	Sirens	Fog bells	Hand fog horns	Hand fog bells	Total fog signals	Fog signal stations only	Gas buoys	Gas and whistling buoys	Gas and bell buoys	Whistling buoys	Bell buoys	Total gas and signal buoys	Lightship sub-marine bells	Lighted spar-buoys, floats and dolphins	Unlighted buoys	Stakes, bushes and buoys	Unlighted dolphins, spindles and beacons
New Brunswick.....	11	23	23	.....	61	6	4	14	4	8	33	64	1	.....	581	525	61
Nova Scotia.....	2	48	40	1	73	3	8	20	16	23	52	119	.....	.....	1,100	29	8
Prince Edward Island.....	1	.....	.....	.....	23	.....	3	4	5	4	11	27	.....	.....	934	1,681	6
Quebec.....	.....	.....	23	3	55	1	73	.....	11	.....	2	86	3	.....	299	100	41
Montreal.....	.....	.....	.....	.....	107	.....	107	.....	.....	.....	.....	107	.....	.....	601	170	130
Prescott.....	4	.....	.....	.....	41	.....	41	.....	2	.....	.....	43	.....	.....	553	.....	6
Ferry Sound.....	5	31	31	.....	66	.....	41	4	12	.....	2	59	1	.....	642	64	69
Kenora.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	439	.....	.....
Manitoba.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	70	.....	.....
Victoria.....	1	4	4	.....	40	.....	9	6	5	3	4	27	1	.....	187	.....	102
Prince Rupert.....	3	4	4	.....	14	.....	2	7	2	.....	.....	11	.....	.....	35	.....	37
Total.....	2	36	151	4	360	13	288	55	58	38	104	543	6	49	5,441	2,569	460

RIVER ST. LAWRENCE SHIP CHANNEL

REPORT OF F. W. FORNERET, B.A., Sc., M.E.I.C., CHIEF ENGINEER

PHYSICAL FEATURES

It is probable that there is no river in the world better adapted for improvement than the St. Lawrence. The Great Lakes act as storage reservoirs and settling basins. Except for floods during ice accumulations, the fluctuations in level are gradual and not excessive.

The position of the St. Lawrence is the reverse of most rivers. The usual condition of a river comes from the source—steep slopes erode the banks and transport coarse material, which, as the slope becomes more gradual, decreases until at the mouth of the river it carries in suspension a fine sediment which deposits, to the great detriment of navigation.

In the St. Lawrence the material from most of the sources of supply is all deposited in the settling basins. From the lakes to the ocean the bottom of the river is usually hard, so that we have not only clear water, but a permanent bed.

The nature of the material composing the bottom of the river, though in many places difficult to dredge, is for the same reason of such a character that a dredged cut once made is substantially permanent.

In the Ship Channel the material to be excavated varies from soft blue clay to hard pan, as hard as a macadamized road, to shale rock and large boulders. In one or two localities we find coarse sand, to which points dredging has to some extent to be repeated.

The currents of the St. Lawrence are, for a river of such a size, not only reasonable and regular, but altogether free from the usual dangers to navigation resulting from freshets.

The winter season, with its ice and snow, is the one drawback to the St. Lawrence. This route, however, with its seven months' season of navigation, is one of the greatest factors in the success of the Canadian transportation system. The successful work accomplished by the ice-breaking steamers during the last few years proves that the season of navigation can be lengthened materially.

HISTORY OF THE RIVER ST. LAWRENCE SHIP CHANNEL

The St. Lawrence, owing to its situation, is the natural route from the Atlantic to the northern and northwestern half of the North American continent. The possibility of converting Montreal into a deep water seaport was first suggested in the year 1825, when the Lachine canal was completed and connected Montreal with the Great Lakes, establishing the route commercially.

Light-draught sailing vessels could then reach Montreal without trouble except during a few weeks in the autumn, when they resorted to lightering. Surveys were made with the object of increasing the depth of water in the waterway. After these were completed, the question of which channel to adopt through lake St. Peter was hotly discussed, some favouring the "natural" or old Ship Channel and others the "straight channel" through St. Francis bank. Finally it was decided to proceed with the work of deepening the "straight channel", the aim being to obtain a channel 150 feet in width and to a depth of 14 feet at the lowest water, instead of 10 feet 6 inches at lowest water, as existed in the old Ship Channel which covered the available depth for navigation between Quebec and Montreal. The "Board of Works" of Canada was entrusted with the task and began operations in the spring of 1844 and con-

tinued till the month of June, 1846, when the work was suspended; the management was changed, and the execution of the work was transferred from the Board of Works to the control of the Commissioners of Public Works.

The dredging was again resumed in the month of September of the same year. Owing to continued opposition, the work of cutting the "straight channel" was finally suspended on the 16th of September, 1847, and subsequently abandoned. It is now considered that the "straight channel" as commenced would have been preferable. Nothing was done on lake St. Peter by the Commissioners of Public Works for three years. The Harbour Commissioners of Montreal then came forward and offered to complete the project expeditiously and economically. The proposal was accepted and an Act was passed in August, 1850, transferring the work of improving the Ship Channel from the Commissioners of Public Works to the Harbour Commissioners of Montreal, who were empowered to charge a tonnage duty sufficiently to pay 8 per cent interest upon the outlay, with a 2 per cent contribution to the sinking fund.)

This plan was adopted in August, 1850, and the commissioners were authorized to proceed in such a manner as they should deem best, the government plant being transferred to them.

The Harbour Commissioners, after examination and the best advice obtainable, adopted the location of the deepest natural channel in lake St. Peter. This results in the present channel with five tangents instead of two straight courses as at first commenced.

The original depth through lake St. Peter was 10 feet 6 inches at ordinary low water, the plan adopted by the Montreal Harbour Commissioners. (The present extreme low water datum adopted for the 35-foot channel is the actual observed lowest water during the season of 1897 which corresponds to a depth of nine feet 4 inches on lake St. Peter flats.) This level of 1897 was the lowest ever observed, except the extraordinary low water of 1895, which at lake St. Peter went 6 inches lower.)

(The channel through lake St. Peter is practically completed to 35 feet at E.L.W. of 1897, there remaining only a short distance at Ile au Raisin yet to be deepened from 30 to 35 feet E.L.W.)

(From 1850 the channel was deepened from stage to stage until in 1888, when the debt amounted to somewhat over three million dollars, the Government decided to complete the channel as a national work, and to assume the debt, and from that day the Ship Channel has been open, free to the commerce of the world.)

The Harbour Commissioners carried on operations for the Department of Public Works till the end of the season of 1888, when the official connection of the commissioners with the Ship Channel ceased, after having continued for over thirty-eight years.

(In January, 1889, the control and management of the work was assumed by the Department of Public Works.) During the winter, extensive repairs were made to the dredging plant, which, on the opening of navigation was set to work at Cap à la Roche, Pouiller Rayer and Cap Charles in deepening the channel to 27½ feet at low water, spring tides.

From this date to 1898, the Department of Public Works continued operations and completed the difficult rock work at Cap à la Roche and Cap Charles to 27½ feet at low water. In addition, many portions of the channel were cleaned up, straightened and several curves and narrow places widened.

THIRTY-FOOT CHANNEL

The unusually low water of 1895 and 1897 and the increased size of vessels urgently called for a wider and deeper channel, and larger and more powerful dredges and plant were required. In 1899 the dredging plant was in a condition to warrant a more extensive plan of operation.

The low water of 1897, the lowest on record, except the short period of unusually low water of 1895, was adopted as the new datum for the 30-foot channel. It is nearly $1\frac{1}{2}$ to 2 feet lower than the ordinary low water plane of the $27\frac{1}{2}$ -foot channel. The object, therefore, was to realize in the shortest time, a channel 450 feet wide on the tangents, and from 500 to 750 feet on the curves. An anchorage 800 feet in width was to be provided at White Buoy Curve in lake St. Peter. The work also included much straightening of the channel.

The Ship Channel continued under the control of the Department of Public Works until 1904, when an Order in Council was passed on March 11, transferring the management and control of the river St. Lawrence Ship Channel, together with the dredging and shipbuilding plant to the Department of Marine and Fisheries so as to place the supervision of the improvements to navigation on the St. Lawrence route under the department directly responsible for the pilotage and aids to navigation. Under this department the work was vigorously continued so that the season of 1907 saw the completion of the channel, Montreal to Bastican, to 30 feet depth at E.L.W. of 1897, a distance of 101 miles. The dredging operations were carried on with renewed energy. The Cap à la Roche channel is now widened from 300 to 450 and 550 feet, and the Cap Charles channel widened from 300 to 450 feet in the straight part and to 600 feet width at the curve.

At the end of the season 1927, the Cap à la Roche channel was completed to 30 feet depth at extreme low water, but there is a considerable amount of cleaning up before this depth is obtained for navigation. This depth at Cap à la Roche is $4\frac{1}{2}$ feet greater than in the $27\frac{1}{2}$ -foot channel, as the low water plane adopted for the 30-foot project is here 2 feet lower than that used for the $27\frac{1}{2}$ -foot deepening. The widening is nearly completed and will probably be finished next season.

The only place that requires dredging to obtain 30 feet between Cap à la Roche and Quebec, is at St. Augustin bar, 14 miles above the latter place. Advantage must still be taken of the tide, by deep draught vessels, to pass this place, the range of tide being $16\frac{1}{2}$ feet at springs and 11 feet at neaps, the available depth at present being 22 feet at extreme low tide. It is proposed to commence this work as soon as we have a dredge available to do it.

THIRTY-FIVE FOOT CHANNEL

In 1910 the question of further deepening was considered because the rapid increase in the size of vessels was likely to find the 30-foot channel too shallow. The Government therefore, resolved to proceed immediately with the deepening of the Ship Channel to 35 feet at extreme low water of 1897 (this being the datum to which the 35-foot deepening was to be done), and in 1910 the work was started in lake St. Peter. The work of deepening the 35-foot channel has been carried on at different points ever since. During season of 1917, owing to existing conditions, and for sake of economy, the dredging operations were considerably cut down. This state continued until season of 1925, when the department decided to carry on the dredging operations on the river St. Lawrence on a more extensive scale in order to expedite the work of deepening the channel. More dredges were put into commission and the whole dredging fleet was again operated day and night.

At the end of season 1927, the 35-foot channel was completed from Sorel to the upper end of Longue Point curve, a distance of 38 miles.

It is also nearly completed to 35 feet between Sorel and Three Rivers. It is hoped that this section will be completed next season.

This season has seen considerable progress in deepening the Ship Channel to 35 feet E.L.W. below Three Rivers, where, despite the hard material encountered, satisfactory progress has been made at Becancour lower traverse, and at Champlain and Cap Charles channels.

THE SHIP CHANNEL BELOW QUEBEC

In the spring of 1901 the shipping interests of Montreal brought to the attention of the Honourable the Minister of Public Works, the fact that deep draught vessels had to wait for the tide to pass St. Thomas and Crane island shoals (Beaujeu bank), which caused these vessels to lose a great deal of valuable time. The officers of the Marine and Fisheries Department at Quebec, who had an intimate knowledge of this part of the river, strongly recommended improving the North channel by way of cap Tourmentine and Goose cape, as being much better, more easily navigated and having less ice in winter than in the South channel. Orders were given to the Ship Channel staff to make a survey and examination of the North channel with a view to reporting on the practicability and cost of improving that route and adopting it for navigation.

In 1902 a similar survey was made of the South channel to ascertain what improvements would be required to make a 30-foot channel on the line of the existing route.

A comprehensive report was made in 1903 by Mr. F. W. Cowie, who was then superintending engineer, but the report did not recommend the adoption of either route but advised that the choice should meet with the approval of the underwriters, the shipping interests and the pilots.

The Transportation Commission visited the locality, going over each channel and took evidence on the subject. It was finally decided to improve the South channel by dredging it to 30 feet at extreme low tide and to a width of 1,000 feet.

SOUTH CHANNEL (30 FEET AT E.L.W.)

The Government having decided to first improve the South channel, preparations were made to start the work. The project had in view a channel 30 feet in depth at extreme low tide at Beaujeu bank and St. Thomas flats, with a width of 1,000 feet.

The changes and improvements to the dredge *Galveston* (sea-going suction) (No. 9), which had been purchased for work below Quebec were completed and the *Galveston* left Sorel for Beaujeu bank, off Crane island, on August 11, 1906. The material consisted of coarse sand and gravel with some layers of soft blue clay.

The new hopper hydraulic dredge *Beaujeu* (No. 8) was launched at the Government Shipyard at Sorel on December 2, 1906, and completed on November 1, 1907.

With these two powerful dredges, good progress was made with the work. The Beaujeu Bank channel was completed in 1909 to 30 feet at extreme low tide and the widening finished in 1910. The channel was then opened to navigation.

The St. Thomas channel was completed to a depth of 30 feet at extreme low tide and to a width of 1,000 feet during the season of 1912. The channel was then marked out with gas buoys and opened to navigation. This was considered a great improvement, as deep-draught vessels were not obliged to anchor to wait for the tide to pass "Beaujeu" bank or St. Thomas flats, much valuable time being thus saved.

NORTH CHANNEL (35 FEET AT E.L.W.)

The South channel being now completed, the powerful hydraulic dredge *Beaujeu* (No. 8) was enabled to be placed to work on the North channel where dredge *Galveston* (No. 9) had already been operating for a season, as the Government had decided to dredge the North channel between St. Jean (Island of Orleans) and Goose cape to a depth of 35 feet at extreme low tide and to a width of 1,000 feet.

Good progress was made, but the Government, in order to hasten the work as much as possible, gave a contract on October 27, to the Canadian Vickers Limited, Montreal, to build one of the largest sea-going elevator dredges in the world. Owing to the Great War the completion of the dredge was delayed very much. It was launched on November 18, 1916, and finally completed in 1922 and placed to work on the North channel, deepening to 35 feet at E.L.T. Good progress was made.

During the season of 1919 the dredging operations were cut down owing to financial conditions. Dredge *Beaujeu* (No. 8) was the only dredge working below Quebec, and was operated only during the daytime. Dredge *Galveston*—No. 9—having been sold, No. 8 continued to work there during daytime only, seasons 1920 and 1921.

As the elevator type of dredge was better suited for cleaning up to grade and also for economical reasons the new dredge built at Canadian Vickers (No. 16) was the only one operated below Quebec during season of 1922, No. 8 being laid up at Sorel.

No. 16 was operated only during the daytime until the season of 1925, when the department decided to operate all the dredges, day and night. Therefore in the spring of 1925, dredge No. 16 was organized to work twenty-four hours, the same as those above Quebec and has done so ever since. The department having decided to convert dredge *Beaujeu* (No. 8) into an elevator type in order to expedite the work, plans were drawn and work carried on to do so at the Sorel Shipyard. No. 8 is now completed and will be ready to commence operations below Quebec next spring.

The total number of cubic yards removed in the North channel up to the end of season 1927 amounted to 16,889,053 and cubic yards yet to be removed 6,602,876.

The River St. Lawrence Ship Channel commences at Lock No. 1 (Lachine canal) and extends to Father Point, a distance of 340 statute miles.

The Ship channel proper is divided into five sections as follows:—

	Statute miles
Division I—Montreal to Sorel.....	45
Division II—Sorel to Batiscan (not including lake St. Peter).....	36
Division III—Lake St. Peter.....	20
Division IV—Batiscan to Quebec.....	59
Division V—Quebec to Goose cape.....	70
	230

The completed channel between Montreal to Quebec has a minimum width of 450 feet on tangents and 500 to 800 feet on curves.

Below Quebec the completed channel has a minimum width of 1,000 feet.

DREDGING OPERATIONS, SEASON 1927

The department decided that in order to expedite the work the dredges were to be operated day and night.

The dredging fleet consisted of nine dredges and attending plant, one rock breaker, one stone lifter, one sweeping steamer, and one sweeping scow.

Notwithstanding many breakages and consequent delays for repairs, good progress was made. Though most of the fleet was operated below Three Rivers, considerable work was also done at Longue Pointe and Poulier à Gagnon (Longue Pointe course). The material, generally, was very hard, causing great wear and tear on the plant; yet the progress was good.

Cap à la Roche.—One powerful elevator dredge worked most of the season at Cap à la Roche and completed this channel to 30 feet E.L.W., save for some cleaning up and widening, on which also progress was made this season. An additional depth of 1.5 foot was given for Cap à la Roche channel at the latter

part of the season. Further additional depth will be given as the cleaning up progresses. The rock breaker was also employed during the season on Cap à la Roche curve and one stone lifter also was used as required, cleaning up stones and boulders. The total number of cubic yards dredged during the season of 1927 amounted to 38,320 at a cost of \$86,761.78, or \$2.26⁴¹/₁₀₀ cents per cubic yard.

Cap Charles Channel.—One powerful elevator dredge was employed in deepening Cap Charles channel to 35 feet E.L.W. for a period of three months. Considering the nature of material, solid unbroken shale, the progress was good.

The total number of cubic yards dredged amounted to 33,875, at a cost of \$81,092.98, or \$2.39³⁹/₁₀₀ cents per cubic yard.

Champlain Channel.—The work of deepening Champlain channel to 35 feet E.L.W. commenced last season and was carried on this year. One powerful elevator dredge worked here for a large part of the season, making excellent progress. In addition to deepening the old channel, the dredge widened the channel 300 feet at the lower end, north side, in the vicinity of red gas buoy 2-C, just above Pointe Citrouille. The material dredged was sand, clay, and boulders. This will be a great improvement at this point of the channel.

The total number of cubic yards dredged amounted to 304,990 at a cost of \$91,386.07, or 0.29⁹/₁₀₀ cents per cubic yard.

Becancour Lower Traverse.—Two powerful elevator dredges worked here for the greater part of the season, deepening this channel to 35 feet E.L.W. The material consisted of embedded boulders, stones, hard pan and some soft shale, but despite breakdowns by this hard material, good progress was made.

The total number of cubic yards dredged amounted to 636,550 at a cost of \$241,894.55, or 0.38⁰/₁₀₀ cents per cubic yard.

Three Rivers.—A powerful elevator dredge worked at Three Rivers, for a few days opposite black gas buoy 59-C, deepening the channel to 35 feet E.L.W. The material consisted of clay, stones, and boulders.

The total number of cubic yards amounted to 4,900 at a cost of \$11,029.35, or \$2.25⁰/₁₀₀ cents per cubic yard.

Port St. Francis.—A powerful elevator dredge worked for two and one half months at Port St. Francis, deepening the channel to 35 feet E.L.W. The material consisted of clay, stones and boulders. The total number of cubic yards dredged amounted to 157,300 at a cost of \$59,321.27, or 0.37⁷/₁₀₀ cents per cubic yard.

Nicolet Traverse (Lake St. Peter).—One dredge worked for half the season at Nicolet traverse, deepening the channel to 35 feet E.L.W. and widening the channel from 350 feet to 450 feet. The material consisted of clay, stones and boulders and good progress was made, the widening on the south side being completed and that on the north side commenced.

The total number of cubic yards dredged amounted to 167,250 at a cost of \$73,131.22, or 0.43⁷⁴/₁₀₀ cents per cubic yard.

Ile au Raisin.—Two powerful elevator dredges worked at Ile au Raisin for brief periods completing this channel to 35 feet E.L.W. The material was clay.

The total number of cubic yards removed amounted to 41,520 at a cost of \$30,993.86 or 0.74⁶⁵/₁₀₀ cents per cubic yard.

Stone Island.—Two elevator dredges worked here for one month each, completing this channel to 35 feet E.L.W. The material dredged consisted of clay with some small stones.

The total number of cubic yards dredged amounted to 170,120 at a total cost of \$61,062.59, or 0.35⁸/₁₀₀ cents per cubic yard.

Sorel to Ile de Grâce.—Two powerful elevator dredges worked for short periods, deepening this channel to 35 feet E.L.W. The material dredged consisted of clay and sand.

The total number of cubic yards dredged amounted to 91,490 at a cost of \$68,940.59, or 0.75^{35}_{100} cents per cubic yard.

Longue Pointe Curve.—One powerful elevator dredge worked at Longue Pointe curve for over three months, widening the curve on the south from 500 feet to 650 feet and deepening to 35 feet E.L.W. The material dredged was clay, stones, gravel and sand and good progress was made. This section of the channel was almost completed.

The total number of cubic yards removed amounted to 221,250 at a cost of \$80,814.48, or 0.36^{53}_{100} cents per cubic yard.

Longue Pointe Traverse.—One powerful elevator dredge worked at Longue Pointe traverse for half the season and completed this section of the channel to a depth of 35 feet E.L.W. The material dredged was clay and gravel.

The total number of cubic yards removed amounted to 202,250 at a total cost of \$70,422.66, or 0.34^{82}_{100} cents per cubic yard.

Maisonneuve—Longue Pointe Course.—One elevator dredge worked at Poulier-à-Gagnon during the entire season, deepening the channel to 35 feet E.L.W. The material proved to be hard pan, clay and shale and while very hard, satisfactory progress was made.

The total number of cubic yards dredged amounted to 88,055 at a cost of \$124,828.14, or $\$1.41^{76}_{100}$ cents per cubic yard.

North Channel Below Quebec.—The powerful sea-going elevator dredge No. 16 was operated all season in the North channel, dredging to 35 feet, extreme low tide and 500 feet wide, following out the department's policy of completing the channel to this width as soon as possible, opening it for navigation and then eventually widening it to 1,000 feet. One and one-quarter mile of 500-foot channel was completed this season and the material dredged consisted of sand, clay and boulders.

This channel, with a minimum width of 500 feet and a minimum depth of 25 feet was opened to navigation this season.

The large, powerful sea-going hydraulic dredge No. 8 (*Beaujeu*) has now been converted into an elevator dredge and will be ready for the opening of the next dredging season, when it is hoped to employ her also in deepening the North channel. With this additional dredge, progress will be considerably greater.

The total number of cubic yards dredged during the season of 1927 amounted to 1,099,950 at a cost of \$287,396.00, or 0.26^{13}_{100} cents per cubic yard.

The total number of cubic yards dredged by the whole fleet of dredges above and below Quebec during the season of 1927 amounted to 3,258,320 at a cost of \$1,369,075.54, or 0.42^{02}_{100} cents per cubic yard.

PROGRESS OF DREDGING OPERATIONS AT THE END OF SEASON OF 1927

30-FOOT PROJECT

Total length of dredging done (statute miles).....	66.85
Total length of dredging yet to be done (statute miles).....	1.20
Total number of cubic yards dredged.....	53,781,832
Total number of cubic yards yet to be dredged.....	1,519,500

35-FOOT PROJECT

Total length of dredging done (statute miles).....	56.95
Total length of dredging yet to be done (statute miles).....	34.94
Total number of cubic yards dredged.....	50,667,416
Total number of cubic yards yet to be dredged.....	23,822,715

The total cost from 1851 to the end of the fiscal year ending March 31, 1928, of the St. Lawrence Ship Channel from Montreal to Father Point, including plant, shops, surveys, etc., is as follows:—

Dredging.....	\$21,040,358 60
Plant, shops, surveys, etc.....	11,761,278 89
Grand total.....	\$32,801,637 49

The total number of cubic yards dredged in the River St. Lawrence Ship Channel from 1851 to the end of the season of 1927, amounted to 131,976,168; the material varying from very hard slate rock to soft blue clay.

TIDAL SEMAPHORES

Cap à La Roche.—The tidal semaphore at Cap à la Roche (Deschaillons, P.Q.) situated on the south shore of the St. Lawrence river and which indicates the available depth of water in the dredged channel was put in operation on April 19, 1927.

Pointe Citrouille.—The tidal semaphore at Pointe Citrouille situated on the north shore of the St. Lawrence, 10½ miles above Cap à la Roche, was put into operation the same day. This semaphore is connected with Cap à la Roche semaphore by special telephone line to enable the operator at Cap à la Roche to telephone the operator at Pointe Citrouille every three inches of rise or fall of the tide, as the case may be. The Pointe Citrouille semaphore shows the depth in feet by large figures and inches by small semaphore. This semaphore enables the pilot of a deep draught vessel outward bound to judge if there is sufficient depth of water in the dredged channel at Cap à la Roche to pass in safety. If not, it gives him time to get ready to anchor below Pointe Citrouille where there is a good anchorage ground, and where he can wait for the tide to rise sufficiently to enable him to pass at Cap à la Roche.

St. Nicholas.—The tidal semaphore at St. Nicholas point, on the south side of the St. Lawrence river, a distance of 15 miles above Quebec, shows the depth of water available in the undredged channel over St. Augustin bar, commenced operations on April 20, 1927.

Crane Island.—On recommendation made to this department by the Shipping Federation of Canada, it was decided to establish a tidal semaphore on Crane Island wharf to show the depth of water available in the dredged channel in Beaujeu channel and St. Thomas channel. The lighthouse at the end of the wharf at Crane island was fitted out with arms to show similar signals as shown at Cap à la Roche and St. Nicholas. This semaphore was operated for the first time on July 28, 1925, and gave satisfaction. It commenced operations for season of 1927 on April, 24.

Sweeping Operations.—The annual sweeping of the Ship Channel was done by the sweeping steamer *Detector* and no obstructions of a serious nature were found. The tug *James Howden*, with a sweeping scow, proved some of the 35 feet dredging and it is expected that, next season, further proving of dredging will be done. The *Detector* was also occupied proving dredging above and below Quebec, and in sweeping part of the new North channel opened this year to navigation for 25 feet depth at extreme low water.

Height of Water.—The following table gives the monthly averages of the height of water in the Ship Channel at Sorel, P.Q., by which it will be seen that the monthly averages for 1927 compare very well with those since 1920:—

Year	May	June	July	Aug.	Sept.	Oct.	Nov.	Highest	Lowest
	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.
1920....	35 9	33 0	32 4	31 8	31 5	31 4	31 6	37 5	30 1
1921....	35 6	32 9	31 10	31 4	30 10	31 4	31 6	37 8	30 1
1922....	37 1	34 9	33 4	32 3	31 7	31 4	30 11	40 5	30 1
1923....	38 2	34 3	32 1	31 2	31 1	30 8	30 9	39 8	29 9
1924....	38 8	34 10	32 6	31 10	31 11	32 4	31 3	40 0	30 1
1925....	35 3	33 9	32 5	31 9	31 0	31 3	31 11	43 4	30 2
1926....	37 4	34 6	32 10	31 8	31 1	31 3	33 3	41 5	30 6
1927....	34 3	33 10	33 2	32 5	31 3	31 4	34 9	39 8	30 5

The lowest reading of last season was 30 feet 5 inches, this occurring in October for just one day.

During the most important months of navigation, the level of water was higher than last year which was another good year.

ACCIDENTS IN THE RIVER ST. LAWRENCE, SEASON OF NAVIGATION 1927

BETWEEN MONTREAL AND QUEBEC

May 11.—SS. *Ikala*, inward bound, was in collision with ss. *James McGee, Jr.*, outward bound, near St. Antoine traverse, through the fault of the *Ikala*, with considerable damage to both vessels.

June 19.—SS. *Lingan*, inward bound, was in collision with ss. *Doric*, which was leaving wharf at Quebec, with only slight damage incurred.

September 7.—SS. *Darnholme* and ss. *Keyport*, both light, were in collision off Three Rivers, with some damage incurred by both vessels.

September 11.—SS. *Bueland*, inward bound, sheered and touched the north bank of the Ship Channel three miles above St. Antoine, sustaining no damage.

November 22.—SS. *Songa*, inward bound during a heavy snowstorm, stranded on the south bank near St. Pierre les Becquets, sustaining only very slight damage.

November 27.—SS. *City of Windsor* stranded between Port St. Francis and Three Rivers in heavy fog, on the north, outside the channel, sustaining no damage.

BETWEEN QUEBEC AND FATHER POINT

June 24.—SS. *Gaspesia*, inward bound, stranded at night north of Ship Channel, above St. Jean, I.O., wharf, with heavy damage.

July 20.—SS. *Lake Larga*, while being towed at the west end of Orleans island, sheered in a tide rip and collided with schooner *St. Leon*, incurring no damage.

August 6.—SS. *Knockfierna*, inward bound, stranded at night on Brule bank, due to Long Pointe ledge gas buoy being extinguished, and was refloated with but slight damage.

August 14.—SS. *Keywest*, inward bound, stranded at Madame reef, outside of Ship channel, with some damage incurred, and was refloated with rising tide.

August 17.—SS. *Courtright*, inward bound, stranded at St. Roch shoal outside of the channel, sustaining but small damage.

November 4.—SS. *Valleuce*, outward bound, stranded one mile below Berthier-en-bas, south of the Ship channel, and was refloated on the rising tide, sustaining considerable damage.

November 20.—SS. *Cophorne*, outward bound, stranded one mile south-west of Lark reef, sustaining considerable damage.

December 5.—SS. *Philip T. Dodge*, outward bound, grounded on Ste. Marguerite's tail, with apparently no damage.

MARINE SIGNAL SERVICE

March 31, 1928

Signal stations have been established for the purpose of maintaining communication between ship and shore by means of flag signals.

This system of stations extends from St. John, N.B., Cape Race, Nfld., and Belle Isle up the gulf and river St. Lawrence and through the Great Lakes to Port Arthur and Fort William, Ontario.

Following is a complete list of stations:—

EAST OF QUEBEC

Name of Station	Location	Nautical miles from Quebec	Means of Communication
(R)—Quebec.....	Custom House.....	0	Telephone.
(R)—St. Jean d'Orleans.....	Shore end of wharf.....	14	"
Crane Island.....	Lighthouse.....	32	"
L'Islet.....	100 yards east of Church....	40	Telegraph.
Cape Salmon.....	Lighthouse.....	81	Telephone and telegraph.
Pointe Noir.....	Mouth of Saguenay river....	103	Telegraph.
Father Point.....	Shore end of wharf.....	157	"
Little Métis.....	Lighthouse.....	175	"
Matane.....	".....	200	"
Pointe des Monts.....	".....	219	"
Cap Chat.....	".....	234	"
Rivière à la Martre.....	".....	260	"
Cap Magdalen.....	".....	294	"
Fame Point.....	".....	325	"
Cap des Rosiers.....	".....	349	"
Cap d'Espoir.....	".....	377	"
Pointe Maquereau.....	".....	400	"
West Point, Anticosti.....	".....	332	"
South West Point, Anticosti.....	".....	360	"
South Point, Anticosti.....	".....	415	"
Heath Point, Anticosti.....	".....	438	"
Point Pseuminac, N.B.....	".....	462	Telephone.
St. Paul's Island, C.B.....	Main Station.....	540	Wireless and telephone.
Money Point, C.B., N.S.....	Lighthouse.....	537	Telephone.
Flat Pointe, N.S.....	".....	575	Telegraph.
Cape Ray, Nfld.....	".....	553	"
Cape Race, Nfld.....	".....	826	"
Point Amour, Labrador.....	".....	673	Wireless and telegraph.
Belle Isle.....	".....	734	"
Chebucto Head.....	".....		Telephone.
Halifax, N.S.....	The Citadel.....		"
Point Lepreau, N.B.....	Lighthouse.....		"
Partridge Island, N.B.....	".....		"
Saint John, N.B.....	Custom House.....		"
Point Tupper, C.B.....	".....		Telegraph.
Seatari Island, C.B.....	".....		"

WEST OF QUEBEC

Name of Station	Location	Nautical miles from Quebec	Means of Communication
Bridge Station.....	Half mile above Quebec bridge.....	6	Telephone.
St. Nicholas.....	At tidal semaphore.....	12	"
Portneuf.....	In front lighthouse.....	31	"
Grondines.....	In old windmill tower.....	41	"
St. Jean Deschailions.....	At tidal semaphore.....	45	"
Pointe Citrouille.....	In lighthouse.....	55	"
Three Rivers.....	Upper end of Bureau wharf.....	68	"
Sorel.....	Lower end of Government wharf.....	100	"
Bellmouth.....	Above 500 feet east Contre-coeur course new light.....	110	"
Cap St. Michel.....	Abreast east end Ile des Lauriers.....	125	"
Longue Pointe.....	Point between wharves.....	134	"
(R) Montreal.....	(La Sauvegarde building).....	139	"

WEST OF MONTREAL

Name of Station	Location	Nautical miles from Montreal	Means of Communication
(R) Lachine canal.....	Lock No. 2.....	0	Telephone.
(R) Lachine canal.....	Lachine.....	8	"
(R) Soulange canal.....	Cascades Point.....	21	"
(R) Soulange canal.....	Coteau Landing.....	33	"
(R) Cornwall canal.....	Cornwall.....	62	"
(R) Galops canal.....	Lift Lock.....	99	Telegraph.
(R) Welland canal.....	Port Dalhousie.....	298	"
(R) Welland canal.....	Port Colborne.....	321	"
(R) Soo canal.....	Sault Ste. Marie.....	820	"

Stations marked (R) are reporting stations only and are not equipped for signalling purposes.

BRIEF SUMMARY OF WORK PERFORMED

1. Stations report movements of vessels to Montreal, Quebec, Sydney, Halifax or St. John.

2. Stations report weather conditions daily to Montreal, Quebec, Sydney, Halifax or St. John.

3. Montreal, Quebec, and St. John publish daily bulletins giving weather and ice conditions and movements of vessels.

4. Montreal and Quebec publish daily bulletins showing depths of water at various points in the river St. Lawrence Ship Channel.

5. The Signal Service offices at Montreal, Quebec, and Saint John are open day and night for the purpose of furnishing the public with information of shipping matters.

6. The telegraph system of the Department of Public Works on the north shore of the gulf of St. Lawrence report the movements of vessels engaged in the coasting trade to the Signal Service at Quebec.

7. The Government Grain Elevator at Port Colborne reports to Montreal the arrival and departure of vessels engaged in the Upper Lakes grain trade.

8. The collectors of customs at Fort William and Port Arthur report to Montreal the arrival and departure of vessels engaged in the Canadian grain trade.

9. The collector of customs at all the seaports in the river and gulf of St. Lawrence, on the Atlantic coast, and in the bay of Fundy report the arrival and departure of vessels engaged in the overseas trade.

10. Lloyd's agent at Quebec is furnished daily with full information of the movements of vessels engaged in the overseas trade to and from ports in the province of Quebec.

11. Lloyd's agent at Saint John, N.B., is furnished daily with full information of the movements of vessels engaged in the overseas trade to and from ports in the Maritime Provinces.

12. All the signal stations and masts were maintained in good order.

ICEBREAKING, 1927-28

REPORT OF ALPHONSE LAFLECHE, ENGINEER, RIVER ST. LAWRENCE SHIP CHANNEL, ON THE WORK OF THE ICEBREAKING STEAMERS "LADY GREY" AND "MIKULA" DURING THE WINTER OF 1927-28.

The *Lady Grey* was placed on her usual icebreaking station at Three Rivers on December 1. The season was comparatively open, and there were but very few ships to leave for the sea in the latter part of the navigation season. There was very little icebreaking required at Three Rivers and, navigation having closed, this icebreaker left for Quebec on December 14.

The *Mikula* was stationed at Quebec as usual during the closing days of navigation to cope with any emergency that might occur. She was called upon to escort the hopper barge *Foremost* inward bound. She left Quebec on December 12 and arrived back the next day.

Due to the unusual height of the water the ice bridge at Port St. Francis formed only on January 10 and the river below this point remained open practically all season.

During the winter only two light jams occurred at Quebec bridge which were easily broken by the *Mikula* and *Lady Grey*. By making occasional trips to Portneuf and slicing the ice battures the *Lady Grey* managed to keep the river open at this point all winter.

The *Mikula* made her usual trip to the north shore points below Quebec, and Anticosti, leaving Quebec on February 16 and returning on February 29.

Before the spring breakup commenced the *Lady Grey* was sent on April 3 to open Port St. Francis and the lower part of lake St. Peter.

Due to a sudden thaw the various tributaries of the St. Lawrence reached their flood stage suddenly and at the same time, while the ice in the river was still unusually firm. A severe jam developed in the vicinity of Varennes, flooding the lower part of Montreal island and the south shore opposite, causing considerable damage to private property and blocking traffic.

The *Mikula* was sent on April 12 to help the *Lady Grey*, clearing out lake St. Peter ice and, if possible, it was intended to send this vessel up river towards Montreal. The channel was easily cut by the *Mikula* through lake St. Peter but, as several piers of piled ice had formed during a shove previous to that date, the ice on either side of the lake St. Peter channel did not move out in its usual fashion. This created a situation that made it dangerous to send either icebreaker farther up the river while this ice remained. Both ships therefore worked on the lake St. Peter ice outside the channel with the *Mikula* making occasional short trips to Sorel islands and Sorel as the work proceeded and opportunities occurred.

Meanwhile the jam at Varennes had broken, the floods had receded, and the river was open from Montreal to Vercheres. On April 20 the *Mikula* broke the last jam at Hay island though there was still about one-third of the lake St. Peter ice holding. The last of this lake ice did not pass out of the lake till buoy laying had actually commenced.

The *Mikula* returned to Quebec April 26 and prepared for her usual ice patrol in the gulf. She left Quebec April 28 to relieve the *Montcalm* at Cabot straits.

The *Lady Grey* arrived at Montreal April 27 to proceed to the foot of the Soulages canal to clear the accumulation of frazil ice as usual. This work was completed by May 2 although an unusual amount of frazil was encountered for a length of $2\frac{1}{2}$ miles.

AVERAGE Depth for Each Month in the $27\frac{1}{2}$ Foot Channel. ($27\frac{1}{2}$ Feet at Ordinary Low Water.) From Sorel Gauge each year May to November

Year	May	June	July	Aug.	Sept.	Oct.	Nov.	Highest	Lowest
	ft in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.
1897..	35 6	32 6	30 3	29 3	28 0	27 0	27 6	37 0	26 4
1898....	31 6	30 9	29 8	28 2	28 2	28 3	28 6	32 1	26 9
1899....	36 2	31 9	30 3	28 6	27 6	28 0	27 9	37 9	26 9
1900....	33 6	30 9	30 6	29 6	28 1	28 9	29 2	35 9	27 4
1901....	34 3	31 10	29 2	28 3	27 7	27 4	27 3	36 3	26 6
1902....	32 2	32 2	32 2	29 4	28 1	28 1	29 0	34 1	27 6
1903....	33 0	30 11	30 5	29 5	28 4	29 0	27 11	32 8	26 11
1904....	36 3	34 5	30 9	29 5	29 5	30 4	29 3	37 4	28 1
1905....	31 10	30 8	29 7	29 0	28 0	28 5	28 1	33 6	27 1
1906..	32 4	31 5	29 3	27 11	27 3	27 4	27 6	33 3	26 9

AVERAGE Depth for Each Month in the 30-Foot Channel. (30 Feet at Extreme Low Water of 1897)

1907..	37 1	35 9	31 3	32 10	32 4	32 9	33 7	38 3	31 10
1908..	41 5	37 10	33 10	32 10	32 0	31 0	30 6	42 4	30 0
1909..	40 6	37 6	33 10	33 2	32 7	32 4	31 6	42 7	30 11
1910...	35 7	34 5	32 3	31 7	31 6	31 6	31 7	37 1	30 11
1911...	36 6	34 6	32 1	31 3	30 9	30 2	30 3	38 1	29 4
1912...	37 9	37 6	33 6	32 8	32 6	32 6	31 9	40 11	31 3
1913...	37 0	34 4	32 8	31 10	31 6	32 1	32 7	38 6	31 1
1914...	35 2	33 0	32 4	31 4	31 3	30 11	31 0	36 10	30 3
1915...	34 7	32 6	31 6	31 4	31 1	30 11	30 8	37 4	30 1
1916...	38 9	37 2	34 0	32 5	31 7	31 9	31 10	40 0	30 9
1917...	36 8	36 6	34 10	33 6	32 3	32 6	33 0	38 2	31 3
1918...	36 1	34 1	33 10	32 0	32 3	33 7	34 11	38 1	31 3
1919...	39 7	36 7	33 5	32 4	32 3	32 8	33 5	41 1	31 3
1920...	35 9	33 0	32 4	31 8	31 5	31 4	31 6	37 5	30 1
1921...	35 6	32 9	31 10	31 4	30 10	31 4	31 6	37 8	30 1
1922...	37 1	34 9	33 4	32 3	31 7	31 4	30 11	40 5	30 1
1923...	38 2	34 3	32 1	31 2	31 1	30 8	30 9	39 8	29 9
1924...	38 8	34 10	32 6	31 10	31 11	32 4	31 3	40 0	30 1
1925...	35 3	33 9	32 5	31 9	31 0	31 3	31 11	43 4	30 2
1926...	37 4	34 6	32 10	31 8	31 1	31 3	33 3	41 5	30 6
1927...	34 3	33 10	33 2	32 5	31 3	31 4	34 9	39 8	30 5

COST OF SHIP CHANNEL TO DATE

TABLE showing the Total Cost of the Dredging and Plant and the Quantities Dredged to March 31, 1928

	Cost of dredging		Expenditure for plant, shops, surveys, etc.		Quantities dredged
	\$	cts.	\$	cts.	cu. yds.
MONTREAL HARBOUR COMMISSIONERS, 1851 TO 1888					
Dredging Montreal to Cap a la Roche to 27½ ft. at O.L.W. and from Cap à la Roche to Quebec to 27½ ft. at half tide	3,402,494	35	534,809	65	19,865,693
DEPARTMENT OF PUBLIC WORKS					
Dredging consisting of widening and cleaning up of channel, deepening Cap à la Roche to Cap Charles to 27½ ft. at O.L.W. and dredging at Grondines, Lotbiniere and Ste. Croix 1889 to June 30, 1899.....	839,583	08	486,971	79	3,558,733
PROJECT OF 1899					
Dredging channel between Montreal and Quebec to 30 ft. at lowest water of 1897, also widening to a minimum width of 450 ft. and straightening—					
Fiscal year, 1899-1900.....	100,191	91	265,270	78	1,107,894
“ 1900-1901.....	136,680	83	287,040	04	2,479,385
“ 1901-1902.....	185,429	80	479,731	47	3,098,350
“ 1902-1903.....	255,776	55	277,703	50	6,544,605
“ 1903-1904.....	276,958	59	305,765	44	4,619,260
DEPARTMENT OF MARINE AND FISHERIES					
This includes the work below Quebec.					
Fiscal year, 1904-1905.....	311,087	93	277,225	69	2,716,220
“ 1905-1906.....	431,768	30	317,327	37	4,047,530
“ 1906-1907 (July 1, 1906 to Mar. 31, 1907).....	302,677	37	275,003	61	3,001,010
“ 1907-1908.....	478,209	66	417,390	22	4,831,875
“ 1908-1909.....	497,686	03	340,861	86	5,896,737
“ 1909-1910.....	572,950	71	321,375	80	6,354,285
“ 1910-1911.....	576,838	02	488,248	88	5,600,050
“ 1911-1912.....	588,697	60	499,799	58	4,509,904
“ 1912-1913.....	663,229	74	702,071	86	6,929,344
“ 1913-1914.....	895,235	59	740,664	26	6,140,867
“ 1914-1915.....	1,036,846	65	549,369	91	6,225,143
“ 1915-1916.....	976,622	03	809,443	95	8,462,957
“ 1916-1917.....	1,030,550	60	353,152	12	7,800,555
“ 1917-1918.....	618,399	69	156,112	57	2,517,376
“ 1918-1919.....	350,152	92	82,480	60	628,060
“ 1919-1920.....	422,107	05	132,747	20	517,305
“ 1920-1921.....	446,134	85	151,422	99	715,895
“ 1921-1922.....	464,660	74	102,710	14	1,167,100
“ 1922-1923.....	465,236	80	446,933	08	793,350
“ 1923-1924.....	550,612	71	130,481	97	1,314,050
“ 1924-1925.....	557,863	56	333,345	19	1,373,420
“ 1925-1926.....	996,554	42	600,199	42	2,754,770
“ 1926-1927.....	1,240,044	98	343,901	27	3,146,125
“ 1927-1928.....	1,369,075	54	548,716	68	3,258,320
Total to March 31, 1928.....	21,040,358	60	11,761,278	89	131,976,168

PROGRESS of Dredging Operations at Date of Writing, the Close of the Season 1927

30-FOOT PROJECT

Locality	Distance English miles	Total length requiring dredging	Length dredged in 1927	Total length of 30-foot channel dredged	Length yet to be dredged
	miles	miles	miles	miles	miles
<i>Division No. 1—</i> Montreal to Sorel.....	45	22.90		22.90	All completed
<i>Division No. 2—</i> Sorel to Batiscan.....	36	12.45		12.45	"
<i>Division No. 3—</i> Lake St. Peter.....	20	18.00		* 0.28 †17.72	
<i>Division No. 4—</i> Batiscan to Quebec.....	59	10.05	0.01	8.85	1.20
<i>Division No. 5—</i> Quebec to the Traverse.....	60	4.65		4.65	
Totals.....	220	68.05	0.01	66.85	1.20

*Not widened. †Widened.

PROGRESS of the Dredging Operations at the Date of Writing, the Close of the Season of 1927

30-FOOT PROJECT

Locality	Length of Dredging		Cubic yards yet required to be done
	Required	Done	
	miles	miles	
<i>Division No. 1—</i>			
Longueuil Shoal.....		1.10	
Longue Pte. to Pte. aux Trembles (en haute).....		5.05	
Ile Ste. Therese.....		0.40	
Varennes to Cap St. Michel.....		3.00	
Cap St. Michel to Vercheres.....		4.50	
Vercheres Traverse.....		1.10	
Vercheres-Contrecoeur.....		1.70	
Contrecoeur Channel.....		6.05	
Total.....		22.90	
<i>Division No. 2—</i>			
Sorel to Ile de Grace.....		4.40	
Stone Island.....		1.10	
Ile au Raisin Traverse.....		0.25	
Lake St. Peter (See Div. 3).....			
Port St. Francis.....		0.50	
Three Rivers.....		0.50	
Cap Magdeleine to Becancour.....		1.55	
Becancour to Champlain.....		2.25	
Champlain to Pte. Citrouille.....		1.30	
Batture Perron.....		0.60	
Total.....		12.45	
<i>Division No. 3—</i>			
Lake St. Peter.....		* 0.28 †17.72	169,500
Total.....		18.00	169,500

30-FOOT PROJECT—*Concluded*

Locality	Length of Dredging		Cubic yards yet required to be done
	Required	Done	
	miles	miles	
<i>Division No. 4—</i>			
Batiscan to Cap Levrard.....		3.00	
Cap a la Roche Channel.....		2.05	
Poulier Rayer.....		1.20	
Cap Charles.....		0.90	
Gronlines.....		0.80	
Lotbiniere.....		0.40	
Cap Sante.....		0.20	
Ste. Croix.....	0.60	0.30	300,000
St. Augustin.....	0.60		500,000
Total.....	1.20	8.85	800,000
<i>Division No. 5—</i>			
Quebec to the Traverse.....		4.65	550,000
Total.....		4.65	550,000
Totals.....	1.20	66.85	1,519,500

*Not widened. †Widened

PROGRESS of Dredging Operations at Date of Writing, the Close of the Season 1927

35-FOOT PROJECT

Locality	Distance English miles	Total length requiring dredging	Length dredged in 1927	Total length of 35-foot channel dredged	Length yet to be dredged
	miles	miles	miles	miles	miles
<i>Division No. 1—</i>					
Montreal to Sorel.....	45	26.80	0.63	24.22	2.58
<i>Division No. 2—</i>					
Sorel to Latisean.....	36	20.44	2.30	11.49	8.95
<i>Division No. 2—</i>					
Lake St. Peter.....	20	18.32	0.10	17.62	0.70
<i>Division No. 4—</i>					
Batiscan to Quebec.....	59	15.54	0.05	0.05	15.49
<i>Division No. 5—</i>					
Quebec to Goose Cape (North channel)	70	10.79	1.25	3.57	7.22
Totals.....	230	91.89	4.33	56.95	34.94

PROGRESS of the Dredging Operations at the Date of Writing, the Close of the Season of 1927

35-FOOT PROJECT

Locality	Length of dredging in miles		Cubic yards yet to be dredged	Cubic yards dredged
	Yet to be done	Done		
	miles	miles		
<i>Division No. 1—</i>				
Longueuil Shoal.....	1.73	0.15	429,904	291,550
Longue Pte. Traverse.....		0.47		394,300
Longue Pte. Curve.....	0.24	1.08	489,206	744,675
Pte. aux Trembles Channel.....		3.07		1,239,975
Ile Ste. Therese Channel.....		1.12		358,950
Varennes Curve.....		2.14		2,666,560
Cap St. Michel Curve.....		0.56		176,500
Cap St. Michel to Vercheres.....		4.72		2,048,850
Vercheres Traverse.....		0.72		306,595
Vercheres to Contrecoeur.....		1.91		1,157,700
Contrecoeur Channel.....		8.28		5,159,028
Lanoraie to Sorel.....	0.61		159,215	
Totals—Division No. 1.....	2.58	24.22	1,078,325	14,544,683
<i>Division No. 2—</i>				
Sorel to Ile de Grace.....	0.81	4.17	630,346	3,079,714
Stone Island.....		2.11		983,660
Ile au Raisin.....		2.09		974,094
Port St. Francis.....	0.48	0.62	490,000	691,085
Three Rivers.....	0.61	0.11	500,532	32,660
Cap Madeleine to Pecanour.....	2.40		1,348,578	
Pecanour to Champlain.....	0.87	1.35	684,000	949,210
Champlain to Pte. Citrouille.....	2.55	1.04	1,957,556	674,800
Ratture Perron.....	1.23		684,600	
Totals—Division No. 2.....	8.95	11.49	6,295,612	7,385,223
<i>Division No. 3—</i>				
Lake St. Peter.....	0.70	17.62	682,570	11,814,582
Totals—Division No. 3.....	0.70	17.62	682,570	11,814,582
<i>Division No. 4—</i>				
Patiscan to Cap Levrard.....	4.48		2,386,168	
Cap Levrard.....	1.27		781,666	
Cap a la Roche Curve.....	2.06		1,836,859	
Cap Charles Channel.....	1.99	0.05	1,043,541	33,875
Gronclines.....	0.83		513,332	
Lotbiniere.....	0.47		321,480	
Cap Sante.....	1.51		655,561	
St. Croix.....	1.47		798,518	
St. Augustin.....	1.41		826,207	
Totals—Division No. 4.....	15.49	0.05	9,163,332	33,875
<i>*Division No. 5—</i>				
Quebec to Goose Cape (North channel)—				
Madame Reef Shoal.....	4.54		3,743,806	38,600
West Sand and East Narrows Shoal.....	2.68	3.57	2,859,070	16,850,453
Totals—Division No. 5.....	7.22	3.57	6,602,876	16,889,053
Totals.....	34.94	56.95	23,822,715	50,667,416

*This channel is being dredged 500 feet wide, is at present opened at this width for 25 feet depth, will be opened, at same width, for thirty-five feet depth when completed, and will be eventually widened to 1,000 feet.

Mileage is shown on a basis of 500 feet wide.

ABSTRACT of Work of Dredging Fleet during Fiscal Year ending March 31, 1928

Dredges	Locality of dredging	Time of service, days	Working hours 24 per day	Hours actual dredging	Number scoops filled	Cubic yards dredged (scoop measure)	Depth of dredging at E.L.W.	Width in feet	Character of Soil	Remarks
Dredge No. 1	Stone island	29	594	274 ³	124	20,270	ft. 35	225	Clay, small stones.	Cleaning and widening on south.
	Ile au Raisin	13	276	145 ¹	123	17,220	35	225	Clay.	
	Cap a la Roche curve.	13	258	111 ²	43	6,030	30	330	Shale rock, broken.	
	Cap a la Roche curve.	75	1,560	775	323	32,300	30-26		Shale rock, broken.	
	Total	130	2,688	1,306 ²	613	75,810				
Dredge No. 3	Sorel to ile de Grace	28	582	457 ¹	367	55,500	35	250	Clay.	96,950 yards main channel, balance widening.
	Three Rivers	14	282	216	35	4,800	35	230	Clay and boulders.	
	Champlain course	116	2,418	1,885 ²	1,754	304,990	35	350-225	Sand, clay and boulders.	
	Total	158	3,282	2,558 ³	2,156	365,390				
Dredge No. 4	Poulier a Cagnon	160	3,318	2,507 ¹	464	88,055	35	250	Hard pan, clay, stones, shale.	
	Total	160	3,318	2,507 ¹	464	88,055				
Dredge No. 5	Sorel to ile de Grace.	37	434	225	235	36,490	35	225	Clay and sand.	
	Cap Charles course	64	776	455	271	33,875	35	225	Solid shale.	
	Total	101	1,190	678	506	70,365				
Dredge No. 12	Longue Pointe curve.	94	1,968	1,449 ¹	885	221,250	35	300	Clay, stones, gravel and sand.	Partly widening.
	Port St. Francis	69	1,422	1,049	653	157,300	35	250	Clay, stones and boulders.	
	Total	163	3,390	2,498 ²	1,538	378,550				
Dredge No. 13	Longue Pointe traverse	78	1,638	1,236 ¹	809	202,250	35	250	Clay and gravel.	Partly widening.
	Nicolet traverse	81	1,668	1,066 ²	669	167,250	35	330	Clay, stones and boulders.	
	Total	159	3,306	2,242 ³	1,478	369,500				

Dredge No. 14.....	Stone island.....	30	612	386½	333	149,850	35	225	Clay.....	Widening.			
	Beancour lower tra- verse.....	105	2,190	1,591¾	922	414,900		35	225		Clay, shale and boulders.		
	Total.....	135	2,802	1,978	1,255	564,750							
Dredge No. 15.....	Ile au Raisin.....	18	360	204½	54	24,300	35	225	Clay.	Widening.			
	Beancour lower tra- verse.....	127	2,628	2,029¾	535	221,650		35	225		Clay, boulders, hard pan, shale and stones.		
	Total.....	145	2,988	2,234	589	245,950							
Dredge No. 16.....	North channel—West Sand.....	151	3,276	2,149	*1,489½	1,099,950	35	500	Sand, clay and stones.	Widening.			
	Total.....	151	3,276	2,149	1,489½	1,099,950							
	Total cubic yards dredged.....										3,258,320		

*Hopper barges.

DEPARTMENT OF MARINE AND FISHERIES, CANADA, RIVER ST. LAWRENCE SHIP CHANNEL
 CLASSIFICATION OF DISBURSEMENTS for Fiscal Year ended March 31, 1928

Vessels	Fuel		Wages		Board		Stores and materials		Repairs and labour		Proportion of general and office expenses, etc		Expenditure for each vessel		Rock cutter and stone lifter service elevator dredges		Tug service		Inspection towing, sweeping, etc		Total cost of operations of each dredge and plant during fiscal year	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Dredge No. 1	9,621	27	18,833	17	5,029	21	5,015	27	31,334	57	11,723	27	81,526	65	3,733	51	33,472	91	9,437	71	128,170	80
Tug "Varenes"	5,669	81	10,911	31	3,268	06	2,209	31	9,699	81	2,314	31	33,472	91								
Dredge No. 3	10,501	42	21,842	57	7,487	8	10,638	31	8,149	8	11,093	11	72,413	10	3,733	51	38,889	71	9,437	71	124,474	13
Tug "Jas St. Pierre"	4,788	6	12,609	9	3,834	1	2,237	31	12,733	71	2,088	9	38,889	71								
Dredge No. 4	14,270	66	21,829	57	5,810	31	5,350	06	23,774	8	11,816	23	82,872	71	3,733	51	28,784	22	9,437	70	124,828	14
Tug "Lavaltrie"	5,983	71	11,977	21	3,609	11	1,772	32	3,451	58	1,990	19	28,784	22								
Dredge No. 5	8,811	4	14,323	15	3,355	54	8,403	7	36,125	6	11,813	66	82,833	02	3,733	51	31,970	63	9,437	70	127,974	83
Tug "Contrecoeur"	6,206	31	14,164	61	4,333	51	2,678	8	2,959	6	2,410	9	31,970	63								
Dredge No. 12	22,603	1	23,438	01	6,499	27	4,912	8	27,263	9	12,833	2	97,589	4	3,733	51	29,384	11	9,437	7	140,135	75
Tug "Beaucour"	7,874	8	11,087	61	3,773	1	2,244	3	2,822	51	2,631	61	29,384	11								
Dredge No. 13	9,293	9	23,675	2	6,539	53	6,140	0	22,437	11	12,498	0	92,732	8	3,733	51	37,049	8	9,437	71	143,553	88
Tug "Lavolette"	7,874	8	11,087	61	3,773	1	2,244	3	2,822	51	2,631	61	29,384	11								
Dredge No. 14	16,624	6	21,085	47	6,805	66	6,979	0	34,652	67	13,169	8	102,318	2	3,733	51	30,028	41	9,437	70	146,117	89
Tug "Deschailons"	6,754	9	11,143	23	3,925	06	2,683	47	4,603	55	2,117	7	30,028	46								
Dredge No. 15	15,815	11	23,543	71	6,653	61	5,790	7	31,653	4	12,737	4	95,194	11	3,733	51	37,058	71	9,437	71	146,424	09
Tug "Herville"	3,766	6	11,185	81	3,279	36	3,425	11	12,839	51	2,462	31	37,058	71								
Dredge No. 16	26,597	21	39,533	91	10,877	26	9,277	64	43,448	31	14,278	15	144,052	45								
Hopper Barge No. 1	5,640	4	7,938	61	2,175	51	6,294	31	17,645	0	3,911	25	42,106	34								
Hopper Barge No. 2	10,483	6	8,463	05	2,775	05	2,682	77	9,881	18	2,541	61	30,839	21								
Hopper Barge No. 3	17,384	8	15,639	21	4,817	56	5,747	4	7,523	71	3,800	91	54,367	27								
Sounding Scow									524	25	38	95	583	96								
Str. "Dacier"	9,308	4	17,206	61	5,390	31	4,054	55	7,522	62	3,236	91	46,723	18								
Tug "Carrel"	3,738	8	6,331	31	1,534	9	8,860	26	4,456	27	1,032	91	4,456	27								
Tug "James Lowden"	4,816	0	8,693	57	2,257	21	2,738	22	3,647	06	1,631	91	23,156	17								
Rock Breaker No. 1	3,804	9	8,875	15	2,272	86	3,105	09	3,120	21	1,573	01	22,751	22								
Stone Lifter No. 5	931	27	3,680	81	911	21	458	55	672	95	492	01	7,116	90								
	252,720	11	385,531	61	109,778	81	107,973	88	365,401	56	147,669	46	1,369,075	54	29,808	12	401,744	55	81,839	32	1,369,075	54

DETAILS of Dredging, Locality and Cost per Cubic Yard

Dredges	Total cost of operations of each dredge and plant during fiscal year		Number of days in operation of each dredge	Cost per day operating dredge and plant		Days working each locality	Cost of work each locality		Total cost of operations of each dredge	Number of cubic yards dredged in each locality	Total cubic yards for each dredge		Cost per cubic yard each locality	Average cost per cubic yard each dredge	Kind of Material Dredged	Locality of Dredging
	\$	cts.		\$	cts.		\$	cts.			\$	cts.				
Dredge No. 1.....	128,170	81	130	985	93	29	28,591	94	128,170	80	20,270	75,810	1-41 ⁰⁷ / ₁₀₀	1-41 ⁰⁷ / ₁₀₀	Clay, small stones	Stons Island.
						13	12,817	08			17,224		0-74 ⁴³ / ₁₀₀		Clay	Ile au Raisin.
						13	12,817	08			6,200		2-12 ⁴³ / ₁₀₀		Shale rock	Cap a la Roche Curve.
						75	73,944	70			32,306		2-28 ⁴³ / ₁₀₀	1-09 ⁰⁷ / ₁₀₀	Shale rock	Cap a la Roche Curve cleaning up and widening
Dredge No. 3.....	124,474	13	158	787	81	28	22,058	71	124,474	13	55,000	365,895	0-40 ¹⁵ / ₁₀₀	0-34 ⁰⁷ / ₁₀₀	Clay	Sorel to Ile de Grace.
						14	11,029	35			4,906		2-25 ⁰⁹ / ₁₀₀		Clay and boulders	Three Rivers.
						116	91,386	07			304,995		0-29 ⁴¹ / ₁₀₀		Sand, clay and boulders	Champlain Curve (partly widening).
Dredge No. 4.....	124,828	14	160	780	18	160	124,828	14	124,828	14	88,055	88,055	1-41 ⁷⁵ / ₁₀₀	1-41 ⁷⁵ / ₁₀₀	Hard pan, clay, stones, shale	Pouliet a Gagnon.
Dredge No. 5.....	127,974	86	101	1,207	08	37	46,881	88	127,974	81	36,490	70,365	1-28 ⁴³ / ₁₀₀	1-81 ⁸⁷ / ₁₀₀	Clay and sand	Sorel to Ile de Grace.
						64	81,092	98			33,875		2-39 ⁴³ / ₁₀₀		Solid shale rock	Cap Charles Conise.
Dredge No. 12.....	140,135	75	163	859	73	94	80,814	48	140,135	75	221,256	378,556	0-36 ⁴⁵ / ₁₀₀	0-37 ⁰⁷ / ₁₀₀	Clay, stones, gravel and sand	Longue Pointe Curve (partly widening).
						69	59,321	27			157,306		0-37 ⁷¹ / ₁₀₀		Clay, stones and boulders	Port St. Francis.
Dredge No. 13.....	143,553	88	159	902	80	78	70,422	66	143,553	88	202,256	369,500	0-34 ⁸³ / ₁₀₀	0-38 ⁸⁵ / ₁₀₀	Clay and gravel	Longue Pointe Traverse.
						81	73,131	22			167,256		0-43 ⁷¹ / ₁₀₀		Clay, stones and boulders	Nicolet Traverse (partly widening).
Dredge No. 14.....	146,117	80	135	1,082	35	30	32,470	65	146,117	89	149,856	584,750	0-21 ⁶¹ / ₁₀₀	0-25 ⁸⁷ / ₁₀₀	Clay	Stons Island (widening).
						105	113,647	24			414,906		0-27 ⁴³ / ₁₀₀		Clay, shale and boulders	Beauceour Lower Traverse
Dredge No. 15.....	146,424	09	145	1,009	80	18	18,176	78	146,424	09	24,300	245,956	0-74 ⁸³ / ₁₀₀	0-59 ⁴³ / ₁₀₀	Clay	Ile au Raisin.
						127	128,247	31			221,656		0-57 ⁸⁶ / ₁₀₀		Clay, boulders, hardpan shale and stones	Beauceour Lower Traverse
Dredge No. 16.....	287,396	00	151	1,903	28	151	287,396	00	287,396	00	1,099,950	1,099,950	0-26 ¹⁵ / ₁₀₀	0-42 ⁰⁷ / ₁₀₀	Sand, clay and stones	North Channel West Sand.
	1,369,075	54	1,302	1,369,075	54	1,302	1,369,075	54	1,369,075	54	3,258,320	3,258,320				

EXPENDITURE AND REVENUE

STATEMENT OF EXPENDITURE, MARINE DEPARTMENT, 1927-28

Service	Appropriation	Expenditure	Balance
	\$ cts.	\$ cts.	\$ cts.
<i>Ocean and River Service—</i>			
Dominion steamers.....	1,650,000 00	1,625,501 41	24,498 59
Distressed seamen.....	5,000 00	400 14	4,599 86
Masters and mates.....	20,000 00	19,303 41	696 59
Investigation into wrecks.....	6,000 00	5,748 62	251 38
Schools of navigation.....	9,000 00	7,288 09	1,711 91
Registry of shipping.....	3,000 00	2,572 76	427 24
Removal of obstructions.....	5,000 00	1,770 96	3,229 04
Cattle inspection.....	4,500 00	3,709 42	790 58
Subsidy to wrecking plants.....	45,000 00	45,000 00	.....
Unforeseen expenses.....	5,500 00	5,500 00	.....
Life saving service.....	80,000 00	62,918 72	17,081 28
Radio service.....	499,865 00	475,204 16	24,660 84
Hydro and tidal survey.....	340,000 00	310,699 01	29,300 99
Hudson bay patrol.....	1,050,000 00	1,021,512 65	28,487 35
Radio reception.....	169,475 00	154,543 19	14,931 81
Radio conference.....	10,000 00	7,432 58	2,567 42
	3,902,340 00	3,749,105 12	153,234 88
<i>Public Works (Capital)—</i>			
Ship channel.....	1,922,000 00	1,921,902 56	97 44
Sorel shipyard.....	154,000 00	95,561 83	58,438 17
Sorel wharf No. 4.....	45,780 00	.....	45,780 00
	2,121,780 00	2,017,464 39	104,315 61
<i>Lighthouse and Coast—</i>			
Agency rents and contingencies.....	236,000 00	210,047 90	25,952 10
Salaries of lightkeepers.....	700,000 00	676,079 80	23,920 20
Maintenance of lights.....	900,000 00	893,182 43	6,817 57
Construction of lights.....	783,000 00	597,633 11	185,366 89
Administration of pilotage.....	250,000 00	121,744 10	128,255 90
Repairs to wharves.....	10,000 00	6,572 24	3,427 76
Pensions to pilots.....	11,100 00	10,575 00	525 00
Icebreaking.....	30,000 00	30,000 00	.....
Signal service.....	103,000 00	102,938 37	61 63
Harbourmaster, Amherstburg.....	600 00	600 00	.....
Salary, W. R. Wallace.....	1,920 00	1,920 00	.....
Allowance, J. Davidson.....	500 00	500 00	.....
Steamer to replace "Brant".....	95,000 00	94,967 59	32 41
	3,121,120 00	2,746,760 54	374,359 46
<i>Civil Government—</i>			
Salaries.....	401,760 00	382,292 83	19,467 17
Contingencies.....	60,000 00	53,426 45	6,573 55
	461,760 00	435,719 28	26,040 72
<i>Scientific Institutions—</i>			
Meteorological Service.....	272,500 00	270,276 31	2,223 69
<i>Steamboat Inspection—</i>			
Steamboat inspection.....	134,610 00	131,065 31	3,544 69
<i>Miscellaneous—</i>			
Gratuities.....	6,487 23	6,487 23	.....
Salary, J. C. Patterson.....	2,400 00	2,400 00	.....
Flat increase of \$120.....	102,658 77	102,658 77	.....
Vote 338.....	255 60	255 60	.....
Vote 339.....	2,500 00	2,500 00	.....
	114,301 60	114,301 60	.....
<i>Investments—</i>			
Quebec Harbour Commission.....		2,160,000 00	.....
Montreal " ".....		2,180,000 00	.....
Vancouver " ".....		1,564,000 00	.....
		5,904,000 00	.....

RECAPITULATION OF SERVICES

Service	Appropriation		Expenditure		Balance	
	\$	cts.	\$	cts.	\$	cts.
Ocean and River.....	3,902,340	00	3,749,105	12	153,234	88
Public Works (Capital).....	2,121,780	00	2,017,464	39	104,315	61
Lighthouse and Coast.....	3,121,120	00	2,746,760	54	374,359	46
Steamboat Inspection.....	134,610	00	131,065	31	3,544	69
Scientific Institutions.....	272,500	00	270,276	31	2,223	69
Civil Government.....	461,760	00	435,719	28	26,040	72
Miscellaneous.....	114,301	60	114,301	60		
	10,128,411	60	9,464,692	55	663,719	05
Investments.....			5,904,000	00		
			15,368,692	55		

STATEMENT OF REVENUE FOR FISCAL YEAR 1927-28

—	Gross Revenue		Refunds		Net Revenue	
	\$	cts.	\$	cts.	\$	cts.
Radio.....	64,218	60			64,218	60
Harbour dues.....	2,164	71		1 00	2,163	71
Piers and wharves.....	56,089	53	450	61	55,638	92
Dominion steamers.....	5,909	04			5,909	04
Examination of masters and mates.....	5,002	00			5,002	00
Steamboat inspection.....	128,656	95	805	00	127,851	95
Pilots license fees.....		90 00				90 00
Casual revenue.....	98,659	13			98,659	13
Fines and forfeitures.....	4,225	25			4,225	25
Signal station dues.....	1,110	00			1,110	00
Marine register fees.....		46 75				46 75
W/A license fees.....	262,550	30	12,862	00	249,688	30
W/O examination fees.....		485 50		5 00		480 50
	629,212	76	14,123	61	615,089	15

METEOROLOGICAL SERVICE

REPORT OF SIR FREDERIC STUPART, DIRECTOR

After striking from the lists stations from which no reports have been received for some time, we find that we now have a total of 855 observing stations, reporting to the Central Office, Toronto.

At 352 of these stations the observer is paid a small salary, ranging from \$12 per annum to as much as \$2,400, at a chief station.

There are 116 storm signal display stations, at which the agent is either paid \$75 or \$100 per annum according to the length of the season of navigation.

At 503 of the observing stations the work is performed gratuitously by voluntary observers who furnish climatic data which is utilized for the benefit of the country at no other cost but that of instruments and occasional replacements, and postage.

FORECAST DIVISION

The weather map has been prepared twice daily, Sundays and holidays included, throughout the year and forecasts were issued for the various parts of the Dominion, Newfoundland and adjacent waters. Storm warnings were also issued as occasion warranted.

The percentage of verification of forecasts was 87 per cent and of storm warnings 91·3 per cent.

Special forecasts were issued daily during the fire weather season to the Forestry officials in Ontario, Quebec and Alberta. Instruments were installed at 11 new stations in Quebec in connection with the fire weather work.

Special forecasts were issued daily during the spring and summer to the fruit-growers of the Niagara peninsula.

During the winter, numerous forecasts were issued as in past years, to transportation companies and shippers of perishable goods.

The forestry stations in Ontario and Quebec and the chief stations in Newfoundland were inspected by members of the forecast staff.

The system of forest fire weather forecasting continues to expand and most of the provincial forestry departments are in active co-operation with the Meteorological Service; the service has equipped numerous stations with hydrographs and other meteorological instruments, and has undertaken the inspection of these stations.

Immediately following the despatch of the regular daily forecasts, special forecasts bearing especially on the requirements of foresters have been, and will again this coming year, be despatched to forestry centres, and no effort will be spared in making the system an ever growing success.

DIVISION OF CLIMATOLOGY

During the year the publication of the Monthly Record of Meteorological Observations in Canada, Newfoundland and Bermuda, has been continued. This consists of 87 pages monthly, giving daily figures of temperature and precipitation for several hundred stations as well as monthly means and extremes and differences from normal. Daily figures of pressure, wind, sunshine and humidity, with means, are given for stations of the first class, and hourly figures for chief stations. Data from fifty-four additional new stations appear this year.

The monthly Weather Map has been issued at the end of the first week of each month, giving a preliminary summary of the abnormalities of the weather of the preceding month, as well as notes on the progress of crops when available. During the year advantage has been taken of radio communication from the north, to extend this summary to cover the weather of the far north-west, Hudson strait and Greenland.

Each week during the season of growth a special report showing the difference from normal of the weather of the preceding week is made and telegraphed to Washington for inclusion in Weather, Crops and Market, each Wednesday.

Special reports on weather or climate have been furnished upon request for legal, engineering, agricultural, medical, research or other purposes to a large number of enquirers, necessitating a large amount of copying.

Progress in preparing a manuscript report on the climate and weather of the last forty years in Eastern and Northern Canada has continued.

Data for future compilation on comparative weather and crop growth continues to be accumulated.

ATMOSPHERIC PHYSICS

The International Commission for the Exploration of the Upper Air designated October, 1927, and March, 1928, as the international months for sending up balloons carrying recording instruments from which the temperature and pressure of the upper air at all levels reached by the balloons can be obtained. During these two months 47 ascents were made from Calgary, Alta., 45 from Goderich, Ont., and 33 from Woodstock, Ont. To date the recoveries have been 29, 39, and 18, respectively, or slightly over 61 per cent of those sent up. The recoveries from Goderich have been better than from Woodstock. An instrument sent up from Woodstock on March 28 was found at Gay Head,

Mass., having travelled about 500 miles; it reached a height of 6.5 miles and the lowest temperature recorded was 60 degrees below zero, while the temperature at the surface was 26 degrees. The highest ascent was made from Calgary on March 26, when the balloon reached a height of 10.5 miles and recorded a temperature of 85 degrees below zero; the average height of the ascents was 8.5 miles.

The results of the ascents made in May, 1926, were prepared for the meeting of the International Commission for the Exploration of the Upper Air at Leipzig in August, 1927.

During the year the investigation of the aneroid used in the balloon meteorograph was continued and has resulted in developing a method whereby the disks out of which the aneroids are made can be spun from the best quality of phosphor bronze without annealing. The aneroids are partially exhausted of air and dried very carefully; they have proved to be superior to all the previous ones.

The frame of the meteorograph has also been simplified and lightened and at the same time after some years of experimenting a satisfactory and simple arrangement for raising the pen from the writing surface just before it reaches the ground has been obtained.

Pilot balloons.—Pilot balloon observations to obtain the direction and velocity of the wind in the upper levels of the atmosphere were continued throughout the year at Toronto and Camp Borden. At the former place balloons were sent up on 255 days. The highest flight occurred on August 26, when a height of nearly 9 miles was reached; at this level the wind was 30 miles an hour from the south west.

To provide upper air data for use of the aviators, for air mail services and the airship route from Britain to Canada, equipment has been assembled during the year sufficient to begin at least twelve new pilot balloon stations during the summer of 1928. The existing methods of carrying out the work have been revised and modified as experience has indicated so that the equipment now provided will enable the work to be done expeditiously. The instructions for pilot balloon work have been rewritten to conform with the methods to be adopted. Meteorological equipment has also been assembled for the pilot balloon stations that are not at present taking meteorological observations.

Sea Water Temperatures.—The thermographs on the three boats of the Canadian Pacific ocean services plying between Vancouver and Hong Kong have been in operation throughout the year. The ss. *Aorangi* of the Canadian Australasian Line and the ss. *Canadian Fisher* and *Canadian Forester* of the Canadian Government Merchant Marine between Montreal or Halifax and Bermuda and the West Indies have been equipped during the year. On the route to Australia it is found that the water is colder at the Equator than on either side of it. The route from Canada to Bermuda crosses the Gulf Stream almost at right angles and thus affords an excellent opportunity to study the position of the Gulf Stream; to do this most accurately the thermographs are provided with daily charts. On the first occasion as the boat was returning from Bermuda to Montreal the boundary of the Gulf Stream did not appear to be more than five miles wide as the temperature dropped 13 degrees in this distance.

The thermograph temperatures obtained during the past four years in the North Pacific have all been collected in 5-degree quadrangles by weeks instead of months and the normals obtained. A preliminary study has been made to see if there is any connection between the temperature of the sea water and the character of the winters in Canada but the results are still too meagre to draw any conclusions. This, however, may be stated that there has been a

progressive increase of temperature from 1922 to 1926 in the water of the North Pacific. The investigation has also revealed that, especially during the summer months, the water is colder along the shores and begins to get warmer about 300 miles out. From the experience gained on the three routes it appears that the best range for the thermographs is from 30 degrees to 90 degrees instead of 35 degrees to 85 degrees and it has been decided to adopt this range for all ocean temperature measurements; this still enables the temperatures to be read to 0.2 degrees F.

An account of the methods used in obtaining sea water temperatures and the preliminary results of the investigation were presented to a joint meeting of the section on Oceanography and Meteorology of the American Geophysical Union, Washington, on April 26, 1928.

Earth Temperatures.—Daily readings to 0.01°F. of platinum thermometers at eight depths: Surface, 4 inches, 10 inches, 20 inches, 40 inches, 66 inches, 9 feet, and 15 feet were taken throughout the year. The minimum and maximum temperatures with the dates on which they occurred and the range at each of the depths are given in the table.

—	Highest	Date	Lowest	Date	Range
Surface.....	81	June 30	22	Jan. 11	59
4".....	70	July 29	25	Mar. 4	45
10".....	70	July 29	31	Mar. 4	39
20".....	70	Aug. 2	37	Mar. 10	33
40".....	64	Aug. 3	38	Mar. 29	26
66".....	57	Aug. 23	37	Mar. 31	20
9'.....	55	Oct. 10	42	April 11	13
15.....	49	Nov. 8	43	May 23	6

Evaporation.—The amount of water evaporated from a surface 6 feet square was measured daily from April to October, inclusive. The amount by months was: April, 2.11 inches; May, 2.27 inches; June, 3.38 inches; July, 3.80 inches; August, 3.22 inches; September, 2.22 inches; October, 1.42 inches; or a total of 18.42 inches for the season. Omitting April the amount was 16.31 inches, as against 15.74 inches for the same period last year.

Solar Radiation.—The amount of heat received from the sun was measured by an Angstrom pyrheliometer. The observations were taken between 11 a.m. and 1 p.m. on all days when there were no clouds or thick haze crossing the face of the sun during the observations. There were only sixty occasions during the year when observations were possible under these conditions. The greatest amount of heat received on a square centimetre (0.16 square inch) was 1.437 gramme calories per minute as against 1.453 the previous year.

Atmospheric Pollution and Visibility.—Observations of the amount of dust in the atmosphere in Toronto and near Aurora, Ont., have been commenced during the year in an investigation into the relationship between visibility and the dust content of the atmosphere. A new method of measuring visibility is also being worked out whereby it will simply be necessary to observe on an object a short distance away and read the visibility on a scale. The instrument consists of a piece of glass gradually becoming more and more opaque until no light gets through and is called a neutral wedge; a position is found where the object is just visible and no more; it is found that this position is dependent on the visibility and consequently the wedge can be calibrated in terms of the visibility.

Wind Equipment.—Working drawings of the new anemograph as finally designed last year were prepared and fifty instruments are now nearly com-

pleted at a cost of about \$100 each, or about 60 per cent of the cost of the older type. The anemometer tower has been redesigned, simplified and standardized. Dines pressure tube anemometers and direction recorders have been ordered for some of the Air Force stations in order to study the actual structure of the wind.

TERRESTRIAL MAGNETISM

The Agincourt Magnetic Observatory has been maintained in operation throughout the year. Continuous photographic records of the movements of the magnetic needle and the variation in the force acting upon it were secured.

At Meanook new photographic equipment for the declination and horizontal force was installed during July, and we are now securing continuous record of H as well as of the D. Since this installation was made the time elapsed has not been sufficient to give final base line results for reduction and the values given in the tables are only approximate.

Large magnetic disturbances were of frequent occurrence during the year. The most important ones were recorded on April 13, 14, May 5, July 21, 22, August 20, 21, and October 12, 22, and 23. At Agincourt the range of disturbance was from 2° to 3° in declination, from 600 to 800 gammas in horizontal force and from 250 to 700 gammas in vertical force. At Meanook the declination range was considerably in excess of 3° and during the August and October disturbances the horizontal force variations were about double the magnitude of those at Agincourt.

The regular programs of absolute observations were made at both observatories with the exception of the months of December and January at Meanook, when the observer through illness was forced to omit a number of observations.

The results of observations for the year 1923 have been completed and are now in the printer's hands. Work on the 1924 results is proceeding.

Magnetic character tables were as usual prepared and forwarded to the International Commission on Terrestrial Magnetism.

At the request of the Surveyor-General, index corrections for compasses attached to thirty-nine (39) surveyors' theodolites were determined and the results forwarded to him.

Assistance was given to members of the staff of the Dominion Observatory and the Topographical Surveys Branch in standardizing their instruments for use in field work.

The accompanying tables summarize the results at Agincourt and Meanook for the fiscal year 1927-28:—

SUMMARY of Results of Magnetic Observations at Agincourt for the fiscal year 1927-28

	Mean Monthly Values			
	D. West	H	Z	I
	° ' "	γ	γ	° ' "
1927				
April.....	7 16.1	15,669	57,439	74 44.5
May.....	15.8	671	418	44.0
June.....	15.2	682	404	43.2
July.....	15.5	670	406	43.9
August.....	16.5	660	404	44.4
September.....	17.1	654	393	44.6
October.....	17.9	640	381	45.2
November.....	17.8	652	368	44.3
December.....	18.3	648	353	44.3
1928				
January.....	18.3	648	343	44.2
February.....	18.5	647	345	44.3
March.....	18.9	644	338	44.3

ASTRONOMY

Observations were made on eighty-four days, for the purpose of obtaining correct time by meridian transits of stars with the 3-inch Troughton and Simms transit telescope. Positions of stars used were taken from the British Nautical Almanac or the American Ephemeris.

Instrumental, constants were redetermined about once a month.

The number of enquirers for correct time continues to increase. Each week day at 11.55 a.m. exactly a time signal is transmitted over the fire alarm system for the city of Toronto. Once a week time signals are telegraphed to Agincourt Observatory, for the purpose of controlling errors and rates of their clocks and chronometers.

Time exchanges were made about once a month with Quebec, St. John, N.B., and Montreal. The results of these exchanges show an average difference of about half a second.

Observations of Sunspots with the 6-inch equatorial were made on 118 days and on no occasion was the sun free of spots. The mean relative numbers for the months of the civil year 1927, as deduced from these observations were as follows: January, 103.1; February, 92.7; March, 69.3; April, 100.9; May, 81.7; June, 87.7; July, 46.5; August, 36.0; September, 82.1; October, 78.0; November, 72.4; December, 31.8, Yearly mean 73.5, an increase of 1.8 over the year 1926.

A large number of visitors were privileged to view the heavens through the equatorial telescope.

SEISMOLOGY

The Milne-Shaw seismographs which superseded the old Milne instrument some years ago, have been maintained in operation throughout the year and have recorded many important earthquakes. The constants were duly checked and the loss of trace throughout from photographic failure was small. On some occasions the control clock failed, but was soon set right. Both driving-clocks were overhauled and cleaned in September and the bearings were found badly worn. It may be necessary in the near future to supersede these spring clocks with a better movement.

During the year, 282 earthquakes were recorded; 44 less than last year. The greater number of these were slight records of distant earthquakes. August showed the greatest monthly number, namely, 39; and October and December the least with 14. The dates of the most important, given in G.M.T. were:

April 10.—Felt 1,000 miles along the Chilean coast.

April 16.—Kamchatka.

May 22.—Destructive Kan-Su Chinese earthquake, Lat. 36° N., Long. 102° E.

June 3.—S.E. of the island of Ceram.

June 18.—

June 21.—Lat. 4°, Long. 82° W.

September 3.—Alaska.

September 11.—Asia Minor.

October 24.—(Very large record). S.E. Alaska.

November 4.—Off the coast of Los Angeles.

November 14.—Northern Siberia.

November 14.—Southern Chili.

November 21.—Southern part of Argentine, not far from the Chilian boundary.

December 28.—Kamchatka.

January 1.—S.E. Mexico.

January 6.—

February 21.—N.W. Alaska.

February 26.—N.W. Alaska.

March 9.—S.E. of the Philippines.

March 16.—South of the Fiji Islands.

March 22.—Lat. 14°, Long 95° W. (coast of Mexico).

March 31.—Smyrna earthquake.

The monthly bulletins giving the times of the most important phases of the record, together with the Victoria, B.C., tabulations are forwarded to a number of seismological centres and stations throughout the world. There has been a marked increase in the requests for our bulletins from foreign countries. These bulletins in conjunction with various stations throughout the world afford material for the study of the speed of the various wave phases of earthquakes passing through and tend to disclose the material comprising the central portion of our earth. Bromide copies of the records are often called for and in some cases the original curves are loaned to seismological bureaus for seismic study. We continue to supply information to the public and press regarding the distance and epicentre of large quakes, such information generally being available as soon as the records are developed. Tabulation of the records are up to December, 1927.

LIBRARY REPORT

FISCAL YEAR ENDING MARCH 31, 1928

For the library 210 new books were received and 184 periodicals, besides numerous pamphlets. Of the magnetic year-book 108 copies and of the Toronto year-books for 1925 and 1926, 224 and 231 copies were sent out.

Each day 465 copies of the Daily Weather Map were sent out, each month 552 copies of the Monthly Weather Map and 902 copies of the Monthly Record of Meteorological Observations were sent out.

The Toronto Year-book for 1927 is in progress and will soon be published.

APPENDIX "A"

The Director of the Quebec Observatory reports as follows:—

During the year under review the usual meteorological observations have been taken regularly and forwarded to your office, and all the instruments under my care have been kept in good order.

The weather bulletins issued by the Central Bureau have been published daily in the local newspapers, and posted in the different public buildings in the city.

The number of inquiries for information regarding local weather conditions has steadily increased during the past year. These requests were principally from farmers, tourist agencies, engineers and contractors, etc. I had also on frequent occasions to give information to transportation companies carrying perishable goods, and also to insurance companies with respect to accidents in and outside the city.

Statistics covering long periods were prepared and furnished to several people and corporations as well as reports to be used in the different courts.

I have also given general information concerning the weather conditions, and the exact time to aviators connected with the Mail Service and also to Commander De Pinedo, and Commander Byrd who personally called at my office.

I have tested and adjusted several barometers, thermometers and chronometers.

Standard stars were observed regularly and the correct time given by means of the noon gun, the time-ball, and by telephone to watchmakers and the general public.

May I be permitted to draw again your attention to the present state of the Observatory buildings.

These wooden buildings, owing to long exposure, are in such dilapidated condition, that I consider them unsafe, and unfit to be repaired, and I would ask you to please give your kind and favourable consideration to my present request to be supplied with safer quarters.

APPENDIX " B "

The Director of the St. John, N.B., Observatory reports as follows:—

METEOROLOGICAL SERVICE

The meteorological work has been carried on in the usual manner; readings are taken at 9 a.m., 3 p.m. and 9 p.m., Atlantic standard time. The 9 a.m. and 9 p.m. readings are coded and telegraphed to the Central Office.

Weather bulletins have been issued daily and mailed to the different parties requiring the same.

Information requested by railways and engineers, regarding weather conditions, past and present, have been cheerfully furnished.

Storm warnings have been displayed on the signal mast of the Customs House at Point Lepreaux on receipt of telegram from Central Office. Acknowledgment of notice to hoist or take down signals have been rigidly adhered to.

Broadcasting of the daily weather reports have been recently inaugurated by station C.F.B.O. Saint John, 336·9 metres. Steamships and fishermen along the coasts of New Brunswick and Nova Scotia and in the Bay of Fundy, within a radius of two hundred miles from Saint John, have been obtaining these reports on their radio sets with complete satisfaction and have shown their appreciation by telegrams and letters to those in charge of the local station.

TIME SERVICE

Observations of stars have been made as frequently as possible on available clear nights for the establishment of clock rates. Daily comparisons have been made between the mean time and Riefler clocks and necessary corrections made.

Time signals are automatically sent from our mean time transmitting clock every week day over the Western Union wires to all their offices in the Maritime Provinces, as well as to the Canadian National, Dominion Atlantic and Canadian Pacific Railway companies. Automatic signals for broadcasting are sent over the Canadian Pacific Railway land lines to Chebucto Head.

On Tuesdays and Fridays at 10 p.m. and every week day at 3 p.m. the regular time signal is transmitted from our mean time clock by land line to station C.N.R.O. of the Canadian National Railway, Moncton, N.B., and broadcasted to all places within the zone of their station.

The daily time signals in Saint John and Halifax have been given to shipping and others by the dropping of the time ball on the Customs House and Citadel respectively.

In saint John the system of hourly synchronizing office, street and tower clocks continues to give most satisfactory and useful results.

In December, the service sustained a serious loss in death of D. L. Hutchinson, who had been a trusted and valued official officer for a long period. To Mr. Hutchinson's endeavours have largely been due the very efficient time service of the Maritime Provinces, and he will be a difficult man to replace.

APPENDIX "C"

The Director of the Gonzales Heights Observatory, Victoria, B.C., reports as follows:—

During the past year the regular meteorological and seismological observations have been taken here, and daily weather forecasts issued for the following districts, South Vancouver Island, Lower Mainland, Okanagan, and Kootenay.

During the summer months special fire weather warnings were issued to the Dominion and provincial Forestry Departments, and daily radio broadcasting of these conditions were carried out both at Victoria and Vancouver for the benefit of the general public and the logging interests. Wind and weather forecasts are also issued daily by the Dom Radio Station here in the morning for small craft on the Straits of Fuca and Georgia, and at night a general forecast is sent out for the Coast from Alaska to the Columbia river.

TIME SERVICE

The clocks and chronometers have given perfect satisfaction as to rates, errors and the electric contacts for the recording instruments. The Time Ball which is installed on a high city building has been dropped regularly from here at 1 p.m., and the noon and 9.30 p.m. time guns have been regularly fired from here by signal.

SEISMOLOGY

The Milne-Shaw seismographs have been in continuous operation and an average of nearly one quake per day has been recorded on these instruments, and acting upon your instructions, details of the larger quakes are promptly wired to Washington, where they assist in locating the positions of these great disturbances shortly after they have occurred.

The daily slow movements of the other N-S and E-W horizontal pendulums have been observed, and from the long series of observations now obtained (nearly 30 years), they indicate several interesting phenomena including a probable S.E. tilt of this coastal region.

INSPECTIONS

During last June I inspected our stations in Kootenay, Okanagan and the Kamloops districts, including the forestry centres at Kamloops, Cranbrook and Penticton.

In December a special meeting of the British Columbia and Alberta Dominion Foresters and Provincial Foresters was held here when we fully discussed improved methods for co-operation in connection with the warning of forest fire weather.

In February I attended the Western Forestry Conservation Association at Tacoma, where I represented our service and spoke on co-operation with the United States Weather Bureau.

VISITORS

I am pleased to state this institution is becoming very well and favourably known and during the past year over 3,500 visitors were shown through here, and since the observatory was opened in April, 1914, nearly 27,000 visitors have been through here.

REPORT OF L. A. DEMERS, DOMINION WRECK COMMISSIONER

STATEMENT of Formal Investigations and Preliminary Inquiries held during the Fiscal Year 1927-28

Name of Ship and Official Number	Port of Registry	Remarks
<i>Ariano</i> , 142293..... and <i>Lurcher Lightship</i> , 116993.	London..... Ottawa.	On April 27, 1927, collided in the Bay of Fundy. Formal investigation was held at Montreal on May 4, before Capt. L. A. Demers, Dominion Wreck Commissioner, assisted by Capt. N. Martorell and Capt. W. G. McConcehy, acting as nautical assessors. Finding: Accident inscrutable. Master and mate exonerated.
<i>Albertolite</i> , 150462 and <i>Rose Castle</i> , 137438	Halifax..... Montreal.	On July 25, 1927, collided 4 or 5 miles abeam of Matane, in the gulf of St. Lawrence. Formal investigation held at Montreal, Aug. 4, before Capt. Demers, assisted by Capt. E. C. Sears and Capt. B. W. Lyons, acting as nautical assessors. Finding: Casualty was inevitable happening. Both Masters Luke Holmes of the <i>Rose Castle</i> , and A. G. Cameron of the <i>Albertolite</i> , absolved from blame.
<i>A. M. German</i> , 152649, and <i>Turret Cape</i> , 104283 and <i>No. 6.</i>	Midland, Ont..... Montreal.	On Nov. 7, 1927, collided in Welland canal, <i>Turret Cape</i> grounded. Formal investigation held at Toronto, Dec. 12, before Capt. L. A. Demers, assisted by Capt. J. B. Foote and Capt. J. Williams, acting as nautical assessors. Finding: Tug <i>A. M. German</i> involuntarily placed her scow in slight deviation, causing damage to herself and scow <i>No. 6</i> . There was on either side a failure to judge distances and consequence of movements of engines for which each is pardonable. Certificates returned and advice for greater caution given.
<i>Agawa</i> , 62277.....	Sault Ste. Marie....	On Dec. 7, 1927, stranded near Michael's bay, Manitoulin island, lake Huron. Formal investigation held at Toronto, before Capt. Demers, assisted by Capt. J. Williams and Capt. J. Ewart, acting as nautical assessors, on Jan. 25, 1928. Finding: The master found in default, and severely reprimanded for what court considers culpable error in judgment. Second mate is exonerated from blame.
<i>Altadoc</i> , 116577.....	Fort William.....	On Dec. 8, 1927, stranded and lost near Keweenaw point, lake Superior. Formal investigation held at Toronto on Feb. 3, 1928, before Capt. Demers, assisted by Capt. J. B. Foote and Capt. John Williams, acting as nautical assessors. Finding: Master, in default for error in judgment, which is not considered a culpable action by court, and is cautioned.
<i>Baie St. Paul</i> and <i>Canadian Trapper</i> , 141585.	Not registered..... Montreal.	On June 24, 1927, collided 3 miles from Red Island, River St. Lawrence. Formal investigation was held at Montreal, June 30, before Capt. Demers, assisted by Capt. C. Lapierre and Capt. A. Lefebvre, acting as nautical assessors. Finding: Collision due to indifferent lookout on part of Pilot and Third Officer of <i>Canadian Trapper</i> . Pilot, Rodrigue La-Chance, is fined \$400. Certificate of Third Officer, J. S. Duffield, is suspended for one month.
<i>Brignogan</i> , 150359 and <i>James Stewart</i> , 148901.	Montreal..... Glasgow.	On May 22, 1927, collided off Goose Neck, in Upper St. Lawrence River. Formal investigation was held at Toronto, Dec. 7, before Capt. Demers, assisted by Capt. J. B. Foote and Capt. John Williams. Finding: This case is one of inevitability insofar as direct action of navigating officers of either ship are concerned. For damage done by the swerving or sheering, the <i>SS. James Stewart</i> is held to blame.
<i>Britannic</i> , 100188 and <i>Keypott</i> , 125459 and <i>Sherbrooke</i> , 150823.	Collingwood, Ont... Newcastle. Montreal.	On Oct. 22, 1927, collided in Cornwall Canal. Formal investigation held at Montreal, On Dec. 20, 1927, before Capt. L. A. Demers, assisted by Capt. C. Lapierre and Capt. J. Duguay. Finding: The <i>Keypott</i> found alone to blame, through failure of Master C. J. Kenney to observe Rule 25 due to misapprehension of what the <i>Sherbrooke</i> was to do at the bridge. He stands reprimanded, cautioned and warned. Master of <i>Sherbrooke</i> exonerated.
<i>Coban</i> , 86071.....	Montreal.....	On June 19, 1927, stranded, east side of Partridge Island, at entrance of St. John Harbour, N.B. Formal investigation held at Saint John, N.B., June 25, 1927, before Capt. L. A. Demers, assisted by Capt. A. J. Mulcahy and Capt. W. J. Davis, acting as nautical assessors. Finding: Master, Benjamin Pope, is in default for stranding, showing indifference, induced by over confidence. His certificate is suspended for six months.

STATEMENT of Formal Investigations and Preliminary Inquiries held during the Fiscal Year 1927-28—Continued

Name of Ship and Official Number	Port of Registry	Remarks
<i>Chapleau</i> , 145461	Montreal	On June 5, 1927, struck bottom 17 miles above Port-neuf-en-bas, River St. Lawrence. Formal investigation was held at Montreal, on July 15, before Capt. Demers, assisted by Capt. C. Lapierre and Capt. A. Lefebvre acting as nautical assessors. Finding: Master, A. M. Sparling, in default for lack of observation, disregard of responsibilities. Owing to extenuating circumstances Court exercises leniency, and he is fined \$75 towards cost of investigation. Pilot, Paul Emile, LaChance, is in default for lack of vigilance. This being his first offence, minimum fine of \$50 is imposed.
<i>Canadian Volunteer</i> , 141424	Montreal	On Aug. 8, 1927, stranded near Gull Ledge, West Musquash, Bay of Fundy. Formal investigation held at Saint John, N.B., before Capt. L. A. Demers, assisted by Capt. A. J. Mulcahy, and Capt. R. T. Deans, acting as nautical assessors on Aug. 13. Finding: Master, E. E. Manning, is in default, in maintaining an unwarrantable speed in fog, in failing to take frequent soundings, in ignoring the Direction Finding Stations, until the last stage, and in attempting to place part of blame on wireless operator. His certificate suspended for six months. Mate's certificate is recommended in the interim.
<i>Courtright</i> , 145466	Montreal	On Aug. 17, 1927, grounded near St. Roch Shoal, River St. Lawrence. Formal investigation held at Montreal, Sept. 22, before Capt. Demers, assisted by Capt. C. Lapierre and Capt. A. Lefebvre, acting as nautical assessors. Finding: Pilot Joseph Lachance found in default for seeming indifferent navigation and fined four hundred dollars. Master and Mate exonerated.
<i>Canadian Runner</i> , 141834 and <i>Newton Pine</i> , 149403	Montreal	On Oct. 19, 1927, collided off Cooch Point, River St. Lawrence. Formal investigation held at Quebec, Oct. 24, before Capt. Demers, assisted by Capt. N. Martorell and Capt. A. Landry, acting as nautical assessors. Finding: Donald McNicoll, Master of <i>Newton Pine</i> , erred grievously in judgment in permitting Third Officer to assume responsibility whilst Master on Bridge, and after acquiescing in order given by Third Officer for taking action to neutralize such order, and also for maintaining immoderate speed. He is held to blame and severely reprimanded. Third Officer, James Stevenson, advised to exercise wisdom in future when Master is on Bridge. A. E. Seaman, Master of <i>Canadian Runner</i> , credited with displaying excellent seamanship in beaching his vessel. Court adds rider suggesting establishment of lanes for inward and outward bound ships, and reverting to Bic as pilotage station.
<i>Catala</i> , 152822	Vancouver	On Nov. 8, 1927, stranded on reef extending off Mist island. In Cunningham Passage, B.C. Formal investigation held at Vancouver, Dec. 21, before Capt. J. A. Macpherson, Deputy to Dominion Wreck Commissioner, assisted by Capt. J. B. Stewart and Capt. Wellington, acting as nautical assessors. Finding: Master, E. A. Dickson, and First Mate, Harold Brown, equally responsible for casualty, and censured for not employing more seamanlike and correct method of verifying ship's position than a more or less casual glance at floating buoy. Court is of opinion southern part of Cunningham passage should be discontinued, and Northern Passage used, as much safer and better alternative.
<i>Cophorne</i> , 147472	London	On Nov. 20, 1927, stranded on or near Lark Reef, River St. Lawrence. Formal investigation held at Quebec on Nov. 29, before Capt. Demers, assisted by Capt. A. Landry and Capt. O. Sherrer, acting as nautical assessors. Finding: Master, W. E. Hall, exonerated, Pilot, Alphonse Paquet, in default for falling asleep when on duty, and ordered to defray expenses of investigation, credit given being for unblemished record of 40 years service. Chief Officer, James Hutchinson McNeil, B. of T. certificate No. 020296, severely reprimanded for lack of attention, judgment, inactivity and indifference in face of apparent danger, which he must have realized.

STATEMENT of Formal Investigations and Preliminary Inquiries held during the Fiscal Year 1927-28—Continued

Name of Ship and Official Number	Port of Registry	Remarks
<i>Doric</i> , 147215 and <i>Lingan</i> , 132810.	Liverpool, Eng..... Montreal.	On June 19, 1927, collided in Quebec Harbour. Formal investigation held at Montreal, on June 22, before Capt. Demers, assisted by Capt. C. Lapierre and Capt. N. Martorell, acting as nautical assessors. Finding: Both ships to blame. Master, Samuel Bolton, and Pilot, Alberic Angers, of <i>Doric</i> , erred in judgment, and are cautioned. Master, Christopher Lewis, of <i>Lingan</i> , is in default for giving a wrong signal, and is ordered to pay \$110 towards cost of investigation.
<i>Darnholme</i> , 131836 and <i>Keyport</i> , 125459.	London, Eng..... Newcastle.	On Sept. 7, 1927, collided off Three Rivers. Formal investigation held at Montreal, Sept. 14, before Capt. Demers, assisted by Capt. C. Lapierre and Capt. A. Lefebvre, acting as nautical assessors. Master of <i>Darnholme</i> , J. T. Evans, Certificate No. 041320, in default for execution of wrong signal, as well as wrong helm order and movement. Ordered to pay \$250 towards cost of investigation. Pilot, Arthur Belisle, of <i>Darnholme</i> , found grievously in default for ordering wrong signal and helm movement. Suspended until he attains 65 years of age, with understanding that temporary license will not be issued thereafter. Second Officer of <i>Darnholme</i> exonerated. Pilot, Alexis Perrault, of <i>Keyport</i> in default for giving uncalled for signal, and fined \$400. Mate, William Blackwell, in default for absenting himself from post for lengthy period, and certificate suspended for one month. Master, C. J. Kenney, exonerated.
<i>Dewstone</i> , 147687....	London.....	On Sept. 27, 1927, stranded near Traverse Shoal, south of Prince Edward point, Lake Ontario. Formal investigation held at Montreal, Oct. 19, before Capt. Demers, assisted by Capt. C. Lapierre and Capt. C. W. McConechy, acting as nautical assessors. Finding: Master, John McPhee, Certificate No. 007699, exonerated. First Mate, Cyril Edward Brown, Certificate No. 0015298, held solely in default for lack of attention and improper lookout. His certificate suspended for one month.
<i>Gaspesia</i> , 144625....	Quebec.....	On June 24, 1927, stranded off shore of Orleans island, vicinity of River Maheun, in River St. Lawrence. Formal investigation held at Quebec on July 7, before Capt. Demers, assisted by Capt. C. Lapierre and Capt. Arthur Lefebvre, acting as nautical assessors. Finding: The Court finds the Master, G. P. Caron, forgot responsibilities in leaving Bridge without giving definite instructions. Due to excellent record, certificate is not dealt with, but he is ordered to pay \$215 towards cost of investigation. Second Officer is in default for sleeping on duty, and his certificate is suspended for balance of season, and whole of next, that is, until Dec. 31, 1928.
<i>Huronie</i> , 107168....	Collingwood.....	On Aug. 23, 1927, stranded in Mud Lake, head of Lake Huron. Formal investigation held at Sarnia, on Sept. 1, before Capt. Demers, assisted by Capt. A. E. MacGregor and Capt. J. A. Glass, acting as nautical assessors. Finding: due to an excusable error in judgment on part of Master.
<i>Ikala</i> , 113479 and <i>James McGee</i> , U.S.A.	Liverpool..... Bayonne, N.J.	On May 12, 1927, collided between buoys 24Q and 23Q in the St. Lawrence river. Formal investigation held at Montreal, on May 23, before Capt. Demers, assisted by Capt. N. Martorell, and Capt. A. Thomas, acting as nautical assessors. Finding: SS. <i>Ikala</i> to blame for casualty. Pilot, Arthur Belisle, found in default, and fined \$400. Master of <i>Ikala</i> also in default for not making obligatory inquiries after the impact, and is severely reprimanded.
<i>Imacos</i> , Norwegian, and <i>Keybar</i> , 147763.	Tvedstrand..... Middlesborough.	On June 19, 1927, collided in Lake Ontario. Formal investigation held at Montreal, on Sept. 26 before Capt. Demers, assisted by Capt. C. Lapierre and Capt. A. Lefebvre, acting as nautical assessors. Finding: <i>Imacos</i> not being navigated with prudence, violating Rules 19, 27 and 38, of Great Lakes, thereby inviting collision. Matter referred to Norwegian Government, this Court having no jurisdiction over certificates of Master and Second Officer of <i>Imacos</i> . <i>Keybar</i> failed to carry out provisions of Rule 24. Court criticizes Cross Signal, Rule 23, Master of <i>Keybar</i> in default to lesser degree than <i>Imacos</i> . Relatively, <i>Imacos</i> two-thirds, and <i>Keybar</i> one-third.

STATEMENT of Formal Investigations and Preliminary Inquiries held during the Fiscal Year 1927-28—*Continued*

Name of Ship and Official Number	Port of Registry	Remarks
<i>Jolly Inez</i> , 106605...	Montreal.....	On Nov. 16, 1927, stranded on or near Saddle Bag island, Lake Huron. Formal investigation held at Toronto on Dec. 15, before Capt. Demers, assisted by Capt. J. B. Foote and Capt. John Williams, acting as nautical assessors. Finding: Master, Harry Finn, Certificate No. 11526, found in default for bad judgment which may be termed of culpable nature, and certificate suspended for the year 1928. Court recommended issuance of Mate's certificate in interim.
<i>Kingdoc</i> , 149429 and <i>Orford</i> , 145515	Newcastle-on-Tyne. Montreal.	On June 5, 1927, collided at the head of Lachine Canal. Formal investigation held at Montreal on July 11, before Capt. Demers, assisted by Capt. C. Lapierre and Capt. A. Lefebvre, acting as nautical assessors. Finding: Master of <i>Kingdoc</i> erred in judgment, and is cautioned. Master and Mate of <i>Orford</i> are exonerated.
<i>Knockfierna</i> , 138911	Limerick.....	On Aug. 6, 1927, stranded Brule Pank, North Channel, River St. Lawrence, whilst en route to Montreal. Formal investigation held at Montreal on Aug. 16, before Capt. Demers, assisted by Capt. E. C. Sears and Capt. B. W. Lyons, acting as nautical assessors. Finding: Master, Robert Bowden, failed to exercise resourcefulness which might be expected. There being mitigating circumstances the Court does not deal with his certificate, but severely reprimands and cautions him.
<i>Kurdistan</i> , 140708...	Newcastle.....	On Sept. 20, 1927, stranded, east end Anticosti island. Formal investigation held at Quebec on Sept. 30 before Capt. Demers. Finding: Court found casualty the result of an act of God, and exonerated Master, John MacFarlane, and Second Officer.
<i>Lambton</i> , 150234.....	Port Arthur.....	On Dec. 8, 1927, stranded and lost on or near Parisienne island, Lake Superior. Formal investigation held at Toronto, Jan. 17, before Capt. Demers, assisted by Capt. J. Williams and Capt. J. Ewart, acting as nautical assessors. Finding: Court exonerates Master and Officers from blame with respect to loss of ship and disappearance of two members of crew. Mate, C. E. Forbes, severely reprimanded for lack of disciplinary knowledge.
<i>Mont Louis</i> , 147791..	Montreal.....	On Aug. 5, 1927, grounded, Cap Bon Desir, east of Saguenay river, in River St. Lawrence. Formal investigation held at Montreal, on Aug. 24, before Capt. Demers, assisted by Capt. R. G. Sprague and Capt. P. S. Robertson, acting as nautical assessors. Finding: Pilot, First and Second Officers, in default. Certificate of First Officer is suspended for one month. Second Officer is severely reprimanded and warned. Pilot Joseph Delisle, is fined \$400, the maximum fine in lieu of suspension.
<i>Martian</i> , 3396.....	Port Arthur.....	On Dec. 9, stranded near Hare island, Thunder bay, Lake Superior. Formal investigation was held at Toronto, on Feb. 2, 1928, before Capt. Demers, assisted by Capt. J. Williams and Capt. J. Ewart, acting as nautical assessors. Finding: The Master, Robert McIntyre, erred in judgment but not in culpable manner. He is severely reprimanded and cautioned, and his certificate is returned to him.
<i>Monarch</i> , dredge, 77591.	Liverpool.....	On Aug. 24, 1927, foundered 2½ miles off Port Dalhousie, Lake Ontario. Preliminary investigation held at Welland, Dec. 16, before Capt. Demers. Finding: Sinking of Dredge was due partially to lack of good judgment, as well as lack of seamanship.
<i>Marita</i> , 144920.....	Gaspe, Que.....	On Nov. 17, 1927, stranded on or about north side of Ile-aux-Coudres, River St. Lawrence. Formal investigation held at Quebec, on Nov. 16, before Capt. Demers, assisted by Capt. A. Landry and Capt. O. Sherrer, acting as nautical assessors. Finding: Master, J. J. Deslauriers, Certificate No. 9897, held chiefly to blame, and in default for entrusting valuable property in hands and care of one who for lack of experience should never have been permitted to leave the main deck. He was ordered to pay \$135 toward costs of investigation. The casualty was found to be due to gross stupidity, and ignorance of an unqualified, inexperienced man, boatswain Auguste Murray, left in charge by Master.

STATEMENT of Formal Investigations and Preliminary Inquiries held during the Fiscal Year 1927-28—*Concluded*

Name of Ship and Official Number	Port of Registry	Remarks
<i>Nidarholm</i>	Oslo, Norway.....	On May 27, 1927, stranded, east point P.E.I. Preliminary investigation held at Lauzon, on June 9, before Capt. Demers. The casualty was due to thoughtless navigation on part of Master. The Court has no jurisdiction over the certificate, the vessel being Norwegian, and the matter was referred to the Home Government.
<i>Princess Charlotte</i> , 126263.	Victoria.....	On Aug. 30, 1927, stranded on Vichnefski Rock, Sumner Straits, Alaska. Formal investigation held at Victoria, B.C., on Sept. 19, before Capt. John Macpherson, assisted by Capt. Reuben Balcolm and Capt. M. F. Cutler, acting as nautical assessors. Finding: Stranding due to slight error in judgment of Master, Claud Clifford Sainty, Certificate No. 032219, in his estimate of ship's position, while in near vicinity of Vichnefski Rock, and he was mildly censured. No blame attached to other officers of vessel.
<i>Prince Rupert</i> , 129743.	Prince Rupert, B.C.	On Aug. 22, 1927, striking Ripple Rock, in Discovery Passage, B.C. Formal investigation held at Vancouver on Dec. 19, before Capt. John McPherson, assisted by Capt. J. B. Stewart, and Capt. W. Bell, acting as nautical assessors. Finding: Accident occurred in dense fog, in narrow intricate tidal channel, and was not caused by any wrongful act or default of Master and Officers.
<i>Sarnolite</i> , 134515 and <i>Spruce Bay</i> , 150845.	Sarnia..... Montreal.	On April 28, 1927, <i>Sprucebay</i> struck south bank of Cornwall canal in avoiding <i>Sarnolite</i> . Formal investigation held at Montreal, on July 5, before Capt. Demers, assisted by Capt. C. Lapierre and Capt. A. Lefebvre, acting as nautical assessors. Finding: Damage sustained by <i>Spruce Bay</i> due to an error of judgment. Master, John Robert Montgomery, is advised to exercise coolness and calculation in issuance of orders when meeting ships. Master of <i>Sarnolite</i> is exonerated.
<i>Sellasia</i> , 113495.....	Leith.....	On July 30, 1927, grounded, Belle Isle, whilst en route to Port Alfred, P.Q. Formal investigation held at Quebec on Aug. 17, before Capt. Demers, assisted by Capt. Ernest Fair and Capt. A. Landry. Finding: Master, David Smith, is in default for indifference. His certificate is not dealt with, but he is severely reprimanded.
<i>Union</i> , and <i>Vulcano</i> , 666.	Dunkirk, France.... Genoa, Italy.	On Oct. 18, 1927, collided off Cock Point, St. Lawrence river, <i>Vulcano</i> sank, subsequently. Formal investigation held at Montreal on Oct. 26, before Capt. Demers, assisted by R. A. Williard, Capt. N. Martorell, and Capt. J. H. Reid, acting as nautical assessors. Finding: Master of <i>Union</i> , Auguste Mal, found to blame for collision through maintaining excessive speed. Master of <i>Vulcano</i> , Achille Moscatellie, exonerated insofar as collision is concerned, but found in default for lack of judgment and display of ordinary seamanship in the sinking and total loss of his vessel. Matter referred to French and Italian Governments respectively, owing to the vessels being of French and Italian register.
<i>Valluce</i> , 866.....	Genoa, Italy.....	On Nov. 4, 1927, stranded near Point Berthier, River St. Lawrence. Formal investigation held at Quebec, on Nov. 17, before Capt. Demers, assisted by Capt. A. Landry and Capt. O. Sherrer, acting as nautical assessors. The Court finds that by permitting the pilot to perform such incomprehensible evolutions, the Master is to blame for not asserting his authority. The Court has referred matter to his home government. The pilot's certificate is returned.
<i>William H. Daniels</i> , 147764.	Middlesboro.....	On Oct. 27, stranded on Twelve Foot Spot off Crossover Light, upper part of St. Lawrence. Formal investigation held at Montreal, Nov. 24, before Capt. Demers, assisted by Capt. C. Lapierre and Capt. J. A. Ouellette, acting as nautical assessors. Finding: The Pilot, George P. Fleming (an American citizen), found alone to blame for failure to adopt measures of prudence, such as decreasing speed, and making careful scrutiny and search for stake when range light on which he depended primarily was not seen. Matter referred to American authorities. Master, C. M. Chadwick, certificate No. 10648, and Second Mate, L. Bishop, exonerated.

MASTERS AND SEAMEN BRANCH

REPORT OF B. F. BURNETT, SUPERINTENDENT

Navigation schools were in operation at St. John, N.B., at Halifax and North Sydney, N.S., at Quebec, P.Q., and at Kingston, Ont., and marine lectures were delivered at Collingwood, Ont., and at Vancouver, B.C.

Examinations for masters' and mates' certificates were held at Halifax, Yarmouth and North Sydney, N.S., at Borden, P.E.I., at St. John, N.B., at Quebec and Montreal, P.Q., at Ottawa, Kingston, Midland, Toronto, Collingwood, Port Arthur and Kenora, Ont., at Selkirk, Man., at Prince Rupert, Vancouver and Victoria, B.C.

Issued during the year 16 masters', 35 mates' and 31 second mates' sea-going certificates of competency; 82 masters' and 117 mates' coasting certificates of competency; 35 masters' and 56 mates' inland waters certificates of competency; 44 masters' and 15 mates' minor inland waters certificates of competency, and 40 masters' temporary certificates.

Twenty-eight thousand one hundred and thirty-seven seamen were shipped and twenty-five thousand eight hundred and sixty-three seamen were discharged at sea-ports.

PILOTAGE REPORT

CAPTAIN G. E. L. ROBERTSON, DIRECTOR PILOTAGE

The Honourable the Minister of Marine and Fisheries is the Pilotage Authority for the Pilotage Districts of Montreal, Quebec, Saint John, Halifax and Sydney, and all matters relating to pilotage in these districts are dealt with through the local superintendents at the above-mentioned places.

DISTRICT OF MONTREAL

At the opening of the 1927 season there were 51 pilots and 20 apprentices in this district. During the season 5 apprentices were examined and satisfactorily passed as pilots making a total of 56 pilots, and, as further apprentices were also added, making 24 apprentices on March 31, 1928.

The first arrivals at Montreal at the commencement of the season were a coasting vessel on April 12, an ocean going vessel on April 17, and an inland water vessel on April 24.

The gross earnings of the pilots were \$293,316.47 for the season as compared with \$257,325.37 for the 1926 season: an increase of \$35,991.10 over 1926.

The total number of vessels piloted inward was 2,240; outward, 2,147; which makes a combined total of 4,387 vessels with a net tonnage of 11,866,275, as compared with 3,827 vessels with a net tonnage of 9,948,278 in 1926. This is an increase of 560 vessels with a net tonnage of 1,917,997.

The last departures from the port of Montreal at the end of the season were: an inland vessel December 2, coasting and ocean going December 6.

In this district 5 per cent of the gross earnings of the pilots is deducted for the Montreal Pilot's Pension Fund, which fund is administered by the Department of Finance. The fund amounted to \$106,280.33 on March 31, 1928.

New by-laws were made and authorized by the Governor General in Council, September 16, 1927 (1824), published in the *Canada Gazette* on September 24, 1927, and printed for distribution.

DISTRICT OF QUEBEC

At the opening of the 1927 season, there were 47 pilots and 21 apprentices in this district, one apprentice was passed and given his pilot's license during the season, but no further apprentices were appointed. This made a total of 48 pilots and 20 apprentices on March 31, 1928.

Father Point Pilotage Station opened on April 5, with the first vessel out-bound on April 5, and the first inward vessel on April 16, 1927.

The gross earnings of the pilots were \$296,238.46 for the season, as compared with \$247,393.30 for the 1926 season, an increase of \$48,845.16.

The total number of vessels piloted inward was 2,156; outward, 1,931; which makes a combined total of 4,087 vessels with a net tonnage of 12,112,519, as compared with 3,455 vessels of 10,496,171 tons in 1926. This is an increase of 632 vessels and an increased net tonnage of 1,616,348 over the 1926 season.

The Pilotage Station at Father Point was closed December 12, 1927, after the last vessel passed out. The pilot tender *Jalobert* was brought to Father Point and drydocked for the season. SS *Jalobert* and two launches were on the station.

In this district 7 per cent of the gross earnings of the pilots is deducted for the Pension Fund. This fund is administered by the Quebec Pilot's Corporation, and amounted to \$106,788.38 on December 31, 1927. In addition to the pension received from the corporation, certain retired pilots (35 in number) receive an annual allowance from the Government of \$300 each.

GENERAL—MONTREAL AND QUEBEC

Mr. R. A. Wiillard, Montreal, is the acting superintendent for these districts, and Mr. F. J. Boulay, Quebec, is the assistant superintendent.

All expenses for the Pilotage service at Montreal and Quebec are paid out of public funds. These amounted to \$13,408.78 for the District of Montreal, and \$69,662.77 for the District of Quebec, the latter including the cost of the maintenance of the pilot tender *Jalobert* and pilotage launches.

The pilot tender *Jalobert* and launches in addition to the pilotage work attend also to the Quarantine Station, doctors being attached to the *Jalobert* allowing of practise being given to ships provided there is no contagious disease on board. This does away with delays to ships having to stop at Grosse Isle.

The *Jalobert* lands the mails for all eastern points, and also handles mail between ship and aeroplane and vice versa for the aerial mail service which was started during the season. This included 5,629 bags and 1,822 baskets, and a considerable quantity of loose mail, also 172 bags of letters on out-going ships during the 1927 season. The Customs officers are also put on board and taken off ships. Five services are, therefore, centralized at Father Point, which means a considerable economy to the federal Government and satisfaction to shipping.

DISTRICT OF SAINT JOHN

At the beginning of the 1927-28 fiscal year, there were 13 pilots and 2 apprentices in the district, during the year, two pilots were retired having reached the retirement age, and accepted their pensions.

The gross revenue of the district for 1927-28 was \$51,500.50 and the expenses including the upkeep of the pilot vessel and motor launch, the repayment of loans, and the amount paid into the pension fund amounted to \$15,273.29, leaving a balance to be divided among the pilots of \$36,227.21.

The number of vessels inward was 473 and outward 462, a total of 935 vessels with a total net tonnage of 2,436,787, as compared with 1,124 vessels of 2,921,213 net tons in the previous year paying pilotage dues a decrease of 189 vessels of 384,426 net tons.

In this district 12 per cent of the gross revenue is deducted for the Superannuation Fund. This fund is administered without charge for the Saint John pilots by the Department of Finance. The fund amounted to \$39,964.10 on March 31, 1928.

The auxilliary vessel *Monarchy* with a motor launch are the pilot tenders on the station.

Mr. J. C. Chesley, Saint John, is the Acting Superintendent of Pilots.

The expenses incurred by the department for the upkeep of the office and staff were \$1,450.27.

DISTRICT OF SYDNEY, N.S.

There were 21 pilots and no apprentices in this district at the beginning of the season of navigation. During the season, one pilot died and two were dismissed, leaving 18 active pilots who worked through the whole season.

The season commenced on April 23, 1927, and closed on January 22, 1928.

The gross revenue of the district amounted to \$55,930.66 and the total expenses including the amount paid into the Superannuation Fund, general maintenance and upkeep of the pilot vessel and the repayment of part of the money loaned for the building of the pilot vessel amounted to \$4,820.84, leaving a balance of \$51,109.82 to be divided among the pilots.

The total number of vessels piloted inward was 1,109 and outward 1,109, making a total of 2,218 vessels with a net tonnage of 2,076,248, as compared with a total of 2,567 vessels with a total net tonnage of 2,626,808, for the previous year, a decrease of 349 vessels of 550,560 net tons.

In this district 15 per cent of the gross revenue is deducted for the Pilots' Superannuation Fund which is administered by the Department of Finance. On March 31, 1928, the fund amounted to \$34,474.83.

The auxilliary vessel H.M. *Whitney* is the pilot tender on the station.

Captain J. D. Mackenzie is the superintendent of pilots for this district.

The expenses incurred by the department and paid out of public funds amounted to \$5,773.45.

DISTRICT OF HALIFAX

There were 20 pilots and 4 apprentices in this district at the commencement of the 1927-28 season. One pilot was retired and was placed on the Pension Fund. One apprentice pilot was given a temporary license on probation. No further apprentices were taken on the register during the fiscal year. This left 20 pilots and 3 apprentices on the active list.

The gross revenue for 1927-28 amounted to \$99,128.85. The total expenses including repayment of loans, general maintenance of the two pilot tenders and the amount paid into the Superannuation Fund amounted to \$26,828.85, leaving a balance to be divided among the pilots of \$72,300.

The total number of vessels piloted inward 1,572 and outward 1,533, making a total of 3,105 vessels of a total net tonnage 7,902,319, as compared with 3,174 vessels of a total net tonnage 7,431,502, a decrease of 69 vessels, though the tonnage was increased by 470,817 tons over 1926-27.

The auxilliary vessels *Nauphila* and *Columba* were the pilot tenders during the season.

The *Columba* was sold out of the service and a new vessel is being built for the service, so that by the beginning of the 1928-29 season, the port of Halifax will have two very able vessels that are a credit to the Pilotage service.

In this district 5 per cent of the gross revenue is deducted for the Superannuation Fund. This fund is administered without charge for the Halifax Pilots by the Department of Finance and on March 31, 1928, amounted to \$75,330.27.

Captain P. C. Johnson is the superintendent of pilots at Halifax.

The expenses incurred by the department for the upkeep of the office and staff were \$6,350.

GENERAL

Of the thirty-six pilotage authorities constituted under the authority of the Governor General in Council in pursuance of the provisions of the Canada Shipping Act, thirteen have forwarded returns for 1927.

CITADEL SIGNAL STATION, HALIFAX, N.S.

RECORD OF SHIPPING AS PER RECORD FOLIO FROM 1 APRIL, 1927, TO 31 MARCH 1928

	Men-of-War British			Men-of-War Foreign			Steamers 1st Class			Steamers 2nd Class			Steamers Cable			Ships, Barques and Brigantines			Brigs and Brigantines			Schooners, Bearing Private Signal			Monthly Totals				
	R.	A.	P.	R.	A.	P.	R.	A.	P.	R.	A.	P.	R.	A.	P.	R.	A.	P.	R.	A.	P.	R.	A.	P.	R.	A.	P.		
1927																													
April.....			2			2			100			48			5			6			6			6			161		
May.....			3			3			79			48			4			6			6			6			140		
June.....			2			2			75			40			5			3			3			3			125		
July.....			2			2			67			40			4			10			10			10			130		
August.....			2			2			79			35			7			1			1			1			129		
September.....			5			5			71			41			9			2			2			2			129		
October.....			5			5			83			44			4			7			7			7			141		
November.....			1			2			84			41			7			3			3			3			135		
December.....									125			35			7			11			11			11			178		
1928																													
January.....									98			32			6			3			3			3			139		
February.....									94			27			9			2			2			2			132		
March.....									104			35			10			4			4			4			153		
Total.....	18	18	14	14	14	14	1039	1059	466	466	77	77	58	58	1,692	1,692	178	178	178	178	178	178	178	178	1,692	1,692	1,692	1,692	1,692

Reported Arrived..... 1,692
 Passed..... 1,692

Total arrivals..... 1,692

ANNUAL REPORT ON SABLE ISLAND

H. F. HENRY, SUPERINTENDENT

An unknown trawler reported he was ashore on the Northeast bar and later he reported he was clear; was unable to get his name. Considerable wreckage came ashore last August, such as ship's timbers, oars and parts of dories; during gale of August five schooners were lost near island. Damage was done to No. 3 barn; the roof blew off and the tide rose to such a height that it destroyed considerable of the island crop.

The C.G.S. *Arras* arrived at island with five Lunenburg schooner masters to try and identify wreckage strewn about beach.

Various repairs carried out at all stations as usual, such as repairing fences, barns, doors, and shingling. In addition, No. 3 Station had to shingle barn, having been damaged by gale. At Main Station considerable repairs were made; shingled north side warehouse, repaired doors of dairy, horse barn, cow barn, life-boat shed, and men's house. Hauled many tons of sand away from life-boat shed to repair sills which were badly decayed; placed a sill 51 feet long under east side and one 28 feet long under north side; boarded in side and end and then shingled it. The West Light was scraped and painted under the direction of E. R. Morrison, of the Halifax Agency of the Marine and Fisheries. F. Fultz, G. Goddard, and two assistants visited East Light to make temporary repairs to floor under lantern.

Inside of all dwellings cleaned and painted where necessary. Those that had previously been whitewashed outside were again whitewashed. Inside of all barns, sheds and outhouses were whitewashed; painted life-boats, surf boats and dories.

Life-boats, surf boats and beach apparatus in excellent condition.

Vegetable fields were prepared for planting before arrival of spring steamer; when seed was received fields were planted; hauled over 120 loads manure to hay and vegetable fields. The crop was damaged by August gale, and the combined crop of island does not include vegetables used from August to harvest. Combined crop was 120 bushels potatoes, 7 barrels cabbage, 6 barrels turnips, and a fair crop from other seed.

Shipped 8 barrels cranberries to agent, Marine and Fisheries. The bogs filled up with water, making it near impossible to get any cranberries. Main Station cut and stowed 60 loads of hay in barns; 18 loads were fine hay. All other stations filled barns with hay.

No. 4 Station was closed by authority of the department. The staff was reduced to fifteen men, and the department raised the staff's pay accordingly.

Coxswain R. Naugle resigned from service and left island by spring steamer.

Keeper A. Lapierre, of No. 2 Station, resigned from service and left island by spring steamer.

Keeper J. Gregoire, of East Light, was transferred to No. 2 Station at his request.

Keeper W. Cleary, of West Light, took sick and was taken off island and placed in the V. G. hospital at Halifax, where he died after an operation.

E. Stoddard was appointed to West Light as keeper.

D. Mackenzie was appointed to East Light, and resigned, W. O. Mason being appointed in his place.

Stock killed during year—1 bull; weight, 700 pounds.

Stock on hand—30 head horned cattle, 32 trained horses, about 125 wild ponies, 1 sow, 1 boar, and 4 small pigs.

The population is now 41, comprising the following:—

<i>Main Station—</i>	
Supt. Henry, wife and family.....	6
Cook, E. Kerwin; Coxswain, T. Keating; Staffman, C. Pye; Staffman, N. Mosher; Staffman, M. Dooks; Staffman, J. Horne; Staffman, G. Anderson..	7
<i>No. 2 Station—</i>	
Keeper J. Gregoire, wife and family.....	8
<i>No. 3 Station—</i>	
Keeper W. Mackenzie, wife, and Assistant E. Gill.....	3
<i>West Light—</i>	
Keeper E. Stoddard, wife, child, and Assistant H. Stoddard.....	4
<i>East Light—</i>	
Keeper W. Mason, wife, child, and Assistant D. Horne.....	4
<i>Wireless Station—</i>	
Chief Operator, H. Masson, wife, family, and Mrs. Day.....	7
Assistants, G. Raine and G. Day.....	2
	41

Island patrolled fifty-nine times on account of fog, snow and heavy rain. Carried out life-boat drill twelve times and rocket apparatus drill eight times.

Visited all stations nine times during year.

REPORTS OF AGENCIES

HALIFAX, N.S., AGENCY

During the fiscal year ended March 31, 1928, this agency maintained 164 lighthouses, 165 lights, 71 wharves, 25 storm signals, 19 pole lights, 6 life boats, 6 electric lights, 2 lightships, 1 explosive fog alarm, 19 diaphones, 1 steam whistle, 48 hand horns, 2 mechanical bells, 20 combined gas and whistling buoys, 18 combined gas and bell buoys, 7 gas buoys, 23 automatic whistling buoys, 52 automatic bell buoys, 192 can and conical buoys, 1,204 spar buoys, 2 day beacons, 1 humane station Sable island, 3 Government steamers, *Aranmore*, *Lady Laurier*, and *J. L. Nelson*.

CHANGES IN AIDS TO NAVIGATION

Cape Negro island.—Character of light changed.
 Flying point shoal.—Bell changed to whistling buoy.
 Fort point.—Character of light changed.
 Betty island.—Character of light changed.
 Barrington East bay.—Can changed to bell buoy.

NEW AIDS ESTABLISHED

Port Dufferin.—Pole light.
 St. Mary's river.—Pole light back range.
 Little harbour.—Bell buoy.
 Sonora.—Bell buoy.
 Smith rock.—Bell buoy.
 Little Liscomb entrance.—Five spar buoys.
 Ecum Secum.—Eleven spar buoys.
 Larry's river.—One spar buoy.

CONSTRUCTION AND REPAIR WORK

St. Mary's River Back Range Light.—A new pole light with shelter shed was built at this place to form a range with the Budget light.

Three Top Island.—A new standard combined lighthouse and dwelling was built at this station to replace the old building. The latter is now being used as a storehouse.

Guion Island.—A new standard combined lighthouse and dwelling was built at this station to replace the old building, which was condemned. A new boathouse, with slipway, was also built at this station.

Battery Point.—The back electric range light at this station was moved about 150 feet close to the front light. Two new 40 foot poles, wire, etc., were required, and the work was done by contract with the Cape Breton Electric Company.

Canso D. F. Station.—Repairs were made to roadway leading from the town limits to station. All ruts were filled in and a good covering of gravel put on practically the entire road.

Betty Island.—A new lighting apparatus authorized for this station was installed, and is giving good satisfaction.

Chebucto Head Signal Service Lookout Station.—A new lookout building was built from plans prepared in my office.

Country Island.—A new standard combined lighthouse and dwelling was built to replace the old building, which was beyond repair.

Green Island.—A new standard combined lighthouses and dwelling was erected at this station to replace the old building, which was in a dilapidated condition.

Feltzen South.—A pressed lens lantern complete with burner was forwarded to this station.

Dog Island.—A new pressed lens lantern complete with burner was received and shipped to Dog Island.

Little Hope Island.—Repairs were made to the stone wall breakwater and slipway, and some sheathing was put on face of cribwork.

Sable Island West End Light.—Forty-six new angle irons were put in the steel frame of tower, and the latter was thoroughly scraped and painted. The slatwork under lantern was removed as instructed. The erector reports a good job done.

Halifax Lightship "No. 24".—The diaphone was rebored and three oversize pistons were supplied.

Wedge Island.—A new standard combined lighthouse and dwelling was built at this station to replace the old one.

Cape Negro Island.—The new 4th order clockwork mechanism was received from Prescott, forwarded to station, and installed as instructed.

Medway Head.—A new combined lighthouse and dwelling was built to replace the old building. A new boathouse and slipway were also built.

Chebucto Head D. F. Station.—An addition was built to the operating house, and other alterations were carried out as directed, and in accordance with plans and specifications received.

Lockport Range Lights.—A new electric range was established at Lockport, and the erection and installation of lighting apparatus was carried out under my directions.

Beaver Island, St. Peter's Inlet.—Materials for new standard pole light and shed have been cut and framed at depot, and are to be shipped to station for erection at first opportunity.

Petit de Grat Storm Signal Station.—A new mast has been made ready at the depot here, and material for repairs to shed have been ordered and will be shipped to station at an early date.

West Dover new Storm Signal Station.—A new storm signal mast and shed were erected at this place.

Sable Island East End.—Materials are being ordered for repairs to deck of tower, and work will be put in hand early this summer.

Whitehead Deming Island.—A new storm signal mast and shed are to be established at this place, and the building materials have been ordered; same will be started when definite instructions are received *re* site.

Cape Freels.—The new diaphone, type "F", and three pistons for this station, have not yet arrived from Prescott. When received, same will be shipped on the annual supply trip and installed as directed.

Black Rock Point.—A new hand fog horn was received from Prescott and shipped to this station as directed.

DOMINION STEAMERS

C.G.S. *J. L. Nelson.*—April 1 to June 8, on harbour duties, transporting supplies; at Chebucto head; to Mauger's beach. June 9 to 27, on eastern buoy program. June 28 to August 4, on western buoy program and western inspection trip. August 5 to September 26, on eastern supply trip and eastern buoy program. September 27 to March 5, 1928, blown down for annual repairs. March 6 to 31, harbour duties; transporting supplies.

C.G.S. *Aranmore.*—April 1 to May 2, under contract repairs. May 3 to 19, on harbour work; loading buoys; transporting supplies. May 20 to August 15, on eastern buoy program. August 16, returned to agency. August 17 to 24, supplies to Sable island and Eastern station. August 25 to September 16, coaling at North Sydney for cape Race; supplying cape Race and endeavouring salvage buoy at Miquelon. September 17 to December 18, at Prince Edward Island agency. December 19 to 27, at North Sydney, proceeding to St. Paul's island. December 28 to February 4, 1928, on western buoy program. February 6 to 27, on eastern buoy program. February 27 to March 31, Annual overhaul.

C.G.S. *Lady Laurier.*—April 1 to 4, on eastern buoy program. April 5 to 6, at agency, storm. April 7 to 16, on eastern buoy program. April 18 to 26, on western buoy program. April 28 to 30, loaded but detained at agency account of storm. May 2 to 7, on eastern buoy program; placing Halifax buoy. May 9 to 15, on western program. May 16 to June 28, blown down for annual overhaul. June 29 to July 8, on buoy and supplies program. July 9 to 31, on western buoy program. August 1 to 25, on eastern supply trip. August 26 to September 4, on western supply trip. September 6 to 8, on eastern programme and salvaging buoys. September 9 to 15, on western program. September 16 to October 25, on eastern supply trip. September 26 to 31, on western buoy program. November 1 to 16, supplies to eastern lights and Sable island. November 18 to December 12, on eastern buoy program relieving lightship *No. 24*. December 13 to 27, on western buoy program. December 28 to January 7, 1928, blown down for cleaning boilers. January 9 to 17, with supplies to Sable island. January 18 to 31, on eastern buoy trip. February 1 to 20, on western buoy trip. February 21 to 27, on eastern buoy program. February 28 to March 28, on western buoy program. March 29, placed inner Automatic, Halifax. March 30, loading buoy for East.

SYDNEY, N.S., SUBAGENCY

All aids to navigation in this harbour and nearby coast line have been well maintained during the past year, and for this reason no groundings or collisions have taken place; this together with the very efficient pilotage service now maintained may be accepted as the reason why shipowners or shipmasters have filed no complaints.

Canadian Government steamers *Lady Laurier* and *Arranmore* have lifted and placed the buoys, carried supplies to lighthouses, and at the same time gave attention to all matters assigned by the department. Ice breaker C.G.S. *Montcalm* was again assigned to winter duty relieving shipping in this port as well as at the winter port, Louisburg and at other ports or places when required. Owing to favourable winds, Cabot strait did not require very special attention this spring, the C.G.S. *Montcalm* doing practically all the conveying required.

Sydney harbour is well provided with ship-repair shops, but with the exception of certain repairs to machinery and boilers, vessels required but very little attention, and this is quite noticeable because of the very heavy traffic in which is engaged ships carrying cargoes many running as high as 12,000 tons, and arriving and clearing almost hourly day and night, the conclusion is, the harbour service given by the department, together with the shipmasters themselves, may be the reason for this safe navigation. Matters in which the Quebec and Charlottetown agencies were interested received attention here.

SHIPPING RETURNS FOR THE PORTS OF SYDNEY, NORTH SYDNEY, AND LOUISBURG

	Number of ships	Tons
Port of Sydney—		
Foreign inwards.....	255	535,545
“ outwards.....	330	743,522
Coastwise inwards.....	1,127	1,413,584
“ outwards.....	1,066	1,211,598
Port of North Sydney—		
Foreign inwards.....	868	352,869
“ outwards.....	892	395,340
Coastwise inwards.....	858	308,936
“ outwards.....	844	271,049
Port of Louisburg—		
Foreign inwards.....	145	43,458
“ outwards.....	138	56,686
Coastwise inwards.....	123	90,973
“ outwards.....	136	86,375

PICTOU, N.S., SUBAGENCY

The deep-water channel from Abercrombie point to New Glasgow was marked and marks kept in position by contractor during season. Operation of East river range lights was supervised during season.

Harbour and roadstead buoys were placed in position by ss. *Brant* May 19 and lifted early in December.

Steamers *Margaret*, *Bayfield*, *Greb*, and *Brant* were in port during season on lighthouse and patrol service.

Lighthouse keepers were notified regarding lighting and extinguishing lights.

During early part of spring daily reports of ice conditions in the harbour and vicinity were made to superintendent of Signal Service, Quebec.

Oil furnished lighthouse keepers when required.

ST. JOHN, N.B., AGENCY

During the past year all aids to navigation in this division have been inspected by the district engineer. The usual annual repairs, cleaning and painting have been carried out at the various stations.

We have under the supervision of this agency one hundred and seventy light, fog-alarm and fog-bell stations, classified as follows:—

- 4 unwatched lights—using “Aga” acetylene.
- 3 fog-alarm stations only.
- 1 fog bomb-station.
- 2 fog-bell stations operated by machinery.
- 7 electric light-stations, one of which is a combined light and fog-bell station.
- 1 station using a Banner burner.
- 6 stations having Piper lanterns.
- 28 vapour lightstations, sixteen of which are light and fog-alarm stations combined.
- 116 stations using duplex lamps—six being combined light and fog-alarm stations.

At Peases island a Mammoth No. 3 lamp is maintained in addition to the 55 m/m diamond vapour light.

At Mitchener point, where we have a duplex lamp, a second light is maintained of the Mammoth No. 3 type.

Also, the *Lurcher* lightship, a red, steel steamer with two masts, each showing a white light, equipped with diaphone, submarine fog-bell, and radio-telegraph apparatus, and manned by a crew of fifteen, is located on the Lurcher shoal, seventeen miles from Yarmouth, N.S.

CHANGES IN LIGHTHOUSE AND FOG-ALARM SERVICE

Courtenay Bay Breakwater Light, N.B.—An unwatched, white light was established on the outer end of Courtenay bay breakwater.

Cheverie Light, N.S.—The pole light, formerly located on the inner end of Cheverie wharf, N.S., was moved to the outer end of this wharf.

Cape Spencer Fog-Alarm, N.B.—Cape Spencer fog-alarm destroyed by fire on November 28, was rebuilt.

MAINTENANCE OF BUOYS AND BEACONS

All the buoys and beacons under the supervision of this agency, including those under contract as well as attended by departmental steamers, have been well maintained during the past year.

The following is a list of those maintained under contract:—

3 barrels,	6 cans,
3 dropping buoys,	15 bushed stakes,
7 casks,	7 miles bushing,
3 spindles,	517 bushes and stakes,
8 conicals,	334 spars.

Our departmental steamers have attended to the following:—

4 gas,	55 cans,
33 bell,	57 conicals,
7 whistle,	104 spars,
5 gas and bell,	25 spindles,
15 gas and whistle,	18 stakes.

At Reeds point, St. John city, an electric beacon, showing a red and white light, is exhibited from a three branched lamp post.

CHANGES AND ADDITIONS TO BUOY SERVICE

Abbot Harbour Bell Buoy, N.S.—A steel, cylindrical, bell buoy, painted black and white vertical stripes, was established $1\frac{3}{4}$ miles 222 degrees from Abbot harbour lighthouse.

Cape Fourchu Gas and Whistling Buoy, N.S.—The cape Fourchu gas and whistling buoy, located in 22 fathoms of water, 5 miles 286 degrees from cape Fourchu lighthouse, was moved to a new position in 11 fathoms of water, 2 miles 286 degrees from cape Fourchu lighthouse.

Cat Rock Gas and Bell Buoy, N.S.—The Cat rock bell buoy was replaced by a black, steel, cylindrical gas and bell buoy, showing an occulting white light.

Cornwallis River Buoys, N.S.—Six black stakes and five red stakes, about 10 feet high, were placed on the edge of the marsh on the banks of the Cornwallis river between Wolfville and port Williams.

Dingees Creek Buoys, N.B.—Two poles, with white, wooden, diamond shaped daymarks on them, were erected about one mile above Gagetown. Beacons in line mark the centre line of the St. John river.

Sandford Bell Buoy, N.S.—A red, steel, bell buoy was established $1\frac{1}{4}$ miles from Sandford, N.S., in 9 fathoms of water.

Tusket Islands Gas and Whistling Buoy, N.S.—A steel, cylindrical buoy, painted in black and white vertical stripes showing an occulting white light, was established 2 miles 250 degrees from Soldiers ledge, Tusket islands, N.S.

Yarmouth Sound Buoys, N.S.—Three red, wooden spar buoys were established in Yarmouth sound, between Hen and Chickens and Cornish rock, on the east side of the channel recently dredged.

METEOROLOGICAL SERVICE

There are under the supervision of the New Brunswick agency eight signal stations, viz.: Digby, N.S.; Lepreau, N.B.; Parrsboro, N.S.; Port Maitland, N.S.; Saint Andrews, N.B.; Saint John, N.B.; Westport, N.S.; Yarmouth, N.S.

These stations have been inspected by officials connected with the agency. Various repairs have been carried out, where found necessary.

LIFE-SAVING SERVICE

The three life-saving stations under the direction of this agency; viz.: Bay View, N.S., Clarks harbour, N.S., and Little Wood island, N.B., were visited during the year by our District Engineer.

CONSTRUCTION AND REPAIRS

Four bell buoys, four winter can buoys and four winter conical buoys were supplied for use in the buoy service.

Cape Spencer Light and Alarm, N.B.—A 1,500 gallon oil storage tank was erected at cape Spencer for the storage of fuel oil.

Courtenay Bay Light, N.B.—An unwatched light was established on the end of Courtenay bay breakwater to show the entrance to Courtenay bay.

Ellenwood Island Spindle, N.S.—The spindle at Ellenwood island carried away by ice last winter, was replaced.

Gannet Rock Light and Alarm, N.B.—A 1,600 gallon and a 1,300 gallon oil storage tanks were erected.

Head Harbour Light and Alarm, N.B.—Repairs to foundation of the lighthouse tower and the bell of the L of the dwelling, and a 1,500 gallon oil storage tank installed.

Lepreau Light and Alarm, N.B.—Oil unit installed, also a new type "F" diaphone with three pistons.

Lights and Alarms, General.—Forty-two oil storage tanks were supplied for use at various stations.

Long Eddy Alarm, N.B.—New diaphone installed.

Parrsboro Alarm, N.S.—New type "A" diaphone installed.

Saint John River Buoys, N.B.—Two day beacons erected at Dingee's creek on Saint John river, to show the centre of the channel there.

Swallow Tail Light, N.B.—Repairs to top of tower.

Wolfville Wharf, N.S.—Fenders placed.

Yarmouth D. F. Station, N.S.—Repairs to dwelling house.

Big Duck Island Alarm, N.B.—Repairs to cylinders of engines.

Brier Island Light and Alarm, N.S.—Repairs to keeper's dwelling.

Bunker Island S. W. Light, N.S.—General repairs.

Cape Fourchu Light and Alarm, N.S.—General repairs.

Drews Head Light, N.B.—General repairs.

Grand Passage Light and Bell, N.S.—Repairs to fog-bell engine.

Horton Bluff Light, N.S.—Repairs to kitchen and new floor.

Ile Haute Light, N.S.—General repairs.

Lepreau Light and Alarm, N.B.—General repairs.

Letite Light and Alarm, N.B.—General repairs.

Long Eddy Point Alarm, N.B.—Repairs to diaphone.

Partridge Island Light and Alarm, N.B.—Repairs to telephone cable.

Pecks Point Light and Alarm, N.B.—General repairs.

Pubnico Light, N.S.—Repairs to seawall and breakwater.

Quaco Light and Alarm, N.B.—Repairs to engines.

Tusket River Light, N.S.—General repairs.

MAINTENANCE OF WHARVES

There are under the supervision of this agency one hundred and thirty-two public wharves, Port Williams, N.S., having been added during the year just ended.

All of these wharves have been inspected by the district engineer, and repairs made where found necessary.

PARTRIDGE ISLAND SIGNAL STATION

STATEMENT OF VESSELS SIGNALLED, GIVING TOTAL TONNAGE OF SAME, FROM
APRIL 1, 1927, TO MARCH 31, 1928

	Tonnage
137 steamers.....	517,397
12 three-masted schooners.....	4,444
6 four-masted schooners.....	3,693
	8,137
Total tonnage.....	525,534
2 men of war.	
157 vessels reported from Partridge island.	

DOMINION STEAMERS

C.G.S. Dollard.—This steamer was constantly employed during the fiscal year 1927-28 in buoy and lighthouse service, landing coal and supplies at the various stations under the jurisdiction of this agency.

During the year the steamer was laid off duty at the following times for repairs as specified: April 22 until May 4, 1927, cleaning boilers. September 10 to September 22, 1927, cleaning boilers. January 19 until February 2, 1928, at the St. John Dry Dock and Shipbuilding Co. for annual overhaul.

G.G.S. Laurentian.—Was employed continuously in lighthouse and buoy service under the New Brunswick agency during the fiscal year 1927-28. During the following periods this steamer was laid off for repairs, as stated: May 19 until July 12, 1927, at the St. John Dry Dock and Shipbuilding Co., for annual overhaul. November 9 until November 19, 1927, at Saint John Dry Dock and Shipbuilding Co., cleaning boilers and repairing tanks. March 27 to April 7, 1928, cleaning boilers.

VICTORIA, B.C., AGENCY

LIST OF LIGHTHOUSES, FOG ALARMS, FOG BELLS, ETC., IN THE VICTORIA AGENCY

- 3 light stations of the first order.
- 3 light stations of the third order.
- 9 light stations using catoptric reflectors.
- 8 light stations of the fourth order.
- 8 light stations of the fifth order.
- 1 light station of the sixth order.
- 12 light stations of the seventh order.

Fog Alarms—

- 23 fog alarms of the diaphone type.
- 1 fog alarm of the Strombos compressed air type.
- 4 fog alarms of the reed type.
- 10 bells.
- 1 siren.

Lighted Buoys—

- 1 type 11 gas and whistling buoy.
- 5 type 9½ gas and whistling buoys.
- 1 type 9½ gas and bell buoy.
- 3 type 8½ gas and bell buoys.
- 8 type 8½ gas and lighted buoys.
- 1 only wooden platform buoy with Agra gas light.
- 3 only wooden platform buoys with oil lanterns.

Unlighted Buoys—

- 3 automatic whistling buoys.
- 5 surface bell buoys.
- 23 steel conical buoys.
- 34 steel can buoys.
- 3 small steel mine buoys.
- 112 wooden spar buoys.
- 16 wooden platform buoys.

Lighted Beacons—

- 21 automatic acetylene gas beacons.
- 8 Aga acetylene gas range beacons using 200 m/m flashers.
- 6 Aga acetylene gas range beacons using 200 m/m lanterns.
- 2 light stations using 200 m/m Aga flashers.
- 39 Aga acetylene gas beacons using 150 m/m lanterns.
- 20 electric lighted beacons.
- 13 oil lighted beacons.

Unlighted Day Beacons, Range Marks, Dolphins, etc., 68.

MAINTENANCE AND CONSTRUCTION WORK

Amphitrite Point.—A diaphone fog alarm type “B” was established.

Banfield Life-Saving Station.—Extensive alterations and repairs authorized.

Burnaby Shoal.—Beacon rebuilt.

Clayoquot Life-Saving Station.—Extensive alterations and repairs authorized.

Carmanah Point.—Repairs made to station.

Deep Bay.—An unwatched light authorized.

Port Alberni.—Repairs to government wharf.

Port Neville.—Range beacons authorized.

Sugar Loaf Point.—An unwatched light authorized.

Shoal Point.—A new beacon was rebuilt to replace the old one.

Sidney.—Repairs made to government wharf.

Sisters Light Station.—Repairs made.

Tozier Rock.—Concrete beacon built.

Uchuelet Arm.—Three day beacons constructed.

Banfield Lifeboat.—Was overhauled.

Scarlett Point.—Repairs to wooden tramway.

Helen Point.—Fog bell structure rebuilt.

Sandheads Lightship.—Was repaired and machinery overhauled.

Race Rocks.—Repairs to fog alarm machinery.

Clayoquot Lifeboat.—New engine installed.

Brockton Point.—New fog alarm was installed.

Cape Scott.—An unwatched light installed.

Pachena Point.—Fog alarm engine rebored and fitted with new piston.

Yellow Island.—New dwelling authorized.

Victoria Depot.—Repairs to wharf authorized.

Nanaimo.—Repairs to government wharf.

Fraser River.—Five gas buoys installed and extensive changes made to improve the navigation of the river.

Lennard Island.—New dwelling authorized.

Cape Beale-Banfield trail built.

LIFE-SAVING AND SALVAGE OPERATIONS FOR YEAR ENDING MARCH 31, 1928

The life-boats at Banfield and Clayoquot were in commission the whole year, except for the short period in which they were being overhauled.

Patrol steam vessels were stationed at Banfield during the winter months and three patrolmen were kept on the west coast trail from November 1 to April 1.

The following is a list of shipping casualties:—

Sea Wolf.—American fishing vessel, 32 feet long, wrecked off cape Beale, August 31, 1927. Boat total loss. No lives lost.

SS. Nobile.—Canadian motor schooner, wrecked on Escalante reef on January 5, 1928. Total wreck. Lives lost, 4. Two lives saved.

Mail Launch.—Gasolene boat, 28 feet long, wrecked on Pine island December 11, 1927. Ship total loss. No lives lost.

U.S.S. Northwestern.—Mail and passenger steamer, owned by the Alaska Steamship Company, went ashore on cape Mudge on December 11, 1927. One hundred passengers were taken off by a halibut boat and thirty-three members of the crew taken off by *C.G.S. Estevan*. No loss of life. Steamer eventually salvaged.

DOMINION STEAMERS

C.G.S. Estevan.—April 1 to 7—employed recharging gas buoys in the strait of Georgia. April 7 to May 10—employed overhauling and recharging gas buoys on west and north waters of Vancouver island. May 10 to 14—replaced Sand Heads lightship; coaled and then loaded cargo of oil for west coast light-houses. May 19 to June 11—landed supplies at west coast stations. June 11 to July 2—overhauled Clo-oose bell buoy, landed supplies at Banfield for Public Works department and fog alarm machinery at Amphitrite point. July 2 to 9—boiler blown down, crew loading supplies for Pine island, Scarlett point and Pulteney point stations. July 9 to August 13—landing supplies at lightstations and overhauling gas buoys in northern British Columbia. August 13 to September 16—landing construction material and building beacons on west coast of Vancouver island. September 16 to October 8—overhauling buoys on west coast and landing construction material for new dwelling at Lennard island. October 8 to October 20—loaded lumber at Victoria for new dwelling at Yellow rock station and landed same at Yellow rock. October 20 to November 5—establishing new light at cape Scott. November 5 to November 12—laying new gas buoys on Fraser river. November 12 to December 16—landing Christmas and Government supplies at west coast stations. Took off 33 of crew from wrecked vessel *Northwestern*. December 16 to December 24—overhauling buoys in strait of Georgia. December 24 to January 14, 1928—recharging buoys in the Fraser river. January 14 to February 10—laid up for repair estimate and inspection. February 10 to March 1—circled Vancouver island, landing stores at lightstations and life-saving stations, and replaced buoys en route. March 1 to 31—undergoing annual overhaul.

C.G.M. Berens.—April 1 to 19—undergoing annual overhaul. April 20 to June 1—recharging acetylene beacons, Victoria to Queen Charlotte sound. June 1 to June 26—landing annual supply of oil at stations in the strait of Georgia. June 26 to 30—rebuilt Tozier rock beacon. June 30 to July 12—landing annual supplies at lightstations in Haro straits. July 12 to 17—rebuilding Patey rock concrete beacon. July 17 to 31—inspected Government wharves and lightstations with Superintendent of Lights on board. August 1 to 30—overhauling small buoys in strait of Georgia. August 31 to September

30—overhauling buoys in Haro straits. October 1 to 25—establishing new lights and beacons on the Fraser river. October 25 to November 6—establishing new buoys in northern inside channels. November 6 to 20—recharging acetylene lights on the Fraser river. November 20 to December 18—landing stores at lightstations in the strait of Georgia. December 18 to 24—with fog alarm inspector making repairs at Sisters Station. December 25 to January 20, 1928—with construction foreman making repairs to Entrance Island Station. January 20 to 24—with Superintendent of Lights inspecting aids to navigation. January 27 to February 9—annual holidays. February 9 to 20—landing Government and private stores at strait of Georgia stations. February 20 to February 26—rebuilding Helen point fog bell and replacing drifting buoys. February 26 to March 7—recharging lights on Fraser river. March 7 to 31—recharging acetylene beacons in Johnstone straits.

PRINCE RUPERT, B.C., AGENCY

GENERAL

The general work of the agency during the year comprised purchase and delivery of supplies to lighthouses, maintenance of aids to navigation, supervising of construction and repairs to lighthouses and wharves and reporting on wharves and foreshores.

CONSTRUCTION AND MAINTENANCE

A new cable was placed on the derrick of the wharf at Alice arm, B.C.

At Addenbrooke lightstation, the derrick was overhauled.

At Egg island lightstation, repairs were carried out to the walks and verandah.

Small repairs were carried out to the boathouse at Pointer island lightstation.

The walks and tramway were overhauled at cape St. James lightstation.

The oil house was reshingled at Massett range lights, B.C.

Small repairs were carried out at Lawyer island lightstation.

At Ivory island lightstation, repairs were made to the walks and bridge.

Repairs were carried out to the walks at Lucy island lightstation, Green island lightstation, also at Langara island lightstation.

A new Aga beacon light was placed on Serpent point, B.C.

A lighted Aga beacon established on Bonilla island, B.C.

Two 8,000-pound concrete anchors were constructed for use with the buoys in this agency.

A day beacon established at the entrance to Porpoise harbour.

Repairs were carried out to the agency wharf and new gutters supplied on the buildings.

New lighting apparatus is being supplied for Ivory island lightstation.

A new derrick is being established at Lucy island lightstation.

LIGHTS, FOG ALARMS, ETC.

All lights and fog alarms, all lighted and unlighted aids to navigation were maintained in proper order throughout the year.

DOMINION STEAMERS

The C.G.S. *Estevan*, captain H. R. Bilton, arrived at this agency on July 18, to attend to the overhaul of large buoys in this district. After loading the necessary buoys, anchors, chain, and paint, etc., she overhauled Rose spit buoy, and then the buoys at the entrance to Skidegate inlet. After completing these she attended to White rocks buoy, then Hodgson reef, Alford reef, Spire ledge,

Georgia rock, and Casey point buoys, after which she left to overhaul Vancouver rock and Dall patch buoys, completing her work at this agency, and left to attend her work at the Victoria agency.

The C.G.S. *Newington*, captain H. A. Ormiston, has been engaged throughout the year attending to the outside work of the service, including: landing supplies at lightstations, recharging the lighted beacons, overhauling unlighted aids and other incidental work.

The C.G.M. *Birmie*, captain J. Peterson, was engaged throughout the year in recharging beacons, landing mail and supplies at the inside lightstations, overhauling the smaller buoys and on inspection work, etc.

Launch *Rhona*, under captain H. Calderwood, has been continuously engaged throughout the year, exclusive of the time for overhauling, in the service between Prince Rupert and the agency, transferring mail, passengers, provisions and supplies for the agency and wireless station, making from two to three regular trips every day, and extra trips as required, including a regular service for the employees of the wireless station, Digby island.

GOVERNMENT WHARVES

Five Government wharves in this district are under the jurisdiction of this agency, located at the following points: Alice arm, B.C.; Queen Charlotte city and Massett, Queen Charlotte islands; Refuge bay on Porcher island, and Stewart, B.C.

Each wharf has been regularly inspected and the condition reported on.

PUBLIC WHARF, STEWART, B.C.

The above-mentioned wharf has been operated throughout the year under the supervision of a wharfinger, Mr. H. C. Bennett, the traffic consisting mainly of passenger and freight vessels of the Canadian National Steamship Company and the Union Steamship Company, and the ore carriers of the Coastwise Steamship and Barge Company, Limited.

Freight shipments inward were approximately the same as last year. Outward shipments of ore, including concentrates, amounted to approximately 127,000 tons, which is a little in excess of the previous year.

Tolls, leviable in accordance with the regulations and tariff, have been duly collected, and, less the wharfinger's remuneration of 25 per cent, been forwarded to the department monthly, accompanied by the regular statements.

Collections for the fiscal year 1927-28 amounted to \$3,774.44 gross, which is considerably less than the amount of collections for the previous year, due to concentrates having been shipped in bulk instead of in parcel shipments as previously.

To keep the wharf open to traffic has necessitated the expenditure of \$340.20 for labour for the removal of snow during the winter season. This amount is \$137.40 in excess of the amount spent during the preceding year for the same purpose.

The mining district adjacent to this wharf is being developed gradually, and shipments of freight, machinery, and ore portend a considerable increase in the near future.

MASSETT WHARF, B.C.

This wharf was operated since October last, under the direction of Mr. E. H. Simpson as wharfinger, who was appointed at that time.

The shipping is comprised of a passenger and freight vessel of the Canadian National Steamship Company, which maintains a regular schedule, also an occasional freighter and a number of smaller gas boats.

Tolls, levied in accordance with the regulations and tariff, amounting to \$187.70 were duly collected, and forwarded to the department monthly.

CHARLOTTETOWN, P.E.I. AGENCY

GENERAL

During the fiscal year, this agency maintained 15 combined light and fog alarm stations, 44 lights over 4th order, 104 small lights other than pole lights, 82 pole lights, 3 Aga lights, 6 electric lights, 10 hand horns, 6 life-saving stations, 2 rocket brigades and 2 Government steamers.

BUOY SERVICE

All the buoys under the supervision of this agency under contract, as well as those maintained by Dominion steamers, were well maintained during the year.

The following buoys were maintained under contract: 276 cans, conicals and casks, 576 spars, 795 stakes, 855 bushes, 5 beacons, 27 winter spars, 2 gas buoys, 2 bells, and 1 gas and bell buoy.

The following buoys were maintained by Dominion steamers: 10 bells, 3 combined gas and bells, 4 whistlers, 4 combined gas and whistle, 1 gas, 21 conicals, 19 cans, 2 casks, 8 spars, and 4 beacons.

CHANGES IN AND ADDITIONS TO BUOY SERVICE

Miramichi Bay.—One red wooden spar and two stakes placed to mark boat channel from Huckleberry gully to baie Ste. Anne.

Georgetown Harbour.—Winter spar buoys replaced steel can and conical buoys at McDonald's point, Wheeler's bar, Noel shoal, Thrum cap and Bear's point during winter of 1927-28.

NEW AIDS TO NAGIGATION

Cap Rouge.—Fixed white pole light established as back range.

Entry Cliff.—A combined light and dwelling built and catoptric apparatus installed.

Port Hood Wharf.—New pole light established.

Port Hood Island Breakwater.—New pole light established.

Souris.—Hand fog horn established.

LIGHTHOUSE SERVICE

Annual supplies were distributed to all light and fog alarm stations; a large number of buildings at lightstations were painted, and during the year the mechanism of lights and fog alarms were inspected and repairs effected when necessary.

REPAIRS, ETC.

Alberton.—Front and back ranges relocated.

Bay du Vin.—Dwelling repaired.

Belle Isle N.E.—Fog alarm dwelling and stores shed repaired.

Bird Rocks.—Tower resingled, porch and steps renewed, walk repaired.

Blockhouse.—Fence repaired.

Cape Bear.—Interior of dwelling repaired. Road and fence repaired.

Cape George.—Well rebuilt.

- Cape Ray*.—Roof and verandah repaired. Large oil storage tank installed.
- Cardigan River*.—White catoptric light replaced by white dioptric light.
- Caveau Point*.—Repairs to towers of ranges.
- Coldspring Head*.—New door and frame installed.
- East Point*.—New fence erected.
- Entry Island*.—New combined lighthouse and fog alarm built and light apparatus installed.
- Ferolle Point*.—Repairs to eaves, gutters and windows of dwelling.
- Fish Island*.—Substructures of lighthouse renewed.
- Flat Island*.—Roof of dwelling reshingled.
- Fort Monckton*.—Cribwork repaired.
- Grandoon Flats*.—Plank walk rebuilt.
- Jourimain*.—Building and fence repaired.
- Middle Island*.—Dwelling floor repaired.
- Murray Harbour front*.—Repairs to breakwater effected.
- Panmure Island*.—Old diamond apparatus dismantled and new revolving apparatus installed.
- Pictou Island West End*.—General repairs to interior of dwelling effected. Well bored and piping and pump installed.
- Point Prim*.—Road leading to lighthouse repaired.
- Portage Island*.—Foundation of lighthouse building and plank walk repaired.
- Preston Beach*.—Repairs to protection work effected.
- Richibucto Bar*.—Ranges relocated and extension built to shelter shed.
- St. Louis Gully*.—Repairs to huts and poles effected.
- St. Mary Island*.—Slipway rebuilt.
- Sea Cow Head*.—Roof of lighthouse reshingled.
- Shediac Wharf Light*.—Foundation repaired.
- Sheldrake Island*.—Service rowboat repaired.
- Shippigan (Big)*.—Protection to foundation of dwelling repaired.
- Shippigan Gully*.—New huts erected.
- Shipwreck Point*.—Well-house repaired.
- Souris*.—Lighthouse altered for use of new hand fog horn supplied.
- Tracadie South*.—Moved to new location and lantern deck repaired.
- Wallace Harbour*.—Gallery decks renewed.
- West Point Wharf*.—Light moved and replaced.
- Wood Island, Main*.—Repairs to porch and oilhouse effected.

METEOROLOGICAL SERVICE

All the stormsignal stations were inspected. A new signal shed was erected at Escuminac, N.B.

LIFE-SAVING SERVICE

The equipment at all the life-saving stations in the district was inspected. The following stations were discontinued during the year: Cascumpec, Priest pond, and Souris life-saving stations and Alberton rocket brigade.

DOMINION PIERS

Repairs were effected to the following wharves:—China point, McPherson's cove, Hickey's, North Cardigan, Victoria, Pownal, Chapel point, Georgetown R.R., and Annadale.

DOMINION STEAMERS

The C.G.S. *Aranmore* arrived at this agency on June 20. At Marine wharf loading lighthouse supplies for the Belle Isle trip until July 4 when she proceeded to deliver those supplies. Returned to Charlottetown on July 31. At Marine wharf coaling, cleaning ship, etc., until August 8 when she proceeded to deliver construction material at Entry island light, after which she came under the Halifax agency.

The *Aranmore* again arrived at Charlottetown on September 20. Cleaning ship and loading lighthouse supplies for the Belle Isle trip from September 21 to October 5 when she proceeded to deliver those supplies. Returned to Charlottetown on October 27. At Marine wharf coaling, cleaning ship, blowing down boilers, etc., until November 21 when she commenced lifting the large buoys of this agency. Her work at this agency was completed on December 18 and she then proceeded to St. Paul island under orders from Halifax.

The C.G.S. *Montcalm* arrived at Charlottetown on May 31 to place the large buoys of this agency. She completed this work on June 16, and proceeded to Quebec on June 17, as per orders from Ottawa.

The C.G.S. *Brant* went into commission on May 10, and from that date till the 30th she was engaged in placing buoys. June 4 to 30 supplied the northern New Brunswick lights, as well as some of the Nova Scotia lights from Coldspring head to Pictou. From July 4 to the 30th August, on lighthouse supply trip to New Brunswick and Prince Edward Island and from September 1 to October 6, delivered supplies to lighthouses in Hillsborough bay, assisted steamer *Baroff* which was ashore at Shippigan, N.B., and towed the Public Works' dredge from Naufrage to Charlottetown, etc. October 5 to November 2, visited Pictou with agent on board to examine applicants for the position of lightkeeper at Pictou island east end, inspected several buoy services, public wharves, etc., and from November 2 to 15, lifted East river buoys and replaced them with stakes. On the last mentioned date, the Captain, Mate, 2nd Engineer and crew of the *Brant*, together with oiler and fireman from *Aranmore*, proceeded to Sorel, P.Q., to take the new *Brant* to Charlottetown, the Chief Engineer of the *Brant* having preceded them there. From the 15th to the 21, the old *Brant*, with temporary crew selected from the *Aranmore* on board, lifted the Murray harbour, Annadale and Georgetown buoys, after which she returned to Charlottetown. From December 24-28, laying up *Brant*.

On the 29th November the new *Brant* took up the work of the old *Brant* when she delivered construction material at Sea Cow head and lifted several buoys. From the 3rd December to 29th, had condenser repaired and endeavoured to have compasses adjusted. Went to Pictou for that purpose but attempt proved unsuccessful. Attempted to assist *Grace Darling* in the har-

hour at Georgetown but was unsuccessful; lifted Shemogue buoys, Jourmain can, etc. December 29 to January 27, laying her up and men were paid off on the last mentioned date.

The C.G.S. *Bayfield* was taken over by the Customs Preventive service in the spring of 1927 and placed in commission by them, leaving her berth at the Marine wharf, Charlottetown.

The C.G.S. *Ostrea* was not in commission during the past season, but was lying hauled out on the approach to the Marine wharf at Charlottetown and under the general supervision of the Marine agency.

FORT WILLIAM, ONT., SUBAGENCY

On February 29, had new walk constructed over Riprap breakwater at Port Arthur, north entrance.

On March 23, some new machinery parts were installed at the Port Arthur bell tower.

On April 4, gave Kaministiquia entrance lighthouse and mast, two coats of white paint.

On April 6, tugs *Whalen* and *Strathmore* started breaking a channel to open water, making open water in two days near Thunder cape.

On April 8, Mission range masts were moved 20 feet south of their original position.

On April 14, sent lightkeepers to their stations, ten in number.

On April 15, all shore lights were put in commission.

On April 15, ss *Westmount* was first Canadian vessel to leave for eastern ports.

On April 16, ss. *F. D. Block* was first vessel to arrive from eastern ports.

On April 18, all lightkeepers were at their stations.

On April 20, all ice left Thunder bay with a strong northwest wind.

On April 22, all spar buoys were placed at Fort William and Port Arthur harbours.

On April 24, placed all gas and gas and bell buoys at Fort William and Port Arthur harbours.

On April 25, placed Hare island reef gas and bell buoy, also Welcome shoal gas buoy.

On April 29, three spar buoys were placed at Victoria island, Iroquois shoal and Grassy shoal by chartered tug.

On September 1, rebuilt department's boathouse at Port Arthur, which was damaged by two vessels colliding.

On September 8, had Mission pier lighthouse painted, two coats.

On September 16, placed temporary lightkeeper at Victoria island.

On September 25, *Murray Stewart* arrived and left for Angus island and Bateau rock, after surveying Bateau rock left for eastern ports, Sunday, October 2.

On November 9, *Murray Stewart* arrived with machinery for Angus island fog alarm and lighthouse.

On November 12, last vessel cleared.

On November 16, tug *Whalen* started ice breaking.

On November 20, contractor Justin completed all the buildings on Angus island.

On November 26, the new light and fog alarm at Angus island went into commission.

On November 29, Hare island gas and bell buoy was lifted and on December 1, Welcome island gas buoy was lifted.

On December 8, shipped five gas buoy lanterns to Parry Sound to be overhauled.

On December 19, tug *Whalen* left for lightkeepers and returned December 22, with lightkeepers from nine stations.

On December 26, all shore lights were discontinued.

There are eleven manned lighthouses, six Aga gas lights, one electric light, one set of electric ranges, one set of oil ranges, three gas and bell buoys, three gas buoys and fifty-five spar buoys maintained in this locality.

PARRY SOUND, ONT., AGENCY

The agency maintained all Parry Sound unwatched lights, and the spar buoy service in the inner channel between Parry Sound, Waubaushene, Fesserton, Coldwater, and the channel north of Parry Sound as far as Shawanaga bay.

During the winter of 1928, twenty-three Aga and fifty-nine Pintsch buoy lanterns were overhauled and tested in the agency, after which they were reshipped to their localities for service.

BUOYS AND BEACONS

During the year there were maintained in the district: 2 bell buoys, 1 conical buoy, 20 gas buoys, 281 spar buoys, and 54 day beacons.

CONSTRUCTION AND REPAIRS

Walton Rock.—Installed new Aga light.

Stribling Point.—Established mast light and shed.

Beauty Island and *Turning Islands*.—Repaired beacons.

Angus Island.—Installed machinery in new light and fog alarm station.

Cecebe Lake.—Installed unwatched light.

Killarney East.—Installed ney type small mercury float apparatus.

Cabot Head.—Repaired foundation and floor of fog alarm plant.

Jeanettes Narrows.—Established new mast light.

Sulphur Island.—Changed to unwatched Aga light.

Erected new icehouse at agency.

DOMINION STEAMERS

C.G.S. Grenville.—April 16 to May 20—Landed all outlying keepers, restored buoy service in the Georgian bay and upper end of Lake Huron, also relighted all unwatched beacons. Made survey of reported uncharted shoal in Parry Sound approach between Seguin bank and Red rock.

May 12 to June 14—Delivered supplies to lightstations, installed new illuminating apparatus at Griffith island, removed old machinery from Cape Croker, corrected gas buoys reported defective, painted and scrubbed ship preparatory to the annual supply trip.

ANNUAL SUPPLY TRIP COMMENCED JUNE 15

Lake Huron and Georgian Bay

June 15 to July 21.—Supplied and inspected all light and fog alarm stations in the above mentioned section including south side of Manitoulin island, and on to Sault Ste. Marie.

Lake Superior

July 22 to August 5.—Supplied and inspected Gros Cap lightship and all stations along this section, and back to Sault Ste. Marie.

North Channel and Upper part Georgian Bay

August 6 to 18.—Supplied and inspected all stations along above section, prepared ship and loaded for lower division.

St. Clair River and Lake, Detroit River, and Lake Erie

August 19 to September 16.—Supplied and inspected all stations and lightships along this territory, and back to Parry Sound with annual trip completed.

From September 19 on to the close of navigation the vessel was employed to the best possible advantage attending to the buoy and lighthouse service of the immediate division, namely Georgian bay and part of lake Huron.

She swept part of the Byng inlet channel for a reported obstruction in September.

The vessel was in dry dock early in October for underwater parts inspection, and her bottom plates were painted.

During October and November, considerable inside painting was done by the crew.

She commenced withdrawing buoys in the division around November 17 and completed this work, including the removal of all outlying keepers, on December 21.

The vessel laid up at Midland for the winter with her captain retained as watchman.

C.G.S. Murray Stewart.—April 13 to 25.—Landed all keepers at outlying stations in the east end of lake Superior, restored Pancake shoal gas buoy and spar buoys of locality. Repaired steering equipment and crew did considerable painting on board.

April 28.—Arrived at Parry Sound. April 29 to May 12.—Continued repairs on steerings gear. Placed spar buoys and lighted unwatched lights in inner channels of immediate division. Transported supply of new spar buoys from Owen Sound to Parry Sound.

May 13 to May 28.—Coaled Hope island and cape Croker fog alarm stations, also attended to Griffith island unwatched light.

May 29 to June 14.—Painted and scrubbed ship. Lighted unwatched beacons in inner channels Georgian bay, landed illuminating apparatus at Lyal island, and on to Amherstburg.

June 15 to July 18.—Engaged in construction work with scow Parry Sound in connection with Southeast shoal and Colchester reef light and fog alarm stations. Coaled Southeast shoal lightship, and returned to Parry Sound on July 20.

July 31 to August 9.—Attended to Georgian bay buoy service and delivered supplies to stations. Examined into shoal struck by vessel at Byng inlet and established new spar buoy. Crew painted hull and decks, whitewashed Griffith island tower and effected odd repairs there. Transported additional new supply of spar buoys from Owen Sound to Parry Sound.

August 10 to September 11.—Painted all gas beacons and lightstations in Parry Sound approach. Installed new illuminating apparatus in Killarney east end. Examined O'Brien Patch gas buoy stranded on Black Bills, but could not recover. Painted Turning rock tower near Waubaushene.

September 12 to 18.—Crew did painting on board ship, also repaired work boat.

September 19 to October 8.—Loaded machinery and proceed to Angus island, lake Superior, arrived there September 27. Unloaded machinery, made survey of Bateau rock with District Engineer, and returned to Parry Sound, inspecting cape Smith beacon en route.

October 10 to October 24.—Repaired pumps at Midland and coaled. Patrolled north shore for Kennedy bank buoy reported adrift, located it at mouth of Bad river, could not recover owing to shoal water. Landed Inspector of Fog Alarms at Hope island and Western island stations.

October 25 to November 2.—Engaged in construction work and repairs at cape Croker and Cabot head light and fog alarm stations. Delivered supplies at Flowerpot, Tobermory and Cove island stations.

November 3 to November 27.—Engaged in construction work at Angus island, lake Superior, under direction of Jas. McDonald. Cleared Fort William for Sault Ste. Marie November 24. Visited Slate island, Jackfish, Otter head, Quebec harbour, and arrived at Soo 27.

December 1 to 3.—Landed supplies at Gros cap lightship, and withdrew Pancake shoal gas buoy for the winter.

December 10 to December 18.—Removed all lightkeepers in east end of Superior including Gros cap lightship.

The vessel completed her season's work and laid up at Sault Ste. Marie for the winter, with the captain and chief engineer of the Gros cap lightship left in charge of both vessels as watchmen.

KENORA, ONT., SUBAGENCY

Rainy Lake.—June 13 to 15—steamer *Laura A* was employed in painting and replacing buoys in Rainy lake. Fifty-two buoys were painted and four were replaced.

Shoal Lake and Lake of the Woods.—From May 29 to June 15 steamer *Red Wing* was employed on the lake of the Woods and Shoal lake painting and replacing buoys. Three hundred and twenty-six buoys were painted, and thirty-eight were replaced, and twenty-three new buoys established.

Wabigoon Lake.—August 3 and 4—the steamer *Bonnie Mac* was employed painting and replacing buoys. Twenty-six were painted and two buoys were replaced.

MONTREAL, P.Q., AGENCY

Total expenditure for the fiscal year amounted to \$450,579.11, an increase of \$92,008.27 over the 1926-27 expenditure.

REPAIRS

Beloeil Bridge.—Reconstruction of storehouse and pole light.

Lacolle Range.—Repairing door sills.

Laperle Traverse.—Renewing floor.

Pointe à Cadieux light.—General repairs to station.

Portneuf Range.—Installation of electric light in lightkeeper's dwelling.

Pointe aux Anglais.—Renewing of floor.

MAINTENANCE AND REPAIRS TO WHARVES

L'Original wharf.—Renewing planks on wharf, also electric lighting.

St. Denis wharf.—Renewing flooring.

DOMINION STEAMERS

C.G.S. Argenteuil.—Employed in buoy service, lighthouse construction, and repair work on Lake St. Louis, Ottawa and Richelieu rivers, also used for minor repairs to wharves.

C.G.S. Berthier.—Employed in spring and fall in buoy laying and buoy raising purposes.

C.G.S. Emilia.—Used in connection with buoy service, lighthouse repairs, and general construction work.

C.G.S. Shamrock.—Was busy throughout season in lower end of district in general buoy service work and delivery of lighthouse supplies.

C.G.S. Vercheres.—Employed throughout season in work of maintaining and painting bank beacons and lighthouses, night and day patrol and inspection work; recharging all shore gas stations; towing of scows with construction and maintenance material, and buoy service work in conjunction with scow *Acetylene*.

Tugs *Becancour*, *James Howden*, *Lavaltrie*, *Lac St. Pierre*, *Laviolette*, and *Varenes* and coal barge *No. 5* were employed in spring and fall in buoy laying and buoy raising operations.

Scow *Acetylene* was also used for lighthouse and buoy service work.

QUEBEC, P.Q., AGENCY

AIDS TO NAVIGATION

New establishments—

- Pointe Dauphine back light of St. François wharf light.
- Baie St. Nicholas, 4 sets range lights.
- Grande Greve range lights.
- Mingan harbour, east and west entrance, 2 sets range lights.
- Manicouagan range lights.
- Chandler wharf range lights.
- Sault au Cochon light.
- Crane island, north side, wharf light.
- Anse à la Barbe wharf light.
- Port au Saumon wharf light.
- Cawee island gas light.
- Sheldrake range lights.
- St. Joachim (Tourelle) range lights.
- N.E. Channel Hamilton cove range lights.
- Goose cape, fog alarm.
- Lightship, Ile aux Coudres.
- One can buoy, wreck "Lodilus."
- One can buoy Shippigan shoal.
- Two can buoys New North channel.
- Two spar buoys, Indian cove.
- Four conical buoys, New North channel.
- Thirteen gas buoys, New North channel.
- One bell on gas buoy No. 102 B and horizontal slat work.

Changes—

- Cap au Corbeau front light apparatus.
- Sandy beach apparatus.
- St. François wharf apparatus.

Discontinued—

- Gas buoy No. 103 B.
- St. François range lights.

REPAIRS

Bathurst, N.B.—Repairs made to foundation of back light pier.

Cap Chat Wharf.—Renewing about 1,000 feet b.m. decking.

Cap Dogs.—Repairs to landing.

Fame Pt.—New keeper's dwelling built.

Fox River.—Cleaning freight shed and repairing floor.

Goose Cape.—New lighthouse and dwelling combined, also new fog alarm built.

Grand River.—Repairs to wharf.

Lamec, N.B.—Repairs to freight shed.

Marcelle Pt.—New pier under existing lighthouse built.

Matane Wharf.—Repairs to wharf.

Machins Wharf.—Repairs to wharf.

Montmagny West.—Repairs to deck of wharf.

Montmagny Wharf.—Repairs to flooring of inner basin wharf.

New Carlisle Wharf.—Parts of decking of wharf renewed.

Pointe des Monts.—Repairs to bridge which connects island to mainland.

River du Loup.—Repairs to wharf.

West Pt. Ant.—Extensive repairs to tower, also minor repairs to keeper's dwelling and protection work around station.

WHARVES

Eighty-three wharves are under the control of the Quebec agency of the Department of Marine and Fisheries, four new wharves having been transferred to this agency, viz: Baie St. Paul, Grande baie, Grosse Roche, and Shippigan.

DOMINION STEAMERS

C.G.S. Mikula.—Occupied in opening the St. Lawrence river channel between Quebec and Montreal until April 11. April 13, entered dock for repairs. Then left on ice patrol duty in the Cabot straits. Returned to Quebec on June 1. Early in July was brought to old Allen's wharf. From November 29, employed in ice-breaking operations, until the middle of February when she made a trip to the north shore with passengers and freight. After this continued ice-breaking operations around Quebec, until the close of fiscal year.

C.G.S. Montcalm.—Employed in ice-breaking operations at North Sydney and Louisburg, N.S., also on ice patrol duty in Cabot straits. At buoy work under the direction of Charlottetown agency, supplying and inspecting lighthouses and lights. Lifting and transporting to Quebec gas and other buoys in the fall and attending to other aids to navigation, as well as construction work of all kinds.

C.G.S. Druid.—Engaged throughout the season in buoy service work, keeping buoys of all kinds in their positions, examining and looking after the numerous gas and other buoys in this district as well as maintaining quite a number of beacons and day marks. Also employed in towing lightships to their respective stations in the spring and towing them back to Quebec in the fall. Delivering lighthouse supplies.

C.G.S. Loos.—Principally employed in lighthouse and buoy service, also on general construction work.

Relief Lightship No. 25.—Employed in assisting lighthouse and buoy tender *Druid*—delivering lighthouse and light supplies, repairing and painting buoy beacons, placing and attending to gas and other buoy services, coaling lightships, transporting construction materials, and attending to other aids to navigation.

SALVAGE SERVICES RENDERED BY THE QUEBEC SALVAGE AND
WRECKING COMPANY, LIMITED, FROM APRIL 1, 1927, TO
MARCH 31, 1928

1927

May 10.—British steamer *Manchester Commerce*. Our diver examined propeller and rudder and cleared away length of rope which was twisted around her propeller.

June 24-25.—Canadian steamer *Gaspesia*. This steamer ran ashore on the island of Orleans; we rendered the necessary salvage work and refloated her following day.

June 30.—Canadian steamer *Saguenay*. Our diver examined her propeller for satisfaction of captain and owners.

July 9.—Canadian steamer *Keyvive*. This steamer with a very heavy deckload of pulpwood arrived at Quebec, where she took a list, had to be beached, sustained damage to bottom, refloated again and brought into Inner basin, Quebec, where she was again beached, and we with our diver and wreckers adjusted the necessary work to enable her to proceed to her destination.

July 13-22.—Canadian Government steamer *Margaret*. This steamer struck submerged rock off Magdalen islands and by the assistance of another boat she reached nearest place, Amherst harbour. We went to her assistance, our diver tightened up the bottom, after which we, by using motor pumps, pumped out engine and boiler room and convoyed her to Pictou, N.S.

August 9-10.—British steamer *Knockfierna*. This steamer with a load of coal grounded in north channel off cap Brule; we rendered necessary assistance with wreckers and ss. *Lord Strathcona* and refloated her and convoyed her to Quebec.

August 12.—American steamer *Iroquois*. Our diver cleared propeller and rudder from ropes which were entangled to same.

August 12-14.—SS. *Lord Strathcona* towed dredging outfit from Rivière-du-Loup to Quebec.

August 17-18.—SS. *Lord Strathcona* towed dredging outfit, Quebec to Three Rivers.

August 1 to 24.—During this period rented for various times, one 12-inch gasolene pump, one 12-inch steam pump, and one 10-inch steam pump to Davie Shipbuilding and Repairing Company Limited, which firm refloated whatever was left of Canadian steamer *Montreal* sunken in front of their plant.

September 10.—Canadian Pacific Steamships steamer *Montrose*. Our diver examined both propellers to satisfaction of captain and owners.

September 20-23.—British steamer *Kurdistan*. This steamer went ashore East point Anticosti; we went to her assistance, but she refloated herself before our arrival; we met her and convoyed her to Quebec.

October 18-19.—Italian steamer *Opeposita*. This steamer collided off Father point; we went to her assistance and met her, but she was in position to proceed up herself.

October 19-20.—Italian steamer *Vulcano*. This steamer collided off Father point; we were at the disposal of the underwriters to assist, but she sank.

October 20-23.—Canadian Government Merchant Marine steamer *Canadian Runner*. This steamer collided off Father point and was beached off Rimouski; we went to her assistance, rendered the necessary work, pumped her out, refloated her and brought her to Quebec.

November 4-5.—Italian steamer *Valluce*. This steamer went ashore off Berthier wharf; went to her assistance, performed necessary work, and by help of anchor and ss. *Lord Strathcona* we succeeded in refloating her and brought her to Quebec.

November 6-7.—British steamer *Odile*. This steamer sustained disabled steering gear; with our ss. *Lord Strathcona* we towed her to Three Rivers.

November 7-9.—Canadian steamer *Marita*. This steamer with a considerable quantity of dynamite as cargo went ashore at the West point of Isle aux Coudres, north channel; we went to her assistance, found her landed in a very intricate position among boulders, but we successfully refloated her and brought her to Quebec.

November 12-13.—British steamer *Baluchistan*. This steamer got her propeller tangled up in the mooring of buoy 30 Q, about 27 miles above Quebec; by assistance of our diver, she cleared and proceeded.

November 14.—Canadian Pacific Steamships steamer *Montnairn*. In order to enable the ship's engineers to repack gland for rudder-head inside ship, our diver did necessary work to prevent inflow of water.

November 21-22.—Norwegian steamer *Reinunga*. This steamer sustained damage to her rudder while departing from Three Rivers, to such an extent that she could not be steered; our ss. *Lord Strathcona* towed her to Quebec.

The ss. *Lord Strathcona*, schooner *G.T.D.*, properly manned, with all salvage gear in good order, have been kept in constant commission during the season of navigation to proceed to any accidents or mishaps to ships at very short notice.

REPORT OF SALVAGE SERVICES RENDERED BY THE PACIFIC SALVAGE COMPANY, LIMITED, DURING THE FISCAL YEAR 1927-28

June 3 to June 5, 1927.—SS. *Arkansas* and ss. *Suremico* reported in collision off cape Flattery and calling for assistance, ss. *Salvage King* was dispatched to the scene of the accident finding ss. *Arkansas* badly damaged and towing vessel to Seattle.

June 23 to June 30, 1927.—SS. *Challamba* reported ashore on Whitecliff island, B.C. SS. *Salvage King* was dispatched to her assistance; floated vessel and towed her to Esquimalt, B.C.

July 30 to August 6, 1927.—SS. *Salvage King* left port 5.30 a.m. to go to the assistance of ss. *Admiral Watson* ashore on Ivory island. Succeeded in floating vessel and towing her to Seattle.

August 17, 1927.—SS. *Salvage King* left to assist *Prince Charles* reported ashore on Rose spit near Queen Charlotte. Later recalled as the *Prince Charles* floated herself.

August 31 to September 8, 1927.—SS. *Princess Charlotte* ashore at Wrangell island, Alaska. *Salvage King* left for her assistance and brought vessel to port.

September 16, 1927.—SS. *Horace X. Baxter* ashore on Norris rock near Deep cove. *Salvage King* left for her assistance, floated vessel and took her to Sidney, B.C. for survey. SS. *Charmer* ashore in Vancouver Narrows. Successfully floated by ss. *Salvage King*.

November 8 to December 18, 1927.—SS. *Salvage King* left port 9.30 p.m. November 8 to proceed to the assistance of the ss. *Catala* ashore on Mist island, near Prince Rupert, B.C. After extensive salvage operations succeeded in floating vessel and towed her to Vancouver, B.C.

November 24, 1927.—SS. *Salvage Queen* left port 3 p.m. to proceed to the assistance of the ss. *Tenpaisan Maru* ashore at Aberdeen, Wash. When only six miles off wreck *Salvage Queen* recalled as *Tenpaisan Maru* breaking up.

December 11 to January 30, 1928.—SS. *Northwestern* ashore at cape Mudge, B.C. Salvage operations carried out by *Salvage King* and *Salvage Queen* and vessel finally floated and towed to Vancouver, B.C.

RETURNS OF SHIPPING MASTERS FOR THE YEAR ENDING
DECEMBER 31, 1927

NOTE.—The Collector of Customs acts as shipping master where no shipping master is appointed

QUEBEC

Name of Ports	Name of County	Name of Shipping Master	Seamen shipped	Seamen discharged	Amount
					\$ cts.
Chandler.....	Gaspe.....				
Escoumains.....	Saguenay.....				
Gaspe.....	Gaspe.....	F. G. Eden.....	21	34	20 70
Grand Pabos.....	Gaspe.....				
Montreal.....	Hochelaga.....	I. O. Grey.....	9,432	8,805	7,357 50
Magdalen Islands.....	Gaspe.....				
Paspebiac.....	Bonaventure.....	E. W. LeGallais.....	Nil	Nil	Nil
Perce.....	Gaspe.....	Phil. LaBoutellier.....	Nil	Nil	Nil
Quebec.....	Quebec.....	T. Béland.....	840	664	828 50
Rimouski.....	Rimouski.....				
St. Johns.....	St. Johns.....				
Three Rivers.....	St. Maurice.....	J. P. Gariépy.....	146	143	115 90
			10,439	9,646	8,322 60

NEW BRUNSWICK

Albert.....	Albert.....	H. W. Crocker.....	6	5	4 50
Alma.....	Albert.....				
Baie Verte.....	Westmoreland.....				
Bathurst.....	Gloucester.....	J. E. White.....	8	25	11 50
Chatham.....	Northumberland.....	R. J. Walls.....	16	8	10 40
Dalhousie.....	Restigouche.....	John B. Delancy.....	Nil	Nil	Nil
Dorchester.....	Westmoreland.....				
Fredericton.....	York.....				
Grand Harbour.....	Charlotte.....				
Harvey.....	Albert.....				
Hillsborough.....	Albert.....				
Lepreau.....	Charlotte.....				
Musquash.....	St. John.....				
New Brandon.....	Gloucester.....				
Newcastle.....	Northumberland.....	John Russell.....	Nil	Nil	Nil
Riverside.....	Albert.....				
Rockport.....	Westmoreland.....				
Sackville.....	Westmoreland.....				
St. Andrews.....	Charlotte.....				
St. George.....	Charlotte.....	J. A. Spinner.....	Nil	Nil	Nil
St. John.....	St. John.....	W. H. Purdy.....	1,797	1,340	1,300 50
St. Martins.....	St. John.....	W. B. Bentley.....	13	4	7 70
St. Stephen.....	Charlotte.....				
Shediac.....	Westmoreland.....				
Shippigan.....	Gloucester.....				
			1,840	1,382	1,334 60

NOVA SCOTIA

Advocate Harbour.....	Cumberland.....				
Amherst.....	Cumberland.....				
Annapolis Royal.....	Annapolis.....				
Antigonish.....	Antigonish.....				
Apple River.....	Cumberland.....				
Arichat.....	Richmond.....				
Baddeck.....	Victoria.....				
Barrington.....	Shelburne.....	W. W. Gray.....	1	Nil	0 50
Barton.....	Digby.....				
Bayfield.....	Antigonish.....				
Belliveau Cove.....	Digby.....				
Bear River.....	Digby.....	J. L. Warren.....	18	19	15 10
Bridgewater.....	Lunenburg.....	C. N. Corkum.....	69	35	45 00
Canning.....	Kings.....				
Canso.....	Guysborough.....	E. M. Hurst.....	20	21	43 60

NOVA SCOTIA—Concluded

Name of Ports	Name of County	Name of Shipping Master	Seamen seipped	Seamen dis. charged	Amount
					\$ cts.
Church Point.....	Digby.....				
Clark Harbour.....	Shelburne.....				
Clementsport.....	Annapolis.....				
Cheverie.....	Hants.....	B. H. McLaughlin.....	Nil	Nil	Nil
Descousse.....	Richmond.....	P. Poirier.....	Nil	Nil	Nil
Digby.....	Digby.....	W. J. McMahan.....	9	26	12 30
Five Islands.....	Colchester.....	J. S. Henderson.....	Nil	Nil	Nil
Glace Bay.....	Cape Breton.....				
Great Village.....	Colchester.....				
Guysborough.....	Guysborough.....				
Hawkesbury.....	Inverness.....				
Halifax.....	Halifax.....	H. S. Drake.....	5,370	5,175	4,237 50
Hantsport.....	Hants.....	W. D. Comstock.....	5	3	3 40
Havre Bouche.....	Antigonish.....				
Isaac Harbour.....	Guysborough.....				
Jordan Bay.....	Shelburne.....				
*Lahave.....	Lunenburg.....	Wm. Maschke.....	98	123	122 90
Liscomb.....	Guysborough.....	R. Hemlow.....	Nil	Nil	Nil
Liverpool.....	Queens.....	W. A. Smith.....	106	59	70 70
Lockeport.....	Shelburne.....	J. R. Ruggles.....	Nil	Nil	Nil
Louisburg.....	Cape Breton.....	W. W. Lewis.....	109	103	85 40
†Lunenburg.....	Lunenburg.....	B. C. Knock.....	358	224	408 20
†Mahone Bay.....	Lunenburg.....	T. F. Mader.....	18	19	19 70
Mainadieu.....	Cape Breton.....				
Maitland.....	Hants.....				
Margareville.....	Annapolis.....				
Margaree.....	Inverness.....				
Merigomish.....	Pictou.....				
Meteghan.....	Digby.....	L. T. Melanson.....	34	29	25 70
New Campbellton.....	Victoria.....				
North East Harbour.....	Shelburne.....				
North Sydney.....	Cape Breton.....	M. J. Ross.....	431	222	282 10
Parrsboro.....	Cumberland.....	J. G. Henderson.....	145	103	103 40
Pictou.....	Pictou.....	W. E. Jones.....	168	155	130 50
Port Greville.....	Cumberland.....	B. L. Hatfield.....	56	32	37 60
Port Hawkesbury.....	Inverness.....				
Port Hastings.....	Inverness.....	Geo. L. McLean.....	Nil	Nil	Nil
Port Hood.....	Inverness.....				
Port Latour.....	Shelburne.....				
Port Lorne.....	Inverness.....				
Port Medway.....	Queens.....				
Port Morien.....	Cape Breton.....				
Port Mulgrave.....	Guysborough.....				
Port Wade.....	Annapolis.....				
Port Williams.....	Kings.....				
Pubnico.....	Yarmouth.....				
Pugwash.....	Cumberland.....				
River Hebert.....	Cumberland.....				
Riverport.....	Lunenburg.....	J. L. Himmelman.....	19	25	17 00
St. Anns.....	Victoria.....	D. M. MacAskill.....	Nil	Nil	Nil
St. Peters.....	Richmond.....				
Salmon River.....	Digby.....	F. P. Deveau.....	Nil	Nil	Nil
Sandy Point.....	Shelburne.....	A. S. Goodiek.....	5	16	7 30
Sheet Harbour.....	Halifax.....				
Shelburne.....	Shelburne.....	A. C. Bruce.....	17	7	10 60
Sherbrooke.....	Guysborough.....				
Spencers Island.....	Cumberland.....	Geo. D. Spicer.....	20	9	12 70
Sydney.....	Cape Breton.....	J. D. McMillan.....	385	348	296 90
Thorne Cove.....	Annapolis.....				
Truro.....	Colchester.....				
Tatamagouche.....	Colchester.....				
Wallace.....	Cumberland.....	A. D. Macfarlane.....	Nil	Nil	Nil
Walton.....	Hants.....				
West Arichat.....	Richmond.....				
Weymouth.....	Digby.....				
Windsor.....	Hants.....		9	3	4 50
Wolfville.....	Kings.....				
Yarmouth.....	Yarmouth.....	Geo. L. Wetmore.....	393	428	352 90
			7,863	7,184	6,345 50

†Shipping 2 fishing crews—\$5.00.

*Fees from fishermen—\$27.00.

‡54 fishing vessels at \$3.00.

MARINE AND FISHERIES

PRINCE EDWARD ISLAND

Name of Ports	Name of County	Name of Shipping Master	Seamen shipped	Seamen discharged	Amount
Alberton.....	Prince.....				\$ cts
Charlottetown.....	Queens.....	L. W. Goodwin (Act.)..	Nil	9	2 70
Crapaud (Outport of Victoria.....)	Queens.....	Neil Waddell.....	Nil	Nil	Nil
Georgetown.....	Kings.....				
Malpeque.....	Prince.....				
Murray Harbour.....	Kings.....				
Montague.....	Kings.....				
Pinette.....	Queens.....				
Poit Hill.....	Prince.....				
St. Peters.....	Kings.....				
Souris.....	Kings.....				
Summerside.....	Prince.....	M. L. Bradshaw.....	4	5	3 50
Tignish.....	Prince.....				
			4	14	6 20

BRITISH COLUMBIA

Aboucet.....	Vancouver.....				
Clayoquot.....	Comox-Atlin.....				
Hesquiat.....	Comox-Atlin.....				
Kyoquot.....	Comox-Atlin.....				
Masset.....	Comox-Atlin.....				
New Westminster.....	New-Westminster..	Perry P. Peele.....	8	9	6 70
Prince Rupert.....	Atlin.....	J. R. Elfert.....	317	347	262 60
Tofino.....	Comox-Atlin.....				
Ucluellet.....	Nanaimo.....				
Vancouver.....	New Westminster..	J. B. Campbell.....	6,082	5,815	4,667 50
Victoria.....	Victoria.....	Geo. Kirkendale.....	1,586	1,466	1,234 80
			7,993	7,637	6,171 60

RECAPITULATION

Province	Seamen shipped	Seamen discharged	Amount
			\$ cts.
Quebec.....	10,439	9,646	8,322 60
New Brunswick.....	1,840	1,382	1,334 60
Nova Scotia.....	7,863	7,184	6,345 50
Prince Edward Island.....	2	14	6 20
British Columbia.....	7,993	7,637	6,171 60
	28,137	25,863	22,180 50

LIVE STOCK SHIPMENTS

LIST of Live Stock shipped to ports in Great Britain and Russia during the Year 1927

HALIFAX

Months	Sheep	Cattle	Horses	Swine
January.....		1,079		
February.....		1,129		
March.....		1,428		
		3,636		

QUEBEC

August.....		1	1,018	2
September.....			1,057	
November.....			735	
		1	2,810	2

MONTREAL

October.....			3	
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ST. JOHN

January.....		855		
February.....		1,097		
March.....		1,560		
April.....		102		
December.....			1	
		3,524	1	

HYDROGRAPHIC SURVEY

REPORT OF CAPTAIN F. ANDERSON, M.E.I.C., CHIEF HYDROGRAPHER

At the request of the Department of National Revenue they were loaned the C.G.S. *Bayfield* which they commissioned and operated in the Preventive Service.

The following gives the general disposition:—

ATLANTIC COAST AND GREAT LAKES DIVISION

Gulf of St. Lawrence.—C.G.S. *Acadia*, under the command of Mr. J. U. Beauchemin.

Bay of Fundy.—C.G.S. *Cartier*, under the command of Mr. Georges A. Bachand.

Lake St. Clair.—Launch *Boulton*, under Mr. Edouard Ghysene.

PACIFIC COAST DIVISION

C.G.S. *Lillooet*, under the command of Mr. H. D. Pariseau and the *Somass* in charge of Commander J. H. Knight, R.N.

HEADQUARTERS

Automatic Gauge Division, from Quebec to Port Arthur, in charge of Mr. Charles A. Price.

Chart Preparation, Engraving and Printing, in charge of Mr. Gordon L. Crichton.

Chart Distribution, in charge of Mr. Charles McGreevy.

GULF OF SAINT LAWRENCE (NORTH SHORE)

Operations off this coast were carried out from the C.G.S. *Acadia*, a vessel of some thousand tons displacement, built especially to meet hydrographic surveying requirements, and which was fitted out at Halifax and placed in commission about the end of May. This party was under the command of Mr. J. U. Beauchemin, assisted by Messrs. H. L. Leadman, M. A. MacKinnon and F. C. G. Smith.

The first week of June was spent at the Mingan islands checking up clearing marks, range lights, and examining shoals.

The main work of the season, from June 9 to September 22, was occupied in carrying on operations from Shel Drake river to Seven islands.

Triangulation.—Four Canadian Geodetic stations located in this district were used to good advantage; besides the above four main stations were built and fixed by ship station triangulation. The secondary stations used for marking the shore-line and boat-sounding were located by 40-foot pole traverse which proved to be very accurate and expedient.

Sounding.—Owing to the unevenness of the bottom, boat sounding lines about one cable apart were carried out to an average depth of 12 fathoms, the ship-sounding extending off-shore about 15 miles to a depth of 100 fathoms. All shoals were carefully examined and off-shore banks sounded closely from the ship.

On September 22 the ship proceeded to Mutton bay where a week was spent triangulating and sounding the harbour and approaches thereto. The above area was closely sounded and a range of day beacons erected marking the channel leading from Dykes island into the harbour which will prove of great assistance to vessels calling at this place.

During the season the ship called at Ellis bay, Anticosti island, locating lights and other improvements in the harbour that the chart might be posted to date.

Weather.—During the season twenty-seven per cent of the time was entirely lost through weather unsuitable for surveying purposes, in addition to which, the time lost for coaling, left about sixty days on which it was possible to carry out surveying operations.

On October 1 the ship arrived at Pictou, N.S., the survey staff returned to Ottawa and the *Acadia* was handed over to the Dominion Fisheries Commission for a special cruise in connection with the Maritime Fisheries inquiry, which terminated November 15, when the ship was laid up at Halifax for the winter.

Season's Work.—During the season the following work was carried out: Ship-sounding, 1,145 miles; boat-sounding, 647 miles; coast-lining, 180 miles; area sounded, over 570 square miles.

BAY OF FUNDY

Operations in this locality were carried out with the C.G.S. *Cartier*, a vessel of some 900 tons displacement built especially for this service. The ship was fitted out at Halifax and commissioned on May 20.

This survey was under the command of Mr. Georges A. Bachand, assisted by Messrs. Norman Wilson and Reginald W. Bent, the latter, however, owing to illness was unable to join the ship.

The season was chiefly occupied in surveying operations off the approach to Saint John harbour, covering an area of 500 square miles.

As a result of the season's operations a much needed chart of the approaches to Saint John on a scale of one inch to one nautical mile will be issued.

This chart extends seven miles eastward of Saint John to cape Spence and twenty-three miles to the westward to pointe Lepreau. The last survey of this locality was carried out many years ago; the chart is of small scale and quite useless for the present needs of navigation.

The *Cartier* was laid up at Halifax early in October, the survey party returning to Ottawa.

LAKE ST. CLAIR

The survey of this lake was under the direction of Mr. Edouard Ghysene, assisted by Mr. John L. Foreman, using the *Boulton*, a 45-foot sea-going gasoline launch.

Early in May Mr. Ghysene proceeded to Outarde bay, St. Lawrence river, for the purpose of relocating three sets of beacons and placing six can buoys marking the channel, also at Manicougan bay a little to the eastward of the above, two sets of temporary ranges were erected and buoys placed to mark the best water leading into the wharf of the Ontario Paper Company.

The main season's work consisted in a resurvey of the Canadian shores of lake St. Clair, Ontario, which was started about the middle of June. It was found unnecessary to carry out a new triangulation, the old United States Lake Survey triangulation points being used whenever they could be definitely located. The south and east coasts of the lake were resurveyed and sounded from one mile west of the Puce river, joining up with the United States Lake Survey of 1919 and carried well past the mouth of the Thames river. A survey on a large scale of the approaches to Belle river was carried out.

The survey was closed for the season on October 1st; the launch was hauled out and placed in winter quarters.

Season's Work.—A summary of the season's work shows that the following was accomplished:—Boat-sounding 118 miles; Launch-sounding 450 miles; Area sounded 85 square miles; Highways traversed 18 miles; Coast-line traversed 36 miles.

PACIFIC COAST

Operations on this coast were carried out with the C.G.S. *Lillooet*, a vessel of some 800 tons displacement and built especially for this service.

This division of the Hydrographic Service is under the direction of Mr. H. D. Pariseau, assisted by Commander J. H. Knight, R.N., and Messrs. L. R. Davies, W. K. Willis and R. H. Ettershank, the latter of which having received a temporary appointment to the staff last spring. The *Lillooet* was fitted out at Victoria and placed in commission about the end of May.

The early part of the season was occupied in surveying False creek, Burrard inlet, also several small surveys and sweepings in Vancouver harbour. In the latter part of June the ship proceeded to Quatsino sound where several old triangulation marks were reestablished that the provincial Government may connect them up with Canadian Geodetic positions in the Queen Charlotte strait.

While in this locality a rock in Verney bay, Rupert island was located, also a small survey in the vicinity of a cannery in Koprino harbour was carried out.

On July 1 the houseboat *Somass* was commissioned under Commander J. H. Knight, R.N., assisted by Mr. R. H. Ettershank, for service in Laredo inlet, which work was completed early in October. The main work of the season until September 20 consisted in surveying off the west coast of Aristazabal island and the western portion of the Gander islands group.

The latter part of the month was occupied in completing a survey of the entrance to False creek, Burrard inlet, and connecting up the outside triangulation with that of Vancouver harbour.

The *Lillooet* returned to Victoria on October 28 and proceeded to lay up for the winter.

As a result of the season's operations new charts of Prince Rupert harbour and Laredo sound and approaches will be issued.

AUTOMATIC GAUGES

This division of the Hydrographic Survey is under Mr. Charles A. Price, who has as his assistants Messrs. W. J. Miller, A. S. Matthewman, and H. P. Williams. During the past season forty-three automatic water gauges were operated on the Great lakes and St. Lawrence river between Quebec and Port Arthur, including two new gauges installed at Point Edward and Port Lambton in the St. Clair river and the reinstallation of a gauge at Couteau du lac in the St. Lawrence river which had not been in operation since 1925.

With the exception of two gauges on the Great Lakes at Gros Cap and Port Dalhousie, and four in the St. Lawrence river where the spring high water makes it impossible to operate them, records were obtained during the twelve months of the year, affording very satisfactory and valuable results, the importance of which increases each year for scientific and surveying purposes.

The standardization of gauge clocks, which was commenced in 1925, has been carried forward as planned, and there are now only two gauges with clocks which are not interchangeable, both of which will be completed in 1928.

Precise Water Transfers.—Special water-surface transfers for the purpose of checking and strengthening the net of precise levels by the Geodetic Survey of Canada in the vicinity of the Great lakes have given rather astonishing results of accuracy in the closure of various circuits which further justify the conclusion that differences in elevation can be determined by water-surface transfers to a higher degree of precision than by precise land levels. Another season of observations will be required to complete the computations, then a continuous yearly check will be available for the major points of reference.

Special graphs of outstanding storm effects and barometric seiches were prepared upon request, this data in many cases solving discrepancies in hydraulic problems and the reason for boats temporarily grounding in harbours where sufficient draught is available during normal conditions.

Monthly Bulletin.—During the year the publication of the Monthly Bulletin of the water surface elevations of the Great Lakes and St. Lawrence river, inaugurated in 1925, was continued, there being an increasingly great demand therefor from engineers and scientific institutions all over Canada, and each issue has been republished by marine and engineering magazines and daily newspapers, due credit for the information obtained being given this Department in each instance.

This bulletin, issued just previous to the 10th of each month, gives the mean stage of water level for the preceding month as computed from hourly readings, and a comparison with past stages of importance for the same month in the preceding years as far back as records are available.

The demand for special data, computations, etc., in this connection is increasing rapidly. During the past year 22,064 sheets of prepared information were furnished to the public as compared with 122 sheets in 1918.

Attached are tables giving:—

- I. Monthly mean water surface elevations of the Great Lakes during 1927.
- II. Monthly mean water surface elevations of the St. Lawrence river during 1927.
- III. List of automatic gauges, and their locations, maintained in operation during the past year.

CHART CONSTRUCTION DIVISION

This division is under the direction of Mr. Gordon L. Crichton with Major F. Delaute as assistant in charge, and the following staff: Paul E. Parent, Alexander J. Pinet, Henri Melancon, and W. L. Andrew.

The work of this division is varied, comprising the compilation and engraving of new charts, computations in connection thereto, and the revision of existing charts. Following is a summary of the work accomplished during the year:—

New charts issued (engraved).....	10
New editions of existing charts.....	17
Number of chart editions corrected.....	53
Number of copies corrected.....	14,380
Number of corrections made.....	87,700
Number of corrections to copper-plates (small and large).....	420
Grain Statistical chart edition.....	1
Automatic Gauge Record chart edition.....	1

CHART DISTRIBUTION DIVISION

This division is in charge of Mr. Charles McGreevy and has been conducted with efficiency.

During the year 11,427 charts and 261 sailing directions were issued to the public.

MONTHLY MEAN WATER SURFACE ELEVATIONS OF THE "GREAT LAKES," BY AUTOMATIC GAUGE DIVISION, DURING 1927

	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Mean
	Feet	Feet	Feet	Feet	Feet	Feet	Feet	Feet	Feet	Feet	Feet	Feet	Feet
Lake Superior.....	601-31	601-19	601-19	601-34	601-80	602-23	602-60	602-63	602-55	602-51	602-30	602-07	601-98
Port Arthur.....	601-39	601-20	601-14	601-35	601-79	602-21	602-61	602-69	602-61	602-59	602-41	602-25	602-02
Michipicoten H.....	600-73	600-49	600-53	600-82	601-28	601-67	602-15	602-23	602-09	602-11	601-90	601-70	601-48
St. Mary's River.....	581-17	581-55	581-13	580-38	580-75	580-91	581-00	581-06	580-89	580-72	580-77	581-11	580-94
Below Lock.....	578-17	578-16	578-32	578-61	578-96	579-37	579-47	579-41	579-13	579-08	578-85	578-87	578-87
Lake Huron.....	578-23	578-28	578-44	578-72	579-08	579-42	579-56	579-48	579-21	579-16	578-95	578-96	578-96
Collingwood.....	572-62	572-16	572-93	573-95	574-24	574-54	574-69	574-54	574-14	573-97	573-63	573-79	573-77
Detroit River.....	572-36	571-99	572-51	573-39	573-58	573-91	574-06	573-90	573-54	573-27	572-92	573-24	573-22
LaSalle.....	570-93	570-72	570-88	571-44	571-77	572-01	571-97	571-79	571-49	571-14	570-97	571-62	571-39
Port Stanley.....	571-06	570-76	570-92	571-39	571-77	572-04	571-97	571-78	571-52	571-21	571-11	571-98	571-46
Port Colborne 2.....	570-95	570-65	570-82	571-34	571-73	572-01	572-00	571-79	571-53	571-19	571-04	571-86	571-41
Port Colborne 1.....	245-12	245-15	245-63	245-85	245-86	246-03	245-97	245-64	245-18	244-86	244-75	245-56	245-47
Kingston.....	245-09	245-21	245-64	245-88	245-89	246-02	245-94	245-64	245-20	244-92	244-79	245-54	245-48
Toronto "A".....	.....	.....	.....	245-93	245-96	246-06	245-95	245-63	245-19	244-88	244-76	.....	.....
Port Dalhousie.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Note.—"A"—Records taken by Toronto Harbour Commission, and referred to harbour datum as 244.79 feet above M. S. level. Elevations are in feet above mean sea-level and are referred to United States Lake Survey levels of 1903 adjustment.

MONTHLY MEAN WATER SURFACE ELEVATIONS OF THE "ST. LAWRENCE RIVER," BY AUTOMATIC GAUGE DIVISION, DURING 1927

	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Mean
St. Lawrence River.....	244-25	244-27	244-72	244-96	244-95	245-13	245-02	244-74	244-32	244-02	243-96	244-73	244-59
Upper Lock 27.....	242-58	242-11	242-94	243-55	243-66	243-88	243-70	243-02	243-08	242-68	242-59	243-33	243-14
Lower Lock 25.....	226-54	225-70	227-26	228-27	228-29	228-58	228-41	228-02	227-37	226-88	226-80	228-00	227-51
Lower Lock 24.....	223-23	222-50	223-79	224-72	224-76	225-05	224-41	224-03	224-03	223-63	223-51	224-49	224-11
Lower Lock 23.....	212-51	211-50	212-52	213-21	213-25	213-46	213-27	212-90	212-32	211-90	211-86	212-93	212-64
Upper Lock 21.....	200-18	199-38	200-50	201-09	201-07	201-13	200-96	200-67	200-16	199-84	199-83	200-71	200-46
Cornwall.....	159-00	160-49	156-67	153-13	153-22	153-22	153-12	152-90	152-56	152-44	152-76	153-40	154-41
Summertown.....	152-38	151-65	152-36	151-97	152-09	152-09	152-01	151-82	151-52	151-34	151-62	152-19	151-92
Coteau landing.....	151-80	151-11	151-69	151-69	151-72	151-72	151-57	151-39	151-22	151-17	151-50	152-08	151-56
Coteau du Lac.....	.....	.....	.....	.....	.....	134-27	134-09	133-96	133-44	133-30	133-67	134-24	.....
Cedars.....	95-44	94-91	95-57	95-64	95-65	95-68	95-62	95-45	95-19	95-16	95-36	95-75	95-45
Cascades Pointe.....	70-24	70-40	70-33	69-38	69-55	69-64	69-18	68-72	67-89	67-77	68-92	69-63	69-30
Upper Ste. Annes.....	71-43	71-09	72-50	72-74	73-09	73-31	72-62	72-13	70-97	71-14	72-61	72-68	72-19
Pointe Claire.....	69-31	68-41	69-15	69-18	69-32	69-44	68-98	68-50	67-66	67-51	68-68	69-40	68-80
Upper Lock 5.....	67-98	66-98	67-95	68-22	68-29	68-42	67-88	67-37	66-51	66-38	67-59	68-22	67-65
Montreal (Lock 1).....	35-96	31-65	34-15	34-15	22-38	22-38	21-63	20-87	19-49	19-48	22-20	23-05	24-83
Longue Pointe.....	27-55	26-31	28-62	22-25	20-95	20-93	20-17	19-44	18-06	18-14	20-95	21-43	22-07
Varennes.....	25-54	24-08	26-63	20-84	19-59	19-43	18-71	17-93	16-52	16-62	19-75	20-22	20-49
Lanoraie.....	20-18	19-42	22-22	17-59	16-85	16-52	15-81	15-01	13-77	13-91	17-36	17-43	17-17
Sorel.....	16-14	16-18	18-58	16-65	16-30	15-96	15-31	14-52	13-35	13-52	16-93	16-97	15-87
Range Light No. 2.....	.....	.....	.....	.....	15-89	15-50	14-77	13-85	12-67	12-98	.....	.....	.....
Three Rivers.....	12-06	12-06	14-50	14-27	14-35	13-92	13-19	12-19	11-01	11-46	15-13	14-68	13-24
Batiscan.....	.....	.....	.....	.....	11-41	10-97	10-36	9-52	8-62	9-08	.....	.....	.....
Cap a la Roche.....	.....	.....	.....	.....	8-75	8-24	7-75	7-06	6-29	.....	.....	.....	.....
Neuville.....	.....	.....	.....	.....	3-52	3-24	2-84	2-60	2-15	.....	.....	.....	.....

NOTE.—Prescott to Cornwall inclusive. Elevations are in feet above Mean Sea Level and are referred to the United States Lake Survey levels of 1903 adjustment. Summertown to Upper Lock 5 inclusive. Elevations are in feet above Mean Sea Level and are referred to the Department of Public Works precise levels, instrumental values.
 Montreal Lock 1 to Neuville inclusive. Elevations are in feet above Mean Sea Level and are referred to the Department of Public Works precise levels of 1915 adjustment.

During 1927 automatic gauges were maintained at forty-three locations on the Great lakes and the St. Lawrence river, as follows:—

A.—Port Arthur.....	Lake Superior.....	Jan.	1-Dec.	31
A.—Michipicoten harbour.....	".....	"	1-	" 31
A.—Gros Cap.....	".....	May	13-Oct.	31
A.—Soo (above lock).....	St. Mary's river.....	Jan.	1-Dec.	31
A.—Soo (below lock).....	".....	"	1-	" 31
A.—Thessalon.....	Georgian bay.....	"	1-	" 31
A.—Collingwood.....	".....	"	1-	" 31
A.—Goderich.....	Lake Huron.....	"	1-	" 31
A.—Point Edward.....	St. Clair river.....	June	24-	" 31
A.—Port Lambton.....	".....	July	1-	" 31
A.—Tecumseh.....	Detroit river.....	Jan.	1-	" 31
A.—La Salle.....	".....	"	1-	" 31
A.—Port Stanley.....	Lake Erie.....	"	1-	" 31
A.—Port Colborne No. 2.....	".....	"	1-	" 31
A.—Port Colborne No. 1.....	".....	"	1-	" 31
A.—Port Dalhousie.....	Lake Ontario.....	April	1-	" 17
A.—Toronto (by Harbour Commission).....	".....	Jan.	1-	" 31
A.—Kingston.....	".....	"	1-	" 31
A.—Prescott.....	St. Lawrence river.....	"	1-	" 31
A.—Upper lock 27.....	".....	"	1-	" 31
A.—Lower lock 25.....	".....	"	1-	" 31
A.—Upper lock 24.....	".....	"	1-	" 31
B.—Lower lock 23.....	".....	"	1-	" 31
B.—Upper lock 21.....	".....	"	1-	" 31
B.—Cornwall.....	".....	"	1-	" 31
B.—Summertown.....	Lake St. Francis.....	"	1-	" 31
A.—Coteau landing.....	".....	"	1-	" 31
B.—Coteau du lac.....	St. Lawrence river.....	May	13-	" 31
B.—Cedars (P.P.P.).....	".....	Jan.	1-	" 31
B.—Cascades point.....	".....	"	1-	" 31
B.—Ste. Anne (above lock).....	Lake of Two Mountains.....	"	1-	" 31
A.—Pointe Claire.....	Lake St. Louis.....	"	1-	" 31
A.—Upper Lock 5.....	".....	"	1-	" 31
A.—Montreal (lower lock 1).....	St. Lawrence river.....	April	27-Nov.	18
(Harbour Commission registering gauge balance of the year.)	".....			
A.—Longue Pointe.....	".....	Jan.	1-Dec.	1
A.—Varenes.....	".....	April	25-Nov.	16
(Staff gauge readings 9 a.m. and 3 p.m., balance of the year.)	".....			
A.—Lanorie.....	".....	April	20-Nov.	15
(Staff gauge readings 9 a.m. and 3 p.m., balance of the year.)	".....			
A.—Sorel.....	".....	Jan.	1-Dec.	31
A.—Range Light No. 2.....	Lake St. Peter.....	April	22-Nov.	4
C.—Three Rivers.....	St. Lawrence river.....	Jan.	1-Dec.	31
C.—Batiscan.....	".....	April	21-Nov.	16
C.—Cap à la Roche.....	".....	"	22-Sept.	29
C.—Neville.....	".....	May	2-Nov.	15

NOTE.—

"A" Denotes a Haskell self-registering graphic gauge; hourly readings, daily means, and monthly means compiled.

"B" Denotes a Gurley printing register; half-hourly readings, daily means, and monthly means compiled.

"C" Denotes a Haskell self-registering graphic gauge; half-hourly readings, daily means, monthly means, time and elevation of high and low waters compiled.

TIDAL AND CURRENT SURVEY

REPORT OF CAPTAIN F. ANDERSON, M.E.I.C., CHIEF HYDROGRAPHER

In general terms, the work of the Tidal and Current Survey comprises the maintenance of principal tidal stations in Eastern Canada and on the Pacific coast; further investigation of tides and currents during the summer months; the reduction of observations to make the results of practical use; and the publication of tide tables, current tables and reports containing other tidal information.

Eleven principal tidal stations were kept in continuous operation during the past fiscal year—six on the Atlantic coast and five on the Pacific coast, as follows:—

Atlantic Coast—

Quebec, P.Q.
 Father Point, Rimouski, P.Q.
 Point Peter, Gaspé, P.Q.
 Charlottetown, P.E.I.
 St. John, N.B.
 Halifax, N.S.

Pacific Coast—

Vancouver, B.C.
 Caulfields, B.C.
 Prince Rupert, B.C.
 Victoria, V.I., B.C.
 Clayoquot, V.I., B.C.

The records obtained from these stations were carefully checked and prepared for tabulation and comparison made with the secondary stations where found necessary.

During the summer all were inspected, the zeros of the gauges checked with permanent bench marks and the necessary repairs carried out.

SEASONAL TIDAL STATIONS

Atlantic Coast

As a necessary preliminary to the hydrographic survey of the Saint John river or any part of it as far as Fredericton, but also to obtain data previous to the power development near the head waters now under way, a series of tide gauges were operated during the summer of 1927, namely at Indiantown, Rothesay, Brown's Flats, Hampstead, Gagetown, Oromocto and Fredericton. By building the gauge at Rothesay in such a way that it could be kept in continuous operation throughout the winter, the department will be able to accede to the request urgently made by the "Shore Line Investigation Committee of the United States Coast and Geodetic Survey and Columbia University" for a year's tidal observations at this place.

A line of Geodetic levels had been run along the railroad near the river by the Geodetic Survey and in every case the zero on the tide scale was connected with the local Geodetic bench mark. In this way all records can be reduced to one datum plane and the slope of the river determined.

The tide gauge installed at Welshpool, Passamaquoddy bay, in 1926, has been kept in operation through co-operation with the Dexter P. Cooper Company. The records are received by this office and copies are made and forwarded to Mr. Cooper in return for his services attending the gauge. An extended period of observations is desired here because of the prospective tidal power development.

Pacific Coast

Two gauges were operated on the west coast of Vancouver island, one in Esperanza inlet and the other in Nootka sound to obtain information for the tide tables and to determine the datum planes for the hydrographic survey to be made.

At Squamish the gauge was again set up for a further season of records for the Geodetic Survey.

INVESTIGATION OF CURRENTS

Atlantic Coast

Sufficient observations for prediction of the turn of the tidal streams in the strait of Canso have been obtained, and tables are now published as a result. No new current work was undertaken in 1927, but it is proposed to carry out a similar investigation for the publication of current tables for the entrance to the Bras d'Or lakes, Nova Scotia, beginning this summer.

Pacific Coast

The time of the turn of the tidal streams in Percival Narrows at the entrance to Matheson channel was taken by an observer placed in camp, and the results of the investigation will be indicated on the charts and included in the tide tables.

TIDE TABLES

The annual tide tables were calculated and printed as usual. The 1928 distribution, the bulk of which was sent out previously to the beginning of the year, numbers 85,000 copies of the different editions combined. An innovation has been made in the preparation of the 1929 edition which will include tide tables for Boston and New York in the eastern publication, and those for Seattle and Port Townsend with the Pacific tables. These additions, it is thought, will add greatly to the usefulness of the tables to the larger shipping. The current tables of the strait of Canso, N.S., and for Turn Point, B.C., calculated by the harmonic method of prediction were also incorporated in the main edition for 1929, likewise such other information as was deduced from the work of the past year.

Additional abridged editions for distinct localities to fill the needs where the complete tables are unnecessary are also under preparation for the year 1929. These are entitled "Tide Tables for Charlottetown, P.E.I., Pictou, N.S., and Strait of Canso Slack Water Tables", on the Eastern coast; on the Pacific coast, "Tide Tables for Prince Rupert, B.C., with Tidal Differences for Northern British Columbia." The abridged pocket editions besides being more convenient for local use, are an economy in that they lessen the distribution of the larger complete tables. Below is the list of the tide table books as issued for 1928:—

Eastern Coast of Canada, unabridged.....	14,000
St. John, N.B., and Bay of Fundy.....	5,000
Quebec and Father Point.....	19,000
Port Nelson, Hudson Bay (a limited number of mimeograph copies is prepared each year).	
Pacific Coast of Canada, unabridged.....	35,000
Vancouver and Sand Heads.....	10,000
	85,000

Information on tidal matters has been furnished in answer to frequent requests from engineers in the Government Service and in private practice as well as other interested.

STAFF

The staff of this Division of the Hydrographic Service comprises five, exclusive of the outside tidal observers, who number six on the eastern and five on the west coast. In addition to the above, temporary observers are employed during the summer according to the requirements of the work undertaken.

Mr. H. W. Jones, B.Sc., M.E.I.C., Senior Tidal and Current Surveyor, supervises the work on the eastern coast, inspecting the tidal stations and arranging for necessary repairs, superintending current surveys and the erection of secondary stations, also the preparation and issue of the tide tables and the general office routine at headquarters.

Mr. S. C. Hayden, Senior Tidal and Current Surveyor, supervises the work on the Pacific coast, with headquarters at Vancouver. He inspects the tidal stations on that coast, arranges for the secondary stations, etc.

Mr. R. B. Lee, Junior Tidal and Current Surveyor, assists in the office work at headquarters as well as looking after the installation of special gauges when required.

Miss L. R. Brown, Clerk-Stenographer, attends to the correspondence and assists in the reduction of computations.

Miss E. Campbell was added temporarily to the staff late in the year to assist in the tabulation of records and to do other work as directed.

During the winter months the tidal records are checked and reductions made for analysis; seven sets of tide tables are calculated, including both coasts, and the manuscript prepared for printing. The observations obtained during the summer months are dealt with and special data worked out.

At the close of the fiscal year I have to express my appreciation of the efficient service rendered by the members of this staff.

PORT WARDEN'S REPORTS FOR THE YEAR ENDED DECEMBER 31, 1927

Reports were received from fourteen port wardens, eight from Nova Scotia port wardens, two from Quebec port wardens, and four from British Columbia port wardens.

The total amount of fees collected at the port of Montreal for the year ended December 31, 1927, amounted to \$18,793.76; at the port of Vancouver to \$16,798.50; at the port of Halifax to \$3,838; at the port of Quebec to \$2,077; at the port of Sydney, C.B., to \$1,141.50; and at the port of Victoria to \$1,288.

PORT OF MONTREAL

April 10.—Government steamer *Lady Grey* arrived in port, reported channel clear between Quebec and Montreal this being twenty-two days earlier than last year and same date as the year 1925.

April 12.—SS. *Lakefield* was the first departure, sailed coastwise, having wintered in this port.

April 12.—SS. *Gaspesia* first arrival from Quebec.

April 16.—Steamers *Kielhaven*, *Ootmarsum*, *Hans Gude* and *Blackheath* sailed for overseas with full grain cargoes having wintered in this port with cargo on board.

April 17.—SS. *Laval County* was the first arrival from overseas. Fifteen days earlier than 1926.

April 21.—SS. *Alchiba* first certificate issued to load full grain cargo, nineteen days earlier than 1926.

April 23.—T.S.S. *Montrose* first passenger overseas vessel arrived ten days earlier than 1926.

April 24.—SS. *Alchiba* loaded and sailed for overseas with first grain cargo. Twenty-one days earlier than 1926.

April 28.—T.S.S. *Melita* was the first passenger sailing for this season. Nine days earlier than 1926.

November 26.—T.S.S. *Letitia* for Glasgow sailed; the last of the passenger sailings for this season. One day earlier than last year.

December 1.—SS. *Rosalia* sailed for Italian ports, the last grain vessel to leave Montreal for overseas. Four days earlier than last season.

December 3.—SS. *Svartfond* arrived with full cargo of sugar, the last vessel to report inward at this office.

December 6.—SS. *Svartfond* sailed for British West Indies via Halifax and the ss. *Lakefield* cleared for St. John, Nfld. via Halifax the last sailings for this season and one day later than last year.

OVERSEAS VESSELS REPORTED

Vessels, 1,161; aggregate tonnage, 4,211,746 tons; an increase of 278 vessels and 818,228 tons as compared with the 1926 figures.

LOWER PORT VESSELS REPORTED

Vessels, 340; aggregate tonnage, 665,689 tons; an increase of 20 vessels and 78,213 tons, as compared with the 1926 figures.

Four hundred and eighty-seven (487) vessels cleared with full cargoes of grain for overseas, this in comparison with last year shows an increase of two hundred and eighteen and an increase of 156 over the record year of 1925.

Five hundred and ten liner vessels cleared with general cargo for overseas, an increase of thirty-seven over last year.

Overseas vessels with coal cargoes show a decided increase. One hundred and eighty-two as against ninety-four the record year of 1925. Last year owing to the U. K. coal strike there were only forty-two vessels with coal cargoes, an increase this year of 142.

Special reference may be made to the arrivals of 22 vessels with full cargoes of maize from Argentine ports.

EXPORTS OF GRAIN

Exports of grain for 1927 amounted to 185,067,087 bushels, an increase of 59,414,601 bushels, as compared with the 1926 export.

CASUALTIES BETWEEN MONTREAL AND QUEBEC

May 12.—SS. *Ikala* and ss. *Jas. McGee* collided in St. Antoine channel.

September 7.—SS. *Keyport* and ss. *Darnholma* collided near Three Rivers.

November 16.—SS. *Kamouraska* touched bottom near Buoy 152 M; slight damage.

November 21.—SS. *Songa* grounded near Batisean and refloated November 24. No apparent damage.

SHIP CHANNEL

The water in ship channel was considerably higher from July to close of navigation than in the past five years. Still a number of heavy draft vessels called at Quebec to complete loading or take on fuel.

SOREL SHIPYARD

REPORT OF FRED BRIDGES, SUPERINTENDENT

During the fiscal year ended March 31, 1928, the operations of the shipyard consisted chiefly in maintaining the fleet of the St. Lawrence Ship Channel Branch in good order, carrying out the necessary repairs and the building of new constructions.

Work was also done for dominion steamers, Maintenance of Lights Department, Signal Service, and Maintenance of Buoys Department.

New Construction.—Dredge No. 8 (*Beaujeu*) was converted to elevator dredge; work not completed.

Constructions Nos. 91 and 92.—Construction of two steel dumping sand scows; work not completed.

Construction No. 87.—Steel tug to replace tug *James Howden*; work completed.

Construction No. 95.—Steel tug to replace tug *Frontenac*; work not completed.

Construction No. 96.—New wooden scow; not completed.

Construction No. 97.—New wooden scow; work not completed.

Constructions Nos. 98 and 99.—New elevator dredges; preliminary office work started.

Constructions Nos. 100 and 101.—Two Scotch Marine boilers; not completed.

Repairs to Dominion Steamers, etc.—Various repairs were made to the Government steamers *Acetylene*, *Argenteuil*, *Berthier*, *Emilia*, *Shamrock*, and *Vercheres*; also to tugs *Becancour*, *Carmelia*, *Contrecoeur*, *Deschaillons*, *Detector*, *James Howden*, *Hercule*, *Lavaltrie*, *Laviolette*, and *Varennes*; also to dredges, dumping scows, etc.

Buildings and Wharves.—Shipyard buildings and wharves were kept in good condition, and necessary repairs made.

Sheerlegs and Hauling Ways.—Necessary repairs were made to the 140-ton sheerlegs and hauling ways.

General.—The force employed during the fiscal year varied from a minimum of 675 at January 23, 1928, to a maximum of 682 at October 10, 1927, an average of 679.

The total amount expended for shipyard operations during the fiscal year 1927-28 was \$1,284,220.49.

REPORT OF A. R. TIBBITS, SUPERVISOR OF HARBOUR COMMISSIONS, PUBLIC HARBOURS, AND HARBOUR MASTERS

The heading of my report embraces the two forms of harbour administration by which all the public harbours of Canada, except those on the canal system, are controlled.

The larger harbours are all under the commission form of administration, the commission for each harbour being created by a special Act of Parliament, which provides for the appointment of Commissioners and defines their functions and powers. The same form of administration, also, has been adopted for some of the smaller, but active and ambitious harbours. With the exception before noted, the balance of the public harbours, so far as navigation, the movements of vessels, their mooring or anchoring and the manner of taking on or discharging cargo or ballast is concerned, are supervised in each harbour by an officer known as the harbour master, appointed by the Governor in Council under the provisions of the Canada Shipping Act (Part XII), whose activities are under the direction of the department at headquarters here, and whose duty it is to enforce the regulations provided for the government and control of all public harbours. The department's work in connection with these two forms of harbour administration is executed in my branch.

HARBOUR COMMISSIONS

During the year with which this report will deal, the work of the branch has been considerably increased by the creation of new harbour commissions, entailing a large amount of additional work in the supervision of the organization of the commissions for secretarial and accounting work, as all the powers of the commissions must be exercised by means of bylaws, which must be confirmed by the Governor in Council after approval in the department; and all their receipts and expenditures, both on capital and revenue accounts, must be reported monthly to the department on standard forms of the department's design, where they are checked and filed for reference. The work of instructing

the new staffs in properly recording and preparing the information for these reports, and the examination and criticism of bylaws submitted for confirmation to assure that they finally reach a form that conforms to the fixed policy of the Government and to the powers conferred on the commissions by the terms of their respective Acts of incorporation, entails a large amount of correspondence, and considerable travel, for inspection purposes, to the offices of the different harbour commissions, which now number six of major importance, viz.—Halifax, Saint John, Quebec, Montreal, Toronto and Vancouver; while active and increasingly important commissions are in existence at the ports of Chicoutimi and Three Rivers, Quebec, Hamilton, Ontario; and New Westminster and North Fraser in British Columbia. Other commissions whose influence does not extend much outside their local communities exist at Belleville and Trenton, Ontario, and Winnipeg (Red River), Manitoba.

Summarized details of the reports submitted by the larger of these harbour commissions—which reports it should be noted cover the calendar year 1927 and not the Government fiscal year of 1927-28, as the other details of this report do—will as usual be found under their own headings in another section of this publication.

There have been no changes in the personnel of the established commissions since my last report was made; but the personnel was appointed for the harbour commission created in 1926 to administer the harbour of Chicoutimi, P.Q., which my last report referred to but at which time there had been no appointments made. This commission is now established, as follows:—

Chicoutimi, P.Q., Harbour Commissioners.—President, Vincent Dubuc. Commissioners, Adjutor Bouliane, Adelard Tremblay. (Appointed by Order in Council of the 24th June, 1927.)

In addition, effect was given to the Saint John Harbour Commissioners' Act, chapter 57 of the statutes of 1927; and to the Halifax Harbour Commissioners' Act, chapter 58 of the statutes of 1927; by the appointment of the personnel to constitute the commissions provided for by these Acts, as follows:—

Saint John Harbour Commission.—President: Hon. Walter E. Foster. Commissioners: William E. Scully, Lt.-Col. Alexander McMillan. (Appointed by Order in Council of June 30, 1927.)

Halifax Harbour Commission.—President: Peter R. Jack. Commissioners: John Murphy, Charles W. Ackhurst. (Appointed by Order in Council of January 11, 1928.)

GENERAL

In analyzing the returns received from the larger harbour commissions, which indicate the volume of business being done by these harbours, there is noted a general tendency to an increase over the previous year, as shown by the larger number of vessels, with an increased total tonnage, which entered the harbours during the year, and by the consequent increase in the revenue receipts of the harbour. There was a small decrease in the revenue of the Vancouver Harbour Commissioners, due probably to the commissioners having discontinued the operation of their grain elevators themselves, and leasing them to certain of the large grain interests, at an annual rental. Although the revenue from this source was not as large as when the commissioners operated the elevators themselves, there is a consequent reduction in the operation costs of the harbour; so that, although the revenue was not equal in volume to that of the previous year, the net result was more than satisfactory, as the saving in operation expenses was some \$14,000 more than the reduction in revenue.

The net result of the operations for the year, as shown by the balance sheets of each of the three commissions, at December 31, 1927, is as follows:—

—	Montreal	Quebec	Vancouver
Total revenue receipts.....	\$ 5,453,951	\$ 702,310	\$ 2,003,889
Administration and operation costs, including interest paid on funded indebtedness.....	5,335,452	631,539	1,718,606
Surplus.....	\$ 118,499	\$ 70,771	\$ 285,283

There was an increased activity in the building program of harbour developments, in each of the harbours receiving aid from the Government in the way of loans for the purpose; and a consequent increase in the amount of the debenture indebtedness to the Government and of the interest charges on same, which was satisfactorily met from the revenues of all the commissions with the exception of that of Quebec, where the harbour revenues were not sufficient to meet the payments due on the indebtedness of this commission to the Government.

The Chicoutimi Harbour Commission during this year adopted a scheme of development to provide increased facilities to accommodate the growing business of their harbour, and Parliament provided assistance for carrying on the work, by authorizing loans to the commissioners from the public treasury, not to exceed \$500,000, in a statute assented to April 14, 1927 (17 George V, chapter 46).

Legislation was passed also, reducing the limits of Chicoutimi harbour, by eliminating the area of Ha Ha bay, which included the harbour adjacent to Port Alfred (17 George V, chapter 47).

Also the limits of the harbour of Three Rivers were amended to eliminate that part of the harbour adjacent to cap Magdalene, from the jurisdiction of the Three Rivers Harbour Commissioners by statute (17 George V, chapter 70).

The port of Three Rivers, under the Three Rivers Harbour Commissioners, is making steady and satisfactory progress and the commissioners are undertaking an addition to the existing coal wharf which will largely increase the capacity of the port for coal handling. They propose to finance this project independently by obtaining authority from the Governor in Council to issue their own debentures to be sold to the public.

The port of New Westminster in British Columbia, under the New Westminster Harbour Commissioners, also obtained authority from the Governor in Council to issue debentures to the public for the sum of \$700,000, the issue being guaranteed both as to principal and interest by the Government, and the proceeds are to be used for the construction of a grain elevator in the harbour with an initial capacity of 750,000 bushels; and the elevator was expected to be able to take grain during the crop year 1927-28.

The North Fraser Harbour Commission, having jurisdiction over the North branch of the Fraser river from its mouth to the westerly boundary of New Westminster harbour, have shown increased activity, particularly in regulating the movements of steamers with tows of logs in the harbour, and have provided facilities for the mooring of rafts and booms of logs when adverse tidal conditions make this necessary. They have also enacted a new tariff of rates on cargo handled within the harbour.

The activities of the Chicoutimi Harbour Commission with regard to harbour development have been mentioned earlier in this report. The unusual industrial development in the territory adjacent to this port has made an

increased demand for shipping accommodations, and the new facilities to be provided by the commissioners, from present indications, will be used to capacity, and the energy and foresight of the Chicoutimi Harbour Commission in thus providing for anticipated business is to be commended.

The grain shipments for the year from Montreal, Quebec, and Vancouver, the three larger ports, also show the tendency to increased business, that at Montreal being particularly noticeable, where an increase of over sixty million bushels over the previous year's grain shipments was made, the larger part of the increase being due to greater shipments of American grain coming by the lake route through Montreal. This large increase in the volume of grain handled, of course led to a consequent increase in operation costs, but the total increase in the commissioners' revenue exceeded this by some two and a quarter times.

Following in tabular form will be found the usual comparative statistics showing the results of the various activities of the larger harbour commissions, with the exception of that administering Toronto harbour, in regard to revenue and capital receipts and expenditures, operation costs, interest on capital loaned by the Government and on similar loans made from the public, together with tables showing the number and tonnage of ocean vessels, tramps and liners, that made use of the different larger ports, and cargo returns with regard to grain shipments. It is to be noted again that these statistics cover the calendar year for the years given, the fiscal year of each of the harbour commissions closing December 31, as before stated.

The net financial results of the operations for the year, as shown by the balance sheets of the three older harbour commissions at December 31, 1927, are as follows:—

COMPARATIVE TABLE showing, respectively, Revenue and Capital Receipts and Expenditures; Total Funded Indebtedness; Interest Charges on same for the year; with the total of Grain Shipments in bushels; for the three major Harbour Commissions during the year 1927.

	Harbour Commissioners of Montreal	Quebec Harbour Commissioners	Vancouver Harbour Commissioners
Gross Revenue for year:—			
1926	\$4,632,599	\$678,882	\$2,193,670
1927	5,453,951	702,310	2,003,889
Increase	821,352	Increase 23,428	Decrease 189,781
Expended for operation costs, salaries of administration, etc.:—			
1926	\$2,601,929	\$549,272	\$1,193,007
1927	2,950,182	585,539	988,196
Increase	348,253	Increase 36,267	Decrease 204,811
Capital Expenditure for harbour improvements:—			
Loans received 1926	\$1,325,000	\$919,000	\$491,000
Loans received 1927	1,835,000	1,138,000	1,542,000
Interest paid on debentures:—			
1926—To Government	\$1,842,531	nil	\$681,245
To Public	nil	46,000	97,500
1927—To Government	\$1,916,004 44	nil	\$711,686
To Public	nil	46,000	97,500
Interest due Government for 1927 and not paid	nil	\$389,235 56	nil
Total debenture indebtedness:—			
To Government	\$47,710,000	\$10,515,800	\$15,352,900
To Public	nil	1,150,000	1,950,000

TABLE showing comparative grain shipments for the years 1926 and 1927 from the three major harbours, Montreal, Quebec and Vancouver.

—	Harbour Commissioners of Montreal	Quebec Harbour Commissioners	Vancouver Harbour Commissioners
Grain Shipments:—			
1926.....	134,591,240 Bus.	8,461,678 Bus.	43,207,244 Bus.
1927.....	195,247,914 "	9,773,370 "	42,006,874 "
	Increase 60,566,674 "	Increase 1,311,692 "	Decrease 1,200,370 "

There also follows, in tabular form, comparative statistics for the years 1926 and 1927, of the vessels which entered the three major ports referred to, as well as for the ports of Halifax and Saint John, which are now brought under the commission form of administration. The results of these tables show a similar condition to that with regard to the gross revenue receipts.

TABLE showing total number of ocean vessels, with their total registered tonnage using the five larger coastal harbours of Canada during the year 1927.

—	Number of Vessels	Tonnage
Montreal, P.Q.—		
1926.....	1,042	3,551,489
1927.....	1,231	4,252,325
	Increase..... 189	700,836
Quebec, P.Q.—		
1926.....	467	3,204,041
1927.....	449	3,445,338
	Decrease..... 18	Increase 241,297
Vancouver, B.C.—		
1926.....	1,071	3,698,066
1927.....	1,123	3,779,015
	Increase..... 52	80,949
Halifax, N.S.....	1,584	3,610,113
Saint John, N.B.....	427	1,222,813

It will be noted that, at the three harbours for which the statistics are comparative, there is an increase of tonnage over last year, although at Quebec there were eighteen less vessels entered but the average capacity was greater.

PUBLIC HARBOURS AND HARBOUR MASTERS

In this branch of harbour administration, there have been the usual changes during the year. Vacancies in the position have occurred through the resignation of the harbour master, and in a very few cases the incumbent has been removed by death. In addition to the 173 harbours previously proclaimed public harbours, one new harbour has been proclaimed—that of Squamish, B.C., where Mr. John Wilkinson was appointed harbour master.

The vacancies referred to were filled as follows:—

BRITISH COLUMBIA

Chemainus.—James Goldsmith appointed harbour master.

Port Alberni.—F. H. Vradenburgh appointed harbour master.

Prince Rupert.—Capt. Elfert appointed harbour master.

Squamish.—Proclaimed public harbour, John Wilkinson appointed harbour master.

NEW BRUNSWICK

Beaver Harbour.—Services of Elias Cross dispensed with. (Position temporarily vacant.)

Port Elgin.—J. A. Johnstone appointed harbour master.

St. Martins.—W. B. Bentley appointed harbour master.

NOVA SCOTIA

Canso.—Denis McNeary appointed harbour master.

Cape Negro.—Capt. Jas. E. Perry appointed harbour master.

Chester.—George Freda appointed harbour master March 10, 1927; resigned July 8, 1927.

Clementsport.—C. I. Stronach, resigned. (Position temporarily vacant.)

Country Harbour.—Marshall Dixon appointed harbour master.

L'Ardoise.—D. H. Sampson appointed harbour master.

Little Narrows.—M. Matheson, resigned. (Position temporarily vacant.)

Liverpool.—John Seldon appointed harbour master.

Parrsboro.—J. S. Henderson appointed acting harbour master.

Port Hawkesbury.—John Lamey died. (Position temporarily vacant.)

Queensport.—Allan Johnston, resigned. (Position temporarily vacant.)

Sheet Harbour.—Counsellor Henry Hall appointed harbour master.

Yarmouth.—Capt. G. L. Wetmore.

ONTARIO

Little Current.—F. B. Gray appointed harbour master.

Southampton.—W. H. Johnston died. (Position temporarily vacant.)

QUEBEC

Bonaventure.—Napoleon Bourdages appointed harbour master.

Chandler.—Napoleon Lefebvre appointed harbour master.

Malbaie.—Maurice Tapp appointed harbour master.

Matane.—Thomas McKinnon appointed harbour master.

St. Johns.—Francois Goyette appointed harbour master.

The following is a summary, by provinces, of the collection of harbour dues for the year 1927, with the amount of remuneration retained by harbour masters:—

SUMMARY of Harbour Dues for Year 1927

Province	Amount collected	Remuneration	Amount remitted to Department
Ontario.....	\$ 1,645 00	\$ 1,415 00	\$ 230 00
Quebec.....	1,614 00	1,439 00	175 00
Nova Scotia.....	6,615 00	5,818 50	*797 50
New Brunswick.....	565 50	565 50	
Prince Edward Island.....	272 50	272 50	
British Columbia.....	4,457 75	3,517 04	940 71
Total.....	\$ 15,169 75	\$ 13,027 54	\$ 2,143 21

*Halifax, N.S., over paid \$1.00 refunded to Harbour Master.

QUEBEC HARBOUR COMMISSIONERS' REPORT

INCREASED TRADE OF PORT

As stated in last year's report during 1926 imports showed an increase of 27 per cent and exports one of 42 per cent over the previous year.

During 1927 there has been a 10 per cent increase over 1926 both in imports and exports.

REVENUE

Revenue in 1927.....	\$ 702,310 01
Revenue in 1926.....	678,882 06
	<hr/>
Increase in 1927.....	\$ 23,427 95

OPERATING EXPENDITURES

Expenditure in 1927.....	\$ 631,539 73
Expenditure in 1926.....	595,272 89
	<hr/>
Increase in 1927.....	\$ 36,266 84

The surplus of revenue over expenditure in 1927 was \$70,770.28.

HARBOUR MASTER'S REPORT

March 24.—The ss. *Gaspesia* of the Clarke Steamship Company left port for the north shore. First departure of the season, for lower gulf ports.

March 30.—The ss. *Gaspesia* of the Clarke Steamship Company arrived from lower gulf ports, and north shore. First arrival of the season.

April 11.—The ss. *Gaspesia* of the Clarke Steamship Co. left at noon for Montreal, being the first departure for that port this season.

April 12.—The main ship channel, Montreal-Quebec practically clear of ice. Government boats placing the buoys. The lower St. Lawrence light-vessels left to take their respective positions for the coming season.

April 15.—The ss. *Gaspesia* of the Clarke Steamship Company arrived from Montreal, being the first arrival from that port this season.

April 22.—The ss. *Montrose* of the Canadian Pacific Ocean Service, arrived in port, from Liverpool, being the first Atlantic liner of the season.

November 26.—The ss. *Regina* of the White Star line, left at midnight for Liverpool. Being the last passenger liner to depart from this port this season.

December 1.—The ice begins to make in the river, and small ice floes have been noticed running down stream.

December 5.—The ss. *Bell* left port after bunkering for Halifax, being the last ocean steamer to depart from this port this season.

December 14.—The coasting fleet of steamers anchored and moored in the inner and outer Louise's basin for the winter months.

December 18.—The *Sable I.* of the Bras d'Or Bay Navigation Company, arrived from Ellis bay, Anticosti, being the last coasting arrival of the season.

The Canadian Pacific Ocean Service Company, in addition to their palatial fleet of trans-atlantic passenger carrying steamers, had this year on the Quebec-Southampton route the magnificent ss. *Empress of Australia*, with terminal at this port, with the other empresses, owned and navigated by the said company.

The White Star Dominion Line, also in addition to their fleet of palatial trans-atlantic liners had this year on the Liverpool-St. Lawrence route, the ss. *Calgaric* and the ss. *Albertic* calling at Quebec weekly, inward and outward from Montreal.

During the year 1927, two palatial passenger river boats, the ss. *Tadoussac*, and the ss. *St. Lawrence* have been built by the Davie Shipbuilding Co. at Lauzon, Que. Both vessels are equipped with all modern accommodations for carrying passengers on the river. The *Tadoussac* has a gross tonnage of 6,500 tons, and the *St. Lawrence* 6,327, thus making the total gross tonnage built this 12,728 tons.

CHIEF ENGINEER'S REPORT

Princess Louise Docks

Dredging.—Carrying out the policy of the commissioners to maintain a minimum draught of 35 feet at low water in the turning basin of the estuary of the St. Charles river, the commissioners' dredge No. 2 was placed in operation on May 19 and worked until September 3.

The quantity of material moved was 238,710 cubic yards or a daily average of 2,682 cubic yards.

For dredging the Customs House pond and Atkinsons wharf, a small 10-inch suction dredge was employed with very satisfactory results.

Shed No. 18.—On March 25 a fire destroyed shed No. 18 which was a wooden shed. The cause of the fire has not been discovered and the shed has not so far been reconstructed. Our independent fire system proved its value on that occasion, in the protection of surrounding wooden sheds.

Shed No. 29.—The work started in the fall of 1925 at the west section of this shed, consisting of replacing the pedestals, supporting the front row of columns, with a continuous reinforced concrete slab for a distance of 200 feet proved so satisfactory that two more sections of 200 feet were commenced in January, 1927, and completed in April.

Our experience so far has proven that these slabs improve the stability of the shed and overhead grain conveyors. A similar concrete slab will be constructed this winter in the remaining two sections of the shed.

Improved Railway Facilities.—The work done during the year consisted in changing the rail from 60- to 80-pound rails on the water side of sheds 25 and 26, pier No. 1, facing the river St. Lawrence; and also at the west end of our property from the Canadian National Railway diamond along the main line to connect with previously laid 80-pound rail.

Cold Storage.—Certain improvements were made at the cold storage plant to facilitate the handling of goods, the principal items being an overhead meat track in rooms Nos. 12 and 8a, and the addition of one beam scale and two automatic dial scales in the fish house.

General Improvements.—Works of minor importance carried out during the past year were as follows:—

The construction and placing in commission of three 40-foot freight gangways and one passenger gangway.

The addition of a public toilet room in the concourse of shed No. 28.

Raising and renewing foundation sills on the south side of shed No. 20.

A general painting of sheds Nos. 5, 6, 19, 20, 25, 26 and 27.

Renewing foundation sills for gantry rails.

The commissioners floating equipment was overhauled and the plant generally has been maintained in good working order.

The Cross-wall bridge was operated for the first time during the past season on April 2 and for the last time on December 11.

The water was retained in the Wet dock for the first time during 1927 on April 20 and for the last time on December 6.

Wolfe's Cove Terminals

Dredging.—The suction dredge *General Wolfe* started operation on May 24 and worked until August 21 preparing the ground for the cribs. The number of cubic yards of material dredged during that period amounted to 410,953 cubic yards which was deposited in the fill between the Canadian National Railways line and Champlain street and back of our rip-rap embankment.

Cribs.—The cribs have been built and sunk into position for a distance of 2,666 feet. The timber built into the cribs this year amounted to 11,362,252 feet b.m. of British Columbia fir. We still have on hand a quantity of 2,013,137 feet b.m. for work early next spring.

A quantity of 134,000 cubic yards of stone from Victoria cove and Chateau Richer quarries was put into the cribs during the season leaving a balance of about 36,000 cubic yards required to complete the filling of the cribs.

Steel anchor rods, 3 inches diameter, have been placed in main cribs Nos. 5, 6, 10, 14 and 18 which will be extended next spring to an anchorage back of the railway embankment.

Rip-Rap Embankment.—Last winter the rip-rap embankment for the approach to the quay wall was extended for a length of 300 feet from station 62-00 to station 65-00.

In order to provide dumping room for the dredge next summer we are building this winter a temporary cut-off with stone taken from Ottawa cove. This cut-off will extend from the railway embankment to anchor crib No. 12 at right angle to the line of the quay wall.

Generally speaking better progress was made this year as compared with previous years; however, it does not seem possible for the contractors to complete their work for the time stipulated in their contract.

WHARFINGER'S REPORT

The traffic at the St. Charles river docks and wharves was:—

LOWER PORT STEAMERS

Inwards.....	8,082 tons general cargo
“	2,492 tons wet pulp
Outwards.....	15,592 tons general cargo
“	1,246,078 f.b.m. lumber and timber
“	11,250 ties
“	72,700 bricks

QUEBEC-MONTREAL

Inwards.....	24,601 tons general cargo
Outwards.....	2,322 tons general cargo

The Canadian Import Company have 31,600 tons of coal stored on the space rented to them.

The Dominion Coal Company have 48,270 tons of coal stored on the space rented to them.

There are winter-stored on Louise docks lumber, laths, coal, etc.

There are stored in the different sheds spoolwood, salt, lumber, fertilizers, etc.

The docks are occupied during the winter months by vessels of various tonnage, where they find safe quarters until the opening of navigation.

MARINE AND FISHERIES

ELEVATOR SUPERINTENDENT'S REPORT

Grain Elevator No. 2

GRAIN RECEIVED

	Bushels	Bushels
In store at end of year 1926.....		1,664,339
Wheat.....	6,876,611	
Corn.....	910,039	
Oats.....	1,376,436	
Barley.....	99,372	
Rye.....	177,994	
Other grain.....	1,246	
Total.....		11,106,037

GRAIN DELIVERED

	Bushels	Bushels
By conveyers.....	7,557,653	
By cars.....	171,886	
By teams.....	158,750	
By bags.....	1,885,087	
		9,773,376
In store December 31, 1927.....		1,332,661

From the total of grain delivered 2,215,723 bushels were local deliveries.

TRAFFIC MANAGER'S REPORT

Loaded cars received.....	5,775	
Loaded cars forwarded.....	12,379	
		18,154
Empty cars received.....	11,457	
Empty cars forwarded.....	4,824	
		16,281
Total number of cars handled.....		34,435
Loaded passenger, mail and baggage cars handled.....		3,129
Total number of cars coal handled.....		7,454

COMMODITIES STORED IN COMMISSIONERS' COLD STORAGE WAREHOUSE DURING 1927

Apples.....	barrels and boxes	16,007
Other fruits.....	boxes	6,309
Vegetables.....	lbs.	1,415,252
Frozen and salted fish.....	lbs.	1,222,783
Meats.....	lbs.	1,312,654
Eggs.....	doz.	264,300
Frozen eggs.....	lbs.	88,900
Butter.....	lbs.	631,232
Groceries.....	lbs.	815,116
Small fruits (strawberries, etc.).....	lbs.	59,189
Oats.....	bus.	49,233

PORT OF QUEBEC—SUMMARY OF GROSS TONNAGE AND NUMBER OF VESSELS ARRIVED DURING 1927

	Vessels	Tonnage
Coasting vessels inward from sea.....	320	431,131
Coasting vessels from Montreal and Great Lakes.....	327	404,091
Ocean steamers inward from sea.....	449	3,445,338
Ocean steamers outward for sea via Montreal and Quebec.....	441	3,375,037
Totals.....	1,537	7,655,597

PORT OF QUEBEC (LEVIS)—SUMMARY OF NET TONNAGE AND NUMBER OF VESSELS ARRIVED DURING 1927

Vessels	Tonnage
67.....	157,332

COMPARISON OF IMPORTS AND EXPORTS 1926 AND 1927

	<i>Imports</i>	
	1926	1927
	tons	tons
Grain received.....	261,585	283,250
Coal.....	352,859	405,037
Fuel oil.....	125,433	110,048
Other cargo.....	125,734	148,841
	865,611	947,176
Increase in 1927: 81,565 tons.		
	1926	1927
	f.b.m.	f.b.m.
Lumber and timber.....	18,879,599	13,331,680
	<i>Exports</i>	
	1926	1927
	tons	tons
Grain delivered.....	253,850	293,201
Other cargo.....	102,389	106,286
	356,239	399,487
Increase in 1927: 43,248 tons.		
	1926	1927
	f.b.m.	f.b.m.
Lumber and timber.....	9,313,782	8,449,088
Cattle.....	933 head	
Horses.....	none	2,810 head

IMMIGRANTS

Landed in 1926: 63,785

Landed in 1927: 64,381

GENERAL

July 30, the ss. *Empress of Australia* of the Canadian Pacific Ocean Service, arrived in port from Southampton, with their Royal Highnesses, the Prince of Wales, and Prince George. The official landing took place at the King's wharf, which was magnificently decorated for the occasion. Right Honourable Stanley Baldwin, Prime Minister of Great Britain, and Mrs. Baldwin were included in the Royal party of visitors to this country.

September 7.—The Canadian Pacific liner ss. *Empress of Scotland* left port for Southampton, with their Royal Highnesses, the Prince of Wales, and Prince George, on their return to England, after visiting the most important cities of the Dominion.

VISITS OF WARSHIPS

July 20.—The French cruiser *Ville d'Ys* of the French navy arrived in port from Montreal on her annual visit to the St. Lawrence waters. Commander Antoine in command.

August 21.—The H.M.S. *Calcutta* flag ship of the West Indies, and North American waters Squadron, arrived in port. Admiral Sir Walter Cowans, Baronet, K.C.B., D.S.O., M.V.R. in command.

MONTREAL HARBOUR COMMISSIONERS' REPORT

PERSONNEL

The personnel of the Montreal harbour commission suffered a grave loss in the death of Mr. Emilien Daoust, February 23, 1928. Mr. Daoust was a harbour commissioner, 1922-1928.

PORT ACTIVITIES, 1927

The total business of the port in 1927 exceeded by a wide margin all previous records.

In 1926, the imports, exports, and domestic tonnage passing over the wharves amounted to 9,210,699 tons, a record total. In 1927, the total tonnage amounted to 11,921,173 tons.

Comparisons of the two years follow:—

	1926 tons	1927 tons
Imports.....	2,028,162	2,693,535
Exports.....	4,549,835	6,175,485
Domestic.....	2,632,702	3,052,153
Total.....	9,210,699	11,921,173

The bulk of the increase in imports was due to coal imports and in exports to grain exports, but apart from these there was a steady increase in a number of other commodities.

SHIPPING INCREASES

Ocean going ships numbered 1,610, net registered tonnage, 4,992,486 tons as compared with 1,421 ships, net registered tonnage 4,221,730 tons in 1926.

GRAIN EXPORTS

TOTAL GRAIN EXPORTS, 1923 TO 1927

1923.....	120,107,990 bushels
1924.....	165,139,399 "
1925.....	166,212,335 "
1926.....	135,897,882 "
1927.....	195,247,914 "

CANADIAN AND AMERICAN WHEAT EXPORTS, 1923 TO 1927

	Canadian wheat bush.	American wheat bush.	Total wheat bush.
1923.....	64,131,724	25,434,339	89,566,063
1924.....	71,114,269	46,817,002	117,931,271
1925.....	64,770,611	19,130,201	83,900,812
1926.....	67,328,382	24,443,352	91,771,734
1927.....	72,978,666	46,134,760	119,113,426

COAL IMPORTS

In this business the harbour set up three new records viz.: largest tonnage of British anthracite coal ever imported, largest tonnage of Nova Scotia coals ever brought up to Montreal, and largest total tonnage of all imports of coal.

Herewith are given statements of imports of British anthracite coal, and of total imports of coal for the years 1921 to 1927 (inclusive).

BRITISH ANTHRACITE

1921.....	5,163 tons
1922.....	177,630 "
1923.....	111,234 "
1924.....	219,327 "
1925.....	438,841 "
1926.....	British coal strike)
1927.....	683,090 tons

TOTAL IMPORTS OF COAL

1921.....	1,042,716 tons
1922.....	2,009,917 "
1923.....	1,660,009 "
1924.....	1,833,695 "
1925.....	1,697,143 "
1926.....	1,887,988 "
1927.....	2,448,477 "

GRAIN ELEVATOR SYSTEM

The total deliveries from Montreal elevators in 1927 (as already shown) amounted to 195,247,914 bushels, a world record for grain-shipment from a single port for any one year, in achieving this, new marks were set up as follows:—

- Largest total grain handlings ever achieved in a single year.
- Largest exports of wheat in any year.
- Greatest exports of American grain in any year.
- Greatest volume of water-borne grain unloaded at the elevators.
- Busiest grain shipping months in the history of the port.
- Greatest daily total receipts.
- Greatest daily total deliveries.
- Largest margin of supremacy over all competing ports.

NEW ELEVATOR CONSTRUCTION

Forming part of the program of new work covered by the new loan of \$12,000,000 authorization for which was granted by the government early in 1927, is the extension of 3,000,000 bushels capacity to Grain Elevator No. 3. Construction of this important addition to the grain handling facilities of the port was begun in the early summer of 1927, and was carried on throughout the year. It is expected that this new storage annex will be ready to receive grain during 1928, and will materially add to the working capacity of the port. The completion of this new house will increase the capacity of Elevator No. 3 to 5,000,000 bushels, and of the entire port to 15,162,000 bushels.

RECORD OF RECEIPTS AND DELIVERIES OF THE MONTREAL HARBOUR COMMISSIONERS' GRAIN ELEVATOR SYSTEM FOR 1927

ELEVATOR No. 1			
RECEIPTS		DELIVERIES	
Water.....	43,383,227 bush.	Conveyer.....	45,111,381 bush.
Rail.....	4,879,119 "	Cars.....	1,263,495 "
		Teams.....	555,364 "
		Bags.....	110 "
	48,262,346 "		46,930,350 "

First vessel unloaded April 26, 1927.
 Last vessel unloaded December 6, 1927.
 572 steamers..... } 591 vessels... 43,383,227 bush.
 19 barges..... }
 1,777 C.N.R. cars } 2,586 cars.... 4,879,119 "
 809 C.P.R. cars }
 48,262,346 "

ELEVATOR No. 2			
RECEIPTS		DELIVERIES	
Can. Grain.....	31,326,128 bush.	Can. Grain.....	30,081,616 bush.
Amer. Grain.....	16,936,213 "	Amer. Grain.....	16,835,663 "
Arg. Grain.....		Arg. Grain.....	13,071 "
	48,262,346 "		46,930,350 "

ELEVATOR No. 2			
RECEIPTS		DELIVERIES	
Water.....	45,968,850 bush.	Conveyer.....	56,222,352 bush.
Rail.....	12,828,409 "	Cars.....	2,495,179 "
		Teams.....	773,568 "
		Bags.....	1,346,966 "
	58,797,259 "		60,838,065 "

First vessel unloaded April 26, 1927.
 Last vessel unloaded December 16, 1927.
 647 steamers..... } 662 vessels... 45,968,850 bush.
 15 barges..... }
 2,295 C.N.R. cars } 6,794 cars.... 12,828,409 "
 4,499 C.P.R. cars }
 58,797,259 "

ELEVATOR No. 2			
RECEIPTS		DELIVERIES	
Can. grain.....	27,942,470 bush.	Can. grain.....	29,094,571 bush.
Amer. grain.....	30,381,257 "	Amer. grain.....	31,280,306 "
Arg. grain.....	473,532 "	Arg. grain.....	463,188 "
	58,797,259 "		60,838,065 "

MARINE AND FISHERIES

ELEVATOR No. 3			
RECEIPTS		DELIVERIES	
Water.....	33,069,130 bush.	Conveyer.....	38,085,257 bush.
Rail.....	7,247,640 "	Cars.....	1,600,908 "
		Teams.....	55,971 "
		Bags.....	
	<hr/>		<hr/>
	40,316,770 "		39,742,136 "
First vessel unloaded April 26, 1927.			
Last vessel unloaded November 28, 1927.			
433 steamers.....	} 449 vessels... 33,069,130 bush.		
13 barges.....			
964 C.N.R. cars	} 3,688 cars... 7,247,640 "		
2,724 C.P.R. cars			
	<hr/>		<hr/>
	40,316,770 "		
RECEIPTS		DELIVERIES	
Can. grain.....	15,886,174 bush.	Can. grain.....	15,937,656 bush.
Amer. grain.....	19,989,464 "	Amer. grain.....	20,441,730 "
Arg. grain.....	4,441,132 "	Arg. grain.....	3,362,750 "
	<hr/>		<hr/>
	40,316,770 "		39,742,136 "

ELEVATOR "B"			
RECEIPTS		DELIVERIES	
Water.....	36,649,829 bush.	Conveyer.....	46,567,180 bush.
Rail.....	10,261,106 "	Cars.....	747,727 "
		Teams.....	422,456 "
		Bags.....	
	<hr/>		<hr/>
	46,910,935 "		47,737,363 "
First vessel unloaded April 26, 1927.			
Last vessel unloaded December 6, 1927.			
516 steamers.....	} 544 vessels... 36,649,829 bush.		
28 barges.....			
5,657 C.N.R. cars	} 5,657 cars... 10,261,106 "		
	<hr/>		<hr/>
	46,910,935 "		
RECEIPTS		DELIVERIES	
Can. grain.....	23,142,301 bush.	Can. grain.....	23,483,599 bush.
Amer. grain.....	23,768,634 "	Amer. grain.....	24,123,764 "
Arg. grain.....		Arg. grain.....	130,000 "
	<hr/>		<hr/>
	46,910,935 "		47,737,363 "

SUMMARY OF GRAIN HANDLING—ELEVATORS 1, 2, 3, AND "B"

RECEIPTS		DELIVERIES	
Water.....	159,071,036 bush.	Conveyer.....	185,986,170 bush.
Rail.....	35,216,274 "	Cars.....	6,107,309 "
		Teams.....	1,807,359 "
		Bags.....	1,347,076 "
	<hr/>		<hr/>
	194,287,310 "		195,247,914 "
First vessel unloaded April 26, 1927.			
Last vessel unloaded December 16, 1927.			
2,168 steamers.....	} 2,246 vessels. 159,071,036 bush.		
78 barges.....			
10,693 C.N.R. cars	} 18,725 cars... 35,216,274 "		
8,032 C.P.R. cars			
	<hr/>		<hr/>
	194,287,310 "		
RECEIPTS		DELIVERIES	
Can. grain.....	98,297,073 bush.	Can. grain.....	98,597,442 bush.
Amer. grain.....	91,075,573 "	Amer. grain.....	92,681,463 "
Arg. grain.....	4,914,664 "	Arg. grain.....	3,969,009 "
	<hr/>		<hr/>
	194,287,310 "		195,247,914 "

Stock in elevators (at December 31, 1927) 7,378,949 bush.

GRAIN EXPORTS

COUNTRIES OF DESTINATION

Country	Wheat	Barley	Rye	Can. oats	Amer. oats	Buck-wheat	Corn
Algeria.....	254,279						
Belgium.....	13,719,848	1,586,438	1,223,854	703,303	946,123		
Denmark.....	750,848	289,904	1,621,176				137,143
Finland.....			144,000				
France.....	3,445,265		88,426	209,932	265,922		
Germany.....	13,980,904	13,057,541	19,281,639	406,834	1,741,883	26,457	
Great Britain.....	35,285,317	1,686,617	325,488	1,498,370	10,000		
Greece.....	3,365,816						
Holland.....	18,443,830	5,105,624	8,172,708	614,187	1,226,709		
Ireland.....	837,005	241,676			12,500		
Italy.....	19,621,054						
Jugo Slavia.....		338,875			49,000		
Malta.....	112,000						
Norway.....	926,922	390,404	3,047,047	58,704			
Portugal.....	1,414,208						
Sweden.....	1,405,714		696,585				
Tunis.....	100,000						
Union South Africa.....	356,274						
Unknown.....	4,208,416	50,000	481,004				
Total (bushels).....	118,227,726	22,747,079	35,081,927	3,491,380	4,252,137	26,457	137,143

NEW MONTREAL SOUTH SHORE BRIDGE

The program of completion of the various stages of this important work is being well adhered to, and it is confidently anticipated by the Commissioners that this new artery of traffic will be opened to the public within the time limit set for its completion.

ENGINEERING DEPARTMENT

The main items of construction and repair work carried out during the season of 1927 are the following:—

Wharves.—Continuation of shore wharf at sections 32-33. Continuation of Bickerdike pier construction. Back-filling of shore wharf at section 38. Construction of wharf and mole at section 100.

Buildings.—Annex to elevator No. 3.

Sewers.—Very short lengths on Bickerdike pier and at section 30.

Dredging.—Continuation of dredging operations in Bickerdike basin and its entrance channel. Dredging of chanel at sections 58-60. Maintenance dredging. Dredging in connection with new wharves: at Bickerdike pier, at sections 32-33, at section 99.

Electrical Work.—Additional power equipment for elevator No. 3. Transmission and service lines extension.

Paving.—Sections 20-21, high level roadway. Victor street ramp. Shed No. 16 ramp.

Railway Construction.—Construction and rearrangement of railway yard in vicinity of new bridge site. Track service at sections 31-32. Track service at sections 38-39. Extension of tracks at Victoria bridge; end of Alexandra pier, and at harbour yard.

COLD STORAGE WAREHOUSE

In 1927 important increases were recorded in many commodities, the most noteworthy being in the storage of nuts, of which more than 3,000,000 pounds was stored. Again, in the warm summer months, the warehouse stored large quantities of valuable furs. Decreases were experienced in the storage of cheese and butter, due to the shrinkage in the export of these commodities from Canada, a result of a dull European market.

At the end of the year the commissioners made an important concession in switching charges to customers of their warehouse. All switching charges on rail traffic from points outside the harbour to the commissioner's cold storage warehouse, and from the warehouse to points outside the harbour commissioners' territory, have been cancelled:—

The following are the quantities of the more important products stored during the year:—

Apples, barrels.....	17,720
Apples, boxes.....	30,797
Apples, evaporated, pounds.....	111,650
Butter, pounds.....	8,109,248
Cheese, pounds.....	36,268,370
Celery, crates.....	20,434
Canned goods, cases.....	4,399
Eggs, doz.....	1,468,020
Fish, pounds.....	1,238,498
Meat, pounds.....	3,993,866
Poultry, pounds.....	1,768,110
Onions, bags.....	7,454
Onions, crates.....	5,674
Hops, bales.....	5,047
Binder twine, pounds.....	307,350
Furs, pounds.....	97,775
Nuts, pounds.....	3,168,258

HARBOUR RAILWAY TERMINALS

The figures for car handlings at the sheds during the season of navigation evidence the increase in import, and the decrease in export rail traffic, the number of cars loaded having been 14,348 as compared with 12,317 in 1926; and the number of cars unloaded having been 24,141 as against 29,073 in the previous year.

With the completion of the extension to the locomotive shop, suitable accommodation was furnished for the housing of the nine electric locomotives. These locomotives were operated during the year with very satisfactory results, and, as in the case of the steam locomotives, the number in daily operation varied with the volume of traffic. The running record of the electric locomotives during 1927 shows that they were in operation during 10,788 hours, and covered during that time 33,249 miles in switching service.

An important, though temporary, rearrangement of tracks at sections 26-28, necessitated by the construction work of the Montreal south shore bridge, was carried out prior to the opening of navigation. In addition, new tracks were built to wharves at sections 31-32, and alongside new wharf at sections 38-39.

The total mileage of harbour railway tracks in 1927 was 67.44 miles or 356,092 lineal feet, the corresponding figure for 1926 was 65.19 miles, or 344,238 lineal feet.

The total number of cars handled by the commissioners during 1927 was 195,853; in 1926 the number was 205,481.

HARBOUR POLICE DEPARTMENT

During the season of navigation the harbour police force, consisting of chief, three captains, and sixty-five constables, maintained order within the harbour, protected life and property, and regulated the traffic on the wharves.

For the winter season the force consisted of four officers and twenty-six constables.

An automobile and two motor-cycles are attached to this department, and were in constant use during the year, 43,026 miles having been covered by these vehicles during 1927. A continuous patrol is maintained by means of this equipment from Windmill point to the Imperial Oil plant at Montreal east.

The police department rendered first aid in 30 cases of accidents on the waterfront.

During the year 76 arrests were made for various offences within the harbour, and, in addition, seven arrests were made for contravention of customs laws.

Eight thousand and eighty-one carters, loading at various places along the harbour, were checked by the traffic constables.

Five thousand two hundred and forty-eight taxicabs were checked and their numbers taken.

FINANCIAL

The income on revenue account for 1927 was \$5,453,951.56, as against \$4,632,599.92 for 1926, an increase of \$821,351.64.

The cost of operation, maintenance, interest, sinking funds, etc., in 1927 was \$5,335,452.69, as against \$4,892,953.88 for 1926; an increase of \$442,498.81; leaving a surplus on revenue account for the year 1927 of \$118,498.87.

NEW HARBOUR BY-LAWS

A harbour work of considerable importance which had been under way for some time was brought to fruition in 1927 with the issuance of a completely rewritten and revised set of harbour by-laws and tariffs, bearing the approval, as required by law, of the Governor in Council. By-laws of antiquated form, some of which dated from the era of sailing ships, were rewritten, and in their new form the by-laws which govern procedure and conduct within the precincts of the harbour of Montreal are easy to understand, and are thoroughly codified, notated, and indexed. The harbour tariffs which are also by-laws, and bear a number in the complete code, are included in the compact volume which is available for issuance to the public, but in addition, each tariff by-law, in pamphlet form, has been printed separately.

Increases have been made in the rates for switching cars on the harbour tracks. Before this step was taken, the commissioners gave serious study to every phase of this situation, and had conferences with the representatives of the Canadian National Railways and the Canadian Pacific Railway. The old switching rates, which were exceptionally moderate, and were everywhere recognized as the lowest in North America, were based on a "per car" basis, and were first established at a time when railway cars were very much smaller than the type of equipment in use to-day, when wages and operating costs were much lower than at the present time, and when the equipment of the harbour railway did not include standard 100 pound section, ballasted tracks, and an electrified system operated by electric locomotives, the provision of which has resulted in more efficient service to the railway companies, and a saving in wear and tear on rolling stock.

STAFF CHANGES

Important changes were made by the commissioners during 1927 in the executive structure, and the allocation of duties of the staff. For some years the executive duties were divided between the general manager and the secretary, but upon the retirement from active duty of the secretary, through failing health, the duties of general manager and secretary were combined. An assistant general manager and an assistant secretary were appointed, and the position of purchasing agent, made vacant through the promotion of the latter officer, was filled from the ranks of the staff. The commissioners feel that the present arrangement is an entirely satisfactory one.

SHIPPING, PORT OF MONTREAL, 1927

The season under review was very satisfactory. More ocean ships with a larger aggregate net registered tonnage than in any previous year, used the port.

Navigation opened earlier in the season than usual and closed later, very considerably later.

Practically all of the larger steamship companies trading to Montreal either launched new tonnage for the St. Lawrence service, or made arrangements for the construction of new vessels. As the years elapse, the gross tonnage of passenger vessels which sail from Montreal is growing, and in 1927 vessels of 19,000 gross tons came regularly to Montreal.

An important shipping transaction which took place during the season was the purchase of the White Star Line by the Royal Mail Steamships, Ltd., thus bringing this old established shipping company back under British control.

STATEMENT SHOWING THE NUMBER, NATIONALITIES, AND TONNAGE OF
SEA-GOING VESSELS THAT ARRIVED IN PORT DURING
THE SEASON OF 1927

	Ships	Net Regd. Tonnage
British.....	1,052	3,610,899
Norwegian.....	157	305,912
Italian.....	111	384,230
American.....	110	243,192
Dutch.....	72	182,277
Danish.....	39	64,748
Greek.....	19	52,851
French.....	16	41,617
Spanish.....	9	30,826
Jugo Slav.....	6	21,343
German.....	5	13,746
Swedish.....	5	7,287
Japanese.....	4	18,139
Mexican.....	2	6,473
Belgian.....	1	3,071
Portuguese.....	1	2,986
Finnish.....	1	2,889
	1,610	4,992,486

THREE RIVERS HARBOUR COMMISSIONERS' REPORT

PERSONNEL, 1927, COMMISSION

The personnel of the 1927 commission is the same as that of 1926, viz.: President and Chairman, Robert F. Grant; Commissioners, Joseph L. Fortin and Norman Labelle; Harbour Master, U. P. Bureau; and Secretary-Treasurer, Joseph J. Ryan.

PORT OF THREE RIVERS

Situated near lake St. Peter on north shore of St. Lawrence river at the junction of the St. Maurice and St. Lawrence rivers. Head of natural deep-water navigation of St. Lawrence river, and commands St. Maurice river territory, which has a superficial area of 17,000 square miles.

Population at last census in 1921, 35,000.

Principal industries, lumber, pulp, paper, cotton, machinery, footwear, gloves, caskets, biscuits, wearing apparel, etc.

Commercial centre of large agricultural district of 1,470,000 acres.

DEVELOPMENT OF PORT

The pulp and paper trade has undergone a remarkable expansion in recent years. Several large new mills have been constructed, and the ones already existing extended.

The district now manufactures 2,100 tons of newsprint and kraft paper a day, and is one of the great centres of the world's pulp and paper trade.

The electro-chemical industry at Shawinigan Falls of the Shawinigan Water and Power Company has been largely extended, and the Wabasso Cotton Company has developed into the largest cotton mill operating under one roof in the Dominion, while the Canadian Iron Foundries, Casket and Boot factories have appreciably increased their trade.

As a result the tonnage handled by the port has year by year shown a steady and rapid increase, in order to cope with increased outputs of raw materials, and finished products.

In view of these developments steps have been taken to enlarge the present harbour facilities, and plans have been drawn up and submitted to the authorities, providing for the additional accommodation of deep draught vessels in the harbour, and it is important that these extensions and improvements to the port should be completed as soon as possible, in order not to retard the expansion of the port and the district.

STATEMENT OF NUMBER AND TONNAGE OF STEAMERS AND OTHER VESSELS REPORTED "INWARD" AND "OUTWARD" AT THE PORT OF THREE RIVERS, QUE. FOR THE YEAR 1927

OCEAN TRAFFIC: VESSELS "INWARD"

Nationality	No.	Reg.	Ton.
English.....	61	165,	225
Canadian.....	32	93,	622
Norwegian.....	8	16,	829
Italian.....	7	27,	660
Danish.....	4	11,	282
Dutch.....	3	7,	646
German.....	1	2,	960
American.....	1	1,	434
	117	326,	658

OCEAN TRAFFIC: VESSELS "OUTWARD"

Cleared for	No.	Reg.	Ton.
Inland ports.....	41	114,	728
Sea ports.....	76	211,	930
	117	326,	658

UNITED STATES TRAFFIC

	No.	Reg.	Ton.
Canal boats and M/S....	154	68,	677

INLAND TRAFFIC

	No.	Reg.	Ton.
Steamboats, tugs and barges....	2,135	1,265,	671

RECAPITULATION

Ocean traffic.....	117	326,	658
United States traffic.....	154	68,	677
Inland traffic.....	2,135	1,265,	671
Grand total.....	2,406	1,661,	006

MERCHANDISE

"Inward"

OCEAN TRAFFIC

"Outward"

Lumber.....	9,807,974	ft. b. m.	Lumber.....	430,128	ft. b. m.
Pulpwood.....	56,928	cords	Newsprint paper.....	31,793	tons
Coals—			General cargo.....	794	"
(Bituminous).....	348,512	tons			
(Coke).....	15,873	"			
(Anthracite).....	3,267	"			
Sulphur.....	16,625	"			
Salteakes.....	14,517	"			
Pig iron.....	5,614	"			
Sugar.....	1,650	"			
Soapstone.....	280	"			
Salt.....	227	"			
Rails.....	207	"			
Salmon.....	24	"			
Machinery.....	11	"			
Rice.....	10	"			
Angle bars.....	6	"			
Spikes.....	3	"			
Wire boxes.....	3	"			

MARINE AND FISHERIES

"Inward"	MERCHANTISE— <i>Concluded</i>		"Outward"
	UNITED STATES TRAFFIC		
Coals—			
(Bituminous).....	53,626 tons	Lumber.....	3,554 ft. b.m.
(Anthracite).....	10,061 "	Newsprint paper.....	42,408 tons
Moulding sand.....	1,656 "	Pulp.....	11,256 "
		Sugar.....	1,650 "

INLAND TRAFFIC

Lumber.....	5,806,906 ft. b.m.	Lumber.....	1,868,084 ft. b.m.
Bricks.....	2,126,500 bricks	Laths.....	5,000 laths
Fuel oil.....	1,009,449 l. galls.	General cargo.....	11,364 tons
Laths.....	585,500 laths	Coal (Bituminous).....	5,521 "
Pulpwood.....	105,444 cords	Hay.....	98 "
Apples.....	2,500 bushels	Cast iron pipes.....	2 "
Potatoes.....	2,400 "	River sand.....	56,700 "
Cedar posts.....	2,070 posts		
Cord wood.....	798 cords		
General cargo.....	24,255 tons		
Coal (Anthracite).....	4,514 "		
Pig iron.....	4,405 "		
Hay.....	240 "		
Fish.....	2 "		

RECEIPTS

January 1, 1927: cash on hand.....	\$8,759 53		
Accounts receivable.....	9,960 21		
Harbour dues.....	\$42,980 23		
Tonnage dues.....	11,562 33		
Moorage dues.....	2,037 75		
Wharves rentals.....	4,850 00		
Sheds rentals.....	5,456 00		
Water lots rentals.....	1,025 05		
Sundries.....	512 20		
	68,423 56		
	\$87,143 30		

DISBURSEMENTS

Interest on debentures.....	\$12,375 00		
Maintenance and gen. rep....	5,878 50		
Salaries.....	9,000 00		
Office expenses.....	1,637 76		
Travelling expenses.....	442 92		
	\$29,334 18		
Cash from "Current Account" to			
"Surplus for Maintenance".....	40,000 00		
Accounts receivable.....	5,671 96		
Cash on hand, Dec. 31, 1927.....	12,137 16		
	\$87,143 30		

NEW WESTMINSTER, B.C., HARBOUR COMMISSIONERS' REPORT

PERSONNEL OF 1927 COMMISSION

The personnel of the 1927 commission is the same as that of the 1926 one, viz.: Chairman, F. J. Coulthard; Commissioners, Geo. Blakeley and C. A. Welsh.

The Consulting Engineer is W. G. Swan, C.E., M.E.I.C., and the Secretary and Harbour Master, W. B. English.

BUSINESS OF PORT IN 1927

Exports of lumber in 1927 totalled 212,000,000 feet b.m. valued at \$4,306,000, a slight increase of about 1,000,000 feet over last year's total.

This is approximately 29 per cent of the total quantity of lumber (exclusive of logs and bolts) exported by water from all British Columbia ports.

Exports of bar metal and ore concentrates amounted to 18,581 tons, value \$2,125,000; as against 41,327 tons, value \$5,132,000 exported in 1926.

The total value of deep sea exports in 1927 was \$6,447,000. In 1926 it was \$9,200,000.

Imports, 10,444 tons, approximate value \$300,000, show a slight falling off from 1926 when the imports totalled 12,221 tons, approximate value \$400,000.

SHIP CHANNEL

Reference was made in last year's report to certain improvement works, of a permanent nature, that the Government had arranged to carry out on the river in 1927. These works were all duly completed in a satisfactory manner and have resulted in an improved channel at the stretches where they were carried out.

In continuance of the Government's policy of steadily and consistently improving the channel of the river, provision has been made for further improvement works to be carried out during the current year, as follows:—

(1) Sapperton Bar—Construction of Dyke No. 1. The proposed work consists of constructing a "V"-shaped dyke, each leg 600 feet long, of which 500 feet is close piling and 100 feet at the outer end open piling, spaced 3' 6" centres, in two rows, zig-zagged.

(2) Steveston—Repairs and Extension of Woodward's Training Wall. Repairs will consist of raising the rock mound to its original level by dumping rock on same till the required elevation is reached.

(3) Steveston—Extension of North Jetty. It is proposed to extend this jetty approximately 5,000 feet, making the total length of this jetty about 26,000 feet.

Depth of Water.—As has been stated before, the natural depth of the Fraser river is approximately 30 feet at low water, but at certain stretches, not exceeding two or three miles altogether, there are shoaler places, and it is to these stretches that the Government is directing its attention at the present time, as above indicated, with the object of establishing a uniform depth throughout. At the present time the controlling depth from the entrance to the river to New Westminster, at the ordinary high tide (12-foot tide at Sandheads), remains at 28 feet, or at low water, 18 feet.

PORT DEVELOPMENT

Towards the end of the year under review and after lengthy negotiations, arrangements were finally completed in connection with financing of the commissioners' grain elevator, the Dominion Government having agreed to guarantee the authorized bond issue of \$700,000, both as to interest and principal. By this arrangement a considerable annual saving will be effected inasmuch as the rate of interest which the bonds will bear has been consequently reduced.

At time of writing, construction of the elevator is well under way, and as the project will mark a very important forward step in the port's development, being looked upon as only the beginning of similar undertakings by private interests on the Fraser river, the following description of the plant will be of general interest:—

(1) *Site.*—The site of the elevator is on the south bank of the Fraser river, two miles below the New Westminster bridge. The waterfrontage occupied is approximately 1,800 feet in length and the reclaimed area of 12 acres, plus an additional 60 acres on shore, gives this property great possibilities for future use and development. It is directly accessible by Canadian National and Great Northern Railways and within the switching zone of the Canadian Pacific Railway.

A timber bulkhead wall retains filling material for the foreshore reclamation. This material is made available from the dredging operations being carried on by the Dominion Government in the river immediately in front of the wharf wall, where a depth of 30 feet of water at low tide is being provided.

A wharf approximately 1,100 feet in length is being constructed parallel to the river bank, and dredging operations are being carried out by the Dominion Government, which will provide excellent approach for shipping and a 30-foot depth of berth at low tide. This will permit the berthing of two ships at one time. A local water service from springs in the hill is now being established by the commissioners to serve the ships occupying these berths and also for domestic supply to the elevator.

(2) *Buildings and Equipment.*—(a) *Workhouse.*—The workhouse, although originally designed for timber construction, is now being constructed in concrete. It has a bin capacity of approximately 110,000 bushels. The track shed contains four unloading pits and these are connected to one shipping leg and one shipping receiving leg. Unloading bins are provided both in the workhouse and in the storage, five dock spouts being provided in all. An additional shipping leg forms part of the equipment.

Other equipment consists of three scale garners, three cleaning garners, six screening and one double carter-disk separator, four No. 11 receiving separators, one automatic scale in sacking room. The house has a receiving capacity of 100 cars per day of two shifts of 8 hours each and a shipping capacity of 30,000 bushels per hour.

(b) *Storage.*—The storage is approximately 50' x 220', built of reinforced concrete fireproof construction throughout. It will contain 16 circular bins 24' diameter each, 14 inter-space bins and 15 outer-space bins. The circular and inter-space bins are full hoppers and provided with a separate draw-off valve in each case. The bin capacity is approximately 700,000 bushels.

(c) *Sacked Grain Warehouse.*—A sacked grain warehouse of timber construction, metal clad, having a dimension of 60' x 65', is being constructed west of the workhouse. This is designed to carry a live load at 300 pounds per square foot. The warehouse will have a roof of four-ply tar and gravel.

(d) *Dryer and Boiler House.*—Dryer house will contain a 500-bushel dryer of standard type. This building is located between the workhouse and storage and is of reinforced concrete fireproof construction.

The boiler house, immediately adjoining, is similarly of fireproof concrete construction.

A major project that will be of great importance to the port, serving the interior of British Columbia and the provinces of Alberta and Saskatchewan, are the shipping terminals, including old storage facilities of Pacific Coast Terminals, Limited, for the establishment of which all financial arrangements have been completed, construction to be commenced at an early date. The amount of capital involved in this project will be approximately \$2,250,000, and it will provide the port with modern and adequate facilities for handling all classes of export and import cargo.

The site to be occupied, comprising about 18 acres, is located in the west end of the city of New Westminster, and is most advantageously situated, both from the standpoint of water and rail shipments. Adequate Terminal Railway yards will be provided, connecting up with three transcontinental railways—Canadian National, Canadian Pacific and Great Northern—as well as with the British Columbia Electric Railway.

The first unit of this large undertaking provides for:—

(1) Cold storage building of concrete and steel construction, with walls and roof insulated with cork, of 140 feet by 300 feet dimensions, four stories in height. Three different degrees of storage will be provided—cold, cool and dry, thus providing for all classes of commodities.

(2) A wharf approximately 1,020 feet in length, paralleling the river bank, with depth of water 35 feet at low tide, which, with present structures to be acquired, will provide a total berthing space of over 3,000 feet.

(3) Modern mechanical handling facilities for bulk and general cargo.

COMPARATIVE RECORD OF DEEP SEA SHIPPING 1926 AND 1927

(Including Vessels trading to Off-Shore Ports and that Portion of Foreign Coastwise passing Outside Cape Flattery)

	Number of Ships	Net regd. tonnage	Gross tonnage
1926.....	175	579,167	926,046
1927.....	153	486,603	776,229

NATIONALITY OF DEEP SEA VESSELS, 1927

British.....	52
United States.....	45
Japan.....	22
Norwegian.....	17
Danish.....	8
Swedish.....	4
Italian.....	4
German.....	1
Total.....	153

COMPARATIVE STATEMENT OF LUMBER PRODUCED AND SHIPPED BY MANUFACTURERS ON THE LOWER FRASER RIVER, 1923-1927

Year	Production board feet	Approximate value	Shipments:		Local (B.F.)
			Water (B.F.)	Rail (B.F.)	
1923.....	290,000,000	\$ 7,250,000	78,600,000	168,000,000	43,200,000
1924.....	322,086,000	8,052,000	119,469,000	153,736,000	40,527,000
1925.....	417,952,785	7,941,000	171,459,665	176,877,793	62,386,550
1926.....	459,806,957	8,736,000	211,230,950	178,779,482	56,750,612
1927.....	491,163,000	9,419,000	212,045,613	196,451,199	55,620,559

Below is given the destination of lumber exported from the Fraser river in 1927, with the percentage for each country, viz:—

United States Atlantic coast.....	43%
Orient.....	16%
Canadian Atlantic coast.....	10%
Australia.....	10%
West Indies.....	7%
United Kingdom.....	5%
South Africa.....	3%
Other Countries.....	6%

DEEP SEA EXPORTS, 1926 AND 1927

Commodity	Quantity		Approximate Value	
	1926	1927	1926	1927
Lumber and lumber products, board feet.....	211,231,000	212,046,000	\$ 4,013,000	\$ 4,306,115
Ore concentrates, tons.....	10,822	1,163	5,132,000	2,125,000
Bar metals (lead and zinc), tons.....	30,505	17,418		
General merchandise, tons.....	235	186	60,000	16,000
			9,205,000	6,447,115

DEEP SEA IMPORTS, 1926 AND 1927

Commodity	Quantity		Approximate Value	
	1926	1927	1926	1927
Corn, tons.....	3,507 tons	6,841 tons		
Phosphate rock, tons.....	1,500 "	1,765 "		
Creosote, tons.....	4,980 "	1,838 "		
General, tons.....	2,234 "			
	12,221 "	10,444 "	\$ 400,000	\$ 300,000

RECEIPTS AND EXPENDITURES, 1927

The receipts in 1927 amounted to \$5,759.91; the expenditures to \$4,942.60; leaving an unexpended balance of \$817.31.

VANCOUVER HARBOUR COMMISSIONERS' REPORT

PERSONNEL, 1927

President, F. R. McD. Russell, K.C.; Commissioners, A. M. Pound and B. Geo. Hansuld.

TONNAGE

The number of deep-sea vessels entering the port was 1,123, as compared with 1,071 in the previous year, showing an increase of 52 vessels, with an increase in gross tonnage of 188,779 tons.

Of the deep-sea vessels entering, 445 were of British register, 327 United States, 155 Japanese, and the balance distributed among other countries such as France, Norway, Denmark, Holland, Italy, Germany, etc., all in practically the same proportions as last year—a feature which emphasizes the regular character of the business enjoyed by the port of Vancouver.

The total number of vessels of all classes entering the port was 20,363, being 596 more than in 1926, representing an increase in tonnage of 610,689 tons.

IMPORTS AND EXPORTS

Deep-sea imports were a little in excess of last year's figure, while deep-sea exports were slightly less.

LUMBER

The foreign export of lumber and logs in 1927 was 496,208,258 f.b.m. This is somewhat below the previous year's total; but it must be remembered that the 1926 foreign export was 82,000,000 feet in advance of the previous high record—namely, 432,652,770 feet in 1924—so that the 1927 figure very creditably occupies the second highest place in the history of this trade.

Well over three-fourths of the total foreign lumber export went to Japan and the United States of America, the next highest purchasers being the United Kingdom, with nineteen million feet; Australia, with about the same amount; New Zealand, twelve million feet; South Africa, ten million feet; China, eight and a half million feet.

FISH

Next in order among the natural sources of British Columbia's wealth is the fishing industry, and it is gratifying to report that the export of canned fish during 1927 shows an increase of 354,547 cases over 1926, while the export of salt and dried fish is practically the same as last year.

Canned fish went in greatest quantities to the following countries, in the order mentioned: United Kingdom, Germany, France, Australia, Italy, the number of cases consigned to these countries ranging from one hundred and eighty-five thousand to two hundred and eighty-four thousand cases. The total export amounted to 1,657,838 cases. The great bulk of the salt and dried fish went, as usual, to China and Japan, about 32,000 tons to the former and 16,500 tons to the latter.

GRAIN SHIPMENTS AND ELEVATORS, PAST AND PRESENT

The year 1921 saw the birth of Vancouver as a grain shipping port when one and a half million bushels passed through the port for Japan and United Kingdom ports.

The first elevator was built at the port at Salisbury drive, adjoining the present Lapointe pier and had a capacity of 1,250,000 bushels.

During 1922 the total export of grain reached fourteen and a half million bushels, the orient taking three and a half million bushels, and the United Kingdom the balance; the capacity of the existing elevator was accordingly increased from 1,250,000 bushels to 2,050,000 bushels. In 1923 the amount of grain exported reached 25,000,000 bushels, and in order to cope with the increased flow of grain, No. 2 elevator, capacity 1,650,000 bushels, with conveyor system, receiving and shipping houses, etc., was built by the commissioners at the south end of Ballantyne pier.

A smaller elevator, originally intended to be operated by a private company, was taken over by the commissioners and completed with a storage capacity of 650,000 bushels as No. 3 elevator.

The Vancouver Terminal Grain Co., Ltd., constructed an elevator, capacity 2,250,000 bushels, on a site leased from the commission adjoining No. 1 elevator; and the Columbia Elevator Co. a small one, with 100,000 bushels capacity.

The elevator capacity of the port in the course of about 18 months had been increased from 1,250,000 bushels to 6,700,000 bushels.

During 1925 extensive additions and improvements were carried out, the capacity of No. 3 elevator being increased to 1,650,000 bushels.

The Alberta Pool Elevator Co. have chosen a site just west of the Second Narrows bridge on the south shore of the harbour, and an elevator with storage capacity of 2,500,000 bushels and all modern facilities is in course of erection and will be ready for the 1928 crop.

The Messrs. Randall, Gee & Mitchell Ltd., have decided to lease a site on the area on the north shore recently reclaimed by the Commissioners, where an elevator with all modern appliances with an initial storage capacity of 500,000 bushels (capable of being extended to 1,500,000 bushels) will be built.

It will thus be seen that for the handling of the 1928 grain crop, the port of Vancouver will have an elevator storage capacity of approximately 10,700,000 bushels.

The amount of grain shipped through the port during the calendar year 1927 was 43,552,210 bushels—somewhat less than was anticipated.

MINOR EXPORTS

"Flour" shipments showed a material improvement over the previous year, the total for 1927 amounting to 126,053 tons, which indicates an increase of 23,000 tons.

The bulk of this commodity went to China and Japan; and it is interesting to note that while the former got about the same quantity as last year, Japan—where milling is understood to be developing—increased her import by about 30,000 tons.

"Lead" was exported to the amount of 101,583 tons, this being 25,000 tons more than in the previous year. Of this product, 41,354 tons went to the United Kingdom and 33,000 tons to Japan.

"Zinc" shipments amounted to 51,548 tons, representing an increase of 14,000 tons. Twelve thousand tons went to the United Kingdom, 11,000 tons to Germany, and 9,000 tons to Japan.

NORTH SHORE DEVELOPMENT

The grading of the Terminal Railway, North Shore section, was completed in December, 1927, up to St. George's avenue. This involved a cut along the face of a high bluff through district lot 274 and Moodyville, and the material thus obtained was deposited on the tideflats and enclosed within a timber bulk-head, making a level reclamation of approximately fifteen acres, suitable for industrial and commercial development. By means of the terminal railway this property is provided with access over the Second Narrows bridge to the transcontinental railways in Vancouver, and is also served by a concrete paved road which parallels the terminal railway on the north or land side. Light and power will be supplied by the British Columbia Electric Railway Co., Ltd., and water by the city of North Vancouver. During the progress of this work many inquiries were received regarding manufacturing and commercial sites and, as a result of negotiations that followed, several concerns decided to take leases—one for a grain elevator (referred to in another section of this report), another for a lumber export and general shipping business involving the construction of a 500-foot lumber assembly wharf and sheds, another for a manufacturing plant, and the indications are that the balance of the property will be taken up at a very early date.

As mentioned above, the present terminus of the terminal railway is in the vicinity of St. George's avenue, and it was the original intention of the commissioners to extend this section westerly to connect with the Pacific Great Eastern Railway by means of a level crossing over Lonsdale avenue, having in mind the substitution of an overhead crossing in place of the level crossing when the volume of traffic increased to necessitate this.

On further consideration, however, it was decided that it would be every way more desirable and ultimately more economical to make the crossing at Lonsdale avenue by means of a subway, and plans were accordingly prepared for a reinforced concrete subway, beginning at the present terminus, running along Esplanade street, under Lonsdale avenue and connecting with the Pacific Great Eastern tracks on the west side of Lonsdale avenue—this being now under construction.

When this link is completed, railway service will be provided for the entire North shore from the entrance to the harbour to the Second Narrows bridge.

MARINE GASOLINE STATIONS

In the past such stations have been operated at a number of points on both sides of the harbour and, on account of the constantly increasing demand for gasoline supply, the commissioners decided to establish a gasoline area off Deadman's island which will provide accommodation for a sufficient number of new floating stations to meet requirements for a considerable time to come. The location chosen is convenient for the class of craft requiring this service as it is close to the entrance to Coal harbour, which is much frequented by small craft, both for pleasure and business, and is practically in the course of fishing boats and small craft entering and leaving the harbour. Six stations have been laid out and lessees will provide their own scows and equipment, which will have to conform strictly to the Commissioners' regulations and to the requirements of the fire authorities. Vessels will not be allowed to berth or anchor at or near these stations, but will simply take their supplies and clear.

A few service stations that were carrying on business prior to this new arrangement will not be disturbed so long as their operation in their present locations is satisfactory to the commissioners and the fire authorities, but no other stations will be allowed within the harbour outside of the prescribed area, which will be known as "Gasolene Area No. 1".

TRAFFIC DEPARTMENT

In consequence of the constantly increasing number of inquiries received for information in regard to the port, the Commissioners decided that it would be in the interests of business to institute a department whose business it will be to give careful and complete replies to all such inquiries and to compile and disseminate throughout the shipping and manufacturing centres information regarding natural products, manufactures, facilities, transportation, rates, regulations, etc., with a view to stimulating interest in the opportunities and advantages offered by the port of Vancouver as the Pacific doorway to the Dominion of Canada and a strategically situated shipping point on the highway to and from the markets of the world.

Among the means to be employed in carrying out the purposes of this department will be the preparation and world-wide circulation of periodic trade reports giving commodities with origin, destination and other advantageous particulars; booklets of general information, regularly revised, and circular letters of current features of interest, together with sustained press advertising and personal attention to interested visitors. The creation of this new department, which, it is hoped, will bring good results, is simply a matter of reorganization and will not involve any increase in expenditure in the way of employment.

BY-LAWS

The following new by-laws were passed by the commissioners and approved by Order in Council during the year:—

1. By-law 121, approved February 26, 1927, being "Regulations governing the handling of explosives in the harbour," superseding previous regulations in this regard, and prepared for the purpose of insuring a maximum of safety in handling this traffic.

2. By-law 127, approved August 31, 1927, being "Regulations governing the conduct, management and operation of the Second Narrows bridge," Burrard inlet, B.C., and "Regulations governing the conduct, management and operation of vessels passing thereunder."

By virtue of the terms of their act of incorporation, the commissioners are charged with the responsibility of regulating and controlling navigation within the harbour and by agreement with the Burrard Inlet Tunnel and Bridge Company, they have sole control of railway traffic over the Second Narrows bridge, and it was therefore deemed to be in order that the regulations embodied in this by-law, both in respect to the operation of the bridge and navigation of vessels passing thereunder, should be exercised by the commissioners.

GENERAL

A large number of ocean-going vessels were drydocked and the following major repair jobs were carried out during the year within the harbour:—

SS. *Kaikyu Maru*, 8,134 tons, repaired at cost of \$385,000.

SS. *Prince Rupert*, 3,379 tons, repaired at cost of \$75,000.

SS. *Catala*, 1,159 tons, repaired at cost of \$150,000.

One-third of the total number of ocean-going vessels entering the harbour berthed at Ballantyne pier.

Seventeen silk cargoes, representing 61,640 bales, or 188 cars, were handled at the Commissioners' piers during the year.

Pier "B-C", the magnificent new freight and passenger pier of the Canadian Pacific Railway Company, was officially opened on July 4, 1927.

The Pacific Coast Association of Port Authorities held its fourteenth annual convention at Vancouver, B.C., on July 21, 22 and 23, 1927.

Visitors to the port of Vancouver, B.C., included Lord Willingdon, Governor-General of Canada, and Lady Willingdon; Sir Esme Howard, British Ambassador at Washington, D.C.; F. A. Pauline, Agent-General in London, Eng., for the province of British Columbia; E. W. Beatty, president of Canadian Pacific Railway Company; Sir Henry Thornton, President of Canadian National Railways; the following cabinet ministers of the Dominion of Canada: Hon. P. Veniot, Postmaster-General; Hon. J. A. Elliott, Minister of Public Works; Hon. Dr. J. H. King, Minister of Health and Soldiers' Civil Re-establishment; Hon. Peter Heenan, Minister of Labour; Hon. Lucien Cannon, Solicitor-General, and representatives of banking houses, steamship lines, engineering institutions, grain growers from the Canadian prairies and the press.

COMPARATIVE RECORD OF SHIPPING, 1926 AND 1927

LOCAL COASTWISE

(This includes all vessels trading in British Columbia waters only)

	Number of Ships	Gross tons	Net tons
1926.....	17,148	6,892,579	4,268,620
1927.....	17,770	7,267,444	4,627,880
Increase.....	622	374,865	359,260

FOREIGN COASTWISE

(This includes all vessels trading to Puget Sound and Alaska)

1926.....	1,548	3,710,654	1,900,942
1927.....	1,470	3,757,699	1,897,362
Decrease.....	78	47,045	3,580

DEEP SEA

(This includes all vessels passing outside Cape Flattery)

1926.....	1,071	5,877,725	3,698,066
1927.....	1,123	6,066,504	3,779,015
Increase.....	52	188,779	80,949

TOTAL SHIPPING

1926.....	19,767	16,480,958	9,867
1927.....	20,363	17,091,647	10,304,257
Increase.....	596	610,689	436,629

COMPARISON PASSENGER TRAFFIC 1926 AND 1927

1926.....	Passengers landed.....	508,661	Passengers shipped.....	513,908
1927.....	Passengers landed.....	478,024	Passengers shipped.....	499,148
Decrease.....		30,637	Decrease.....	14,760

CHICOUTIMI HARBOUR COMMISSIONERS' REPORT

PERSONNEL—1927

Commission—President, Vincent Dubuc. Commissioners, Adelard Tremblay, and Adjutor Boulianne.

Chief Corporation Officials—Secretary-Treasurer, Armand Viau. Engineer—Edouard Lavoie. Harbour-Master—François Boulianne.

HARBOUR OF CHICOUTIMI

Is a tidal harbour with a variation between extreme high and extreme low water of 18.25 feet, situated about 75 miles inland from the St. Lawrence river.

It is 2,594 miles distant from Liverpool; Quebec being 2,635 miles distant from Liverpool, and Montreal 2,775 miles.

The ice conditions at Chicoutimi are at present practically similar to those at Montreal. There is at Chicoutimi and in the dredged channel of the river a depth of 16 feet at low water; the tidal range giving a depth of 34 feet at extreme high water.

Arrangements are being made to increase the depth of the ship channel up to Chicoutimi to 17 feet at low water, and 35 feet at high water. The harbour comprises the tidal waters of the Saguenay river above an imaginary line drawn from West cape to East cape.

The upstream limit of jurisdiction is approximately about eight miles above the present government wharf, giving a harbour front of about twenty miles on both sides of the river.

Chicoutimi is the present terminal of the central region of the Canadian National Railways; and also the terminal of sea-borne traffic, passenger and freight, on the Saguenay river, as there is not at present sufficient depth of water beyond the town for vessels of any size.

Near to it are magnificent water-powers, pulp and paper, mining and agricultural industries, and with the growth of these the future of the port is assured, providing proper facilities and equipment for handling cargoes are supplied at an early date.

INDUSTRIES

The principal industries at present in the vicinity of Chicoutimi are:—Kenogami Paper Mills, owned by Messrs. Price Bros. & Co., Limited, capacity 500 tons newsprint per day.

Quebec Paper Mills, Chicoutimi, capacity 650 shipping tons groundwood pulp per day.

Chûte-A-Galets Power Plant, Price Bros & Co., Ltd., capacity 16,000 horse-power.

Murdock Falls Power Plant, Price Bros. & Co., Ltd., capacity 10,000 horse-power.

Chûte-A-Caron Power Development, 800,000 horse-power. (Development in progress).

Price Bros. & Co., Ltd., 32,000 horse-power.

Jonquiere Municipal Power Plant, 2,600 horse-power.

Riverbend, Price Bros. & Co., Ltd., 200 tons, newsprint per day.

Isle Maligne Power Plant, Duke Price Power Company, capacity 540,000 horse-power.

Metabetchouan Sulphite and Power Co., Ltd., capacity 40 tons sulphite per day.

Quebec Pulp & Paper Mills, Ltd., Ouatichouan, 200 shipping tons groundwood Mill Hydraulic Plant, 7,800 horse-power.

Jonquiere Paper Mills, Price Bros. & Co., Ltd., capacity 30 tons newsprint per day and 25 tons cardboard per day.

Jonquiere Pulp Co., Hydraulic Plant, Price & Co., Ltd., capacity 3,600 horse-power.

Aluminum Company of Canada, Ltd., Arvida Aluminum Works.

Chûte Garneau Power Plant, capacity 3,500 horse-power.

Pont Arnaud Power Plant, capacity 7,500 horse-power.

Quebec Pulp & Paper Mills Ltd., Power Plant, 26,000 horse-power.

Price Bros. & Co., Ltd., Power Plant, 9,000 horse-power.

Lake St. John Power & Paper Company Ltd., capacity 220 tons newsprint per day. In addition to the foregoing there are:

Port Alfred Pulp & Paper Corporation Power Plants, 1,500 K.V.A.

Port Alfred Pulp & Paper Corporation, capacity 450 tons newsprint per day.

Port Alfred Pulp & Paper Corporation, capacity 160 tons sulphite per day.

These latter, however, already have their own wharfage and harbour facilities at Port Alfred, Ha! Ha! Bay.

POPULATION

The population of the town of Chicoutimi at present is 15,070 as compared with 7,400 ten years ago, and there is altogether a population of 48,000 within a radius of 20 miles.

PRESENT FACILITIES

The present accommodation consists of a small wharf 500 feet in length by about 200 feet in width, with a small shed where general merchandise is discharged or loaded. A considerable quantity of coal is discharged at the lower end of the wharf but there is only 14 feet depth of water at low tide along side the wharf and the structure itself is not in very good condition, nevertheless, during the year 1925, 111,936 tons of miscellaneous goods and a large quantity of dressed lumber were handled at the port.

HARBOUR MASTER'S REPORT

During the year, 685 vessels entered the port including 20 vessels with a tonnage varying between 800 and 3,000 tons and carrying 44,205 tons of coal, 5,850 tons of sulphur and 150,000 bricks.

The Canada Steamship Lines' vessels docked eighty-seven times at the main wharf for freight and tourist traffic. Freight carried by said vessels was estimated at 6,300 tons.

Coasting vessels carried 7,077 tons of merchandise, 2,435 cords of wood and 4,473,285 feet of sawn lumber.

Traffic was handled under satisfactory conditions notwithstanding the fact that in some instances, freight and docking operations were considerably delayed due to lack of space.

ENGINEER'S REPORT

In the spring of 1927, important repairs were carried out on the Chicoutimi wharf. In response to a request from Messrs. Price Bros. and Company, your commission had piles placed along the outer side of the wharf to protect the woodwork which, in certain places, had fallen away and left gaps through which the inner filling was slipping away. This work entailed quite an expense but on the other hand, we believe that no further repairs will be needed there for some years.

During the month of June, 1927, a channel was dredged to permit vessels to proceed to the wharf at St. Fulgence at low tide. The channel was dug by the National Dock and Dredging Corporation and is now 1,300 feet in length by 60 feet in width.

A new wooden pavement on part of the St. Anne wharf was laid in October. Repairs and maintenance work on the pontoons of the wharves at Ste. Anne and Chicoutimi basin were carried on during the months of November and December, 1927.

To facilitate the preparing of plans for the construction of the wharves proposed by your commission, soundings and borings were undertaken in the harbour, in front of the town of Chicoutimi, in the summer of 1927. This work was supervised by the engineer of the commission who followed the instructions of Mr. A. D. Swan, consulting engineer from Montreal.

It was also necessary, in view of the proposed works, to make a topographical survey of both the north and south shores of the Saguenay for a considerable distance.

In order to enable your commission to call for tenders, detailed plans and specifications were prepared by the commission's consulting engineer, Mr. A. D. Swan. Tenders were asked for for September 28, 1927, and the contract was awarded to Messrs. Quinlan Robertson & Janin Limited of Montreal. A survey was made during November and December with a view to making certain soundings in 1928 in order to determine the condition of the bed of the river and a dredging program if needed.

OPERATING ACCOUNT DECEMBER 31, 1927

Receipts.....	\$ 12,201 46
Expenditures.....	6,802 49
Surplus.....	\$ 5,398 97

REPORT OF BELLEVILLE HARBOUR COMMISSIONERS

Balance in bank from 1926.....	\$ 1,565 15
Harbour dues collected, 1927.....	1,575 97
Interest on savings accounts.....	29 67
Receipts.....	3,170 79
Total disbursements.....	1,281 67
Surplus for 1927 and balance on hand in bank.....	\$ 1,889 12

During the season 131 craft of all sorts, including motor boats entered the harbour.

BOARD OF STEAMBOAT INSPECTION

REPORT OF CHAIRMAN, FRANK McDONNELL, M.E.I.C.

STAFF

By Order in Council P.C. 130/795, dated May 20, 1926, three new positions were created: that of Steamship Inspector (General) at the ports of Halifax and Toronto, and that of Steamship Inspector (Hulls and Equipment) at the port of Vancouver. By the same Order in Council, the position of Steamship Inspector (General) at the port of Victoria, formerly occupied by the late Mr. W. J. Cullum, was transferred to the port of Vancouver. To fill these positions, the following appointments were made:—

By Order in Council, dated August 12, 1927, Mr. S. J. Hill was appointed Steamship Inspector (General) at the port of Halifax.

By Order in Council, dated May 5, 1927, Mr. W. P. Craig was appointed Steamship Inspector (General) at the port of Toronto.

By Order in Council, dated May 5, 1927, Mr. James Brydon was appointed Steamship Inspector (General) at the port of Vancouver.

By Order in Council, dated November 28, 1927, Mr. E. M. Sleight was appointed Steamship Inspector (Hulls and Equipment) at the port of Vancouver.

I regret to report the death, on June 4, 1927, of Mr. J. E. Lunan, Steamship Inspector (General) at the port of Montreal.

To fill the vacancy resulting, Mr. Stanley Gruzelier was appointed Steamship Inspector (General) by Order in Council dated March 19, 1928.

BOARD MEETINGS

Board meetings for the purpose of dealing with questions arising out of the administration of the regulations governing steamboat inspection, for considering the qualifications of candidates for the position of steamboat inspector, and for the approval of plans of hulls, machinery, boilers and equipment for use in ships coming under inspection were held during the year.

ENGINEER EXAMINATIONS

During the fiscal year 315 candidates for certificates of competency were granted certificates as marine engineers. In addition, 93 temporary engineer certificates were issued, also 20 certificates to motor engineers.

Appended will be found a list of the Steamboat Inspection staff during the fiscal year, also table showing the number of inspections made, fees collected, etc.

STEAMBOAT Inspection Staff for the Dominion of Canada during the Fiscal Year ended March 31, 1928

SENIOR STEAMSHIP INSPECTORS

Name of Inspector	Headquarters	Division
N. A. Currie.....	Halifax, N.S.....	Nova Scotia.
P. W. Lyon.....	Toronto, Ont.....	Western Ontario, Toronto, Collingwood and Midland.
H. G. Robinson.....	Vancouver, B.C.....	British Columbia.

INSPECTORS ACTING IN DUAL CAPACITY

A. I. Ross.....	Halifax, N.S.....	Nova Scotia.
*S. J. Hill.....	Halifax, N.S.....	Nova Scotia.
C. E. Dalton.....	St. John, N.B.....	New Brunswick and Prince Edward Island.
J. A. Samson.....	Quebec, P.Q.....	Quebec.
F. X. Hamelin.....	Sorel, P.Q.....	Sorel.
†J. E. Lunan.....	Montreal, P.Q.....	Montreal.
J. H. Fontaine.....	Montreal, P.Q.....	Montreal.
F. Bridges.....	Montreal, P.Q.....	Montreal.
*S. Gruzelier.....	Montreal, P.Q.....	Montreal.
B. Mantrop.....	Kingston, Ont.....	Kingston.
J. J. Moffatt.....	Toronto, Ont.....	Toronto.
A. K. Venables.....	Toronto, Ont.....	Toronto.
†W. P. Craig.....	Toronto, Ont.....	Toronto.
W. L. MacKenzie.....	Midland, Ont.....	Midland.
R. C. Blyth.....	Collingwood, Ont.....	Collingwood.
W. J. Vigers.....	Port Arthur, Ont.....	Port Arthur.
A. Farrow.....	Vancouver, B.C.....	British Columbia.
T. M. Stephen.....	Vancouver, B.C.....	British Columbia.
J. T. Mathews.....	Vancouver, B.C.....	British Columbia.
†J. Brydon.....	Vancouver, B.C.....	British Columbia.
J. T. Edmond.....	Victoria, B.C.....	British Columbia.

INSPECTORS OF BOILERS AND MACHINERY

D. J. Stevens.....	Halifax, N.S.....	Nova Scotia.
J. T. Gardham.....	Montreal, P.Q.....	Montreal.

INSPECTORS OF HULLS AND EQUIPMENT

Name of Inspector	Headquarters	Division
D. K. O'Brien.....	Halifax, N.S.....	Nova Scotia.
Capt. W. R. Bennett.....	St. John, N.B.....	New Brunswick and Prince Edward Island.
J. C. Beaudoin.....	Quebec, P.Q.....	Quebec.
M. R. Davis.....	Kingston, Ont.....	Kingston.
A. A. Young.....	Toronto, Ont.....	Toronto.
⁴ E. M. Sleigh.....	Vancouver, B.C.....	British Columbia.

INSPECTORS OF SHIPS' TACKLE

D. K. O'Brien.....	Halifax, N.S.....	
J. M. Martin.....	St. John, N.B.....	
A. Duval.....	Montreal, P.Q.....	

¹Mr. Lunan died on June 4, 1927.

²Vice Mr. J. E. Lunan, deceased.

³Vice Mr. W. J. Cullum, deceased.

⁴New position.

TABLE showing the Number of Inspections made, Fees collected, etc., during the year ending March 31, 1928

Division	Number of Inspections made, with Gross Tonnage of Vessels Inspected			Number of Vessels not inspected, with Gross Tonnage			Total Number of Vessels subject to Inspection when in Commission, with Gross Tonnage			Number of Vessels added to the Dominion, with Gross Tonnage			Number of Vessels lost, broken up, or destroyed, with Gross Tonnage			Fees collected by inspectors	
	No.	Vessels Registered or owned in the Dominion		No.	Gross Tonnage	No.	Gross Tonnage	No.	Gross Tonnage	No.	Gross Tonnage	No.	Gross Tonnage	No.	Gross Tonnage	On account of Inspections	On account of Examinations of Engineers
		Gross Tonnage	No.														
Halifax.....	161	165,935	16	32,068	9	2,413	186	200,416	8	1,499	5	1,228	15,835 00	221 00			
St. John.....	69	24,555	3	7,934	28	14,970	100	47,459	1	6,327	.....	.....	3,605 00	33 00	
Quebec.....	56	39,302	.....	.....	10	2,693	66	41,995	.....	.....	.....	.....	4,840 00	58 00
Sorel.....	104	44,034	.....	.....	16	4,485	120	48,519	3	1,045	6	1,374	5,700 00	107 00	
Montreal.....	210	205,789	2	12,061	57	99,988	269	317,838	3	6,879	5	2,546	19,009 80	529 00			
Kingston.....	85	78,479	1	25	8	2,155	94	80,639	2	3,534	2	74	7,631 40	167 00			
Toronto.....	186	177,271	37	36,344	15	3,715	238	217,330	7	13,099	5	2,272	17,273 05	101 00			
Midland.....	101	143,356	6	131	23	1,471	130	144,958	6	12,029	5	2,790	9,810 00	43 00			
Collingwood.....	105	42,893	2	4,077	14	1,398	121	48,368	1	1,981	7	530	5,135 00	44 00			
Port Arthur.....	97	90,255	.....	.....	71	3,165	168	93,420	6	1,103	5	570	7,895 00	349 00	
Vancouver.....	270	169,019	.....	59,010	86	15,497	365	243,526	7	1,671	4	.....	19,909 70	74 00	
Victoria.....	77	54,789	19	118,480	16	24,098	112	197,367	1	20	.....	.....	6,300 80	.....		
Totals.....	1,521	1,235,677	95	270,130	353	176,048	1,969	1,681,855	45	48,187	44	9,691	123,544 75	1,827 00			

RADIO BRANCH

REPORT OF C. P. EDWARDS, O.B.E., F.I.R.E., A.M.E.I.C., DIRECTOR

NUMBER OF RADIO STATIONS IN THE DOMINION

The total number of licensed stations in operation in the Dominion and on ships registered therein was, on March 31, 1928, as follows:—

Coast Stations.....	33
Direction Finding Stations.....	8
Beacon Stations.....	8
Radiophone Stations.....	4
Government Ship Stations.....	33
Commercial Ship Stations.....	279
Limited Coast Stations.....	3
Public Commercial Stations.....	7
Private Commercial Stations.....	77
Private Commercial Broadcasting Stations.....	84
Amateur Broadcasting Stations.....	15
Radiotelegraph Training Schools.....	9
Experimental Stations.....	42
Amateur Experimental Stations.....	532
Private Receiving Stations (includes 365 licenses issued free to the blind)....	268,420
Total.....	<u>269,554</u>

LICENSES

Under the provisions of section 3 of the Radiotelegraph Act, chapter 43, Statutes 1913, every radio transmitting and receiving set must be licensed by the Minister of Marine and Fisheries. The licenses are issued through the medium of the Radio Branch in accordance with the Radiotelegraph Regulations, copies of which may be obtained from the department, price ten cents (10c.).

LICENSE FEES

The annual fees charged in respect of radio licenses issued by the Minister of Marine and Fisheries, are as follows:—

1. Limited Coast Stations.....	\$ 50 00
2. Public Commercial Stations.....	50 00
3. Private Commercial Stations.....	10 00
4. Experimental Stations.....	5 00
5. Amateur Experimental Stations.....	2 50
6. Broadcasting Stations, Private Commercial.....	50 00
7. Broadcasting Stations, Amateur.....	10 00
8. Private Receiving Stations.....	1 00
9. Technical or Training School Stations.....	5 00
10. Ship Stations.....	10 00

GOVERNMENT COAST STATIONS

“Coast Station” is the term used to designate a radio station established on shore to communicate with ships at sea. Canada’s extensive coast line demands a large number of stations to cover all its coasts and approaches thereto. The complete system consists of fifty-three stations located as follows:—

East Coast (includes six radio beacons).....	24
Great Lakes (includes one radio beacon).....	9
Pacific Coast (includes one radio beacon).....	15
Hudson Bay and Straits.....	5
	<u>53</u>

The coast station system consists of two chains, one extending from Vancouver to Prince Rupert on the Pacific, and the other from Port Arthur to the

Atlantic ocean in the east, and, for the purposes of administration, is divided into three divisions, Pacific Coast, Great Lakes, and East Coast. The stations of the Great Lakes division communicate with those of the East Coast division, but there is no direct radio connection between the Great Lakes and the Pacific coast.

During the year five temporary stations in the Hudson bay and strait were established and placed in commission. Two of these were operated on behalf of the Department of Railways and Canals, and three in connection with the Hudson strait expedition.

Of the above stations, nineteen on the East coast and Great Lakes are operated by the Canadian Marconi Company, under contract with the department, and the balance of thirty-four on the East and West coasts and Hudson bay and strait are operated directly by the department.

The primary aim of the coast station organization is to provide radio facilities whereby any ship within 500 miles of the Canadian coast can establish instant touch with the shore. Constant watch, 24 hours a day, 365 days a year, is maintained at practically all of the stations, which during the year handled a total of 7,695,757 words.

RADIOTELEGRAPH AIDS TO NAVIGATION BROADCASTS

Twice daily, at advertised hours, eight stations on the East coast, seven on the Great Lakes and one on the West coast broadcast information to navigators covering weather forecasts, position and nature of dangers to navigation, etc. In addition, urgent information, such as hurricane warnings, etc., is broadcast immediately upon receipt.

Details of the times of transmissions, call signals, wavelengths, etc., are given in the current Notices to Mariners in this reference.

The East coast arm of this service has been extended this year with the inclusion of the high-power long-range station at Louisburg, which broadcasts a daily weather report at 0418 G.M.T. on 2,800 metres.

RADIOTELEPHONE AIDS TO NAVIGATION BROADCASTS

Numerous fishermen having intimated their intention of fitting their vessels with radio receiving sets, the department has decided to inaugurate a radiotelephone service to fishermen on the East coast early in the coming fiscal year.

Three stations will be used for this purpose—Louisburg (VAS), Halifax Lightship (VCX), and St. John, N.B. (CFBO). Louisburg, using a 4,000 watt radiotelephone transmitter, will broadcast on 434.5 metres at 3 a.m. and 12 noon, E.S.T., daily, a message to fishermen which will include weather forecasts, storm warnings and a synopsis of information in regard to the market prices of fish, the amount of bait on hand at various points, and any other outstanding items of interest to fishermen generally.

The power used by this station will enable fishermen well out into the Atlantic, to the eastward of the Grand Banks, to receive these messages.

The Halifax Lightship Station will broadcast on 322.4 metres at 7 a.m. and 12.30 p.m., E.S.T., daily, a message to fishermen the same as that of Louisburg and will have a range of approximately 150 miles.

Station CFBO, St. John, will broadcast weather forecasts and storm warnings to fishermen in the Bay of Fundy on 336.9 metres at 7 a.m. and 11 a.m., E.S.T., daily.

It is anticipated that these stations will provide reception at any point along the Atlantic seaboard as well as covering the banks fished by Canadian vessels.

TIME SIGNALS

East Coast

Chebucto Head.—Daily, except Sunday, at 2 p.m., G.M.T., on 600 metres. This service will be augmented in 1928, by the inclusion of the long-distance Radiotelegraph Station at Louisburg, which will transmit time signals on a long wavelength.

West Coast

Gonzales Hill.—Twice daily at 10 a.m., and 7 p.m., P.S.T., on 900 metres.

Estevan.—Twice daily at 10 a.m., and 7 p.m., P.S.T., on 600 metres.

SPRING PATROL, CABOT STRAITS, GULF OF ST. LAWRENCE

The patrol service maintained in the Cabot straits at the opening of navigation was undertaken this year by the ice-breakers *Mikula* and *Montcalm* and commenced on April 12.

Profiting by experience in previous years, some minor changes were made in the radio organization, more particularly in the way of eliminating redundant transmissions.

The patrol ships cruise in the vicinity of Cabot straits observing the ice conditions and the senior ship, every few hours, obtains from all incoming and outgoing ships, and from all radio and signal stations, a detailed report on the ice conditions in the different areas. These, in conjunction with her own observations, are compiled and analyzed, and based thereon, a broadcast message, containing a synopsis of location and drift of the ice, together with recommendations as to the best route for ships to follow, is broadcast four times daily from the patrol ship, using the general call sign VCQ. A summary of this message is also included by Cape Race (VCE) in his daily routine broadcasts. For details of transmissions, see Notice to Mariners No. 19 of 1928.

During the ice season, the long-distance station at Louisburg also broadcasts daily a notification to all ships on 2,800 meters immediately following the press message at 04.18 G.M.T. advising that the ice patrol is on her station thus giving advance information in this respect.

In addition to the above, every vessel spoken is advised of the location and nature of the ice she may expect to encounter on her particular course, and the best route to follow.

The total number of words handled by the patrol this year was:—

<i>Mikula</i>	17,855	
<i>Montcalm</i>	18,481	
		36,336

The patrol was discontinued on May 21, 1928.

RADIO DIRECTION FINDING

Eight Direction Finding Stations, seven on the East coast and one on the West coast, were operated throughout the year. These stations maintain "constant watch" and give bearings to any ships, fitted with radio, free of charge.

The Canadian Direction Finding Stations continue to enjoy a good reputation for efficiency and accuracy, many comments on the same having been received from navigators.

The number of bearings given by the station varies from month to month, being dependent on weather conditions. The average number continues to increase, and has risen from 2,300 per month last year to 2,800 per month this year.

BEARINGS GIVEN 1927-28

Station—	
Chebucto Head, N.S.....	7,293
Canso, N.S.....	4,221
Yarmouth, N.S.....	3,138
St. Paul Island, N.S.....	4,679
Cape Race, Nfld.....	8,250
St. John, N.B.....	1,342
Pachena Point, B.C.....	3,100
Belle Isle, Nfld.....	1,497
Total.....	<u>33,520</u>

RADIO BEACON SERVICE

There are now approximately 276 ships fitted with radio direction finding apparatus plying to and from Canadian ports, and our previous forecast, that in the course of the next few years, direction finding apparatus would form a part of the permanent radio equipment of every large ship, is rapidly being fulfilled.

The Radio Beacon system of the department now comprises eight stations, located as follows:—

Cape Bauld, Nfld.	Seal Island, N.S.
Heath Point Lightship.	Lurcher Lightship.
Cape Ray, Nfld.	South East Shoal, Lake Erie (new).
Halifax Lightship.	Race Rocks, Vancouver Island (new).

It is anticipated that further stations will be established next year and with this in view a standard outfit is being designed to meet the requirements of a permanent service.

In addition to the above facilities, ships can take bearings from any of the coast stations of our Coast Station system. One thousand seven hundred and thirty requests for signals for D/F purposes were dealt with by our coast stations during the past year.

COMMERCIAL SHIP SERVICE

Each of the regular thirty-three coast stations handles commercial traffic to and from ships and in addition four of the Direction Finding Stations—Belle Isle, Yarmouth, Chebucto Head, and St. John—combine commercial service with their direction finding work.

Long-distance service to ships on the Atlantic is provided by the licensed station at Louisburg, N.S., owned and operated by the Canadian Marconi Company, and on the Pacific by the departmental station at Estevan, Vancouver island. The traffic returns from these stations indicate that the route of commercial traffic continues to shift from the low power short wave coast stations to the high power long wave stations, the latter being better equipped and located to handle this traffic in an expeditious manner.

RADIOTELEPHONE SERVICE TO SMALL CRAFT ON THE PACIFIC COAST

The radiotelephone system has completed another year's work with satisfactory results and is being used to a gratifying extent. The shore telephone stations are located at Vancouver (Merchants' Exchange), Merry Island, Alert Bay, and Cape Lazo.

In addition the four life-saving radio telephone stations on the west coast of Vancouver island at Banfield, Cape Beale, Pachena Point and Carmanah are available for this service. Approximately forty-one tugs and other small craft are now equipped with radiophone apparatus. The sets in these boats are operated by the captain or engineer and most of them are installed by an operating company on a rental basis which includes service. The number of paid radio telephone calls handled numbered 11,508.

SHIP'S EMERGENCY APPARATUS

The department has in effect an arrangement whereby its coast stations call upon Canadian and certain British ships to operate their emergency apparatus whilst at sea, in order to check their efficiency.

NUMBER OF SHIPS EXERCISED 1926-27

Total.....	424
Failures.....	Nil.
Average time taken to change over.....	12.7 secs.
Time allowed.....	30 secs.

TRAFFIC SECTION

This section of the Radio Branch handles the preparation, rendering and collection of accounts for commercial ship to shore and inter-station messages handled by the departmental ships and stations, and the auditing, rendering and collection of international accounts to various operating companies and foreign administrations for radiotelegrams exchanged by foreign ships through Canadian coast stations and by Canadian ships through foreign coast stations.

The number of accounts handled by the branch was 137,000, representing \$165,000 in tolls.

MESSAGES HANDLED BY THE COAST STATION SERVICES

The total number of messages and words handled during the year ending March 31, 1928 (including retransmissions), was as follows:—

	Messages	Words
East Coast.....	156,110	2,775,743
Great Lakes.....	32,846	478,582
West Coast.....	205,766	4,064,762
Hudson Bay and Strait.....	9,422	376,670
	404,144	7,695,757

The business handled by the East Coast System (operated partly by the Canadian Marconi Company under contract and partly by the department) shows an increase of 5,493 messages with an increase of 150,793 words.

The Great Lakes System (operated directly by the Canadian Marconi Company under contract) shows a decrease of 6,721 messages with a decrease of 97,915 words.

The West Coast System (operated by the department) shows a decrease of 6,073 messages with a decrease of 81,585 words.

REVENUE

The net radio revenue accruing to the Radio Branch from all sources during the year amounted to \$316,582.74, against \$276,233.70 in 1926-27, an increase of \$40,349.04. This revenue is apportioned as follows:—

<i>Traffic Revenue—</i>	
East Coast.....	\$ 6,499 44
Great Lakes.....	782 14
West Coast.....	59,129 16
	\$ 66,410 74
<i>Other Revenue—</i>	
License fees.....	\$ 249,687 00
Examination fees.....	485 00
	\$ 250,172 00
	\$ 316,582 74

The East Coast traffic shows an increase of \$881.63, the Great Lakes a decrease of \$233.84, and the West Coast a decrease of \$3,779.75. Net traffic revenue decrease \$3,131.96.

INSPECTIONS

The administration of the Radiotelegraph Act has been carried on as usual and no evasions or attempted evasions of section 4 of the Act, calling for compulsory equipment of radiotelegraph apparatus on board passenger steamers, have been reported.

Five new inspectors were added to the permanent staff during the year, and permanent inspection establishments are now maintained at Victoria, Vancouver, Winnipeg, Calgary, Regina, Toronto, Hamilton, London, Kitchener, Ottawa, Halifax, Montreal, Quebec, and St. John.

Inspectors, in addition to inspecting all ships and licensed stations in their district, also undertake the examination of operators for Certificates of Proficiency. All land stations are inspected at least once a year, and all ships when they visit Canadian ports. Supervision of broadcasting comes under their jurisdiction and now comprises a considerable part of their duties.

The policy of utilizing the services of qualified radio operators as "part time" inspectors to look after small localities or areas and to assist permanent inspectors in the larger centres continues to prove satisfactory. These "part time" inspectors are paid a nominal salary of \$15 to \$30 per month, and are located at the following points:—

Nova Scotia.—Halifax (Dartmouth), Glace Bay, and Sydney, N.S., and district.

Prince Edward Island.—Charlottetown and Summerside.

New Brunswick.—St. John, Moncton (vacant), and Fredericton, N.B.

Quebec.—Montreal, St. Lambert, Quebec (vacant), Sherbrooke (vacant), and Three Rivers.

Ontario.—Brantford, Fort William (vacant), Port Arthur (vacant), Hamilton, Kingston, Peterborough, Sarnia, Toronto (2), Windsor, Chatham, North Bay (vacant), Sault Ste. Marie, and Kenora-Keewatin.

Manitoba.—Brandon and Winnipeg.

Saskatchewan.—Moose Jaw, Regina, Saskatoon, and Prince Albert.

Alberta.—Calgary, Edmonton, and Lethbridge.

British Columbia.—Vancouver and Kamloops (vacant).

Yukon.—Dawson.

The number of inspections carried out during the fiscal year was:—

Coast and land stations.....	96
Ship stations.....	2,181
Amateur experimental and private receiving stations.....	14,452
Total.....	16,729

EXAMINATIONS FOR CERTIFICATE OF PROFICIENCY IN RADIOTELEGRAPHY

Protection for the safety of life at sea demands the employment of competent operators on ship and at shore stations, while interference problems necessitate a similar requirement in the case of amateur and land stations. To secure this the radio regulations provide that all operators must satisfy the minister as to their ability to operate the class of station on which they are working. In the more important classes of service the operators must be the holders of first, second or other prescribed class of certificate, while in the case of stations of lesser importance, not likely to become a source of interference, the operators must satisfy a radio inspector that they are capable of handling their equipment in an efficient manner.

One hundred and seventy-three operators were examined for Commercial Certificate of Proficiency in Radio during the year, including seventy-two re-examinations; ninety-five candidates were successful and seventy-eight failed. Thirty-three holders of certificates were examined on additional types of equipment; twenty-six were successful and seven failed.

Ninety-six candidates for Amateur Radio Certificates were also examined, of whom ninety-five were successful and one failed.

Two thousand one hundred and four Certificates of Proficiency in Radio have been issued by the department up to the end of March, 1928.

FEEES FOR EXAMINATIONS

1. Extra First Class Certificate.....	\$	5 00
2. First Class Certificate.....		2 50
3. Second Class Certificate.....		1 00
4. Third Class Certificate.....		1 00
5. Experimental Certificate.....		2 50
6. Amateur Certificate.....		0 50
7. Emergency Certificate, any class.....		5 00
8. Radiotelephone Certificate.....		2 50

RADIO BROADCASTING

As anticipated, radio broadcast reception on the whole showed a perceptible improvement over the signal level which prevailed during the year 1926-27, especially during the winter months, and it is not improbable that a further betterment of conditions will be observed during the winter of 1928-29.

Ninety-nine broadcasting stations were licensed during the year, an increase of three over 1926-27.

Active stations.....	74
Phantom stations.....	19
Inactive stations.....	6
	99

(A phantom license is one which authorizes the licensee to use the apparatus of an existing station under a special call sign.)

The total number of licenses issued for receiving sets was 268,420, an increase of 52,770, and the net revenue from broadcasting license fees, after deducting commissions to radio dealers, and to the Post Office Department for the sale of licenses, and the subsidy of \$9,644.50 for station CKY, Winnipeg (50 cents in respect of each license issued in Manitoba), amounted to \$243,979.50.

BROADCASTING WAVELENGTH ARRANGEMENTS WITH THE UNITED STATES

The negotiations entered into with the United States Government in February, 1927, with a view to obtaining the release for the use of Canada of additional channels which were occupied by United States broadcasting stations having failed, there has been no change in the wavelengths used by Canadian stations, which are as follows:—

<i>Shared with United States—</i>	<i>Exclusive—</i>
247.8 M — 1210 K/C	291.1 M — 1030 K/C
* 249.9 M — 1200 “	312.3 M — 960 “
267.7 M — 1120 “	329.5 M — 910 “
296.9 M — 1010 “	356.9 M — 840 “
322.4 M — 930 “	410.7 M — 730 “
336.9 M — 890 “	434.5 M — 690 “
340.7 M — 880 “	
384.4 M — 780 “	
475.9 M — 630 “	
499.7 M — 600 “	
516.9 M — 580 “	

* (Amateur)

BROADCAST OF THE CELEBRATION OF THE DIAMOND JUBILEE OF CONFEDERATION

On the 1st July, 1927, citizens of the Dominion from coast to coast were enabled by radio to hear the official program of the Celebration of the Diamond Jubilee of Confederation at Ottawa.

The arrangements for this elaborate undertaking were made by a Broadcasting Committee of which the Hon. Thomas Ahearn, P.C., was chairman.

Through the co-operation of the various railway, telegraph, telephone and radio organizations throughout the Dominion, who placed their facilities at the disposal of the committee, free of charge, the effort proved to be abundantly successful, and the program which was broadcast through twenty Canadian and one United States station, was heard in practically every corner of Canada, as well as in other parts of the world, including New Zealand, Panama, Peru, Great Britain, Holland, Brazil, South Africa, etc.

An idea of the magnitude of the enterprise may be had from the fact that over 400 persons and some 19,000 miles of telephone and telegraph circuits were employed. This was the first occasion on which the broadcasting stations of the Dominion were linked together from coast to coast.

AMENDMENTS TO THE RADIOTELEGRAPH ACT

Concession to the Blind

A large number of persons afflicted with blindness derive much comfort and pleasure from the reception of radio broadcasting and as many of them are in poor circumstances, it was decided to forego the license fee of one dollar (\$1) in such cases. Regulation No. 1 issued in accordance with Section 10 of the Radiotelegraph Act, chapter 43, Statutes 1913 (now chapter 195, Revised Statutes of Canada, 1927) has, therefore, been amended by the addition of the following:—

- "1. (a)no change.
- (b) Provided that the Minister may at his discretion issue free of charge to any blind person a license for a private receiving station upon being satisfied that such person is blind."

During the fiscal year 1927-28 the number of free licenses issued under the above regulation was 365.

COMMERCIAL ACTIVITIES

Imperial Communication

On February 23, 1928, an Imperial Committee consisting of representatives of Great Britain, the Dominions and India, met in London, with the following terms of reference:—

"To examine the situation which has arisen as a result of the competition of the Beam Wireless with the Cable Services, to report thereon and to make recommendations with a view to a common policy being adopted by the various Governments concerned."

Canada was represented on this committee by Sir Campbell Stuart, K.B.E., our representative on the Pacific Cable Board. He was assisted by L. J. Gaboury, Deputy Postmaster General, representing the Post Office Department, and C. P. Edwards, Director of Radio, representing the Department of Marine. The committee will examine in detail the financial and operating arrangements of the British-owned cable and radio systems undertaking overseas communication services.

It is not anticipated that the final report of the committee will be available for several months.

Transatlantic

The Marconi Beam Service between Drummondville, P.Q., and Bodmin, England, which was inaugurated on October 25, 1926, continues in permanent operation. The rates in effect via this circuit are as follows:—

Canada Eastern Zone to Great Britain and Ireland

Fully paid messages.....	18c. per word.
Deferred messages.....	8c. per word.
Nightletter messages.....	\$1.10 for 20 words or less and 6c. for each extra word.
Week-end letter messages.....	\$1.00 for 20 words or less and 5c. for each extra word.
Post letter messages.....	60c. for 20 words or less and 3c. for each extra word.

Transpacific

The Canadian Marconi Company are licensed to install a beam transmitter at Drummondville to communicate direct with Australia. Work on this transmitter is in progress and it is anticipated that the Australian service will be placed in commission during the summer of 1928.

Communication With Isolated Points

The utility of radio as a means of communication with isolated points not reached by telegraph or telephone lines is becoming more and more appreciated by private enterprise, and during the year twenty-one licenses were issued to companies and private individuals for stations of this class. Thirty-two licenses were also issued to public utilities and power companies for the establishment of radio stations at their power plants and distribution centres for the purpose of emergency communication in case of breakdown or other emergency.

Other Departments of Canadian Government

Department of National Defence.—Eight commercial stations along the McKenzie river and in the Yukon territory are operated by the Royal Canadian Corps of Signals of the above department, with enlisted personnel.

Civil Aviation Stations.—The Directorate of Civil Government Air Operations of the Department of National Defence maintains eleven stations in connection with its forestry and other air activities. These stations are operated on behalf of the Directorate by the Royal Canadian Corps of Signals, with an enlisted personnel.

Department of the Interior.—The patrol steamer *Beothic*, chartered by the Department of the Interior for their far northern patrol, is fitted with a short wave radio equipment, and maintains communication with civilization during the whole of her annual cruise.

THE INTERNATIONAL RADIOTELEGRAPH CONFERENCE

The International Radiotelegraph Conference of Washington opened on October 4, 1927, and closed on November 25, 1927.

This conference met for the purpose of revising the Radiotelegraph Convention signed at London in 1912. Participating in the task of revision were the properly accredited representatives of seventy-nine contracting administrations, together with the representatives of international organizations and operating companies aggregating three hundred and seventy-eight individuals.

The Government of the Dominion of Canada's delegation, appointed under Order in Council of August 11, 1927 (P.C. 1548), was as follows:—

Head of Delegation.—Mr. A. Johnston, Deputy Minister, Department of Marine, Ottawa.

Delegates.—Mr. C. P. Edwards, O.B.E., Director of Radio, Department of Marine, Ottawa. Major W. A. Steel, M.C., Royal Canadian Corps of Signals, Department of National Defence, Ottawa. Mr. Laurent Beaudry, First Secretary, Legation of the Dominion of Canada, Washington.

Technical Advisors.—Mr. Donald Manson, Chief Inspector, Radio Branch, Department of Marine, Ottawa. Mr. J. W. Bain, Radio Engineer, Department of Marine, Ottawa.

The Conference was formally opened by the President of the United States, who outlined in his opening address the main objects sought to be obtained as the result of the Conference.

At the first plenary session, committees with their assignment of chairmanships and vice-chairmanships were named as follows:—

<i>Committee</i>	<i>Chairman</i>	<i>Vice-Chairman</i>
No. 1. Convention.....	United States.....	Canada.
No. 2. General regulations.....	Great Britain.....	Spain.
No. 3. Mobile and special service regulations.....	Germany.....	Brazil.
No. 4. Point-to-point regulations and regulations for other services.....	Uruguay.....	Great Britain.
No. 5. Special section to consider the report of the Committee on the study of Code language.....	Italy.....	Czechoslovakia.
No. 6. Tariffs, word count and accounting.....	Italy.....	Australia.
No. 7. Technical.....	France.....	Denmark.
No. 8. Drafting.....	Belgium.....	Sweden.
No. 9. International Code of Signals.....	Japan.....	Holland.
No. 10. Committee on the work of the International Bureau.....	China.....	Mexico.

While the Chairmanship of the Convention Committee was assigned to the United States, all the sessions of that committee were presided over by the head of the Canadian delegation.

On the committees formed, the Canadian delegation was represented as follows:—

- Committee No. 1—Mr. Laurent Beaudry.
- “ 2—Commander C. P. Edwards.
- “ 3—Commander C. P. Edwards and D. Manson.
- “ 4—Major W. A. Steel and D. Manson.
- “ 6—Commander C. P. Edwards and D. Manson.
- “ 7—Major W. A. Steel and J. W. Bain.
- “ 9—British delegate on that Committee represented Canada.

Aside from technical problems, the question which offered the most difficulty was that of voting. Under the terms of the London Convention of 1912, the principle of multiple voting based on colonial possessions was followed. Complicating factors had since then arisen. Germany had lost her colonies. The Irish Free State had been created. Besides, the Dominions took the view that each of them was entitled to a vote quite independently of any vote or number of votes which might be allocated to Great Britain and her non self-governing colonies.

It was finally agreed that the representatives of any Government properly accredited and in attendance at the conference should be permitted to sign the new convention, the signatures to be in alphabetical order, in French, and that any provision relating to voting would be omitted from the convention. With

this decision, an explanatory note was made to the effect that before the time for holding the next conference arrives, the United States Government will, through the regular diplomatic channels, take up with the Governments interested the question of the voting plan to be adopted for that occasion.

The convention* which will be known as the International Radiotelegraph Convention of Washington, 1927, is completed by two sets of regulations, i.e. (1) General Regulations and (2) Supplementary Regulations. A review of the same follows:—

Convention

The convention itself sets out the main principles which are to govern the establishment and operation of the different classes of radio services, the basic idea being the minimization of international interference.

Apparatus and Licenses

The subscribing nations agree to maintain the apparatus of their stations in accordance with the best scientific and technical progress, and to compel every private station under their jurisdiction to take out a license under which such stations will comply with the rules of the convention, as set down for the class of service they perform.

Intercommunication

Communication between ships and between ship and shore stations is obligatory, but in the case of fixed stations, that is, stations working between one country and another, each country reserves the right to determine the countries with which its stations shall work. This has its parallel in the cable situation.

Secrecy

With a receiving equipment of suitable type, it is possible for any station to intercept the messages transmitted by other stations. In order to protect the interests of the public, each country agrees to take steps to prevent the unauthorized reception of messages and the divulging of the contents.

Priority of Distress Calls

The principle that distress calls and distress messages from ships at sea take priority over all other radio communication is set down.

Arbitration

In the case of disagreement between two countries, compulsory arbitration is provided for, the same to take place on the demand of one of the governments concerned.

Military Stations

Military and naval stations are not included in the scope of the convention, except insofar as they may handle commercial traffic.

General Regulations, Part I

The general regulations which form a part of the convention, and which have the same force and effect as the convention prescribe the detailed working rules for the establishment and operation of the different radio service.

Classification of Transmitters

As has already been stated, the main object of the convention is the reduction of interference, and it having long been demonstrated that certain types of radio transmitters cause much more interference than others, the regulations

*Copies of a publication containing the full text of the Convention and Regulations annexed thereto may be obtained from the Department. Price, twenty-five cents (25c.).

first of all classify radio emissions into four general classes and prescribe the conditions under which each type may be used. The four classes are as follows:—

1. Pure continuous waves;
2. Continuous waves modulated at a periodic audible frequency (tonic train);
3. Continuous waves modulated by voice (radiotelephone);
4. Damped waves.

Restriction of Use of Damped Waves

The worst offender from the interference standpoint is the old type spark transmitter, and whilst in Canada and the United States, this problem has already been dealt with and steps taken to eliminate it at points where it is a source of trouble, it still affects these two countries internationally through the medium of foreign ships when in the proximity of the coast line. There is also the isolated case of the French Station "HYS", at St. Pierre, Miquelon, adjacent to the Maritime Provinces.

The question of the abolition of spark equipment was the subject of prolonged discussion based on the Canadian proposal that "on and after the coming into effect of the convention no further new spark installations should be permitted on ship or shore." The proposal was actively opposed by Great Britain and other European countries and supported by the countries in North and South America. After several days' discussion, Canada finally added an amendment, that the proposal would not apply to small spark equipments of limited range (300 watts power), the utility of which, in connection with distress calls, was not denied. The proposal thus amended carried.

Under the regulations, as finally drafted, no new installations of spark transmitters may be made in stations on land after December 31, 1928, nor in ships (except those of low power above mentioned) after December 31, 1929. The use of all spark sets in stations on land is forbidden after December 31, 1934, and in ships (except those of low power already referred to) after December 31, 1939.

Allocation of Waves

The next major question was that of the allocation of radio waves or channels among the different classes of service, viz:—

1. Mobile service, which includes "ship to shore" and aircraft to ground;
2. Fixed services, i.e., for communication between fixed points on land and including both national and international services;
3. Broadcasting services;
4. Special services, which includes meteorological, time signals, notices to mariners, radio beacons, radio direction finding stations and private experimental stations.

The spectrum of frequencies in actual radio use runs from 10 to 60,000 K/C (or from 30,000 to 5 metres) and the final allocation was made as follows:—

The band 90 K/C wide between 10 K/C and 100 K/C (30,000 to 3,000 metres) is reserved primarily for high power, long distance trans-ocean communications.

The band 400 K/C wide, between 100 K/C and 500 K/C (3,000 to 600 metres) is primarily, though not exclusively reserved for ship to shore and aircraft services, certain European long wave broadcasting stations being allowed to use the portion of this band between 160 K/C and 224 K/C (1,875-1,340 metres).

The general calling waves for ship to shore and aircraft, for distress and commercial work, and also for direction finding beacons are in this band.

The distress and calling wave for ships of 500 K/C (600 metres), the Direction Finding wave of 375 K/C (800 metres), and the aircraft calling wave of 333 K/C (900 metres) remain unchanged.

The band 125 to 150 K/C (2,400 to 2,000 metres) is reserved exclusively for "ship to shore" and aircraft working and it is on this band that most of the long distance ship commercial traffic will continue to be handled. The calling wave for this band is 143 K/C (2,100 metres).

The band 950 K/C wide, between 550 and 1,500 K/C (540 to 200 metres) is reserved for broadcasting, but the European nations may use the lower end of the same, viz., 1,300 to 1,500 K/C (230 to 200 metres) for certain special ship service on small ships such as tug boats.

This mobile service also receives the next band 215 K/C wide, between 1,500 to 1,715 K/C (200 to 175 metres). Above 1,715 K/C (175 metres) the channels are divided between the different services in proportion to their importance.

These high frequencies above 1,715 K/C (175 metres) or the wavelengths below 175 metres are still, more or less, in the development stage, and it is intended that each class should be given an opportunity to experiment to ascertain the utility of these waves for its own particular class of service.

It was a difficult matter to reconcile all the conflicting points of view in regard to the allocation of waves and many and prolonged were the discussions which took place.

Canadian interests demanded the long distance Trans-Atlantic and Trans-Pacific services of this country be adequately protected, that there be adequate provision for the future development of aircraft communication, and that broadcasting services be protected from foreign enterprises.

On this last question it was somewhat surprising to find that some of the most important European nations did not hold the opinion that the band 550 to 1,500 K/C (545 to 200 metres) should be devoted exclusively to broadcasting; they desired to retain ship waves in the same, including those from the interfering spark apparatus. This problem of interference from ships is serious enough on the Atlantic and Pacific coasts of Canada, but, after all, it does not affect the big percentage of the inland radio listeners; on the other hand, in Europe, by reason of the proximity of the majority of the listeners to the different coast lines, it was believed that this question of interference would have been a vital one.

For years foreign fishing vessels, operating along the Canadian Atlantic coast, have been using spark equipment on 1,000 K/C (300 metres) and 665 K/C (450 metres) which are within the broadcast band, for traffic and direction finding purposes. Up to date Canada has lacked the necessary authority to regulate such traffic, but Article 18 of the Regulations will completely remove this source of annoyance for all broadcast listeners in the Maritime Provinces. After numerous conferences on the matter, between the interested delegations, it was decided to forbid the use of 665 K/C (450 metres) from the date on which the new Convention becomes effective (January 1, 1929), in regions where it might interfere with broadcasting; 1,000 K/C (300 metres) may not be used for traffic between the hours of 6 p.m. and midnight, and is to be entirely dispensed with, insofar as spark equipment is concerned, after January 1, 1930. It may still be used by fishing vessels for direction finding purposes, but such use must not interfere with broadcasting.

Aircraft Communication

The use of radio for communication purposes by aircraft is becoming increasingly more important in Canada as civil aviation and forest protective

work is developed. Canada's representatives brought out quite forcibly the importance of this service to this country, and succeeded in having established definite wavebands for the use of such services. In the past there has been considerable interference from high powered broadcasting stations and others, on aircraft waves, but by mutual arrangement among the nations this has been greatly decreased, and in some cases eliminated. With the increased facilities now available it will be possible to provide for the forest protective services in all provinces, the Government aerial surveying activities and for all forms of commercial aviation.

Operators

Another important point was that of the qualifications of operators.

This is an international question, since a ship or aircraft station improperly operated could completely upset international working and might readily become a menace to life through interfering with the prompt handling of distress calls.

A ship operator must not only be able to operate at a reasonable speed, but should have, in addition, sufficient technical qualifications to repair and remedy faults which may develop in the radio apparatus, as once a ship is clear of the dock, the operator is entirely on his own resources.

Under the 1912 convention two classes of certificate were established, calling for operating speeds of 12 and 20 words per minute, respectively, knowledge of the international regulations, and certain theoretical and practical technical knowledge.

The second class certificate which prescribed a speed of 12 words per minute has been a source of considerable trouble to Canada, particularly in the congested radio area of the North Atlantic. It is not difficult for a person to acquire this minimum speed, and in certain countries advantage has been taken of this fact to have one of the deck officers qualify for a certificate and thus avoid carrying a regular operator.

Transmission of traffic at 12 words per minute is annoying enough on a busy circuit, but even this speed is not maintained. The class of operator having only these qualifications does not handle very much business, and in a matter of months it is found that his operating speed rapidly falls from 12 words per minute to, as the humourist of the Convention described it, "12 words per month", with disastrous effects to the radio organization.

The whole question was thoroughly discussed and it was finally agreed that 20 words per minute should be the minimum operating speed of any operator, which adequately takes care of the situation before mentioned.

The final arrangement establishes three classes of operators:—

1. The first class, which demands a minimum speed of 25 words per minute, with good theoretical and technical qualifications of both radiotelegraph and radiotelephone apparatus;
2. The second class, which demands a speed of 20 words per minute, and a lower standard of theoretical and practical knowledge of operating radiotelegraph apparatus only; and
3. The special class, which demands a minimum speed of 20 words per minute, and such technical qualifications as each administration may prescribe.

A first class operator is qualified to take charge of a ship station of any class; a second class operator may act as junior operator on a big ship or take charge of the apparatus of a smaller vessel. The special class is intended to cover the special cases such as fishing boats and those which are not, by legislation, compelled to carry radio apparatus in connection with "safety of life at sea."

There was much discussion over the question of experience. The majority desired three years' experience at sea in the case of a first class man, and one year in the case of a second class man, and whilst agreeing with the general principle that experience is not only desirable but essential, a provision such as this would prevent fully qualified operators from Canadian shore stations acting as operators on board a ship. After prolonged debate, it was finally agreed that the experience for a first class operator should be fixed at one year, a second class six months, and to meet the specific case of Canada, where there are so many coast stations, it was agreed that one year's service on either a coast station or a ship would render a first class operator eligible to take charge of a first class ship station.

The radiotelephone certificate is for operators on small ships carrying low power (not exceeding 300 watts) radiotelephone equipments, and precaution was taken to see that it was so worded as to cover such equipments as are installed in tugs plying on the Pacific coast of Canada.

In the case of aircraft operators, the number of hours of flying service will be prescribed by each Administration.

Experimental and Amateur Stations

The development of short waves has lifted the amateur from a national to an international plane, and the conference deemed it necessary to draft regulations to regulate the international activities of this class of station.

The views of North America and some of the British Dominions were materially different from those of the majority of European nations. Canada and the United States were disposed to be as liberal with the amateur internationally as nationally, while the European nations were combined to limit his activities to an absolute minimum. Some of them even proposed to suppress him altogether.

It was difficult for the nations who were opposed to the amateur to appreciate the North American point of view; for instance, all European countries operate their telegraphs as a government monopoly, and they drew rather lurid pictures of their telegraphic revenue suffering from the enormous international traffic the amateur may handle, a contingency which this country, in turn, found difficult to appreciate. However, the spirit of compromise prevailed, and the impression gained was that in future the European amateurs will enjoy bands of waves and privileges far beyond their expectations, while Canadian and American amateurs will find themselves under more restrictions in so far as their international activities are concerned.

The new regulations prescribe that amateurs must not exchange communications with stations in countries which give notice that they are opposed to such exchange. The international messages they transmit must be in plain language and limited to the subject of the experiments, and to remarks of a private nature. The operators must be capable of handling the apparatus efficiently and must be able to operate at a reasonable speed.

The bands out of which the amateur may be allotted channels for international use are:—

The band 285 K/C, between 1,715 K/C and 2,000 K/C (175-150 metres).

The band 500 K/C, between 3,500 K/C and 4,000 K/C (85-75 metres).

The band 300 K/C, between 7,000 K/C and 7,300 K/C (42·8-41 metres).

The band 400 K/C, between 14,000 K/C and 14,400 K/C (21·4-20·8 metres).

The band 2,000 K/C, between 28,000 K/C and 30,000 K/C (10·7-10 metres).

The band 4,000 K/C, between 56,000 K/C and 60,000 K/C (5·35-5 metres).

Working the Nearest Coast Station

The London Convention provides that ship stations should, as a matter of principle, communicate with the coast station which is nearest to them. The purpose is to avoid unnecessary interference which is liable to occur when a ship endeavours to exchange traffic with another coast station a long distance away with correspondingly weak signals and repetitions.

This rule, since 1919, has been "more honoured in the breach than in the observance" and has been a source of much trouble to Canadian stations.

Since 1920, new long wave, long distance transmitters have been developed, and ships fitted with this type of apparatus work with coast stations specially equipped to handle traffic, so provided; as a result, there are now two distinct services, the first, mainly "aid to navigation and safety of life" conducted on the shorter waves of the order of 600 metres, and the second, commercial traffic handled on waves of the order of 2,000 metres.

Prior to the advent of this long range equipment, the 600 metre wave Canadian station at Cape Race handled traffic yielding as much as \$70,000 per year (90 per cent being to United States points); to-day that station is handling traffic providing less than one-tenth that amount.

To meet long wave competition from stations in the United States, the Canadian Marconi Company were, in 1922, licensed to install a long wave station at Glace Bay, N.S. This station is handling a satisfactory volume of business, which about offsets the reduction suffered by Cape Race.

To return to the matter of the convention, it was not only desirable that no regulation should be accepted which would tend to prejudice this traffic, but, if possible, it was desired to secure some regulation which would tend to route the traffic through Canadian stations, even if such action might bring criticism of impeding progress.

The one advantage Canadian stations enjoy is that their geographical position relative to the North Atlantic steamship routes make them the "nearest coast station" for a considerable portion of the route, and it was hoped that privileges might, by regulation, be accorded such stations.

The stations in Great Britain occupy a similar position, in regard to the eastern end of these routes.

Canada pressed the matter strongly through the various committees sometimes with the support of one or two countries, sometimes entirely alone. However, it is felt that the final result has justified the efforts made and that ways and means are provided whereby the Canadian commercial companies can carry on with every hope of success, provided they continue to provide a first class service.

The regulations reiterate the general principle of working the nearest coast station, set out in the London Convention of 1912, for spark transmitters, and extend it to include telephone and tonic train emission. Canada's desire was to have a similar regulation in a modified form apply to the stations operating on continuous waves on the long wave band, to the general effect that any ship communicating with other than the nearest coast station must cease work if she interfered with the nearest station.

Great Britain had already submitted a similar proposal, but abandoned it, so that there was no support from that quarter.

The final regulation, as agreed upon in regard to the long wave band deals with the problem from a somewhat different viewpoint. It contemplates the allocation of a specific wave or waves to each of the different stations in each area, each station to enjoy priority on the wave or waves which are allotted to it, and its working on such waves must not be interfered with.

The conference itself did not allocate any waves. This, in the case of the North Atlantic, was done by private agreement among the managements and the representatives of the administrations concerned in the operation of long wave ship to shore services.

There are 13 waves available, in the band 125 K/C to 150 K/C (2,400 to 2,000 metres), one of which, 2,100 metres, is the calling wave, and the agreement proposes to divide the remaining 12 on the basis of 6 to Europe and 6 to North America. Six European nations are given one wave each, the United States 4, and Canada 2. With this arrangement, Canada will be able to adequately look after not only all traffic to and from Canadian bound ships but a considerable volume to and from American points, it being observed, in passing, that some 90 per cent of the North Atlantic traffic is destined to and from the United States.

Control of Radio on Board Ship

The radio service on board a ship or aircraft is placed under the supreme control of the master of the ship or aircraft and the secrecy of messages is properly protected.

Procedure

Several long articles deal with the general procedure to be observed in the transmission and reception of radiotelegrams; these follow the general procedure set out in the London Convention, greatly amplified to meet developments since that date.

New procedure to cover transmission and reception on the long wave band, and for the operation of direction finding stations is also included.

These changes and additions are demanded by virtue of the fact that in the past the mobile service was carried on on single waves; hereafter it will be carried on on bands of waves, stations being now authorized to use any of the waves in an allotted band.

The basic principle of the operating organization is that there are two standby waves, viz: 600 metres (which is also the distress wave) and 2,100 metres, and all ships and stations not engaged in correspondence will revert to these waves and standby for calls. Provision is made whereby ships using the long wave band will either revert to 600 metres at specified intervals or maintain a separate watch on this wave in order to take care of distress calls.

Distress: Procedure

The whole of the "distress procedure" was carefully gone over and the London procedure changed and amplified in the light of the past fifteen years' experience.

In addition to the distress call SOS which has not been changed, an urgency signal has been established to take care of cases in which a ship is in difficulty, but where danger to life is not involved. Many occasions have arisen in the past where a ship has sent out a distress call, and another ship, at considerable waste of time and expense, has gone out of its way to render assistance, when the trouble was only some mechanical defect not involving danger to life.

The new urgency signal XXX provides for such cases.

Provision is also made for a signal to operate an automatic alarm device, such signal consisting of 12 dashes, each four seconds long, with one second interval between them. This is intended to call the attention of ships carrying one operator when that operator is off watch.

The automatic receiving apparatus will be left in operation, and will only respond to the above mentioned signal. On receipt of such a signal a bell will ring in the chart room, indicating that some ship is in distress; the operator will then be called and put on watch. This arrangement is still in the development stage and the regulation is intended to protect its further development.

In the case of ships sending out distress calls by radiotelephone, they will, in addition to the regular SOS, send out the spoken expression MAYDAY, corresponding to the French pronunciation "m'aider" (Help me).

The question of allocation of call signs raised considerable discussion and Canada was finally given all the call signs commencing with CF, CG, CH, CI, CJ, CK, VA, VB, VC, VD, VE, VF, VG. It will be appreciated that these are more than adequate to meet Canada's requirements for many years to come.

It was proposed, at first, that broadcasting stations should be treated as fixed stations, and given a three letter group out of calls allotted to their respective countries. Incidentally the "C" calls now enjoyed by Canada were allotted to other countries, leaving Canada only the V's, it being pointed out that the V's alone gave a total of over 8,000 call signs, ample for the needs of this country. Such a proposal would have meant changing the call sign of every broadcasting station in the Dominion, and Canada's refusal supported ably by the United States to even discuss, much less accept, such an idea resulted in the arrangement above stated, viz., not only the "V" and "C" call signs already enjoyed, but an additional allotment of C's.

Under the new arrangement, fixed and land stations will have three letter call signs; ship stations will have four letter call signs; aircraft stations five letter call signs; amateur stations four or five letter call signs with a figure inserted. Broadcasting stations are specifically omitted, leaving each country free to allot any sort of call sign it wishes, out of the series it has assigned to it.

Accounting

A considerable number of the regulations deal with form of messages and accounting for the same. This is a somewhat complicated subject on which a good deal of time was spent. A radiotelegram, for instance destined to Europe, sent to a Canadian station by a foreign ship, is handed to the Canadian landlines for delivery to the cable, which in turn hand it to the European landlines for delivery. Each one of these services or administrations, as well as the coast station, makes a charge for the services rendered, while the operator on the ship, which probably will never come near Canada, has the tolls in cash. On the other hand, Canadian ships have accounts with foreign coast stations which have handled their traffic. The rendering of accounts and the settlement of the balances between the different administrations is, therefore, a somewhat complex matter. Canada endeavoured to have the principle established that the charges follow the message, which is, it is believed, a simple and effective way of dealing with the question. However, the European opposition to this procedure was too strong and a system along the general lines of that established by the London Convention, amplified to meet present conditions, was adopted. The gold franc continues to be the basis of settlement.

Abbreviations

The abbreviations to be used in handling radio traffic were considerably amplified in the light of experience and uniform hours of service for ships, not maintaining 24-hour watch, were established, so that every ship can, by reference to the international publications, ascertain exactly when any other ship will be on watch.

Briefly, the world is divided into six divisions,—

Eastern Atlantic Ocean,
 Indian Ocean,
 Western Pacific Ocean,
 Central Pacific Ocean,
 Eastern Pacific Ocean,
 Western Atlantic Ocean,

and the hours during which watch must be kept in each division are specified.

REGULATIONS, PART II

Several points covering the charges on messages and the application of the international telegraph regulations to radiotelegrams were placed in the Regulations, Part II, to which Canada, the United States and the Republic of Honduras, did not subscribe. The points contained therein are of secondary importance and do not affect the general structure of international radio working.

INDUCTIVE INTERFERENCE

This section has been operated along the same general lines as in the past, with increased staff and equipment.

Fifteen interference cars are equipped and in operation investigating interference from the following headquarters: Vancouver, Calgary, Regina, Winnipeg, London, Hamilton, Toronto, Ottawa, Montreal, Quebec, St. John, N.B., and Halifax.

In addition to the regular tours of the interference cars, special trips are made by the investigators, either with the interference cars, or by train, in cases where the interference affects many broadcast listeners and the town would not be visited, on tour, for a considerable time.

"Part time" inspectors are provided with limited equipment for the investigation of radio interference and carry out preliminary investigations in all cases of interference in their districts, and arrange for the elimination of same, if at all possible, with the facilities at their command. In cases where they require assistance from headquarters, an investigator is sent from the nearest divisional headquarters.

The equipment of the interference cars has been considerably improved during the year and improved means have been devised for the location of many sources of interference and for their elimination. The most important apparatus carried on the interference cars consists of a radio receiver with a direction finding loop, by means of which the investigator is able to associate the interference with certain particular lines which are radiating same. The automobiles carry, also, small portable receivers, fitted with exploring coils for investigations in power houses. In case the interference which has been reported is not heard when the investigator visits the town, he endeavours to produce, artificially, such conditions as will cause the interference to start. With the permission of the public utilities, he strikes the poles carrying transformers and other electrical apparatus, and shakes the guy wires, causing the power lines to swing and vibrate as they would in windy weather or when heavy traffic causes the poles to shake.

If the interference is apparently caused by the distribution system or apparatus belonging to the public utilities, the investigator obtains the assistance of a lineman to help in locating the exact source and when the source of interference is located, the public utilities invariably take steps to repair the fault which is found to be the cause. In case the interference is found to originate on some privately owned electrical apparatus the owner of the apparatus is requested to take the necessary steps to eliminate this interference, and the investigator may assist him in testing his apparatus to determine where the fault is. In cases where the interference is caused by the normal operation of electrical apparatus, the investigator tries the effect of surge traps and preventive devices which are carried in the car. Where it is possible to prevent the interference by such means the owner of the electrical apparatus may purchase the necessary equipment either from the Department or from other sources.

Local radio clubs are instructed how to deal with simple sources of interference and they are provided with circulars describing tests to assist them in locating and eliminating the same.

We are pleased to report that our investigators have received the greatest co-operation in their work, in practically every point visited, particularly from the public utilities, and many of the latter have provided themselves with portable radio receivers for the investigation of interference caused by their lines. It is gratifying to note the increased interest in the prevention of radio interference on the part of most of the public utilities throughout the country, who realize the importance of eliminating any sources of interference which may be caused by their systems, both for the sake of the listening public and to ensure that their lines and apparatus are in first class condition. Radio interference frequently indicates defects which may cause serious damage, through fire, electric shock or damage to plant if not rectified in the early stages. The British Columbia Electric Company appears to have gone furthest along this line by employing a full time electrician for investigation work on their lines. This electrician is, at present, working in co-operation with our investigators in Vancouver. The Toronto Hydro-Electric System do considerable investigating, as do many of the smaller public utilities. The Radio Branch investigators instruct the superintendents and linemen of the public utilities in means of dealing with the interference and supply circulars prepared by headquarters, describing means of locating and eliminating interference radiating from these sources.

In the case of privately owned electrical apparatus, such as violet ray machines, farm lighting plants, electrical signs, and many other sources of interference, it is found that rarely does any person desire to be a nuisance to his neighbour and in nearly all cases they either agree to cease using the apparatus during the broadcast hours, or, if the interference is preventable, to install suppression devices which the department provides at cost. In some cases the local listeners affected have subscribed the cost of the device. These usually cost only a few dollars and are easily installed by an electrician.

The number of sources of radio interference investigated personally by the staff of this department may be summarized as follows:—

Sources investigated—

Domestic electrical appliances causing interference.....	291	5.3%
Electrical distribution systems and power lines.....	4,383	80.7%
Commercial electrical apparatus.....	610	11.2%
Radio apparatus (amateur and commercial).....	152	2.8%
Total sources investigated.....	5,436	100%

Action taken—

Number of sources definitely reported cured.....	4,880	89.8%
Number of sources not yet reported cured.....	465	8.5%
Number of sources having no economic cure.....	91	1.7%
Total.....	5,436	100%

In addition to the sources listed above, a great number of cases have been successfully dealt with by correspondence and the interference eliminated by the owners of the apparatus on receipt of detailed instructions from the Radio Branch headquarters or local inspectors. Many special surge traps have been designed and special and standard surge traps sold to suppress interference from domestic and commercial electrical apparatus.

Many of the 465, or 8½ per cent of the sources which are listed as not yet reported cured, have undoubtedly been successfully dealt with by the owners of the apparatus causing the interference. In all cases of preventable interference the investigator specifies in detail the most economic means of suppressing the interference, conducting tests when necessary.

The sources recorded as having no economic cure include some cases of power line and street car interference where the radio receivers are close to the power lines. They also include electro-medical and other types of apparatus

where all known means have failed to eliminate the interference. Research is being conducted in an endeavour to find a means of suppressing such interference.

As an illustration of the widespread interference from one single source, the following is an extract from the report of one of our investigators:—

“On March 28, 1928, in Victoria, B.C., a loose transformer cutout was located by the radio inspector, after a difficult investigation extending over several days. This interference was first reported on March 20, and was very intermittent, causing no interference from the 24th to the 26th, but starting again and becoming more continuous on the 27th.

“The investigator commenced by patrolling the entire city and it was found that the interference was extremely loud near any of the street car lines. It was, therefore, necessary to compare the loudness of the interference on streets away from the car line. By this method the investigator limited the area under investigation and finally located the exact pole by the sledge hammer test. The fault was found to be a loose cutout, which was sparking, in the primary lead to the transformer. The sparking and the interference stopped for an instant when the pole was tapped with the sledge hammer. This investigation required eighteen hours of the inspector's time, as well as valuable assistance given by several broadcast listeners. When the fault was repaired, many broadcast listeners, several miles from the source, reported reception free from this interference. The 2,200 volt power line to which the defective cutout was connected, ran parallel to and within a few feet from the street railway feeder cable, and the surge from the power line was induced to the railway feeder and carried by it many miles, causing interference to all radio receivers along the car line.”

Research work has been carried out both at Ottawa and on many transmission lines and industrial plants throughout Canada, and by several of the radio inspectors at their own headquarters. Types of apparatus and methods of investigating interference have been developed and a number of surge traps, both for experimental purposes and for permanent installation, have been designed. Probably the most far reaching in its effect of these new devices will be the surge trap for the elimination of interference from telegraph apparatus. Satisfactory negotiations have been completed with the various telegraph companies operating in Canada, whereby they co-operate with the Radio Branch in investigating and arranging for the elimination of much interference caused by their apparatus, along the lines recommended by the Radio Branch. There are at present over one hundred towns in which preliminary investigations have been carried out and the telegraph companies have undertaken to endeavour to eliminate the interference from their lines.

Several manufacturers of electrical apparatus have been approached regarding certain features of their products which cause radio interference, and by co-operation with the Radio Branch, the designs have been revised to eliminate the objectionable features. Some dealers guarantee their products not to cause radio interference, and such articles as electric warming pads have been replaced by dealers free of charge on that account.

In addition to the interference work, the investigators do any other work required by the Radio Branch in the towns they visit. Such work includes the sale of licenses, inspection of amateur stations and the examination of candidates for operators' certificates, etc.

The reports of the year indicate a great advance in the results obtained the previous year, above the normal increase which is to be expected with the increased staff and equipment.

Sources investigated.....	1926-27 2,793	1927-28 5,436
Per cent of sources reported cured.....	87%	89.8%

From correspondence received, it is believed that there is also a great increase in the number of sources of interference eliminated by the public utilities and owners of electrical apparatus.

It is also believed that the general noise level of interference throughout the Dominion, and the length of time which faults cause interference before

they are repaired have been considerably reduced during the year. These improvements are more than keeping pace with the increased sensitivity of the sets now used by the broadcast listeners. There still remains, however, much work to be done, particularly in cities where much electricity is used, to reduce the level of the continuous noise, in addition to the work of investigating new sources of interference.

NEW CONSTRUCTION, ADDITIONS AND ALTERATIONS

During the year in addition to the regular maintenance work which was carried out, including painting of buildings and masts where necessary, and overhauling rigging and other related equipment, the department, in accordance with its policy of improving reception conditions for the broadcast listener, installed two additional continuous wave and interrupted continuous wave transmitters on the Great Lakes and three of similar type on the East coast and gulf of St. Lawrence. Also, in conformity with the same policy and that of improving aids to navigation, valve type radio beacon transmitters emitting interrupted continuous waves were installed; one on the Great Lakes and one on the West coast. These beacons are becoming increasingly useful as more and more ships are being fitted with radio direction finding equipment.

In order to ensure continuous communication between the different bases established by the Hudson Strait Expedition, radio stations were erected at each, equipped with medium power valve type transmitters. Electric power for driving the transmitters and for lighting the buildings was provided by gasolene engine driven generators. Regular communication was maintained between the expedition and Ottawa by means of a short wave transmitter installed, in addition to the regular station equipment, at the central base at Wakeham Bay.

The following is a synopsis of the new construction, additions or alterations carried out at each station concerned during the fiscal year 1927-28:—

West Coast

Alert Bay.—A small mast, new aerial and counterpoise were erected for the radiophone transmitter.

Bull Harbour.—A new gasolene engine driven generating unit together with a 13-plate starting battery and a remotely controlled switchboard were installed, the latter being so arranged as to allow the operator on watch to start and stop the generating plant without leaving his working position at the receiver. Advantage was taken of the presence of the starting battery to use it for supplying current to electric lights installed in the operating house, which resulted in improved working conditions for the staff.

Cape Lazo.—A second single piece, 120-foot mast, complete with concrete deadmen and all rigging and fittings, also a counterpoise for the radiophone transmitter, was erected. The operating and dwelling houses were overhauled and placed in good order.

Digby Island.—A closed circuit inductance unit was installed and the C.W. transmitter converted into the five-unit type. A tone wheel was fitted for I.C.W. transmission and a new aerial change-over switch and transmitting relay installed. The rigging was overhauled, and a new aerial erected. To enable watch to be maintained simultaneously on two wavelengths a 600-metre standby receiver was installed. A plank sidewalk was built from the station to the wharf. The power line was overhauled and repaired.

Dead Tree Point.—A new trestle was erected to support the 1,000-gallon fresh water supply tank, and all connecting pipes were boxed in as a protection from frost.

Estevan Point.—A new aerial was erected. Considerable work was done on the Estevan-Hesquiat road, corduroy and brush being put down and road ditched and graded.

Point Grey.—A radiophone transmitter ex Vancouver City Station was installed. In order to improve the appearance of the grounds and buildings the roadway was gravelled and concrete curbs constructed at each side, concrete walks were laid and the buildings painted. A large part of the site adjoining the buildings was levelled and seeded.

Race Rocks.—A type 400 W radio beacon transmitter was installed in the fog alarm building. The aerial was supported between the lighthouse tower and a 70-foot single piece wooden mast erected for the purpose. A suitable ground system was also put down and a larger engine capable of driving both the fog alarm and the radio beacon transmitter was installed.

Life-Saving Service.—The four radiotelephone equipments installed for the Life-Saving Service at Bamfield, Cape Beale, Pachena, and Carmanah were given their annual overhaul and all necessary replacements and repairs effected.

Great Lakes

Southeast Shoal, Lake Erie, Radio Beacon.—A type 400 watt valve equipped radio beacon transmitter was installed in the new combined Fog Alarm and Lighthouse recently constructed on this shoal. Due to the restricted nature of the structure it was necessary to erect the aerial above the lantern in the form of a horizontal rectangular wire grid fastened to four self-supporting tubular masts built into the concrete walls at the corners of the building.

Midland, Ont.—A 1,600 watt C.W. and I.C.W. valve transmitter was installed with very satisfactory results.

Kingston, Ont.—A 1,600 watt C.W. and I.C.W. valve transmitter was installed. The operating house and dwelling at the station which were wired for electric lighting when built were connected to a power line constructed for the department by the Kingston Public Utilities Commission.

Tobermory, Ont.—A Type M.S. valve receiver was installed.

East Coast

Chebucto Head, N.S., Direction Finding.—The station building was extended to accommodate a new 1,600 watt C.W. and I.C.W. transmitter and new generating set and same were installed. The latter is arranged to be remotely started and stopped by the operator without moving from his working position. A new 500-gallon gasolene tank was installed and connected to a Bowser pump. A new D.F. aerial was erected. This new equipment went into operation on the 23rd of January.

Canso, N.S., Direction Finding.—The $\frac{1}{2}$ K.W. Canadian Marconi spark transmitter was replaced by a used 2 K.W. set of the same type. A type G-3 D.F. receiver, together with a new operating table to accommodate same and a remotely controlled send-receive switch, were installed. Necessary repairs were made to the road between the station and the main highway.

Cape Race, Nfld., Direction Finding.—An M.S.A. and M.S.T. receiver and amplifier were installed.

St. Paul Island, N.S., Direction Finding.—The type 12 A.D.F. receiver was replaced by a type G-3 type receiver, which considerably improved the efficiency of the station.

Father Point, P.Q.—A new 1,600 watt C.W. and I.C.W. valve transmitter was installed and tested, the results being very satisfactory. A $7\frac{1}{2}$ K.V.A. transformer and oil switch were supplied for connection to the power company's line. A type M.S. valve receiver was installed.

Clarke City, P.Q.—A type M.S. valve receiver was installed.

Grindstone Island, P.Q.—A type M.S. valve receiver was installed.

North Sydney, N.S.—A standard 100 watt C.W. and I.C.W. transmitter and type M.S. valve receiver were installed.

Hudson Bay and Strait

Port Nelson, Man.—The station was reopened on behalf of the Department of Railways and Canals and a type M.S. valve receiver installed.

Fort Churchill, Man.—A temporary station was erected on behalf of the Department of Railways and Canals. The equipment was housed in a temporary building and consists of a standard 100 watt valve transmitter with type M.S., valve receiver, the prime mover being a 3 K.W. 100 volt non-battery lighting plant. A 120-foot angle iron steel mast was erected.

Port Burwell, Hudson Strait.—A temporary station was erected and equipped with two 150-foot steel masts and standard 1,600 watt C.W. and I.C.W. valve transmitter and type M.S. valve receiver.

Wakeham Bay, Hudson Strait.—A temporary station was erected and equipped with 500 watt C.W. and I.C.W., and 500 watt short wave transmitters and types M.S. and S.W. 3 valve receivers. Two 150-foot steel masts were erected.

Nottingham Island, Hudson Strait.—A temporary station was erected and equipped with a 500 watt C.W. and I.C.W. transmitter, and type M.S. valve receiver. Two 150-foot steel masts were erected.

SPECIAL ASSISTANCE RENDERED TO SHIPS DURING THE YEAR BY GOVERNMENT RADIO

STATIONS

West Coast

Digby Island

SS. "Princess Charlotte".—At 21.23 on August 30, 1927, the Digby Island station received a distress message from the ss. *Princess Charlotte* advising ashore Vichnefski rock near Wrangell. Signals from the *Charlotte* were very weak, and she was unable to hear Digby's reply. At 21.33 Digby Island informed the Ketchikan Station of the casualty and requested that if possible a cutter be sent to assistance. At 21.35 Ketchikan was in communication with the *Charlotte*, who requested removal of passengers. At 21.40 Ketchikan in touch with the ss. *Explorer* in vicinity of Wrangell, who proceeded to assistance, arriving about 5 a.m., after encountering heavy fog. The *Charlotte* had floated off, but unmanageable, and drifting, water in fuel tanks. The *Explorer* removed passengers and conveyed them to Wrangell, the *Charlotte* proceeding under tow.

Estevan Point

SS. "Arkansas" and ss. "Suremico".—At 10.05 on June 3, 1927, the Estevan Station received a distress message from the ss. *Arkansas* reporting collision with the ss. *Suremico* five miles north cape Flattery, in fog; *Suremico* not in danger and standing by *Arkansas*. The Pachena Point Direction Finding Station advised the Banfield Life-Saving Station and C.G.S. *Malaspina*. The *Malaspina* took the *Arkansas* in tow until relieved by the ss. *Salvage King*, who towed vessel to Victoria, B.C. The *Suremico* proceeded under own steam.

M.S. "Noble".—At 18.00 on January 5, 1928, Mr. Smith of Escalante, B.C., telephoned the Estevan Station requesting information regarding a wreck in vicinity Escalante, as wreckage had been seen on the beach, and that he was proceeding to investigate. The officer in charge informed Mr. Smith that no wreck had been reported. At 21.20 Mr. Smith reported men on wreck or reef about four miles south of him and that this information had been telephoned direct to the Tofino Live-Saving Station, who advised lifeboat leaving immediately, but on account of heavy sea doubtful if they could get past Riley's cove. The officer in charge at Estevan communicated the above information, together with local weather conditions, to Captain Henderson, C.G.S. *Givenchy*. Both the *Givenchy* and lifeboat were off the approximate position of wreck at daylight on January 6, but were unable to locate same owing to heavy sea and mist. With the assistance of Mr. Smith, directions were given the *Givenchy*, and with the aid of a fire on beach the lifeboat was able to run in channel and rescue two of the crew, four being drowned. Mr. Smith and Government line-man were asked to keep a lookout for bodies. The vessel was a total loss.

SS. "Griffco".—At 22.40 and 23.20 on January 11, 1928, the ss. *Griffco* broadcast "Help SOS"; this was repeated several times, but no other particulars or information were given. The Estevan Station answered the call immediately, but receiving no response, broadcast the SOS. The Pachena Direction Finding Station announced approximate position of vessel 218.5 degrees from that station. This information was also broadcast by Estevan. The ss. *Planter* tried to raise the *Griffco* and reported signals very loud. At 8.20 a.m. on January 12, the ss. *Aorangi* reported running out bearing given by Pachena Direction Finding Station. At 6.10 a.m. on the 13th the *Griffco* broadcast the following: "Unable receive on wireless. Report us Inter Island Steam Navigation Co., Honolulu. All well. Signed Martin." Vessel apparently proceeded on course. No reason given for sending SOS.

Pachena Point Direction Finding

At 10.12 a.m., on November 19, 1927, the lightkeeper at Carmanah reported to the Pachena Direction Finding station by radiophone, "one gasboat reported ashore and two in distress off Cloose." At 10.20 a.m. Pachena notified the Banfield Lifeboat which put out, also gave details to U.S.S. *Snohomish* who proceeded to Cloose. The ss. *Vinemoor*, abeam Carmanah about 10 a.m., reports no gasboats sighted. Pachena called Norwegian vessel abeam Carmanah, but received no reply, also broadcast general call to any ship near Carmanah Light. Details were given to U.S.S. *Swallow* for information coast-guard lifeboat at Neah bay. The report was evidently a false one as no substantiation of same was received and no wreckage found by beach patrol.

Vancouver

SS. "Northwestern".—At 5.05 a.m. on December 11, 1927, the Vancouver Station received a distress message from the ss. *Northwestern*, advising ran ashore, cape Mudge. Vancouver informed the tug *Capescott* to be prepared to leave if required to assist. Several messages were sent to the vessel's agents and at 8 a.m. the passengers were put ashore. At 10.06 a.m. the C.G.S. *Esteran* proceeded to assistance. The *Northwestern* was taken in hand by the Pacific Salvage Company.

SS. "Lakina".—At 5.20 a.m. on December 24, 1927, the Vancouver Station received a distress message from the ss. *Lakina* advising ashore in Porlier pass, also a message to Ladysmith, asking assistance. At 5.40 a.m. the *Lakina* sent out a distress call for the Salvage Company and at 6.40 a.m. advised the B.C. Salvage Company, Victoria, that she was afloat and no assistance required. The *Lakina* afterwards proceeded to Nanaimo, B.C.

The West Coast radio stations were also of assistance to the ss. *Admiral Watson*, *Prince Rupert Challamba*, *Catala*, *Donaldson*, and *Atsuta Maru* No. 6.

Great Lakes

Port Arthur

SS. "*Altadoc*".—At 4.20 p.m. on December 8, 1927, the Port Arthur Station received a distress message from the ss. *Altadoc*, advising on rocks off Keweenaw point, in northwest gale, heavy sea, snow storm and winter fog. The *Altadoc* which had lost her steering gear in early morning, had been adrift in lake Superior up to time of grounding. Vessel was abandoned, total wreck.

The Great Lakes radio stations were also of assistance to the ss. *Joseph G. Butler, Jr.*, *Athabasca*, *Maplecourt*, *Bricoldoc*, *Frater Taylor*, *Harvester*, *Huronic*, *Agawa*, *Martian*, and *Alpena*.

East Coast

Sable Island

SS. "*Rene Godet*".—At 4.45 p.m., E.S.T., on April 9, 1927, the ss. *Rene Godet* informed the Sable Island Station that she was in dangerous position on northeast bar of Sable island. At 5 p.m., E.S.T. Sable island assisted in obtaining bearings from the Chebucto Head, Canso and St. Paul's Island D/F stations. At 6.30 p.m., E.S.T., the *Rene Godet* advised had cleared bar and in safe position.

Schooner "*Maurice R. Thurlow*".—At 3.20 p.m., on October 25, 1927, the Sable Island Station received a report from the ss. *Sliedricht* advising passed schooner *Maurice R. Thurlow* of Boston at 18.40 G.M.T., October 23rd, Lat. 38.5 N., Long. 66.57 W. in waterlogged condition, sails torn, boats washed away, no signs of crew. Lloyds, London, Pickford, and Black, Halifax; and Marine Agent, Dartmouth, N.S. were advised.

Schooner "*General Byng*".—At 3.14 p.m., E.S.T., on March 20, 1928, the Sable Island Station was advised by the m.s. *Korsholm* that she had saved crew of six men of schooner *General Byng*, from St. John's, Nfld., when vessel in sinking condition, position Lat. 42.08, Long. 61.17 W. The schooner was set on fire and abandoned.
North Sydney, N.S.

French Trawler "*Adriatique*".—At 10.20 p.m., E.S.T., on July 24, 1927, the North Sydney Station received a distress message from the trawler *Adriatique* advising ashore Scatari rock. This information was broadcast immediately and answer requested from any ship in vicinity; no response. At 10.30 p.m., North Sydney repeated broadcast and from 10.35 to 11 p.m. called *Adriatique* without response. At 11.12 p.m., ss. *Talaralite* replied giving position five miles, 110 degrees, from Scatari Rock, standing by. No further information received from *Adriatique*. *Talaralite* stood by all night. Reported trawler total loss; crew landed.

Fame Point, P.Q.

SS. "*Kurdistan*".—At 2.50 a.m. on September 20, 1927, the ss. *Kurdistan* sent a message to the Fame Point station, reading: "*Kurdistan* ashore east end Anticosti island wants assistance", and advised ship in no danger, sea smooth. At 2.55 Fame Point broadcast information and requested assistance; no response. At 3.27 a.m. message containing particulars forwarded to Marine Agent, Quebec. 4 a.m. unable raise any vessel in vicinity. 5.35 a.m. general broadcast repeated. 7.05 to 7.20 ss. *Turkestan* in communication with *Kurdistan* and proceeding to assistance, arriving at 4 p.m. At 1.45 a.m. on September 21, *Kurdistan* refloated without assistance, proceeding to Quebec escorted by the *Turkestan*.

Quebec

SS. "*Philip T. Dodge*".—At 7.27 p.m., E.S.T., on December 5, 1927, the ss. *Philip T. Dodge* advised the Marine Agent, Quebec, that she had grounded at Cliff island at 7 p.m., and required immediate assistance. Vessel refloated at high water 1.30 a.m., December 6, apparently undamaged, and proceeding to Father Point for survey.

Belle Isle D/F

SS. "*Bay Rupert*".—At 12.12 G.M.T., on July 22, 1927, the Belle Isle D/F Station intercepted a report being broadcast by the ss. *Empress of Scotland* advising ss. *Bay Rupert* ashore on uncharted rock, 55.59 N., 59.59 W.; Belle Isle rebroadcast this information. The *Bay Rupert* being out of range, no direct communication was possible and no bearings were given. At 12.37 p.m., E.S.T., the following report was received: "Standing by in boats, deck level with water, weather good, sea smooth, crew and passengers safe".

The East coast radio stations were also of assistance to the ss. *Nidarholm*, *Stiltonhall*, *Rosecastle*, *Albertolite*, *Canadian Runner*, *Newton Pine*, *Valleluce*, *San Guiseppe*, and *Canadian Volunteer*.

EAST COAST VISUAL SIGNAL SERVICE

During the present year the signal stations on the East coast were placed under the administration of the Radiotelegraph Branch and under the direct jurisdiction of the Division Superintendent of Radio at Halifax. All radio stations report all ships communicated with and this is supplemented by reports of ships sighted by the following visual signal stations which are organized to tie in with the East coast radio service:—

Magdalen Islands.—Including Grindstone, Amherst Island, Pleasant Bay, Groose Isle, and Etang-du-Nord. Wireless to Sydney.

St. Paul Island.—Signal agent part-time. Wireless to Sydney.

Aspy Bay.—Signal agent part-time. Landline to Sydney.

Scatari Island.—Signal agent part-time. Landline and telephone to Sydney.

Flat Point.—Signal agent part-time. Telephone to Sydney.

Point Tupper.—Signal agent part time. Landline to Sydney; ice reports to Canso.

Sydney, C.B.—This office has been reorganized and the duties of signal agent are undertaken by Captain MacKenzie, Superintendent of Pilots, who, upon receipt of reports, analyses same and forwards to central offices at Halifax and Quebec as requisite.

Halifax, N.S.—This station is located at the Citadel and maintains a continuous watch day and night and is in direct communication with Chebucto Head Radio and Signal Station by telephone. The present telephone line is not satisfactory and arrangements have been made to secure a good line between these two points. A summary of ships reported by the Citadel Station appears on page 65 of the Department's Annual Report.

Chebucto Head.—This station is situated at the entrance to Halifax Harbour and reports the passing of all vessels to the Signal Station at the Citadel. One full-time signal agent and one part-time agent for night duty is maintained here for visual signalling. The D/F Station situated at the same point

reports all vessels communicated with by wireless, giving position and probable time of arrival. A new lookout building was erected and is connected by telephone to the D/F Station and to the Citadel. All flags and signal books have been brought up to date and the station organized for lamp signalling at night to vessels not fitted with wireless.

Sambro Head Light Vessel.—This lightship keeps a lookout and reports all passing vessels not fitted with wireless to Chebucto Head.

St. John, N.B.—The Signal Station at St. John is situated in the Customs building and is connected by telephone to the Red Head D/F Station. Two full-time signal clerks are employed.

Lurcher Lightship.—Reports all ships spoken or sighted by wireless to Red Head, St. John.

Seal Island.—A signal clerk part-time reports by wireless to Red Head, St. John, all ships spoken or sighted.

APPROPRIATION AND EXPENDITURE

The parliamentary appropriation for the Marine Department for the fiscal year 1927-28 was \$10,128,411.60; the expenditure, \$9,464,692.55; leaving an unexpended balance for the department of \$663,719.05.

CORRESPONDENCE

The number of letters received during the fiscal year 1927-28 was 81,485.

The number of letters sent out during the fiscal year 1927-28 was 31,200; this does not include 8,000 circular letters despatched.

The above does not include letters received and sent out by the branches transferred from Naval Service or those received and sent out by the Fisheries Branch.

NEW LEGISLATION

During the parliamentary session of 1928, new legislation affecting the department was enacted as follows:—

18-19 George V, Chapter 46.—An Act to provide for a loan to the Saint John Harbour Commissioners; assented to June 11, 1928.

18-19 George V, Chapter 28.—An Act to provide for a loan to the Halifax Harbour Commissioners; assented to June 11, 1928.

18-19 George V, Chapter 42.—An Act to provide for a loan to the Quebec Harbour Commissioners; assented to June 11, 1928.

A. JOHNSTON,

Deputy Minister of Marine.

DOMINION OF CANADA

SIXTY-FIRST
ANNUAL REPORT

OF THE

FISHERIES BRANCH

Department of Marine and Fisheries

FOR THE YEAR

1927-28



OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1928

*To His Excellency the Right Honourable Viscount Willingdon, G.C.S.I.,
G.C.M.G., G.C.I.E., G.B.E., Governor General and Commander in Chief
of the Dominion of Canada.*

MAY IT PLEASE YOUR EXCELLENCY:

I have the honour to submit herewith, for the information of your Excellency and the Parliament of Canada, the Sixty-first Annual Report of the Fisheries Branch of the Department of Marine and Fisheries.

I have the honour to be,

Your Excellency's most obedient servant,

P. J. ARTHUR CARDIN,
Minister of Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES,
Ottawa, July, 1928.

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DEPUTY MINISTER'S REPORT

To the Hon. P. J. A. CARDIN,
Minister of Marine and Fisheries.

SIR,—I have the honour to submit the Sixty-first Annual Report of the Fisheries Branch of the Department, which is for the fiscal year ended March 31, 1928.

The report deals with the following subjects:—

- Review of the Fisheries of 1927.
- Operation of the Fish Inspection Act.
- The Inspection of Canneries and Canned Fish.
- Imperial Economic Committee's Report on Marketing Canadian Fish.
- Fisheries Intelligence Service.
- Fishing Bounty.
- Fish Culture.
- North American Committee on Fisheries Investigation.
- International Fisheries Commission.
- Marine Biological Board.
- Prosecutions.
- Oyster and Scallop Investigations.

Appendices to the report include the following:—

- Report of Inspectors of Fisheries.
- Report on Activities of Marine Biological Board.
- Report on Oyster and Scallop Investigations.
- Report of Fisheries Engineer on Fishways, etc.
- Fisheries Expenditure and Revenue.
- Entries of United States Fishing Vessels.
- Summary of Licenses Issued.
- Return of Prosecutions.
- Expenditure and Revenue by provinces, 1867-1927.
- Report of Mr. J. J. Cowie and Mr. G. R. Earl on their work with Imperial Economic Committee.
- Report on the Fisheries of the McKenzie River Delta.

REVIEW OF THE FISHERIES OF 1927

During the year under review the quantity of fish landed, both sea and inland, was much less than in 1926, and the marketed value was considerably lower. The marketed value for the whole of Canada was \$49,497,038, while for 1926 it was \$56,360,633.

The following table shows the marketed value by provinces for the whole of Canada, as compared with the two preceding years:—

	1927	1926	1925
	\$	\$	\$
Nova Scotia.....	10,783,631	12,505,922	10,213,779
New Brunswick.....	4,406,673	5,325,478	4,798,589
Prince Edward Island.....	1,367,807	1,358,934	1,598,119
Quebec.....	2,736,450	3,110,964	3,044,919
Ontario.....	3,670,229	3,152,193	3,436,412
Manitoba.....	2,039,738	2,328,803	1,466,939
Saskatchewan.....	503,609	444,288	494,882
Alberta.....	712,469	749,076	458,504
British Columbia.....	23,264,342	27,367,109	22,414,618
Yukon Territory.....	12,090	17,866	15,370
Total.....	49,497,038	56,360,633	47,942,131

The province of Nova Scotia shows a decrease in value of a million and half dollars from the 1926 value but is a half million dollars ahead of that for 1925. Unfavourable weather conditions during 1927 were responsible for a large part of the decreased catch in this province, together with an over-production in the months of November and December of 1926, when unusually mild and favourable weather conditions aided the fishermen in landing large quantities of fish. The catch of cod and haddock was much lower and gave a decrease in value of \$1,200,000 and \$270,000 respectively.

In the province of New Brunswick, where the drop in value was nearly a million dollars, there were smaller catches of cod, pollock, herring, and lobsters. Notwithstanding a larger quantity of sardines landed, the value was less by some \$170,000.

The value of the fisheries of Prince Edward Island shows a slight increase over that of the previous year, due to higher prices obtained for certain kinds of fish, although the catches in most instances were about the same or slightly lower than in 1926.

In the province of Quebec, sea fisheries district, there were decreases in the catch of cod, herring, and lobsters, three of the chief kinds taken. The catch of salmon was slightly less, while a large increase in the catch of mackerel is recorded.

The increase in the value for Ontario was due to larger catches of herring, trout, and tullibee. Although the catch of whitefish was slightly less than in 1926, a higher value was obtained.

Notwithstanding that the quantity of some of the principal kinds of fish landed was greater, the value shows a decrease. This was owing to poor markets and low prices received especially for pickerel and tullibee, which constitutes a large part of the total production.

The catch of whitefish in Saskatchewan shows an increase, with an increase of over \$60,000 in value. There was also an increased catch of pickerel.

In Alberta there was a large decrease in the catch and value of pickerel, an increase in the catch of pike but a drop in value, more than double the catch of trout, and a slight decrease in the catch of whitefish.

The province of Saskatchewan is the only one of the three Prairie Provinces to show an increased value. This was due to increased catches of pickerel and whitefish. In the province of Manitoba there were larger quantities of pickerel

and tullibee landed but, owing to lower prices, there was a drop in the marketed value of each. Fewer whitefish were taken. In the province of Alberta the total value is less despite the fact that some kinds of fish show large increases in the catch. Trout shows an increase from 3,907 cwt. to 10,882 cwt. with a corresponding increase in value, while tullibee also shows an increase in catch and value. The catch of pike was considerably larger but the value somewhat less.

The province of British Columbia shows a considerable decrease. A big drop in the catch of salmon and a smaller catch of halibut were mainly responsible for the decrease. A much larger quantity of herring and pilchards were taken than in 1926.

ATLANTIC COAST

Cod, Haddock, Hake, and Pollock.—The total quantities of these kinds of fish landed were 2,612,743 cwt., as compared with 3,429,024 cwt. in 1926. In each of the kinds of fish, in each of the provinces, with one or two exceptions, were decreased catches reported. The greatest falling off was in the catch of cod in Nova Scotia, which dropped from 1,858,944 cwt. in 1926 to 1,331,873 cwt. in 1927. The decrease in the catch of pollock in New Brunswick is quite noticeable, the figures for the year under review and the previous one being 7,693 cwt. and 38,271 cwt. respectively. Hake shows an increased catch in Nova Scotia of 27,000 cwt., there being 119,431 cwt. landed. Of the total of these kinds of fish landed, there were sold fresh and fresh fillets 334,175 cwt., or a decrease of 105,106 cwt. There were produced smoked and smoked fillets 111,431 cwt., compared with 151,357 cwt. in 1926.

The catch of the Lunenburg fleet was 227,590 quintals, or 115,140 quintals less. During the gale of August 24 this fleet suffered the loss of four vessels and their entire crews. The total number of vessels engaged in fishing during 1927 was 83, or 9 fewer than fished in 1926. The prices received for the dried product, while slightly better than in the previous year, were still quite low.

There were fourteen steam-trawlers operating out of Nova Scotia: seven from Canso and seven from Halifax. This number was an increase of two.

Mackerel, Herring, and Sardines.—Some 1,270,158 cwt. of these fish were landed. In the previous year 1,531,399 cwt. were landed, or a decrease of 261,241 cwt. during 1927. In Nova Scotia there were 50,000 cwt. less herrings taken, while the catch of mackerel was greater by nearly 5,000 cwt. Some 10,000 cwt. less of herring, only half the quantity of mackerel, and 6,000 cwt. more sardines were taken in New Brunswick. The demand for sardines after the American canners commenced buying was good but the run of sardines somewhat light. In Prince Edward Island the catch of herring shows a decrease of some 12,000 cwt., but owing to better prices the marketed value was only slightly less. The catch of mackerel was slightly more. The catch of herring was much lower in Quebec, while, on the other hand, a large increase of 48,000 cwt. of mackerel is noted.

Other Sea Fish.—The catch of halibut was greater by over 3,500 cwt. A decrease of over 5,700 cwt. is noted in the quantity of swordfish taken. The catch of tomcod was 22,744 cwt. and of flounders 9,383 cwt. This is an increase in the former and a decrease in the latter.

Shellfish.—The catch of lobsters was 316,831 cwt., which is a decrease of 12,751 cwt. from the 1926 catch and 24,007 cwt. less than the 1925 catch. The

catch by provinces and its disposal is given in the following table, together with a comparison for the year 1926:—

	Catch	*Marketed shell	Canned
	cwt.	cwt.	cases
1927			
Nova Scotia.....	179,673	68,021	55,771
New Brunswick.....	49,752	16,162	18,866
Prince Edward Island.....	62,800	2,097	27,896
Quebec.....	24,606	1,197	11,404
Total.....	316,831	87,477	113,937
1926			
Nova Scotia.....	184,316	71,688	56,277
New Brunswick.....	59,611	15,861	24,041
Prince Edward Island.....	66,298	3,153	29,442
Quebec.....	29,358	847	13,759
Total.....	339,583	91,549	123,519

*including lobster meat.

There were 19,462 barrels of oysters taken, which was slightly less than in 1926. Some 43,293 barrels of clams were dug, or an increase of over 1,500 barrels. The quantity of scallops taken shows a large increase, 38,635 barrels being landed, compared with 23,200 barrels during 1926. None of these shellfish were landed in New Brunswick during the year, the quantity landed in Quebec was only one-third of that landed in 1926, while the landings in Nova Scotia were just about double.

River Spawning Fish.—The quantity of salmon landed was 49,113 cwt., or 3,682 cwt. less than in the previous year. A decreased catch was recorded for each of the Atlantic provinces. There was a decrease of 17,962 cwt. in the catch of smelts, only 72,519 cwt. being landed.

Some 54,115 cwt. of alewives were landed in New Brunswick and Nova Scotia, or a decrease of over 17,000 cwt. This fishery depends chiefly on the market for the salted. As the market was bad during the year, little interest was taken by the fishermen in this branch of the industry.

INLAND FISHERIES

The catch of whitefish was 185,664 cwt., compared with 190,644 cwt. in 1926. The province of Ontario, where the largest catch of this species is made, recorded a catch of some 61,658 cwt., or a drop of 2,391 cwt. Manitoba came second with 49,114 cwt. landed, a drop of 5,008 cwt. Saskatchewan was third with 41,323 cwt. landed, an increase of 3,656 cwt.

There were 140,019 cwt. of pickerel landed, or an increase of 13,933 cwt. Of the total, Manitoba contributed 99,813 cwt. which was an increase of 12,562 cwt.

The province of Ontario shows a catch of 31,173 cwt. of blue pickerel, a slight increase over the catch of the same kind in 1926.

The catch of pike was 70,473 cwt., which was a decrease of over 2,000 cwt. from the previous year. The province of Manitoba contributed some 40,166 cwt. to the total catch.

Some 58,099 cwt. of fresh water herring or ciscoes were taken in the province of Ontario from the Great Lakes area. This was an increase of over 14,000 cwt. as compared with 1926.

PACIFIC COAST

The marketed value of the fisheries of the Pacific coast shows a decrease of \$4,139,205. This is accounted for by much smaller catches of salmon and halibut. There were increased catches of herring and pilchards.

Salmon.—The catch of salmon was 1,490,395 cwt., a decrease of 536,160 cwt. The pack was much less, 1,361,977 cases compared with 2,065,190 in 1926. Much of the decrease was due to extension of the close season and other measures for the protection of the salmon. The catch of sockeye while below the average was considered fairly satisfactory. During the fall there was a large run of late sockeye salmon in the Fraser river similar to that which occurred in 1926. The catch of pinks shows a big decrease. Owing to intensive fishing for this species it was deemed necessary to take extra precautions such as extension of the weekly close season and early closing of the season, etc., to ensure sufficient numbers reaching the spawning areas. An average catch of cohoes was made while the catch of chums was somewhat less.

Halibut.—The catch of halibut decreased by 14,563 cwt. to 300,532 cwt. It does not appear that the close season now in force has materially affected the catch and it would therefore seem that an extension of close season must be considered or some alternative if the halibut is not to be depleted.

Herring.—The catch was 1,724,246 cwt., compared with 1,301,269 cwt. in 1926. Of the catch over one million hundredweights of dry salted herring were produced for sale in the Orient. In the reduction works there were 170,450 gallons of herring oil and 1,838 tons of herring meal produced.

Pilchards.—Some 1,368,582 cwt. of these fish were landed, which was nearly fifty per cent more than in the preceding year. Pilchards are canned to a small extent, over 58,000 cases being put up which was more than double the pack of the previous year. The greatest use for these fish, however, is in the manufacture of meal and oil of which 2,673,876 gallons of the former and 12,169 tons of the latter were produced. The number of reduction establishments producing meal and oil from pilchards, herring and whales, was twenty-two and the value of their products (including the products of the whale factories) was \$2,289,952, or nearly double that for 1926.

Whales and Seals.—Two whaling stations were in operation during the year. The number of whales taken was 258 and the value of the products \$241,488. This was a decrease from 1926.

There were 1,476 fur seals taken by Indians under the Pelagic Sealing Treaty, compared with 2,824 in the preceding year.

INSPECTION OF FISH

Inspection of certain kinds of cured fish was carried on as usual under the provisions of the Fish Inspection Act. The Act requires packers to have containers, as well as fish, in accordance with the standards laid down in the regulations, and empowers inspectors to examine such whenever and wherever it is necessary and convenient.

During the year there were inspected on the Atlantic coast 38,058 packages of various kinds containing salted herring, mackerel, alewives and salmon. There were also inspected 33,598 boxes of smoked herring. Further, there were inspected 61,400 empty barrels before they passed into the hands of the packers.

On the Pacific coast there were inspected 243,732 boxes of dry salted herring, each containing 400 pounds, before being exported to the Orient.

STANDARDS OF SIZE AND QUALITY FOR SALTED COD, ETC.

In the course of the year the department, after consultation with the trade, established by law standards of size and quality for dry and salted cod, haddock, hake, cusk and pollock.

This was done as a result of representations to the effect that there were no well defined standards on which sellers and buyers of these fish could base just and reasonable prices. The same price is usually paid for fish that are not well cured as for fish that are well cured; consequently fishermen who cure their own fish have no incentive to improve the quality of their cure.

The standards thus established have been incorporated in the regulations to the Fish Inspection Act. The department's inspectors of fish curing and packing have been empowered to carry out such inspections as may be required. Inspection is not compulsory. The purpose simply is, for the present, to provide a means of guarding alike the interests of the fisherman and the dealer, when the former agrees to sell and the latter to buy dry or green salted fish in accordance with the established standards, at a price conditional upon the fish at the time of delivery being such as the standards require. Both seller and buyer in that event have an opportunity of requesting the nearest fish inspection officer to inspect the fish in question and decide as to whether they are up to the standard agreed upon.

INSPECTION OF CANNERIES AND CANNED FISH

The department's officers carried on the inspection of fish canneries of all kinds, the raw material to be used, the finished product and the labelling and marking of the cans during the year, as previously.

There were in operation on the Atlantic coast 438 lobster canneries, 15 clam canneries, and 10 other fish canneries, in which were canned sardines, salmon, haddock, cod, and mackerel.

On the Pacific coast there were operated 77 salmon canneries, in some of which clams and pilehards were also canned.

Through the efforts of the inspecting officers there is from year to year more and more attention being given by canners to maintaining sanitary canning places, ensuring a high-class product, and generally complying with the various requirements of the Meat and Canned Foods Act, and the regulations.

IMPERIAL ECONOMIC COMMITTEE ON MARKETING CANADIAN FISH

The Imperial Economic Committee appointed by the Governments of the United Kingdom, the Dominions, India, and the Colonies and Protectorates, and acting under its terms of reference from the last Imperial Conference, has completed a comprehensive inquiry into the methods of marketing and preparing for market in Great Britain fish foods produced within the Empire.

Canada was represented on the committee by Mr. J. J. Cowie, of the Department of Marine and Fisheries, and Mr. G. R. Earl, of Yarmouth, N.S., was associated with him as expert advisor from Nova Scotia.

The following is from the committee's report:—

The committee confined its attention to those sea fisheries the products of which largely enter into the food of the people of Great Britain. A number of witnesses representing both producing and marketing interests were examined, while the committee had the advantage of consultation with experienced officials of the home and overseas Governments and of eminent scientists.

Great Britain does not depend solely for its fish supply on catches by British fishermen. There are three sources of supply,—

- (1) landings by British fishing vessels,
- (2) landings from foreign vessels arriving direct from the fishing grounds, and
- (3) shipments as cargo from Empire and foreign ports.

The landings of herring and mackerel are usually more than equal to the home demand. On the other hand the British landings of cod, haddock, and such like fish referred to in the report as whitefish, are not always sufficient for the British demands.

Since the war the total quantity of whitefish sold per year in Great Britain has increased by 500,000 cwts. At the same time the British landings have decreased by 750,000 cwts., while imports, mostly foreign, have increased by 1,300,000 cwts. The British industry complains of this increased foreign competition.

The report goes on to say that if retail fish prices were in closer harmony with those of other foodstuffs and were whitefish ample and regular in supply and excellent in quality the demand would increase enormously. With a 10 per cent increase in the per capita consumption and a displacement of even one-half of the foreign imports there would be required British landings much in excess of any yet attained, while an unsatisfied demand to be met from other Empire sources would remain.

It is pointed out in the report that the Canadian representatives disclaim any desire to further embarrass or damage the British industry, but rather, in so far as it is possible, to supplant foreign importations and to share in the future growth of the market.

The opinion is fairly general that the North sea is being overfished and for some year British trawlers have been turning increasingly to more distant waters, consequently much of the fish that is landed is not in the best condition.

It is the opinion that stability in wholesale prices is the key to reduction in retail prices and in increased consumption. Under existing conditions, fresh fish must be marketed immediately after landing; this causes alternate gluts and shortages. If supplies could be stored even for a few days without deterioration the trade conditions would be revolutionized.

The Canadian shipper of fresh fish meantime cannot possibly foretell the price in the British wholesale market. It is useless for him to send large and irregular supplies and market them quickly in the manner customary in the British industry—i.e., in ice; the result would be to break the market to the detriment of himself and the British trade. He, too, needs regularity and stability, and this can only be attained by sending the best quality suitably preserved, and marketing them gradually.

The committee by this does not intend to convey the impression that prime fresh fish boxed in ice and shipped in refrigerated chambers from Canada cannot be landed in the British markets in good condition, but it does warn the trade against the hazard involved in that method of shipment.

It is noted that development in sea fishing for whitefish in Great Britain has taken the form of increased use of the steam trawler, whereas in Canada fishing by hook and line is most favoured. It is further noted that fish taken by line is less liable to injury than that taken by steam trawler, and as many of the line vessels and boats land their fish on the day of catching it is brought to shore in prime condition.

The committee's conclusions and recommendations, in so far as they concern Canada, may be summarized as follows:—

1. The demand in Great Britain is chiefly for fresh fish.
2. The consumption of whitefish has increased while that of herring has decreased.
3. Except for the requirements of a small export trade in salted cod, all the whitefish landed in Great Britain is consumed there. The demand is expanding, and with lower prices, better average quality, and more regular supplies is likely to expand further.
4. The increased demand has been met so far by increased foreign imports.
5. British vessels have found it necessary to fish on more distant grounds. The fish from these grounds is of variable quality when landed, according to the length of time after capture, as present methods of preservation are inefficient.

6. Better methods of preservation are required for fish, both before and after landing, to avoid wide fluctuations in price due to gluts or scarcity.

7. The present excessive fluctuations in price greatly increase the commercial risks of shipping fresh fish in ice from Canada and tend to discourage that branch of inter-imperial trade.

8. Believing that the prime essential for all improvement of organization lies in the study and application of better methods of preservation at an economic cost, the committee's principal recommendation is that research be instituted for the purpose of improving methods of preserving fish from the time it has been caught until it reaches the consumer.

9. This research should be based on a central station at a fishing port in Great Britain and a station in the Maritime Provinces of Canada.

10. The Governments of Great Britain and Canada should encourage co-operation and co-relation between the two stations in order to cheapen costs and secure more rapid results.

The report notes that the Canadian Government, recognizing that the development of an export trade in fish in prime condition depends on a satisfactory solution of the problem of preservation, has already established such a station at Halifax, Nova Scotia, where the methods of brine freezing fish are being tested and demonstrated. Some work of this nature has also been done in Great Britain at the Low Temperature Research Institute at Cambridge, but that institute suffers from the disadvantage of having an inland location.

11. Recent discoveries have drawn attention to the special value of cod liver oil as a source of vitamins, not only for medicinal purposes but for strengthening other foods deficient in this substance, and investigation is recommended into the causes of variation in the vitamin content of the oil and the methods of refining it so that the full vitamin content may be retained and the market objections to taste and odour eliminated.

12. It is necessary for the economic development of the industry to exploit to the fullest extent the by-products. Whitefish meal has special value for feeding animals and poultry. While there is a large market in Germany for fish meal, certain of the meat trades in Great Britain have opposed its use on the ground of its inducing taint. Repeated experiments at research stations, however, have demonstrated that there is no risk of taint, if the meal is used in the proportions and in the methods advocated by the English Ministry of Agriculture and Fisheries. The opening of an extended use of fish meal in Great Britain is very great and its development would benefit both the live stock industry and the fishing industry.

The committee believes a greater development of a trade from the fishing ports in fillets instead of whole fish is the line clearly indicated by economy, which would result in a greater beneficial use of by-products.

With respect to salted and dried fish, the report states there is a market for cured or salted cod in the British West African Colonies which, if studied and suited, will probably increase. It is mainly supplied by Norway meantime.

With respect to canned salmon, the committee states that in its report on meat issued two years ago, it pointed out that the compulsory marking of the country of origin on the cans would enable the British consumer to select Empire canned salmon in preference to foreign goods. As a result the British Merchandise Marks Act was amended in 1926 to give effect to this, and it is understood that the British Columbia producers are for the present watching its operation and the matter is left there, except to say that a high standard of quality must be maintained.

Besides taking part in the formal inquiries of the committee and assisting in drafting the report, the Canadian representatives made extended informal personal investigations amongst the trade in Great Britain and a report of their findings will shortly be made public.

FISHERIES INTELLIGENCE SERVICE

Under this service there was carried on during the season of 1927:—

1. The collection of monthly statistics of the sea fisheries, and the compilation of such in a summarized form for publication through the press each month.

2. The publication of quarterly bulletin containing the statistics in detail. The bulletin is distributed to the trade and all directly concerned. The statistics are practically all collected by the regular fishery officers while performing their other duties as such and at very little additional cost.

3. The collection of information concerning supplies of bait day by day along certain stretches of the coast during the spring and summer months. The information is gathered by the officers of the department, who send it by telegram daily to certain ports where it is posted up for information of masters of fishing vessels and those looking for bait.

FISHING BOUNTY

Under the authority of "An Act to Encourage the Development of the Sea Fisheries and the Building of Fishing Vessels," the sum of \$160,000 is appropriated annually by the Governor in Council. It is distributed under the name of fishing bounty, by the Department of Marine and Fisheries amongst fishermen, and fishing vessel and boat owners on the Atlantic coast under regulations made from time to time by the Governor in Council.

For the year 1927, payment was made on the following basis:—

To owners of vessels entitled to receive bounty, \$1 per registered ton, payment to the owner of any one vessel not to exceed \$80.

To vessel fishermen entitled to receive bounty, \$8 each.

To owners of boats measuring not less than 12 feet keel, \$1 per boat.

To boat fishermen entitled to receive bounty, \$6.60 each.

There were 9,609 bounty claims paid. In the preceding year there were 11,036 bounty claims paid.

The total amount paid was \$158,375.80 allocated as follows:—

To 543 vessels and their crew.....	\$ 44,462 50
To 9,066 boats and their crew.....	\$113,913 30

FISHING BOUNTY EXPENDITURE FOR 1927-28

County	Boats	Men	Amount	Vessels	Tons	Avg. Tons	Men	Amount	Total Amount
<i>Nova Scotia</i>			\$ cts.					\$ cts.	
Annapolis.....	141	225	1,626 00	1	15	15	5	55 00	1,681 00
Antigonish.....	130	171	1,254 60					1,254 60	1,254 60
Cape Breton.....	298	542	3,874 20	27	430	16	108	1,294 00	5,168 20
Cumberland.....	2	3	21 80						21 80
Digby.....	314	518	3,729 80						3,729 80
Guysboro.....	535	852	6,158 20	23	382	17	114	1,294 00	7,452 20
Halifax.....	855	1,117	8,225 20	68	1,036	15	284	3,308 00	11,533 20
Inverness.....	223	463	3,195 80	4	47	11	19	199 00	3,394 80
Kings.....	37	53	386 80						386 80
Lunenburg.....	426	513	3,810 80	136	7,454	55	1,881	22,501 50	26,312 30
Pictou.....	13	19	138 40						138 40
Queens.....	138	244	1,748 40	14	220	15	72	796 00	2,544 40
Richmond.....	336	583	4,180 80	13	182	14	41	505 00	4,685 80
Shelburne.....	444	819	5,848 40	20	553	28	163	1,857 00	7,705 40
Victoria.....	218	328	2,401 00	8	115	14	35	393 50	2,794 50
Yarmouth.....	122	273	1,923 80	8	428	53	119	1,380 00	3,303 80
Total.....	4,232	6,723	48,524 00	322	10,862	34	2,841	33,583 00	82,107 00

FISHING BOUNTY EXPENDITURE FOR 1927-28—*Concluded*

County	Boats	Men	Amount	Vessels	Tons	Avg. Tons	Men	Amount	Total Amount
<i>New Brunswick</i>			\$ cts.					\$ cts.	\$ cts.
Charlotte.....	233	397	2,849 20	1	12	12	2	27 00	2,876 20
Gloucester.....	312	767	5,366 20	198	3,256	16	853	10,079 00	15,445 20
Kent.....	82	144	1,031 40	4	42	10	9	114 00	1,145 40
Northumberland.....		1	5 60	5	51	10	13	153 00	158 60
Restigouche.....	5	8	57 80	1	10	10	3	34 00	91 80
St. John.....	18	26	189 60						189 60
Total.....	650	1,343	9,499 80	209	3,371	16	880	10,407 00	19,906 80
<i>Prince Edward Island</i>									
Kings.....	257	347	2,537 20				1	7 50	2,544 70
Prince.....	574	1,091	7,585 35	1	12	12	1	20 00	7,605 35
Queens.....	133	269	1,889 40	2	24	12	4	56 00	1,945 40
Total.....	964	1,707	12,011 95	3	36	12	6	83 50	12,095 45
<i>Quebec</i>									
Bonaventure.....	484	842	5,985 20	3	33	11	8	97 00	6,082 20
Gaspé.....	2,106	4,212	29,846 85	6	84	14	26	292 00	30,138 85
Matane.....	90	130	944 00						944 00
Saguenay.....	540	1,004	7,101 50						7,101 50
Total.....	3,220	6,188	43,877 55	9	117	13	34	389 00	44,266 55
Grand total..	9,066	15,961	113,913 30	543	14,386	26	3,761	44,462 50	158,375 80

FISH CULTURE

The more important fresh-water and anadromous food and game fishes, such as Atlantic salmon and speckled trout in the Maritime Provinces, whitefish and pickerel in the Prairie Provinces, and Pacific salmon and trout in British Columbia, were given first consideration in the fish cultural operations of the department during the calendar year 1927, but in response to a constantly increasing public demand greater attention was paid to game fish, and the distribution of game trout was slightly better than ever before.

Some progress was made in the development of a brood stock of trout at the St. John hatchery, New Brunswick, where nearly two and three-quarter million trout eggs were produced during the year. Increased facilities for retaining and feeding fry, so as to afford a longer season for distribution, were provided at several establishments where such development was feasible, as the demand for assistance from areas that are beginning to feel the need of restocking is becoming more and more insistent.

The total distribution was considerably less during 1927 than it was during the previous year, due to the fact that eight hatcheries in Ontario were transferred to the provincial Department of Game and Fisheries in 1926, after the fry produced therein were disposed of, and were not operated by this department in 1927. The distribution from these eight hatcheries in 1926 was approximately four hundred and fifty-four million five hundred thousand, and, omitting the distribution from these establishments, the total output in 1927 was over twenty-seven million greater than in 1926.

In addition to the distributions that were made from the hatcheries, thirty-four lakes and streams received allotments of fry or older fish from other bodies of water. This work was largely confined to the Prairie Provinces, where there are many districts that are not readily accessible to existing hatcheries.

It involved the capture and transfer, in many instances for a considerable distance, of thirty-four thousand nine hundred and twenty-six fish comprising seven different species.

The seeding of remote and isolated waters (to which it is not feasible to transfer fry from existing hatcheries) was continued in British Columbia, and nine million seven hundred and forty-six thousand sockeye salmon eggs, collected in the Pemberton district below Hell's Gate on the Fraser and in the Babine district in the Skena watershed, were planted in the one-time spawning beds of such important areas as Stuart, Francois, and Quesnel lakes in the Upper Fraser, above Hell's Gate.

Examinations and inspections were continued in the different provinces, with a view to locating waters where trout might be obtained for hatchery purposes, and with a view to locating sites where the fish cultural service might be advantageously extended by the construction of new establishments in districts that are difficult to cover from existing hatcheries.

As opportunity offered, the general inspection of waters throughout the country was continued by the officers and employees of the fish cultural and fishery services.

The Canadian National Railway, Canadian Pacific Railway, Dominion Atlantic Railway, Fredericton and Grand Lake Coal and Railway Company and New Brunswick Coal and Railway, Esquimalt and Nanaimo Railway, Kettle Valley Railway, and the Cumberland Railway and Coal Company continued their assistance and co-operation by furnishing free transportation for shipments of game fish and game fish eggs with their attendants. The extent of this co-operation is indicated by the following summary:—

Railway	Total mileage on trip passes	Number of passages	Mileage Baggage car permit			Number Cases or cans			Number of permits
			Full	Empty	Total	Full	Empty	Total	
C.N.R.....	25,317	235	12,473	11,624	24,097	991	974	1,965	213
C.P.R.....	14,219	95	8,253	7,388	15,641	393	393	786	103
D.A.R.....	2,740	26	1,370	1,370	2,740	136	136	272	26
F. & G.L.C. & R. Co. & N.B.C. & R.....	180	4	90	90	180	16	16	32	4
E. & N. Ry.....	1,186	21	666	605	1,271	76	69	145	24
K.V. Ry.....	408	2	270	270	540	2	2	4	4
	44,050	383	23,122	21,347	44,469	1,614	1,590	3,204	374

NOTE.—Number of passages refers to transportation one way. A return trip counts as two passages. Number of permits refers to one-way passage for cases or cans, either by permit, special authority or free transportation without a permit form.

The department participated with assortments of hatchery products and equipment in several exhibits for portraying natural resources. These exhibits were of considerable educational value and attracted great interest.

Gratifying reports regarding the results that are apparent from the distribution of hatchery products continued to come in from all districts where fish cultural operations are carried on in a systematic way.

Considerable expansion was made in the Fish Cultural Service in the provinces in which the fisheries are administered by the Dominion Government. Sites were selected for salmon and trout hatcheries in Antigonish and Yarmouth counties, N.S.; the pond facilities for fry and brood fish were largely extended at the St. John hatchery and a new salmon and trout hatchery was built on White Marsh Creek one mile from Florenceville, N.B.; a contract was awarded for a whitefish hatchery on Lesser Slave Lake, for a trout hatchery in the Waterton Lakes Park, Alberta, and a subsidiary hatchery was established in

the Jasper National Park, Alberta; the Nelson hatchery was moved to larger and better quarters in the basement of the Armory and a sub-hatchery was established at Summerland, B.C. Detailed description appears in the Report of the Fisheries Engineer.

At the close of 1927 there were in active operation, apart from the new establishments above mentioned, twenty-four main hatcheries, seven subsidiary hatcheries, four salmon retaining ponds, and several egg-collecting stations. The output from these establishments for the calendar year 1927 was two hundred and ninety-five million two hundred and eighty-three thousand seven hundred and eighty-two, as shown by species in the following statement:—

STATEMENT, BY SPECIES, OF THE FISH AND FISH EGGS DISTRIBUTED FROM THE HATCHERIES DURING THE YEAR ENDED DECEMBER 31, 1927

Species	Green eggs	Eyed eggs	Fry	Advanced fry	Fingerlings	Yearlings and older fish	Total distribution
<i>Salmo salar</i> —Atlantic salmon		503,320	5,916,403	5,652,000	8,199,970		20,271,693
<i>Salmo salar sebago</i> —Landlocked salmon		3,400		50,000	93,680	200	147,280
<i>Salmo irideus</i> —Rainbow trout		295,700	160,000	32,000	83,259	209	481,168
<i>Salmo clarkii</i> —Cutthroat trout		151,840	1,153,310				1,305,150
<i>Salmo gairdneri</i> —Steelhead salmon		96,505	140,769	4,000	8,007		249,281
<i>Salmo gairdneri kamloops</i> —Kamloops trout		1,684,000	920,520				2,604,520
<i>Salmo trutta leuvenensis</i> —Lochleven trout		3,132				10	3,142
<i>Salmo fario</i> —Brown trout		18,684	621,935		33,052	11	673,682
<i>Oncorhynchus nerka</i> —Sockeye salmon		29,197,000	65,729,113	608,000	4,658,665	188	100,192,966
<i>Oncorhynchus tshawytscha</i> —Spring salmon		755,000	563,448		217,254		1,535,702
<i>Salvelinus fontinalis</i> —Speckled trout		221,450	697,025	965,675	1,931,177	6,023	3,821,350
<i>Coregonus clupeaformis</i> —Whitefish	2,290,000		143,735,000				146,025,000
<i>Cristiomer namaycush</i> —Salmon trout			207,770		78		207,848
<i>Stizostedion vitreum</i> —Pickerel			17,765,000				17,765,000
	2,290,000	32,840,031	237,610,293	7,311,675	15,225,142	6,641	295,283,782

The following statement shows the numbers of fry of the different kinds that were distributed in the several provinces in which fish cultural operations are conducted by the Dominion Government:—

HATCHERY OUTPUT, BY PROVINCES, OF EGGS, FRY AND OLDER FISH DURING 1927

Nova Scotia—			
Atlantic salmon		7,293,700	
Speckled trout		1,347,404	
			8,641,104
New Brunswick—			
Atlantic salmon		11,790,198	
Brown trout		101,747	
Landlocked salmon		147,280	
Lochleven trout		3,142	
Rainbow trout		30,202	
Salmon trout		78	
Speckled trout		1,556,509	
			13,629,156
Prince Edward Island—			
Atlantic salmon		699,900	
Rainbow trout		2,259	
Speckled trout		503,496	
			1,205,655
Manitoba—			
Pickerel		12,835,000	
Whitefish		122,325,000	
			135,160,000

HATCHERY OUTPUT BY PROVINCES, ETC.—*Concluded*

Saskatchewan—			
Pickarel.....	4,930,000		
Salmon trout.....	207,770		
Whitefish.....	21,410,000		
			26,547,770
Alberta—			
Cutthroat trout.....	1,024,740		
Brown trout.....	571,935		
Rainbow trout.....	243,007		
Speckled trout.....	3		
Whitefish.....	2,290,000		
			4,129,685
British Columbia—			
Atlantic salmon.....	487,895		
Cutthroat trout.....	280,410		
Kamloops trout.....	2,604,520		
Rainbow trout.....	203,700		
Sockeye salmon.....	100,192,966		
Speckled trout.....	413,938		
Spring salmon.....	1,535,702		
Steelhead salmon.....	249,281		
			105,970,412
Total.....			295,283,782

Full particulars regarding the extent and scope of this service appear in the Annual Report on Fish Culture for 1927.

NORTH AMERICAN COMMITTEE ON FISHERY INVESTIGATIONS

Two meetings of the North American Committee on Fishery Investigations have been held during the past year, one at Toronto, Ont., on October 19, 1927, and one at Boston, Mass., on June 2, 1928.

The haddock fishery was given particular attention. Study of the total catch made on this side of the Atlantic reveals that there has been on the whole little change since as far back as the eighties of the last century, though a slow increase since nineteen hundred is evident. This increase has been in the New England fishery. Where formerly haddock were pickled and dried, now they are sold fresh and smoked, as finnan haddies and fillets. The New England fishery has benefited by this change, while in Canada the development of the fresh and smoked haddock trade has scarcely made up for the passing away of the trade in pickled and dried fish. There is no indication that the stock of haddock as a whole is in danger of exhaustion, but rather that increased catches could readily be made. However, the southern banks, where the New England fishery is intensively prosecuted, are, or soon will be, overfished. The committee is urging prompt action in investigating this fishery thoroughly, so that measures for conservation may be devised and adopted before serious depletion occurs.

The co-operative study of the mackerel, which has been in progress for several years past, has revealed the fact that breeding is particularly successful in certain years. 1921 and 1923 were such years and have furnished the bulk of the mackerel recently in American waters. Three important spawning grounds have been found, in which the floating eggs and fry abound during the summer season, (1) the southern shallow part of the gulf of St. Lawrence, (2) the southern part of the gulf of Maine off the Massachusetts coast, and (3) the coastal waters off New York and New Jersey. The migrations of the mackerel, a most fertile field for argument, are being studied by fastening tags to the fish. An entirely satisfactory tag has not yet been devised, but celluloid bands on the tails have been used extensively. These have shown that the mackerel that strike the coast near cape Cod in the spring, remain on the New England coast rather than pass northeastward to Nova Scotia. Those that strike near cape Sable, N.S., in late spring spread both eastward and westward along the coast,

some remaining in the vicinity, some going north into the bay of Fundy, or westward to the New England coast, and others going eastward as far as Cape Breton. These migrations are accomplished by some of the fish at a rate of about twenty-five miles per day. Mackerel that come to the coast near Canso, at the eastern end of Nova Scotia, in part migrate around Cape Breton into the gulf of St. Lawrence to the coast of Prince Edward island, but none go westward. The evidence indicates that a series of schools strikes the various parts of the coast, and that these remain fairly distinct, but not completely so. Mixing of the schools is somewhat greater during the winter, as recaptures of the fish in subsequent years show greater spreading up and down the coast.

Mr. Sette, under the Sub-Committee on Statistics, prepared a report on the cod fisheries of the American side of the North Atlantic, in which five countries, Newfoundland, France, Canada, United States, and Portugal, have participated. This report brings together the available statistics on this fishery so as to show its size, trend, and the relative importance of the fisheries of each participating country. The report, entitled "Statistics of the Catch of Cod Off the East Coast of North America to 1926," has been published.

The study of the fisheries statistics of the various countries has revealed the need for having the weights of the fish uniformly taken on the basis of a particular condition of the fish, for example either "round" or "gutted". Steps are being taken toward this end.

INTERNATIONAL FISHERIES COMMISSION

This commission was appointed under the provisions of the Treaty for the Protection of the Pacific Halibut between Canada and the United States, and is charged with making a thorough investigation into the life history of the Pacific halibut, as well as recommendations to the two Governments as to the regulation of the fishery which may seem desirable for its preservation and development. One of the provisions of the Treaty provides for an annual close season of three months—November 16 in each year to February 15 following, both days inclusive—but upon the recommendation of the commission this close season may be modified or suspended at any time after three such seasons. As the treaty became effective on November 1, 1924, the third close season expired in February of this fiscal year, and as anticipated in my report of last year the commission, immediately following the termination of that close season proceeded to prepare its first report. The following extract from the report shows the extent and condition of the fishery, and the recommendations of the commission:—

Fisheries for halibut are prosecuted in the North Pacific and the North Atlantic oceans, and yield about ninety millions of pounds annually. The Pacific halibut fishery, which is covered by the terms of this convention, is the greatest in the world. The annual catch exceeds fifty millions of pounds, which represents about sixty per cent of the world's catch. Of the remainder about thirty millions are credited to European countries and six millions to the Atlantic coast of this continent. The value of the Pacific halibut catch to the fishermen is about seven million dollars annually, and it is consequently one of the most important fisheries in North American waters. The Pacific halibut is, therefore, one of the most important species of food fishes indigenous to the waters of the North American continent. The halibut fishery banks of the eastern Pacific are shown in plates Nos. 1-3. The division into areas shown thereon is for statistical purposes and should not be confused with those referred to in the commission's recommendations, which will be submitted later on.

The Pacific halibut fishery originated soon after the first railway communication was established between the two coasts of the United States. It is, therefore, comparatively young. It had its inception in 1888 near Cape Flattery, at the entrance to Juan de Fuca strait. The fishery expanded rapidly and by 1910 it had extended to grounds off Cape Ommaney, Baranof island, six hundred miles to the north. Subsequent expansion has extended the fishery until it now covers about 1,800 miles of coast. Formerly as many fish were taken from the 600 miles stretch as are now procured from the entire area of 1,800 miles. The banks on the eastern side of the gulf of Alaska, which yield spawning fish, were

first exploited in 1913. In 1926 the larger boats made by far the greater part of their catches in the vicinity of Kodiak island, on the western side of the gulf of Alaska, about 1,200 miles beyond the original fishery. The catch on the older grounds south of cape Ommaney has decreased from a total in excess of fifty million pounds in 1910 to about twenty-one millions in 1926, and much greater effort was exerted in making the catch in the latter year. It is evident that the present level of production has been maintained by extending fishing operations to new areas, as the catch on the older grounds decreased, and by increasing the intensity of the fishing effort.

The amount of gear now used on the older banks is about two and one-half times the quantity formerly used, yet the present catch is only about forty per cent of the former yield from these grounds. Under the stress of this great intensification of fishing effort the abundance of fish on the older banks has fallen enormously, to sixteen per cent of the abundance in 1906. Where in 1906 the catch per set of a unit of fishing year was nearly 300 pounds, in 1926 it was below 50 pounds. Expressed in another way it required six units of gear to catch as many fish as one unit caught in 1906. The decline has gone on at an even rate and shows no tendency to slacken. Accompanying this fall in abundance there has been a decrease in the average size of the fish landed, and a great increase in the percentage of undersized fish. For example between 1919 and 1926 the percentage of undersized fish from the older banks increased from twenty to thirty per cent.

The more recently exploited banks to the westward show the same trend, the catch having fallen from 160 pounds per unit of gear in 1923 to 100 pounds in 1926, and was still lower in 1927, while at the same time there was an increase in the number of fish under eleven and three-quarter pounds.

The rapidity of the decline is regarded as especially serious because of the very slow rate of the growth of the halibut, an adult being from twelve to twenty-five years, or over, in age. Hence the present decline has taken place within the life span of one halibut of ordinarily large size. As nearly all the fish which are being caught now were spawned eight or ten years ago, the abundance of the younger fish, which will annually be available for capture in the next ten years, has already been established. If these are greatly reduced in numbers, and the intensity of the fishery is maintained, the outlook for a future stock of spawning fish sufficient to maintain the supply, presents a hopeless picture. In fact the commission's investigations indicate that relatively few mature halibut are now found on the older banks.

These illustrations demonstrate beyond a doubt that the fishery is in a very serious condition, and that the banks cannot stand the intensity of fishing to which they are subjected. The commission is fully convinced that the conditions are so serious that no delay should be permitted in the adoption of additional conservation measures. In the light of the investigations made, such action is essential to the maintenance of the fishery.

RECOMMENDATIONS

It is recommended that power be given proper governmental authorities:—

1. (a) To establish areas, within each of which, if deemed necessary for the preservation of the fishery there, the total catch of halibut may be reduced by a predetermined percentage annually, commencing not less than one year after the putting into force of this recommendation, until the fishery therein shall reach a state of stability of yield.

(b) To determine upon the amount of this percentage reduction, and to revise the same from time to time as may be found necessary, the intent being to restrain any increase in the amount of fishing within such area.

2. To close permanently to all fishing the two areas herewith defined, and known to be populated by small immature halibut, and to close such other grounds as may be found by the commission to be populated by a similar class of fish.

3. To prevent the use of any fishing gear deemed unduly destructive.

4. To extend the present closed season by two weeks at its beginning, making the closure for all fishing in all areas from November 1 to February 15, both dates inclusive, and to facilitate future alterations in the length of close season.

5. To license all vessels fishing for halibut in treaty waters, under such terms as are necessary for the purpose of the treaty, including statistical returns, and for clearance to regulated waters.

The reasons for the above recommendations are clearly set out by the commissioners. The report has been printed and those interested may obtain copies thereof on application to the department.

The recommendations of the commission are under the consideration of the two Governments.

MARINE BIOLOGICAL BOARD

All four stations of the Board were in operation during the year. These are located at St. Andrews, N.B., Halifax, N.S., Nanaimo, B.C., and Prince Rupert, B.C.

At St. Andrews and Nanaimo fundamental researches such as life-history, growth and food of fishes, etc., and at Halifax and Prince Rupert investigations connected with the methods of handling and preserving the products of the commercial fisheries are carried on.

In the course of the year the staff of the board on the Atlantic coast conducted short scientific and practical courses of instruction for hatchery officers, cannery managers and fishermen, all of which were beneficial and much appreciated.

During the year an arrangement was come to by the Department, the board, and Dalhousie University of Halifax, N.S., whereby with the assistance of the department and the board the university has undertaken to establish a graduate course in fisheries. It is anticipated that the first stages of the course will be started in the coming university year.

The following were members of the board and its various committees during the year:—

Dr. J. Playfair McMurrich, Chairman, Toronto, Ont.
 J. J. Cowie, Hon. Secretary-Treasurer, Ottawa, Ont.
 Dr. Philip Cox, Fredericton, N.B.
 Dr. C. J. Connolly, Antigonish, N.S.
 Dr. E. E. Prince, Ottawa, Ont.
 Very Rev. Canon Huard, Quebec, P.Q.
 Dr. A. H. Hutchinson, Vancouver, B.C.
 Dr. W. T. MacClement, Kingston, Ont.
 Professor J. N. Gowanlock, Halifax, N.S.
 Professor A. Willey, Montreal, P.Q.
 John Dybhavn, Prince Rupert, B.C.
 A. Handfield Whitman, Halifax, N.S.

MEMBERS OF CENTRAL EXECUTIVE COMMITTEE

Dr. J. P. McMurrich. J. J. Cowie.
 Dr. W. T. MacClement. Dr. E. E. Prince.
 Professor A. Willey.

MEMBERS OF ATLANTIC SUB-EXECUTIVE COMMITTEE

A. Handfield Whitman, Chairman.
 Professor Gowanlock.
 Dr. C. J. Connolly.
 Dr. A. G. Huntsman, Secretary.

MEMBERS OF PACIFIC SUB-EXECUTIVE COMMITTEE

John Dybhavn, Chairman.
 Dr. A. H. Hutchinson.
 Dr. W. A. Clemens, Secretary.

RESEARCH COMMITTEE

Dr. A. G. Huntsman, Chairman.
 Dr. W. A. Clemens.
 Dr. A. H. Leim,
 Mr. J. A. Rodd,
 Dr. R. E. Foerster, Secretary.

A detailed report on the work of the board's staff will be found at appendix No. 2 of this publication.

PROSECUTIONS

The names of those against whom action was taken as a result of the violation of the Fisheries Act are being published in this report separately and will be found in appendix No. 8.

SCALLOP AND OYSTER INVESTIGATIONS

The following investigations were carried on by the department's naturalist during the season of 1927:—

Scallop investigations in Mahone Bay, N.S.

Exploratory work on the coast of three Maritime Provinces in search of scallop beds.

Examination of oyster beds in New Brunswick.

Details of these investigations will be found in appendix No. 3.

The loss of life of those engaged in the industry was very heavy, no less than four vessels and their entire crews being lost in one storm on the Atlantic coast. The total loss of life was one hundred and eleven, three of whom were drowned on the Pacific coast and the remainder on the Atlantic coast.

Your obedient servant,

A. JOHNSTON,

Acting Deputy Minister of Fisheries.

APPENDIX NO. 1

REPORTS OF INSPECTORS OF FISHERIES

REPORT OF CHIEF INSPECTOR WARD FISHER, PROVINCE OF
NOVA SCOTIA, FOR 1927-28

The value of the fisheries for this province for the year 1927 was \$10,783,631. While this does not compare altogether favourably with the previous year, it must be remembered that 1926 was a banner year with a total value amounting to \$12,505,922. This latter value has not been exceeded since the years closely following the end of the war. In order to arrive at a better valuation other than 1926 we must go back to the year 1920, when prices were inflated and the total value amounted to \$12,742,659.

The value of the fisheries to the province of Nova Scotia for the past five years has been as follows:—

1923	\$ 8,448,385
1924	8,777,251
1925	10,213,779
1926	12,505,922
1927	10,783,631

Weather conditions throughout the greater part of the year were unfavourable for fishing. Rough, boisterous, and foggy weather prevailed.

The fresh fish industry was in an unsatisfactory condition at the opening of the year. The unusually mild weather of November and December, 1926, resulted in large catches which the dealers were unable to dispose of, and as a consequence there was, at first, little demand for the catches of the shore fishermen at a price that would give a living wage. It is gratifying, however, to report that the fresh fish trade is continually expanding, and that there is an increased demand particularly for finnan haddies and fillets.

The catch of the chief commercial varieties shows a decrease in most instances as compared with the year before, with the exception of the mackerel, halibut, and scallop fisheries.

COD

The catch was 1,331,873 cwt., with a landed value of \$2,433,699 and a marketed value of \$3,455,722, as compared with a catch of 1,858,944 cwt., having a landed value of \$3,634,923 and a marketed value of \$4,652,858 for 1926. The decrease in the catch as compared with the preceding year was 527,071 cwt., the landed value \$1,201,224, and the marketed value a decrease of \$1,197,086.

The Lunenburg fleet was a vital factor in the decrease shown in the cod fishery. In this connection it must be recalled that four of the Lunenburg vessels were lost in the gale of August 24 along with their crews of more than eighty men. The shore fishermen were also handicapped by unfavourable weather.

THE LOBSTER FISHERY

The total lobster catch for 1927 was 179,673 cwt., having a marketed value of \$3,255,627, as compared with 184,316 cwt. and \$3,386,416 for 1926.

The total pack for 1927 was 55,771 cases, as compared with 56,277 cases. The total value of the pack was \$1,727,105 for 1927, as compared with \$1,753,150 for 1926.

The total marketed value for 1927 was \$3,255,627, as compared with \$3,386,416 for 1926.

The following is the catch and pack by counties:—

	Catch		Pack	
	Cwts.	Marketed value	Cases	Value
		\$		\$
Inverness.....	14,590	192,704	5,926	177,678
Richmond.....	8,575	110,530	2,806	85,352
Cape Breton.....	12,111	186,948	5,965	180,133
Victoria.....	7,248	75,260	1,600	62,418
	42,524	565,442	16,297	505,581
Halifax.....	13,207	235,960	3,014	92,790
Guysboro.....	20,364	352,859	6,844	213,708
Antigonish.....	10,425	182,843	5,845	177,834
Pietou.....	14,002	273,427	7,629	229,991
Colchester.....	176	2,716	83	2,407
Cumberland.....	4,812	64,146	1,914	56,196
	62,986	1,111,951	25,329	772,926
Lunenburg.....	3,724	64,267	590	18,300
Queens.....	3,818	58,528	186	6,324
Shelburne.....	21,708	474,694	5,277	162,102
Yarmouth.....	34,542	730,247	7,003	227,254
Digby.....	9,683	229,749	1,089	34,618
Annapolis.....	609	19,554	.....	.....
Kings.....	79	1,195	.....	.....
	74,163	1,520,234	14,145	448,598

The marketing of the pack was not profitable. Prices were low and demand poor. Japanese crab meat was offered, especially in the European market at a very attractive price which greatly interfered with the success of the lobster packers.

HADDOCK

The landings of haddock amounted to 384,207 cwts., as compared with the previous year when 458,292 cwts., were taken. The landed value for the year was \$660,669 and the marketed value \$1,402,135, as compared with a landed value of \$838,716 and a marketed value of \$1,671,971 for 1926. The decrease in the landed value was \$178,047 and the marketed value \$269,836.

THE MACKEREL FISHERY

The mackerel fishery shows an increase in the catch, landed value and marketed value. During the year 72,306 cwts. were landed, as against 67,580 cwts. in 1926. The landed value was \$236,796 and the marketed value \$338,851, as compared with a landed value of \$173,049 and a marketed value of \$285,961 for the previous year. The increase in the marketed value registers \$52,890.

HERRING

The landings of herring were less than in 1926 when the catch was 264,823 cwts., as compared with a catch of 214,560 cwts. this year. Naturally the values also fell off. The marketed value this year was \$482,458, as compared with \$547,548 last year, a decrease of \$65,090.

HALIBUT

The halibut fishery shows an increase in landings and values. This year the catch was 27,551 cwts., as against 23,725 cwts. in 1926. The increase in the landed value was \$46,771 and the marketed value \$86,959. Most of the months record this fishery as showing gains over the previous year.

SALMON

The salmon catch was 12,819 cwts., having a marketed value of \$233,189, as compared with 13,428 cwts. and \$253,272 in 1926.

SCALLOPS

The scallop fishery especially in the Bay of Fundy district continues to expand and show a healthy growth. The outlook for this fishery is bright indeed. Many more new boats were engaged in this fishery this year than in any previous year, and it is confidently expected that the output will steadily increase from year to year. This industry is only in its infancy in so far as Yarmouth, Digby and Annapolis counties are concerned, and the progress that has already been made is really remarkable. This year 37,607 barrels were landed, as compared with 19,918 barrels last year. The marketed value was \$212,838, as against \$138,472 for 1926, an increase of \$74,366.

SMELT

The decrease in the smelt catch is largely attributed to the mild weather which prevailed during the early part of the smelt fishing season, 7,110 cwts. were taken while the catch last year was 10,981 cwts. The marketed value of the fishery naturally suffered, amounting to \$124,653 this year, as compared with a value of \$165,630 last year.

The following reports by districts will be of interest, showing the local conditions with respect to catches and values:—

DISTRICT NO. 1. CAPE BRETON.—INSPECTOR McLEOD

The outstanding features of the year, compared with 1926, are decreases in the quantities and values of cod, haddock, swordfish, lobsters, smelts, pollock and alewives, and increases in the quantities and values of mackerel, halibut, salmon, hake and cusk.

Lobsters.—The catch of lobsters was 42,524 cwts., marketed value \$565,442, as compared with 42,874 cwts., marketed value \$660,006 for 1926.

The decrease in the catch is due to unfavourable weather conditions and drift ice which prevented operations at the opening of the season. These fish were very plentiful in the waters surrounding Isle Madame, where an increase of 2,017 cwts. is noted as compared with 1926. On account of the low prices offered for cod, haddock and mackerel, the fishermen of this district prosecuted the lobster fishing with the utmost vigour.

The largest catches were landed at Mainadieu, Petit de Grat and Port Hood Island.

Cod.—The catch was 139,096 cwts., having a marketed value of \$290,882, as compared with 136,505 cwts. and \$394,870 for 1926.

A large increase in the catch is noted at the ports of North Sydney, Ingonish and Neil's harbour, where this branch of the industry was prosecuted intensely during the fall months when good prices prevailed.

Haddock.—The total catch was 68,344 cwts., having a marketed value of \$132,485, as compared with 76,428 cwts., and \$250,569 for 1926.

Decreases of 8,084 cwts. in the catch, and \$118,084 in marketed value are noted. The large falling off in the catch is due to the following reasons: (a) Rather than fish for the low prices offered the fishermen turned their attention to other kinds of work which they found more remunerative. (b) Only one trawler operating, as compared with four during 1926. (c) These fish were not as plentiful as in the previous year, and it is supposed that they passed by before the trap-nets were set in the spring.

The largest catches were landed at Ingonish, Hawkesbury and Petit de Grat.

Mackerel.—The catch was 29,832 cwts., having a marketed value of \$122,-425, as compared with 20,473 cwts., valued at \$84,623 for the preceding year, showing an increase of 9,359 cwts. in catch and \$37,802 in marketed value.

The largest landings were at L'Ardoise, Cheticamp and Louisburg.

These fish were very plentiful during the spring at Ingonish, Neil's harbour and Isle Madame; but on account of the low prices offered, the fishermen only operated in a half-hearted manner. Fine catches were landed at Margaree and cape Rouge during the fall. For some unaccountable reason the fall run of mackerel do not appear in the waters surrounding Port Hood island, where they used to strike in very plentifully eight or ten years ago.

Halibut.—The catch was 4,772 cwts., having a marketed value of \$92,194, as compared with 3,775 cwts., and \$54,102 for the previous year, showing an increase of 997 cwts. in the catch and \$38,092 in marketed value.

The increase in the catch is due to more bankers landing at North Sydney, as well as an increase in the catch for Ingonish, owing to more fishermen having engaged in this branch of the industry.

The largest landings were at North Sydney, Port Morien and Ingonish.

Salmon (Commercial).—The total landed catch was 4,897 cwt., having a marketed value of \$78,436, as compared with 4,648 cwt., valued at \$76,720, for the preceding year, showing an increase of 249 cwt., in the catch and \$1,716 in marketed value.

These fish were unusually plentiful in the Mira river, and increases in the catch are noted in Grand river also. Salmon were fairly plentiful at Port Hood, Margaree, Cheticamp and bay St. Lawrence.

Salmon (Sport).—The number of anglers visiting the Margaree river is increasing from year to year. It is most gratifying to report an increase of 379 salmon landed with the fly in the Margaree river, as compared with the previous year. Also, that these fish were of a larger size; one fish landed at Big Intervale, North East Margaree, weighed 52½ pounds. Fly fishing in the Margaree river was most satisfactory, except during a period from the middle of July to the middle of August when the water was very low, warm and clear. After the gale that occurred on the 24th of August, salmon ascended the Margaree river in enormous numbers, and most satisfactory catches were landed.

In the history of the Margaree the catch with the fly was eclipsed only in the banner season of 1922, when 868 fish were landed.

Swordfish.—The total catch was 5,376 cwt., valued at \$86,534, as compared with 6,594 cwt., valued at \$114,112 for the preceding year, showing a decrease of 1,218 cwt. in catch, and \$27,578 in marketed value.

The decrease is due to scarcity and unfavourable weather conditions, as these fish will only remain on the surface during bright and calm weather. Increases are noted at the ports of North Sydney and Ingonish, where more fishermen were engaged in this branch of the industry. Largest landings were at Louisburg, Glace Bay, and North Sydney.

Herring.—The catch was 26,604 cwt., having a marketed value of \$43,191 as against 35,641 cwt., having a value of \$83,005 showing a decrease of 9,037 cwt. in the catch, and a decrease of \$39,814 in marketed value.

The increase in the catch is due to the spring herring being exceptionally plentiful at Isle Madame, North Sydney and St. Ann's, and the decrease in the values is caused by a great falling off in the catch of the July run, as compared with the previous year.

Smelts.—The catch of smelts was 1,727 cwt., having a marketed value of \$26,427 as compared with 2,687 cwt. having a value of \$34,958 for the preceding year, showing a decrease of 960 cwt., in the catch, and \$8,531 in marketed value.

The great falling off in the catch is due to scarcity, and mild weather prevailing at the opening of the season.

Oysters.—The catch was 1,224 barrels, valued at \$10,347, as compared with 1,280 barrels, valued at \$9,502, for the preceding year, showing a decrease in the catch of 56 barrels and an increase of \$845 in the marketed value.

The largest catches were landed at Orangedale, River Dennys, and Little Narrows.

Trout.—Compared with the preceding year trout were far more plentiful, and as usual, excellent catches were taken at Lake Ainslie, River Dennys, Barachois and Indian Brook, St. Ann's. A trout landed with the fly at the outlet of Barachois river, St. Ann's, weighed 6 pounds 4 ounces. Many trout weighing over 5 pounds were landed in several of the streams of this island.

DISTRICT NO. 2.—COMPRISING THE COUNTIES OF HALIFAX, GUYSBORO, PICTOU, COLCHESTER, CUMBERLAND AND HANTS—INSPECTOR SUTHERLAND

The catch as well as the landed and marketed values show marked decreases compared with 1926, but the values compare favourably with those of 1925, although the catch is the lowest since 1923. This is due to smaller landings of all the principal varieties, excepting lobsters, hake, soles, mackerel and albacore. Cod and haddock show heavy decreases of 145,805 cwt. and 56,724 cwt., respectively, due chiefly to smaller landings at Canso and Halifax by steam trawlers. Only one trawler operated the full year at Canso, and fish were not found to be plentiful offshore. Another important reason for the smaller catch during the summer and autumn months was the unusually rough weather which greatly hampered the inshore operations. The only important increases are those of lobsters 2,529 cwt., soles 2,902 cwt., and albacore 686 cwt.

Cod.—The total catch was 212,876 cwt., with a marketed value of \$896,947 as compared with 360,681 cwt., with a marketed value of \$1,269,989 for 1926, showing a decrease of 147,805 cwt. in the catch, and \$373,042 in the marketed value.

Decreased catches were general throughout but are more pronounced at Halifax and Canso. A succession of gales during the summer and early autumn greatly hampered inshore operations and the fishermen were disheartened by unusually low prices. These opened at 1 cent per pound with only large fish wanted. However, as the season advanced, prices improved until 2½ cents to 3 cents were offered at the last of the season.

Of the total catch, 100,865 cwt. were taken offshore as compared with 227,698 cwt., taken offshore in 1926.

Haddock.—The catch was 191,934 cwt., having a marketed value of \$884,238, as compared with 249,719 cwt., having a market value of \$1,007,035 for 1926, showing a decrease of 57,785 cwt., with a corresponding decrease in the marketed value of \$122,797.

Guysboro county east is mostly responsible for the decrease, where only 53,619 cwt. were taken as compared with 1926—94,515 cwt. This is on account of only one trawler being operated in the summer and early autumn months. No haddock are taken by shore boats until November.

Of the total catch, 173,363 cwt. were taken offshore, as compared with 214,421 cwt. in the previous year. Prices to fishermen were about the same as for cod.

Pollock.—The catch was 8,180 cwt., having a marketed value of \$12,694, as compared with 19,401 cwt., having a marketed value of \$36,997, showing a decrease of 11,221 cwt. in the catch and \$24,303 in the marketed value.

The decline was most serious in Halifax county west and Guysboro county east, which is general for all line fish excepting hake during 1927.

Of the total catch, 5,399 cwt. were taken offshore, whilst 14,850 cwt. were taken offshore in 1926.

Prices to the fishermen were about 1 cent per pound, although for a period in the summer only 50 cents per cwt. was offered.

Hake.—The catch was 5,391 cwt., having a marketed value of \$12,955, as compared with 3,623 cwt., having a marketed value of \$8,535 for 1926, an increase of 1,768 cwt. and \$4,420 in marketed value.

The increase is due to increased catches in Antigonish county, Halifax west, and Guysboro east.

Offshore catch was 342 cwt. Prices landed, 75 cents per cwt. Market prices: dried \$4, green salted \$3, and smoked fillets 10 cents.

Halibut.—The catch was 7,240 cwt., having a marketed value of \$146,871, compared with 8,039 cwt., having a marketed value of \$164,462, a decrease in catch of 799 cwt. and value of \$17,591.

Smaller catches in Halifax west and Guysboro east account for the decrease. The offshore catch was 5,754 cwt., compared with 6,391 cwt. for 1926.

Herring.—The catch was 54,609 cwt., having a marketed value of \$146,784, compared with 68,984 cwt., having a marketed value of \$136,298, a decrease of 14,375 cwt. in the catch and an increase of \$10,486 in marketed value.

The catch of spring herring in Cumberland county north was a failure. Antigonish and Guysboro counties also show heavy declines, while in Halifax county west the catch increased 9,000 cwt.

Mackerel.—The catch was 34,003 cwt., having a marketed value of \$160,908, compared with 34,334 cwt., having a marketed value of \$149,231.

While the catch shows a decrease of 331 cwt., the marketed value shows an increase of \$11,677. This is due to better prices offered to the fishermen during the late run of mackerel in October and November.

Increased catches were taken in Guysboro County, while Halifax county is responsible for the decrease. During November fairly good catches were taken in Chedabucto bay and Halifax county west. Prices then were good and the fishermen did well. The fall run was unusually late; in fact, in Queensport Harbour all the nets were ashore and one fisherman who had been unable to take his nets ashore on account of sickness found a good catch when he was able to tend his gear, and the other fishermen soon had their nets out again.

Prices landed: May, 4 cents; June, 3 cents; July, 3 cents; August, 3 cents; September, 4 cents; October, 5 cents; and November, 6 cents per pound.

Salmon.—The catch was 5,886 cwt., having a marketed value of \$113,971, compared with 7,610 cwt., having a marketed value of \$149,695, a decrease in the catch of 1,724 cwt. and marketed value \$35,724.

Halifax county west alone shows a decrease of 1,968 cwt., Guysboro county shows a considerable increase, while in Antigonish the increase was 1,000 cwt., and in Pictou county 200 cwt. This fishery is in a flourishing condition in these two counties, the marketed value for 1927 being about \$65,000.

Flounders, Skate, and Soles.—Flounders and skate decreased 4,511 cwt. and 7,722 cwt., while soles increased 7,264 cwt. These fish are almost entirely produced offshore by steam trawlers.

Catfish and Monkfish.—1,972 cwt. less catfish were taken, and no monkfish for 1927, while 180 cwt. were landed last year. The entire catch of these varieties is produced offshore.

Albacore.—The catch was 1,575 cwt., with a marketed value of \$15,750, compared with 889 cwt., having a marketed value of \$8,890 for 1926.

These fish were fairly plentiful during July in St. Margaret's bay, where the entire catch was taken.

Swordfish.—The catch was 1,715 cwt., with a marketed value of \$30,795, as compared with 6,176 cwt., with a marketed value of \$90,694 for 1926, showing a decrease in catch of 4,461 cwt. and marketed value \$59,899.

Guysboro county is responsible for the decrease, particularly the eastern part, where the decline was 2,176 cwt. Prices for ground fish were low during the swordfish run, and fishermen generally lost a lot of time and went to great expense in endeavouring to capture swordfish. It is usually the case that fishermen give up regular fishing when swordfish are on, and unless the fish are plentiful their efforts usually result in a loss.

DISTRICT NO. 3.—COMPRISING THE COUNTIES OF LUNENBURG, QUEENS, SHELBURNE, YARMOUTH, DIGBY, ANNAPOLIS, AND KINGS—INSPECTOR MARSHALL

Cod.—The greatest fall-off was in connection with the catch and value of the Lunenburg cod fishing fleet. This of course would have a tendency to decrease the quantity and the total value of the catch.

Haddock.—The catch and value of haddock remains about the same as the last few years, showing a slight decrease from last year.

Hake and Cusk.—This fishery shows an increase over last year and a considerable increase over previous years.

Halibut.—The halibut fishery shows a large increase both in catch and value.

Herring.—The catch of herring was 133,347 cwt., with a value of \$276,047, as compared with a catch of 160,198 cwt. valued at \$328,245 for 1926. The year 1926 was one of the best years the herring fishermen have had for some time.

Mackerel.—The mackerel fishery in so far as this district is concerned remains in a more or less depleted condition.

Salmon.—The salmon fishery is gradually on the increase; 2,036 cwt. were taken with a value of \$40,782, which compares very favourably with the catch and value for the last five years.

Scallops.—During the year 1927, 37,579 barrels of scallops were taken in this district with a value of \$212,698. This fishery is showing a steady and continued increase from year to year, especially in the Bay of Fundy district.

THE LUNENBURG FLEET

The total value of the season's catch was approximately \$1,500,000 and the total catch was 227,590 quintals, or 115,140 quintals short of the previous year's catch. The schooner *Gladys Mosher*, Captain John Mosher, was the high liner of the fleet with 4,540 quintals.

The estimated monetary value of the shortage of the catch of the Lunenburg fleet this year in comparison with last year is \$300,000 and the shortage of last year from the year before was around \$100,000. Therefore the loss to the industry in the past two years is about \$400,000.

These figures do not include the loss of vessels, etc., which for the past two years has been appalling. Four staunch vessels of the Lunenburg fleet were lost in the big gale of August 24. Their entire crews, numbering over eighty men, also perished. The vessels lost were the *Uda R. Corkum*, Captain Wilfred Andrews; *Malaha*, Captain Warren Knickle; *Joyce M. Smith*, Captain Edward Maxner; *Clayton W. Walters*, Captain Mars Selig.

The cost of vessels and equipment together with running expenses was high, and therefore money was not readily obtainable, and the industry was not expanded as it should have otherwise been.

The number of vessels engaged in fishing in 1927, including those lost, was eighty-three, nine less than in the previous year. Two new vessels were completed to be added next year to the fleet, but then it must be remembered there were four vessels lost during 1927, so that the fleet in 1928 will no doubt be smaller than in 1927. Each year shows an increased number of Newfoundland men manning the Lunenburg fleet. One of the vessels lost this year, the *Joyce M. Smith*, had with the exception of the captain and two men an entire crew of Newfoundland men.

Fifty-eight vessels on the frozen bait trip landed 30,700 quintals; seventy vessels on the spring trip landed 60,390 quintals; and seventy-nine vessels on the summer trip landed 136,500 quintals.

The prices received this year were slightly in advance of those received last year. In 1926 the fishermen received from \$5.50 to \$6 for their first two trips, and \$5.50 for their summer trip. This year the frozen bait trip brought around \$6.35 per quintal, the spring trip was sold at \$5.80 to \$6.40, and the summer catch around \$7.

BAIT AND ICE REPORTING SERVICE

For the benefit of the fishermen of Nova Scotia and others immediately interested in the fishing industry it was decided to resume reporting, during the spring, ice conditions and bait supplies at the Magdalen islands. The fishery officer at Grindstone, Magdalen islands, was instructed to forward a telegram once per week until bait appeared, after which to send one every day, except Sunday, until the end of the spring herring season. The information received was of particular value to those interested, especially at such fishing centres as Lunenburg, Riverport, and Canso.

The first report was received on April 22, and dealt with ice conditions, as no herring had as yet appeared. Herring were reported on May 13, and from that time on reports were received regularly until the end of the spring run, around the second week in June. This service was much appreciated by the fleet engaged on the banks.

The contents of the reports as received were posted prominently in the chief fishing centres and given publicity in the Halifax papers.

THE STEAM TRAWLER

Owing to the increased demand and expanding market for fresh fish, the steam trawler fleet was augmented by two vessels, viz., the *Bonthorpe* and the *Sleaford*. Both the *Bonthorpe* and the *Sleaford* came to the Maritime Fish Corporation, Ltd., and operated from Canso. The *Bonthorpe* was constructed at Collingwood, Canada, in 1927, and the *Sleaford* at Selby, England, during the same year. Each vessel operated from Nova Scotia for a period of approximately three months.

Each year shows an increase in the number of steam trawlers employed from Nova Scotia ports. During 1926 eleven were in operation, while 1927 saw fourteen engaged. They were as follows:—

Name of Vessel	Port Operated From
<i>Offa</i>	Canso, N.S.
<i>Rayon D'Or</i>	Canso, N.S.
<i>Lemberg</i>	Halifax, N.S.
<i>Venosta</i>	Halifax, N.S.
<i>Good Hope</i>	Halifax, N.S.
<i>Loubyrne</i>	Halifax, N.S.
<i>Lord Beaconsfield</i>	Canso, N.S.
<i>Lord Darling</i>	Canso, N.S.
<i>Lord Shaftesbury</i>	Canso, N.S.
<i>Viernoe</i>	Halifax, N.S.
<i>Willoughby</i>	Halifax, N.S.
<i>Bonthorpe</i>	Canso, N.S.
<i>Sleaford</i>	Canso, N.S.
<i>Cape Agulahu</i>	Halifax, N.S.

HAIR SEAL MENACE

The hair seals in this province have been in the past, and still are, very destructive to the commercial fisheries, especially the salmon and smelt fisheries. This matter has been of considerable concern to the department, and various means and ways of destroying the seals have been attempted without a great deal of success until the present year.

Some years ago a bounty of \$1 per seal was offered, but it was claimed that this amount was inadequate. The decision of the department this year to pay a bounty of \$3.50 for each hair seal destroyed has resulted in the destruction of a considerable number of the species, which has naturally had a beneficial effect on the commercial fisheries of the province.

The new bounty went into operation in April, and up to the last of the present calendar year 2,754 seals have been turned in and their snouts delivered to officers of the department throughout the province.

It is estimated that at the close of the fiscal year March 31, 1928, some 3,300 seals will have been destroyed and turned in.

The continuation of this bounty next year should result in the destruction of a considerably increased number of seals.

SCHOOL OF INSTRUCTION FOR INSPECTORS AND FISHERY OFFICERS

A school of instruction for inspectors and fishery officers was conducted by the Biological Board of Canada at the Atlantic Experimental Station, Halifax, N.S., from February 14 to 26 inclusive. Three district inspectors of this province were in attendance as well as sixteen fishery overseers from Nova Scotia, together with a number of inspectors and overseers from the provinces of New Brunswick and Prince Edward Island. The various subjects taken up during the course aroused considerable interest and resulted in a very beneficial effect upon all those in attendance. Many subjects were dealt with and the time engaged was well spent. All the officers attending were alert, active and very much interested in the various phases of the industry covered by the lectures and classes of instruction.

FISH COLLECTION SERVICE

On that portion of the Guysboro county coast between Canso and Port Bickerton an experiment was tried out in the collection of fish by Government subsidized boats, which carried the fish to Canso for delivery to the dealers at a nominal rate of freight.

Two boats were first engaged but owing to rough weather and the difficulty of securing ice supplies, a third boat was later engaged to assist. These boats plied between Canso and Port Bickerton, calling at all points where fish were offered, carrying ice and bait from Canso to the fishermen and bringing their catches back to Canso. The service was highly satisfactory in spite of unusually rough and foggy weather, and the fishermen for the first time were able to dispose of their catches fresh for better cash prices. They were assured of a regular supply of bait and relieved of the work of splitting their catches which enabled them to remain longer on the fishing grounds. Later fishing was also encouraged which requires larger boats, these, the fishermen will probably arrange for if the service is continued.

A total of 2,832,325 pounds of fish were carried by the collection boats at a cost to the public which, apparently, quite justifies the continuation of the service.

RIVER AND INLAND FISHERIES

Sport fishing is a distinct asset to the province and is becoming more so as the influx of tourists steadily increases from year to year. Good catches of salmon and trout were taken by anglers throughout the whole province. The rainfall during the summer was exceptionally heavy and provided many periods of high water conditions which enabled salmon to ascend the numerous rivers and streams.

Many salmon were taken on the fly on the various rivers and streams in Halifax and Guysboro counties. The St. Mary's river, Guysboro county, is an exceptionally good river and salmon sport fishermen are visiting it more and more every year. This year they were quite successful in their operations. Most of the rivers in the above counties flow through country which is unsuitable for agriculture, and while some deforestation has taken place, the low temperature and volume of the streams have been maintained so that they make ideal salmon waters.

Anglers for salmon were exceptionally successful in such rivers as the St. Mary's river, Guysboro county, the Margaree river in Inverness county, the Medway river and the Mersey river in Queens county, the Annapolis river, Annapolis county, and various other rivers and streams throughout the province. The record salmon taken by an angler was caught on the Margaree river and weighed 52½ pounds.

Trout fishing was particularly good. In Cape Breton island as well as the mainland excellent catches were taken. A trout landed with the fly at the outlet of Barachois river, St. Ann's weighed six pounds four ounces. Nova Scotia should be and is, becoming a popular and prosperous sport fishing district.

While the average visitor is contented with fishing for trout a great many visitors came to angle for salmon.

A great deal of time and energy was expended in an effort to keep our rivers and streams free of obstructions, etc., in order that such fish as salmon and trout may readily ascend to their spawning grounds, as it is recognized by all interested that it is of vital concern to the province that these fisheries be kept up if we are to hold the reputation which Nova Scotia possesses at present as a sporting country. Fishways were constructed in dams and various obstructions removed from the rivers and streams. Both salmon and trout fry were planted in the various waters.

UTILIZATION OF FISH WASTE MANUFACTURE OF BY-PRODUCTS

During the year four licensed reduction plants were operated in Eastern Nova Scotia as shown below:—

Fasterfat, Ltd., Halifax.

C. W. Kendall Reduction Works and Fish Meal Plant, Halifax.

Lucky Fish Meal Co., Halifax.

Robinson Glue Co., Canso.

Fasterfat, Ltd. installed a modern machine for the manufacture of fish meal and has been working steadily throughout the year.

C. W. Kendall plant has been working part time on a smaller scale than Fasterfat.

The Lucky Fish Meal Co. was formed in February, absorbing the Kendall plant but only operated a short time when it became disorganized and Mr. Kendall resumed his own operations.

The Robinson Glue Co. operated as usual throughout the year.

The following plants were also operated in Western Nova Scotia:—

H. R. L. Bill, Lockeport, N.S.

A. W. Dodd Co., Tiverton.

A. W. Dodd Co., Westport.

Liverpool Refiners, Liverpool (east side).

Roy Casey, Victoria Beach.

Parkhurst Cod Liver Oil Corp., Tiverton.

M. A. Nickerson, Clark's Harbour.

George W. Wightmen, Lockeport.

Lewis Canning Co., Annapolis.

All of the above were engaged in the production of oil with the exception of the Lewis Canning Co. This plant was operated from a by-product standpoint for the purpose of grinding scallop and clam shells into chicken food.

ROYAL COMMISSION ON FISHERIES

A Royal Commission to investigate the fisheries of the Maritime Provinces and the Magdalen Islands was appointed by Order in Council in September. This commission held meetings in Nova Scotia during the months of October, November and December. Sittings were held at Cheticamp, Port Hood, Canso, Isaac's Harbour, Arichat, St. Peters, Ingonish, North Sydney, Louisburg, Glace Bay, Mulgrave, Antigonish, Pictou, Pugwash, Halifax, Lunenburg, Liverpool, Lockeport, Shelburne, Barrington Passage, Clark's Harbour, Yarmouth and Digby.

The sittings were largely attended by the fishermen and others interested in the fishery industry.

FISHERIES PATROL SERVICE

Patrol boat *Mildred McColl*, Captain Williams.—The Fisheries Patrol Boat *Mildred McColl* was absent from the district during the great part of the fishing season on scallop investigation in Prince Edward Island and New Brunswick. Her absence resulted in an outbreak of illegal lobster fishing, particularly in Halifax county east. This section of the coast includes numerous islands and coves which provide good cover for illegal operations. These can only be properly protected by the constant attention of the patrol boat.

Contract boat *Lulu T* was chartered to protect the lobster fishing boundary at Port Philip, Cumberland county, from August to October. The protection was only fairly satisfactory, but it will never be adequate until a regular boat is provided.

F.P. I, Captain Baker.—This boat kept up a continuous patrol throughout the season between Pubnico and the head of the Bay of Fundy and gave entire satisfaction in so far as it was possible for one boat to do so. This district is largely frequented by tourists during the summer months who in many cases encourage people to illegally fish for lobsters. The inspector for the district states he does not believe the parties carrying on such illegal fishing are our real fishermen but that they are farmers and men who are not dependent on that fishery for an existence. In practically every case where men were convicted for illegal fishing they were not lobster fishermen but parties engaged in other lines of endeavour. Another boat should be put on in the Yarmouth district to assist in patrol work covered by *F.P. I*, as this district is altogether too large for one boat, if the fisheries are to receive adequate protection.

FISHERIES CRUISER SERVICE

The past year was a strenuous one for both C.G.S. *Arras* and C.G.S. *Arleux*. Both vessels were actively engaged throughout the year and both Captain Barkhouse of the *Arras* and Captain Cousins of the *Arleux* deserve commendation for the zeal and vigilance which characterized their work.

The *Arras* was engaged during the summer months as a hospital ship with the fleet on the Grand Banks and during the remainder of the year was occupied in patrolling the coast and ice breaking. The *Arleux* performed extremely valuable work throughout the year on fisheries patrol service and in assisting vessels in distress, breaking ice, etc.

With regard to the work of the *Arras* as a hospital ship the medical officer employed on the vessel reports as follows:—

The total number of new cases treated was 223, an increase of 37 over the preceding year.

The total number of calls upon the ship's medical officer for treatment, supplies and dressings were 312.

A larger quantity of stock drugs was dispensed but not so much of the special medicines.

The instruments were all oiled and placed in the sterilizer which with the remaining drugs and supplies were left in the care of the commander of the ship.

I believe more and more the fishing fleet are regarding the government ships as an intimate and integral part of their equipment. They trust us more with regard to their catches, each year increasing calls are being made upon our services and I can only emphasize again the advisability of sending a more suitable ship to the Grand Bank's service, a ship equipped with some form of hospital and surgical accommodation, a motor boat for getting quickly around the fleet in harbours, and facilities for exchanging courtesies between the government ships of foreign countries which we encounter in our work.

A digest of the logs of these two vessels will reveal the nature of the work performed and show an outstanding record of efficiency.

Cruiser "Arras"—Captain Barkhouse

The *Arras* commissioned at Yarmouth on April 1, 1927, was at that date undergoing her annual refit, the work being completed on April 20.

April 20. Proceeded to sea cruising east, called at Shelburne and arrived at Liverpool the 21st.

April 25. Left Liverpool cruising east and arriving at Halifax.

April 26. Taking stores and painting ship.

April 27. Proceeded to adjust ship's compasses.

April 29. Left Halifax cruising west, called at Lunenburg, and arrived at Liverpool the 30th.

May 2 and 3. Searching for drifting buoy off Little Hope and Roseway bank.

May 4. Cruising west, arriving at Shelburne same day.

- May 5. Left Shelburne cruising east, calling at Lockeport and Lunenburg, arriving at Liverpool, May 6.
- May 7. Assisted the 4-mast schooner *Joan Kielberg* out over Liverpool Bar to sea.
- May 9. Assisted the 4-mast schooner *Cashier* to wharf at Brooklyn, then searched and found drifting bell buoy 18 miles off Liverpool. Towed buoy in and delivered to the C.G.S. *Lady Laurier*.
- May 10. Cruising east arriving at Lunenburg same day.
- May 11. Cruising west arriving at Liverpool.
- May 12. Assisted the 4-mast schooner *Cashier* from wharf at Brooklyn to McClearns wharf, Liverpool.
- May 13 to 16. At Liverpool. Dense fog on coast.
- May 17. Assisted the 3-mast schooner *Cape LaHave* out over Liverpool Bar to sea.
- May 18. Cruising west calling at Lockeport and arriving at Shelburne the 19th.
- May 20. Cruising east. Assisted the salt laden 3-mast schooner *General Pau* to sea from Sandy point. Arrived at Liverpool same day.
- May 21. Assisted the 4-mast schooner *Cashier* out over Liverpool Bar to sea.
- May 23. Proceeded on patrol duty. First American mackerel seiner arrived on coast, followed her to Liverpool.
- May 24 and 25. At Liverpool. Dense fog on coast.
- May 25. First mackerel taken in nets on coast. These were taken at Yarmouth and Dover, N.S.
- May 26. Calibrating the Direction Finding Station at Yarmouth, N.S.
- May 28. Cruising east watching American mackerel seiners, arriving at Lunenburg the 30th with two mackerel seiners.
- June 1 and 2. With American seiners. Arrived at Liverpool, June 2.
- June 3. Cruising east, arriving at Halifax, June 4.
- June 5 and 6. At Halifax taking in stores and new chain cable.
- June 7. Cruising west calling at Lunenburg and Liverpool, arriving at Yarmouth, June 10.
- June 11. Cruising east calling at Shelburne, arriving at Liverpool the 12th.
- June 13. Hauled ship out on Marine Railway at Liverpool for overhaul underwater fittings and painting bottom.
- June 16. Launched ship off Marine Railway and to wharf at Liverpool.
- June 17. Cruising east, called at Lunenburg and arrived at Halifax on June 18.
- June 19 to 22. At Halifax taking stores and getting ready to proceed to Newfoundland waters with the Canadian fishing fleet.
- June 23. Cruising east towards banks.
- June 24. At North Sydney. Coaled ship and proceeded at midnight towards St. Pierre and Green banks.
- June 26. Arrived at Cape Broyle, Newfoundland, with part of the fishing fleet, to get in touch with the fleet on banks.
- June 27 to August 30. The ship was in close touch with the fishing fleet on banks and in harbours when seeking bait, giving medical treatment to all sick fishermen and taking very serious cases to hospital at St. John's for treatment. During the season we gave treatment to 223 men on the vessels.
- August 30. All fishing vessels were leaving for the western banks and towards home. We followed the fleet and arrived at North Sydney, 5.20 p.m. the 31st.

September 1. Proceeding towards Sable Island banks to search for four missing Lunenburg fishing vessels. Called at Canso and interviewed all fishing vessels sighted on banks and coast.

September 10. Arrived at Liverpool and Lunenburg to interview fishing captains that had returned from Sable Island banks.

September 12. Cruised towards Sable Island banks searching for missing fishing vessels.

September 14. Found the Grenfel Mission yacht *Maraval* at sea 22 miles off Canso, towed her to Canso and gave her in charge of customs officer.

September 16. Arrived at Lunenburg to embark six Lunenburg fishing captains and take them to Sable island to try and identify the wreckage found on island.

September 17. Proceeded and arrived at Sable island 9 a.m. the 18th. The six captains landed and remained six hours searching over the beach and around shores on the island. At 3 p.m. captains returned and we proceeded towards Lunenburg.

September 19. Arrived at Halifax to land sick lightkeeper from Sable island. Left Halifax and arrived at Lunenburg same day.

September 20 to 22. At Lunenburg. Dense fog on coast and banks.

September 23. Proceeded towards Sable Island banks searching for wreckage.

September 25. At 6.30 a.m. we found the Lunenburg schooner *Uda R. Corkum* sunk in 15 fathoms water on Middle bank. We pulled the topmast, main gaff and main boom and part of mainsail from the wreck and took into Lunenburg.

September 27. Arrived at Lunenburg and gave wreckage in charge of the customs officer.

September 28 and 29. At Bridgewater.

September 30. Proceeded to assist schooner *Manuata*, ashore at Gaff point, mouth of LaHave river.

October 1. Pulled schooner *Manuata* off rocks. Vessel filled with water and turned over on side. Towed her in river.

October 2. At Liverpool.

October 3 and 4. At LaHave assisting with sunken schooner *Manuata* to get her out of channel clear of shipping.

October 5 to 8. Cruising on western coast watching American mackerel seiners. Three seiners on our coast.

October 9. Attended memorial service for lost fishermen at Lunenburg. Arrived at Liverpool same day.

October 10 to 20. Ship at Liverpool blowing down and cleaning boiler and tanks.

October 21. Proceeded cruising east towards North Bay and the Northumberland Straits. Called at Lunenburg, Halifax, White Head, Port Hawkesbury, Souris, Prince Edward Island, arriving at Pictou October 29.

October 31. Left Pictou cruising towards south coast of Nova Scotia. Called at Souris, Canso, White Head, arriving at Halifax, November 3.

November 5. Cruising on western coast and at Liverpool, November 11.

November 12. Proceeded on station and arrived at Lunenburg to help pull new fishing schooner from launchways where she had broken down 11.10 p.m. Pulled schooner clear of launchways.

November 13. Cruising on western station.

November 16. Found the American fishing schooner *Virginia* in distress off Little Hope and towed her to Liverpool for repairs.

November 17. Cruising on station, calling at Lunenburg, Lockeport, and Shelburne.

November 23. Found mast showing 6 feet out of water and fast to sunken wreck off Mouton island. We pulled mast from wreck and towed to Liverpool and gave in charge of customs officer.

November 24. Cruising on station.

November 30. Assisted schooner *Vivian P. Smith* to wharf at Shelburne.

December 2. Cruising on station. Found Shelburne fishing schooner *Muir* in distress with broken shaft and assisted her to Marine Railway at Liverpool.

December 3. Cruising on western station.

December 17. Towed schooner *Hazel L. Myra* out of mud to safe berth at West LaHave, then cleared ice from LaHave river up to Bridgewater and assisted three-mast schooner *Harry McLellan* out the river to safe anchorage off West LaHave.

December 18. Assisted three-mast schooner *Hazel L. Myra* from LaHave to Lunenburg and arrived at Liverpool same day.

December 19 and 20. Assisted local tugs to pull the American fishing schooner off Liverpool bar, but failed, and vessel wrecked.

December 21. Cruising on station. Called at Lunenburg and assisted three-mast schooner *Hazel L. Myra* to Halifax. Then arranged to take doctor to Sable island to attend sick lightkeeper. Doctor Byrne refused to go in *Arras* as the accommodation did not suit him.

December 22. Cruising west towards LaHave river to clear ice and keep river open for shipping.

December 23. Broke ice and assisted the American four-mast schooner *Dustin G. Cressey* down river to safe anchorage off LaHave.

December 24. Cruising on station.

December 25 and 26. At Liverpool.

December 27. Cruising on western station, calling at Lunenburg, Liverpool, and Shelburne.

January 6. Assisted National Defence lighter *Sapper* from Shelburne to Halifax.

January 7 to 9. At Halifax taking stores.

January 10. Cruising on station between Halifax and Shelburne.

January 12. Assisted fishing schooners *Agnes McGlashen*, *Mona Maria*, and *Clara B. Creaser* along the coast from Sambro to LaHave.

January 13. Cruising on western station and arrived Halifax.

January 16. Assisting fishing vessels.

January 18. Assisting fishing schooners *Hamona* and *Delawana* from Sambro light to LaHave and Lunenburg.

January 19. Breaking ice in LaHave river and assisting schooners *Evelyn Wilkie* and *Kathleen Creaser* into safe berth clear of ice.

January 21. Breaking ice and clearing channel to Bridgewater and assisting four-mast schooner *Joan Kielberg* from wharf at Bridgewater down river through ice to safe berth off West LaHave.

January 22. At Liverpool.

January 23. Cruising east, arriving at Halifax same day.

January 24. Proceeded, assisting fishing schooners *Pauline Lhones* and *Democracy* from Sambro to Lunenburg and Riverport.

January 27. Arrived West LaHave.

January 28. Pulled the schooners *Golden West II* and *Village Queen* off the mud banks at Parks Cove, where they had been driven on shore during the gale of the 25th.

January 30. Cruising on station and searching for drifting light and bell buoy which had gone adrift from Brazil rock, 11.55 p.m. Found buoy 15 miles south by west from Little Hope. Took buoy in tow and arrived at Sandy point

5 a.m. 31st. We then started breaking ice and clearing ice from channel at Shelburne.

February 1. Proceeded breaking ice at Shelburne, found the can buoy off Sandy point light drifting to sea, towed it back to position, then proceeded breaking ice.

February 2. Cruised east and arrived at Riverport. Breaking ice and assisting fishing vessels at Riverport.

February 3. Breaking ice at LaHave, Parks Cove, and Riverport. Cleared channel to Ritcey's wharf and released fishing steamer.

February 4. Breaking ice at Riverport, released schooners *Mary Pauline* and *Audry Brown* from ice to safe anchorage.

February 5. Cruised to Mahone bay and started breaking ice to clear channel to shipyards at Mahone.

February 6. Breaking ice at Mahone bay and Lunenburg.

February 7. Breaking ice at Mahone, Lunenburg, and Riverport. We released four-mast schooner *Joan Kielberg* from ice to berth off Spectacle island clear of running ice, then cruised west, arriving at Shelburne February 8.

February 9. Cruising east, called at Liverpool and arrived at Lunenburg the 10th.

February 11. Cruised to Mahone bay, cleared channel of ice and arrived at Liverpool same day.

February 13. Cruised east, breaking ice at Riverport and Parks cove. Released schooner *Versailles* from ice and assisted her to Lunenburg.

February 14. Cruised to Mahone bay, broke ice, cleared channel to shipyards and returned to Lunenburg same day.

February 15 and 16. At Lunenburg.

February 17. Cruising west, calling at Liverpool and arriving at Shelburne the 22nd.

February 23. Pulled the stranded yacht *Mic-Mac* off ledge and to wharf clear of ice.

February 24. Cruised east and anchored off LaHave river at night, waiting for high tide.

February 25. Proceeded, breaking ice at Riverport, Parks cove, and LaHave, arriving at Liverpool same day.

February 27. Cruised east, breaking ice at Riverport and Parks cove. Released fishing schooner *Jennie Elizabeth* from ice and assisted her to Lunenburg.

February 28. Cruised to shipyards, broke ice and cleared the channel so new fishing schooner could be launched, then proceeded to Riverport, breaking ice and clearing channel. Released fishing schooner *Bertha Walters* from ice and to LaHave.

February 29. Proceeded breaking ice at Riverport. Released schooner *Hamona* from ice and to wharf at Riverport. Assisted fishing schooner to Lunenburg, then assisted schooner *D. D. McKenzie* from Lunenburg to ice channel, Mahone bay. Broke ice to wharf and shipyards and assisted *McKenzie* to Ernest wharf, Mahone.

March 1. Proceeded breaking ice at Mahone, then cruised west to Riverport, breaking ice and clearing channel. Released fishing schooners *Mona Maria* and *Clara B. Creaser* from ice and to wharf at Riverport.

March 2. Breaking ice at Parks cove and Riverport. Released the fishing schooners *Agnes G. Myra* and *Mark Grey* from ice and to wharf at Riverport. Released fishing schooner *Hermada* from ice at Parks cove and released fishing schooner *Neva Belle* from ice to wharf at Indian Point, then breaking ice at Mahone bay.

March 3. Proceeded breaking ice Mahone. Towed schooner *D. D. McKenzie* out ice channel clear of running ice, then cruised to Parks cove breaking ice. Released fishing schooner *J. E. Conrad* from ice to wharf at LaHave. Arrived at Liverpool same day.

March 4 and 5. At Liverpool. Gales on coast.

March 6. Proceeded, assisted schooner *Cape Blomidon* out Liverpool bay clear of ice, and to sea. Cruised east, breaking ice at Riverport and Parks cove, arriving at Mahone bay same night.

March 7. Proceeded breaking ice at Mahone bay. Assisted schooner *D. D. McKenzie* to sea, then cruised to Riverport breaking ice and clearing channel so coastal steamer with frozen bait could get to Ritcey's wharf to supply fishing vessels. At LaHave at night.

March 8. Proceeded breaking ice at Riverport. Released fishing schooners *Mary Pauline* and *Pauline Lohnes* and to wharf, then proceeded to Parks cove. Released fishing schooner *Bernice Zinck* from ice and assisted her to Lunenburg.

March 9. Proceeded to Indian Point breaking ice. Released schooner *Neva Belle* and assisted her to Lunenburg, then proceeded to Riverport, Parks cove and LaHave breaking ice. Released fishing schooner *J. E. Conrad* and assisted her to Lunenburg, then proceeded to Parks cove and LaHave.

March 10. Proceeded to Riverport breaking ice. Released the fishing schooners *Mark Grey*, *Mona Maria*, *Agnes G. Myra* and *Clara B. Creaser* from wharf and out in harbour clear of ice. Released schooner *Russel Zinck* from ice, then proceeded to Mahone bay breaking ice and clearing channel.

March 11. Breaking ice at Mahone bay.

March 12. Proceeded breaking ice at Mahone. Released fishing schooner *A. J. Balfour* from ice and assisted her to Lunenburg.

March 13. At Lunenburg.

March 14. Proceeded to Mahone bay breaking ice and clearing the channel to shipyards.

March 15. Breaking ice. New pilot boat launched, then proceeded to Indian Point breaking ice and clearing channel, arriving at Lunenburg same night.

March 16. Proceeded to East LaHave breaking ice and clearing channel to wharf, then breaking ice in LaHave river.

March 17. Proceeded breaking ice and opening up LaHave river for shipping. Cleared channel to shipyards at Dayspring and channel to Bridgewater, then cruised west arriving at Liverpool same night.

March 18, 19 and 20. At Liverpool. Heavy gales on coast.

March 21. Proceeded to sea cruising towards Yarmouth for ship to lay up for repairs as per telegram received from department. Arrived at Yarmouth same night.

March 22. Moored ship at Baker's wharf for refit.

March 23. Inspectors O'Brien and Stevens on board going over the defects that require attention.

March 24. Crew getting ship ready for repairs.

The Lunenburg Grand Banks fishing fleet consisted of 68 sail. French fishing fleet 150 sail, Newfoundland fleet 27 sail, and Portuguese fleet 20 sail.

Forty-two French beam trawlers, two Spanish trawlers and nine Canadian beam trawlers were sighted this year on the banks, that is, St. Pierre, Quero and Middle Ground banks. We had no beam trawlers to contend with on the Grand banks this year.

The Lunenburg fleet had only a fair catch this year. During the first part of August fish were very scarce on the Grand banks which caused quite a number of our vessels going west to the Sable island and Middle Ground banks.

We had no complaints of interference with our fleet by the beam trawlers, and very few reports of illegal fishing.

During the year we had 16 American fishing vessels on the stations we were working on, these we boarded twenty-four times.

During the year we steamed 15,293 miles and consumed 1,285 tons of coal.

Cruiser "Arleux"—Captain Cousins

April 1. Cruising westward towards Liverpool on patrol work. Fishing reported poor.

April 2. Arrived at Shelburne.

April 4. Proceeded to Yarmouth. Boarded several American lobster buyers. Local fishing vessels report fair catches being taken.

April 5. Proceeded up Bay of Fundy to Digby. Passed large fleet of lobster fishing boats between Yarmouth and cape St. Mary's. Fishermen report fishing very good, between Gulliver's cove and Digby gut passed large fleet of scallop boats operating. Fishermen report good scallop fishing.

April 11. Proceeding towards Browns bank to take up search for twelve men adrift in four dories from the American fishing schooner *Commonwealth* burned at sea.

April 12. Searching Browns and LaHave banks for missing fishermen. Spoke with several fishing vessels on banks. No trace of missing men in dories. Continued search until midnight when weather prevented any further search then proceeded towards coast.

April 14. Arrived at Shelburne.

April 15. Proceeded to Halifax.

April 20. Proceeded to Lunenburg.

April 21. Moored ship at Lunenburg for annual repairs.

June 10. Finished repairs.

June 11. Proceeded to Halifax for bunker coal and supplies.

June 17. Proceeded on patrol work, arriving at Lunenburg.

June 19. Proceeded to LaHave banks in search of two missing fishermen from the Liverpool fishing schooner.

June 20. Continued search towards cape Sable. 7.30 p.m. arrived at Shelburne. Reported fishermen picked up and landed at Portland, Maine.

June 24. Proceeded to Halifax for supplies.

June 29. Arrived at Canso.

July 1. At Canso taking part in Diamond Jubilee celebration.

July 4. Arrived at Sheet harbour.

July 5. Proceeded to Halifax.

July 9. Proceeded to Lunenburg.

July 12. Proceeded to Chester.

July 13. Patrolling in Mahone bay in search of illegal lobster fishing.

July 15. Patrolling in St. Margaret's bay, arriving at Halifax.

July 18. Proceeded to sea, took crew off schooner *Mary F. Anderson* and towed derelict to Halifax.

July 26. Patrolling off Halifax harbour in search of illegal lobster fishing.

July 27. Proceeded to Chester.

July 29. Arrived at Lunenburg.

July 30. Proceeded to Liverpool. Fishing reported fair.

August 2. Arrived at Shelburne. Local fishing boats taking herring.

August 3. Proceeded to Yarmouth. Boarded the American fishing schooner *Yankee*.

August 4. Calibrating the Yarmouth D. F. Station.

August 5. Calibrating station.

August 6. Proceeded to Bay of Fundy towards Digby.

August 10. Located new scallop bed 14 miles N.N.W. from Point Prim, Digby.

August 12. Proceeded to Yarmouth.

August 13. Arrived at Shelburne. Boarded American fishing schooner *Oretha F. Spinney*.

August 16. Patrolling 3 mile limit off Shelburne to prevent American fishing vessels from securing bait inside limits. Local fishing boats taking good catches of herring from nets, disposing their catches to the Shelburne cold storage.

August 17. Patrolling off Shelburne.

August 18. Proceeding towards Halifax for coal and supplies.

August 20. Relieved lightship No. 24 off Halifax. 8 p.m. relieved by lightship and proceeded to Halifax.

August 26. Arrived at Shelburne.

August 27. Patrolling off Shelburne, boarded several American sword-fishermen at Shelburne.

August 30. Patrolling in vicinity of Shelburne.

September 1 to September 3. At Shelburne. Thick fog. Boarded several American fishing vessels.

September 5. At Lockeport (Labour Day) taking part in celebration.

September 6. Proceeded to Sandy point, took schooner *Joan Kielberg*, which was damaged in gale August 24, in tow for LaHave river.

September 7. Moored schooner at LaHave river, and proceeded to Lunenburg.

September 8. Cruising towards Halifax.

September 13. Proceeded to St. Margaret's bay and Hubbards cove, and proceeded to Lunenburg.

September 15. Proceeded in search of illegal lobster fishing.

September 16. Arrived at Shelburne. Boarded several American fishing vessels.

September 17. Arrived at Halifax.

September 19 to September 24. Cruising in vicinity of Halifax.

September 26. Cruising towards St. Margaret's Bay and Hubbards Cove. Proceeded to Halifax.

September 28. Arrived at Lunenburg.

September 29. Proceeding towards Sable island to bring off the late light-keeper's family and sick man.

September 30 to October 2. Off Sable island. Crew of life saving station made several attempts to launch surf boat, sea too rough.

October 3. Proceeded for coal. Towed into Canso water logged schooner *N. W. White*. Proceeded towards Sable island.

October 4. Arrived at Sable island, took off Cleary family and sick man, proceeded towards Halifax. Strong S.W. gale.

October 5. Arrived at Halifax.

October 6. Proceeded to St. Margaret's bay and Hubbards cove.

October 7. Proceeded to S.W. island, assisting patrol boat *Mildred McColl* in locating position of fish trap. Proceeded to Lunenburg.

October 9. At Lunenburg. Officers and crew attending memorial service for the fishermen lost during the gale of August 24th.

October 10. Proceeded to Halifax and vicinity.

October 15. Arrived at Lunenburg.

October 17. Proceeded in search of illegal lobster fishing.

October 18. Boarded American seiner *Governor Foss*, at Lunenburg.

October 21. Arrived at Halifax, cleaning ship's boiler.

- November 1. Proceeded to Lunenburg.
- November 2 and 3. Proceeded in search of illegal lobster fishing, proceeding to Lunenburg.
- November 8. Arrived at Shelburne.
- November 9. Cruising towards Yarmouth.
- November 10. Calibrating Yarmouth D. F. Station.
- November 11. Proceeding up Bay of Fundy towards Digby, passed large fleet of scallop boats operating between Gulliver's cove and Digby gut. Fishermen report good scallop fishing when weather is favourable. Several new boats have been added to the fleet this season. Proceeded to Digby.
- November 12. Proceeded to sea, picked up motor boat with two men, broken down and drifting to sea. S.W. gale. Took boat in tow to Digby. Ship at Digby in protection to scallop fleet, until lifeboat is in commission.
- November 19. Proceeding towards Yarmouth.
- November 20. Proceeded to Shelburne.
- November 21. Arrived at Halifax for coal and supplies.
- November 26. Proceeded to Sheet Harbour.
- November 27. Proceeding towards Canso to protect the winter fishing fleet.
- November 27 to January 24. Protecting winter fishing fleets from Canso, Arichat and Petit de Grat, and assisting fishing boats with engine trouble. Fishermen report poor season's fishing owing to haddock being scarce, and rough weather.
- January 27. Proceeded towards Halifax.
- January 28. Relieved *Sambro* lightship, and proceeded to Halifax.
- February 2. Proceeded towards Lunenburg with new Lunenburg fishing schooner *Sigrid Amanda* in tow.
- February 4. Moored ship at railway wharf Lunenburg for annual refit.

LOSS OF LIFE

The loss of life of those actively engaged in the fishing industry of this province I deeply regret to have to report was appalling. In addition to the eighty-two men of the Lunenburg fleet, previously referred to, who lost their lives during the big gale of August 24, when four vessels of that fleet failed to return to port, a number of shore fishermen as follows were drowned while engaged in their precarious calling:—

On April 24, R. Latter drowned at Herring cove, Halifax county.

On August 24, Arthur Covey and his son Charles, of Indian harbour, drowned off Prospect, Halifax county.

Two fishermen were drowned in Halifax county east.

Three fishermen of Petit de Grat were drowned during the month of November. The schooner *Virginia S* lost one man on November 22, when Mr. Alexie Martell was washed overboard from a dory by a heavy sea. On the 28th, Messrs. Edward DeRoche and Willie Brown lost their lives when returning from the fishing grounds. A heavy sea capsized their boat and although they clung to the bottom of the boat as long as possible and several of their friends attempted to save them they sank before they could be rescued.

PROSECUTIONS

In Appendix No. 8 will be found details of prosecutions for offences committed against the Fisheries Act in this province.

REPORT OF INSPECTOR J. F. CALDER, DISTRICT No. 1, NEW BRUNSWICK, FOR 1927-28

District No. 1, New Brunswick, comprises the counties of Charlotte, St. John, Albert and the Bay of Fundy watershed of Westmorland county.

The following statement shows the catches and values marketed for the past year:—

Cod.....	19,331 cwt.	Value.....	\$ 58,247
Haddock.....	32,735 "	".....	70,589
Hake.....	36,796 "	".....	41,610
Pollock.....	7,693 "	".....	14,272
Halibut.....	101 "	".....	1,912
Flounders.....	1,133 "	".....	3,747
Skate.....	157 "	".....	431
Herring.....	155,224 "	".....	186,023
Sardines.....	174,640 bbls.	".....	1,046,250
Alewives.....	23,000 cwt.	".....	41,916
Salmon.....	3,462 "	".....	66,492
Shad.....	1,698 "	".....	18,600
Smelts.....	194 "	".....	1,903
Mixed Fish.....	205 "	".....	102
Clams.....	24,493 bbls.	".....	96,599
Cockles.....	143 cwt.	".....	500
Green Dulse.....	2,870 "	".....	7,040
Lobsters.....	6,735 "	".....	194,425
Winkles.....	520 "	".....	1,231

The total marketed value of the catch was \$1,858,364, against \$2,296,541 for 1926, \$1,859,003 for 1925 and \$2,030,611 for 1924.

COD

The catch of cod was 19,331 cwt. against 37,674 cwt. for the previous year. Cod were not so plentiful during the past year as they were the previous one, the demand for the fish was very poor and the opportunity to sell did not always exist. These factors account for a considerable portion of the decrease in the catch.

HADDOCK

A large increase is to be noted in the quantity of haddock taken during the year—32,735 cwt. against 19,061 cwt. for the previous year. The increase in the haddock catch is due to two causes: first, the lack of market and very low price being paid for hake, and the increased opportunity to sell haddock in a fresh condition, the Maritime Fish Company of Digby, N.S., taking regular cargoes from Wilson's Beach.

HAKE

The catch of hake was 36,796 cwt. against 34,120 cwt. for the previous year. The market conditions for these fish remain practically as they were during 1926. The average price paid during the past year for the round fish was 46 cents per cwt. This price was so low that very little energy was put into the fishery.

POLLOCK

A large decrease is to be noted in the pollock catch—7,693 cwt. against 38,271 cwt. for the previous year. This falling-off in the yield is due entirely to a scarcity of the fish. Pollock were very scarce along the whole Atlantic seaboard. This was a serious blow to our fishermen, as slack-salted Quoddy pollock were generally in good demand, at fair prices. Of course, the price paid this year, due to the scarcity of the supply, was very high.

HERRING

There was a falling-off of about 50 per cent in the herring catch for the year as compared with the previous one—155,224 cwt. in 1927 against 229,611 cwt. in 1926. This was due, principally, to a great falling-off in the run of herring at Grand Manan. The limited supply, however, was really a blessing in disguise for all those who engage in the smoked herring industry at Grand Manan, as their smoke houses were filled with the pack of the previous year. Owing to the very light pack during the past year, they were enabled to dispose of the stock on hand at fair prices.

SARDINES

One hundred and seventy-four thousand six hundred and forty barrels were taken during the past year, against 171,637 barrels in 1926—practically the same quantity in each year—but the available supply differed greatly during the two years in question. During 1926 thousands of hogsheads of sardines were actually turned out of the weirs, as there was no sale for them. The factories on the American side actually closed down for the year by the middle of October. This year they kept open until the first of December. It is true that they did not open until July this year, but such was the case with most of them during 1926. Until July of the past year, Connors Bros. Ltd., was the only cannery that was open. Of course there were times when they could not take care of the entire supply, but the run was not very heavy and most of the fish were sold. After the American canneries opened up, the demand always exceeded the supply. The catch for the present year, therefore, really represents the available supply. The average price paid to the fishermen, \$6.60 per hogshead, is not a fair value for the product, and the industry is being conducted, on the whole, with very little, if any, profit. For the greater part of the year, the canners acted as an actual combine in the purchase of sardine herring supplies, with all of them paying \$5 per hogshead; but, during the latter part of the year, as the supply continued to be light and the buyers of lobster bait from Nova Scotia were procuring considerable quantities at the standing price, the canners started to raise it, with the result that, for a time, there was active competition among them in the purchase of herring at the weirs, and good prices were paid to the fishermen. The pack last year was comparatively light, all old goods are cleaned up and the past years pack is practically all disposed of also. Consequently, the canneries will all open in the spring, and it is to be sincerely hoped that there will be competition among them in the purchase of their supply of sardine herring, and that our fishermen will once again receive fair prices for the same.

SALMON

The salmon catch was 3,462 cwt. against 3,810 cwt. for the previous year—a slight falling-off. Taken on the whole, however, this fishery is well holding its own.

ALEWIVES

The Alewife catch was 23,000 cwt. against 34,000 cwt. for the previous year. A large portion of the alewife catch is salted, packed in barrels and exported to Haiti and other West Indian islands. There is very little demand for them at the present time, with the result that a considerable portion of the catch is yet on hand. The prospects for the successful prosecution of this branch, during the coming year, is not very encouraging.

SHAD

There was a large falling-off in the shad catch for the present year—1,698 cwt. against 3,384 cwt. for 1926. While the catch in the Bay of Fundy

waters and St. John harbour was very light, at the same time, Overseer Barnes reports that a very large run of shad ascended the Petitecodiac river and successfully performed their function of propagation. It is to be hoped that the fishery will show the benefit of the same in the course of the next few years.

LOBSTERS

A slight increase is to be noted in the quantity of lobsters taken during the year—6,735 cwt. against 6,130 cwt. for 1926. I really think the increase in the yield is due more to favourable weather conditions during the past fall, rather than to any increase in the run of lobsters.

There is very little to note with regard to minor branches of the industry.

It is very apparent that the lot of the fisherman, under present conditions, is not a happy one. The run of fish, taken on the whole, is fairly satisfactory, and the fishermen have provided themselves with necessary, up-to-date equipment for catching the same; but they are seriously handicapped by their inability to find a ready market for their products at paying prices. This is especially true of the summer months when the run of fish is the greatest and the weather is good. The urgent need of the line-fishermen is development of the fresh fish and mild-cured industries. The salt fish industry appears to be dying out. The fresh, mild-cured and canned industries are taking its place. Except in sardine canning, there has been very little development along these lines in this district. There is a fairly steady supply of practically all kinds of ground fish of the very best quality, but neither facilities, capital nor business organization for development along modern lines. It is to be sincerely hoped that some such development will materialize in the near future.

There were 64 confiscations and 14 prosecutions during the year. In Appendix No. 8 will be found full details of the prosecutions for this district.

REPORT OF INSPECTOR A. L. BARRY, DISTRICT NO. 2,
NEW BRUNSWICK, FOR 1927-28

District No. 2, New Brunswick, comprises the counties of Westmorland (Northumberland strait side only), Kent, Northumberland (except the Northwest and Southwest Miramichi), Gloucester and Restigouche.

The total marketed value of the catch for the past year was \$2,504,560, as against a marketed value of \$2,998,007 for 1926, a decrease of \$473,281. The following tables show the catch and marketed value for the years 1926 and 1927:—

	1927		1926	
	Quantity	Value	Quantity	Value
		\$		\$
Lobsters.....	43,017 cwt.	700,628	53,481 cwt.	921,856
Smelts.....	45,990 "	684,260	59,088 "	846,850
Salmon.....	18,369 "	331,112	20,779 "	320,322
Cod.....	117,442 "	223,159	160,890 "	386,273
Oysters.....	13,574 bbls.	100,576	12,383 bbls.	92,535
Tomcods.....	20,246 cwt.	91,979	17,079 cwt.	61,242
Herring.....	257,609 "	193,593	194,290 "	201,756
Clams and Quahaugs.....	8,704 bbls.	34,099	9,445 bbls.	35,644
Mackerel.....	9,271 cwt.	30,303	19,088 cwt.	65,188
Alewives.....	7,950 "	10,025	17,717 "	28,426
Hake and cusk.....	8,963 "	18,692	5,166 "	11,583
Haddock.....	1,099 "	2,335	1,996 "	3,800
Shad.....	688 "	6,530	1,313 "	9,071
Flounders.....	55 "	55	50 "	50
Scallops.....			315 bbls.	708
Mixed fish.....	528 cwt.	528	51 cwt.	51
Trout.....	172 "	3,998	137 "	2,040
Bass.....	482 "	9,338	426 "	6,590
Eels.....	32 "	300	119 "	894

LOBSTERS

Of the fisheries of this district the lobsters still hold first place in value although there was a decrease of 10,000 cwt. from the previous year. I would attribute a great deal of this decrease to the fact that there was better protection against out of season fishing in the northern district where in past years considerable lobsters were taken and carried to the open season district to the south and included in the catch of the fall season. I look for a considerable falling off in the reported pack in the northern district this coming year. In past years, a considerable illegal fall pack was made in certain parts of the northern district and included in the spring pack for the following year but there was very little of this during the fall of 1927 owing mainly to better protection, the low price of lobsters and the refusal of the larger dealers to buy any of this illegal stock. There were 125 lobster canneries in operation as against 129 in the previous year, a decrease of four. This decrease took place in the southern district and for some years past there has been a steady decrease in the number of canneries operating, as the operators cannot obtain enough lobsters to make packing profitable. Another reason is the ready market for the sale of lobsters for the live lobster trade which pays a better price for the larger lobster than the canneries can afford.

SMELTS

There was a decrease of 13,098 cwt. in the catch with a decrease in value of \$162,590 from the previous year. This decrease may be partly accounted for by the fact that until after Christmas 1927 there was very little fishing owing to the lack of ice rather than to any noticeable decrease in the run of smelts. The fishermen sustained some severe losses in nets and gear owing to the ice moving out on two or three occasions after they had set their nets. Altogether about \$10,000 worth of nets were destroyed. The quality of smelts was good, particularly in the fall of 1927, and a good average price was maintained.

For the past three or four years the fishermen of the Miramichi district have realized that the number of nets set to catch smelts is out of all proportion to the quantity of smelts taken, there being about 3,000 licenses issued on the Miramichi river and bay. Throughout the summer, at the request of the fishermen, some meetings were held at which they voted almost unanimously for an increase in the distance between nets. Commencing December 1, 1927, all nets in the Miramichi district were set 200 yards from each other up and down the river where previously they had fished as close as 100 yards. The results have proven quite satisfactory and saves the fisherman who has struck a good run of smelts from being hemmed in too closely by other fishermen, as was the case previously. Better protection was given the smelts previous to the opening of the season with the result that there was very little illegal fishing done.

Less gill-net fishing was carried on from October 15 to December 1 than ever before and the fishermen are beginning to realize that this is not a paying proposition, as the smelts command only about half the price that they do in the colder weather. Last year the fishermen of Buctouche bay and the tributary rivers asked to have gill-net fishing prohibited which request was granted by the department.

SALMON

There was a decrease of 2,410 cwt. from the previous year with an increase in value of \$10,566. The decrease was general throughout the district among the trap-nets, although the catch by drift boats in Northumberland strait was

about equal to the previous year. There was a considerable falling off in Bay Chaleur and Restigouche districts where all fishing is done with trap-nets. The decrease may be accounted for by the general fluctuations in fisheries from year to year. Nearly one million pounds were shipped frozen to England. The United States market also was always quite brisk and there was always a good demand for salmon the fishermen receiving from 10 cents to 12 cents per pound.

COD

There was a decrease in the cod fishery the catch being 43,448 cwt. and the value \$163,114 less than the previous year. Altogether the cod fishermen had a hard year as the continued damp weather throughout the fishing season made it next to impossible to put up a well dried product with the result that the market value shows a considerable decrease. Owing to the poor price paid, many boats of the fishing fleet stayed in the harbour. The price paid for dried fish averaged \$1 per cwt. less than the year before. The overseer in the Caraquet area reported that about 60 per cent of the fish were graded No. 2 quality.

OYSTERS

There was an increase of 1,191 barrels with an increase in value of \$8,041 over the previous year. Most of this increase was in the Miramichi Bay district where an increased catch of 1,075 barrels were taken. The increase was mainly due to the increased number of fishermen who came to the Miramichi from as far north as Caraquet and as far south as Buctouche. Last summer all dealers in my district were notified by letter from this office that a stricter check would be kept on the quality of oysters which were being bought from the fishermen. The overseers notified the fishermen that the size limit was to be more strictly adhered to. The inspector received many letters from the dealers saying that they were most ready to co-operate in putting on the market a better grade of oysters and the fishermen themselves were pleased when they received from \$1.50 to \$2 per barrel more for selected oysters than they had received the previous year. There is a wonderful opportunity for the development of the oyster fishery in this district and it is hoped that as a result of the meetings of the Royal Commission that some steps will be taken to improve the beds already in existence and develop new areas suitable for oyster culture. At the Commission sittings nearly all the oyster dealers asked for compulsory grading and standard packing of oysters.

TOMCODS

There was an increase of 3,167 cwt. with an increase in value of \$30,737 over the previous year. In February of last year there was very keen competition among the buyers of tomcods and as high as \$2.25 per barrel was paid where previously this fishery brought only from \$1 to \$1.50 per barrel. This accounts for the increase in value.

HERRING

There was an increased catch of 63,319 cwt., but a decrease in value of \$8,163.

MACKEREL

There was a decrease in catch of 9,817 cwt., with a proportionate decrease in value of \$34,885. This was not due to any decrease in the run of fish. It is regrettable that more fishermen did not go into mackerel fishing last year as owing to the fact that the Gloucester fleet did not strike the schools there was a brisk demand in the United States for these fish. In 1926 and 1927 the dealers

in this district had large stocks on hand which they were barely able to get rid of, with the result that they made very little preparation for buying in 1927, and so missed a most favourable market.

ALEWIVES

There was a decrease of 9,767 cwt. with a decrease in value of \$18,401.

CLAMS AND QUAHAUGS

There was a decrease of 741 barrels and a decrease in value of \$1,545. There are now two canneries for canning quahaugs in my district, where a couple of years ago there were none. This probably accounts for the increase in value, although no apparent reason can be given for the decreased catch.

TROUT

There was an increase in the reported commercial catch, also a great increase in the catch in angling waters. Anglers of the Miramichi and tributaries report that the trout fishing was the best for years. This they attribute to the better protection given by the department in the prevention of fishing for trout through the ice, considerable of which was done until two or three years ago, particularly in the Bartibogue and Tabusintac rivers.

SCALLOPS

No scallop licenses were issued for this district last year. Good beds are known to exist in bay Chaleur, but as the fishermen are not familiar with the methods of taking this splendid shell fish and as they are hard to fish on account of living in deep water very little attempt is made to take them. It is hoped the commission will recommend instructions to the fishermen in the methods of raking scallops.

The other kinds of fish in my district are so unimportant that special mention need not be made of them.

PROTECTION

We had better protection on all kinds of fish last year than at any time during the past three years. The fishermen themselves seem to realize that in fishing illegally or countenancing it they are working against their own interests. Dealers, too, have awakened to the fact that the lobster fishery was doomed unless energetic steps were taken to protect this. In last year's report I spoke of a meeting held in Moncton in February, 1927, as a result of which more co-operation was looked for between the dealers and the department's officers. This has proven to be the case. At that meeting the dealers bound themselves to buy no illegal lobsters either in a packed or green state, and so far as I know all who signed the agreement have lived up to it. It was particularly noticeable during the close season north of the Chockpish. Some parties were looking everywhere for cans with which to put up illegally caught lobsters. They could not get these from the large dealers as in years past, and this was one contributing cause of the better conditions in the northern district last year. Only in one section of the northern district was any great attempt made to fish for lobsters in spite of preventive measures. This was in the district of Kent county, north of the Chockpish. Two additional patrol boats were put under the charge of the overseer there and with the result that nearly 5,000 lobster traps were taken up and the attempt to fish had finally to be abandoned by the fishermen, some of whom have no gear with which to start this year. It is regrettable that all this gear must be destroyed, but under the circumstances nothing else can be

done with it. If the traps were brought ashore they would certainly be stolen and put back into the water again. A number of prosecutions took place for breach of the lobster regulations, which had the result of slowing up the activities of the illegal fishermen.

Fishing for salmon out of season has long been a favourite pastime on the Miramichi for years past, but last fall more energetic steps were taken to interfere with this traffic. Additional and better guardians were employed to assist the overseer and by keeping their boats on the go day and night, and by changing the guardians, practically every net that was put in the water was seized, and it was admitted on all sides that very few salmon were shipped to the American market as in former years.

The same patrol was used to protect the smelts before the opening date, December 1, with excellent results.

As a result of the strict measures put in force more co-operation has come from the fishermen themselves, a greater number of whom fish out of season only because their neighbours do.

One necessity in this district is a fast sea-going motor launch available for any part of the district during the open water and this is being asked for, for this year. The last few years there has been a scarcity of salmon in the trap-nets of the Miramichi river. This scarcity has been laid to the drift-net fishermen, rather unfairly I think, as the charges are made without any real study of the facts. Of course there is no question that if drift-nets were not used more salmon would come up the river, but I believe there are other contributory causes, one of which has been the taking of so many spawn salmon during the fall of the year, in years past.

However, as a result of an investigation carried out by the department among the drifters and trap-net fishermen, restrictive measures will be put in force this year which it is hoped will remedy conditions somewhat. Drifting will cease on the 31st of July, one month earlier than in years past. The length and depth of their nets will be limited, which was not done before, and the trap-net fishermen in the river are to give up fifteen days at the end of this season. If, as a result, no increase in salmon is shown within a reasonable time more restrictions will probably have to be put on.

I quite agree that in order to have a well-balanced situation more salmon must reach the angling pools in the spring and early summer, but I do not agree with those who agitate that to this end the drifters should cease fishing for two weeks in June, which is the only month in which their operations really pay.

SEALS

Throughout the summer there was a bounty of \$3.50 paid on hair seal noses. In addition to the amount appropriated by the department for these bounties, the fishermen of the Miramichi held meetings and requested that the salmon license fees from the Miramichi be used for the destruction of seals at the mouth of the Miramichi. Altogether I paid out about \$1,700, representing payment on nearly 500 seals. This would indicate the destruction of at least 1,000 seals, as only about 50 per cent of those actually killed are ever recovered. As a result there were fewer complaints about the seals last summer than for some years past, and it is hoped that the bounty will be continued.

LOBSTER CANNERIES

There is a steady improvement in the sanitary conditions and in the equipment used in the lobster canneries. Last summer one license was cancelled and the fee returned to the applicant as his cannery was not considered fit for use.

In another case the overseer was instructed to accept no application. In a number of others the owners were warned to carry out certain drastic measures for 1928, under penalty of being refused a license to pack.

Throughout the year there were 63 prosecutions as against 17 of the year before. There were also 131 confiscations as against 54 of the previous year. Prosecutions were for offences as follows:—

Breaches of lobster regulations.....	39
“ oyster “	4
“ salmon “	18
“ smelt “	2
Total.....	63

In appendix No. 8 will be found a list of those who were prosecuted in this district.

Considerable interest was taken by the fishermen and dealers in the sittings of the Royal Commission on Fisheries and as a result there is a more optimistic feeling that much good will come of the hearings. The fishermen all spoke well of the liberty they were given in expressing their views and the sympathetic hearing they received. They were frank in mentioning their faults in the past and in this way the commissioners got a real insight into the abuses by the fishermen themselves as well as the handicaps with which they have to contend.

REPORT OF INSPECTOR H. E. HARRISON, DISTRICT No. 3, PROVINCE OF NEW BRUNSWICK, FOR 1927-28

District No. 3, New Brunswick, comprises the counties of Kings, Queens, Sunbury, York, Carleton, Victoria, Madawaska and the tidal waters of the Northwest and Southwest Miramichi rivers in Northumberland county.

Spring opened up a little earlier than it did in 1926; the St. John river being pretty well clear of ice by April 20. By April 23 the waters of this river reached a height of about fifteen feet above low level, but did not reach the usual spring freshet level of about twenty feet above low level. The first gaspereau of the season reached the Fredericton market April 20. The weather continued cold and cloudy, with many rain storms, and the rivers and streams kept at a fairly high pitch nearly all season, and the season was not considered a favourable one from the fishermen's point of view, but it was of advantage to the earlier runs of fish such as gaspereau, shad and salmon. In comparing statistics for my district for the year 1927 with 1926 consideration must be given to the enlarged area in 1927. This added area comprises the tidal waters of the Northwest and Southwest Miramichi rivers and the tributaries entering them in that area—a considerable body of important water so far as the gaspereau, shad and salmon fisheries are concerned.

The total weight and value of the fisheries in 1926, excluding the area above referred to, and the total weight and value in the whole area in 1927 were as follows:—

Year	Cwt.	Marketed value
1926.....	2,936	\$30,930
1927.....	11,753	43,749

an enlargement of 8,817 cwt. and \$12,819 in value and the value of boats and gear added more than 100 per cent to the 1926 value.

Appropriate efforts were made to give the added territory proper supervision and I have no hesitation in saying that the local officer in that sub-district had proper respect shown in the matter of protection for the valuable fisheries.

Taking the 1926 area, and comparing the total catch and value in the same area in 1927, I find that there was a reduced catch of 265 cwt. and a less value of \$7,347, accounted for almost wholly in the smaller catches of bass and salmon.

ALEWIVES

Fewer alewives by 98 cwt. were taken in 1927 in the same area that I had in 1926, consequently the large catch shown below was mostly taken in the Northwest and Southwest Miramichi rivers. The figures are

Year	Cwt.	Value
1926.....	758	\$2,274
1927.....	9,144	13,432

an increase of 8,386 cwt. and \$11,158.

In the St. John river area advices were to the effect that these fish were very plentiful during the spring run but the market was very limited therefore no particular effort was made to take more than were required for local consumption. In the Miramichi rivers area, i.e., the tidal waters, the quantity was 8,484 cwt. while statistics show that 9,000 cwt. were taken in the same area in 1926. I regret to have to report that the market for this fish was not good, and the price was low, and many hundreds of barrels remained in the hands of the dealers throughout the summer, with little or no profit to either fishermen or dealer.

BASS

Year	Cwt.	Value
1926.....	220	\$3,888
1927.....	12	216

The bass fishery was almost a complete failure in 1927. In the St. John river area the drop was 200 cwt. and in the Miramichi rivers area none were taken in 1927. So far as the St. John river is concerned my experience is that there is a good run of bass about every twelfth year, but I had hopes for something more stable in the Miramichi area.

EELS

Year	Cwt.	Value
1926.....	30	\$114
1927.....	125	500

While the price of this fish, to the fishermen was practically the same in both years, and was very low, there was a considerable increase in the quantity taken. Had the price kept as it was in 1925—17 cents per pound—it is possible that a much larger catch would have been taken in 1927, and the water rid to a greater extent of a pest.

MULLETS

Year	Cwt.	Value
1926.....	224	\$ 672
1927.....	255	1,005

This fish is used for baiting eel pots, to a considerable extent. There is also a considerable market for it in certain centres of population. Another reason why it seems desirable to take as many as possible from the rivers is the fact that it is presumed that it is very destructive to the eggs of shad and gaspereau, and possibly to the eggs of trout. A strange thing is the fact that trout and mullets appear to be great friends and very large fish of both species will lie together in considerable numbers in many clear water pools.

PICKEREL

Year	Cwt.	Value
1926.....	368	\$4,416
1927.....	480	5,560

The very substantial increase in the catch of this fish is satisfactory, the fish were of large size and the price continued fairly satisfactory to the fishermen. It is a fishery that does not entail a large outlay for gear and it may be carried on the year round without the fishermen having to take much time from other work and it puts a few dollars into the pockets of the farmers living near waters where pickerel are fairly plentiful.

SALMON

	Cwt.	To fishermen	As marketed
		\$	\$
1926.....	552	13,800	13,800
1927.....	378	9,250	9,250
1927.....	633	13,075	16,900
1926.....	732		
1927.....	255	3,725	7,650

NOTE.—The first set of figures are for the district as it was in 1926, i.e., excluding the tidal waters of the Northwest and Southwest Miramichi rivers, and shows a decreased catch of 174 cwt. in 1927 and a value decrease of \$4,550. The centre row of figures show the quantity and value in my present area. In this instance the St. John river fish is credited at 25 cents per pound and the Miramichi rivers fish at 15 cents per pound to the fishermen and 30 cents per pound to the dealers. The lower set of figures show the catch in the two Miramichi rivers—the same area, see Inspector Barry's report for 1926—with a smaller catch of 477 cwt. in 1927. With regard to the St. John river I have no complaint to make. The water kept fairly high during the month of June and half of July and salmon evaded the gill nets on the lower part of the river but good catches were made higher up, in York and Carleton counties. While this fishery fell off greatly in the upper area during the balance of the netting season it improved in the lower area—Kings county—and, notwithstanding the many and bitter complaints regarding the lack of effort on the part of your officers and guardians to enforce the law, and the great destruction of salmon by poachers, I think that I shall be able, before my report is concluded, to show that at least a fair proportion of salmon reached the angling and spawning waters. The fish were exceedingly well developed and very few grilse were taken in the nets. I anticipate that the development of hydro at Grand Falls which work will be completed sometime this year will affect the salmon fishery of the St. John river above Fredericton. The river will be kept at a higher level, probably, after the spring freshet subsides, and this may hurt some fishing stands and help others, and it is possible that it may spoil the angling altogether, or again it may develop other salmon pools. It will take a year or two to know what the result will be, and it will be interesting to watch the matter. Coming to the Miramichi waters, it seems to me that there is real cause for worry. The 1925 report gives the nets' catch as 992 cwt., the 1926 report as 732 cwt. and the 1927 report as 235 cwt. for the tidal waters now under my jurisdiction, with a similar decrease in the trap-nets district of Inspector Barry's district, I understand, while the drift-nets have taken a larger amount than in 1926. As this matter has received some consideration by your department, and is being further considered by the Royal Fisheries Commission, it is hoped that a remedy for present conditions may be found. At the session of Commission referred to, I was extremely pleased to hear two trap-net fishermen, who were strangers to me, voluntarily recommended that the size of the mesh

for trap-nets be made five and one-half inches, by law, instead of five inches as at present. As the department is well aware, I have for years advocated a six-inch mesh for salmon nets, of all descriptions, in all of our waters, and at a session of the commission in St. John a few days later Commissioner Robichaud advised the commission that he is in favour of the six-inch mesh. Such, it appears to me, would permit a considerable number of fair sized fish—6 to 8 pounds—passing through the nets if the fish happened to strike them, and would in a measure appease the anglers in giving them more fish to have a try at. It seems difficult to limit the number of nets allowed but I think that it would not be difficult to limit the length of them. Very few small fish are taken by the salmon nets in the St. John river but a very large number have been in years past, and up to the present, in the trap-nets in the Miramichi rivers and bay. It seems quite apparent that drastic action of some sort must soon be taken if the valuable salmon fishery of the Miramichi district is to be preserved, and a good deal may be done by the strict enforcement of even the present regulations.

SHAD

Year	Cwt.	Value
1926.....	720	\$4,320
1927.....	674	4,044
1927.....	1,017	5,108
1926.....	680	3,800
1927.....	343	1,064

NOTE.—The top figures are for my district as it was in 1926 (excluding the tidal waters of the Northwest and Southwest Miramichi rivers) and for the same area in 1927. It will be observed that there was a slight decrease in 1927. The middle row gives the result in 1927 with the Miramichi district added and the lower set gives the result in the Northwest and Southwest Miramichi rivers alone in 1926 and the same in 1927, showing a 50 per cent decrease in the latter case, with only thirteen shad fishery licenses issued in that area in 1926, as against seventy-nine in the same area in 1927.

An analysis of the St. John river area shows that the Kennebecasis river, in Kings county, yielded 72 cwt. less than the previous year and that the Washademoak water, in Queens county, yielded 113 cwt. more and the St. John river, in Queens county, yielded 96 cwt. less than in 1926; a net loss of 55 cwt. in the two counties. The balance of the St. John river counties—Sunbury, York, Carleton and Victoria—do not figure strongly in the total; the gross catch there in 1927 being 46 cwt., which just equals the net loss in the St. John river area in 1927 as compared with 1926. As the four counties—Sunbury, York, Carleton and Victoria—cover about 140 miles of the St. John river, it would appear that 46 cwt. of shad taken from that area would not tend to affect the shad fishery seriously, consequently if it desired to curtail this fishery further it would appear that the remedy needs to be applied in the counties of Kings and Queens, particularly on the two tributaries of the St. John. If a remedy is applied I would suggest that it take the form of issuing only one shad fishery license to a family and that the licensee be required to fish his or her own net, instead of allowing two licenses to a family, which may be fished by any person. The fishermen on the river contend that shad were not scarce, either in 1926 or 1927, but that water conditions were very unsuitable both years; being too high for profitable fishing. On looking at the returns from the last shad area—just below Grand Falls—it would appear that a considerable quantity of shad reached there and were able to pass the nets below, and there were only three nets operated at Grand Falls. Coming to the Miramichi rivers the 50 per cent loss would appear to be a matter for serious consideration, unless conditions were very abnormal in 1927. With a 600 per

cent increase in licenses issued and a decrease of 50 per cent in the catch of shad it looks bad from any angle. The price at which a large percentage of the catch sells makes it a very cheap food, and I hope that the supply will not diminish.

STURGEON

Year	Cwt.	Value
1926.....	57	\$1,425
1927.....	24	528

This fishery, carried on by a few persons, is not very prosperous, and the price for the meat was not good in 1927. A considerable number of very small sturgeon are taken in other nets and are generally lost. Fishermen are warned to liberate the small fish alive but because of the great number of nets of all kinds it is quite impossible to know what is done with a large percentage of small sturgeon.

The total weight and marketed value of the commercial fisheries in this district, as the district was in 1926 and for the same area in 1927, and in the enlarged district in 1927, are as follows:—

Year	Cwt.	Value
1926.....	2,936	\$30,930
1927.....	2,671	23,583

ENLARGED DISTRICT

1927.....	11,753	43,749
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EQUIPMENT

	Value		Value
1926.....	\$15,185	1927.....	\$31,811

DOMESTIC FISHERIES

The quantity and value of the domestic fisheries in this district in the years 1926 and 1927 were approximately as follows:—

	Cwt.	Value		Value
1926.....	648	\$13,120	Equipment.....	\$17,332
1927.....	598	11,015	“.....	25,102

The area was practically the same in both years, as I had the non-tidal water of the Miramichi rivers in 1926.

Statistical records from the various subdistrict officers, show that there were 50 cwt. less in quantity and \$2,105 less in value in 1927.

Reports from the local officers and various anglers during the season were that trout fishing generally was quite satisfactory, and in the Miramichi district particularly good. The lessee of Cains river said that he never saw a better run of sea trout in that river, and there was a particularly good run in the Southwest Miramichi above Cains river, which is a tributary. The anglers are more anxious however to get salmon and grilse and do not fish trout as was the case before salmon angling became such a sport. There are thousands of persons in this district who do not live beside salmon waters, or who cannot afford to fit out for salmon angling, to whom trout fishing is the chief recreation, and also for food at times, consequently the conservation of the present supply, and the propagation at the hatcheries and ponds by the department, to be later liberated in lakes and streams, is well worth while and should be, and no doubt is, appreciated by anglers.

Salmon angling on the St. John river was only fair. In York county the water was too high during most of the season. In Carleton county the same condition prevailed but it did not affect the pools so much and angling was fairly satisfactory, while in Victoria county high water, presumably, spoilt

such fishing. There is no question but that when the water is high salmon do not rest long in the various pools between Fredericton and Grand Falls, consequently it is much more difficult to take any. When the rivers are low the water is warm because of its sluggish movement therefore salmon will rest longer and in larger numbers in the cool spots, until the urge come upon them to move on towards the spawning areas on the Tobique and upper St. John, and it is while they are resting in these cooling spots that the anglers have their greatest success. The statement is often made by unthinking persons, or persons who do not know the facts, that, because salmon cannot be freely taken with the fly at all times, poachers are causing the trouble with nets. That may, and no doubt is a fact at times, but it is exceedingly seldom that such is the fact in recent years. Time was when a great many salmon were illegally killed with nets and spears on the St. John river, but evidence cannot be produced, during recent years, to show that many salmon have been illegally killed with either net or spear in this water. Vague statements by irresponsible persons are not evidence. Only three times since the year 1902 has the net catch of salmon on the St. John river been less than it was in 1927. At the same time the salmon anglers of the Tobique river had the best season in history—86 cwt. taken with rod and line against 398 cwt. taken by all the salmon nets in the whole St. John river area—while angling on the St. John was not good. The superintendent of the Tobique Salmon Club informed me that never within his experience of thirty-five years on that river did he see so many salmon descending the river after spawning as during the fall of 1927. Admittedly the continuous fairly high water was favourable for the ascent but that fact does not detract from my statement that large numbers of salmon reached the upper waters, and proves the numerous statements of "salmon unable to get up river," "antiquated service," "illegal fishing going on without let or hindrance," "fishery officers and guardian doing nothing but drawing their pay," as untrue. Possibly if the Government of the province of New Brunswick would spend a small amount of money, seeing that practically all of the revenue from the fisheries of the province goes to it, in placing a man here and there to co-operate with your officers and guardians, the service would be improved. It might at least satisfy those who are now making so much noise about the amount of illegal fishing taking place, and would give us a chance to check up on how badly your officers and guardians are falling down.

On the Southwest Miramichi salmon angling was not considered good; more particularly after the middle of July. Before that date there was no particular reason to complain, and here again the service provided by the department was not greatly to blame. I have been advised by a guide who spent the whole of the angling season on the river, in York county, that angling was good until the middle of July. Is it any wonder that angling was not very good during the whole season when we consider the fact of the very small catch of salmon in the trap nets and gill nets—a total of 255 cwt. in both the Northwest and Southwest rivers. The fact of the matter is salmon did not come into these rivers in large numbers in 1927, for what reason I do not know, but if angling was unsatisfactory it was not the fault of the officers and guardians. I am told by the same guide that never were there so many parties of anglers on the Southwest, in York county, as were there in 1927. Fishing parties followed one another continuously from the upper waters to Boiestown, besides the scores of anglers who spent from one to three weeks in specified areas. Two anglers from Boston, U.S.A., took nearly one hundred salmon and grilse in one small area—Burnt Hill pools—which is probably the best small area on the river. Hundreds of salmon and grilse ascended and remained in one small stream sixteen miles long—Rocky brook—in York county, in addition to numbers taken by anglers. Whether the great number and the great length of drift nets and

trap nets, or the vast number of hair seals, or a combination of both, brought about the conditions of 1927, as they were, I am unable to say, but there is no question about that salmon were comparatively scarce in those waters. In every instance wherein violations have been reported to me, and evidence of value furnished, prosecution has followed, with the exceptions noted below.

PROSECUTIONS

There were twenty-seven informations laid against violators of the Act. In two instances informations were withdrawn because of the ages of the young offenders, but they were required to pay fairly heavy costs. One was withdrawn because of bad information, but was re-entered and a conviction made, and convictions were obtained in the other twenty-four cases, fines amounting to \$275, being paid in twenty cases and fines amounting to \$80, being suspended, pending future actions on the parts of the offenders, of which there were four. Details of these will be found in Appendix No. 8.

SEIZURES AND CONFISCATIONS

Seventy-nine seizures were made and the articles, consisting of one old Ford car, one canoe, nets, wire traps, spears and torches, etc., were confiscated and mostly destroyed; \$82.10 worth of materials were sold and some stored for future sale—when the fisheries open in the spring of 1928.

REPORT OF INSPECTOR S. T. GALLANT, PROVINCE OF PRINCE EDWARD ISLAND AND MAGDALEN ISLANDS FOR 1927-28

PRINCE EDWARD ISLAND

The total marketed value of the fisheries of the province of Prince Edward Island for the year 1927 was \$1,367,807, an increase of \$8,873 over that of the year 1926.

The following table is interesting as showing the comparison of the catch and marketed value for the year 1927 with that of the preceding year:—

Kinds of fish	1926		1927	
	Quantity caught	Value marketed	Quantity caught	Value marketed
Cod..... cwt.	49,823	118,700	49,419	127,627
Haddock..... "	1,472	3,065	1,168	3,787
Hake and cusk..... "	13,803	20,881	11,326	16,780
Mackerel..... "	6,054	20,653	6,455	28,255
Herring..... "	63,930	89,915	51,834	88,368
Crabs..... "			135	360
Alewives..... "	360	720		
Salmon..... "	164	4,015	124	3,031
Smelts..... "	15,390	98,670	14,936	179,232
Trout..... "	111	1,332	61	646
Scallops..... gal.			192	240
Caplin..... bbl.	157	628	183	850
Eels..... cwt.	192	2,162	131	1,358
Tomcod..... "	2,331	4,664	1,823	4,195
Clams and quahaugs..... bbl.	867	4,533	1,174	5,760
Oysters..... "	5,161	61,898	4,071	48,838
Tongues and sounds..... cwt.			68	1,360
Cod liver oil, medicinal..... gal.	30	45		
Cod oil..... "	5,730	1,719	4,010	1,203
Lobsters..... cwt.	66,298	926,718	62,800	855,917

As the Royal Commission appointed to investigate all phases of the fisheries have held three sittings in the province of Prince Edward Island, I shall refrain from making any recommendations, confining my remarks to the actual fishing operations for the past season.

COD

The season opened with poor prospects for marketing; the local market became quite active, however, and absorbed the bulk of the catch, good prices being obtained.

The catch by sub-districts is as follows:—

	Cwt.
West Prince county.....	7,330
East Prince county.....	696
Queens county.....	34,632
Kings county.....	6,761

HADDOCK

The catch by sub-districts is as follows:—

	Cwt.
Queens county.....	205
Kings county.....	936

HERRING

On account of unfavourable ice conditions fishing began late in May; the catch, therefore, is a little below that of last year. A large percentage of the catch was placed in cold storage for fox feed, a development of this fishery, which enhances its value considerably.

The catch by sub-districts is as follows:—

	Cwt.
West Prince county.....	15,925
East Prince county.....	11,263
Queens county.....	8,178
Kings county.....	16,468

LOBSTERS

Our shores were surrounded with ice until the middle of May, and in some localities up to the 25th, which had a disastrous effect on this fishery. The ice moved off several times and some gear was set out, only to be destroyed, however, on the return of the ice which occurred on two or three occasions. It is impossible to expect a normal catch under such conditions, but, should the weather be favourable for fishing this spring, we may no doubt look forward to a much increased catch.

Japanese crabmeat is now an established product and is offering keen competition to the canned lobster. As a result, lobster packers will have to endeavour to put up a first-class article in order to establish a preference for their produce among the consuming public, and compensate for the difference in the price of crabmeat, which, I understand, is about one-third less than that of canned lobster. If the buying public could be assured of the superior quality of canned lobster no doubt a much larger quantity could be sold at a reasonable figure.

The catch by sub-districts is as follows:—

	Cwt.
West Prince county.....	13,975
East Prince county.....	10,411
Queens county.....	13,067
Kings county.....	25,347

OYSTERS

East and West rivers with tributaries, Vernon, Orwell and Seal rivers are all well stocked with small oysters so that the future of this fishery in the above-mentioned rivers is assured. The Richmond Bay areas are very slow to recover and it will be many years before they attain their former state of productiveness. The oysters shipped from this province to the upper Canadian markets were in good demand and fancy prices were secured throughout the season.

SMELTS

The smelt fishing season for gill-nets opened on the 15th day of October. The fish were scarce but of a good quality and sold at extremely high prices. The bag-net fishing season opened on December 1, and although the rivers did not freeze over before the end of the month, record catches were taken in the East river and at other points.

The catch by counties follows:—

	Cwt.
West Prince county	995
East Prince county	5,328
Queens county	8,066
Kings county	547

FISHERIES PROTECTION SERVICE

We had six patrol boats in the service and with the aid of the overseers and guardians a great many attempts at illegal fishing were suppressed. There is no doubt that the only means of preventing illegal fishing is by having a sufficient number of patrol boats employed, the captains of which must be men well qualified for the position; otherwise, the service is bound to suffer.

Total number of confiscations for violations of the fisheries regulations during the season 1927 covering 100 seizures, 45.

Total number of prosecutions during season 1927, 19.

In Appendix No. 8 will be found full details of the prosecutions for this district.

REMARKS

The fishways built in 1925 at Laird's, Campbell's, Dixon's milldams, and at Vernon river, are proving a success and trout are ascending in large numbers to the proper spawning grounds. This will eventually increase the fishing in the above-mentioned streams and it is hoped that the department will see fit to construct more of these fishways in other streams that are equally important. Our streams are being fished continuously during the summer months by our own people and numerous tourists and everything possible must be done for the propagation of these sport fish. Sportsmen from the other provinces are loud in their praises of the excellent trout fishing in this province, and if the supply is to be kept up every attention must be given to propagation.

CAPITAL INVESTED

The total capital invested was \$1,117,473, which covers sail and row boats, gasoline boats, carrying smacks, gill-nets, trap and smelt nets, herring nets, tubs of trawls, handlines, lobster traps, fishing piers and wharves, ice houses, small fish and smoke houses and fish canning and curing establishments.

MAGDALEN ISLANDS

The total marketed value of the fisheries of the Magdalen Islands for the year 1927 was \$722,105, an increase of \$88,882 over that of the preceding year.

The following table gives a comparison of the catch and value of the year 1927 and that of the year 1926:—

Kinds of fish	1926		1927	
	Quantity caught	Value marketed	Quantity caught	Value marketed
Cod.....	38,892	87,010	38,894	83,238
Herring.....	101,600	76,222	110,217	69,535
Mackerel.....	17,595	66,035	61,885	177,046
Smelts.....	50	250	80	240
Eels.....	30	240	50	350
Clams and quahaugs.....	1,975	11,500	1,615	9,690
Lobsters.....	25,799	373,313	20,463	300,087
Squid.....	25	250	.....	.....
Tongues and sounds.....	40	280	35	245
Hair seals.....	1,200	2,400	50,357	56,462
Seal oil.....	3,500	1,750	63,030	21,314
Cod oil.....	6,700	3,350	6,340	2,653
Fish skins.....	200	500	284	639
Fish fertilizer.....	300	75	480	606

COD

There was little demand for cod, and, as a result, this fishery was not carried on to any great extent. The catch was about the same as last year but the price was somewhat lower.

HERRING

Herring made their first appearance on May 12 and were very plentiful. Very few vessels called for bait, and as the demand for smoked herring is poor, this fishery is not as remunerative to the fishermen as it was some years ago.

LOBSTERS

Lobster canneries began operations on May 19, but on account of very blustery weather during the months of May and June, the catch was a little below that of last year, but the prices paid the fishermen were the same.

MACKEREL

Mackerel fishing with nets began on the 8th day of June and continued until the 20th, the largest catch in the history of the islands being landed, viz., 16,876 barrels. It is impossible to properly handle these fish in such large quantities, and as a result a great many of them were of poor quality and a much lower price had to be accepted for them.

SEALS

The increase in the number of seals caught was 49,157. The catch amounted to 50,357 seals which is a record catch for the Magdalens.

REMARKS

The arrival of the steamer *Lovatt* on the first day of May marked the opening of navigation to the Magdalen Islands. On her first trip from Pietou to the islands she encountered heavy fields of ice and was out for four days. This service is giving entire satisfaction so far as passengers and freight are concerned, and the captain and crew are very obliging and attentive to their duties.

It is pleasing to know that the people of these islands will have communication during the winter months with the outside world by means of the Air Service; this will doubtless be fully appreciated by them.

REPORT OF INSPECTOR J. B. SKAPTASON, PROVINCE OF MANITOBA, FOR 1927-28

There was an increase of nearly two million pounds over the banner year 1926, which is accounted for by nearly 300 more men operating.

The following are figures for the last five years:—

Year	Quantity	Value to fishermen	Value as marketed	Number men employed
	cwt.	\$	\$	
1923.....	154,090	739,321	1,020,595	2,530
1924.....	177,898	886,410	1,232,563	2,828
1925.....	191,329	1,061,331	1,466,939	3,390
1926.....	304,143	1,744,642	2,328,803	3,809
1927.....	322,967	1,423,100	2,024,708	4,095

Increases are shown in catfish of 803 cwt.; pickerel, 12,562 cwt.; trout, 507 cwt.; tullibee, 17,184 cwt. Decreases are recorded in goldeyes, 205 cwt.; perch, 2,593 cwt.; pike, 3,301 cwt.; whitefish, 5,008 cwt.; sturgeon, 260 cwt.

MARKETS

While our fishermen have produced approximately the same per man as in 1926, their returns in many instances have been meagre owing to extremely weak markets. With an increased production of nearly two million pounds, the actual revenue to the fishermen of the province is, \$321,542 less than 1926, and to the exporter and dealer, \$304,095 less. While all varieties excepting catfish, goldeyes and sturgeon were affected by the slump in prices, pickerel and tullibee fared worse than any others, dropping about two cents per pound. As these two varieties constitute over twenty million pounds, or nearly two-thirds of the total production, the serious effect to the whole industry can be readily calculated.

The following are comparative prices as marketed, of the more important varieties, for the last five years:—

	1923	1924	1925	1926	1927
Catfish.....	10.0	11.1	10.6	11.3	12.3
Goldeyes.....	5.0	4.4	4.2	4.0	4.7
Perch.....	8.6	10.6	11.2	13.4	10.9
Pickerel.....	8.4	8.5	11.5	10.3	8.0
Pike.....	3.7	3.5	4.0	4.0	3.7
Sturgeon.....	47.3	50.0	40.9	51.6	53.9
Trout.....	7.5	10.0	9.0	11.0	10.9
Tullibee.....	5.2	3.6	4.1	5.9	4.0
Whitefish.....	7.1	9.5	9.5	9.0	8.5
For total catch.....	6.6	6.9	7.4	7.6	6.1

It will be seen the price realized per pound is the lowest in five years.

The Sub-District of The Pas, comprising all waters north of, and including the Big Saskatchewan river, but not the northern part of lake Winnipeg, has enjoyed a good season in all varieties of scale fish. The somewhat lower prices

that obtained as compared with 1926, was fully offset by the increased yield. While there were more men operating, the catch per man was considerably higher than the previous year. The slump in price, which affected other districts very materially, was not nearly as injurious here, as pickerel and tullibee, in which the biggest drop was recorded, constitute a very small proportion of the production in this district. Moose, Cormorant and Herb lake, were the chief producers.

Cormorant lake just about produced its limit of 75 tons by the end of the season, February 28, 1927, and Clearwater lake had produced its limit of 40 tons by the end of January. About half the production was shipped fresh (green).

Three new lakes which were fished in a small way were Armstrong, Partidge Crop and Pikwitonina. These are all small lakes out from Mile 214 of the Hudson Bay railway and the principal catches were whitefish and tullibee. The whitefish produced were of exceptionally good quality, mostly jumbos and large mediums. One license was issued for Reindeer lake, where the production consisted mostly of whitefish, trout and herring. The catch was almost entirely sold locally.

So far this winter, Beaver lake appears to be the big producer, the limit of 100 tons being taken by the end of December. It is expected the 40-ton limit for Clearwater lake will be reached early in January.

Summer fishing for whitefish was carried on in a small way in Moose lake. The catch was good, but lack of ice and poor transportation facilities did not warrant extensive operations.

STURGEON

Sturgeon fishing on the Churchill was good, eleven licenses were issued, but the men operating were poorly equipped, and between them did not have an outfit of nets for more than five men. They produced 14,800 pounds of sturgeon, average dressed weight being fully 30 pounds. The first consignment consisting of 467 sturgeon were brought to The Pas before Christmas. The overseer reports these as the best samples of sturgeon, size and quality, that he has seen in that part of the country.

Summer fishing for sturgeon on the Big Saskatchewan river and its lake expansions, may be termed a total failure during the past summer. Both Cedar and Cumberland lakes were tried out for awhile, but only 2,000 pounds of the 50,000 pound limit was taken. The Nelson river also was very disappointing, only a little over 30,000 pounds were caught. It is felt that the restrictions placed on the sturgeon fishing by the new regulations were not made any too soon.

The completion of the new railway under construction to the Flin Flon Mines, will bring a number of lakes much closer to railhead. Egg lake, the Cranberry lakes, Athapapuskow, Beaver and Cold lake, all good fishing waters, will be within easy hauling distance to the railway, and as this is expected to be completed within the next year, considerable impetus will be given the fishing industry of the district.

The statistical returns for the fishing industry of The Pas district are given under one heading. It may be of interest to show here, the production by lakes:—

Lake	Whites	Pickereel	Trout	Mixed	Men
	cwt.	cwt.	cwt.	cwt.	
Armstrong.....	133			50	1
Athapapuskow.....	332	182	170		5
Beaver.....	804	57	200		7
Cedar.....	30				3
Clearwater.....	785		90	8	10
Cormorant.....	1,021	449	66	135	13
Egg.....	562	2			4
Herb.....	1,213	577		372	13
Landing.....	646			86	4
Moose.....	2,389	728	374	100	32
Pelican.....	528	8			3
Pikwitonias.....	86				1
Partridge crop.....	440			120	3
Reindeer.....	85		75	20	1
Setting.....	97			114	2
Sturgeon.....	238	67	100	44	4
Windy.....	2				1
Wintering.....	202			38	1

STURGEON FISHING

	Cwt.	Men
Churchill river.....	148	11
Sturgeon lake.....	3	2
Cedar lake.....	11	3
Nelson river.....	320	44

A great many of the men fishing in the district are only part time fishermen; mining prospecting, and trapping being their chief occupations.

Lake Winnipegosis has produced well during the year, there has been a slight increase in total catch. When it is considered the winter season was ten days shorter than that of 1926, and the summer fishing carried on under a limit, which was taken a week before the normal closing time, the increase in production is fully in proportion to the increased number of men operating. Below are figures for the last two years:—

	1926				1927			
	Whites	Pickereel	Other fish	Men	Whites	Pickereel	Other fish	Men
	cwt.	cwt.	cwt.		cwt.	cwt.	cwt.	
Summer.....	1,458	10,556	3,236	141	2,073	8,748	1,419	153
Winter.....	6,879	14,673	24,670	348	5,114	16,644	27,596	396
	8,337	25,229	27,906	489	7,187	25,392	29,015	549

Lake Dauphin shows a very marked increase over the 1926 production, with four less men operating. There is an increase from 875 cwt. to 2,313 cwt. The chief increase is in pickereel, of over one hundred thousand pounds, which increase took place mostly in the first two months of the present season, November and December, 1927, and can be ascribed to the high waters in the spring of 1927, allowing a good run of fish from lake Winnipegosis up the Mossy river.

Lake Manitoba shows a slight decrease in production with two less fishermen operating. The total catch is 7,398 cwt. less than 1926.

The following are five years' figures:—

	1923	1924	1925	1926	1927
Number of fishermen.....	626	779	905	1,128	1,126
	cwt.	cwt.	cwt.	cwt.	cwt.
Total production.....	25,655	48,658	51,587	85,256	77,858
Catch per man.....	41	62	57	76	69

The decrease is in all varieties excepting whitefish, which shows an increase of 529 cwt.

This lake is well served by railways on both sides, and for that reason lends itself particularly well to the fresh fish industry, which is becoming more and more popular. Prices obtained by this method of marketing, are as a rule much higher than for frozen stock. The present winter however, has been a disappointment as regards prices for fresh fish. There appears to be some definite evidence of a combine by New York commission men to keep down prices, and this is the chief outlet for fresh fish from the province.

Lake St. Martin shows a slight increase over last year in whitefish.

Lake Winnipeg taken all through, this lake has had a most productive year. With 132 additional operators, the catch of all fish shows an increase of nearly two million pounds.

	1925	1926	1927
All fish.....	84,763 cwt.	141,726 cwt.	161,597 cwt.
Number of fishermen.....	1,791	1,828	2,096
Price marketed.....	\$644,530	\$1,104,003	\$1,065,828

It will be seen that with approximately two million pounds increase in production over 1926, there is a depreciation in actual market value, of nearly forty thousand dollars.

Whitefish shows a falling off both in winter and summer fishing of 9,000 cwt. while nearly every other variety records a substantial increase. The greatest increases are in pickerel and tullibee, the former recording an increase of 12,000 cwt. over 1926, and the latter 18,000 cwt. These however suffered the greatest slump in prices, an average of about 3 cents per pound as paid to fishermen. The tullibee market was very poor throughout the year, and those operating extensively, or almost entirely for tullibee, had a poor year in spite of the good catch. Over a million pounds was placed in cold storage locally, and in Winnipeg, and much of it did not move until late in the summer and fall.

The summer whitefish season was rather a disappointment. With the limit of 3,000,000 pounds fully taken in 1926, a week before the season expired, there was general optimism for 1927. The catch was very disappointing however, and was nearly 700,000 pounds short of the limit.

The following are five years' figures for the summer whitefish operations on lake Winnipeg:—

1923	1924	1925	1926	1927
cwt.	cwt.	cwt.	cwt.	cwt.
15,238	14,567	23,330	33,115	25,679

It seems to be fairly generally thought that the decrease in the catch for this season should not cause any alarm. Unfavourable conditions prevailed; the season was late in starting, owing to ice, and was rather cold throughout, which usually keeps the fish from schooling. Indications towards the latter part of the season were for a marked improvement, and some very big individual catches were then made.

The fall season was good, with increase in production of both pickerel and tullibee. The increase in the latter was of course due to the change in the regulations allowing the use of tullibee nets from October 20 to the end of the season. The run of fish was not as heavy as the previous year, but legalizing the regular tullibee nets for this period compensated for it.

The following are figures for the pickerel production during fall and summer:—

1925 cwt.	1926 cwt.	1927 cwt.
10,626	22,860	30,724

Tullibee caught in fall operations:—

1925 cwt.	1926 cwt.	1927 cwt.
3,404	16,620	19,475

ANGLING

There is a considerable increase in the number of angling licenses issued during the year: 554 as against 194 in 1926. This is no doubt due to the inauguration of the one-day dollar permit, and the patrol by a special guardian throughout the summer of the lakes along the southern Manitoba border. These lakes do not offer much in the way of variety to the angler, and really nothing in what may be termed as sport fish. Pike, and in some few instances pickerel and perch, are taken. Rock lake, lake Killarney, and Oak lake are the favourite hunting grounds of the North Dakota anglers. Of these lakes, Oak lake has been the best during the last two years.

During the year there were fifty-four prosecutions in the province, for the following offences:—

Fishing illegal mesh nets.....	24
Fishing without permit or license.....	21
Illegal possession.....	5
Fishing in close season.....	3
Sturgeon fishing in prohibited area.....	1
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	54

There were 244 confiscations during the same period. In all, 335 illegal nets have been confiscated.

Fines collected, \$311.

Sales of confiscated articles, \$1,120.05.

In appendix No. 8 will be found full details of the prosecutions for this province.

Mr. Wm. A. Found, Director of Fisheries, visited the province early in May, with a view to holding conferences with fishermen and dealers. Well-attended meetings were held at Selkirk, Winnipeg, and Winnipegosis. The fishery regulations were thoroughly reviewed at these meetings, and many valuable suggestions made for changes and amendments, which materially assisted in their revision and consolidation.

REPORT OF INSPECTOR G. C. MacDONALD, PROVINCE OF
SASKATCHEWAN, FOR 1927-28

During the year there was a commercial production of 57,800 cwt. of fish, this being an increase of 1,085 cwt. over the previous year. The increases and decreases in the different species were:—

Species	Increase	Decrease
Whitefish.....	3,656	
Pickereel.....	835	
Goldeyes.....	5	
Pike.....		623
Trout.....		406
Sturgeon.....		30
Tullibee.....		689
Mulletts.....		492
Mixed.....		1,171
	<u>4,496</u>	<u>3,411</u>

WHITEFISH

The increase in production of whitefish was largely shown from Peter Pond and Churchill lakes, with a combined catch of 5,742 cwt.; lac la Ronge, 908 cwt.; Dore lake, 1,758 cwt.; Waterhen lake, 351 cwt.; Turtle lake, 460 cwt.; and Makwa lake district, 151 cwt., and was generally due to more yardage of nets. There was also an increase shown from lakes in the Qu'Appelle valley of 111 cwt., due to the advancing of the winter fishing season and more men operating.

There was a decrease in whitefish production from Red Deer Lake district of 1,244 cwt., due to the waters in that area being now included in the National Park, where no fishing was carried on during the summer or December seasons. Jackfish lake decreased 336 cwt. due to the restrictions during the summer season. There was a decrease shown in the Ile a la Crosse district of 2,366 cwt. of whitefish. Of this amount Kelly lake would account for 194 cwt., where fewer nets were used; Churchill river, 50 cwt., where no fishing was carried on during December; Deep river decreased 237 cwt.; and Ile a la Crosse proper, 1,855 cwt. Deep river is the connection between Ile a la Crosse lake and Churchill lake, the waters flowing from the latter. Near the outlet from Churchill lake is the connection between that lake and the east end of Peter Pond—locally called Little Buffalo lake. During the early part of December the run of fish in Deep river was from Ile a la Crosse lake to Churchill and Buffalo lakes, due largely to higher water levels. The production on the latter two lakes was unusually good, and it is claimed a large quantity of the whitefish taken were Jumbo whitefish and the same species as had been taken on Ile a la Crosse lake during previous years, with the result that the fishing on Ile a la Crosse lake was unusually poor during the present winter season. This migration of whitefish has happened on previous occasions in the same area.

There was also a decrease shown of 1,186 cwt. of whitefish on Long lake, when thirty-four fewer men operated. The decrease in the production may not only be due to fewer men operating but also to a large closed area against commercial fishing, and the water level, being some 4 feet higher, had a great effect on the migrating of whitefish from the closed area to the deeper waters where fishing was allowed.

There was a decrease shown of 406 cwt. of trout. This was due to no fishing being done on Kingsmere lake (Little Trout) or Crean lake, which have been taken within the National Park. The decrease of 30 cwt. of sturgeon was due to revised regulations prohibiting summer fishing for sturgeon. There

was a considerable decrease shown of the coarser species, which was largely due to the early freeze-up during November, allowing practically all fishing to be done in deeper waters during the opening of the winter season.

GREEN FISH

There were 2,171 cwt. of fish shipped during the winter season in a green condition, which was an increase of 852 cwt. over the previous year. Of this amount, 2,071 cwt. were whitefish and 100 cwt. tullibee. All of the above fish were shipped from Jackfish, Turtle, Makwa, and Waterhen lakes in the North Battleford district.

MARKETS

The total market value of the year's commercial production was \$503,609. This was an increase in value over the previous year of \$59,321 and was due partly to a larger production as well as an increase in the quantity of green fish shipped during the winter season. The markets during the closing of the 1926-27 winter season became slightly over-supplied, resulting in a quantity of fish being stored, largely in the United States. At the opening of the 1927-28 winter season the buyers were fairly keen and the season opened with a slight increase in price over the previous season. It is believed that the general limitations on production on all waters will be a big factor in regulating the markets, as the amount of fish available will be more definite than in previous years. The local markets appear to be well looked after, as one large fish company in particular specializes in local distribution of small and mixed shipments.

EQUIPMENT

The total value of all equipment used during the year in connection with the commercial operations was \$91,967, this being a decrease of \$3,727 from the previous year. There was an increase shown of 580 gill nets valued at \$9,501, and an increase of 2 ice houses on Dore lake.

There was a decrease shown of 7 smoke houses valued at \$4,350 all on Peter Pond lake where there are none shown for the year; a decrease of 2 piers, 3 on Long lake, and an increase of 1 on Okemasis lake. There has been a decrease of 27 row boats, 1 on Jackfish lake and 20 on Turtle lake, 2 on Okemasis, 6 on Red Deer, and an increase of 1 on Pierce lake and 1 on Makwa lake. There was a decrease of 8 gasoline boats, 1 on Jackfish lake, 4 on Turtle lake, 3 on Okemasis lake. The above decreases were all due to less summer fishing in the various districts.

CONDITION OF FISHERIES

The general condition of the fisheries throughout the province might be considered as favourable, and a much wider interest is evident, especially throughout the northern portions of the province, due to some extent to the scarcity of fur-bearing animals, resulting in an increased number of the native population fishing. Very few new waters were opened up during the year, and outside of Pipestone lake the operations during the year were all on waters that had been fished for a considerable time. Fishing in Ile à la Crosse lake dropped off considerably during the month of December, and especially in whitefish production due to the migration to other waters. Dore lake, which has been a very large producing water, has improved considerably over the previous year. Fishing in the Waterhen lake district shows a slight improvement. Lac la Ronge, which is the largest lake operated, has had an average production. In Long lake, where the commercial operations have been gradually restricted, the results were that neither the winter nor summer limit was

reached. Three lakes, Kingsmere (Little Trout), Crean and Red Deer, have been taken within the National Park during the year. Over fifty fishermen who had been operating on these waters during previous years producing a considerable quantity of whitefish and trout have since discontinued fishing or moved to other waters throughout the province. Other waters are retaining their production at about normal.

OBSERVANCE OF REGULATIONS

During the year there were 57 prosecutions and a conviction was secured in all cases, resulting in fines amounting to \$277.50 being imposed with additional court costs of \$212.50, as follows:—

Fishing during close season.....	21
Fishing without a license.....	15
Offering fish for sale under Dominion license.....	2
Fishing with illegal apparatus.....	8
Possession of fish during close season.....	8
Failing to tag nets when in water.....	2
Illegal possession of fish.....	1
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	57

There were also 42 confiscations made during the year, as follows:—

Illegal apparatus.....	16
Illegally caught fish.....	18
Legal apparatus.....	8
	<hr/>
	42

There were 17 sales of confiscated articles made during the year, amounting to \$229.19.

In Appendix No. 8 will be found full details of the prosecutions for this province.

FISHWAYS AND DAMS

During the fall of 1926 some of the important fishways in dams in the southern portion of the province were inspected by the fisheries engineer. Amongst these were the fishways at Katepwe, Craven and Pasqua, and three on the Moose Jaw creek near Moose Jaw, and all of which required some minor alterations. No repairs have been carried out on any of these fishways during the year. The dam over the Red river at Red Wing was removed during the spring. The fishway in the Cowan river dam is in good condition, but the dam will probably require some repairs during the coming season. A new fishway was installed in the Gravelbourg dam on Wood river. Arrangements were under way to have fishways constructed in small dams on the various creeks in the Cypress Hills area but owing to the very high waters during the entire summer season none of this work was undertaken.

DOMESTIC

There has been a production during the year under domestic net fishing of 14,349 cwt. of fish, this being a decrease of 980 cwt. from the previous year. Whitefish decreased 950 cwt.; trout, 1 cwt.; pickerel, 4 cwt.; tullibee, 219 cwt.; mullets, 13 cwt.; and mixed fish, 85 cwt. Pike increased 274 cwt, and Goldeyes 18 cwt. The average catch per license was 1,461 pounds as compared with 1,611 pounds the previous year.

ANGLING, 1927

There was an estimated catch of fish by anglers during the year of 23,139 cwt. This is a decrease of 3,776 cwt. from the preceding year. There has been

43,041 anglers reported, being a decrease of 1,873 from 1926. This decrease in catch and number of anglers is reported to be largely due to the unfavourable weather conditions during the summer season. The average catch per angler was 54 pounds of fish, as compared with 60 pounds during 1926.

EXAMINATION OF WATERS

There were twenty-four waters examined during the year to determine their suitability for fish life. Of this number twenty-one were reported to be suitable.

It is gratifying to be able to report that as a result of the planting of cisco or lake herring in Quill lake during the spring of 1924, that about 200 pounds of this species was taken in nets during this year, and also that 300 pounds of whitefish were taken from the same lake. Although the first official planting of whitefish was made during April, 1926, it is presumed that accidentally whitefish fry got mixed with the cisco planted during 1924.

The staff of fishery officers gave considerable assistance to the Fish Culture Branch officers during the year.

I regret to report that four of the older fishermen were drowned during the fall, and that none of their bodies have as yet been located.

REPORT OF INSPECTOR R. T. RODD, PROVINCE OF ALBERTA, FOR 1927-28

The commercial catch shows a decrease in both quantity taken and value as marketed. Market conditions in the spring were poor and this accounts mostly for the decrease in both quantity and value. There was a practical cessation of fishing at Buffalo bay and Lesser Slave lakes, where an amount exceeding 500,000 pike and pickerel was obtained during the spring fishing of 1926. Very stormy weather prevailed during August and September at Lesser Slave lake, many fishermen reporting the entire loss of equipment.

INCREASES

The most gratifying increase to be recorded for the past season is on lake Athabasca where the summer fishing for trout was the best on record. While close to 1,000,000 pounds of trout and whitefish was obtained, almost the entire amount was caught by one company, a second company starting operations too late to do much fishing. Reports were received that, owing to the heavy catches, it was necessary for the operators to stop fishing periodically as they were unable to handle the fish caught with the limited equipment on hand.

In spite of the great distance from lake Athabasca to Chicago and other eastern points the shipments of trout and whitefish arrived at their destination in splendid condition. The trout are of an excellent quality, the flesh being pink and the fish of uniform size between 7 and 10 pounds, although specimens exceeding 40 pounds were caught. A small increase in the catch was reported for the Lac la Biche district and Moose lake for the summer season, and during the winter season at Pigeon, Lesser Slave, Sturgeon, Primrose and Cold lakes. Fishing in the latter lake was particularly good, the limit being obtained in slightly under one month's fishing. It is also noted that a large increase is shown in the Peter Pond lake district in Saskatchewan where there was more extensive fishing through commercial licenses being granted. Good fishing at Churchill lake obtained during the first part of the year. This district is in excellent shape and should last with the present limit for many years to come. This district shows an increase in the neighbourhood of half a million pounds, chiefly of whitefish and pickerel.

DECREASES

The heaviest decrease recorded is from Lesser Slave lake where the usual heavy spring fishing, as witnessed the year before, was seriously affected by the market conditions prevailing. It was reported that the market was glutted with coarse fish from the other western provinces, hence fishing in Lesser Slave lake was more or less at a standstill. I have no reason to believe that the lake is depleted, and without question the present safe limit should be easily obtained. Lac Ste. Anne and Wabamun show slight decreases, as well as Beaver lake which was heavily fished the year previous and showed up poorly during 1927. This lake is considered to be in a depleted condition. The winter operations show the lakes as producing fairly steady with the exception of Winnifred lake, which was also too heavily fished the previous winter. Winter prices were extremely good and market conditions generally excellent.

MARKETS

Spring prices, as already reported in so far as this province was concerned, were poor and it was almost impossible to dispose of jackfish at any price. The price for whitefish during the summer was fair and good in the fall. Athabasca trout are gaining an enviable reputation in the eastern markets and are standing the long haul from lake to market very well. Extension of this market may be expected, through larger operations now contemplated at lake Athabasca. It is expected that three companies will be operating on this lake for 1928. Three hundred thousand pounds of the trout caught were pan frozen and shipped after the season closed and were marketed very successfully. It is stated by one of the companies about to operate that a market was assured for their whole catch. Winter prices have been very good and the majority of fishermen and dealers are satisfied with their season's work.

TRANSPORTATION

There has been no great change in this feature over last year, with the exception of transportation from lake Athabasca to Waterways. The companies operating have invested heavily in equipment for catching and sending the fish to market in the best condition. Great care is being taken to see that the fish is properly iced and taken as swiftly as possible from the lake to the end of steel at Waterways, a distance of over 200 miles. Present developments comprise three new stern wheel boats, a new freezing plant at the lake, an ice-making plant at Waterways, and ammonia freezing plants on the barges conveying the fish up the Athabasca river, as well as many buildings for the men and horses. The trail from Cheecham to Peter Pond lake was in good condition last year, there being plenty of snow to commence operations. The express companies co-operate well with the fish dealers and every facility is being given by the railway companies to see that the fish arrive in the best possible condition.

EQUIPMENT

As has been previously explained, the Lesser Slave lake fishermen were heavy losers both in nets and boats through the bad storms on that lake during the fall. Some loss was also felt in piers and wharves through ice movements in the spring. One Edmonton fish company has installed a large cold storage and freezing plant in Edmonton, using the Ottesen process, with a storage capacity of six cars. Two companies are desirous of building freezing plants on Peter Pond lake for summer fishing. Altogether there is a keen desire evident from all quarters of maintaining and, if possible, improving the standard of fish exported from Alberta. Cottages and boats were built at Cold lake to accommodate anglers and there is now ample room for all anglers at this most popular resort.

OBSERVATION OF THE REGULATIONS

The number of prosecutions for the year 1927 was 73 and the number of confiscations 41. Full details of prosecutions will be found in appendix No. 8.

Fishing in close season contra to Sec. 21 and 33.....	15
Fishing without licenses contra to Sec. 1.....	13
Fishing with illegal mesh net contra to Sec. 17 and 11.....	11
Pollution of streams contra to Par. 44.....	9
Fishing without angling permit contra to Sec. 32 (a).....	8
Fishing in closed waters contra to Sec. 24 (c).....	7
Having undersized fish contra to Sec. 34.....	4
Fishing with lights at night contra to Sec. 29.....	2
Fishing with illegal apparatus contra to Sec. 11.....	1
Obstructing creek contra to Sec. 12 (1).....	1
Selling fish under domestic license contra to Sec. 2.....	1
Assisting angler to fish contra to Sec 32 (a).....	1
Total.....	<u>73</u>

Much valued assistance was given by the undermentioned associations as well as by the sixty-two honorary guardians appointed for the purpose of assisting the overseers and guardians in their large territories:—

1. Northern Alberta Fish and Game Protective Association.
2. Coleman Rod and Gun Club.
3. Claresholm Fish and Game Protective Association.
4. Lethbridge Rod and Gun Club.
5. Calgary Fish and Game Protective Association.
6. McLeod Anglers' Association.
7. Bellevue Fish and Game Association.
8. Pincher Creek Anglers' Association.
9. High River Angling Association.
10. Cardston Fish and Game Association.

IRRIGATION SYSTEMS

Owing to the heavy rain fall and continued wet weather throughout southern Alberta very little irrigation was required, in fact some of the small systems were never opened during the summer. No complaints have been received regarding destruction of fish.

DAMS AND FISHWAYS

The fishway in the Canadian National Railway's dam at Burbank on the Blindman river was again taken out by the ice in the spring, owing to high water during the summer. This could not be repaired until late in the season, when a new fishway was installed. This was placed to one side of the spillway and where it is now protected from ice and high water by the wings of the dam.

The fishway in the Canadian Pacific Railway dam in the Vermilion river at Hazeldine, Alta., has been completed and is in good condition. A new fishway was also erected in the Canadian National Railway dam in the Lobstick creek at Leslieville. Repairs were also made on the fishways in the Canadian National Railway dams in the Vermilion river at Vermilion and Vegreville. The dam in Willow creek, owned by the town of Claresholm, was carried away in September by flood; this has allowed a great quantity of pike and suckers to ascend to the upper reaches of the creek. This dam was considered beneficial to the trout fishing, as it prevented the pike and suckers from ascending to that part of the stream frequented by trout. It will be rebuilt as soon as possible.

The large dams on the Bow river at Bassano and Carseland owned by the Canadian Pacific Railway and Canada Land and Irrigation Company and the Eau Claire dam at Calgary, in my opinion have greatly benefitted the trout fishing in the Bow river and tributaries, as they have prevented innumerable

quantities of pike and suckers from reaching the trout waters. This is especially so with regard to the first two named, as no trout are found below them, and that part of the river is infested with very large quantities of pike, suckers and ling.

ANGLING

Angling throughout the province was not so good as during 1926. This was not due to the streams being depleted but due to the continued wet weather through the greater part of the season, which kept most of the roads in an almost impassable condition and also kept the streams flooded and in a muddy condition. This was especially so in the southern part of the province. There were a few short periods when the roads were passable and the streams clear, when excellent catches were taken especially in the Highwood river. Good angling was also obtained in Willow creek and in the Old Man river and some of its tributaries when the water was clear. There was also an increase in the angling carried on at Cold lake for lake trout. The sale of angling permits was increased from 643 in 1926, to 926 this season, and the catch taken by anglers increased from 42,370 pounds to 54,735 pounds. The largest trout taken during this season was 40 pounds. The angling for pike, perch and pickerel in the lakes was good and especially so in Lac la Nonne where excellent catches were taken.

EXAMINATION AND RESTOCKING OF LAKES

Very few lakes were examined during the year with a view to stocking, only ten being examined by myself and staff. An attempt was made to stock a few lakes by transfer of adult fish by the staff with the assistance of the parties interested in the lakes, but very little was accomplished owing to the bad condition of the roads. Those who agreed to supply the transportation refused to put their cars over the roads, therefore a number of fish already trapped for transfer had to be liberated and the work abandoned.

A few facts regarding the stocking of waters with fry from the Banff hatchery might not be out of place. During October, 1919, Hybernia and Marjorie lakes in Jasper Park were stocked with rainbow trout fingerlings, 4,000 being liberated in each. Until that time these lakes contained no fish of any kind. I have while at Jasper recently received numerous reports of very fine rainbow trout having been caught from Hybernia lake, some weighing up to 4 pounds.

Large rainbow have been seen in Marjorie lake during the spawning season, but it is claimed they are very difficult to catch. The fish will not take the artificial bait owing to the great amount of natural food in the lake.

Loch Leven trout up to ten inches in length were taken in the Little Red Deer river this season, which is the result of stocking since 1924. Rainbow trout up to 3½ pounds were also taken in the Highwood river, the result of the stocking during the season 1919 and each year since. About 30 per cent of the catch from this stream is rainbow trout. These trout are now being taken from numerous other streams in southern Alberta where they have been liberated and where none were found previous to stocking from Banff hatchery.

REPORT OF CHIEF INSPECTOR MAJOR J. A. MOTHERWELL, WESTERN FISHERIES DIVISION (BRITISH COLUMBIA) FOR 1927

SALMON

The calendar year of 1927 closed with a total pack of 1,361,977 cases of salmon, as against 2,065,190 cases in the previous year. The year of 1926 produced the record pack of the province, but the comparison of these two years

is not a fair one when endeavouring to arrive at the condition generally of the salmon industry. The only fair comparison would be by taking the packs of the several varieties and comparing each with that of the brood year in each case. A very erroneous impression is created in the minds of the public by newspaper and other reports being published which do not make the correct comparison.

The average pack of all varieties for the past five years was 1,641,381 cases and had it not been considered necessary to greatly curtail fishing operations during the year, undoubtedly the 1927 pack would have almost, if not quite, equalled the record one of 1926.

The pack of sockeye amounted to 308,052 cases, compared with an average of 348,442 cases during the past five years.

In the Naas river area the total was 11,986 cases, which is not at all good although this has never been a remarkably productive sockeye district. Considering the fact that a considerable portion of the runs of sockeye heading for the Naas river run the gauntlet of the intensive fishing by traps and seines in southeastern Alaska, in addition to the gear on the Canadian side of the line, it is not considered surprising that the sockeye pack on the Naas is not being maintained.

In the Skeena system the total in the case of sockeye was 83,988 cases, which, particularly in view of the extra measures taken in the way of closed periods, may be considered as quite satisfactory. There would appear to be no reason to anticipate that the supply of this variety in the Skeena system cannot be maintained.

The Rivers and Smiths Inlet district produced a pack of 101,053 cases of sockeye, which is a very satisfactory showing. Owing to the large number of gillnet boats being fished it was necessary to enforce an additional nine hour close period during each week-end of fishing.

The Fraser river again produced an unexpectedly large pack of sockeye, amounting to 57,085 cases. A considerable portion of this was due to the unusually late run similar to that which ascended the river in the late fall of 1926. As the sockeye to the Fraser system are predominantly four year fish, a fair comparison of the pack would be with year 1923, when the total amounted to 29,423. However a more informative comparison would result from the inclusion of the catch in the Puget sound area. In 1923, the brood year, the pack of Puget sound and the Fraser river together was 76,825 cases and in 1927 it amounted to 153,428 cases, an increase of 100 per cent.

The coho pack for the whole province amounted to 162,732 cases, as against an average for the past five years of 158,978 cases.

The total pinks produced in the province amounted to 247,626 cases, compared with the average of the past six years of 524,413 cases. This shows a reduction of 80 per cent compared with the brood year of 1925, when the total was 445,400 cases. The shortage was practically all in the northern district. One suggestion as to the cause of the small runs is that after the eggs were hatched out in the brood year of 1925 the mortality in fry was unusually heavy, or that conditions at sea, between the time the fry left for the salt water and when they returned as mature fish, were such as to permit only a small percentage to survive and return to the streams in which they were hatched. Another suggestion is that very intensive fishing in the areas to the north of the international boundary has resulted in reducing the quantity of pinks hatched in British Columbia streams. It has been demonstrated through tagging operations that pinks pass through the Alaskan waters on their way to the Naas and Skeena districts, and even areas farther south.

The spawning conditions in the pink areas in the brood year of 1925 in the north, and particularly in the Central area, were not considered entirely satis-

factory, and in order that the toll during the year under review might not be such as to further deplete the supply of this variety, unusual precautions were taken by means of extensions of the weekly close seasons, an entire week's prohibition of fishing at the height of the run and early closing at the end of the season. These measures have undoubtedly produced good results, judging from the reports on the spawning areas—apart from the Central area—which have been received from the officers making annual inspections. Undoubtedly the pink situation will require to be well taken care of until it has recovered.

In the Fraser river district the pack of pinks was greater than in the brood year by approximately 3,000 cases, due to an enormous run.

Chums were very plentiful over most of the British Columbia coast during the year and the quantity taken amounted to 563,194 cases, compared with an average during the past five years of 567,741 cases. This total is eminently satisfactory, considering the fact that from two to three weeks of the best chum fishing at the height of the run was cut off, due to the unusual restrictions as a result of the enormous amount of fishing gear in the water. There is no doubt but that had not these unusual restrictions been put into force the pack of chums would have been a record one.

The previous warning to the industry to the effect that continued fishing operations would result in drastic conservation measures did not have the desired effect and each year the quantity of gear in the water has increased, and in addition the methods of operating purse-seines, for instance, have become much more efficacious.

The salmon gill-net licenses have increased during the past four years 53 per cent, salmon trolling 99 per cent, and salmon purse-seines 128 per cent. Obviously this keen and uneconomic scramble for the salmon, if permitted to continue unchecked, would in a very short time result in the serious depletion of the runs. Both the salmon fishermen and canners appear to have finally reached the conclusion that this unreasonable competition can only result in disaster, and there would appear to be good reason to expect that the coming year will see salmon-fishing operations conducted on a more economical and reasonable basis.

The greatest difficulty, of course, is with the pink variety. The sockeye are being well taken care of and the coho and chums usually arrive at the spawning streams at a time when weather and water conditions are such as to permit a reasonable escapement. In the case of the pinks, however, the situation is much more difficult as they often arrive at the spawning streams in the hottest and driest time of the year. If there is not sufficient water in the streams, the salmon play about outside and are an easy prey to seines, unless practically a day and night efficient patrol is provided at every pink spawning stream in the province. With the proposed new measures in the way of cutting off inlets and moving out of boundaries, much assistance will be given towards conservation, but there can never be any assurance that it will not be necessary on short notice to close all fishing for pinks or even any other variety for considerable periods, in order to maintain the supply.

HALIBUT

The catch of halibut landed in British Columbia totalled 300,532 cwt. in 1927, as against 315,095 cwt. in the previous year. Statement No. 7 gives the total from 1913 to 1927.

It would not appear that the close season of three months each year during the past three seasons has had the effect of materially reducing the quantity landed.

Indications would seem to warrant the expectation that prices on the reopening of the season next spring will not be particularly attractive to the

fishermen. This is largely due to the fact that the stocks of frozen halibut have not been completely disposed of, and it is not likely that prices for the fresh article will be particularly satisfactory to the fishermen until the stocks of frozen halibut have been sold.

It has been suggested that the reason for the large stocks of frozen halibut is that the market in the east has turned of recent years to the several varieties of filleted fish produced on the Atlantic coast.

HERRING

As will be seen by statement No. 8, a very large percentage of the herring caught is drysalted and shipped to the Orient, the principal market being in China. Ten thousand four hundred and sixty-six tons were used in reduction works plants. In the vicinity of 2,000 tons is frozen each year at Prince Rupert, Butedale, Vancouver, and Kildonan for the purpose of bait for the halibut fishing. A smaller quantity is used fresh for the purpose and a comparatively infinitesimal quantity finds its way to the fresh fish markets and the smoke houses. Although efforts have been made to build up a paying business in the canning and also the Scotch curing of this variety, it has not been found profitable.

The interesting statement No. 8 gives the records of the drysalt herring pack from 1918-27. The fluctuation is not necessarily due to lack of supply, but is largely caused by the unstable market conditions in China, due largely to the internal troubles of that country. The supply of raw product naturally has fluctuated from year to year, but there is no evidence that the runs of herring to the British Columbia coast are becoming depleted in any way.

WHALING

The two stations at Naden Harbour and Rose Harbour at the northern and southern extremities of the Queen Charlotte Island group were operated again this year, with a catch of 258 whales as against a total of 269 for the preceding year.

Statement No. 10 covers the catch from 1918 to 1927.

FUR SEAL SKINS

Statement No. 11 shows a very large fluctuation in catches between the years 1912 and 1927. Prices naturally very materially influence the activities of the Indians, who are the only ones permitted under the Pelagic Sealing Treaty to take fur seal skins. During the last two years, for instance, the prices have averaged about \$8 per skin to the Indians, and in view of such small returns, the weather conditions during the migration of the fur seals, and the profitable business of trolling for salmon, the catch last year fell off 50 per cent. No doubt also the more efficient patrol which was available for the purpose of protecting the fur seals had something to do with keeping the total down.

DESTRUCTION OF SEA LIONS

On June 7, the C.G.S. *Givenchy*, equipped with a Lewis gun, long Ross rifles, .22 calibre rifles and .22 and .32 calibre automatic pistols (the smaller firearms being used primarily for the pups) and accompanied by Mr. W. E. Maiden, Secretary of the British Columbia Fishermen's Protective Association, an expert machine-gunner, left for the vicinity of the Virgin and Pearl rocks to again do what was possible during the pupping time of the sea lions to reduce their numbers. Considerable difficulty was again experienced owing to the heavy seas running, which made operations extremely difficult and hazardous, the

rookeries being very low and exposed to the full sweep of the Pacific ocean. Undoubtedly the use of short Lee-Enfield rifles would be much more efficient, in that they are shorter and lighter and more convenient to handle, in comparison with the Ross variety. It has not been possible to date, however, to obtain the Lee-Enfield.

The total number destroyed since the commencement of these operations is as follows:—

—	1923	1924	1925	1926	1927	Totals
<i>Virgin Rocks—</i>						
Pups.....	649	903	1,067	565	635	3,819
Adults.....	1,111	1,333	1,520	877	858	5,699
<i>Pearl Rocks—</i>						
Pups.....	5	312	102	146	40	605
Adults.....	120	158	138	368	130	914
Totals.....	1,885	2,706	2,827	1,956	1,663	11,037

The officer commanding the expedition reports that yearlings and two-year-olds were found to be practically extinct, during the last hunt, which condition he attributes to the large number of pups killed during previous operations. He further states that the rocks were found to be practically monopolized by old sea lions of both sexes, but in numbers considerably less than in previous years. Mr. Maiden states that he observed fresh fish bones on the Virgin rocks on the date of one raid, but that these were not present on the date of the previous one. This he feels to be evidence to show that the sea lions were feeding on fish, although it is understood that during the pupping season these animals do not take food.

A sample of sea lion blood was obtained and forwarded to the Biological Station.

The fishermen in the vicinity again signified their approval of the hunting operations by means of gifts or cigars to the members of the crew.

PATROL SERVICE

In view of the immense increase in the number of fishermen and the quantity of fishing gear operated during the year, particularly in the case of salmon, and the resultant keen competition, the difficulties of the patrol service were largely increased and it is felt that if proper measures are to be taken looking to the conservation of our salmon supply, particularly, several of the present overseers' areas must be considerably reduced, and more of these permanent officers appointed. Each should be equipped with an efficient departmentally owned boat and these boats will require to be kept in commission a longer period each season in order that the overseers can give better attention to the immensely important problem involved in the inspection and care of the spawning grounds. During the fishing season the duties in the way of protection and other relative matters consume all the time of the overseers, and it is only after the season is over that it is possible for them to undertake a really satisfactory inspection of the numerous salmon streams in each area.

The inspections by guardians and patrolmen are very often unsatisfactory owing to the fact that these officers are usually new men each year. Obviously their lack of experience and information with regard to conditions of previous years detracts very greatly from the value of their reports. The only hope we have of obtaining satisfactory information is by keeping the overseers and several of the departmentally owned patrol boats on duty for considerably longer periods. Even by that arrangement the inspections cannot be entirely

satisfactory due to the fact that one officer cannot hope to thoroughly examine all salmon streams in his district during the time the salmon are spawning. This task is physically impossible.

Fortunately some seaplane service was provided and although not sufficient, at the same time the moral effect of there being even one plane available to the administration cannot be over-estimated, but if the industry finds that only the limited service which can be expected from one plane is available, it will soon realize the limitations and a considerable portion of the value of the moral effect will be lost. As evidence of the efficacy of the air service in the way of fishery protection, I would refer to the resolution presented at a recent fishermen's meeting in Prince Rupert to the effect that an adequate air service should be provided by the department for the protection of the fisheries, as the fishermen themselves felt it to be the most effective arm of the service.

The lowest possible minimum service consistent with reasonable results would be two planes capable of service at all times, which would obviously necessitate a third in reserve. Commencing with the opening of the fishing in the north, one plane is required with headquarters at Prince Rupert and another with headquarters in the vicinity of Swanson bay. Later one of these could probably be transferred to the Queen Charlotte island area and the other farther south to possibly Alert bay or Quathiasi cove. Much, of course, depends upon the class of aircraft used and it is necessary to have considerable speed, a high ceiling and the ability to withstand a certain amount of sea.

The service provided during the past year was fifty flying hours to start with, which amount was later increased by 42 hours, 2 minutes, making a total of 92 hours, 2 minutes. The distance travelled was approximately 5,223 miles.

The boat patrol service was taken care of by twenty-two Departmentally owned power boats, ninety chartered power boats and twelve row boats. The *Malaspina* during the season logged 18,958 miles and the *Givenchy*, 16,190. The latter boat was again used in connection with lifesaving on the west coast of Vancouver island with headquarters at Bamfield.

One of the patrol boats owned by the department, the F.P.L. *Cloyah* was destroyed as a result of an explosion in the engine room. The crew were fortunate in being able to make their escape in the tender, the engineer suffering severe burns about the face and hands.

For the purpose of replacing worn out patrol boats, tenders were called for three fifty-two footers powered with sixty-five horse-power Thornycroft reduction geared gas engines. It is hoped that by using this variety of engine there will be much less vibration and that the noise of the exhaust will not be such a handicap as in the case of the Diesel power boats. In these cases the exhaust can be heard a very considerable distance and is a warning to those breaking the fisheries regulations and gives them an opportunity to escape. It is also expected that the greater cost of fuel for the reduction geared gasoline engines will be more than offset by the lower cost of replacements in engine parts.

These three boats were designed and specifications prepared by Mr. J. W. Allen, Gas Engine Foreman, whose duties include looking after the annual overhaul and upkeep of the patrol boats, as well as seeing that the chartered boats give their proper performance. His knowledge is also utilized by other departments of the Government.

REGULATIONS

As was expected the salmon fishing particularly during the year became more intensive than ever in the past and this fact called for extraordinary measures to the end that a satisfactory supply of parent salmon might be permitted to reach the spawning grounds.

It became necessary to increase weekly close seasons for sockeye fishing in the northern areas from forty-eight to a total of fifty-seven hours on the Skeena river for two week ends, and during the whole of the fishing season on Rivers and Smiths inlets. For the purpose of saving the run of pinks which showed evidence of being light, a special close period from August 26 to September 4 was applied to all fishing gear, apart from salmon trolling in the whole of the province, with the exception of that area through which the salmon proceed in passing to the Fraser river spawning grounds.

At the end of the season, in order to save a reasonable quantity of chums and cohoes for the spawning areas, fishing in all of District No. 2 was finally stopped on September 23, with the exception of the Queen Charlotte Islands, where the date was set at October 7. These dates compare with October 15 and October 22 respectively in the previous season, the time allowed for fishing being reduced in 1927 by approximately three weeks.

In District No. 3 in addition to the special close period from August 26 to September 4, all fishing was closed from two to three weeks earlier at the end of the season.

The result of the above closures was that a comparatively satisfactory quantity of pink salmon were able to pass up to the spawning grounds, with the exception of certain portions of the Central area and in the Naas. An examination of the spawning grounds of the Skeena watershed showed a very considerable run of pinks had either succeeded in passing up the river during the special close season or were very late in arriving, which permitted their reaching the spawning areas.

An excellent supply of chums and cohoes was saved for the spawning streams over the whole province, with the exception of some of the streams on the Queen Charlotte Islands. The inspector for District No. 3 reports that the run of chums was unusually heavy through his district, particularly in certain portions of the west coast of Vancouver island, where the quantity was the largest on record.

On the Fraser river and in the waters through which salmon are obliged to pass heading for the Fraser, and the immediate vicinity, the weekly close period was increased from time to time very materially resulting in reasonably good spawning conditions.

There is no doubt but that had not these unusual precautions been taken the huge quantity of gear in the water and the intensity with which it was fished would have resulted in a very serious situation. The inspection of the spawning areas, however, showed that the extra restrictions had obtained the desired result.

If the industry continues to place such huge quantities of gear in the water, then the fishing restrictions must be greatly increased, even at the expense of profits to fishermen and canners. The fish must be given the benefit of the doubt from a conservation standpoint. In any event, it is imperative that certain inlets be cut off entirely, that salmon purse-seines be reduced in size and that all fishing be kept farther out from the mouths of streams.

VIOLATIONS OF FISHERY REGULATIONS

There were one hundred and sixty-six prosecutions entered for violations of the fishery regulations during the season. Particulars of these will be found in appendix No. 8.

POWER BOATS IN SALMON GILL-NET FISHING DISTRICT NO. 2

Although there was an increase of 549 salmon gill-net licenses issued in District No. 2, the number of power boats used in these operations increased

only 45, being 630 as against 576 for the preceding year. The above total compares with 85 only used in 1924. Only white British subjects and Canadian Indians are permitted to operate power boats in District No. 2 in salmon gill-net operations.

CLEARING OBSTRUCTIONS IN SALMON STREAMS

Each season as this work is extended the necessity for it becomes more apparent. An endeavour is made to have a thorough examination of every salmon stream in the province once a year, but this has been found very difficult owing to the fact that officers are required to supervise such large districts, and the conditions in the wild country through which the inspection has to be conducted are so arduous as to consume a great deal of time and is expensive. Every obstruction which is reported either by the fishery officers or the fishermen or from any source is immediately investigated and if it is possible for the local officer to do what is necessary, his instructions are to always take out the obstructions. If however, assistance is required such is provided in the way of men, powder or other facilities, and if the conditions warrant, an inspection is made at the first opportunity by one of the engineers and arrangements made for the most practical way of dealing with the situation. Much time is lost, however, in inspections resulting from reports by people who are not sure of their information. Again, log jams for instance which would appear to many observers to be an obstruction to the ascent of salmon often prove to be just the reverse, and while not impeding the progress of the parent fish to the spawning grounds, are often a protection to the young fish coming down and serve also as collectors of food for the young.

At Hells Gate canyon in the Fraser river conditions since the clearing away of the slide which occurred in 1913 have remained unchanged and those who have been in the best position to know, have felt that the salmon runs have all succeeded in passing up to their spawning grounds, although, due to unfavourable stages of the water, there may have been hours or even days when they were delayed. In spite of several reports to the effect that the fish were permanently blocked, or were so badly damaged at the Gate as to prevent their reaching the spawning grounds in fit condition there would appear to be no doubt but that the salmon did get through this obstruction, at least, until the very last runs of the seasons 1926 and 1927. In fact, there is every reason to believe that all the 1926 run succeeded in passing this point. However during the last two seasons there has developed an unusually late run of sockeye which has arrived at Hells Gate in a very advanced stage towards spawning. The condition of this run in the fall of 1927 was found to be even worse than that of the preceding season and whilst there was no unassailable evidence to justify the conclusion that any run was permanently prevented from ascending, there is very considerable doubt as to whether the latest run of 1927 did actually succeed. It has been suggested that the lack of male fish in the Kakawa lake spawning area for instance, which is tributary to the Coquihalla system, is evidence that they were probably able to pass Hells Gate, but that the female, being weaker, were obliged to turn back and passed up to the Kakawa lake spawning grounds. It is hoped that investigations will divulge the facts in this matter in the very near future.

Following the experiences of 1926 it was felt that in order that there might be absolutely no doubt as to conditions at Hells Gate being as good as they could possibly be made for the ascent of salmon, the department arranged for a board composed of civil engineers in the employment of the several branches of the federal and provincial governments in British Columbia to study the situation and advise as to whether in its opinion conditions could be improved. Obviously, considerable time is required for such a study in order that it may

be thorough and the results conclusive. It is expected that early in the season of 1928 a report from the board will be available to the department. The engineers' report in more detail will be found in appendix No. 4.

MEETING OF OVERSEERS

The practice of gathering together before the fishing season each year all the inspectors, overseers and a number of guardians for a conference of several days at the office of the chief inspector in Vancouver is proving its value more and more each season, and it is the intention to continue these meetings.

FISH MEAL AND OIL OPERATIONS

Four additional licenses for reduction works plants were issued during the year, making a total of twenty-seven in all. This business has proved to be fairly profitable generally speaking and should continue to be one of the most important branches of the fishing industry of the province. Pilchards again composed a very great percentage of the raw product processed, although herring were permitted to be used for this purpose up to December 31 on the west coast of Vancouver island, north of Barclay sound, and in District No. 2. In addition the offal from salmon canneries and freezing plants as well as whale carcasses are used in these operations.

An earnest effort was made by several of the operators to obtain their supply of pilchards in the open seas, instead of waiting for them to enter inlets as has been done heretofore. Fishing outside, however, requires specially equipped boats and unusually strong gear, but due to weather conditions the experiments were found to be unprofitable.

Statement No. 9 shows the total production of fish meal and oil since 1920.

MARINE WAYS AND WAREHOUSE

The department maintains a well-equipped machine shop and ways on the Fraser river at Poplar Island, New Westminster, where many of the departmentally owned boats receive their annual overhaul and are repaired from time to time during the season. It has been found that the facilities so provided have been the means of saving a good deal of money and have increased the efficiency of the service generally. The patrol boats of the Fraser river use the floats at this station and some others from outlying points are also laid up there when out of commission. This, of course, does not apply to the boats of the northern district, which are brought at the end of the season to Digby island at Prince Rupert. Unfortunately, however, at that point there is no adequate accommodation provided for the protection of the department's valuable fleet, and it is hoped that in the very near future proper facilities will be provided.

UNNATURALIZED WHITE RESIDENT FISHERMEN

The department's policy which permits white immigrants who have recently come to the country to take out fishing licenses on the production of the proper evidence to the effect that they are in fact permanent residents and will become naturalized just as soon as the law will permit has resulted in, up to the end of 1927, the issuing of 1,046 such licenses, to 940 fishermen.

SPORT FISH

The protection of the sport fish, particularly in the interior of the province, is becoming more difficult each year, due largely to the opening up of good motor roads and the resultant increased tourist traffic in the province. With

the machinery at present available, it is absolutely impossible to adequately protect the fish of the interior waters. The proper organization in the way of overseers or guardians, or both, will undoubtedly materially increase the expense of the British Columbia administration, but such additional expense is absolutely imperative if this valuable asset is to be properly conserved.

SPECIAL INQUIRY INTO SALMON FISHING CONDITIONS

As a result of conditions brought about by the excessive amount of salmon fishing gear in the water which caused very necessary curtailment of fishing operations for purposes of conservation, the industry, both fishermen and canners, felt that conditions warranted approaching the department with a view to the appointment of a commission to inquire into the British Columbia situation. It was contended that under the conditions existing salmon fishing operations were proving unprofitable to both fishermen and canners.

It was felt, however, by the department that the time was not opportune for the appointment of a commission, particularly in view of the fact that the federal authority with regard to control of certain branches of the fishing industry had been challenged and the question referred to the Supreme Court of Canada for an opinion. It was decided, however, that as the Director of Fisheries was on the coast at the time, he should arrange for public hearings with a view to enabling all those interested to express their views on certain specific proposals which were finally submitted by certain canners who approached the department on behalf of the Salmon Cannery Association.

The delegation composed of fishermen and canners who approached the department explained that, while it might be expected that those engaged in fishing operations should remedy the situation themselves, they found it impossible under the existing regulations to agree on any plan, but expressed confidence that in the light of the season's experience the fishermen, as well as canners, would favour certain modifications in the regulations which, while not involving refusal of licenses to any, would enable the industry to do its utmost, at its own instance, to make reasonable reductions in the amount of equipment used, and otherwise reduce the cost of operations.

The delegation felt that this could be done if the regulations included provisions to the following effect:—

- (1) That the coast of British Columbia be divided into fishing areas of such proportion as to support the plants in these areas.
- (2) That the maximum amount of gear to be fished in each area before additional weekly or annual closed season would be added be stated in the regulations.
- (3) That salmon—except the catches of trollers or fish for export, fresh fish markets or cold storage—be processed in the area in which it is caught.

With a view to obtaining the opinion of the industry generally on the above three proposals, meetings were held at Prince Rupert, Alert Bay, Campbell River, Union Bay, Nanaimo, Port Alberni, Pender Harbour, Vancouver, and New Westminster.

No definite action was possible, however, by the department before the expiration of the calendar year, in view of the fact that the Prince Rupert fishermen asked for more time for consideration of the several proposals.

TAGGING OF SALMON

The information which is obtainable from the tagging of salmon is of such immense importance that the program should, without delay, be extended to cover all varieties of salmon and at as many favourable points as it is possible

to obtain the fish. Each season the necessity for obtaining such information becomes more apparent, and the result of a really comprehensive system as above suggested would enable conservation measures to be taken in a much more intelligent manner. The importance of this matter cannot be too strongly stressed.

STAFF

During the year the following was the personnel employed in the administration of the fisheries in the province of British Columbia:—

Inspection and clerical staff.....	28
Overseers.....	18
Guardians.....	36
Patrolmen and boat crews.....	214
Fish culture.....	73
	<hr/>
	369

REPORT ON SALMON SPAWNING AREAS, BRITISH COLUMBIA

Queen Charlotte Islands

At Masset inlet, Naden harbour and the north coast of Graham island generally, the water conditions when the salmon arrived were favourable. The sockeye run, which in this area is an early and small one, was normal and appeared to reach the spawning grounds somewhat earlier than usual. This being the off year for pinks there was no showing of this variety. Chum salmon were late in arriving which fact, added to the unusual early closing of the commercial fishing, enabled very satisfactory quantities to reach the spawning grounds.

At Skidegate inlet several of the streams were fairly well seeded, but on the whole the quantities reaching the spawning areas were not satisfactory.

Along the east coast of the Queen Charlotte islands south of Skidegate, the supply of salmon reaching the spawning areas was, in the opinion of the inspecting officer, not sufficient.

Nass River Area

The annual inspection of the Meziaden watershed of the Nass river revealed evidence of a very small run of early sockeye. A late run, however, materialized, which, with the favourable water conditions present, will provide a fair natural seeding, but it is doubtful whether it will offset the lack of early salmon.

The spring salmon run also was not up to the average and the fish appeared to be smaller in size than usual. Cohoes had not arrived in appreciable numbers at the time of the inspection. Climatic conditions appeared to be about one month later than usual.

The pink run to the lower areas of the system was very light.

Skeena River Area

The examination of the Babine Lake district, which is the main spawning area of the Skeena watershed, showed quite a good supply of sockeye. At Morrison Creek, for instance, on which the hatchery is situated, the run was estimated by the superintendent to be 25 per cent greater than that of the previous year. An examination of the sockeye streams tributary to Babine lake showed conditions on the whole quite satisfactory.

At Lakelse Lake conditions were found to be far from satisfactory and it was not possible to obtain sufficient sockeye eggs to fill the hatchery. It is difficult to account for this situation unless it was due to the particular tribe of salmon heading for Lakelse arriving in Chatham sound and Skeena river at the height of the fishing season and being mostly caught. From conditions found on the Lakelse spawning grounds in the brood years the small return was not expected.

In the case of pink salmon the catch in the river and Chatham sound was very considerably below normal. An examination of the spawning grounds in the Babine river, however, which is probably the most important area from the standpoint of this variety, showed them to be unusually well seeded with pinks. The guardian states that while the usual portion of the river used by these salmon was probably more heavily seeded than during the last few years, additional areas of the river were also heavily seeded so that the run of pinks to the Lower Babine during 1927 was the greatest that he had ever known.

The supply of cohoes was well up to the average.

Central Area

The sockeye running to this area are mostly of the creek variety utilizing the numerous small streams which drain a limited area. During the period of dry weather these streams dry very rapidly and conditions as a result for fish ascending to the spawning grounds are very difficult, and at times impossible, necessitating drastic regulations to prevent the runs being depleted.

The overseer reports that the sockeye run on the whole has been satisfactory, and that the coho streams were well seeded. Due probably largely to the unusual amount of close period enforced during the year, very considerable quantities of chums were enabled to ascend the streams. In the case of pink salmon however, the supply was very disappointing and few streams only can be said to be well seeded. This condition will require special attention during the fishing season of 1929.

Bella Coola and Kimsquit

The run of sockeye to the Bella Coola portion of the district was again good during the year. It was later than usual, however in reaching the lakes. The supply each year since 1924 has been good. At Kimsquit, however, the sockeye run is reported as having been considerably below average. The spawning areas were not well seeded.

The run of springs was late at Bella Coola and although there was not a large quantity caught, yet there was a very satisfactory escapement to the spawning grounds. This condition was no doubt partly due to the early closing of fishing. The supply of this variety in the Kimsquit river was not satisfactory.

It is estimated that the supply of coho ascending the rivers at the head of Bella Coola and Kimsquit was not sufficient to adequately seed the respective spawning areas.

In the case of pinks there was a reasonably good showing at the head of Burke channel, but an inadequate supply at the head of Dean.

The run of chums was not good to either of these points.

The fluctuation in the supply of salmon at these two points is affected very materially by unusually severe freshets which cause the rivers to frequently change their course and which often scour out the spawning grounds.

The conditions in the lower portions of both Burke and Dean channels are such as will necessitate some further action looking to conservation.

Rivers Inlet Area

This is primarily a sockeye area and the usual inspection justifies the statement that the spawning grounds were well seeded with this variety. In spite of the intensive fishing in the Inlet the run is being satisfactorily maintained and there would appear to be no reason to fear depletion.

Smiths Inlet Area

There appears to be no doubt but that the supply of sockeye reaching the spawning grounds in Smiths inlet during the season has been eminently satisfactory and with the present fishing regulations and boundaries there should be no fear for future supplies.

Alert Bay District

The main sockeye areas are the Nimpkish river and Glendale cove. Notwithstanding the intensive fishing by purse-seines and drag-seines at Nimpkish restrictions in force each year are resulting in large quantities reaching the spawning grounds. The season under review was no exception and although the pack of this variety amounted to approximately 9,000 cases an abundance of fish safely passed up the river. At Glendale cove the supply was not so satisfactory.

Water conditions in the area generally resulted in the streams being sufficiently high to permit all varieties of salmon to pass up to the spawning grounds instead of being delayed at the mouths of creeks. The runs of pinks on the whole were light. Conditions, however, were better in the case of coho and also the chum salmon. The early closing undoubtedly had the effect of permitting an abundant supply of both these varieties reaching their spawning grounds.

Quathiaski District

This is not an important sockeye area although there is a run to Phillips arm, Port Neville and another to Hayden bay, the latter being composed of very small fish, however. The supply was light. The run of cohoes cannot be said to be satisfactory, although good at Orford river at the head of Bute inlet where the gillnet fishermen had a successful season. The supply of pinks at Orford river is reported by the overseer as the best he has seen in that district. In other portions of the area, however, the supply of this variety was not satisfactory.

To such rivers as the Homalko, Orford, Village Bay, Hayden Creek, the supply of chums was very good. In other portions of the district, however, conditions were not satisfactory.

Comox District

This is not a sockeye area. In the case of the cohoes, the spawning grounds were not well seeded with the exception of the Puntledge and Tsolem rivers. This was the off year, however, for pinks and no run of any material size was expected. Quite a satisfactory supply of springs passed up the Puntledge river and the fishway in the stream at the outlet of Comox lake appeared to be no obstacle to the ascent. The chum supply was good in the Puntledge river, Waterloo creek, Cooks creek, Big Qualicum river and Englishmen's river.

It is expected that the new regulations which will be enforced in the Comox area will result in a greater supply of the several varieties reaching the spawning grounds.

Pender Harbour District

This is not a sockeye area apart from a small run proceeding to Saginaw which apparently is being well maintained. The supply of pinks on the whole was good and there would appear to be no doubt but that a portion of the large run coming north through Puget sound in the odd number years proceeds to the Pender Harbour district, particularly to the vicinity of Jervis inlet. The overseer observes that at Toba inlet, Theodosia arm and in two of the streams in Jervis inlet the run can be said to have been far better than any since 1924, which is the year he assumed patrol of the district. Owing to the continued heavy rains throughout the season the pinks were able to ascend the streams easily and the catches by the purse-seines were lighter than usual, as the fish did not school up at the mouths of the creek as is the case in the dry weather.

The run of chums on the whole was also a good one and the high water in the streams permitted an abundance of fish to reach the spawning grounds. This also applies to the cohoes.

Nanaimo District

The inspecting officer reports that, generally speaking, the run of cohoes and chums was better than any season during the past ten years. Heavy runs and the early closing regulations permitted large quantities to ascend to the spawning grounds. The supply of spring salmon and steelhead trout was also satisfactory.

Cowichan District

The supply of spring salmon running to the Cowichan river was below normal. This fact is attributed in part at least to the water conditions in the river four years previously, when the Cowichan and all streams in the district were abnormally low. In that year the superintendent of the Cowichan Lake hatchery was obliged to come down as far as Duncan for spring salmon eggs as no fish could pass above Skutz falls. During the next three years however, the run of springs has been good and the water conditions also satisfactory.

The supply of the several varieties of sporting fish is reported as having been excellent.

Sooke District

A satisfactory supply of chums and cohoes reached the several streams in this area and were able to pass up to the spawning grounds. The local guardian reports the supply as being heavier than for the past three or four seasons.

Albenni District

This area includes Stamp river and Sproat river, Anderson river in Barclay sound, and Hobarton and Cheewat rivers in Nitinat inlet, all of these being frequented by sockeye. The overseer reports the season as being a banner one for the district. 79,069 sockeye were canned and some 12,000 fish of this variety were shipped to Vancouver for processing. Undoubtedly this desirable condition has been brought about by the efforts of the department in the way of fishery regulations, coupled with fish culture. The runs of sockeye to the Sproat and Stamp rivers has been increasing very materially of recent years and in view of the fact that an adequate fishway has been installed at the Stamp River falls there is every reason to believe that there will always be a very good run of this variety to the district. The supply reaching Anderson lake where the hatchery is situated was estimated by the superintendent at 80,000 spawning fish, a most encouraging figure.

The run of spring salmon was the best in years, the supply of cohoes also being good. In the case of the chums, in spite of the season being closed two weeks earlier than usual the record total of 1,155,569 fish was taken. The streams were in good condition and the salmon had no difficulty in ascending to their spawning grounds.

The streams flowing into Nitinat inlet were generally speaking well supplied with salmon.

Clayoquot Sound

The main stream is the Kennedy river draining Kennedy lake, where a hatchery is maintained. For some reason or other there was a small supply of sockeye on the spawning grounds. The pack taken by the several seines operating in Clayoquot sound opposite Kennedy river accounted for a little over 4,000 cases which is an average pack for the district. It would appear that four years hence unusual methods must be taken to further protect this run.

Practically all the streams in the Clayoquot sound area were heavily seeded with both cohoes and chums. Altogether it would appear to have been an eminently satisfactory season from the standpoint of spawning fish. The overseer comments that the quantity of chums was the largest ever observed in that district. This is not a pink area.

Nootka District

The fall varieties are the only ones frequenting this area apart from a small run of sockeye to Gold river. The supply of springs on the spawning grounds of the Burman and Gold rivers was satisfactory. Other portions of the district, however, were not so good. The coho supply was not up to average apart from such points as Deserted creek, Tahsis river and Queens cove.

In the case of chums the run was a heavy one to practically all streams. This is not a pink area.

Kyuquot Sound District

No sockeye run to this district apart from the stream at the head of Ou-Ou-Kinch inlet where a very fair run was observed between May and August, and Easy creek, where only a few were observed.

The supply of spring salmon was considerably below normal and unsatisfactory. The same might be said of the coho. In the case of chums, however, a good supply reached the spawning grounds. This is not a pink area.

Quatsino District

There are no sockeye in this area apart from a few of the early creek variety. The supply of cohoes was only fair. The chums, however, although light at first, finally developed into a good run, which owing to the high state of the streams, and the early closing of fishing were able to reach their spawning grounds.

Fraser River Watershed

The officers in the Stuart lake area, while not reporting any large body of sockeye, undoubtedly observed a quantity which was a fair average of the last five years. The greatest number appear to have passed up to Trembluer and Takla lakes, tributary to the Stuart.

In the Francois Fraser lake system there have been very few sockeye observed for years, and the officer reporting for the season under review mentions schools of from four to fifty at separate points. The number can be considered a fair average.

In the Quesnel lake system conditions were found to be better than usual. During the past two or three years indications have justified the conclusion that the quantity of spawning fish was increasing, although compared with the huge runs of the big years previous to the slide at Hells Gate, the quantities observed in recent seasons are infinitesimal. However, during the fall of 1927 our inspecting officer, instead of reporting schools of twenty, thirty and forty as reported during previous years, observed as many as 3,000 sockeye in one hole in the Horsefly river in the vicinity of Black creek, some thirty miles above Quesnel lake. He estimates that he personally saw between six and seven thousand fish during his inspection which is a much more encouraging report than has been received since the big runs.

The Chilco area shows no improvement over recent years. The Shuswap area again received a very good supply of spawning sockeye in the Adams and Little river districts. The run was again late and while not as large as the preceding year was most encouraging. No sockeye were observed above the Adams river. Indications along the shores of the south Thompson river were better than for a good many years, one large ranch owner stating that it was the first season for a considerable number of years that he has been obliged to prevent his hogs approaching the river owing to the fact that there were such large quantities of dead salmon along the shores.

At Bridge River canyon in the Fraser the guardian reports that no unusually large run of sockeye passed through his area, notwithstanding the large quantities which have been observed from time to time until quite late in the season at Hells Gate. The fishway which was recently improved is proving an entire success.

At Hells Gate sockeye salmon were observed on the 14th of July for the first time, this season, and from time to time arrived in considerable quantities

until very late in the season—in fact sockeye were observed below Hells Gate as late as December 14. There appears to be no reason to doubt that these all passed up beyond Hells Gate with possibly the exception of the very latest runs which arrived in a very advanced condition and appeared to be very weak. Although an unusually careful watch was maintained there was no evidence found to warrant the statement that the conditions at the Gate obstructed the passage of fish at any time permanently. As has always been the case, there are hours or days when, owing to the stage of the water at that time, salmon are delayed but they have finally succeeded in passing through. It will be remembered that in the fall of 1926 a similar run of late sockeye in an advanced stage reached Hells Gate but succeeded in passing through and were later observed on the spawning grounds of the Adams and Little Rivers in the Shuswap area.

It has been suggested that the unusually large quantity of sockeye observed in Kakawa lake and creek which are tributary to the Fraser through the Coquihalla were some which had found conditions at Hells Gate too difficult and returned to the Coquihalla exhausted. As confirmation of this contention it has been pointed out that 99 per cent of this variety observed in the Kawkawa lake district were females. The suggestion is that the males, being stronger than the females, were able to make the ascent, whereas the females were obliged to back down to the Coquihalla. This suggestion is not concurred in by those who have had most experience with fish culture operations, and it has always been understood that the sockeye will continue to battle their way up stream until they either succeed or die. An effort is being made to determine just what merit there is in the contention that this year's Kawkawa fish are those which had returned from Hells Gate. Additional weight is given to this suggestion as it has been stated that the sockeye which appeared this year at Kawkawa lake are from a pound to a pound and a half heavier than the native fish.

The Cultus and Chilliwack lake system showed an unusually large run of sockeye, particularly the former, where over 80,000 spawning fish were passed over the hatchery fence, all being allowed this year to spawn naturally. The same satisfactory conditions existed in this locality with regard to pinks, although the supply of chums and cohoes was not so good.

At Harrison lake there was no large quantity of sockeye observed although nearly four million eggs were obtained from those arriving in the vicinity of the hatchery. These eggs were transferred to Cultus lake to be brought back when eyed and planted in the Morris creek district. At Morris creek the run was disappointing. On the other hand there was a large run of pink salmon in the Harrison district and a very satisfactory supply of springs.

In the Pitt lake district the superintendent of the hatchery reports that the run of sockeye to the system was at least 25 per cent larger than for many years, and all the spawning grounds were well seeded. Conditions were not so satisfactory, however, in the case of the other varieties of salmon.

In the Birkenhead system where a hatchery is maintained, there was the usual large run of sockeye and there were no indications which would justify anything but optimistic expectations for the future.

In the Howe sound and Burrard inlet areas there was a very large run of pink salmon, unusually large for even the big year. The run proceeding to Indian river was not fished after entering Burrard inlet. The spawning grounds in both areas are heavily seeded. The supply of chums and cohoes was a fair average of recent years, the chums particularly being very numerous on the spawning areas at the head of Howe sound, due no doubt largely to the early closing of the fishing.

The run of pink salmon generally to the Fraser river, Burrard inlet and Howe sound, also Jervis inlet areas, which mostly passes through the straits of Juan de Fuca, was an excellent one.

Year	Number of canneries operated	Number of salmon licenses issued				Sockeye	Red Spring	Pink Spring	White Spring	Blue-backs	Steel-heads	Cohoos	Pinks	Chums	Totals
		G.N. Troll	P.S.	D.S.	T.N.										
1876	3													9,847	
1877	4													67,387	
1878	10													113,601	
1879	9													61,093	
1880	9													61,849	
1881	12													177,276	
1882	18													255,061	
1883	24													196,292	
1884	17													141,239	
1885	9													108,517	
1886	17													161,264	
1887	20													204,083	
1888	21													184,040	
1889	28													414,204	
1890	32													408,978	
1891	26													314,893	
1892	27													228,470	
1893	37													590,229	
1894	32													494,371	
1895	36													566,395	
1896	47													601,570	
1897	54													1,015,477	
1898	51													484,161	
1899	59													732,437	
1900	64													585,413	
1901	73					531,436								1,236,156	
1902	66									94,546				625,982	
1903	59													473,674	
1904	51					323,226					Fall	107,247		465,894	
1905	67					1,080,673								1,167,460	
1906	64					459,679								629,460	
															13,970
															68,305 (Pks. & Ch.)

1907	58	.....	.....	.....	23,159	.....	.....	683	87,900	118,704 (Pks. & Ch.)	547,459
1908	52	.....	.....	.....	25,433	.....	.....	1,137	81,917	76,448 (Pks. & Ch.)	542,689
1909	72	.....	.....	.....	18,218	.....	799	.....	61,918	46,544 (Pks. & Ch.)	967,920
1910	58	.....	.....	.....	19,313	.....	9,476	.....	74,382	34,613	762,201
1911	59	.....	.....	.....	38,751	.....	9,705	140	119,801	305,247	948,965
1912	57	3,640	.....	.....	62,345	.....	18,092	.....	165,309	247,743	996,576
1913	78	4,782	.....	.....	37,433	.....	3,616	.....	69,822	192,887	1,353,901
1914	63	4,837	.....	.....	32,908	.....	16,420	.....	120,201	220,340	1,111,039
1915	63	4,951	.....	.....	51,734	.....	6,370	.....	146,956	367,352	82,000
1916	72	4,600	.....	.....	51,231	.....	15,495	.....	183,623	280,644	240,201
1917	94	5,286	.....	.....	48,630	.....	27,646	.....	157,589	496,759	475,273
1918	88	5,073	.....	.....	65,535	.....	41,819	B.B.&SH.	191,068	527,745	1,616,137
1919	82	4,598	.....	.....	73,179	.....	18,295	B.B.&SH.	179,670	346,639	372,035
1920	65	4,761	.....	.....	95,983	.....	13,877	.....	101,972	520,856	1,393,136
1921	56	4,777	.....	.....	36,725	.....	6,966	.....	117,288	192,906	71,408
1922	64	4,491	.....	.....	21,163	.....	6,520	.....	107,845	581,979	258,204
1923	61	3,957	.....	.....	17,539	.....	4,745	.....	112,044	440,932	418,055
1924	62	3,696	.....	.....	18,741	.....	6,460	.....	115,944	657,561	1,341,677
1925	65	4,225	.....	.....	39,142	.....	29,938	.....	188,505	445,400	607,904
1926	76	4,750	.....	.....	34,029	.....	23,736	.....	162,449	772,993	701,962
1927	76	5,637	.....	.....	34,029	.....	16,129	.....	161,148	247,617	562,109
											1,360,449

NOTE.—Licenses issued 1923, 1924, 1925, 1926 and 1927 include transfers from one district to another.
 *For the years 1876 to 1901 and 1903—particulars of varieties not available—practically all sockeye.

1905	3	24,462	3,085	1,840	32,725
1906	3	22,166	858	3,450 (Pk. and Ch.)	32,534
1907	3	17,813	1,288	6,093 (Pk. and Ch.)	31,632
1908	3	27,584	3,263	8,348 (Pk. and Ch.)	46,908
1909	3	28,246	2,280	3,589 (Pk. and Ch.)	40,990
1910	4	30,810	1,228	6,218	39,720
1911	3	37,327	3,434	11,467	65,684
1912	3	36,037	5,710	12,476	71,462
1913	3	23,574	2,999	20,539	53,423
1914	4	31,327	2,660	9,276	25,333
1915	4	39,349	3,053	15,171	34,879
1916	4	31,411	3,061	19,139	11,076
1917	4	22,188	3,170	44,568	24,938
1918	6	21,816	2,332	17,050	40,368
1919	5	28,259	2,408	29,949	24,041
1920	5	16,740	3,584	3,700	12,145
1921	5	9,364	1,431	8,236	29,488
1922	5	31,277	1,466	3,533	75,687
1923	5	17,821	2,522	7,894	44,165
1924	4	33,590	2,142	6,362	72,496
*1925	3	20,351	5,441	8,188	35,880
†1925	4	18,945	4,067	7,726	34,530
*1926	4	15,929	4,616	4,274	43,891
†1926	4	15,929	4,616	4,274	30,815
*1927	4	11,986	3,221	3,845	16,609
†1927	4	11,986	3,221	3,845	16,609

NOTE.—Licenses issued 1926 and 1927 include transfers from other districts.
 *Pack of fish caught at Naas River regardless where canned. †Pack at Naas River regardless where caught.
 *For the years 1881 to 1884, 1888 to 1901 and 1903, particulars of varieties not available—practically all sockeye.

PACK OF CANNED SALMON ON THE SKEENA RIVER—1876 TO 1927*

STATEMENT No. 3

Year	Number of canneries operated	Number of salmon licenses issued				Sockeye	Red Spring	Pink Spring	White Spring	Blue-backs	Steel-heads	Cohoos	Pinks	Chums	Totals
		G.N. Troll	P.S.	D.S.	T.N.										
1876														3,000	
1877	1													8,500	
1878	2													10,603	
1879	2													19,694	
1880	2														
1881	2													21,560	
1882	2													24,522	
1883	5													31,157	
1884	5													53,986	
1885	2													12,900	
1886	3													37,587	
1887	5													58,592	
1888	5													70,106	
1889	6													58,165	
1890	7													90,509	
1891	7													78,135	
1892	8													90,280	
1893	7													59,675	
1894	7													61,151	
1895	7													67,797	
1896	8													100,140	
1897	8													65,905	
1898	6													81,234	
1899	7													108,026	
1900	10													128,529	
1901	11													126,092	
1902	10													154,875	
1903	10													98,669	
1904	11					93,404	20,621 (Red & Wh. Springs)					10,315	30,529	194,869	
1905	12					84,717	14,598 (Red & Wh. Springs)					7,247	7,523	114,085	
1906	14					86,394	20,138					16,867	38,991 (P.k. & Ch.)	162,420	
1907	13					108,413	10,378					15,247	25,217 (P.k. & Ch.)	*159,255	
1908	13					139,846	13,374					10,075	45,404 (P.k. & Ch.)	209,177	

1909	12	87,901	11,727	742	12,249	28,120 (Pk. & Ch.)	140,739
1910	12	187,246	9,546	239	11,531	13,473	222,035
1911	12	131,066	15,314	2,428	23,376	81,956	254,410
1912	12	92,498	19,332	4,501	39,835	97,588	254,258
1913	13	52,927	23,250	3,186	18,647	66,045	164,055
1914	13	130,166	11,329	211	16,378	71,021	237,654
1915	13	116,553	15,069	204	32,190	107,578	279,161
1916	14	60,923	18,372	2,561	47,409	73,029	223,158
1917	15	65,760	13,586	2,699	38,456	148,319	292,219
1918	15	123,322	16,013	6,898	38,759	161,727	374,216
1919	14	184,945	19,661	3,024	36,559	117,303	398,877
1920	15	90,869	37,403	3,123	18,068	177,679	334,392
1921	13	40,018	18,599	445	45,033	124,457	234,765
1922	13	100,615	7,080	1,805	24,673	203,555	362,055
1923	13	131,731	8,863	2,885	31,967	145,973	338,863
1924	13	144,732	9,511	1,361	26,907	181,338	390,967
†1925	13	77,785	17,811	2,457	38,029	127,226	76,352
†1925	13	81,149	19,185	1,657	39,168	130,083	348,866
†1926	15	82,307	17,896	966	30,153	170,586	350,804
†1926	15	82,357	17,896	966	30,209	210,064	407,553
†1927	13	83,988	13,595	1,609	25,209	38,903	177,173
†1927	13	83,984	14,856	1,609	25,623	38,761	187,659

*Approximately.

†Pack of fish caught at Skeena River regardless where canned.

‡Pack at Skeena River regardless where caught.

Note.—Licenses issued 1923, 1924, 1925, 1926 and 1927 include transfers from other districts.

*For the years 1877 to 1903. Particulars of varieties not available—practically all sockeye.

1909.....	8	102,527	1,087	.....	.....	1,400	300 (Pk. & Ch.)	105,314
1910.....	8	141,921	383	.....	.....	2,075	19.....	144,398
1911.....	8	105,763	1,317	.....	.....	8,287	6,411	127,066
1912.....	8	129,217	1,452	468	.....	11,095	11,723	158,798
1913.....	8	79,345	1,589	.....	.....	3,708	4,287	90,944
1914.....	*7	89,890	566	.....	.....	7,789	5,784	109,052
1915.....	8	162,651	1,023	.....	.....	2,964	5,387	179,431
1916.....	9	58,192	1,083	389	.....	15,314	3,567	13,990
1917.....	10	75,320	715	102	.....	9,124	8,065	112,629
1918.....	10	815	957	85	.....	12,074	29,542	4,325
1918.....	.....	68,447	957	367	.....	12,074	29,542	10,736
1918.....	.....	66,842	957	367	.....	12,074	29,542	128,937
1919.....	11	73,754	967	234	.....	9,038	6,538	107,832
1919.....	.....	72,072	967	234	.....	9,038	6,538	13,053
1919.....	.....	72,072	967	234	.....	9,038	6,538	110,736
1920.....	10	142,793	1,537	190	.....	2,922	26,189	15,053
1920.....	.....	133,245	1,537	190	.....	2,922	26,189	174,938
1921.....	10	50,849	389	44	.....	4,055	3,055	165,390
1921.....	.....	49,729	406	44	.....	4,784	5,336	58,562
1922.....	10	68,818	216	69	.....	1,145	24,311	69,569
1922.....	.....	66,518	216	69	.....	1,145	24,311	94,990
1923.....	10	118,502	230	256	.....	1,526	10,057	92,690
1923.....	.....	112,350	230	256	.....	1,526	10,057	133,930
1924.....	10	91,764	215	261	.....	1,886	15,103	127,778
1924.....	.....	201,186	344	311	.....	4,887	7,675	114,318
1925.....	11	170,581	215	311	.....	8,866	8,625	226,030
1926.....	12	89,866	535	100	.....	10,348	8,493	196,132
1926.....	.....	74,629	473	189	.....	7,448	13,503	124,341
1927.....	13	101,053	463	530	.....	5,475	1,383	108,146
1927.....	.....	87,145	322	530	.....	4,980	1,402	114,371
1927.....	.....	87,145	322	530	.....	4,980	1,402	93,354

NOTE.—Figures shown in black are packs from fish caught at Rivers Inlet or Smiths Inlet. Figures in black for years previous to 1918 are actual packs. Figures shown in italics, 1918 to 1927, are actual packs irrespective of where fish taken and not including fish shipped out for canning in other districts.

*1914 figures include Rivers Inlet pack only, no figures being available for Smiths Inlet for that year.

NOTE.—Per column "Varieties other than sockeye packed at Smiths Inlet." For the years this column is utilized, figures of the different varieties other than sockeye packed at Smiths Inlet were not available, and had to be shown as a total. Sockeye for these years are shown under their proper heading.

NOTE.—Licenses issued 1923, 1924, 1925, 1926 and 1927 include transfers from other districts.

*For the years 1882 to 1884 and 1886 to 1901 and 1903—particulars of varieties not available—practically all sockeye.

PACK OF CANNED SALMON IN THE FRASER RIVER DISTRICT—*1876 TO 1927

Year	Num-ber of can-neries oper-ated	Number of salmon licenses issued				Sockeye	Red Spring	Pink Spring	White Spring	Blue-backs	Steel-heads	Cohoos	Pinks	Chums	Totals
		G.N.	Troll	P.S.	D.S.											T.N.
1876	3													9,847	
1877	5													64,387	
1878	8													105,101	
1879	7													50,400	
1880	7													42,155	
1881	8													142,516	
1882	11													199,104	
1883	13													109,701	
1884	6													38,437	
1885	6													89,617	
1886	11													99,177	
1887	12													130,088	
1888	12													76,616	
1889	16													303,875	
1890	16													241,889	
1891	11													178,954	
1892	11													79,715	
1893	21													457,797	
1894	20													363,967	
1895	21													400,368	
1896	29													356,984	
1897	35													860,459	
1898	35													256,101	
1899	41													510,383	
1900	48													316,522	
1901	49	3,832												990,313	
1902	42	2,685				293,477								327,095	
1903	35	3,101				204,809								237,125	
1904	23	2,224				72,688							4,504	128,903	
1905	38	2,770				837,489							1,066	877,136	
															30,836
															3,304
															25,728
															45,667
															33,618
															(Red and White Spring)
															9,482: (Red and White Spring)
															5,507: (Red and White Spring)

1906	24	1,746				183,007	6,503	1,020	34,413	15,543 (Pk. & Ch.)	240,486
1907	18	1,726				59,815	3,448	557	35,766	63,530 (Pk. & Ch.)	163,116
1908	16	1,374				63,126	1,427	18	24,198	415 (Pk. & Ch.)	89,184
1909	38	2,688				542,248	1,428		21,540	1,987 (Pk. & Ch.)	567,203
1910	21	1,577				133,045	7,018	8,925	27,855	128	223,148
1911	15	1,396				68,487	7,018	6,751	39,740	142,101	301,844
1912	15	1,430	2			108,784	14,655	8,373	38,574	574	173,821
1913	35	2,560				684,596	3,573	49	11,648	9,973	732,059
1914	20	2,656		2		185,483	9,485	14,000	38,639	6,057	328,390
1915	22	2,616				89,040	15,388	3,332	34,114	128,555	289,119
1916	21	2,240				27,394	11,096	9,217	24,580	840	106,440
1917	29	2,626				123,614	10,197	18,916	25,895	134,442	377,988
1918	18	1,582		8		16,849	15,192	24,274	40,111	18,388	206,003
1919	14	1,337		19	1	29,628	14,519	3,592	39,253	39,363	158,718
1920	11	1,288		24	1	44,598	19,961	2,204	22,934	12,839	132,860
1921	13	1,437		28		35,900	11,360	5,480	29,978	8,178	168,917
1922	10	1,296		25		48,744	10,561	3,867	23,587	29,578	137,482
1923	11	964		17		29,423	3,854	3,615	20,173	63,645	103,248
1924	9	969		25		36,200	2,982	4,056	21,935	31,968	224,637
1925	10	969		48		31,523	7,335	25,482	36,717	99,800	272,993
1926	10	1,063		50		83,589	11,774	20,130	21,787	32,256	273,134
1927	10	1,249		59		57,085	6,553	10,493	24,079	102,535	280,013
				111				10,621			

NOTE.—Licenses issued 1923, 1924, 1925, 1926 and 1927 include transfers from other districts.
 *For the years 1876 to 1901, particulars of varieties not available—practically all sockeye.

STATEMENT No 6
PACK OF CANNED SALMON OF PUGET SOUND FROM 1887 TO 1927

Year	Number of canneries operated	Spring	Sockeye	Cohoe	Chum	Pink	Steel-head	Total
1887		Particulars of varieties not available.						22,000
1888	4							21,975
1889	2	240		7,480	1,145	2,890		11,674
1890	1	1,000		3,000	4,000			8,000
1891	2	382	5,538	5,869	3,093	5,647		20,529
1892	2	86	2,954	7,206	16,180			26,426
1893	3	1,200	47,852	11,812	11,380	17,530		89,331
1894	3		41,781	22,418	22,152	9,049		95,400
1895	7	1,542	65,143	50,865	38,785	23,633		179,968
1896	11	13,495	72,979	82,640	29,550			195,664
1897	12	9,500	312,048	91,000	23,310	57,268		494,026
1898	18	11,200	252,000	93,600	38,400			400,200
1899	19	24,364	499,646	101,387	31,481	252,733		919,611
1900	19	22,350	229,800	128,200	89,100			469,450
1901		Particulars of varieties not available.						1,350,590
1902	21	30,049	372,301	85,817	93,492			581,659
1903	22	14,500	167,211	103,450	12,001	181,236		478,488
1904	13	14,441	109,264	118,127	49,656			291,488
1905	24	1,804	825,453	79,335	41,057	70,992		1,018,641
1906	16	8,139	178,748	94,497	149,218			430,602
1907	14	1,814	93,122	119,372	50,249	433,423		698,080
1908	22	95,210	170,951	128,922	47,607	6,075		448,765
1909	11	13,019	1,097,904	143,133	53,688	370,993		1,632,949
1910	24	10,064	248,014	162,755	146,942	108		567,883
1911	15	21,823	127,761	256,124	104,321	1,046,992		1,557,029
1912	20	20,252	184,680	149,727	60,760	700		416,125
1913	22	1,234	1,673,099	61,019	56,225	791,886		2,583,463
1914	31	26,044	335,230	151,893	278,801	892		792,860
1915	41	28,466	64,548	180,783	411,724	583,649		1,269,206
1916	32	37,030	84,637	155,832	427,878	1,887		707,278
1917	45	57,543	411,538	114,276	216,285	1,124,884		1,921,554
1918	32	63,366	50,723	235,860	267,538	6,605	106	624,198
1919	35	68,542	64,346	210,883	525,541	421,215	5,076	1,295,626
1920	11	25,846	62,654	24,502	48,849	4,669		166,520
1921	23	25,567	102,967	89,412	30,831	404,713		653,490
1922	16	20,615	48,566	111,711	65,552	2,225		248,729
1923	18	15,777	47,402	122,000	97,081	475,849	29	758,138
1924	12	19,968	69,369	87,879	134,360	5,945	128	317,649
1925	23	28,268	106,064	171,587	41,635	555,848	141	903,543
1926	14	27,763	44,569	120,846	112,411	2,125	63	307,778
1927	21	43,443	96,343	133,528	37,414	585,506	216	896,450

STATEMENT No. 8
STATEMENT OF DRY SALT HERRING PACKS, 1918-1927—BRITISH COLUMBIA

Year	District No. 1	District No. 2	District No. 3		Total
			East Coast	West Coast	
1918	cwt. 20,000	cwt.	cwt. 109,900	cwt. 42,710	cwt. 172,610
1919	4,000		43,000	208,058	255,058
1920	807	1	176,640	334,720	512,168
1921	249		231,240	248,482	479,971
1922			297,871	224,897	522,768
1923		8,935	250,426	484,681	744,036
1924			305,266	548,277	853,543
1925		4,120	591,162	487,892	1,083,174
1926	11,134	4,192	596,114	327,207	938,647
1927	24,380	7,600	542,385	473,825	1,048,190

STATEMENT No. 9

PRODUCTION FISH OIL AND MEAL—BRITISH COLUMBIA, 1920-1927

Year	From Pilchards		From Herring		From Whales			From Other Sources	
	Meal and Fertilizer	Oil	Meal	Oil	Whale-bone and Meal	Fertilizer	Oil	Meal	Oil
	tons	gals.	tons	gals.	tons	tons	gals.	tons	gals.
1920.....					503	1,035	604,070	466	55,669
1921.....								489	44,700
1922.....					326	230	283,314	911	75,461
1923.....					485	910	706,514	823	180,318
1924.....					292	926	645,657	1,709	241,376
1925.....	2,083	495,653			347	835	556,939	2,468	354,853
1926.....	8,481	1,898,721	310	13,700	340	666	468,206	1,752	217,150
1927.....	12,169	2,673,876	1,838	170,450	345	651	437,967	2,512	375,130

STATEMENT No. 10

WHALE CATCH LANDINGS, BRITISH COLUMBIA, 1918 TO 1927

Species	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927
Sperm.....	All varieties	All varieties	All varieties	No Whaling plants operated 1921	38	94	83	76	80	82
Sulphur.....					4	62	56	29	14	10
Fin.....					94	166	125	135	124	138
Hump.....					50	78	47	40	25	21
Sei.....					1	53	100	68	25	7
Right.....					2	2	1			
Bottlenose.....					2	1	3			
Gray.....										
Totals.....	500	432	493		187	455	414	351	269	258

STATEMENT No. 11

STATEMENT OF FUR SEAL SKINS TAKEN AND LANDED, BRITISH COLUMBIA, 1912-1927

Year	District No. 1	District No. 2	District No. 3	Total
1912.....			205	205
1913.....		285	119	404
1914.....		95	257	352
1915.....		39	400	439
1916.....		21	138	159
1917.....		14	204	218
1918.....		78	10	88
1919.....		53	17	70
1920.....		502	556	1,058
1921.....		270	2,079	2,349
1922.....		291	639	930
1923.....		678	3,746	4,424
1924.....		370	1,862	2,232
1925.....		810	3,655	4,465
1926.....		655	2,169	2,824
1927.....		188	1,288	1,476

STATEMENT No. 13
STATEMENT OF FISHERY LICENSES ISSUED, BRITISH COLUMBIA, SEASON 1927—WHOLE PROVINCE

Variety of License	Issued				Transfers				Operating				Remarks	
	Whites		Indians		Whites		Indians		Whites		Indians			Total
	Whites	Japs	Indians	Total	Whites	Japs	Indians	Total	Whites	Japs	Indians	Total		Total
Salmon Cannery.....	75	.....	.....	75	.....	.....	.....	75	.....	.....	.....	.....	75	.....
Salmon Curing.....	35	.....	.....	35	.....	.....	.....	35	.....	.....	.....	.....	35	(1 cancelled)
Salmon Drag-seine.....	31	15	.....	46	.....	.....	.....	31	15	.....	.....	.....	46	.....
Salmon Purse-seine.....	434	45	.....	482	68	5	73	.....	.....	.....	.....	.....	555	.....
Salmon Trap-net.....	7	.....	.....	7	.....	.....	.....	7	.....	.....	.....	.....	7	.....
Salmon Gill-net.....	2,816	1,158	912	4,886	723	34	757	3,539	1,192	912	5,643	(6 cancelled)	5,643	(6 cancelled)
Salmon Trolling.....	2,193	657	155	3,005	88	1	89	2,281	658	155	3,094	(1 cancelled)	3,094	(1 cancelled)
Boat.....	163	13	87	263	2	.....	2	165	13	.....	177	.....	265	.....
Buyers.....	52	17	69	.....	.....	.....	.....	52	17	.....	.....	.....	69	.....
Asst. Salmon Gill-net.....	335	286	490	1,111	3	1	4	338	287	490	1,115	(1 cancelled)	1,115	(1 cancelled)
Asst. Salmon Seine.....	1,000	1,156	.....	2,156	.....	.....	.....	1,000	1,156	.....	.....	.....	2,156	.....
Capt. Sal. Seine.....	135	279	.....	414	2	.....	2	13	279	.....	.....	.....	416	(3 cancelled)
Miscellaneous Cannery.....	10	.....	.....	10	.....	.....	.....	10	.....	.....	.....	.....	10	.....
Cod Gill-net.....	31	.....	25	56	.....	.....	.....	31	.....	25	.....	.....	56	.....
Cod Hook and Line.....	24	38	127	149	.....	.....	.....	247	38	127	412	.....	412	.....
Crab.....	128	18	2	148	.....	.....	.....	128	18	2	148	(1 cancelled)	148	(1 cancelled)
Grayfish Gill-net.....	13	3	31	47	.....	.....	.....	13	3	31	47	.....	47	.....
Grayfish Hook and Line.....	124	4	62	190	.....	.....	.....	124	4	62	190	.....	190	.....
Smelt Drag-seine.....	29	.....	3	32	.....	.....	.....	29	.....	3	32	.....	32	.....
Smelt Purse-seine.....	6	.....	.....	6	.....	.....	.....	6	.....	.....	.....	.....	6	.....
Smelt Gill-net.....	20	.....	11	31	.....	.....	.....	20	.....	11	31	.....	31	.....
Groundfish.....	37	19	56	.....	.....	.....	.....	37	19	56	.....	.....	56	.....
Ochehan.....	27	2	1	30	.....	.....	.....	27	2	1	30	.....	30	.....
Perch Drag-seine.....	26	3	.....	29	.....	.....	.....	26	3	.....	.....	.....	29	.....
Perch Gill-net.....	4	1	5	10	.....	.....	.....	4	1	5	10	.....	10	.....
Shrimp.....	11	.....	19	30	.....	.....	.....	11	.....	19	30	.....	30	.....
Reduction Works.....	27	.....	.....	27	.....	.....	.....	27	.....	.....	.....	.....	27	.....
Abalone.....	1	.....	.....	1	.....	.....	.....	1	.....	.....	.....	.....	1	.....
Rock Cod Seine.....	1	.....	.....	1	.....	.....	.....	1	.....	.....	.....	.....	1	.....
Sand Lance.....	1	.....	.....	1	.....	.....	.....	1	.....	.....	.....	.....	1	.....
Herring Curing.....	24	.....	5	29	.....	.....	.....	24	.....	5	29	.....	29	.....
Herring Purse-seine.....	83	.....	3	86	.....	.....	.....	83	.....	3	86	.....	86	.....
Herring Gill-net.....	22	.....	7	29	.....	.....	.....	22	.....	7	29	.....	29	.....
Capt. Herring Seine.....	57	16	5	78	.....	.....	.....	57	16	5	78	.....	78	(2 cancelled)
Totals.....	8,205	3,697	1,990	13,892	886	41	927	9,091	3,738	1,990	14,819	(15 cancelled)	14,819	(15 cancelled)

Indian Permits..... 830 (6 cancelled).

Angling Permits..... 45

NOTE.—Herring licenses issued for fiscal year. Above figures up to Dec. 31, 1927.

FISHERIES BRANCH

STATEMENT No. 14

STATEMENT OF NUMBERS OF DIFFERENT SPECIES OF SALMON AND METHOD OF CAPTURE, REPORTED BY OPERATORS OF SALMON PURSE-SEINES, DRAG-SEINES, AND TRAP NETS AND BY SALMON CANNING, CURING, AND COLD STORAGE ESTABLISHMENTS, OF GILL-NET AND TROLL CAUGHT FISH, BRITISH COLUMBIA, 1920-1927.

—	Sockeye	Springs	Bluebacks	Steelheads	Cohoos	Pinks	Chums	Total
1920								
Troll		199,492	72,933	2,581	312,943			587,949
Gill-net	3,751,724	398,172	562	40,831	537,925	4,842,499	416,348	9,988,061
Purse-Seines	153,380	4,666	753	80	84,383	4,633,505	524,998	5,401,765
Drag-Seines	321,894	1,849	1		9,220	347,135	10,281	690,380
Trap-nets	54,074	37,578	35,829	931	68,318	381,006	29,528	607,264
Totals	4,281,072	641,757	110,078	44,423	1,012,789	10,204,145	981,155	17,275,419
1921								
Troll		104,743	81,962	58	248,290			435,053
Gill-net	1,863,941	267,355	16,047	37,659	743,882	3,238,196	373,758	6,540,838
Purse-Seines	74,578	7,730	230	20	53,224	370,881	830,193	1,336,856
Drag-Seines	175,793	11			8,654	124,344	85,577	394,379
Trap-Nets	46,016	26,926	176	874	77,658	100,618	2,301	254,569
Totals	2,160,328	406,765	98,415	38,611	1,131,708	3,834,039	1,291,829	8,961,695
1922								
Troll		99,621	103,883	27	235,499			439,030
Gill-net	3,361,516	235,493	3,397	26,412	687,780	5,124,904	673,921	10,113,423
Purse-Seines	250,238	2,948	1,220	25	206,094	5,145,975	2,498,036	8,404,536
Drag-Seines	310,946	9			16,850	139,561	5,159	472,525
Trap-Nets	36,534	35,157	517	1,204	137,345	5,300	3,130	219,187
Totals	3,959,234	373,228	109,017	27,668	1,283,568	10,715,740	3,180,246	19,648,701
1923								
Troll		42,037	115,850	5	188,341			346,233
Gill-net	4,004,378	273,813	3,397	41,305	530,198	4,098,494	858,433	9,806,621
Purse-Seines	248,003	2,175	3,342	16	223,599	3,484,315	4,000,504	7,961,954
Drag-Seines	183,594	2,12		9,294	150,071	150,071	5,977	348,936
Trap-Nets	37,961	24,965		1,650	176,207	184,126	42,604	467,513
Totals	4,473,930	342,990	119,192	42,976	1,127,639	7,917,006	4,907,518	18,931,257
1924								
Troll		59,265	73,086	90	151,376			283,817
Gill-Net	4,252,826	228,924		62,680	515,720	3,583,335	1,587,538	10,231,032
Purse-Seines	405,798	2,530		1,251	172,041	8,137,898	4,773,994	13,493,512
Drag-Seines	268,485	2,12			15,233	14,451	11,187	311,476
Trap-Nets	56,123	13,005		1,649	149,220	18,711	15,103	253,811
Totals	4,983,233	305,840	73,086	65,670	1,003,596	11,754,395	6,387,822	24,573,648
1925								
Troll		132,136	179,160	313	318,852			630,461
Gill-Net	4,307,855	498,032		31,571	874,972	3,531,290	1,397,519	10,641,236
Purse-Seines	452,790	6,851		1,615	426,220	3,706,668	5,255,623	9,849,746
Drag-Seines	165,023			1	6,804	16,369	8,172	196,369
Trap-Nets	63,875	29,329	629	874	142,488	379,331	53,440	670,166
Totals	4,989,516	666,548	179,789	34,377	1,769,336	7,633,658	6,714,754	21,987,978
1926								
Troll		135,246	328,076	859	397,094			861,275
Gill-Net	3,634,337	320,962	13	79,179	482,579	2,803,151	1,111,695	8,431,916
Purse-Seines	403,047	4,357	3,909	248	464,211	10,770,891	6,129,416	17,776,073
Drag-Seines	159,959	3,250			5,825	6,530	1,369	173,933
Trap-Nets	38,080	26,105	3,804	399	94,588	23,353	40,961	227,350
Totals	4,232,423	489,920	335,862	80,685	1,444,297	13,603,925	7,283,435	27,470,547
1927								
Troll		294,325	341,999	1,902	430,601	5,684	4,113	1,078,624
Gill-net	3,562,885	275,158		77,311	520,229	2,392,434	516,604	7,344,621
Purse-Seine	391,222	14,654	21,479	1,051	339,766	1,515,984	4,817,537	7,101,693
Drag-Seine	67,220	9		3	1,490	212	6	68,933
Trap-Nets	50,781	30,148	602	1,268	91,469	240,281	8,492	423,041
Totals	4,072,108	614,287	364,080	81,535	1,383,555	4,154,595	5,346,752	16,016,912

APPENDIX No. 2

REPORT ON THE WORK OF THE BIOLOGICAL BOARD FOR 1927

By J. J. COWIE, *Hon. Secretary-Treasurer*

The Board has charge of and controls the work at the scientific stations, which are located at St. Andrews, N.B., Halifax, N.S., Nanaimo, B.C., and Prince Rupert, B.C.

It meets once a year or oftener at such times and places as may be found necessary. A committee known as the Executive Committee supervises and carries out the undertakings involved in the policies formulated by the board. Sub-committees on the Atlantic and Pacific coasts have immediate supervision under the central executive of the activities of the board.

BIOLOGICAL STATION AT ST. ANDREW'S, N.B.

The following is a list of the investigators at this station and the work on which they were engaged:—

- Mr. W. R. Sawyer, Queen's University: "Effect of ultra-violet radiation on eggs and larvæ of fishes."
 Dr. A. Willey, McGill University: "Copepoda of the St. Croix estuary."
 Dr. C. C. Benson, University of Toronto: "Chemistry of fish muscle."
 Dr. A. H. Gee, Yale University: "Bacteria concerned in haddock spoiling."
 Mr. A. F. Chaisson, Harvard University: "Effect of extreme salinities on fishes."
 Dr. Jan Jansen, (University of Oslo, Norway), University of Chicago: "Nervous system of the Hagfish (*Myxine*)."
 Mr. C. R. K. Allen, Dalhousie University: "Examination of test blocks for marine borers,"
 Prof. H. Wasteneys, University of Toronto: "Biochemical problems."

The complete list of the scientific investigators and the periods spent by them at the station this season is as follows:—

- Mr. C. R. K. Allen, Dalhousie University; August 31 to September 16.
 Prof. B. P. Babkin, Dalhousie University; June 28 to August 27.
 Miss Helen I. Battle, University of Western Ontario; June 15 to September 2.
 Dr. C. C. Benson, University of Toronto; July 12 to August 6.
 Mr. N. J. Berrill, University of London (Eng.); June 13 to September 2.
 Miss Mabel A. Borden, Dalhousie University; May 21 to August 9.
 Mr. A. F. Chaisson, Harvard University; July 7 to September 12.
 Miss Viola M. Davidson, High School of Commerce, Toronto; June 26 to August 23.
 Dr. A. H. Gee, Yale University; July 14 to September 8.
 Mr. N. E. Gibbons, Queens University; June 23 to September 3.
 Prof. J. N. Gowanloch, Dalhousie University; May 21 to September 13.
 Prof. H. B. Hachey, University of New Brunswick; June 1st to September 10.
 Mr. W. S. Hall, University of Toronto; May 25 to September 10.
 Dr. Jan Jansen (University of Oslo, Norway), University of Chicago; August 25 to August 31.
 Prof. A. B. Klugh, Queen's University; June 3 to September 2.
 Miss Margaret E. MacKay, Dalhousie University; June 25 to August 26.
 Mr. H. S. Morton, Dalhousie University, June 25 to July 18.
 Miss E. C. Odell, Macdonald College, McGill University; June 8 to September 17
 Miss J. R. Panton, University of Toronto; June 3 to August 6.
 Mr. R. E. Paterson, Queen's University; June 22 to August 28.
 Miss C. E. Rice, Queen's University; June 30 to September 3.
 Mr. A. D. Ritchie, University of Manchester (Eng.); June 13 to September 22.
 Mr. W. R. Sawyer, Queen's University; July 2 to September 10.
 Dr. W. Simpson, University of Toronto; June 4 to August 13; August 30 to September 15.
 Miss C. M. Spence, Queen's University; June 30 to September 3.
 Mr. W. E. Taylor, Malvern Collegiate, Toronto; June 25 to August 28.
 Prof. H. Wasteneys, University of Toronto; July 21 to July 27.
 Prof. A. Willey, McGill University; July 16 to August 14.
 Miss N. E. Wright, University of Western Ontario; June 15 to August 24.

GENERAL AND FIELD INVESTIGATIONS

The general investigations, as well as the special investigations mentioned in the previous report, were carried on during the summer, and the following additional field work was accomplished.

A survey was made of Maces bay, N.B., by Dr. Huntsman, in connection with a claim made by Fishery Overseer Conley that many small lobsters are to be found near Lepreau, which point is too far distant from the known spawning areas for their presence to be explained by immigration. It was found that in certain sheltered areas, as in Pocologan bay, the water was of sufficiently high temperature and of the right salinity to bring the lobster fry through, proving that these inlets are very important for lobster breeding.

The scallop beds at Letang harbour were investigated by Dr. Huntsman and Professor Gowanloch, of Dalhousie University. The scallops were found to be shedding their spawn and their fry were swimming about in the water on the 13th of August. This establishes an earlier spawning for the scallop of our waters than had previously been known.

An investigation was also made of the spawning period of the scallops on the Digby grounds, for which purpose scallops were obtained and shipped alive to the Biological Station. They were examined by Professor Gowanloch.

At the request of the Department of Marine and Fisheries, an investigation was carried on in Northumberland strait by Mr. H. E. Tanner and Mr. A. E. Murray to determine whether fishing for lobsters should be allowed to begin earlier than at present in the late lobster fishing district. An examination was made of the lobsters there during the first two weeks in August to determine their condition.

The Biological Board was asked to send a representative to accompany the Hudson Strait Expedition, with a view to investigating fisheries and hydrographic conditions in the strait. Mr. Frits Johansen, of Ottawa, was appointed for this work and left with the expedition from Halifax on the *Larch* July 16. During the trip to the strait drift bottles were put out and hydrographic records taken. A good collection of data and material has been made, full reports of which will appear later.

In connection with the investigations of Maritime lakes for the purpose of increasing their productivity, a survey was made of the Chamcook lakes area during the month of July by Mr. K. Chipman, of the Geological Survey, and his assistants.

The *Edward E. Prince* continued fish tagging operations, collection of algae and eel grass, and other general work, spending the greater part of the time at Cape Breton.

VISITORS

The number of visitors to the station increases year by year, and is indicative of the interest that is being taken by scientists and by the general public in the work of the station.

Mr. H. J. Thorkelsen, of the International Education Board of the Rockefeller Foundation of New York city, visited the station on July 5 in connection with oceanographic and aquicultural plans of the board. Funds provided by that board have enabled investigators from Great Britain to take up work at this station.

Sir Halford Mackinder, Chairman of the Imperial Economic Committee, accompanied by Mr. J. J. Cowie, Secretary-Treasurer of the Biological Board, visited the station on September 18.

Among other visitors were the following: Dr. H. B. Bigelow, of the Museum of Comparative Zoology, Harvard University, Chairman of the North American Committee on Fishery Investigations; Prof. E. K. Marshall, of Johns Hopkins

University; Prof. W. A. Smith, of the University of West Virginia; Prof. P. M. Bayne, of Acadia University; Prof. E. L. Mark, of Cambridge, Mass.; and Prof. W. A. Parks, of the University of Toronto.

EXPERIMENTAL STATION AT HALIFAX, N.S.

Dr. H. R. Chipman, Chemist, commenced investigations on the heat capacity of cod muscle, after the construction of the calorimeter and preliminary tests had been concluded. The determinations which he completed indicated the latent heat of the fish muscle and also the specific heat of both frozen and unfrozen cod muscle. Further experiments were continued on the rusting of fish in cold storage.

Mr. Ernest Hess, Bacteriologist, was absent on holidays and leave of absence from July 1 to September 19. On his return he began an investigation of the changes which take place in the ammonia and total nitrogen in haddock muscle when stored at low temperatures.

Mr. Robert Ross, Assistant for Technical Processes, completed the designing and construction of two fillet skinning machines, one for power and one for foot operation. He carried on work on the preparation of frozen fillets in an attractive form. He resigned from this position on September 17 in order to attend Dalhousie University, but continued with work on the canning of cod chowder during such time as he was free from classes.

Mr. H. E. Tanner, Educator, resigned from his position on August 31. During July he continued the development of the educational work and the museum and worked up the results of measurements of lobsters in the gulf of St. Lawrence during the spring months. During the period of August 5-18 he investigated, with the aid of Mr. A. E. Murray, the condition of the lobsters in Northumberland strait to establish a rational close season for that region.

Mr. D. leB. Cooper continued the investigation of the chemistry of wood smoke, paying particular attention to the formaldehyde and acetic acid produced under various conditions of smoke production. He developed an electric furnace and an air mixer suitable for these investigations. His employment terminated on September 30.

Mr. Seth Crowell continued his demonstration of improved methods of splitting fish for the dried fish trade. After July 12 he was assisted by Wm. Madden. The portion of the coast covered included,—

- (a) Port Dufferin to Canso;
- (b) Shelburne to Digby and the Nova Scotia shore of the Bay of Fundy;
- (c) Cape Breton Island;
- (d) Prince Edward Island;
- (e) Halifax to Port Dufferin.

Mr. D. A. MacFadyen (University of Toronto) was employed for period from July 6 to September 30. He studied the changes in expressability of the juices of fish muscle before and after freezing at various temperatures and under various conditions of storage.

Mr. C. B. Weld continued his investigations on the changes in the microscopic structure of fish muscle during freezing and storage. His employment terminated on September 30.

During the last quarter investigations had largely to be discontinued owing to preparations for and the giving of various courses of instruction.

Mr. Ernest Hess, Bacteriologist, prepared and gave lectures for the Course for Fishermen and the Course for Cannery Foremen. He prepared provisional plans for a demonstration canning plant. During the Course for Cannery Foremen he conducted an investigation on the exhausting of cans of lobster meat.

Dr. H. R. Chipman, Chemist, was also engaged in giving lectures to the various courses being offered at the station. The investigation of the heat content of fish muscle was continued. He supervised Mr. Mahen's work.

Mr. W. W. Stewart made analyses of various samples of dried fish, ascertaining their water contents. He was unable to devote any time to the station after February 27.

Mr. K. W. Mahen continued his investigation on glazing and began further work to determine the relation between thickness of fish, temperature of brine and rate of freezing.

A number of temporary additions to the staff were made in connection with the various courses. These with dates of employment and subject taught were:—

Prof. A. Stanley Walker—January 18-February 28—Natural Resources.

Mr. Roy Anderson—January 18-February 28—Preparation of Dried and Boneless Fish.

Captain H. M. O'Hara—January 18-February 28—Navigation.

Mr. R. F. Ross—March 16-29 (part time)—By-Products.

Mr. Edgar Baker was employed as laboratory assistant during the period of January 16 to March 31.

Regular planktonic and hydrographic work has been continued at the two stations near Halifax.

COURSES OF INSTRUCTION

Three courses were given at the Fisheries Experimental Station during the quarter.

(1) *Course for Fishermen*: January 18-February 28. Attended by nineteen young fishermen. The courses and instructors were:—

(a) Preparation of Dried and Boneless Fish—Mr. Roy Anderson.

(b) Preparation of Pickled Fish—Mr. Robert Gray.

(c) Motor Engines—Mr. Ed. F. Mitchell.

(d) Navigation—Capt. H. M. O'Hara.

(e) Science—Drs. A. G. Huntsman, A. H. Leim, H. R. Chipman, Mr. E. Hess, and Professor J. N. Gowanloch.

(f) Natural Resources—Professors A. S. Walker and W. V. Longley.

REPORT ON COURSE FOR FISHERMEN, 1928

A considerable demand had come to the station during the late months in 1927 for a course in the curing of fish by drying and pickling. In response to this an effort was made to offer a suitable course. An Advisory Sub-Committee on Education was formed and the conclusion reached that the duration of such a course must be at least six weeks in order to be of benefit.

This period entailed a considerable financial loss for prospective students. A solution was reached when the Minister of Marine and Fisheries and the Biological Board of Canada decided to offer twenty-five scholarships to bona fide fishermen of the Maritime Provinces, who were between the ages of seventeen and thirty-five and who had reached grade six in the public schools.

Following this decision the following advertisement appeared in nine Maritime newspapers and one Montreal newspaper:—

GRANTS FOR FISHERMEN

The Biological Board of Canada offers to assist twenty-five fishermen from the Maritime Provinces to attend the Short Course for Fishermen to be given at the Fisheries Experimental Station, Halifax, N.S., during a term of six weeks commencing on January 18. Each will be given on completion of this course the sum of forty-five dollars plus the amount of railway fare for a return

trip between Halifax and the railway station nearest his home. Only bona fide fishermen from 17 to 35 years of age, who have passed through grade six in the Nova Scotia schools or an equivalent grade will be able to obtain these grants. Preference will be given to the first applicants. All applications should be addressed to Dr. A. G. Huntsman, Director, Fisheries Experimental Station, Halifax, N.S.

Through the co-operation of the Post Office Department a similar notice was displayed in two hundred and twelve post offices along the coasts of the Maritime Provinces.

In addition to this assistance which was participated in by each man who completed the course, the Rural Conference of the Roman Catholic Church gave twenty-five dollars to each man attending from the Diocese of Antigonish, regardless of denomination.

STUDENTS ATTENDING COURSE

Thirty-seven applications for scholarships were received. Some of these had to be refused because of lack of qualifications and a number of other applications were withdrawn.

Twenty men came to Halifax to attend the course. They were met at the railway station if they desired it and were given the addresses of suitable boarding and lodging houses. Those attending the course and their home addresses were:—

Alexander Baccardax, Poirierville, N.S.	John M. Homans, Clam Harbour, N.S.
Ellis Beiswanger, Fisherman's Harbour, N.S.	Harold Keefe, Dover, N.S.
John C. Burke, Main-à-Dieu, N.S.	Joseph Manuel, Canso, N.S.
Joachim Daigle, Richibucto, N.B.	Joseph Eugène Martel, Boudreauville, N.S.
Ralph F. Darrach, Herring Cove, N.S.	Melvin Rafuse, Fourchu, N.S.
Robert Newton Day, Musquodoboit Har- bour, N.S.	Frank Sampson, Sampsonville, N.S.
Ellsworth M. Doty, Ashmore, N.S.	Alphonse T. Samson, Petit de Grat, N.S.
Harold Flaherty, Canso, N.S.	Everett R. Smith, Port Hood Island, N.S.
Otto R. Garrison, Indian Harbour, N.S.	Walter Joshua Tobey, Port Hood Island, N.S.
Edgar Hache, Shippegan, N.B.	Forrest Watson, Hall's Harbour, N.S.

DURATION OF COURSE

The course began at the Fisheries Experimental Station, King's Wharf, on Wednesday, January 18, 1928, and terminated on February 28, 1928.

ATTENDANCE

Attendance was kept at all the regular classes and was in nearly every case 100 per cent. One man, Ellis Beiswanger, had to return home shortly after the commencement of the course. He did not qualify for a scholarship on this account.

HOURS AND PLACE OF INSTRUCTION

Classes began at 9 a.m. each morning. Four fifty-minute classes constituted the morning session. There were ten-minute intermissions between periods. Three similar classes were held in the afternoon commencing at 2.15 p.m. and terminating at 5.20. There were no classes after 12.50 p.m. on Saturday, except on two occasions.

All the instruction was given in the station buildings except that in "Motor Engines" which for lack of space had to be given in a show room rented from Stairs, Son and Morrow, Limited.

INSTRUCTORS AND COURSES OF INSTRUCTION

At a meeting of the Advisory Sub-Committee on Education, attended by Rev. Father J. J. Tomkins of Canso and Prof. J. W. Trueman of the Agricultural College, Truro, besides the members of the committee, a thorough discussion of the courses desired took place.

Based on this discussion the following courses were given:—

1. *Preparation of Dried and Boneless Fish.*

Instructor: Mr. Roy Anderson, Short Beach, N.S.

2. *Preparation of Pickled Fish.*

Instructor: Mr. Robert Gray, Senior Inspector of Pickled Fish, Halifax.

3. *Motor Engines.*

Instructor: Mr. Edward F. Mitchell, Fisheries Experimental Station.

4. *Navigatïon.*

Instructor: Capt. H. M. O'Hara, Nova Scotia Technical College, Halifax.

5. *Science.*

Instructors: Drs. A. G. Huntsman, A. H. Leim, and H. R. Chipman, Mr. E. Hess, all of the Fisheries Experimental Station; Prof. J. N. Gowanloch, Dalhousie University, Halifax.

6. *Natural Resources.*

Instructors: Prof. A. Stanley Walker, King's College, Halifax, and Prof. W. V. Longley, Agricultural College, Truro.

Of these instructors the station was indebted to Dalhousie University for the services of Professor Gowanloch, to the Department of Natural Resources of Nova Scotia for those of Professor Longley, and to the Department of Marine and Fisheries for those of Mr. Gray. The other instructors were either on the staff of the station or were secured temporarily.

Through the courtesy of Robin, Jones and Whitman, Limited, Mr. J. H. Zwicker of Lunenburg took two of the classes in Dried and Boneless Fish.

A syllabus of the courses, together with the total number of hours devoted to each, follows.

In the case of the courses in the Preparation of Dried and Boneless and Pickled fish the class was divided into two sections so that each instructor had double the number of hours shown.

Preparation of Dried and Boneless Fish

(Messrs. Anderson and Zwicker. 36 hours)

Practical instruction in heading, splitting, washing, salting and drying fish. Also in the preparation of boneless fish, drying and boxing of same. Four hours were devoted to slack salting of fish as demonstrated by Mr. Zwicker. Each man prepared one thirty pound box of boneless fish and a quantity of dried fish. Included a visit to a local plant handling dried fish.

Preparation of Pickled Fish

(Mr. Gray. 32 hours)

Practical instruction in ripping, scraping, washing, packing and salting herring; grading herring; gutting, selecting, dredging and packing herring by the Scotch process; repacking for market; testing barrels. Each man was required to prepare and pack a quantity of herring in each of the various ways taught. A visit was made to a local fish handling plant where defects in containers and pack were pointed out.

Motor Engines

(Mr. Mitchell. 32 hours)

Practical work in disassembling, assembling and repairing gasolene engines. Elementary mechanics. Properties of gasolene. Cooling. Unerating engines. Two and four cycle engines. Carburetors. Elementary electricity. Batteries. Coils. Ignition systems. Timing. Reverse gears. Valves and grinding. Oiling systems. Crude oil engines.

Navigation

(Capt. O'Hara. 34 hours)

Lectures with demonstrations and practical chart work. Shaping courses and measuring distances. Charts. Effect of engine on compass. Magnetic compass. Magnetic poles. Latitude and longitude. Mercator's chart. Finding magnetic courses. Nautical astronomy. True chart. Meridian altitudes. Turning true courses into magnetic ones. The sextant. Fixing ship's position. Longitude and time.

Science

(45 hours)

Lectures and demonstrations wherever possible. Some experiments and microscopic examinations were carried out by the men themselves.

(a) *Physics and Chemistry.* (Dr. Chipman. 15 hours).

Water, rain water, sea water, steam and ice, Expansion and contraction of water on cooling. Liquids. Solutions. Suspensions. Filtering. Saturation and supersaturation. Hydrometers. Density and specific gravity. Heat. Temperature. Conduction, Convection, Radiation. Thermometers. Boiling. Distillation. Evaporation. Condensation. Gases. Combustion. Atmosphere. Respiration. Barometers. Oxygen. Hydrogen. Carbon monoxide and dioxide. Ammonia. Liquefaction of gases. Refrigeration. Osmosis and salting of fish.

(b) *Biology and Conditions in the Sea.* 19 hours. Dr. Huntsman, 8 hours;

Professor Gowanloch, 5 hours; Dr. Leim, 6 hours.

Most important fishes. Methods of fishing. Location of fish. Migrations. Life histories of cod, haddock, herring, mackerel and lobsters. Food, rates of growth, reproduction, habits, distribution. Seasons in the water. Effect of ice. Effect of tides. Drift bottles. Circulation of water. Effect of physical conditions on distribution of animals.

(c) *Bacteriology.* (Mr. Hess. 5 hours).

Spoilage of food. Size, forms, growth, reproduction, activities, requirements of bacteria. Aerobic and anaerobic bacteria. Spore formation. Spore resistance. Bacteria in sea water. Bacteria in fresh fish. Preservation of fish by chilling, freezing, pickling, drying, smoking, salting, canning.

(d) *Principles of Curing, Drying and Freezing Fish.* (Dr. Huntsman. 5 hours).

Principles involved in bleeding, throating, splitting, washing, whitenaping and salting fish. Spoilage. Effect of low temperatures. Slow and rapid freezing. Brine freezing.

(e) *Fish Oils.* (Dr. Chipman. 1 hour).

Cod liver oil. Methods of preparation.

Natural Resources

(Professors Walker and Longley. 36 hours.)

(a) *Professor Walker.* (27 hours.)

Outline of industrial history. Functions of guilds and town. Mediaeval towns and fairs. Peasants' revolt. Overseas trade. Geographical, commercial and economic side of renaissance. Industrial revolution. Rise of trade organizations. Trades unions and co-operation. Economics. Demand and value. Production. Division of labour. Localization of industry. Efficiency of labour. Organization of industry. Distribution. Profits and wages. International trade. Bills of exchange. Drafts.

(b) *Professor Longley.* (9 hours.)

Co-operation. Co-operative marketing, its history, weaknesses, agencies, and types. Market information.

Mr. Anderson assisted in this course by recounting his experiences in the management of a co-operative lobster factory.

MISCELLANEOUS CLASSES

(5 hours)

(a) *English.* (Dr. Chipman. 2 hours.)

Practice in writing business letters and simple essays.

(b) *Addresses.* (2 hours.)

Mr. A. M. Smith, of A. M. Smith and Co., gave an address on the problems confronting the exporter of dried fish.

Mr. H. V. D. Laing, of the National Fish Company, addressed the students on the problems encountered by the wholesaler of fresh fish.

DISCUSSIONS

(Dr. Huntsman. 1 hour.)

Answers to questions submitted by students. Many other questions were answered during the course of other lectures.

INSTRUCTION IN CANNING AND SMOKING

A number of the men requested that they be given certain additional instruction in other methods of preserving fish. Two such groups were organized which took classes after hours or on Saturday afternoons. One group, taken by Dr. Huntsman, went into the principles involved in smoking and the other group, studied the principles of canning with Mr. Hess.

EXAMINATIONS

On the closing day of the course written examinations of one hour's duration were held in each of the six major subjects of the course. These were taken by all of the men with the following results:—

Passed with Honours: F. Watson, E. Smith, F. Sampson, M. Rafuse, J. Daigle, J. Manuel.

Passed: H. Flaherty, O. R. Garrison, J. M. Homans, H. Keefe, E. Doty, E. Martell, A. Baccardax, J. C. Burke, W. Tobey, E. Hache, A. Sanson.

Failed: R. Darrach, R. Day.

EVENING LECTURES AND ENTERTAINMENTS

The offer made by Professor Gowanloch to organize a series of evening lectures for the men attending the course was gladly accepted. He arranged with eight other members of the staff of Dalhousie University and the following evening lectures were given:—

“Paris.” Illustrated. Prof. Mercer.

“All flesh is Grass.” Illustrated. Prof. H. P. Bell.

“How we talk.” Prof. E. W. Nichols.

“Life in the Sea.” Illustrated. Prof. J. N. Gowanloch.

“New Zealand.” Illustrated. Prof. C. Bennett.

“Value of our Foods.” Prof. G. Young.

“Unification of Italy.” Prof. G. Wilson.

“The Nature of Electricity.” Illustrated with experiments. Prof. J. Johnstone.

“Colours and Illusions.” Illustrated by experiments. Prof. J. Symons.

A series of motion picture films which were loaned by the Motion Picture Bureau, Ottawa, which dealt with sport and commercial fishing on the Atlantic and Pacific coasts were shown to the men. Acknowledgment is due to the Halifax Y.M.C.A. for the use of a lecture room and projection apparatus for these pictures.

On invitation of the Biological Club, Dalhousie University, the men were able to hear an illustrated lecture by Mr. George Whitely of Saint Johns, Nfld. on fishing activities on the Labrador coast.

Attendance at these evening lectures was not compulsory but there was usually a good attendance and considerable interest was shown in the series. The co-operation of the lecturers is gratefully acknowledged.

On Saturday evening, February 25, a dinner was given to the class in the St. Julien room, Halifax Hotel, by the fish merchants along the water front of Halifax. Among others, Mr. Alex. Johnston, Deputy Minister of Marine and Fisheries, and Hon. J. A. Walker, Minister of Natural Resources, gave short addresses.

ACKNOWLEDGMENTS

In a course of this nature so many persons assist in an advisory capacity that it is impossible to make mention of all who deserve credit.

Notice should be made of the following firms for the loan of equipment:—

National Fish Co.

A. M. Smith and Co.

Robin, Jones & Whitman, Ltd.

A. N. Whitman, Ltd.

(2) *Course for Hatchery Officers:* February 8-21.

Atended by Inspector of Hatcheries S. Walker and by Messrs. Burgess, Gates, Heatley, McCluskey, MacKenzie, Mowat, Ross and Tait, of the Maritime hatcheries. The courses of instruction and the instructors were:—

Physics and Chemistry—Dr. H. R. Chipman, 12 hours.

Anatomy and Physiology—Dr. A. H. Leim, 12 hours.

Fish Diseases—Dr. A. G. Huntsman, 12 hours.

Hatchery Practice—Dr. A. G. Huntsman, 12 hours.

Fish Foods—Dr. A. H. Leim, 12 hours.

Discussions—Drs. Huntsman & Leim, 18 hours.

(3) *Course for Lobster Cannery Foremen:* March 16-29.

Attended by fifteen foremen. The courses and instructors were:—

- Physics and Chemistry—Dr. H. R. Chipman, 12 hours.
- Biology—Drs. Huntsman and Leim, 6 hours.
- Bacteriology—Mr. E. Hess, 9 hours.
- Principles of Lobster Canning—Dr. A. G. Huntsman, 6 hours.
- Methods of Lobster Canning.—Mr. E. Hess, 5 hours.
- Equipment.—Mr. E. Hess, 6 hours.
- Spoilage and Inspection.—Mr. E. Hess, 3 hours.
- By-Products.—Mr. R. F. Ross, 3 hours.
- Canning Lobster Paste.—Mr. R. F. Ross, 3 hours.
- Canning Practice.—Mr. E. Hess, 19 hours.
- Discussions.—Messrs. Huntsman, Hess and Leim, 7 hours.

CO-OPERATION WITH DALHOUSIE UNIVERSITY

In the course last year Dalhousie University, Halifax, decided to establish a scientific course in fishery matters leading up to the degree of Bachelor of Science. An arrangement was afterwards entered into between the board and the university authorities by which the board's staff would co-operate in the instruction to be given. The university is to provide instruction in the courses, other than the practical ones. The practical instruction is to be given by the Biological Board's staff, who will be given, for that purpose, the status of regular members of the university staff.

The board, at the request of the department, also undertakes to supervise the erection of, and to maintain, a laboratory at the entrance to Halifax harbour for research and instruction in marine biology in connection with the university courses. The resources of the laboratory are to be available to students of any Canadian university, under such arrangements as may be made by the Biological Board and the various universities concerned. The laboratory is to be known as the Eastern Passage Marine Laboratory.

FIELD WORK AND ADDRESSES

Dr. Leim visited a lobster retaining pond at Stonehurst, near Lunenburg, on January 11, at the request of the department. He made an examination of the salinity and temperature and arranged to have further samples collected to follow the conditions and if possible to estimate their effect on the impounded lobsters.

Dr. Huntsman visited Canso on March 27 where he addressed a meeting of fishermen dealing with the eggs and fry of fishes and the trawler question.

DEMONSTRATION BUILDING

No particular progress was made with this plant until March, owing to other pressing matters. The small compressor was put into automatic operation and cold storage space became available. A salt water pump and pipe line was installed. The conveyor system on the brine tank was begun in March and largely completed.

Dr. Huntsman developed a means of cutting one-half pound cakes of fillets for freezing and a simpler improved form of skinner. Several hundred pounds of "Ice Fillets" as these cakes were called, were frozen and distributed in Montreal, Ottawa, and Toronto, in one pound cartons.

PACIFIC BIOLOGICAL STATION, NANAIMO, B.C.

RESEARCHES

Systematic

Plankton Groups.—Mr. G. H. Wailes has continued his detailed studies of protozoa, diatoms and copepods.

Seaweeds.—Rev. Robert Conell has prepared a list of the seaweeds occurring in the vicinity of the Station and Miss D. Newton has added some contributions.

Annelids.—Mrs. C. Berkley has continued her studies in this group.

Prawns and Shrimps.—Miss Alfreda Berkeley has worked out the species occurring on our Pacific coast.

Parasitic Copepods.—Miss Ruby Bere made an extensive collection of material in 1927 and worked over this as well as a great deal of material collected by various workers in recent years.

Sponges.—Mr. I. E. Cornwall has commenced a study of the sponges of our coast.

Morphological.—Mr. L. L. Bolton continued his detailed researches on the histological structure of the digestive tracts of fishes.

Physiological and Biochemical.—Dr. Blythe Eagles with the assistance of a grant from the Banting Foundation determined the distribution of glutathione and ergothioneine in the tissues of fish and many marine organisms.

Dr. F. D. White continued his study of the life-history of teredo and also undertook an investigation of the blood sugar of fish.

Dr. A. R. Fee made a special study of the secretion of urine in dogfish.

Life-Histories and Ecology.—Miss Alfreda Berkeley commenced a study of the life-histories of prawns and the economic phases of the prawn fishery of the coast.

Miss Gertrude Smith carried out a study of the ecological distribution of decapod crustacea in the vicinity of Sidney, B.C.

Dr. L. G. Saunders studied the life-histories and ecology of marine insects.

Mr. G. V. Wilby continued his investigation of ling cod, with special reference to the spawning.

Oceanographical.—The oceanographical studies in the strait of Georgia with special reference to the movements of the Fraser river water were continued.

Dr. A. H. Hutchinson dealt with the quantitative distribution of the phytoplankton and Miss Mildred Campbell with the zooplankton. Mr. C. C. Lucas dealt with the physico-chemical characteristics and Dr. W. A. Clemens handled the drift bottle work. Dr. H. C. Williamson has been making a study of oceanographical and plankton conditions throughout the year along the west coast of Vancouver island in connection with the studies of the pilchard and herring fisheries. The need for an extensive oceanographical program for the west coast has become very evident and if arrangements can be made for the use of a suitable boat the investigations will be commenced this summer.

The collection of oceanographical data is being made throughout the year at the wharf at the station, at a point in the strait of Georgia, in the strait of Juan de Fuca, near William Head through the courtesy of the Department of Public Health, and from two stations near Prince Rupert by the Fisheries Experimental Station. Daily temperature records of the Fraser river water are being obtained near New Westminster through the courtesy of the Fisheries Branch.

Miscellaneous.—Miss Dorothy Newton conducted some experiments with the cross fertilization of species of fucus.

Mr. C. Berkeley continued his studies of the luminescence of marine bacteria and commenced a study of annelid-algal symbiosis.

Dr. and Mrs. W. A. Clemens studied the collection of sockeye salmon scales of 1927 for the provincial Fisheries Department.

FIELD INVESTIGATIONS

Propagation of Sockeye Salmon

Dr. R. E. Foerster continued his studies at Cultus lake and is reporting in detail.

Salmon Tagging

The tagging of small coho salmon was carried out in the spring of 1927 in the strait of Georgia for the purpose of determining the locality to which these fish would eventually go to spawn and also to demonstrate to the fishermen that these small fish known as "bluebacks" would develop into cohoes and that they make a very rapid growth. This tagging was done by Mr. G. V. Wilby. The tagging of spring salmon was carried out on the west coast of Vancouver island off Quatsino and Kyuquot sounds from February to August. Mr. W. F. Baxter and Mr. C. McC. Mottley were engaged in this work. The object of this tagging was to determine if these more westerly fish had the same ultimate destination as those occurring off Barelay sound.

Mr. C. McC. Mottley made a special study of the scales of the spring salmon which were tagged, obtaining information as to their early history and determining their ages.

Herring and Pilchards

Dr. H. C. Williamson continued his studies of herring in the strait of Georgia and on the west coast of Vancouver island. In conjunction with this work, Mr. J. A. Munro, Chief Federal Migratory Bird Officer for the Western Provinces, spent four weeks at the station studying the relation of sea fowl to the spawning of herring. Special attention was given to gulls and to some extent to ducks.

Dr. Williamson has also been carrying out an extensive study of the pilchards of the west coast of Vancouver island. He has been giving special consideration to the relation of the physico-chemical factors and plankton occurrence to the movements and distribution of these fish. Mr. Mottley gave assistance for a short period in the field and Mr. G. H. Wailes has assisted with the qualitative and quantitative examination of the plankton collections and with the study of the stomach contents of both pilchards and herring.

Clams

Dr. C. McLean Fraser, with the assistance of Miss Gertrude Smith, continued the study of clams in the vicinity of Sidney, B.C. The results of the investigation have led to a modification of the clam fishing regulations.

Oysters

Mr. C. Roy Elsey gave continuous study throughout the summer to the propagation of the Japanese oyster in Ladysmith harbour. There has been doubt as to the ability of this oyster to spawn successfully, at least every year. Mr. Elsey kept the oysters under several artificial conditions and kept close observation of the oysters under natural conditions. Records of the physico-chemical conditions were kept in all cases. Spawning under natural conditions was very limited while under artificial conditions quite successful. It would appear that temperature was the most important factor. A shipment of spat was obtained from Japan for experimental work on later development.

Trout Propagation

While no field work was carried out this year, various fish and game associations and fishery officers sent in specimens which have been examined by Prof. J. R. Dymond. As stated in last year's report, it seemed necessary as a preliminary to any trout cultural studies to determine the identity of the trout occurring in British Columbia. Prof. Dymond undertook the systematic study and asked that a young man be assigned to assist him during the winter of 1927 and in the field in 1928. In this way the assistant would become familiar with the systematic phases of the work and obtain the training necessary for the carrying out of the life history and propagation phases of the work. Mr. C. McC. Mottley was assigned to the investigation and spent six and one-half months at the University of Toronto.

Special study material have been supplied to:—

Professor Simon Gage, Cornell University, Lamprey larvæ and adults;
Dr. A. G. Revell, University of Alberta, fixed tissues of ling cod for histological study.

Visitors to the station during the year included Mr. J. J. Cowie, Mr. W. A. Found, and Mr. John Dybhavn.

Laboratory accommodations for short periods were given to:—

Dr. Bisby, College of Agriculture, Winnipeg, for the collection of fungi;
Dr. Parker D. Trask, Scripps Institution, for collection of bottom sediments;
Dr. J. H. Erwin, Saskatoon, collection of museum and study materials;
Dr. Paul Hiebert, University of Manitoba, survey of chemical problems.

Conference of Pacific Coast Investigators.

During the last week in August a conference of the board's investigators on the Pacific coast was held at the Nanaimo station. Those in attendance were: Dr. Hutchinson, Dr. White, Mr. Wailes, Mr. Finn, Mr. Brocklesby, Mr. Smith, Dr. Foerster, Dr. Williamson, Dr. Clemens. Reports of the investigations being carried out by the workers were given and were followed by discussions.

Associate Committee on Oceanography, National Research Council.

Following the meetings of the Pan-Pacific Science Congress in Japan, the National Research Council agreed to the formation of an Associate Committee on Oceanography which should establish connections with similar committees in other countries bordering the Pacific and attempt to bring about co-ordination and co-operation in the study of marine problems of the Pacific. A meeting was called by President Tory on January 7 in Edmonton and Dr. C. McLean Fraser was selected as the Chairman of the General Committee. Three sub-committees were decided upon namely:—

Physical and Chemical Oceanography—Dr. A. H. Hutchinson, Chairman.
Marine Biology—Dr. W. A. Clemens, Chairman.
Fish Technology—Mr. D. B. Finn, Chairman.

PUBLICITY AND EDUCATION

An exhibit illustrating the results obtained from the tagging of spring salmon was prepared and placed in the Vancouver and New Westminster Fall Exhibitions. In both places the exhibit attracted a great deal of attention. Later the exhibit was placed in a store window in Nanaimo.

Eight newspaper articles dealing with the work of the Nanaimo Station were published by Mr. Norcross, Editor of the Vancouver *Star*. An article was also published by the *Victoria Colonist*.

During the year 846 persons visited the station museum. The average annual attendance for the past four years has been approximately 800 individuals.

Two small aquaria are being installed and these should serve to maintain interest in the marine forms. Mr. and Mrs. R. G. Good are preparing a number of fish casts for display.

Public lectures have been given in Nanaimo, Duncan and Vancouver.

PROPERTY DEVELOPMENT

During the year a coal and wood shed and garage was constructed to replace a very old structure which was about to collapse. A new salt water pump has been installed to provide a more adequate salt water supply to the laboratories and to provide fire protection. It is planned to later use salt water in the sanitary services in order to conserve the supply of fresh water. A new float was constructed at the end of the wharf and also a float to carry live-boxes for the purpose of keeping fish and other forms under experimental conditions. Four galvanized screen cages have been installed and other wooden cages will be made. Dr. Foerster has placed yearlings of three races of sockeye salmon in the cages in order to study the development of these races under identical environmental conditions.

THE FISHERIES EXPERIMENTAL STATION AT PRINCE RUPERT, B.C., 1927-28

BUILDING

The building program for the last year has been confined to the completing of the interior of the building as described in the previous report. The library has been equipped with a full set of adjustable shelves. The laboratory has been further equipped with shelving, benches and cupboards. A store-room was built in the attic in which there has also been constructed a thermostatically controlled and properly ventilated animal room for metabolism work in connection with the vitamin assay work.

A gas machine has been installed in a small separate building which is also used to store combustible and explosive chemicals.

The installation of air compressing apparatus and hot-water boiler has been completed, and the electrical wiring extended so that the laboratories are now supplied with compressed air, gas, electricity, and hot and cold water.

LIBRARY

The library has been added to, mainly in the acquisition of the back numbers of technical journals and the most recent chemical publications concerning the work in hand.

LABORATORIES

Most of the standard equipment for the laboratory has been secured but apparatus still must be procured. Capital expenditure in this direction will be reduced during the coming year.

Refrigeration.

INVESTIGATION

In accordance with the plan as outlined in the previous report, Mr. I. M. Fraser of the Department of Mechanical Engineering of the University of Saskatchewan was appointed to complete the design of a model freezing plant. During the summer months Mr. Fraser completed plans and secured tenders on construction, but contracts were not let owing to there being no space available for its erection. No satisfactory arrangement could be made for the erection of the plant on the property of the Canadian Fish and Cold Storage Company. Thus the progress which was hoped for was not made. If this work is considered by the board to be worth while, immediate steps should be taken to secure the necessary accommodation for this demonstration plant.

Work is at present being undertaken upon the comparative effects of rapid and slow freezing on the chemical composition and food value of fish. A study of the changes which occur in the fats and oils of fish during storage. An examination of the nature of and condition responsible for the production of rusting.

During the coming year it is hoped that by the erection of properly controlled low temperature rooms, this work may be extended to an investigation of changes in both physical and chemical characteristics during prolonged storage, especially with regard to changes which occur in quickly frozen fish during storage.

It is also hoped that during the coming year proper provision will be made for the erection of a demonstration refrigeration plant.

Vitamin Research.

OILS

The station has now a properly equipped animal room and is provided with the apparatus for the carrying on of its work in testing the vitamin potency of fish oils.

One paper, the Determination of Vitamin A Content in Liver Oil of the Dogfish, *Squalus Sucklii*, by H. N. Brocklesby, has been published in the "Canadian Chemistry and Metallurgy" September, 1927. Mr. Brocklesby is now engaged in a vitamin D assay of the same oil, which work is rapidly nearing completion.

Eventually it is hoped to extend this work to many other fish oils and to determine seasonal variation as well as the effect of various methods of processing upon the vitamin potency.

Work on the oil changes in fish during long storage has already been outlined under refrigeration.

Composition and Properties of Fish Oils

An investigation into the chemical composition and behaviour of salmon oil has been started. The possibility of its use in paints and varnishes is being explored. Its behaviour to heat and oxidation and various other treatment has been studied, but it will be some time before this work is completed.

Samples of other oils, such as pilchard, oulachan, halibut, skate, and ratfish oils have been procured, and it is hoped that these will be examined in a similar manner in the near future.

Fish Glues

Fish glue is manufactured commercially only by secret process. Because of this a great deal of preliminary experimental work has been necessary to ascertain standard methods of preparation and testing of glues.

Five or six of the most recent and widely used methods of preparation found in the literature were adopted, and about twenty-five samples of glue were prepared by these methods from halibut and salmon waste, whole dogfish and skate.

A selection of these glues has been sent to the Forest Products Laboratories, Vancouver, where their strengths will be measured in glued wooden joints made up under working conditions. A report will be made on their comparative adhesive powers, and their commercial value and fitness for different kinds of wood-working.

At the same time investigations are being made on the viscosity, hygroscopicity, ash content and nature of ash, drying rate and gel point of these different samples. The correlation of this data with the results of the strength tests should furnish valuable information as to what properties are desirable in a liquid glue and what methods of preparation show most promise of yielding good quality glue.

DISCOLORATION OF HALIBUT IN HOLDS OF VESSELS

Investigation of this problem was carried on throughout the summer months. Firstly observations were made as to the conditions of the holds in fishing vessels in which discolored fish were found. Secondly, attempts were made to reproduce conditions which produced discolored fish, and thirdly, an attempt was made to isolate certain factors which were responsible for the discoloration. Among these a bacteriological examination of the holds and of the surface of the halibut holds promise of much valuable information. This work is planned for the coming year.

MUSEUM

During the past year the station undertook to place an exhibit in the Prince Rupert Fair. This exhibit attracted wide attention, and indicated that further efforts in this direction would be quite worth while.

PRAIRIE LAKES INVESTIGATIONS

The following report deals with the scientific investigation of the lakes of the Prairie Provinces in the year 1927. This year marks the commencement of the systematic study of this region. The investigations were in the nature of a preliminary survey of a number of lakes with a view to gaining a general knowledge of the problems of fisheries and fish culture in the Prairie Provinces.

The party in the field was under the charge of Mr. A. Bajkov, who was ably assisted by Mr. Alan Mozley (as general assistant), Mrs. B. Sharman (as chemical assistant), and for a short time by Mr. F. Neave and Dr. H. Chat-away.

SUMMARY OF WORK

1. *Alkaline Lakes of Saskatchewan*

There are a great many alkaline lakes in Saskatchewan and Alberta. These lakes form a homogeneous group, individual lakes differing only slightly from one another in the essential features of their flora and fauna. Many of these lakes are without commercial fish at the present time and it is very desirable to establish fisheries on these lakes, if possible, as there is an abundance of food. Moreover, fish from alkaline lakes are in general of superior quality.

A few of the most important of the alkaline lakes of Saskatchewan were selected for examination during the past year, namely: Little and Big Quill lakes, near Wadena, Sask., and the Manitou group near Yonker, Sask. These lakes were visited at all seasons, and a satisfactory beginning was made on their study.

It appears that whitefish (*Coregonus clupeaformis*) and ciscoes (*Leucichthys* sp.) will thrive in certain of these lakes. The dominant animals, namely: *Corixa* sp., *Hyalella knickerbockeri* and *Diaptomus sicilis*, are admirably suited as food for these fishes. It is quite possible that a commercial fishery will be established on the Quill lakes in a few years, as the whitefish and cisco appear to be doing well in these lakes.

2. *The Lake Winnipeg System*

Under this heading are included lake Winnipeg proper and its connected waters.

Lake Winnipeg.—Lake Winnipeg is the most important lake coming within the scope of this investigation. Any further study of the lakes of the Prairie Provinces must be based on a thorough knowledge of this lake. It is the fundamental type of this area.

During the past year a beginning has been made with this work. Examinations were made at all seasons at various parts of the lake. A great many plankton selections were secured (both quantitative and qualitative), which will be very valuable in the future. A fine collection of lake Winnipeg fish and fish stomachs was obtained. A certain amount of information was also secured regarding the associated animals, especially the mollusks, physical and chemical conditions were observed.

Lakes Winnipegosis and Manitoba.—Lakes Winnipegosis and Manitoba rank second in importance to lake Winnipeg. The detailed investigation of these lakes should therefore be postponed until a better knowledge of conditions in lake Winnipeg has been obtained. It will therefore be the best policy to make only short visits to these lakes for routine observations during the coming year.

In 1927 and 1928 several visits were made to these lakes at different seasons. The usual collections of plankton, fish, fish stomachs and associated animals, together with certain significant hydrological data were obtained.

Marking Fry.—As fry are being planted in lake Winnipegosis at the present time, A. Mozley has proceeded thither for the purpose of marking a large number, prior to their introduction into the lake.

Lake Dauphin.—A short visit was made to lake Dauphin during the past summer and a certain amount of useful information obtained. It seems that this lake will be useful for comparison with some of the alkaline lakes. It is therefore proposed to pay another visit to this lake during the coming summer if the time is available.

Eastern Tributaries of Lake Winnipeg.—Examinations were made of the following eastern tributaries of lake Winnipeg: Winnipeg river, Whiteshell river, Berens river, Big Black river. These eastern tributaries are of a distinct type as they drain the forested regions of eastern Manitoba. The study of the sturgeon was commenced in this region.

Other Lakes.—Lake St. Martin, Clearwater, Clear and Long lakes in Manitoba, and Fishing lake in Saskatchewan, were examined. A detailed report on Clearwater lake is appended.

The headquarters for these investigations were at the University of Manitoba, Zoology Department. Since Prof. O'Donoghue's departure, temporary quarters have been obtained in his vacated office.

A beginning has been made in the establishment of a reference collection of the plants and animals collected in the course of the investigations. This will be very valuable in the future. A number of important and essential reference books have been purchased which will form a basis for a library.

A small sailing yawl with auxiliary motor has been purchased for use on lake Winnipeg during the coming season. A few essential instruments have also been purchased.

It has been deemed advisable to make a few alterations in this boat, the most important one being the construction of a weatherproof cabin in order that work may proceed with less interruption from external conditions. Minor expenses in connection with the vessel include painting and the purchase of a few essential instruments, etc.

FISH—CULTURAL INVESTIGATIONS

The investigation into the propagation, natural and artificial, of sockeye salmon at Cultus lake, British Columbia, has now been in progress for three years. The work is essentially a field study but owing to the extent of the investigation it has had to be, of necessity, firmly established.

The station, known as the Pacific Salmon Research Station, consists primarily of the following structures:—

(1) A five-room bungalow, of which one room has been thus far set aside as a laboratory. A small store-room is located in the basement. The house is situated on the lake-front, occupying two of the 25 by 60-foot lots rented annually from the Cultus Lake Park Board.

(2) A 5 by 5 mesh galvanized iron screen fence, approximately two hundred feet long and eight feet high, constructed for the purpose of trapping and counting the small sockeye during their seaward migration. The fence was constructed in 1925.

(3) A hatchery and bungalow below the lake, erected in 1925 with funds returned to the department by the board for this purpose.

(4) A subsidiary hatchery and residence at Smith Falls on the east side of Cultus lake, erected in 1926 by the department.

(5) A picket weir with traps constructed some years ago for capturing and counting adult sockeye, migrating to the lake. This structure may later have to be removed and arrangements may be made for trapping the adult fish at the screen fence.

The hatcheries are operated by the Fisheries Branch in accordance with instructions issued by the Research Committee on Fish-culture as the program of the investigation directs.

The program of the investigation has been previously outlined. By the nature of the work each year's studies are conveniently divided into two sections—the enumeration and study of returning parent fish in the fall, and the enumeration and study of the down-stream migrating young in the spring. These studies are supplemented by experimental work and the elucidation of other life-history problems.

The investigation has not yet covered an entire cycle period of four years and the data obtained cannot therefore be completely correlated. As far as it has progressed, however, the results are:—

Natural Propagation

Fall of 1925.—Adults passing to lake—1,540 males, 3,883 females. Calculating 4,500 eggs per female, the total deposition was 17,473,500.

Spring 1926.—Down-stream migrants resulting from 1925 spawning—Fry only—12,568, or 0.07 per cent.

Spring of 1927.—Down-stream migrants resulting from 1925 spawning.—Yearlings only, 183,272, or 1.05 per cent.

Spring of 1928.—Down-stream migrants resulting from 1925 spawning.—Two-year-old migrants, now being counted.

The product of the 1925 spawning will return in 1929 as adult fish.

Fall of 1927.—Adults passing to the lake—25,658 males, 55,569 females. Total number of eggs carried to spawning beds, 250,060,500.

In 1927 the program called for artificial propagation with planting of eyed eggs, but due to the fact that a big run was indicated it was decided to alter the program in 1927 and 28, reversing the methods to be used. By this means the extent of the big year run could be determined and the effect of a very heavy spawning ascertained.

Spring of 1928.—Down-stream migrants resulting from 1927 spawning—Fry only—Count now proceeding, 91,000 taken to date.

Artificial Propagation With Distribution of Fry

Fall of 1926.—Adults counted—3,122 males, 1,949 females. Total eggs contained in the run, 8,770,500.

Total loss in females found dead due to retention.....	1,174,500 or 13.4%
Total loss due to incomplete spawning.....	1,108,360 or 12.6%
Total loss occurring during development.....	570,500 or 6.5%
Total loss previous to distribution.....	32.5%

Spring of 1927.—No Sockeye fry migrated.

Spring of 1928.—Down-stream migrants from spawning of 1926. Yearlings only—Count now proceeding, 170,621 taken to date.

Artificial Propagation With Planting of Eyed Eggs

This method of propagation will be carried out this fall. The capacity of the hatchery being 6,000,000 eggs, the collection will be limited to that number. Provision is being made for the economical disposition of the excess fish, if any.

Reports on the studies of the 1925 and 1926 sockeye runs of parent fish and of the hatchery operations of 1926-27 are in the hands of the Editor. The first report on the study of the down-stream migration, that of 1927, is being submitted for publication.

In connection with the spring migrations a proportion of each migration are being marked in order to determine the numbers caught commercially, the number that return to Cultus lake and to trace their movements to other areas. During the test counting of 1926, which does not enter otherwise into the investigation proper, 101,200 migrants were marked by removal of both pelvic fins. They are expected to return this fall and arrangements will be made with canneries and with American authorities whereby the numbers caught commercially may be ascertained. During the counting of 1927, 91,600 migrants were marked by removal of both pelvic fins and the adipose. During the present counting, approximately 100,000 will be marked by removal of both pelvic fins and the posterior half of the dorsal.

ECOLOGICAL STUDIES

Ecological conditions related to the investigation are being carried out, such as, character and abundance of food in the lake, physical and chemical conditions prevailing in the lake, enemies and parasites.

EXPERIMENTAL WORK

Problems related to the fertilization and hatching, feeding, etc., of sockeye are being carried out at the hatchery as opportunity and time allow. Sockeye now retained for two years, are being reared to maturity in order to check their growth against scale readings.

APPENDIX NO. 3

NATURAL HISTORY REPORT

BY ANDREW HALKETT, *Naturalist*

The main subjects summarized in the report, and which are drawn upon from material contained in previous detailed reports, are these:—

Scallop investigations made in Mahone bay, N.S.

Exploratory work carried on in search of areas where scallops exist in paying quantities at coasts of the three Maritime Provinces.

Examination of oyster beds at Upper Caraquet bay, Gloucester county, and at Baie du Vin, Northumberland county, N.B.

SCALLOP INVESTIGATIONS MADE IN MAHONE BAY

These investigations were made between the dates of 8th and 22nd June, and as was done in 1926 were engaged in from three separate starting points, viz.: Indian point, Ernst island, and Tancook.

The condition of the scallop beds in Mahone bay has been annually examined since the year 1919. At that time it had been alleged that the scallop was becoming depleted in that bay, which led to departmental measures being taken to conserve it. It was not then known that the spawning time of the scallop in Mahone bay is in September in which month it was then legal to fish for it.

That having been ascertained, a new regulation was enacted prohibiting the taking of scallops in September, and as since 1919 the examining of the condition of the beds has been intrusted to me, among other matters of importance pertaining to my observations, I kept a constant lookout for the reappearance of the coming up young scallops.

This watching went on for four years, before I was able to detect signs of their appearance. The signs were first noticed in 1923. This led me in 1924 to watch for further evidence, but as in that year I did not detect any marked difference from what I had seen in the previous year, I patiently refrained from reporting anything regarding the matter until I was absolutely sure of my premises.

In time I began to hear of fishermen coming across scallops in January or so no bigger than a ten cent piece attached by byssus to other objects. Of that, however, I had no knowledge at first hand.

In 1925 the visible signs of the appearance of the coming up of the young scallops was so obvious that the phenomenon was reported by me in the report of that year.

As soon as I began the observations in that year, which were made in the month of August, I discerned distinct signs of improvement.

At a place examined at the western part of the bay, starting from Indian point, and not many miles from the town of Mahone, all of two-thirds of the scallops were under 4 inches, the largest was $3\frac{1}{2}$ inches, and the remainder ranged from $5\frac{1}{4}$ to $7\frac{1}{4}$ inches.

Cruises were also made in 1925 among the scallop beds off various islands and off Gull Edge, and although the proportion of smaller to larger scallops at

those places was less than that at the place just mentioned, nevertheless about one-third of the total number over all the places examined in conjunction were young coming up scallops, as the following figures reveal:—

	Four inches and under	Above four inches	
Off Indian point.....	29	14	43
Among the islands, approached from Tancook.....	82	185	267
Off Gull Edge.....	4	27	31
	115	226	341

In the year 1926 the scallop beds were examined, from the three starting points already mentioned, between the dates June 24 and July 16, and a second time between August 16 and 26.

On both occasions at the western part of the bay as approached from Indian point the number of scallops of 4 inches and under was much in excess of those over 4 inches. On the first occasion there were 250 of the former and 45 of the latter, and on the second occasion 129 of the former and 58 of the latter. Taken together, the number of 4 inches and under was 379 and the number over 4 inches 103. This was unprecedented.

As approached from Tancook, July 8-12, there were 20 of 4 inches or under and 69 over 4 inches, and as approached from that place, August 25, there were 26 of 4 inches or under and 54 over 4 inches. Taken together, the number of 4 inches or under was 46 and the number over 4 inches 123.

As approached from Ernst island, July 15, there were 2 of 4 inches or under and 15 over 4 inches, and as approached from that place, August 20 and 21, there were 7 of 4 inches or under and 65 over 4 inches. Taken together, the number of 4 inches or under was 9 and the number over 4 inches 80.

Taken jointly, the following figures, according to the three starting points, show the proportions of smaller and larger scallops obtained in Mahone bay *in toto* for 1926:—

	Four inches and under	Over four inches	
Indian point.....	379	103	482
Tancook.....	46	123	169
Ernst island.....	9	80	89
	434	306	740

The investigations for 1927 were made earlier in the season than were those of 1926. They were commenced on June 8 and finished on June 22, whereas in 1926 they were commenced on June 24 and finished on August 25. This is mentioned because the proportion of scallops of 4 inches and under at the western part of the bay in 1927 was much below what it was in 1926. But this might be explainable by the stage of growth of the scallops, surmising that at the earlier period a 4-inch mesh, which is the legal size, did not procure many of the smaller scallops of the time. Therefore, if such were the case, in order to the obtaining of them a 2-inch mesh might have been required.

By June 18, however, and at a point approached from Tancook, and which was considerably eastward from where the small ones had been found in such numbers in 1926, out of 77 scallops obtained 29 were 4 inches or under and 48 were over 4 inches, which compares favourably with what had been found in 1926 in waters further away eastward from the town of Mahone.

The following figures, according to the three starting points, show the proportions of smaller and larger scallops obtained in Mahone bay *in toto* for 1927:—

	Four inches or under	Over 4 inches	
Indian point.....	42	145	187
Tancook.....	29	48	77
Ernest island.....	2	21	23
	73	214	287

The full complement of the shells was marked and delivered at the Experimental Station for Fisheries, Halifax, so that the ages of the scallops might be ascertained by a count of the rings.

The following supply the particulars of the scallop investigations of Mahone bay for 1927:—

DATA OF DRAGS

Scallops

1. June 8. Between Goat and Meisner's island, some 3 miles off Mahone. Rake drawn 600 yards. Depth 7 fathoms.....	10
2. June 8. Between Meisner's and Steven's islands. Rake drawn 400 yards. Depth 6 fathoms.....	9
3. June 8. Off Steven's island. Rake drawn 300 yards. Depth 5 fathoms.....	1
4. June 8. Off Steven's island. Rake drawn 300 yards. (Opposite way from 3.) Depth 5 fathoms.....	4
5. June 9. Off Gull Edge. Rakes drawn 200 yards. Depth 5 fathoms.....	0
6. June 9. Off Gull Edge. Rakes drawn 400 yards. Depth 5 fathoms. Sea-bed rocky with a few empty scallop shells.....	3
7. June 9. Off Steven's island, Rakes drawn 600 yards. Sea-bed rocky and muddy with dead eel-grass and some empty scallop shells.....	8
8. June 11. Between Spectacle and Steven's island. Rakes drawn 500 yards. Depth 8 fathoms. Sea-bed rocks and mud.....	21
9. June 11. Off Gull Edge. Rakes drawn 300 yards. Depth 4 fathoms. Sea-bed rocks and mud.....	7
10. June 11. Making toward Gull Edge more or less opposite way from 9. Rakes drawn 350 yards. Depth 7 fathoms. Sea-bed rocks and mud.....	10
11. June 11. Off Indian point, adjacent to village. Rakes drawn 150 yards. Depth 4 fathoms. Sea-bed mud.....	6
12. June 13. Off Goat and Steven's island. Rakes drawn 400 yards. Depth 5 fathoms. Sea-bed rocks and mud.....	9
13. June 13. Between Bachmann's and Meisner's islands and Steven's and Goat islands. Rakes drawn 600 yards. Depth 5 fathoms. Sea-bed rocks and mud.....	37
14. June 13. Off Goat island making toward Billy Andrew's island. Rakes drawn 900 yards. Depth 5 fathoms. Sea-bed mud.....	21
15. June 14. Off Billy Andrew's island making toward Goat island. Rakes drawn 600 yards. Depth 5 fathoms. Sea-bed mud.....	12
16. June 14. Off Goat island making toward Meisner's island. Rakes drawn 900 yards. Depth 7 fathoms. Sea-bed mud.....	17
17. June 14. Off Meisner's island making toward Goat island, and reaching opposite side of that island from 16. Rakes drawn 500 yards. Depth 6 fathoms. Sea-bed mud.....	12
18. June 18. About 1½ miles off Tancook and making back towards Tancook with the tide. Rakes drawn 400 yards. Depth 16 fathoms. Sea-bed gravel and stones.....	1
19. June 18. About three-fourth mile off Jocklecap and some 3 miles off Tancook. Rakes drawn 400 yards. Depth 13 fathoms. Sea-bed smooth with some rocks.....	36
20. June 18. Repetition of previous raking (19) from much the same starting point. Rakes drawn 400 yards. Depth 13 fathoms. Sea-bed smooth and some stones.....	40
21. June 22. Off Bella island. Rake drawn 200 yards. Depth 9 fathoms. Sea-bed rocky.....	3
22. June 22. Between Bella and Ernst islands. Rake drawn 200 yards. Depth 8 fathoms. Sea-bed rock, sand and mud.....	9
23. June 22. Among the islands: Ernst, Bella and Heisler's. Rake drawn 250 yards. Depth 9 fathoms. Sea-bed rock and sand.....	6
24. June 22. Along the opposite side of Heisler's island. Rake drawn 400 yards. Depth 6 fathoms. Sea-bed rocky and sand.....	2
25. June 22. Between Heislars and Ernst islands. Rake drawn 300 yards. Depth 9 fathoms. Sea-bed rock and sand.....	3

Tabulation showing the proportions of male and female scallops according to numbers and sizes for 1927:—

Inches	Males	Females	Totals
2	1		1
2 ¹ / ₈		1	1
2 ¹ / ₄	1	2	3
2 ¹ / ₂		2	2
2 ³ / ₈	1	2	3
2 ³ / ₄	1	1	2
3	2	1	3
3 ¹ / ₈	4	2	6
3 ¹ / ₄	3	2	5
3 ¹ / ₂	2	4	6
3 ³ / ₈	3	4	7
3 ³ / ₄	9	2	11
3 ⁷ / ₈	3	3	6
4	11	6	17
4 ¹ / ₈	4	10	14
4 ¹ / ₄	14	18	32
4 ¹ / ₂	17	12	29
4 ³ / ₈	13	7	20
4 ³ / ₄	9	10	19
4 ⁷ / ₈	6	5	11
4 ⁷ / ₄	3	2	5
5	1	5	6
5 ¹ / ₈	3	4	7
5 ¹ / ₄	2	2	4
5 ¹ / ₂	3	1	4
5 ³ / ₈	2		2
5 ³ / ₄	3	5	8
5 ⁷ / ₈	5	4	9
5 ⁷ / ₄	3	4	7
6		6	6
6 ¹ / ₈	3	2	5
6 ¹ / ₄	1	3	4
6 ¹ / ₂	1	8	9
6 ³ / ₈	4	4	8
6 ³ / ₄		1	1
6 ⁷ / ₈		2	2
7 ¹ / ₈	1		1
7 ¹ / ₄	1		1
	140	147	287

The above tabulation shows that the number of male scallops and the number of female are approximately equal, and this is in keeping with what in general has been found to be the case through the investigations of previous years in Mahone bay, or indeed in the investigations made elsewhere, so that the combined data reveal that the proportion of either sex virtually stands at fifty to fifty per cent.

Two of the scallops included in the tabulation were old and sagged. One of them, a female (6¹/₄ inches) was not so far gone as to hinder the determination of its sex. The other (5⁷/₈ inches) was judged at the time to be a female with a query mark, but has been placed with the females in the tabulation.

There is something to point out here. Only within a degree is the size of a scallop a criterion of senility, or in other words some scallops are full grown and about to die when of a smaller size than others are, and the above mentioned two present an instance of that.

Tabulation showing the proportion of scallops 4 inches and under to those of over 4 inches, according to the rakings:—

INDIAN POINT—JUNE 8-17

Rakings	Four inches or under	Over four inches	Total
1.....	2	8	10
2.....	3	6	9
3.....		1	1
4.....	1	3	4
5.....			0
6.....		3	3
7.....		8	8
8.....		21	21
9.....	2	5	7
10.....	3	7	10
11.....		6	6
12.....	3	6	9
13.....	8	29	37
14.....	8	13	21
15.....	6	6	12
16.....	5	12	17
17.....	1	11	12
	42	145	187

TANCOOK—JUNE 18

18.....		1	1
19.....	14	22	36
20.....	15	25	40
	29	48	77

ERNST ISLAND—JUNE 22

21.....	1	2	3
22.....	1	8	9
23.....		6	6
24.....		2	2
25.....		3	3
	2	21	23

RECAPITULATION

Indian Point.....	42	145	187
Tancook.....	29	48	77
Ernst Island.....	2	21	23
	73	214	287

List of the Fauna, in general, brought up by the rakes.

Sponges.—One attached to a stone, another attached to a horse-mussel, and another attached to a horse-mussel valve.

Coelenterates.—Hydroids attached to above mentioned horse-mussel valve; several sea-anemonies.

Echinoderms.—Of these sea-urchins were the most numerous, although they were not in such excessive numbers as to seriously derange a balance of the fauna in general. As a rule they occurred in the rakes from one to several,

seldom none, but there were a few places notably off Gull Edge and among the islands, such as Ernst and Bella islands, where they were more or less numerous.

The number of sand-dollars, and also of brittle-stars (Ophiurians) and star-fishes inclusive of five-rayed and many-rayed kinds was not great.

At one part of the bay sea-cucumbers constitute a pest, as was ascertained in the first place during previous seasons. This place is situated off the west coast of Tancook extending for at least about $1\frac{1}{2}$ miles. There in the season past only one scallop, $4\frac{1}{2}$ inches, was obtained in a raking of some 400 yards.

Annelids.—A few of different kinds, some housed in tubes.

Crustaceans.—A crab (*Hyas*), a hermit-crab, a prawn, a shrimp.

Mollusks.—Some 10 horse-mussels, a cockle valve, 2 chitons, a so-called conch (*Lunatia*), 3 slipper-shells (*Crepidula*) attached to scallops obtained between Bella and Ernst Islands.

Tunicates.—Two ascidians.

Fishes.—Two skates, two skate egg-capsules, a flat fish.

The above list is presented in order to show the sort of living organisms that occur in Mahone bay other than scallops, and also to convey an idea as to their respective quantities. It may seem that echinoderms (sea-urchins, sand-dollars, brittle-stars, star-fishes, sea-cucumbers) are the most plentiful, and that of these sea-urchins are the most numerous. In general, however, sea-urchins or other echinoderms at the present time are not in such numbers so as to seriously affect the scallops in Mahone bay. As already pointed out urchins were fairly numerous at one or two localities, and at a spot about one and a half miles off Tancook, where sea-cucumbers occur, only one scallop was obtained.

NOTES

It may be interesting to state that by examining the gonads of the smallest scallops obtained it was found that such, in proportion to the sizes of the scallops, were heavily charged with the sex elements.

There are really three distinct species of scallop occurring in our maritime waters. Besides our own commercial species, the giant scallop (*Pecten tenuicostatus*), the species (*P. irradians*), commercially used in the United States, to a degree overlaps the United States border and is occasionally found in Mahone bay. During the past season a few scallops, mostly very tiny, were found in that bay and noted as *P. irradians*. Whilst engaged in exploratory work, however, off Miminegash, P.E.I., in July, two specimens of a third species (*P. islandicus*) were brought up by the drag, and being of full size I was able to identify them. This European species named after Iceland, parallels the case of *P. irradians* in overlapping, but from an opposite direction, into our maritime waters. As perchance the third species (*P. islandicus*) may casually make its way even as far southward as Mahone bay, possibly some of the very small or very young scallop specimens, which from time to time have been come across in that bay, may have been referable to *Pecten islandicus* instead of to *P. irradians* for at such an early stage of growth there might have been little to definitely distinguish them.

EXPLORATORY WORK CARRIED ON IN SEARCH OF AREAS WHERE SCALLOPS EXIST IN PAYING QUANTITIES AT COASTS OF THE THREE MARITIME PROVINCES

In this work considerable parts of the inshore waters of the Maritime Provinces were explored, and in the search for scallop areas close attention was given to the nature of the sea-beds in order to study out reasons why scallops are plentiful in some localities, scanty in others, and in others again altogether absent.

The patrol-boat *Mildred McColl* was placed at disposal for the work, and the coasts explored were these:—

Gulf of St. Lawrence.—That part of the coast of Prince county, P.E.I., embraced between Alberton and North point.

Strait of Northumberland.—That part of the coast of Prince county, embraced between Nail Head and Cape Wolfe; those parts of the coasts of Kent county, N.B., embraced between Buetouche and Cote Ste. Anne and between Richibucto and Point Sapin; that part of the coast of Nova Scotia operated from Wallace as a starting point and embracing off: Oak island, McDonald's cove, and cape John; and that part of the coast of Pictou county, N.S., off Big island, Merigomish.

East Coast of Nova Scotia facing the Atlantic.—Chedabucto bay, Guysboro county, and off cape Hogan, cape Breton; Whitehead, and Country harbour and neighbouring waters, Guysboro county; and Port Dufferin, Halifax county.

As a result of the work I can confidently assert that there are places where fishermen need never go in hope of getting scallops, for at such places they will never find them.

There are two very opposite reasons why scallops do not exist in plenty at certain places in particular. Whilst they can exist and thrive in mud of a certain consistency they cannot among the great wastes of soft mud such as were come across in the explorations at some parts of the Strait of Northumberland where hardly any living organisms of any sort exist.

On the other hand they cannot thrive at places infested with great multitudes of sea-urchins, sand-dollars, or sea-cucumbers, and although such fishes as skates and flat-fishes, which are endowed with great freedom of locomotion, find in such compacted masses over which they can easily move about a congenial haunt, they also only add to the conditions that occasion the absence of scallops from places of the kind.

In the search for scallops then, two things in particular should be kept in mind, viz: the material nature of the sea-beds and the kinds and numbers of the living organisms that have established themselves upon the beds to the exclusion of the scallops.

The nature of the sea-beds where scallops occur are diverse and varied. The composition may be of rock, gravel, sand, or even mud of a certain consistency, and with those materials, either when single or combined, there may be growths of sea-weeds and empty mollusk shells.

The mere nature of the sea-beds, however, will not account for why the scallop lives and thrives at certain localities, whilst it is not to be found at others where the physical nature of the beds, that is in so far as the materials that compose them are concerned, is essentially the same. The problem goes deeper, but in passing it may be said, there need be no fear of any serious decline in their numbers in so far as nature is concerned where once the scallop has successfully established itself.

The influence of special environment, whether in relation to the composition of the sea-bed or the kinds and numbers of living organisms upon the bed, is a reason why scallops are sometimes to be found in plenty at a certain place, whilst at an adjoining place they may not exist at all or may be so few in numbers as to be purely negligible. There is evidence to show that, barring the depleted state which owing to injudicious and over fishing the scallop had been reduced to, Mahone Bay is an instance of a place where scallops have been living and thriving, standing apart from an adjoining place where it would seem such has not been the case.

In the year 1926 an examination was made at a spot about one mile beyond the boundary of the bay and about two miles off Big Duck island. The nature of the sea-bed was composed of smooth sand with minute pebbles, and over this two rakes were drawn some 300 yards. The work, irrespective of the nature of the bottom, was heavy and laborious and had to be desisted or risk the loss of the rakes.

The organic material brought up consisted of 186 sand-dollars, a number of sea-urchins, two sea-cucumbers, a number of dead bivalve mollusk shells but no dead scallop shells, kelp and a small quantity of another kind of seaweed, and one scallop 6 inches in length.

Nowhere within the bay itself are sand-dollars, or any other sort of echinoderms, to be found in such excessive numbers.

A second drag, of some 300 yards, was made with the two rakes towards the boundary of the bay, starting from within the line and apparently dragging over and beyond it, the rakes in that case being lifted after having recrossed the line.

This drag, being adjacent to, or partly at most just over the line, is of consequence in a consideration of how in general the fauna is locally distributed.

The nature of the sea-bed was rocky, and the organic material brought up consisted of two or three sand-dollars, some sea-urchins, a many-rayed star fish, a sea-cucumber, a few broken bivalve mollusk shells including one or two scallop shells, a chiton on a stone, kelp, and 45 scallops measuring from $3\frac{1}{4}$ to $5\frac{3}{4}$ inches in length.

The nature of the sea-bed of the Buctouche-Cote Ste. Anne investigation which was made under the work of exploring for scallops in 1927, was mostly sandy, but there were parts where it was rocky or stony. Yet the suitable material composition of the sea-bed was counteracted by multitudes of sea-urchins, sand-dollars and sea-cucumbers, among which flatfishes, skates, crabs, etc., were moving about, and no scallops in drags totalling 3,800 yards were obtained.

The material composing the sea-beds therefore, in such cases as given above, will not solely account for either the absence or presence of scallops, for much is attributable to the kinds of organisms, and their numbers, indigenous to the places where respectively they do or do not occur.

There are places at the maritime coasts where a very varied but well balanced fauna exists and thrives. The fine red-sand-stone formation of which Prince Edward Island is composed affords an admirable instance of a place of the kind. The coasts of Prince county, P.E.I., differ considerably, either in the material composition of its sea-beds or in the manner of distribution of the living organisms indigenous to those beds, from those of all the other coasts where explorations were made in 1927.

The sea-beds there, both in the gulf and strait, are strewn with great numbers of clean and well preserved shells of bivalve mollusks, among which there exists just such a fauna in which the scallop has its part, and which, in the two coasts as taken together, embraces such living forms as horse-mussels and other bivalve mollusks; univalve mollusks; hermit-crabs; sea-urchins, sand-dollars, and star-fishes, but more or less in moderate numbers; tunicates; annelids; sea-anemonies; and sponges. Of these any manifest harm occasioned to the scallops seemed to be, when the beds were examined, on the part of the sponges. These were all confined, however, to local spots in the gulf, and any harm the sponges seemed to cause was simply that sometimes, as massive growths on the shells, the scallops were heavily laden down with them.

Paralleling as much as possible what had been done on the Prince Edward Island side of the strait, explorations were made on the New Brunswick side,

but after extensive raking with far less success. Thus, out of some 11,625 yards drawn only 69 scallops were obtained, and many of those rakings yielded none, whilst it was only at points bordering towards where they had been found more or less plentiful when approached from Prince Edward Island, that there was any manifest increase in the numbers. This was in marked contrast to the findings on the Prince Edward Island side, where out of 3,775 yards 253 scallops were obtained. Light is thus thrown on the manner in which the scallops are distributed at the northern terminus of the strait of Northumberland, and as I apprehend the scallop resource in the two provinces, taken in toto, is one and the same, bearing this in view, the only way apparently that New Brunswick fishermen could profitably engage in scallop fishing would be by going out from their own coast for at least ten miles until they got to where the scallops exist in greater numbers as approached from Prince Edward Island.

The scallops of the gulf differed in certain physical respects from those of the strait. In general they presented a clearer and more attractive appearance, but although usually of good size, none were found exceeding 6 inches across. Off Alberton, $3\frac{1}{4}$ miles SE., in one drag over 300 yards, two rakes being used, no less than 187 scallops were obtained.

In the Nova Scotian part of the Northumberland strait explorations were made starting from Wallace, Cumberland county, and off Big island, Merigomish, Pictou county. At both these places there were great wastes of the soft mud of which mention has already been made.

In the former investigation the boat cruised about points beyond the harbour until, in so far as could be gathered, abreast of shores of Pictou county. Great stretches of the sea-bed in this region were composed of the soft mud in which hardly any living organisms of any sort existed, save an occasional stray crab or star-fish, and even where the bed was composed of sand or rock the effect of those great wastes was maintained, so that the fauna, although sometimes varied as to kind, was generally scarce in numbers. The whole environment was unadapted as a habitat of the scallop, and out of drags covering some 9,925 yards only 25 scallops were found. Scallops therefore do not exist at this part of the coast in any considerable numbers, let alone that they are not there in paying quantities.

As to the investigation made off Big island, the next and final one of the strait, the bed of the sea there was little else than a great waste of soft mud similar to that referred to under the Wallace investigation, so soft indeed that the material simply passed through the mesh of the drag as through a sieve, and when brought to the surface was as a rule entirely empty. Of living things there were exceedingly few, and in so far as scallops were concerned, out of drags totalling some 4,355 yards not a single scallop was obtained.

The final explorations were engaged in at various inshore waters of the east coast of Nova Scotia facing the Atlantic.

A very extensive examination was made of Chedabucto bay, but only nine scallops in all were found. The sea-bed of this bay is of very varied composition. According to spots the material consisted of rocks, stones, gravel, sand, or mud. At spots there were growths of kelp or of sponges, and at spots again sunken or dead eel-grass, sea-weeds, or other materials were mixed in a great mass. Instead of the clean and well-preserved mollusk shells such as were found strewn upon the sea-beds at coasts of Prince county, P.E.I., there were worn or broken valves of mollusk shells often in more moderate numbers, and they included some valves of scallop shells. The faunal forms were as a rule multitudinous but distributed very irregularly, there being spots where no living thing of any kind was to be found.

The present condition therefore of Chedabucto bay with its numerous sea-urchins, mixed with which were sand-dollars, ophiurians, star-fishes, sea-cucumbers, sponges, hydroids, sea-anemonics, crabs, dead barnacles, mussels and other mollusks, tunicates, flat-fishes, etc., is little other than a heterogeneous wilderness altogether unadaptable as a habitat of the scallop, and that any scallops exist there at all is only by casual occurrence.

At Whitehead, Country harbour and adjacent localities, and Port Dufferin no scallops were obtained.

At Whitehead the sea-bed was composed of sand, stones, mud, and muck, with growths of sea-weeds, and there were valves of mollusk shells, including some valves of scallop shells. At one spot among the weeds there were multitudes of sea-urchins; two sand-dollars were brought up with the muck; otherwise besides two horse-mussels, a limpet, a tunicate, and an egg-capsule of a skate, practically no faunal forms were found.

At Country harbour, including Isaac's harbour, cape Mocodome, etc., the sea-bed was composed of rocks and mud. At a spot among the mud at Country harbour there were numerous star-fishes and a flat-fish; a few star-fishes, a sea-urchin, and *Spirorbis* attached to bits of sea-weed were found where the sea-bed was composed of soft mud at Isaac's harbour; there were lots of sea-urchins on a hard bottom at Cape Mocodome; otherwise the faunal forms were few or none at all. A few valves of mollusk shells, including one valve of a scallop shell, were found at cape Mocodome.

Off Port Dufferin the sea-bed was composed of rocks, gravel, and mud. Multitudes of sea-urchins were found at a locality where the sea-bed was composed of rock and gravel with sea-weeds; otherwise except some star-fishes and a horse-mussel no faunal forms were found.

It need not be conjectured from the preceding paragraphs that all the inshore waters of Guysboro and Halifax counties must necessarily be entirely destitute of scallops, and in measure it is already known that such is not the case. A complete exploration, however, would require to be made before it can definitely be known where the scallops exist and where in general they do not in those inshore waters, as the following evidence may tend to show.

At Ecum Secum, which is situated between those counties, an investigation was made in 1926 and 207 scallops were obtained. It is true that although the occurrence of scallops at that place fell short of what had been expected through representations, nevertheless in proportion to the size of the area, scallops both on the Halifax county side and on the Guysboro county side were found to be there. On the Halifax side in seven rakings there were 64 scallops and on the Guysboro side in six rakings 143 scallops. Moreover, judging by heaps of shells which were seen and which had been lying on the land since 1925, and from heaps of shells seen at wharves or lying in the water, it was apparent that considerable fishing had been engaged in. The indications, however, were that owing to the circumscribed size of the area extensive fishing could not be indefinitely engaged in, and the circumstance of having in thirteen rakings procured 207 scallops is simply mentioned as an instance of a locality where scallops exist in contradistinction to other localities at coasts of those two counties where it was found they do not exist.

A complete exploration therefore of the inshore waters of Halifax and Guysboro counties is as yet a desideratum in view of its being fully known where at that part of the coast of Nova Scotia facing the Atlantic the scallop areas are.

DATA OF DRAGS

	Scallops
1. July 27. Rake drawn 275 yards, 2½ miles W. by N¾ N. off Miminegash. Depths at start and finish, 9-10½ fathoms. Nature of sea-bed sand with dead scallop and other bivalve shells. Faunae, a few sand-dollars and a hermit crab.	1
2. July 27. Rake drawn 300 yards, 2½ miles W. by N. off Miminegash. Depths at start and finish 11½-11 fathoms. Nature of sea-bed sand with dead scallop and other bivalve shells. Faunae, star-fish, 2 tiny sea-urchins, a few sand-dollars, a horse-mussel.	28
3. July 28. Rake drawn 600 yards, 2½ miles W. off Miminegash. Depths at start and finish 11½-11½ fathoms. Nature of sea-bed sand with dead scallop shells and a stone. Faunae, a few sand-dollars, 2 horse-mussels, one attached to pebbles, 4 specimens of a bivalve mollusk (<i>Cythaerea</i>)	58
4. July 28. Rake drawn 500 yards, 2½ miles W. off Miminegash. Depths at start and finish 11½-11½ fathoms. Nature of sea-bed sand with dead scallop shells and a stone. Faunae, sand-dollars and a specimen of <i>Cythaerea</i>	25
5. July 28. Rake drawn 450 yards, 2 miles W¼ S. off Miminegash. Depths at start and finish 8-10 fathoms. Nature of sea-bed sand, rocks and pebbles (red sand-stone)—a piece of kelp. Faunae, a hermit-crab and 6 horse-mussels.	8
6. July 28. *Rake drawn 300 yards, 3 miles W. by N½ N. off Miminegash. Depths at start and finish, 12-11½ fathoms. Nature of sea-bed sand and rocks. Faunae, 6, 5-rayed and 2, 6-rayed star-fish, some horse-mussels.	39
7. July 29. Rake drawn 300 yards, 7½ miles N.W.¼ N. off Miminegash. Depths at start and finish 17-17 fathoms. Nature of sea-bed gravelly with numbers of old dead scallop shells. Faunae, 1, 5-rayed, 3, 6-rayed and 2 many-rayed star-fish (one of the 6-rayed with a gastropod in its mouth), a number of sea-urchins, a male <i>Pecten islandicus</i>	47
8. July 29. Rake drawn 250 yards, 8½ miles N.W. off Miminegash. Depths at start and finish 17½-18 fathoms. Nature of sea-bed gravelly. Faunae, 6 and many-rayed star-fish, a male specimen of <i>Pecten islandicus</i>	30
9. July 29. Rake drawn 500 yards, 9 miles N.W. off Miminegash. Depths at start and finish 20-20 fathoms. Nature of sea-bed mud. Faunae, sea-mouse, 2 sea-urchins, 2 ophiurians, 3 valves of <i>Cythaerea</i>	0
10. July 29. Rake drawn 300 yards, 6½ miles W.N.W. off Miminegash. Depths at start and finish 17-14 fathoms. Nature of sea-bed with dead scallop and other bivalve shells. Faunae, 2 large many-rayed star-fish, a few sea-urchins, and some sand-dollars.	17
11. August 2. Rakes drawn 600 yards, 2 miles off land between Alberton and Cape Kildare. Depths at start and finish 13-14 fathoms. Nature of sea-bed sandy with a few dead bivalve shells (<i>Maetra</i> and <i>Cythaerea</i>). Faunae, whelk egg-capsules attached to one of the scallops. Besides the Fundy rake the fisherman engaged used a Mahone rake.	3
12. August 2. Rakes drawn 500 yards, some 5 miles off Cape Kildare. Depths at start and finish 14-14 fathoms. Nature of sea-bed sandy with dead bivalve shells and a piece of kelp. Faunae, capsules of round whelk or so-called conch (<i>Lunatia heros</i>), and capsules of whelk on a dead valve or <i>Maetra</i> , a number of sand dollars, and two 5-rayed star-fish. One of the scallops obtained was smashed and a broken piece of another valve seemed to belong to it.	15
13. August 3. Rakes drawn 600 yards, 5 miles S.E. off Alberton. Depths at start and finish 13-12½ fathoms. Nature of sea-bed sandy and shelly. Faunae, 2 sea-urchins, 2 sand-dollars, a few specimens of <i>Cythaerea</i> . 2 of the scallops obtained were weighed with sponges, hydroids were attached to another, a tunicate to another, and a sea-anemone to still another.	5
14. August 3. Rakes drawn 375 yards, 5½ miles S.E. off Alberton. Depth at start 13½ fathoms. Nature of sea-bed sandy. Faunae, tunicates attached to a piece of wood, 2 sea-urchins, a few specimens of <i>Cythaerea</i> , and sand-dollars, 2 of the scallops obtained were heavily laden with sponges.	9
15. August 3. Rakes drawn 450 yards, 6 miles S.E. off Alberton. Depth at start and finish 15-13½ fathoms. Nature of sea-bed hard sand with several dead bivalve shells. Faunae, a number of sea-urchins and sand dollars, a 5-rayed star-fish, a sponge with a living gastropod half buried in it, a very large sponge attached to one of the scallops obtained and whelk eggs-capsules on another, 2 specimens of <i>Cythaerea</i>	7
16. August 3. Rakes drawn 400 yards, 6 miles E.S.E. off Alberton. Depths at start and finish 16½-15½ fathoms. Nature of sea-bed sandy with some dead bivalve shells. Faunae, a number of sea-urchins, 2 sand-dollars, an annelid. Two of the scallops were heavily laden with sponges, and a larval form presumably of the lump-fish was found between the valves of one of the scallops.	3

Scallops

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- 17. August 3. Rakes drawn 510 yards, 6 miles S.E. $\frac{1}{4}$ E. off Alberton bell-buoy. Depths at start and finish 13-15 fathoms. Sea-bed with a number of dead bivalve shells, including part of an old valve of an oyster. Faunae, 2, 5-rayed, 1, 6-rayed and 1, many-rayed star-fish, 5 sea-urchins, 4 sand-dollars, egg capsules of roundwhelk (so-called conch), a hermit-crab with its shell encased in a sponge and one of the scallops obtained laden with a sponge. 5
- 18. August 4. Rakes drawn 600 yards, some 5 miles off cape Kildare and some 7 miles off Tignish. Depths at start and finish 13-16 fathoms. Nature of sea-bed sand and shells—a small stone. Faunae, 8, 5-rayed and 1 many-rayed star-fish, 2 sea-urchins, egg capsules and round whelk (*Lunatia*), and of common whelk (*Buccinum*) on a piece of an oyster valve, one of the scallops obtained (1 $\frac{1}{4}$ in.) was attached by byssus to the inside of a shell of *Cythacrea*, a specimen of spindle-shell (*Fusus decemcostatus*) 9
- 19. August 4. Rakes drawn 500 yards, 2 $\frac{3}{4}$ miles S.S.W. adjacent to where previous drag terminated. Depths at start and finish 14-14 fathoms. Nature of sea-bed sand and shells. Faunae, 9, 5-rayed star-fish, 1 sea-urchin, one or two sand-dollars, a specimen of a spindle shell. 1
- 20. August 4. Rakes drawn 400 yards, 5 miles E. by S. off Alberton. Depths at start and finish 13 $\frac{3}{4}$ -13 fathoms. Nature of sea-bed sandy with shells. Faunae, 8 sand-dollars, a large 5-rayed star-fish, spindle-shell with sponge, hermit-crab, an annelid, a whelk. 9
- 21. August 4. Rakes drawn 700 yards, 4 miles E. by S. off Alberton. Depths at start and finish 13-12 $\frac{1}{2}$ fathoms. Nature of sea-bed sand and rock. Faunae, round whelk egg-capsules, 2 specimens of *Cythacrea*. 6
- 22. August 5. Rakes drawn 700 yards, 4 miles E. by S. off Alberton. Depths at start and finish 12 $\frac{3}{4}$ -12 fathoms. Nature of sea-bed sandy with dead bivalve shells. Faunae, some sand-dollars and egg-capsules of round whelk. 6
- 23. August 5. Rakes drawn 800 yards, 3 $\frac{1}{2}$ miles S.E. off Alberton. Depth at start and finish 12 $\frac{3}{4}$ -11 $\frac{3}{4}$ fathoms. Nature of sea-bed rocky with many dead scallop and other bivalve shells, stones and a little mud. Faunae, a few sea-urchins, a sand-dollar, a spindle-shell, a specimen of *Cythacrea*, a hermit-crab, pieces of egg-capsules of round whelk. 30
- 24. August 5. Rakes drawn 300 yards, 3 $\frac{1}{4}$ miles S.E. off Alberton. Depths at start and finish 12 $\frac{3}{4}$ -11 $\frac{3}{4}$ fathoms. Nature of sea-bed rocks and sand with shells. Faunae, some sea-urchins and some sand-dollars, sponge. 187
- 25. August 8. Rake drawn 700 yards, 5 miles S.E. $\frac{1}{2}$ E. off North Point. Depths at start and finish 16 $\frac{1}{2}$ -14 fathoms. Nature of sea-bed sand and rock (a piece of kelp and a stone). Faunae, practically none. 0
- 26. August 8. Rake drawn 400 yards, 3 miles E.S.E. off North Point. Depths at start and finish 12-12 fathoms. Nature of sea-bed rock. Faunae, 1, 5-rayed star, 2 horse-mussels, small tunicates. 0
- 27. August 8. Rake drawn 425 yards, about 4 $\frac{1}{2}$ miles N.N.W. off Nail Head. Depths at start and finish 17-17 $\frac{1}{2}$ fathoms. Nature of sea-bed sandy (2 scallop valves). Faunae, none. 0
- 28 August 8. Rake drawn 500 yards, about 5 $\frac{1}{2}$ miles N. by W. off Miminegash. Depths at start and finish 14-16 fathoms. Nature of sea-bed sandy with numerous dead bivalve shells. Faunae, a basket-star, sponges, etc. 18
- 29. August 9. Rake drawn 700 yards, 2 $\frac{1}{2}$ miles off cape Wolfe. Depth at start and finish 10-10 fathoms. Nature of sea-bed sandy, with dead scallop and other bivalve shells. Faunae, numbers of sand-dollars and a specimen of *Cythacrea*. 1
- 30. August 11. Rake drawn 450 yards, 3 miles W.N.W. off cape Wolfe. Depth at start and finish 10-5 $\frac{1}{2}$ fathoms. Nature of sea-bed rocky and sandy with great numbers of dead scallop and other bivalve shells, and a few stones. Faunae, some sand-dollars, a 5-rayed star-fish, a sponge, a hermit-crab. The scallop obtained was covered with sponge and annelid tubes. 1
- 31. August 11. Rake drawn 400 yards, 4 miles N.E. $\frac{1}{2}$ N. off Buctouche Light. Depth at start and finish 5-4 $\frac{3}{4}$ fathoms. Nature of sea-bed rocky with great numbers of various sized stones which weighed down the dredge. Faunae, great numbers of sand-dollars, a 5-rayed star-fish, 4 crabs (*Cancer*), some sponges, a flat fish, 2 female skates, etc. 0
- 32. August 11. Rake drawn 400 yards, 4 $\frac{3}{4}$ miles off Buctouche Light. Depth at start and finish 5-5 $\frac{1}{2}$ fathoms. Nature of sea-bed rocky with dead bivalve shells. Faunae, numerous sand-dollars, 2 crabs (*Cancer* and *Hyas*), a flat-fish, a female skate, an egg-capsule of a skate. 0

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33. August 12. Rake drawn 300 yards, about 3 miles S.E. $\frac{1}{2}$ E. off Buctouche Beach Light. Depth at start and finish 4 $\frac{1}{2}$ -5 fathoms. Nature of sea-bed rocky and sandy, with dead bivalve shells (but none of them scallop shells) great numbers of stones. Faunae, numerous sand-dollars, 4 crabs (2 of them *Cancer*), 3 hermit-crabs, a male lobster 6 $\frac{1}{2}$ inches (released), a horse-mussel, specimen of *Astarte*, sponges, 2 female skates, also a tiny *Cancer*, specimen of *Maetra*. 0
34. August 12. Rake drawn 300 yards, 3 $\frac{1}{2}$ miles S.E. by E. off Buctouche Beach Light. Depth at start and finish 5 $\frac{1}{2}$ -6 fathoms. Nature of sea-bed sandy with dead bivalve shells. Faunae, great numbers of sand-dollars, a crab, a round whelk. 0
35. August 12. Rake drawn 375 yards, 5 miles N.E. $\frac{1}{2}$ N. off Buctouche Beach Light. Depth at start and finish 7-7 fathoms. Nature of sea-bed sandy, with dead bivalve shells. Faunae, numerous sand-dollars, a round whelk, a male skate, specimens of *Crepidula fornicata* attached to two dead scallop shells. 0
36. August 12. Rake drawn 500 yards, 6 $\frac{1}{4}$ miles E $\frac{1}{2}$ N. off Buctouche Beach Light. Depth at start and finish 8-8 fathoms. Nature of sea-bed sandy, with a few dead scallop and other bivalve shells. Faunae, numerous sand-dollars, 2 crabs (*Cancer*) one of them tiny. 0
37. August 13. Rake drawn 450 yards, 6 miles S.E. $\frac{3}{4}$ E. off Cote Ste Anne (Chockfish River) and 6 $\frac{1}{2}$ miles from Buctouche Beach Light. Depth at start and finish 8-8 $\frac{1}{2}$ fathoms. Nature of sea-bed sandy, with a number of dead bivalve shells including a worn scallop valve 2 $\frac{3}{8}$ inches. Faunae, numerous sand-dollars, 2 flatfish, a male skate, a few sponges, an annelid in a sponge, some ophiurians. 0
38. August 13. Rake drawn 500 yards, 5 miles E. by S. off Cote Ste. Anne. Depth at start and finish 9-7 fathoms. Nature of sea-bed sandy with some dead bivalve shells and a large stone with sponge growth. Faunae, multitudes of sand-dollars, 3 male and 2 female skates and 2 egg-capsules of skates, a few crabs (*Cancer*). 0
39. August 13. Rake drawn 375 yards, 2 $\frac{1}{2}$ miles E. by S. off Cote Ste. Anne and 8 miles from Buctouche Beach Light. Depth at start and finish 7-6 fathoms. Nature of sea-bed sandy. Faunae, great multitudes of sand-dollars. 0
40. August 17. Rake drawn 450 yards, 3 $\frac{1}{2}$ miles E.N.E. off Richibucto bell-buoy. Depth at start and finish 10-10 fathoms. Nature of sea-bed sandy with a worn scallop shell. Faunae, sand-dollars, 2 specimens of *Cythaecra*. 0
41. August 17. Rake drawn 750 yards, 6 $\frac{3}{8}$ miles off Richibucto bell-buoy. Depth at start and finish 10-10 fathoms. Nature of sea-bed sand with a few scallop valves and valves of other mollusks. Faunae, numbers of sand-dollars, a crab (*Cancer*), 4 five-rayed star-fishes, numbers of *Cythaecra*. 3
42. August 17. Rake drawn 600 yards, 8 miles S $\frac{1}{2}$ E. off Point Sapin. Depth at start and finish 10-12 fathoms. Nature of sea-bed, stones and sand with a number of broken scallop valves and a few valves of other mollusks. Faunae, 2 five-rayed star-fishes, a sand-dollar. 3
43. August 17. Rake drawn 600 yards, some 5 miles S.E. by S $\frac{1}{2}$ S. off Point Sapin. Depth at start and finish 12-11 fathoms. Nature of sea-bed sandy with empty shells of *Cythaecra*. Faunae, numerous five-rayed star-fishes, some sand-dollars, piece of egg-capsule of round whelk (*Lunatia heros*). 0
44. August 17. Rake drawn 600 yards, 9 miles N. by E $\frac{3}{4}$ E. off Richibucto bell-buoy. Depth at start and finish 7-9 fathoms. Nature of sea-bed stones and sand. Faunae, a flat-fish, a crab (*Cancer*), a five-rayed star-fish, a few sand-dollars, some bivalve mollusks (*Cythaecra*). 0
45. August 17. Rake drawn 900 yards, 1 $\frac{3}{8}$ miles N.E. by N $\frac{1}{2}$ N. off Richibucto bell-buoy. Depth at start and finish 9-10 fathoms. Nature of sea-bed stones and sand. Faunae, a five-rayed star-fish, 2 sand-dollars. 0
46. August 19. Rake drawn 500 yards, 5 $\frac{1}{2}$ miles E.N.E. off Richibucto bell-buoy. Depth at start and finish 11-12 fathoms. Nature of sea-bed sandy (an empty shell and a valve of *Cythaecra*—a stone). Faunae, a five-rayed star-fish, a sand-dollar. 5
47. August 19. Rake drawn 600 yards, 7 $\frac{1}{2}$ miles E.N.E. off Richibucto bell-buoy. Depth at start and finish 12-13 fathoms. Nature of sea-bed sandy with a few stones. Faunae, 2 five-rayed star-fishes, a sea-urchin. 0
48. August 19. Rake drawn 475 yards, 6 miles E.N.E. off Richibucto bell-buoy. Depth at start and finish 13-12 fathoms. Nature of sea-bed sandy. Faunae, a flat-fish, a male crab (*Cancer*), a sand-dollar. 0
49. August 19. Rake drawn 500 yards, 4 $\frac{1}{4}$ miles off Richibucto bell-buoy. Depth at start and finish 12-11 fathoms. Nature of sea-bed rocks and sand with empty scallop shells. Faunae, barnacles on a large stone, 2 male crabs (*Cancer*), several small fishes (presumably larval forms of the lump-fish) between the valves of living scallops. 8

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50. August 19. Rake drawn 500 yards, 5 miles E. off Richibucto bell-buoy. Depth at start and finish 12-11½ fathoms. Nature of sea-bed rocks and sand. Faunae, a few sand-dollars, several male crabs (*Cancer*), a female skate, 2 bivalve mollusks (*Cythaerca*) 2
51. August 19. Rake drawn 550 yards, some 3 miles E½ N. off Richibucto Cape Light. Depth at start and finish 12-11 fathoms. Nature of sea-bed sandy. Faunae, hydroids. 0
52. August 19. Rake drawn 450 yards, 2 miles N.E. off Richibucto Cape Light. Depth at start and finish 8-11 fathoms. Nature of sea-bed stones and sand. Faunae, a mussel (*Mytilus*), 2 sea-urchins, young sponges on a stone, an annelid, a few ophiurians. 0
53. August 20. Rake drawn 600 yards, 9 miles S.E. by S. off Point Sapin. Depth at start and finish 13-14 fathoms. Nature of sea-bed sandy with a scallop valve and a few valves of other mollusks. Faunae, numerous five-rayed star-fishes, a sand-dollar, 2 sea-anemonies on a dead bivalve shell. 1
54. August 20. Rake drawn 600 yards, some 10 miles S. by E½ E. off Point Sapin. Depth at start and finish 14-14½ fathoms. Nature of sea-bed sandy with numbers of scallop and other bivalve shells. Faunae, several five-rayed and many-rayed star-fishes, some sea-urchins and sand-dollars, gastropod with sponge, whelk egg-capsules, portion of an egg capsule of round whelk, a sea-anemone. 23
55. August 20. Rake drawn 550 yards, 11 miles S.S.E. off Point Sapin. Depth at start and finish 14-13½ fathoms. Nature of sea-bed sandy. Faunae, numerous five-rayed star-fishes, some sand-dollars, a whelk egg-capsule. 1
56. August 20. Rake drawn 500 yards, 9 miles S.E.½ S. off Point Sapin. Depth at start and finish 14-14 fathoms. Nature of sea-bed sandy with some shells of bivalve mollusks. Faunae, numerous five-rayed and many-rayed star-fishes, one or two sea-urchins, a crab (*Hyas*) 20
57. August 22. Rake drawn 600 yards, 6 miles E½ S. off Cape Richibucto Light. Depth at start and finish 9-13 fathoms. Nature of sea-bed sandy. Faunae, numerous bivalve mollusks (*Macra*), hydroids. 0
58. August 22. Rake drawn 800 yards, 7 miles S.E.½ E. off cape Richibucto Light. Depth at start and finish 14-16 fathoms. Nature of sea-bed stony and sandy with broken scallop valves and broken valves of other mollusks. Faunae, a few sand-dollars, a horse-mussel, an annelid. 3
59. August 22. Rake drawn 500 yards, 5 miles S.E.½ E. off Richibucto Cape Light. Depth at start and finish 10-9½ fathoms. Nature of sea-bed sandy with bivalve mollusk shells. Faunae, numerous sand-dollars, a female crab (*Cancer*), a hydroid. 0
60. August 30. Rake drawn 550 yards, 6½ miles N.E.½ E. off Oak Island, vicinity of Wallace, N.S. Depth at start and finish 12-14 fathoms. Nature of sea-bed muddy. Faunae, a five-rayed star-fish. 0
61. August 30. Rake drawn 575 yards, 7 miles N.E.¾ E. off Oak Island. Depth at start and finish 12½-12 fathoms. Nature of sea-bed muddy with kelp. Faunae, none. 0
62. August 30. Rake drawn 600 yards, 7 miles N.E. by E. off Oak Island. Depth at start and finish 13½-14 fathoms. Nature of sea-bed mud. Faunae, a five-rayed star-fish. 0
63. August 30. Rake drawn 600 yards, 7¼ miles N.E. by E½ E. off Oak Island. Depth at start and finish 14-14 fathoms. Nature of sea-bed mud with kelp (2 scallop valves 2 inches and 3 inches). Faunae, a female crab (*Cancer*) 0
64. August 30. Rake drawn 650 yards, 7 miles N.E. off Oak Island. Depth at start and finish 12½-14 fathoms. Nature of sea-bed mud. Faunae, none. 0
65. August 30. Rake drawn 600 yards, 3½ miles N.E. by E. off Oak Island. Depth at start and finish 9-8½ fathoms. Nature of sea-bed sand and stones with kelp and a number of scallop valves. Faunae, a mussel (*Mytilus*) 3
66. August 30. Rake drawn 400 yards, 3½ miles N.E. by E. off Oak Island (a repeated drag). Depth at start and finish 8½-7½ fathoms. Nature of sea-bed sand with kelp (2 broken scallop valves). Faunae, 5 horse-mussels (*Modiola*), a tiny sea-urchin, a few bi-valve mollusks (*Cythaerca*) 2 female crabs (*Cancer*) with eggs on the swimmerets, a specimen of *Crepidula fornicata* on one of the two scallops obtained. 2
67. August 31. Rake drawn 600 yards, 2 miles N.W. by N. off McDonald's Cove. Depth at start and finish 8-7 fathoms. Nature of sea-bed sand and rock with kelp and some dead scallop shells. Faunae, a skate, mussels (*Mytilus*), a sea-urchin, a sponge, annelid tubes on a scallop valve. 0

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68. August 31. Rake drawn 800 yards, $2\frac{1}{2}$ miles N.N.E. off McDonald's Cove. Depth at start and finish 8-12 $\frac{1}{2}$ fathoms. Nature of sea-bed sand and stones with some scallop valves and 3 shells of *Cythaerea*. Faunae, mussel (*Mytilus*) on a scallop valve, 6 very large five-rayed star fishes, 9 sea-urchins one being very large, barnacles, on a mussel, an orphiurian. 2
69. August 31. Rake drawn 800 yards, 3 miles N.N.E. off McDonald's cove, Depth at start and finish 13-12 $\frac{1}{2}$ fathoms. Nature of sea-bed sand and some stones with some mollusk shell valves. Faunae, a male crab (*Cancer*), 11 five-rayed star fishes 8 being very large, quite a number of sea-urchins, a few mussels, *Anomia* on one of the scallops obtained, a small fish (presumably a larval form of the lump-fish). 2
70. August 31. Rake drawn 600 yards, $2\frac{1}{2}$ miles E.N.E. off Cape John. Depth at start and finish, 11 $\frac{1}{2}$ -10 fathoms. Nature of sea-bed rock, sand, and mud with shells of bivalve mollusks. Faunae, one or two sand-dollars, a five-rayed star fish, some mussels, a larval form presumably of lump-fish. 11
71. August 31. Rake drawn 575 yards, 2 miles N.E. of Cape John. Depth at start and finish 9-7 $\frac{1}{2}$ fathoms. Nature of sea-bed sand and stones with kelp and valves of scallops. Faunae, mussels, egg-capsule of skate, sponges. 0
72. September 1. Rake drawn 675 yards, 4 miles N. by W. off Oak Island. Depth at start and finish 10-10 fathoms. Nature of sea-bed mud. Faunae, none. 0
73. September 1. Rake drawn 575 yards, 4 miles N. by E. off Cape Cliff. Depth at start and finish, 9-9 $\frac{1}{2}$ fathoms. Nature of sea-bed sand and stones with kelp and some scallop valves. Faunae, 5 male crabs (*Cancer*), 2 mussels. 5
74. September 1. Rake drawn 650 yards, 2 miles N. by E. off Cape Cliff. Depth at start and finish 10-7 $\frac{3}{4}$ fathoms. Nature of sea-bed sand and stones with kelp and a few scallop valves. Faunae, a mussel, sponges on a large stone. 0
75. September 1. Rake drawn 675 yards, $1\frac{1}{2}$ miles S.E. $\frac{1}{2}$ S. off Oak Island. Depth at start and finish 8-7 fathoms. Nature of sea-bed mud and rocks with bits of kelp. Faunae, one or two sand-dollars, 3 mussels. 0
76. September 7. Rake drawn 775 yards, 3 miles N.N.E. off Big Island, Merigomish vicinity. Depth at start and finish 12-12 $\frac{1}{2}$ fathoms. Nature of sea-bed mud. Faunae, a five-rayed starfish or two. 0
77. September 7. Rake drawn 825 yards, $2\frac{1}{2}$ miles N.E. $\frac{1}{2}$ N. off Big Island. Depth at start and finish 14-14 fathoms. Nature of sea-bed mud. Faunae, none. 0
78. September 7. Rake drawn 875 yards, 2 miles N.E. by N. $\frac{3}{4}$ N. off Big Island west. Depth at start and finish 12-10 fathoms. Nature of sea-bed mud. Faunae, 5 five-rayed starfishes. 0
79. September 7. Rake drawn 1,100 yards, 3 miles N.W. by N. west end off Big island. Depth at start and finish 10-9 fathoms. Nature of sea-bed mud with kelp. Faunae, a few hermit crabs, a female crab (*Cancer*), 7 five-rayed starfishes two of them tiny, sponges, 9 horse-mussels inside of one of which were a number of small living mussels. 0
80. September 10. Rake drawn 780 yards, $5\frac{3}{4}$ miles N. off east end of Big island. Depth at start 14 fathoms. Nature of sea-bed mud. Faunae, none. 0
81. September 12. Rake drawn 700 yards, $2\frac{1}{2}$ miles S. by W. $\frac{1}{2}$ W. off Red Head (dead reckoning). Depth at start and finish 13-13 $\frac{1}{2}$ fathoms. Nature of sea-bed rocks with some kelp. Faunae, tunicates, bryozoans, eggs presumably of some mollusk, hydroids, annelid tubes, tiny crustaceans, dead barnacles, all on a large stone with algal growth. 0
82. September 12. Rake drawn 675 yards, about one mile S. off Argus buoy. Depth at start and finish 13-14 fathoms. Nature of sea-bed mud. Faunae, none. 0
83. September 12. Rake drawn 950 yards, $\frac{1}{2}$ mile N. by E $\frac{1}{2}$ E. off Argus buoy. Depth at start and finish 13-13 fathoms. Nature of sea-bed sand with scallop (2 fragments), and other mollusk (*Cythaerea*) valves—a stone. Faunae, 5 sea-urchins, a star-fish (purple with 9 rays). 0
84. September 12. Rake drawn 1,050 yards, $1\frac{1}{2}$ miles S.S.E. off Ragged Head (dead reckoning). Depth at start and finish 8 $\frac{3}{4}$ -11 $\frac{1}{2}$ fathoms. Nature of sea-bed rocky (9 scallop valves). Faunae, a large five-rayed star-fish. 1
85. September 12. Rake drawn 600 yards, $2\frac{3}{4}$ miles S.W. $\frac{1}{2}$ W. off Ragged Head. Depth at start and finish 11-20 fathoms. Nature of sea-bed rocks with algae. Faunae, 2 five-rayed star-fishes. 0
86. September 13. Rake drawn 700 yards, $\frac{1}{2}$ mile S.W. off Manhasset Beach. Depth at start and finish 19-17 fathoms. Nature of sea-bed mud (7 scallop valves, a valve of *Cythaerea*, and a stone). Faunae, whelk egg-capsules on the scallop obtained, hydroids on the stone, a tunicate. 1

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87. September 13. Rake drawn 800 yards, $\frac{1}{2}$ mile S.E. off Stewart's Point. Depth at start and finish 16-12 fathoms. Nature of sea-bed sandy with some shells of bivalve mollusks. Faunae, numerous sea-urchins, 6 five-rayed star-fishes, 2 horse-mussels one of them on a stone, a hybrid. 1
88. September 13. Rake drawn 800 yards, close to Guysboro bell-buoy. Depth at start and finish 12-11 $\frac{1}{2}$ fathoms. Nature of sea-bed mud and stones. Faunae, a number of sea-urchins, 4 five-rayed star-fishes, 5 flatfish. 3
89. September 13. Rake drawn 850 yards, $\frac{1}{3}$ mile E. off Rigsby head. Depth at start and finish 7-9 fathoms. Nature of sea-bed rocks (a valve of a mollusk). Faunae, 4 sea-urchins, a flatfish. 0
90. September 13. Rake drawn 700 yards, $\frac{3}{4}$ mile S.E. $\frac{1}{2}$ E. off Guysboro Light. Depth at start and finish 10-10 fathoms. Nature of sea-bed rock and kelp and mud at the finish (a few *Cythaerea* valves). Faunae, 4 five-rayed star-fishes, 3 sea-urchins, 2 flatfishes, a female skate. 0
91. September 14. Rake drawn 850 yards, some $\frac{3}{4}$ mile N.W. $\frac{1}{2}$ W. off Bond's Point (dead reckoning). Depth at start and finish 10-14 fathoms. Nature of sea-bed sand. Faunae, a five-rayed star-fish. 1
92. September 14. Rake drawn 100 yards, $\frac{1}{4}$ mile N.W. off Bond's Point (rake had to be drawn up on account of nets and trawls). Depth at start and finish 15-17 fathoms. Nature of sea-bed mud. Faunae, none. 0
93. September 14. Rake drawn 450 yards, $\frac{1}{4}$ mile N, off Halfway Cove. Depth at start and finish 18 $\frac{1}{2}$ -14 fathoms. Nature of sea-bed sandy with a few worn and broken scallop valves and valves of other mollusks. Faunae, none. 1
94. September 14. Rake drawn 1,200 yards, $\frac{3}{4}$ mile W $\frac{1}{2}$ N. off Ragged Head at end of drag. Depth at start and finish 17-12 fathoms. Nature of sea-bed mud and sea-weed and sunken eel-grass (the sea-weed and other material in a great mass—a scallop valve). Faunae, several hermit-crabs, a female crab and a tiny crab (*Cancer*), numerous sea-urchins, 2 sea-cucumbers, several five-rayed star-fishes, an ophiurian, a horse-mussel, egg-capsule of skate, a flatfish. 0
95. September 14. Rake drawn 900 yards, one mile S. by E. off J. J. Callahan's property. Depth at start and finish 12-12 fathoms. Faunae, none save a valve of *Cythaerea*. 0
96. September 15. Rake drawn 675 yards, outside the bar in the vicinity of Guysboro. Depth at start and finish 9 $\frac{1}{2}$ -4 fathoms. Nature of sea-bed rocks with old scallop valves and valves of other mollusks. Faunae, multitudes of sea-urchins, some sand-dollars, a specimen of spindle shell (*Fusus decemcostatus*) a large *Cythaerea*. 0
97. September 15. Rake drawn 800 yards, at entrance to Guysboro harbour. Depth at start and finish 4-13 fathoms. Nature of sea-bed rocks and kelp. Faunae, a few sea-urchins, some sea-anemonies, a common mussel (*Mytilus*), a horse-mussel (*Modiola*), a flatfish. 0
98. September 15. Rake drawn 600 yards, in Guysboro Harbour. Depth at start and finish 8-12 fathoms. Faunae, numerous sea-urchins and sand-dollars, a five-rayed star-fish, 3 anemonies. 0
99. September 15. Rake drawn 625 yards, in Guysboro Harbour. Depth at start and finish 8-3 fathoms. Faunae, great masses of sponges, numbers of common mussels, anemonies on mussels and on stones, *Anomia*, sponges and a barnacle on one of them. 0
100. September 15. Rake drawn 550 yards, in Guysboro Harbour. Depth at start and finish 8-5 fathoms. Nature of sea-bed rocks and mud (a scallop valve). Faunae, numerous sand-dollars and sea-urchins, a specimen of *Cythaerea*, 2 horse-mussels. 0
101. September 21. Rake drawn 600 yards, 1 $\frac{1}{2}$ miles off Ryter's Point (fog). Depth at start and finish 20-19 fathoms. Nature of sea-bed mud. Faunae, a five-rayed star-fish, an ophiurian. 0
102. September 21. Rake drawn 675 yards, 1 $\frac{1}{2}$ miles S. off Ragged Head. Depth at start and finish 20-19 $\frac{1}{2}$ fathoms. Faunae, none, save a piece of an old worn scallop valve and a five-rayed star-fish seen when dropping out. 0
103. September 21. Rake drawn 800 yards, about 2 $\frac{1}{4}$ miles E. by S. off Ragged Head. Depth at start and finish 18-14 $\frac{1}{2}$ fathoms. Nature of sea-bed mud. Faunae, none. 0
104. September 21. Rake drawn 350 yards, 3 miles N. by E. off Queensport (thick fog). Depth at start and finish 17-21 fathoms. Nature of sea-bed mud. Faunae, none. 0
105. September 22. Rake drawn 750 yards, N $\frac{1}{2}$ W. off Bond's Point. Depth at start and finish 15-19 fathoms. Nature of sea-bed mud. Faunae, a specimen of *Cythaerea* with hybrid. 0

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106. September 22. Rake drawn 850. $9\frac{1}{4}$ miles S.S.W. off J. J. Callahan's Bluff. Depth at start and finish $17\frac{1}{2}$ -12 fathoms. Nature of sea-bed sand and gravel with bits of dead eel-grass and a shell of *Cythaerca*. Faunae, 5 five-rayed star-fishes, a specimen of *Astarte*, hydroids, a small crustacean, a larval form of a fish presumably of a lump-fish in the scallop obtained. 1
107. September 22. Rake drawn 800 yards, $2\frac{1}{2}$ miles N.E. $\frac{1}{2}$ N. off Dort Cove. Depth at start and finish $12\frac{1}{2}$ -17 fathoms. Nature of sea-bed mud. Faunae, a hydroid, a bryozoan, eggs of some kind. 0
108. September 22. Rake drawn 750 yards, $\frac{1}{4}$ mile SE. off Ragged head. Depth at start and finish 17-12 fathoms. Nature of sea-bed sand and mud (a small bit of kelp). Faunae, a five-rayed star-fish, a hydroid with eggs of some sort attached. 0
109. September 22. Rake drawn 900 yards, S. by $W\frac{1}{2}$ off Keyes Pond. Depth at start and finish 16-15 fathoms. Nature of sea-bed muddy. Faunae, one or two five-rayed star-fish, an ophiurian 0
110. September 22. Rake drawn 850, $2\frac{1}{2}$ miles N. by $E\frac{1}{2}$ E. off Queensport Light. Depth at start and finish 14-27 fathoms. Nature of sea-bed stones. Faunae, an acidian, hydroids. 0
111. September 24. Rake drawn 800 yards, $2\frac{1}{2}$ miles N.E. by N. off Queensport. Depth at start and finish 12-23 $\frac{1}{2}$ fathoms. Nature of sea-bed stones (fragments of scallop valve, valve of *Cythaerca*). Faunae, none. 0
112. September 24. Rake drawn 875 yards, $2\frac{1}{2}$ miles N.E. by E. off Queensport Light. Depth at start and finish 11-24 $\frac{1}{2}$ fathoms. Nature of sea-bed stones (2 *Cythaerca* shells). Faunae, a basket-fish, a five-rayed star-fish, a specimen of *Cythaerca* full of eggs. 0
113. September 24. Rake drawn 775 yards, $2\frac{1}{2}$ miles S.S.W. off Cape Argus. Depth at start and finish 12-16 fathoms. Nature of sea-bed rocks. Faunae, coelenterate. 0
114. September 24. Rake drawn 600 yards, $2\frac{3}{4}$ miles S.S.W. off Cape Argus. Depth at start and finish 18-17 fathoms. Nature of sea-bed stones. Faunae, a basket-fish and fragment of same. 0
115. September 24. Rake drawn 875 yards, S. by E. off Cape Argus. Depth at start and finish 17-14 fathoms. Nature of sea-bed stones. Faunae, an acidian, hydroids and bryozoans on a stone, and on the same stone 2 or 3 tiny scallops about $\frac{1}{4}$ of an inch in diameter—otherwise. 0
116. September 24. Rake drawn 900 yards, $\frac{3}{4}$ mile S.W. $\frac{1}{2}$ W. off Cape Argus. Depth at start and finish 13-20 fathoms. Nature of sea-bed rocks. Faunae, a star-fish with 9 rays. 0
117. September 26. Rake drawn 950 yards, $2\frac{1}{2}$ miles $S\frac{1}{2}$ W. off Cape Hogan Light, Cape Breton. Depth at start and finish 17-25 fathoms. Nature of sea-bed great quantities of kelp. Faunae, an annelid, a chiton. 0
118. September 26. Rake drawn 950 yards, $2\frac{3}{4}$ miles W. by S. off Cape Hogan, C.B. Depth at start and finish 22-20 fathoms. Nature of sea-bed stones and kelp. Faunae, a few chitons. 0
119. September 26. Rake drawn 870 yards, 4 miles W. off Cape Hogan. Depth at start and finish $16\frac{1}{2}$ -28 fathoms. Nature of sea-bed stones. Faunae, an anemone on a stone, 2 acidians to which hydroids, algae, etc., were attached. 0
120. September 27. Rake drawn 750 yards, at the head of Yankee harbour, Whitehead. Depth at start and finish 9-7 fathoms. Nature of sea-bed mud and sea-weeds. Faunae, practically none. 0
121. September 27. Rake drawn 1,100 yards, SSE. off Three Top Island, Whitehead. Depth at start and finish 6-17 fathoms. Nature of sea-bed sea-weeds (2 mussel valves). Faunae, multitudes of sea-urchins, a horse-mussel with a small one attached, a limpet. 0
122. September 27. Rake drawn 950 yards, north end of Price's Island, Whitehead. Depth at start and finish 13-11 fathoms. Nature of sea-bed muck (5 scallop valves one of them being *Pecten islandicus* and several valves of *Cythaerca*—a stone). Faunae, 2 sand-dollars. 0
123. September 27. Rake drawn 950 yards, off Fishermans Island west, Whitehead. Depth at start and finish 11-7 fathoms. Nature of sea-bed sand with kelp (4 scallop valves and a few stones). Faunae, a horse-mussel, a tunicate, egg-capsule of a skate. 0
124. September 27. Rake drawn 600 yards, south off White Island, Whitehead. Depth at start and finish 7-9 fathoms. Nature of sea-bed muddy. Faunae practically none. 0

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125. September 29. Rake drawn 900 yards $\frac{3}{4}$ mile, S.E. $\frac{1}{2}$ S. off Mount Misery, Country Harbour. Depth at start and finish 8-8 fathoms. Nature of sea-bed mud. Faunae, numerous five-rayed star-fishes, a flatfish.	0
126. September 29. Rake drawn 975 yards, 1 mile S.W.S. off Isaac's Harbour Light. Depth at start and finish 11-9 $\frac{1}{2}$ fathoms. Nature of sea-bed soft mud. Faunae, 5 five-rayed star-fishes, a sea-urchin, <i>Spirorbis</i> on bits of sea-weed.	0
127. September 29. Rake drawn 750 yards, $\frac{1}{2}$ mile N.E. off Country Harbour Head. Depth at start and finish 10-13 fathoms. Faunae, a five-rayed star-fish.	0
128. September 30. Rake drawn 400 yards, 300 yards E. by S. off Bell-buoy, Isaac's Harbour. Depth at start and finish 12-8 fathoms. Nature of sea-bed rocks. Faunae, none	0
129. September 30. Rake drawn 450 yards, 300 yards west off Black Ledge, entrance to Isaac's Harbour. Depth at start and finish 14-11 $\frac{1}{2}$ fathoms. Nature of sea-bed rocks with sea-weed. Faunae, several sea-urchins.	0
130. September 30. Rake drawn 1,500 yards, $\frac{3}{4}$ mile west off Island Harbour Light. Depth at start and finish 10-13 $\frac{1}{2}$ fathoms. Nature of sea-bed rocks with sea-weeds. Faunae, a five-rayed star-fish.	0
131. September 30. Rake drawn 1,050 yards, $\frac{1}{2}$ mile NNE. off cape Mocodome. Depth at start and finish 7-11 fathoms. Nature of sea-bed hard bottom with sea-weeds (a scallop valve and valves of various other mollusks). Faunae, lots of sea-urchins, 2 five-rayed star-fishes one very large, a small crab, egg-capsule of skate.	0
132. October 3. Rake drawn 975 yards in Port Dufferin Harbour. Depth at start and finish 10-6 fathoms. Nature of sea-bed rock, mud, and sea-weeds. Faunae, several five-rayed star-fishes.	0
133. October 3. Rake drawn 750 yards, 300 yards S.E. off Sandy Island, Port Dufferin. Depth at start and finish 8-9 fathoms. Nature of sea-bed rock, gravel, and sea-weeds. Faunae, multitudes of sea-urchins, a five-rayed star-fish, a horse-mussel.	0
134. October 3. Rake drawn 750 yards, 1 $\frac{1}{4}$ miles N.E. off Beaver Light, Port Dufferin. Depth at start and finish 19-20 fathoms. Nature of sea-bed, hard-bottom (marked gravel on chart). Faunae, 6 five-rayed star-fishes.	0
135. October 3. Rake drawn 1,250 yards, $\frac{1}{4}$ mile N.E. by N. off Beaver Light. Depth at start and finish 16-11 fathoms. Nature of sea-bed mud. Faunae, none.	0
136. October 3. Rake drawn 800 yards, 400 yards S.E. off Hardwood, Port Dufferin. Depth at start and finish 12-9 fathoms. Nature of sea-bed mud and sea-weeds. Faunae, none.	0

The following concerns what was ascertained as to the spawning functions of the scallop.

Throughout the period of the observations in the gulf of St. Lawrence and northern part of the strait of Northumberland, which extended from July 27 until August 22, there were no indications of spawning. The gonads in all the scallops were full and expanded, and in colour those of the males were a beautiful cream and those of the females a vivid red, which was in keeping with what had been ascertained at all other localities where my observations hitherto were engaged in.

After then, between August 30 and October 3, only 34 scallops, all told, were obtained, 25 under the Wallace investigation and 9 in that of Chedabucto bay, the particulars of which are as follows:—

Wallace

August 30. A female obtained off Oak island was on the eve of spawning.

August 31. In the case of one male and two females obtained off McDonald's cove, and of 2 males and 8 females obtained off cape John, spawning was underway, and a scallop (sex indeterminable) obtained off cape John was practically spawned out.

September 1. Of 5 scallops obtained off cape Cliff, in one male and 3 females spawning was underway and in one male spawning was advanced.

Thus, in some wise, by that time of the year the function of spawning was manifested in the instances of 20 out of 25 scallops. Nevertheless, except in the scallop of which the sex could not be determined, the colours of the gonads were still maintained and were even in some cases bright.

There was an interval of time (during which the Big Island investigation was engaged in, at which place no scallops were found) between the Wallace and Chedabucto bay explorations, and the following particulars concern what was ascertained, through the 9 scallops obtained, relative to spawning at the latter place.

Chedabucto Bay

September 12. Spawning in a male scallop was proceeding, but there were multitudes of sperms still in the gonad.

September 13. The gonad of a male was evidently eaving in, but it still contained millions of sperms, and the creamy colour was still retained. In another male the milt was copious, and the gonad contained millions of sperms, the colour being still retained. The gonad of a female was getting spent, but it still contained numbers of eggs, and the red colour was retained. Another female had still numerous eggs in the gonad and the colour was retained. There was also another scallop (apparently obtained on the 13th) of which the sex was indeterminate as the gonad was spent of the sex elements and the colour was therefore faded out.

September 14. The gonad of a female was thinning out, but it still contained multitudes of eggs and the colour was vivid red. The gonad of another scallop, the sex of which could not be determined, was empty of the sex elements and the colour was faded out.

September 22. A scallop, possibly a female as there seemed to be the slightest tinge of red left was spawned out.

Such were the spawning conditions of the 9 scallops obtained at Chedabucto bay, between the dates of 12th and 22nd September, and I could tell by the conditions, that in general from then on the process would have been rapid, and have no doubt through my past experience that by the end of September spawning would practically have been over.

Mention is here made of two specimens of *Pecten islandicus* obtained a number of miles off Miminegash on July 29. This species of scallop occurs at coasts of Europe including Iceland (from whence it derives its name), and extends, but sparsely, into our Atlantic waters, and years ago I found it when dredging in the waters of the gulf of St. Lawrence. Both the specimens were males, and the condition of the gonad paralleled that of our own commercial scallop at that time of the year, being compact and full and of a similar creamy colour. The shells were handed over to Doctor Huntsman at the Experimental Station, Halifax.

The following tabulations of the measurements of scallop shells, which were prepared for Doctor Huntsman and delivered at the Experimental Station, Halifax, will illustrate the sizes and the proportion of males to females of the scallops, according to the respective sources from which they were obtained. The specimens queried mostly concern those of which the sex was indeterminate on account of the stage of development of the sex elements, so that the colours of the gonads, by which the sexes are distinguishable had faded out.

Besides those, however, a few were not determined for other reasons. The sex of a scallop attached by byssus to the inside of a shell of *Cythaerea*, owing to its small size ($1\frac{1}{4}$ inches) was not determined, nor was that of another on account of the scallop being in bad condition, whilst in the case of a third the sex had not been ascertained for some unrecorded reason, as came to light on measuring the shell after the scallop itself had been disposed of.

GULF—ABLERTON—NORTH PONT

Inches	Males	Females	?	Totals
1 ¹ / ₄	1		1	2
2 ¹ / ₄	2			2
2 ¹ / ₂	1	1		2
2 ¹ / ₂		1		1
2 ¹ / ₂		1		1
2 ³ / ₄	2	2		4
3.....		2		2
3 ¹ / ₄		2		2
3 ¹ / ₄	1	2		3
3 ¹ / ₂	2	2		4
3 ³ / ₄		3		3
3 ³ / ₄	3			3
4.....	2	3		5
4 ¹ / ₄	5	3		8
4 ¹ / ₄	3	1		4
4 ¹ / ₂	1	2		3
4 ¹ / ₂	2	2		4
4 ¹ / ₂	2	1		3
4 ¹ / ₂	2	2		4
4 ³ / ₄	7			7
5.....	1	5		6
5 ¹ / ₄	1	1		2
5 ¹ / ₄	4	3		7
5 ¹ / ₂	4	2		6
5 ¹ / ₂	2	1		3
5 ³ / ₄	4			4
5 ³ / ₄		1		1
5 ³ / ₄	1			1
6.....		1		1
	53	44	1	98

STRAIT.—PRINCE COUNTY, P.E.I.—KENT COUNTY, N.B.

Inches	Males	Females	?	Totals
2 ³ / ₄	1			1
2 ¹ / ₂	1			1
2 ¹ / ₂	1			1
3.....	1	4		5
3 ¹ / ₄		4		4
3 ¹ / ₂	7	1		8
3 ³ / ₄	7	4		11
3 ³ / ₄	11	9		20
3 ³ / ₄	1	4		5
3 ³ / ₄	6	3		9
3 ³ / ₄	2			2
4.....	3	4		7
4 ¹ / ₄	5	2	1	8
4 ¹ / ₄	7	3		10
4 ¹ / ₂	5	4		9
4 ¹ / ₂	7	10		17
4 ³ / ₄	2	5		7
4 ³ / ₄	5	5		10
4 ³ / ₄	4	4		8
5.....	8	3		11
5 ¹ / ₄		2		3
5 ¹ / ₄	4	2	1	6
5 ¹ / ₂	2	1		3
5 ¹ / ₂		2		2
5 ³ / ₄	1			1
5 ³ / ₄		1		1
	91	77	2	170

WALLACE

Inches	Males	Females	?	Totals
3.....	1	1		2
3.....		2		2
3.....		1		1
3.....		1		1
3.....	1	3		4
3.....	1			1
4.....			1	1
4.....		1		1
4.....	1			1
4.....	2	3		5
4.....	2			2
4.....	1	1		2
4.....		1		1
4.....	1			1
	10	14	1	25

CHEDABUCTO BAY

3.....		1		1
3.....	1		2	3
4.....	1			1
4.....		1		1
5.....	1			1
5.....			1	1
5.....		1		1
	3	3	3	9

EXAMINATION OF OYSTER BEDS

Neither at Upper Caraquet bay nor at Baie du Vin, where the examinations were made, were the beds found to be in good shape.

In the former the oysters exist at the western end of the bay in an area of about one and a quarter miles by one mile, and are more numerous on the Maisonette side than they are on the Upper Caraquet side. The bay is supplied with fresh water by two rivers, known as the north and south rivers, and the south river is a more considerable body of water than the north river.

Great masses of debris, composed of dead oyster and dead mussel shells, sometimes mingled with dead eel-grass and mud, were brought up by the rakes, and the hand had often to be passed through that material in order to find the living oysters.

This spot of the Baie Chaleur, however, has according to its size doubtless been in the past a good oyster resort with a good quality oyster.

The oysters are now of small size, the great majority of those obtained were under three inches in length, and it may be that the oysters of this place have never been of any considerable size.

The following tabulation of the measurements of 103 oysters obtained in Upper Caraquet bay presents a comparison of the numbers of those under 3 inches with those of 3 inches and over.

Inches	Oysters	Inches	Oysters
1 ³ / ₈	1	3	6
1 ¹ / ₂	2	3 ¹ / ₈	2
1 ³ / ₈	1	3 ¹ / ₄	6
1 ¹ / ₄	4	3 ³ / ₈	4
2	4	3 ¹ / ₂	3
2 ¹ / ₄	6	3 ⁵ / ₈	3
2 ¹ / ₂	11	3 ³ / ₄	1
2 ³ / ₈	7	4	1
2 ¹ / ₂	11	4 ¹ / ₈	1
2 ⁵ / ₈	7	4 ¹ / ₂	2
2 ³ / ₄	9	5 ¹ / ₈	2
2 ⁷ / ₈	8	5 ¹ / ₂	1
Under 3 inches.....	71	3 inches and over.....	32

As regards the physical nature of the sea-bed, or what by nature pertained to it, there is the following to be stated:—

The bed was almost entirely composed of a mixture of sand and mud, with hardly such a thing as a stone, and there was an unlimited supply of food, as diatoms of various kinds were found in sediment from oyster and mussel shells, in the water in the pail, and in the digestive gland of the oyster.

Besides dead oyster and dead mussel shells, in spots there were living mussels that outnumbered the living oysters, to the detriment of the latter. Sometimes the oysters were rather laden with mussels, and on one of the larger oysters nine good-sized mussels were attached. But there were few attachments of other living objects on the oysters. A few specimens, alive or dead, of slipper shells (*Crepidula*) of the two species indigenous to Maritime waters were found.

Towards the north side of the bay numerous medusoids (jelly-fishes) were floating through the water, but unless such might be harmful to the floating oyster spat they could not be injurious to the oyster; and in general free moving forms on the sea-bed were so scarce as to be hardly worthy of mention, and no star-fishes were found.

The examination of the Upper Caraquet bay oyster bed was made on and between the dates of July 6 and 12. The spawning time was not then on, but it seemed apparent it was about to be.

The examination of oyster beds of Baie du Vin was made on the 9th of November.

The purpose of the visit was chiefly to examine the sizes of the oysters, which on certain beds were said to be very small. Those reputed beds were three in number, viz: Oyster point, Egg island, and Blue Rock beds. The distances between them were estimated approximately to be 1 ¹/₂ miles between the first mentioned and the second, 2 miles between the second and third, and 3 ¹/₂ miles between the first and third.

The examination of specimens was made when out with the local overseer in his boat, his guardian being also on board, when a sufficient number were obtained for the purpose required, besides which, the oyster fishing season being then open, specimens were also examined when among the fishing boats which were crowded in their operations on or bordering the Blue Rock bed, which was one of the beds where the oysters were alleged to be so small.

A representation had been made that, as the oysters on those beds did not exceed 2 ¹/₂ or 2 ³/₄ inches in size, unless fishermen were permitted to take oysters of smaller size than the present regulation covers they could not make the fishing profitable.

In itself, however, the claim as to the undersize of the oysters on those beds was not strictly correct, as besides undersized ones, specimens of 3 inches or over were obtained, as the following tabulation will show:—

Under 3 inches		3 inches and over	
11 ¹ / ₂	1	3	2
1 ⁵ / ₈	1	3 ¹ / ₈	2
2.....	2	3 ¹ / ₄	1
2 ¹ / ₄	3	3 ³ / ₈	1
2 ¹ / ₂	2	3 ¹ / ₂	2
2 ³ / ₈	5	3 ³ / ₄	1
2 ⁷ / ₈	2	3 ⁷ / ₈	1
2 ³ / ₄	1	4.....	1
2 ³ / ₈	2	4 ¹ / ₈	2
	19		13

Measurements according to the beds were: Oyster point, 11 below legal size and 2 above 3 inches; Egg island, 4 below legal size and 5, 3 inches or over; and Blue rock, 4 below legal size and 6, 3 inches or over.

But everything considered, and allowing for what has been shown about there being oysters of larger size than represented, the beds, especially Oyster Point bed, were in poor shape. No wonder that there are not enough oysters within the present regulation size to make the fishing profitable, for there could be little chance, with such a crowd of boats operating on the beds, for many of the undersized or coming up oysters to exceed the minimum regulation size.

As a matter of fact it was hard work to get fishermen to distinctively show where the location of the Blue Rock bed was, as a spot apart from the entire area over which the boats were operating, and all that can be said from what had been seen is, it cannot be long, under the present condition, before all three beds will be depleted of oysters of three inches or over in size.

That is the condition of the Oyster point bed now, and the percentage of oysters measured from that bed was about 84²/₃ under regulation size and about 15¹/₃ over three inches.

During the time of the shell-fish investigations two demonstrated addresses were delivered to the fishermen and fishery officers. One was a talk on the oyster in the schoolhouse at Upper Caraqueet, and the other a talk on the scallop and lobster at Alberton. As opportunity was afforded I had also conversations concerning shell-fish with fishermen personally or in groups.

In the course of the fiscal year various questions bearing on the natural history of marine or other aquatic organisms were referred to me, and a collection of fishes from the arctics made by Mr. J. D. Soper, was by request of the Victoria Memorial Museum examined by me, and an account of the same, entitled: "Notes on a collection of Arctic Fishes," the result of the examination, was sent to the museum, a copy of which is on file.

APPENDIX No. 4

REPORT OF C. BRUCE, A.M.E.I.C., FISHERIES ENGINEER

Work in this branch included that under the headings,—

- (a) Clearing Rivers and Building Fishways.
- (b) Fish Culture.
- (c) Biological Stations.
- (d) General.

Under the heading "Clearing Rivers and Building Fishways" the following works were performed:—

NOVA SCOTIA

Salmon River, Yarmouth County.—Owing to representations that fishways should be installed in several dams on this river, a general inspection was made. The first two dams from the mouth of the river are opened up to the passage of fish by about the first of April allowing both salmon and alewives to ascend as far as Hooper lake. Evidence was obtained that no good purpose would be served in opening the river above this point as it is small and sluggish and, moreover, the bottom is in many places full of old decayed sawdust to considerable depth.

Eel River, Yarmouth County.—Inspection was made relative to the necessity for having a guardian on duty during the time alewives are running.

Barrington River, Shelburne County.—Inspections of the fishways in the Woollen Mill and Electric Light dams made. Owing to representations that salmon were ascending the tailrace channels from both of these dams, providing thereby favourable poaching conditions, arrangements were made to have these channels screened during the period when salmon are ascending. Arrangements were also made for some slight improvement to the fishway in the Electric Light dam.

Jordan River, Shelburne County.—The fishway in the dam at the mouth of the river was rebuilt, the type of construction being changed to improve it. A wing dam was also built to confine the water around the foot of the fishway and a channel opened from this to the centre of the river.

The fishway in the second dam was altered so that the lower entrance would be submerged during low water.

The cost of work above outlined was \$643.27.

Green Harbour River, Shelburne County.—During the last several years a fair run of salmon has been entering this river, possibly due to the facts that the Jordan river, not far distant, was blocked and that the development of electric power has stabilized the flow to a greater extent than was the case formerly. An inspection of the river was made to determine the necessity for deepening shallow portions to make them more readily accessible for salmon. Owing to abnormally high water during the early fall it was impossible to carry out the works contemplated.

Mersey River, Liverpool County.—The fishways built in the five dams on this river in 1923, have proved eminently satisfactory. The first return of salmon in any appreciable numbers was noted in 1926, and during the season

of 1927, angling was good with large catches. Some small repairs were made to the concrete wing walls of the fishways where frost had broken off pieces during the previous winter. Owing to the liability of debris collecting and blocking the upper entrances of the first two fishways heavy log booms were provided. The expenditure entailed was \$193.67.

An inspection was made of the storage dam at Indian Gardens at the foot of lake Rossignol and plans prepared for a fishway therein, but owing to later information that the Nova Scotia Power Commission would likely proceed with extensive power developments during the season of 1928, no action to require this fishway was taken.

Petite Riviere, Lunenburg County.—A general inspection was made of the fishways on this river and arrangements made for improving conditions at the Conquerall Mills dam, enlarging one of the pools in the fishway and opening up a channel in the river bed below to give salmon a better opportunity of ascending during low water. An expenditure of \$100 was involved in this work.

La Have River, Lunenburg County.—An inspection of the fishway built by Messrs. Hollingsworth and Whitney in the second dam on this river was made and directions given regarding some modifications which were necessary on account of errors in construction.

Following an inspection of De Long's dam on the North Branch of the La Have river, directions were given the owner regarding the construction of a run-round fishway to replace an old wooden fishway which was in such a poor state of repair as to be ineffective.

Lequille River, Annapolis County.—An inspection was made of the fishway in the hydro-electric power dam owned by the town of Annapolis on this river, and the mayor was interviewed regarding the repair of the concrete walls and floor which were broken down in some places.

Annapolis River, Annapolis County.—The fishway in the hydro-electric power dam at Lawrencetown was inspected and conditions found to be normal.

Nictaux River, Annapolis County.—An inspection was made of the work done the previous year at Nictaux Falls, which included several concrete wing dams. Conditions were found to be much improved and a passage for salmon over the falls is now considered to be assured at practically all stages of water. The question of improving the fishway in the hydro-electric power dam at the head of the falls was looked into, but no decision to do any work was reached, as salmon have got past the dam with very little difficulty.

An inspection was made of the Charles Rogers dam on this river, and as a result of investigation it was decided that a new concrete fishway should be built. Surveys were made from which designs will be made with a view to having the fishway built in the summer of 1928.

Cornwallis River, Kings County.—Plans for a fishway having been previously served on Mr. J. W. Cook, owner of a small dam on this river, a further inspection was made to arrange for details regarding which Mr. Cook was desirous of having further information.

Gaspereaux River, Kings County.—Owing to increased fluctuation in the head of water at the hydro-electric power dam on this river at White rock, arrangements were made to effect some slight modifications to the upper entrance of the fishway to reduce the velocity of water.

Herbert River, Hants County.—An inspection and survey were made for the construction of a fishway in a small dam recently built by Mr. Ira S. Crowe. Plans for the fishway were subsequently prepared.

Meander River, Hants County.—An inspection was made of an old dam on this river which had recently been closed for log driving purposes. In an interview with the owner it was agreed that he would provide an opening through the dam to permit the passage of salmon during the period of the run, in lieu of building a fishway.

Osier River, Halifax County.—An inspection of the fishway built during the spring in Boutillier's dam was made.

Nine Mile River, Halifax County.—At the request of Messrs. Geo. Fraser & Sons, Timberlea, that plans for a fishway in their dam on this river be supplied, a survey was made and the plans subsequently sent to them.

A small obstruction to the passage of salmon was removed at a cost of \$5.

Ingram River, Halifax County.—An inspection was made of the fishway in Messrs. Miller Brothers' dam. Conditions were found to be unsatisfactory, the dam being in such a leaky condition that it would not retain a head of water sufficient to supply a fishway. An arrangement was made with the owners to undertake certain repairs to the fishway.

Ship Harbour River, Halifax County.—An inspection and survey were made for a fishway in the dam at the foot of Ship Harbour lake and plans were subsequently furnished to the owners of the dam. This fishway is to replace one that was not wholly effective.

Tangier River, Halifax County.—An inspection of the fishway near the mouth of the river was made and slight repairs arranged which were carried out by the overseer at a cost of \$3.38.

East River Sheet Harbour, Halifax County.—An inspection of the fishway built by the Nova Scotia Power Commission in their intake dam at Ruth Falls hydro-electric power development was made and the Commission notified regarding some slight modifications which were considered desirable to make it more effective.

In Cape Breton Island a number of the smaller streams require some attention every year. Owing to the hilly nature of the country and consequent heavy run-off during freshets they frequently become obstructed with old logs, uprooted trees and debris which in many cases form a complete barrier to the ascent of trout and salmon. Obstructions of this nature are removed by day labour under the supervision of the fishery overseer. The following is a list of the streams from which obstructions were removed with the cost:—

Southwest brook, Cape Breton county.....	\$249 25
Northwest brook, Cape Breton county.....	50 00
Ferguson's brook, Cape Breton county.....	49 50
Nicholson's brook, Cape Breton county.....	44 95
Benacadie river, Cape Breton county.....	48 95
Big brook, Inverness county.....	20 00
Murray's brook, Richmond county.....	269 95

NEW BRUNSWICK

Mispec River, St. John County.—There has been for a number of years a stone dam at the mouth of this river, upwards of fifty feet in height. The question of providing a fishway for salmon has been considered on a number of occasions previously, but owing to the heavy cost of construction and doubt as to the efficiency of any structure which might be built, no action was taken.

Last year a large gate through the dam, at a height about six feet above the bottom, was blown out by persons interested in providing a passage for salmon. Following this it was observed that salmon were attempting to ascend by jumping at the gate opening, but were unable to do so.

Surveys were made for the provision of a fishway which would enable their ascent.

Hammond River, St. John County.—An inspection was made of a dam on this river which, it was alleged, prevented the ascent of salmon. The dam, which was originally built for log-driving purposes was unused and the gates were open. As the ascent through the gate openings only involved a jump of about two feet, it was not considered that any action to improve conditions was necessary. Later investigation confirmed this view, information being obtained that salmon were seen above the dam.

Skiff Lake, York County.—An examination and survey were made at the outlet of this lake for data in connection with the provision of screens to prevent the descent of land-locked salmon into the outlet stream, from which, it was alleged they were unable to return.

Aroostook River, Victoria County.—The Aroostook river, a tributary of the St. John river, is practically all in the state of Maine. The Aroostook Power Company has a large hydro-electric dam on the river a short distance above the confluence. While the Canadian Government has not been interested in the river, owing to the fact that any salmon ascending would be for the benefit of the state of Maine, the Government of that state has urged that provision be made for the ascent of salmon. At the request of the Commissioner of Inland Game and Fisheries for Maine, an inspection of the dam was made in company with officials of his department. As a result of the conference following the inspection, it was agreed that the State Department would undertake to provide a fishway and make all the necessary arrangements with the Power Company relating thereto.

MANITOBA

Following an inspection of several rivers, in previous years, designs for fishways in several dams were prepared and furnished to the owners of the dams for execution of the work.

During the current year, fishways were built in the following locations by the companies indicated:—

- Whitemud river, at Gladstone, Canadian Pacific Railway.
- Whitemud river, at Westbourne, Canadian Pacific Railway.
- Ochre river, at Ochre, Canadian National Railway.
- Vermilion river, at Dauphin, Canadian National Railway.
- Pipestone creek, at Bellview, Canadian National Railway.

SASKATCHEWAN

Designs were furnished and fishways built during the current year as follows:—

- Qu'Appelle river, at Craven, Department of Public Works.
- Gravelbourg, Canadian National Railway.

ALBERTA

Designs were furnished and fishway built during the current year by the Canadian Pacific Railway in their dam on the Vermilion river.

BRITISH COLUMBIA

Marble Creek, Vancouver Island.—An obstruction consisted of an accumulation of debris, logs, roots and stumps extending for a distance of one hundred and fifty feet in the stream bed and piled twenty feet high within the canyon walls. All material above water level was cut and blasted into small pieces which, it was expected, would float to sea in freshet. Subsequently it was reported that certain submerged logs which could not be dealt with at the time, had come to the surface and in their course down the stream had lodged in

a narrow stretch of river holding up a portion of the cut material as well as all drift being carried down by the stream. The removal of this new jam is being attended to so as to ensure the permanence of the main work. The removal of this obstruction was under the supervision of the engineers, the cost being \$1,676.55.

A number of smaller obstructions were removed from streams under the direct supervision of the overseer or guardian, in each instance, as follows:—

Owen creek.....	at a cost of \$	25 35
Capilano river.....	“ “	4 00
Two Mile creek.....	“ “	12 47
Oke-over arm.....	“ “	12 00
Koeye river.....	“ “	25 87
Goldstream.....	“ “	96 40
Owes-Sit-Sa creek.....	“ “	22 00
Nicomeki river.....	“ “	53 40
Serpentine river.....	“ “	28 75
Wakefield river.....	“ “	20 00
Fishermans river.....	“ “	140 00
Ruby, Bear and Lee creeks.....	“ “	100 00
Village Bay creek.....	“ “	11 12
Isolem river.....	“ “	27 80
Eastern creek.....	“ “	35 55
Black creek.....	“ “	15 90
Sauch-en-Auch creek.....	“ “	47 36
Bust creek.....	“ “	7 00
103rd creek.....	“ “	6 85
Kapriuo river.....	“ “	28 00
Johnson river.....	“ “	29 75
Nimkish creek.....	“ “	19 20
Fish lake.....	“ “	35 50
Shuswap falls.....	“ “	8 10

Stamp River, Vancouver Island.—A fishway was built over Stamp falls, under the direct supervision of the engineering staff, at a cost of \$7,015.58. The work involved the excavation of 648 cubic yards of solid rock and the placing of 91 cubic yards of concrete. Owing to unusually high water, the execution of the work was a matter of considerable difficulty and completion was retarded until the latter end of September, when the main body of the sockeye run was over. Those salmon arriving after completion of the work passed up through the fishway without difficulty. This fishway will be the means of relieving the situation at this point which, in the past, has made necessary the passing of fish over the falls by hand.

Fraser River, Bridge River Falls.—A fishway was excavated entirely in solid rock, under the direction of the engineering staff, at a cost of \$643.17. Owing to the great range of water in the canyons and narrow places on the Fraser river, such fishways are useful only during the particular stages of the river for which they are intended. This fishway was built to operate at the lowest stages of flow which was only recorded for a very short period of time during last season. The conditions for this stage of water have been greatly improved by the fishway.

Nicola Lake.—A fishway thirty-six feet long and six feet wide was incorporated in the dam constructed during the year at the foot of Nicola lake, near the town of Nicola, B.C., permitting salmon to pass without difficulty.

Hell's Gate, Fraser River.—Owing to the fact that salmon are unable, at certain stages of water, to negotiate the rapids at Hell's Gate, a board of Engineers comprising representatives from the Department of Public Works, the Water Power and Reclamation Service, the provincial Department of Fisheries, and the federal Department of Fisheries, was formed, to carry out investigations looking to the necessity and possible means of improving conditions at this point.

Complete surveys of the canyon at Hell's Gate were conducted, cable stations established for measuring velocities and gauges set both above and

below the gate, from which studies of all conditions affecting velocities, turbulence, etc., were made. The cost of these investigations, which are still in progress was \$2,166.55, and considerable time of the engineering staff was devoted them.

Baker River Fishway.—This project which involves an elevator designed to take salmon over a dam about two hundred and sixty-five feet high, located on Baker river, in the state of Washington, was carefully examined and such data as was available secured.

Buckley River (Hagwelgat Canyon).—An inspection was made and report prepared on the possibility of damage to the river by the construction of new bridge abutments.

Puntledge River.—Inspection was made of obstructions and directions given regarding the reconstruction of the fishway in the impounding dam of the Canadian Collieries (Dunsmuir).

Prospect Lake.—An inspection of the fishway was made.

Under the heading "Fish Culture," the following works were performed:—

NOVA SCOTIA

Yarmouth Hatchery.—A careful examination was made of a number of streams in Yarmouth county for the purpose of selecting a site for a salmon and trout hatchery establishment, involving surveys to obtain levels and volumes of discharge. The site finally approved by the department at the outlet lake George was surveyed for the necessary property and water rights.

Antigonish Hatchery.—Complete surveys of a site for a salmon and trout hatchery establishment were made at Fraser's Mills on the South river, this site having been approved by the department after a number of others had been eliminated.

Windsor Hatchery.—Owing to the pollution of the stream from which the water supply for the Windsor Hatchery is obtained by large gypsum mining operations, it was necessary to give consideration to the selection of a new site. Several streams were examined and preliminary surveys conducted to determine their suitability for hatchery purposes.

NEW BRUNSWICK

Florenceville Hatchery.—Plans and specifications were prepared and contract let and completed for the construction of a salmon and trout hatchery establishment at White Marsh creek, near Florenceville, N.B. The work under this contract included the main building eighty-nine feet ten inches long, and twenty-three feet wide, and a combination garage and ice house thirty-two feet long by eighteen feet wide.

The main building contains a six-room dwelling house for the superintendent at one end and two rooms for the assistant with an office over at the other. The hatching room proper is fifty-three feet long, one storey, with side and roof lighting. The equipment includes thirty hatching troughs, standard design, sixteen feet long. Floors of the hatchery are of concrete throughout and in designing it a new feature was introduced, consisting of twelve floor tanks each twelve feet long, two feet two inches wide, and one foot deep, two tanks being placed under each cluster of hatching troughs. The tanks are supplied independently with water from the overflow of the hatching troughs and are designed primarily as a means of relieving congestion during the hatching period.

The dwelling is heated with hot air furnace, and equipped with sanitary plumbing, the water supply for which is obtained from a well by an automatic electric pumping equipment, and the waste from which is discharged into a septic tank. All buildings throughout are lighted by electricity.

The garage building contains accommodation for two cars or trucks, an ice room with cold chamber for keeping feed for rearing of fry, and storage room overhead.

The water supply for the establishment is obtained from the reservoir formed by building an earth embankment dam with concrete core-wall, discharge gates and inlet gates, the dam being about one hundred and fifty feet long and twelve feet high at the gates. Water is conducted to the hatchery by a six inch wire wound wood stave pipe and to the rearing pond system by a similar pipe ten inches in diameter.

The rearing pond system consists of eight ponds each one hundred and twenty-six feet long, five feet wide and four feet deep, constructed with concrete side walls and gravel bottoms, each pond being fed independently from the water supply. On account of the lateness of the season, only five of these ponds were completed, but excavations for the balance were removed and the whole left in readiness for completion next year.

The construction of the dam and rearing ponds was done by day labour, under the direct supervision of the Engineers.

St. John Hatchery.—The rearing and brooding facilities at this hatchery were extended by the construction of fourteen ponds, of varying lengths to suit the ground location, the total length being twenty-one hundred and twenty-eight feet. Ponds are all four feet wide with side walls of concrete and bottoms of gravel. The water supply is obtained from Little river reservoir, a new eight-inch wood stave pipe being installed and from a large spring from which an eight-inch pipe was also laid. Both sources of water supply are led into a concrete tank where they may be mixed as desired thus regulating to a certain extent, the temperature of the water before it enters the head trough of the pond system. The ponds are arranged so that each may be supplied separately from the head trough or the water may, if desired, be circulated through two, three, or more from one supply.

The entire pond system was enclosed in a link chain wire fence three feet high with a twelve-inch band of smooth galvanized iron around the top to prevent the entrance of mink.

Electricity having become available during the year, the buildings, including dwelling, hatchery and garage, were wired and equipped with lighting fixtures. Several lights were also established around the pond system controlled by switches from the dwelling, as a protection against possible poaching.

The hot air furnace in the dwelling was repaired and one new register with heating pipe installed.

Restigouche Hatchery.—Extensive repairs were made to the establishment including the renewal of one half the floor in the hatchery, shingling the north slope of the roof, repairing foundations, and installing a sanitary closet combination in the superintendent's quarters. The roofs of several outbuildings were reshingled and repairs made to the water supply to the hatchery.

ALBERTA

Lesser Slave Lake Hatchery, Alberta.—An inspection, covering the entire length of the lake, was made for the selection of a site for a whitefish hatchery in Lesser Slave lake. The location finally decided upon as being most suitable is at Canyon creek on the south side of the lake, about eighteen miles from the lower end. The lake is quite shallow around the shores and is, moreover,

subject to extremely heavy ice floes during the break up in the spring. In the selection of the site, it was necessary to find a location that provided fairly deep water at a reasonable distance from the shore, in order that a water supply could be obtained. Protection against the heavy run of ice was also necessary to insure reasonable safety for the intake pipe.

A contract was awarded for the construction of the hatchery in the fall of the year. The main building is seventy-six feet long and forty feet wide, fitted with eight hundred and eighty-eight hatching jars providing capacity for one hundred and thirty million whitefish eggs.

The ground floor is laid out for the hatching room and engine room and the upper floor is entirely taken up with living quarters which comprise a six room apartment for the superintendent and seven rooms for the accommodation of the staff.

Plans and specifications were prepared for a wharf four hundred feet long which was necessary to provide harbour for the hatchery boats and protection for the intake pipe.

The work in connection with this establishment will not be completed until next autumn.

Waterton Lakes Park Hatchery, Alberta.—An inspection covering a number of streams in southern Alberta was made for the selection of a site for a Trout hatchery. The location finally decided upon is in the Waterton Lakes National Park. A contract was awarded for the construction of a hatchery forty-four feet long by twenty-four feet wide and a one storey cottage for the superintendent, thirty-two feet six inches long and twenty-two feet six inches wide.

The hatchery is divided into two rooms, one thirty-one feet by twenty-three feet providing the hatching room and the other twenty-three feet by twelve feet being fitted as a garage for the hatchery truck.

The hatching room is fitted with fifteen standard hatching troughs sixteen feet long, and six concrete tanks in the floor, two under each cluster of hatching troughs, each two feet wide and fourteen feet long. Provision has been made so that in the event of operations becoming larger, the space occupied by the garage may be converted into additional hatching room. The water supply is obtained by gravity through an eight-inch wood stave pipe from Spring creek where a small concrete dam was built to provide a reservoir.

The dwelling is fitted with sanitary plumbing, the water supply for which is piped from Spring creek, the discharge being into a septic tank. A hot air furnace is provided for heating.

Jasper Park Subhatchery, Alberta.—A subsidiary hatchery was arranged in a long cabin nineteen feet long by fifteen feet wide, a building formerly used by one of the park guardians. Ten standard hatching troughs were installed with the other requisite equipment, providing a capacity for two hundred and fifty thousand Trout eggs.

BRITISH COLUMBIA

Nelson Hatchery, B.C.—Improved quarters for the troughs and equipment of this hatchery were obtained in the basement of the Armoury in Nelson, and the hatchery was moved into them.

Summerland Hatchery, B.C.—A concrete block building thirty feet long and sixteen and one-half feet wide was purchased from the municipality of Summerland for the establishment of a small hatchery on Okanagan lake, the water supply being from the overflow of springs used by the municipality for water services.

The building was refloored and fitted with a whitefish battery of fifty-two jars and with eight standard hatching troughs for trout, each fourteen feet long.

In the basement, under the main floor, a whitefish tank for fry, twenty feet long and four feet wide, and two tanks for trout fry, each twenty feet long by three feet wide, were installed. The building is lighted by electricity.

Stuart Lake Hatchery, B.C.—The entire foundation logs, and such of the wall logs as were rotted, were renewed with sound timber. The work was done under the supervision of the engineering staff with local labour.

Francois Lake Hatchery, B.C.—A survey was made by the engineering staff for purposes of estimate for a site and construction of a hatchery. A small log building was built on the Nadina river flowing into Francois lake, to provide shelter for egg-planting operations in that district.

Lakelse Hatchery, B.C.—A new boat-house and marine ways were constructed to house the new hatchery boat, which is considerably longer and heavier than the one it replaced.

Under the heading "Biological Stations", the following works were performed:—

Marine Laboratory, Eastern Passage, Halifax County.—Following the decision by the department to erect this station, the site was inspected and afterwards acquired. A number of conferences were held with Dr. A. G. Huntsman, Director of the Fisheries Experimental Station, after which plans and specifications for the laboratory were prepared. The building is seventy-five feet long and thirty-two feet six inches wide, with basement, one floor above and attic space for storage, supply-tanks, etc. Construction is concrete foundations and hollow tile walls faced with brick work. The basement has concrete floor and is subdivided into several rooms required for laboratories, work room and engine room.

The first floor is reinforced concrete construction supported on columns, and subdivided into the several laboratories, common room and office.

The building is equipped with sanitary plumbing, electric lighting and electrical outlets for laboratory purposes.

Under the heading "General" may be classed the inside work of the engineering staff, which included the preparations of numbers of plans for equipment, special maps relating to the fisheries and the preparation of reports and other office work.

The engineering staff supervised the establishment of anchorages for fishing boundary signs at Big Qualicum, Little Qualicum river and Oyster river, in British Columbia.

APPENDIX No. 5

FISHERIES

FINANCIAL STATEMENT, 1927-28

Vote No.	Service	Appropriation		Expenditure	
		\$	cts.	\$	cts.
246	{Salaries and disbursements, fishery officers.....	\$	428,520 33		
	{Fisheries Patrol Service.....		275,182 60		
	{Fisheries Protection Service.....		196,613 18		
			910,000 00	900,316 11	
247	Building fishways, etc.....		20,000 00	14,319 06	
248	Legal and incidental expenses.....		5,000 00	4,006 17	
249 and 505	Conservation and development of deep sea fisheries.....		130,000 00	129,878 91	
250	Fisheries Intelligence Bureau.....		1,000 00	561 57	
251	Inspection of pickled fish.....		26,000 00	24,894 85	
252	Fish culture.....		410,000 00	349,141 63	
253 and 506	International Halibut Commission.....		28,500 00	31,652 54	
254	Marine Biological Board.....		138,000 00	138,000 00	
337	Compassionate allowance to widow of late F. Askew.....		2,000 00	2,000 00	
			1,670,500 00	1,594,770 84	
17 and 436	Civil Government salaries.....		107,220 00	93,617 81	
17 and 436	Contingencies.....		28,500 00	27,795 77	
Stat'y	Fishing bounty.....		160,000 00	158,375 80	
			1,966,220 00	1,874,560 22	
535	To provide for increases to Civil Service, both inside and outside.....			19,449 92	
	Gratuities.....			350 00	
	Superannuation Fund No. 5 (Act 1924).....			1 82	
				1,894,361 96	

EXPENDITURE, 1927-28—DETAILED STATEMENT OF SALARIES AND DISBURSEMENTS OF FISHERY OFFICERS

Provinces	Inspectors and Overseers		Allowances			Gasoline and Oil		Special Guardians		Sundry	Total		
	Salaries		Auto	Boat	Horse			Wages	Expenses				
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	
<i>Nova Scotia</i> —													
General Account.....	12,526	64	1,425	13			115	33			1,211	85	
<i>Nova Scotia</i> No. 1.....	15,240	00	2,746	43	770	00	143	84			143	84	
" No. 2.....	18,385	43	4,607	58	400	00	180	28			37,332	72	
" No. 3.....	19,455	00	4,577	62			9,990	62			148	58	
Halifax School.....			30	50								30	50
	65,607	07	13,387	26	1,170	00	295	61	1,263	89	1,647	55	
<i>Prince Edward Island</i> —													
Prince Edward Island No. 1.....	9,332	76	2,102	47							221	73	
" No. 2.....	1,485	00	521	95	112	50	63	25			81	90	
	10,817	76	2,624	42	112	50	63	25			303	63	
<i>New Brunswick</i> —													
New Brunswick No. 1.....	10,937	90	1,658	40	300	00	187	57			170	16	
" No. 2.....	16,561	13	3,181	19	922	38	888	10			761	05	
" No. 3.....	9,226	62	1,549	33	168	75	150	92			78	89	
	30,725	65	6,388	92	1,391	13	1,226	19	763	50	930	10	
<i>Quebec</i>													
											91	59	
<i>Manitoba</i>	9,585	00	4,212	02	525	00	422	77	2,633	55	81	87	
<i>Saskatchewan</i>	10,710	48	4,120	60	225	00			1,098	75	76	79	
<i>Alberta</i>	10,987	50	4,690	48	300	00	311	81	2,359	00	758	55	
<i>British Columbia</i> —													
General Account.....	19,826	32	2,083	98							4,424	43	
<i>British Columbia</i> No. 1.....	10,865	01	8,306	31							911	52	
" No. 2.....	13,455	74	4,176	32							3,895	66	
" No. 3.....	15,090	00	7,921	27							533	71	
	59,247	07	22,450	88					24,351	11	9,277	69	
<i>General Account</i>											12,790	26	
											12,790	26	

SUMMARY

Provinces	Inspectors and Overseers		Allowances			Gasoline and Oil	Special Guardians		Sundry	Total
	Salaries	Disb.	Auto	Boat	Horse		Wages	Expenses		
Nova Scotia.....	65,607 07	13,387 26	11,286 76	1,150 00	300 00	295 61	31,575 56	1,263 89	1,647 55	126,523 70
Prince Edward Island.....	10,817 76	2,624 42	1,200 00	112 50	.....	63 25	1,848 71	7 20	303 63	16,977 47
New Brunswick.....	36,725 65	6,388 92	4,809 68	1,391 13	75 00	1,226 19	31,776 68	763 50	990 10	84,147 15
Quebec.....	.....	53 25	.....	.....	.....	.....	.....	.....	91 59	144 84
Manitoba.....	9,585 00	4,212 02	.....	525 00	875 00	422 77	2,800 15	2,633 55	81 87	21,135 36
Saskatchewan.....	10,710 48	4,120 60	225 00	225 00	1,000 00	.....	1,098 75	2,137 10	76 79	19,583 72
Alberta.....	10,687 50	4,690 48	225 00	300 00	450 00	311 81	2,359 00	1,993 42	758 55	22,075 76
British Columbia.....	59,247 07	22,490 88	.....	.....	.....	.....	24,351 11	9,277 69	9,765 32	125,132 07
General Account.....	.....	.....	.....	.....	.....	.....	.....	.....	12,730 26	12,730 26
	203,680 53	57,967 83	17,756 44	3,763 63	2,700 00	2,319 63	95,810 26	18,076 35	26,505 66	428,520 33

EXPENDITURE 1927-28—DETAILED STATEMENT OF FISHERIES PATROL SERVICE

Establishments and Accounts	Paylist		Board or Prov'n.		Fuel		Repairs		Supplies		Stewards	Clothing		Sundry		Total		
	\$	cts.	\$	cts.	\$	cts.	Hull	Engine	Engine	Deck		\$	cts.	\$	cts.	\$	cts.	\$	cts.
<i>Nova Scotia—</i>																		
General account.....															10 00			10 00
"F.P. No. 1".....	2,343 03		24 90		363 02		198 81	232 96	120 89	127 09	54 23	8 82	27 73	3,501 48				3,501 48
"McCull".....	3,730 71		2 60		602 20		250 48	73 49	480 99	85 95	169 94	29 61	168 54	5,594 51				5,594 51
"Lula T." (chartered).....	478 06				68 03				87 13					2,034 83				2,034 83
	6,551 80		27 50		1,033 25		449 29	306 45	689 01	213 04	224 17	38 43	1,637 88					11,170 82
<i>New Brunswick—</i>																		
"Pacharope".....	4,015 00				911 53		61 59	421 64	236 24	26 41	26 59	8 82	30 96	5,738 78				5,738 78
"Seal".....													560 00	560 00				560 00
"Lloyd Geo. (chartered)".....	645 00												182 00	182 00				182 00
"Pontiac" (chartered).....	432 00		123 99		24 16								760 00	1,340 15				1,340 15
"Shannon" (chartered).....	2,300 00				413 45								364 47	3,077 92				3,077 92
	7,392 00		123 99		1,349 14		61 59	421 64	236 24	26 41	26 59	8 82	1,897 43					11,543 85
<i>Prince Edward Island—</i>																		
"Richmond".....	1,092 70				169 81			12 00	126 28		7 00		60 54	1,468 33				1,468 33
"Cock of North" (chartered).....	369 68												125 00	434 68				434 68
"Dora" (chartered).....	600 00												250 00	850 00				850 00
"Gander" (chartered).....	445 17												275 00	720 17				720 17
"Leona" (chartered).....	464 52												275 00	739 52				739 52
"Lucy" (chartered).....	900 00												550 00	1,450 00				1,450 00
"Mary" (chartered).....	600 00												250 09	850 00				850 00
"Olive" (chartered).....	769 68												296 20	1,065 88				1,065 88
"White Star" (chartered).....	296 78												125 00	421 78				421 78
	5,418 53				169 81			12 00	126 28		7 00		2,203 74					7,940 36
<i>Manitoba—</i>																		
"Bradbury".....	7,219 16		2,297 66		4,019 57		73 39	33 98	1,039 58	510 19	212 76	297 95	133 61					15,623 11
<i>British Columbia—</i>																		
General Account.....	2,861 21		68 59		55 88		9 45	311 95	104 17	9 00		7 22	39,040 79					42,468 26
Poplar Island Whse.....	1,140 00				113 90		95 05	45 16	100 52	22 60	74 93	12 80	477 07					2,082 03
<i>Departmental Boats District No. 1—</i>																		
"Elkhorn".....	3,420 00				550 10		7 80	61 49	5 91	5 50	18 75	15 00	28 29	4,112 84				4,112 84
"Foam Crest".....	4,500 00				340 65		16 63	204 85	10 97	41 22	46 00	13 47	40 07	5,213 86				5,213 86
"Humming Bird".....					2 00			33 25						35 25				35 25
"Merry Sea".....	4,500 00		455 70		136 50		22 32	132 67	203 86	21 21	63 48	11 66	221 60	5,769 03				5,769 03

"Sahmo"	4,488 00	3 15	0 50	10 50	34 14	18 09	56 13	14 15
"Swan Tail"	3,420 00	305 00	53 13	7 64	13 00	15 87	32 25	5,354 27
"Vedder River"								3,862 91
<i>District No. 2—</i>								
"Babine No. 1"	700 00	94 20	5 20	28 91	6 32		97 40	937 32
"Babine No. 2"	700 00	94 20	5 60	34 18	7 88		20 00	861 86
"Beldis"		39 00		20 00			204 42	263 42
"Bonnie Roek"	2,191 12	845 45	121 25	202 75	166 11	0 50	59 43	3,990 36
"Cloyal"	2,546 56	636 06	32 50	329 11	41 68		64 02	4,120 02
"Cohce Bay"			7 71					7 71
"Hawk Eye"	1,291 94	203 97	24 75	92 54	73 90		20 70	2,002 00
"Heron Wing"	1,989 49	368 38	46 90	368 38	75 01		38 34	3,318 36
"Linnett N."	1,193 55	282 12	19 70	296 00	101 16	9 11	4 67	1,985 49
"Marfish"	5,438 66	1,886 67	587 28	260 80	198 89	118 89	153 06	11,287 41
"Merlin B"			262 86	0 71				263 57
"Metra"	4,593 26	1,817 39	73 75	279 78	375 25	120 00	68 53	8,513 91
"Nasugo"		39 00	412 93	14 00			204 43	257 43
"Revidis"	2,732 14	666 00	104 45	284 84	65 78		40 19	4,614 92
<i>District No. 3—</i>								
"Black Raven"	1,290 32	439 30	42 22	367 14	85 75	22 10	108 31	2,950 28
"Egret Plume"	1,375 00	297 40	223 81	65 02	89 47		82 98	2,613 16
"Gull Wing"	1,500 00	156 25	222 59	202 02	44 27	1 65	202 37	2,318 07
"Purseps"	250 00	130 99		15 85	3 88		202 89	603 61
"Vanidis"	6,480 00	484 96	134 05	918 65	452 85	70 48	185 93	10,712 35
<i>Chartered Boats—</i>								
<i>District No. 1—</i>								
"Iron Bark"	437 41	51 25		8 40			111 05	222 98
"Mary"	823 23	57 81		16 48			141 50	662 90
"Minota"	360 00	79 69		11 13	1 60		415 60	1,309 37
"W.C.T."	1,100 00	44 43		15 09			93 00	547 78
				6 48			374 90	1,532 38
<i>District No. 2—</i>								
"Amy S"	787 50	314 62		76 15	4 64		927 00	2,109 91
"Argo"	346 19	56 96		13 28			429 00	845 43
"Bee"	387 17	34 04					412 00	833 21
"Dallas Ford"	414 29	161 24		16 96	3 20		549 10	1,144 79
"Double A"	1,023 39	254 34		17 55	1 52		973 00	2,249 80
"Ectoba"	460 00	172 79		37 68	1 96		732 00	1,401 43
"Elida"	1,001 62	244 65		55 71			1,088 00	2,389 68
"Fisher"	751 00	119 51		30 53	5 97		648 00	1,555 01
"Flying Spur"	877 10	293 73		83 82	3 04		1,152 60	2,410 29
"Full Moon"	928 46	428 44		23 13			1,305 00	2,686 53
"Grizzly"		9 12						9 12
"Irene R"	791 67	85 24		11 58			660 00	1,548 49
"Ironsides"							0 75	0 75
"Kiki"	939 92	148 42		29 16	3 04		1,280 00	2,400 54
42,423 82								
19,197 47								

EXPENDITURE 1927-28—DETAILED STATEMENT OF FISHERIES PATROL SERVICE—Concluded

Establishments and Accounts	Paylist		Board or Prov'n.		Fuel		Repairs		Supplies			Clothing		Sundry		Total						
	\$		\$		\$		\$		\$		\$		\$		\$							
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.					
"Killsault"	765	76			265	62									1,000	00		2,107	49			
"Jella"	493	97			174	13									612	00		1,333	99			
"Melrose"	638	71			67	97									523	50		1,259	42			
"Moose"	765	00			257	01									824	00		1,919	72			
"Myfawny"	420	24			109	02									600	00		1,170	22			
"Neris"															350	00		350	00			
"Oh Boy"	787	50			256	86									1,070	00		2,198	85			
"Omar K"	667	74			76	34									549	00		1,329	12			
"Oswego"	918	88			87	72									1,000	00		2,025	52			
"Oyashimo"	1,132	26			161	80									1,078	00		2,392	65			
"Rose"	11	50													162	00		173	50			
"See Bee"	1,110	00			553	45									1,208	00		2,945	24			
"Sea Foam"	910	64			222	00									992	00		2,150	51			
"Seminole"	780	00			170	53									954	00		1,949	86			
"Sun Beam No. 2"	1,157	98			469	59		145	75						1,581	05		3,370	17			
"Velma"	667	74			116	66									549	00		1,352	01			
"Venture"	997	50			230	94									1,224	00		2,538	10			
"Webash"	861	05			553	07									1,160	00		2,612	47			
																			54,767	12		
<i>District No. 3—</i>																						
"Albo"	546	67			81	00									22	00		6	00	822	67	
"Ban Box"	496	67			89	70									29	00				153	00	
"Betsy N"	493	33			69	35									5	15				152	00	
"C. H."	153	33			25	30									5	62				48	00	
"Charles"	146	67			29	01									1	85				45	00	
"Colby"	1,104	85			226	01									64	48				1,025	95	
"Crab"	153	33			12	65									3	12				47	50	
"Curlw"	264	52			88	47									21	41				80	00	
"Daisy"	496	67			91	70									31	90				186	00	
"Dana"	108	17			30	59									12	43				32	00	
"Deep Sea"	340	32			41	96									17	25				104	00	
"Dorothy N"	1,200	00			75	91									29	72				588	11	
"Dot"	1,200	00			257	45									62	50		3	06	316	50	
"Dunno"	433	87			82	45									6	50				184	40	
"Elsie"	267	85			13	00									2	85				82	00	
"Esperanza"	1,145	16			428	04									79	33				555	50	
"Esther K"	806	45			532	22									45	90				1,962	94	
"Ethel"					118	80									19	20				11	77	
																				5	25	
																					182	90

District No. 3—Cont.—

"Fishber"	264 52	33 50	6 95	0 70	81 00	386 67
"Georgina M"	156 67	8 97	8 40		75 00	75 00
"Gipsy"	283 87	29 27	13 97		48 50	222 63
"Haslam"	230 00	62 6	16 50		175 00	F02 09
"Iona"	103 77	16 00	1 87		68 00	377 24
"Johnson"	232 80	29 50	1 75		27 00	148 62
"Jones"					71 00	335 45
"Klinekwa"					45 00	45 00
"Lena"	153 32	13 80	6 24		48 50	221 87
"Lima"	124 62	9 80	9 80	0 46	38 60	175 65
"Lively"	106 56	26 61	2 86		35 00	171 03
"Marfish"	766 67	108 00	8 40	5 07	246 77	1,134 89
"Maud L"	196 67	27 38	5 11		60 27	1,200 01
"M. E. Smith"	1,231 29	199 50	17 75		815 50	2,464 04
"Northwind"	203 33	13 40	5 80		62 00	284 53
"Olive"	523 34	54 87	7 47		102 00	747 66
"Pilling"	383 87	59 20	1 00		118 00	562 07
"Pontiac"	1,200 00	128 25	19 50		371 00	1,718 75
"Reliance"	1,380 81	55 13	32 52	4 61	1,526 00	3,199 07
"Rene"	200 00	17 91	6 50		62 00	279 91
"Repentance"	301 61	170 00	3 81	0 46	31 00	146 23
"Roberts"	101 07	9 80	3 81		36 00	45 68
"Roona"	9 68				87 00	430 97
"Sara S."	277 42	49 45	11 10	6 00	137 00	550 55
"Sayward No. 1"	440 00	145 20	28 37		137 00	550 55
"S. & E."	361 83	9 77	5 00		139 80	576 38
"Sea Dog"	1,000 00	18 40			276 00	1,284 40
"Sisters"	200 00	19 32	4 68	3 04	62 00	289 04
"S. O. S."	101 51	5 52	6 10		30 00	143 13
"Speedwell"	506 67	43 24	17 27		156 60	713 26
"Stubbs"	433 33	63 00	17 27		154 00	727 58
"Susie M"	329 03	104 00	11 60		98 00	542 63
"Tango"	277 42	47 84	14 20		86 00	425 46
"Three Flowers"	156 67	42 55	11 47		48 50	259 19
"T.M.G."	658 06	52 33	4 30		204 50	919 19
"Wonder No. 2"	156 67	42 55	15 53		48 50	263 27
"Wonder No. 3"		9 20	1 70			10 00
	105,789 62	21,197 97	5,707 90	2,097 62	80,175 78	228,904 46

SUMMARY

Nova Scotia.....	6,551 80	27 50	1,033 27	449 29	306 45	689 07	213 04	224 17	38 43	1,637 88	11,170 82
New Brunswick.....	7,390 00	123 95	1,349 14	61 59	424 64	236 24	26 41	26 59	8 82	1,897 43	11,543 85
Prince Edward Island.....	5,418 53		169 81		12 00	126 28		7 00		2,206 74	7,940 36
Manitoba.....	7,219 16	2,297 66	4,019 57	77 39	7 83 98	1,039 58	510 19	212 76	297 95	133 61	15,623 11
British Columbia.....	105,789 62	4,359 28	21,197 97	1,829 71	6,292 40	5,707 99	1,006 87	2,097 62	447 10	80,175 78	228,904 46
	132,369 11	6,808 43	27,769 74	2,267 20	6,998 57	7,799 10	1,756 51	2,568 14	792 36	86,051 44	275,182 60

EXPENDITURE 1927-28—DETAILED STATEMENT OF FISHERIES PROTECTION SERVICE

<i>General Account</i>											44 11
<i>East Coast</i> —											
Arleux.....	24,159 53	4,560 57	5,475 88	2,074 38	1,482 27	621 81	1,384 07	630 25	1,302 20	1,044 40	42,735 49
Arras.....	25,473 20	5,141 64	10,706 93	1,708 55	2,132 88	987 64	2,080 30	493 82	1,502 50	1,233 51	51,580 97
	49,632 73	9,702 15	16,182 81	3,842 93	3,675 12	1,609 45	3,464 37	1,124 17	2,804 70	2,277 91	94,316 46
<i>West Coast</i> —											
General Account.....	22,044 10	5,306 30	7,226 97	487 91	3,741 44	756 77	308 10	715 60	1,448 61	629 59	11 50
Givenchy.....	29,983 62	6,491 03	12,124 87	2,938 83	1,636 66	992 90	1,708 78	1,420 60	1,495 96	782 01	42,665 43
Malaspina.....	52,028 02	11,797 32	19,351 82	3,426 74	5,378 10	1,749 67	2,016 94	2,136 20	2,944 57	1,423 10	59,575 68
											102,252 61

SUMMARY

<i>General Account</i>											44 11
<i>East Coast</i>	49,632 73	9,702 15	16,182 81	3,842 93	3,675 12	1,600 45	3,464 37	1,124 17	2,804 70	2,277 91	94,316 46
<i>West Coast</i>	52,028 02	11,757 32	19,351 82	3,426 74	5,378 10	1,749 67	2,016 94	2,136 26	2,944 57	1,423 10	102,252 61
	101,660 75	21,499 58	35,534 63	7,269 67	9,053 22	3,359 16	5,481 31	3,260 37	5,749 30	3,745 12	196,613 18

FINANCIAL STATEMENT, 1927-28

EXPENDITURE, 1927-28—DETAILED STATEMENT OF FISH CULTURE

Hatcheries	Salaries		Maintenance		Total of Hatchery		Total of Provinces	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
<i>Nova Scotia</i>								28,148 93
Halifax School.....			944	10	944	10		
Antigonish.....				25 60		25 60		
Bedford.....	2,390	45	4,323	54	6,713	99		
Lindlof.....				991 47		991 47		
Margaree.....	4,271	61	4,982	24	9,253	85		
Margaree Pond.....		192 00	1,454	18	1,646	18		
Middleton.....	1,440	00	5,141	21	6,581	21		
Windsor.....	1,500	00		92 53	1,592	53		
Yarmouth.....				400 00		400 00		
<i>Prince Edward Island</i>								5,085 20
Kellys Pond Hatchery.....	2,820	00	2,265	20	5,085	20		
<i>New Brunswick</i>								102,131 24
Florenceville.....			32,703	52	32,703	52		
Grand Falls.....	2,996	00	2,809	95	5,805	95		
Miramichi.....	3,120	00	3,519	92	6,639	92		
Miramichi Pond.....		90 58	2,604	16	2,694	74		
Nepisiquit.....		547 23	871	09	1,418	32		
New Mills Pond.....		852 68	2,918	73	3,771	41		
Restigouche.....	2,313	42	4,500	70	6,814	12		
Sparkle.....		523 51		133 55		657 06		
St. John Hatchery.....	2,820	00	28,579	23	31,399	23		
St. John Pond.....			9,933	36	9,933	36		
Tobique.....				293 61		293 61		
<i>Ontario</i>								25 38
Collingwood.....				25 38		25 38		
<i>Manitoba</i>								22,954 22
Dauphin River.....			1,689	01	1,689	01		
Dauphin River Spawn Camp.....			1,919	12	1,919	12		
Gull Harbour.....	1,680	00	5,555	54	7,235	54		
Winnipegosis.....	1,890	00	10,220	55	12,110	55		
<i>Saskatchewan</i>								7,792 50
Qu'Appelle.....	2,940	00	4,852	50	7,792	50		
<i>Alberta</i>								44,109 92
General Account.....				14 00		14 00		
Banff.....	3,120	00	3,748	70	6,868	70		
Cold Lake.....			1,225	84	1,225	84		
Jasper Park.....				1,115 68		1,115 68		
Lesser Slave Lake.....	241	50	24,619	09	24,860	59		
Spray Lakes.....				1,459 58		1,459 58		
Waterton Park Hatchery.....				8,565 53		8,565 53		
<i>British Columbia</i>								112,532 65
General.....	7,860	00	3,229	78	11,089	78		
Anderson.....	2,058	64	4,797	64	6,856	28		
Babine.....	2,164	86	5,017	75	7,182	61		
Cowichan.....	3,537	50	3,584	55	7,122	05		
Cranbrook Eyeing Station.....		468 21		717 55		1,185 76		
Cultus.....	1,039	98	3,779	07	4,819	05		
Gerrard.....		510 97		1,207 41		1,718 38		
Harrison.....		227 75		832 12		1,059 87		
Kennedy.....	2,230	15	4,760	66	6,990	81		
Lloyd's Creek Eyeing Station.....		815 64		1,120 52		1,936 16		
Nelson Eyeing Station.....		1,924 61		4,652 71		6,577 32		
Pemberton.....	5,017	25	7,968	70	12,985	95		
Pitt.....	1,200	00	4,797	05	5,997	05		
Rivers Inlet.....	2,731	70	9,985	52	12,717	22		
Skeena.....	3,479	36	12,150	22	15,629	58		
Stuart.....	1,454	19	5,064	31	6,518	50		
Summerland.....		185 81		1,960 47		2,146 28		
General Account.....	5,940	00	20,421	59	26,361	59		26,361 59
			78,595	60	270,546	03		349,141 63

SUMMARY

Hatcheries	Salaries	Mainten- ance	Total of Hatchery	Total of Provinces
Nova Scotia.....	9,794 06	18,354 87	28,148 93	
Prince Edward Island.....	2,820 00	2,265 20	5,085 20	
New Brunswick.....	13,263 42	88,867 82	102,131 24	
Ontario.....		25 38	25 38	
Manitoba.....	3,570 00	19,384 22	22,954 22	
Saskatchewan.....	2,940 00	4,852 50	7,792 50	
Alberta.....	3,361 50	40,748 42	44,109 92	
British Columbia.....	36,906 62	75,626 03	112,532 65	
General Account.....	5,940 00	20,421 59	26,361 59	
	78,595 60	270,546 03	.....	349,141 63

EXPENDITURE, 1927-28—DETAILED STATEMENT OF CONSERVATION AND DEVELOPMENT OF DEEP SEA FISHERIES

Under Department—

General Account.....	\$ 4,676 36
Destruction hair seals.....	22,088 87
Scallop investigation.....	122 06
Transportation of fish.....	18,685 79
Royal Commission.....	66,901 70
Salmon investigation.....	415 49
Marine Laboratory.....	3,896 32
	<u>\$ 116,786 59</u>

Under Biological Board—

Demonstration building.....	\$ 11,334 41
Herring investigation.....	628 03
Lobsters.....	958 41
Fraser River currents.....	171 47
	<u>13,092 32</u>
	<u>\$ 129,878 91</u>

FISHERIES BRANCH

FISHERIES EXPENDITURE, 1927-28—SUMMARY BY PROVINCES

Appropriation	General		Nova Scotia		Prince Edward Island		New Brunswick		Quebec		Ontario		Manitoba		Saskatchewan		Alberta		British Columbia		Total	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Salaries and disbursements, fishery officers.....	12,790	26	126,523	70	16,977	47	84,147	15	144	84	21,135	36	19,593	72	22,075	76	125,132	07	428,520	33		
Fisheries Patrol Service.....	10,588	74	83,493	74	7,940	36	11,543	85	275	09	15,623	11	275	80	228,904	46	275	182	60			
Fisheries Protection Service.....	26,361	59	28,148	93	5,085	20	102,131	24	25	38	22,954	22	7,792	50	44,109	92	102,252	61	196,613	18		
Fish culture.....	3	42	2,105	57	696	15	3	60	92	52	2,596	79	0	21	12,206	26	112,532	65	349,141	63		
Building fishways, etc.....	71,578	06	45,243	94	92	52	130	00	1,215	72	2,028	01	194	93	9,763	97	129,878	91	14,319	06		
Conservation and development of D.S.F.	301	05	48	00	92	52	130	00	842	79	244	60	3,490	02	24,894	85	3,490	02	24,894	85		
Fisheries Intelligence Bureau.....	51	55	17,914	62	1,215	72	2,028	01	842	79	244	60	3,490	02	24,894	85	3,490	02	24,894	85		
International Halibut Commission	31,652	54	261	80	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Legal and incidental expenses.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Compassionate allowance to widow of F. Askev.....	.....	.....	2,000	00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marine Biological Board.....	138,000	00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fishing Bounty.....	.....	.....	82,107	00	12,695	45	19,906	80	44,266	55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	291,327	21	399,018	12	44,380	96	223,320	23	44,606	32	25	38	59,957	29	27,386	43	596,579	02	1,753,146	64		
Civil Government salaries.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Contingencies.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Increases to Civil Service, inside and outside.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gratuities.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Superannuation Act No. 5.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

APPENDIX No. 6

LIST OF UNITED STATES FISHING VESSELS WHICH ENTERED
CANADIAN PORTS ON THE PACIFIC COAST DURING THE
YEAR ENDED DECEMBER 31, 1927

Name of Vessel	Tonnage	Number of men in crew	Number of times entered	Reasons for entry	Quantity of fish landed cwts.
A.L. 573.....	5	1	1	Shelter.....	
Akutan.....	46	9	9	Sell fish.....	3,260
Alaska.....	18	5	1	Bait and ice.....	
Alaska.....	57	10	5	Sell fish.....	1,400
Albatross.....	40	13	11	Bait, sell fish and ice.....	1,640
Active.....	8	3	1	Sell fish.....	
Acton.....	7	2	1	".....	400
Addington.....	26	6	6	" , bait and ice.....	1,000
Agnes.....	17	5	1	Bait and ice.....	
Agnes R.....	6	2	1	Shelter.....	
Alf. E.....	9	4	1	Supplies.....	
Alice B.....	17	5	2	Bait and ice.....	
Alitak.....	14	5	7	Engine trouble, bait and ice.....	
Alken.....	7	3	1	Sell fish.....	60
Alki.....	7	3	10	".....	680
Aloha.....	19	6	12	" , bait and ice, supplies.....	
Alten.....	43	10	7	".....	2,620
Altik.....	37	10	1	".....	440
America.....	25	11	10	Bait and ice.....	
Angeles.....	28	6	7	".....	
Anna B.....	5	1	1	Shelter.....	
Anna J.....	22	6	11	Sell fish.....	1,640
Antler.....	22	5	9	Land sick man, orders, bait and ice.....	
Arcade.....	14	4	9	Bait and ice.....	
Arctic.....	29	7	5	Sell fish.....	1,460
Areil.....	7	2	1	Shelter.....	
Argo.....	26	6	9	Sell fish, bait and ice, supplies.....	180
Arrow.....	40	9	8	".....	1,940
Atlantic.....	24	9	10	" , orders.....	3,160
Atlas.....	31	7	9	".....	2,840
Attu.....	37	11	3	".....	540
Augusta.....	19	5	3	".....	360
Aurora.....	16	5	2	Bait and ice.....	
Bainbridge II.....	3	2	1	Shelter.....	
Baltic.....	20	5	3	Sell fish.....	420
Beaver.....	17	5	4	Bait and ice.....	
Beaver.....	5	2	1	Shelter.....	
Bell M. 894.....	4	1	1	".....	
Bertha.....	11	4	3	Bait and ice, shelter.....	
Bertha.....	4	2	1	Towing Canadian boat in distress.....	
Betty.....	15	5	4	Sell fish, fuel.....	220
Betty Jane.....	34	6	6	Bait and ice, fuel.....	
Bill.....	4	3	3	Shelter.....	
Birdie B.....	4	3	2	Supplies.....	
Blanco.....	25	6	3	Sell fish, fuel.....	260
Blanco.....	12	3	6	Bait and ice.....	
Bonanza.....	30	6	7	Sell fish.....	1,880
Boonvoll II.....	27	6	5	Bait and ice.....	
Bravo.....	14	3	3	Sell fish.....	360
Brisk.....	37	9	8	Bait and ice, sell fish.....	1,680
Brothers.....	13	5	5	Sell fish.....	620
Brunvall.....	28	4	1	".....	360
Bruvold.....	37	7	9	".....	2,180
Bunt Ina.....	4	2	1	Supplies.....	
California.....	20	5	12	Bait and ice, supplies, engine trouble, shelter.....	
Cape Blanco.....	24	6	1	Bait.....	
Caroline.....	3	2	1	Shelter.....	
Cascade.....	7	1	1	".....	
Cedric.....	19	6	5	Sell fish.....	1,080
Chancellor.....	14	5	10	Bait and ice, supplies, sell fish, fuel, etc.....	60
Chelsea.....	51	9	9	Sell fish.....	3,300

LIST of United States Fishing Vessels which entered Canadian Ports on the Pacific Coast during the year ended December 31, 1927—Continued

Name of Vessel	Tonnage	Number of men in crew	Number of times entered	Reasons for entry	Quantity of fish landed
Chimera.....	9	3	6	Bait and ice, supplies.....	ewts.
Chum.....	6	3	3	Sell fish.....	180
Cohoe.....	7	2	1	Shelter.....	
Columbia.....	41	10	6	Sell fish.....	1,520
Commonwealth.....	60	10	6	Bait and ice, sell fish.....	1,620
Constitution.....	39	10	9	" " ".....	1,920
Corona.....	19	11	10	" " ".....	120
Curlew.....	18	5	10	" " ".....	
Daily.....	26	6	7	Sell fish.....	1,280
Dave.....	4	1	1	Shelter.....	
De.....	11	3	1	".....	
Decker J.....	16	5	1	Bait and ice, landed fish.....	22
Defence.....	20	5	4	Sell fish.....	450
Democrat.....	27	6	8	".....	1,620
Diana.....	22	6	7	Bait and ice, orders.....	
Discovery.....	10	4	11	" " sell fish.....	60
Dixie.....	7	2	1	Shelter.....	
Dora H.....	15	5	1	Bait and ice.....	
Dorothy.....	89	16	1	Sell fish.....	280
Dorothy M.....	6	2	2	Shelter.....	
Eagle.....	67	15	7	Sell fish.....	3,180
Eastern Point.....	4	2	15	".....	660
Echo 728 L.....	4	2	1	Shelter.....	
Eclipse.....	44	11	6	Bait and ice, sell fish.....	1,160
Eidsvold.....	15	5	3	" " orders and supplies.....	
Eldorado.....	47	11	6	Sell fish.....	1,600
Eleanora.....	16	5	3	Bait and ice and land fish.....	15
Electra.....	48	10	7	Sell fish.....	2,060
Elly.....	7	2	1	Shelter.....	
Emblem II.....	5	2	1	".....	
Eureka.....	11	4	16	Sell fish, fuel, etc.....	1,360
Evelyn.....	4	1	1	Assistance given "Hyada" with broken shaft.....	
Evolution.....	17	5	10	Bait and ice.....	
Exceed.....	8	1	1	Shelter.....	
Excel.....	27	3	2	".....	
Explorer.....	34	9	4	Sell fish.....	1,540
Fairway.....	19	5	2	".....	360
Flamingo.....	13	5	1	Fuel, etc.....	
Flattery.....	10	3	3	Sell fish.....	200
Flint.....	24	5	1	Bait.....	
Florence M. 1675.....	4	2	1	Shelter.....	
Foremost.....	66	10	8	Sell fish.....	3,380
Forerunner.....	4	2	1	Shelter.....	
Foreward.....	18	5	2	Sell fish.....	60
Forward.....	4	1	1	Shelter.....	
Frances W.....	6	2	1	".....	
Franklin.....	34	9	4	Sell fish.....	660
Freia.....	4	2	2	Shelter.....	
Fremont.....	10	5	7	Sell fish.....	580
557 G. A. I.....	4	2	1	Shelter.....	
G. 88 A.....	4	2	2	".....	
Galveston.....	21	5	1	".....	
Glacier.....	13	4	3	Sell fish.....	460
Gladstone.....	23	6	6	".....	1,360
Gloria.....	17	5	9	" " fuel, bait and ice.....	100
Going.....	6	2	1	Shelter.....	
Grant.....	51	9	12	Sell fish.....	4,400
Gray.....	11	2	3	Shelter.....	
Grayling.....	16	5	5	Sell fish.....	1,060
Grenburg.....	4	2	1	Shelter.....	
Gretchen.....	8	3	8	Bait and ice.....	
Hallo.....	16	5	1	".....	
Hanna.....	11	5	3	Sell fish, fuel.....	100
Happy.....	12	4	2	".....	320
Harding.....	19	5	5	Bait and ice.....	
Harold 638 L.....	3	2	1	Applying for Canadian Registry.....	
Havana.....	41	10	6	Sell fish.....	2,280
Hazel H.....	24	5	11	".....	2,000
Helgeland.....	56	15	9	".....	2,640
Hi Gill.....	12	4	4	".....	380

LIST of United States Fishing Vessels which entered Canadian Ports on the Pacific Coast during the year ended December 31, 1927—*Continued*

Name of Vessel	Tonnage	Number of men in crew	Number of times entered	Reasons for entry	Quantity of fish landed cwt.
Hooter	4	2	1	Shelter	
Hunter No. 2	11	6	1	"	
Hunter No. 4	11	6	1	"	
Imperial	23	6	8	Sell fish	1,240
Inger	7	3	2	"	160
Ionic	24	6	1	Bait and ice	
Irene	30	7	3	Sell fish, supplies	560
Ithona	20	6	7	"	1,280
Ivanhoe	27	7	7	"	1,460
Jack	13	4	3	"	540
Jennie F. Decker	16	5	1	Bait	
Jill 537 G	4	2	3	Shelter	
Joseph George	6	2	1	"	
J. P. Todd II	12	5	6	Sell fish	680
Jumbo	3	2	1	Shelter	
June	15	4	6	Sell fish	720
June II	8	2	1	Shelter	
K. 452	5	2	1	Applying for Canadian Registry	
K. 911	4	2	1	Engine trouble	
Kanaga	47	9	6	Sell fish	1,180
Kanatak	39	9	2	"	300
Katalla	16	5	3	" fuel	120
Kattie M. 681	5	2	2	Shelter	
Kodiak	38	13	5	Shell fish, fuel	1,380
L. 205	3	1	1	Shelter	
L. 321	5	1	1	Applying for Canadian Registry	
L. 338	4	1	1	Engine trouble	
La Paloma	14	11	11	Bait and ice, engine trouble, orders	
Larcing	16	5	3	Sell fish	440
La Verne	5	2	1	Water	
Leviathan	29	6	8	Sell fish	1,680
Lebanon	14	5	6	Bait, ice	
Liberty	44	15	6	Sell fish, bait and ice	960
Liberty 806 M	3	2	1	Applying for Canadian Registry	
Lief II	21	3	2	Sell fish	280
Lituya	30	9	6	"	1,480
Life	6	2	1	Shelter	
Lola	4	2	2	Sell fish	100
Louise	16	5	11	Bait and ice	
Lummen	10	3	4	Sell fish	440
M. 131	5	1	1	Applying for Canadian Registry	
290 M	3	1	1	Shelter	
633 M	5	1	1	Applying for Canadian Registry	
M. 1064	4	2	1	Shelter	
M. 1084	4	2	1	"	
M. 1699 The Boys	4	2	1	"	
M. 1874	4	3	1	"	
Mabel	5	2	1	Bait	
Madeline J	25	5	8	Shelter, bait and ice	
Magna	4	2	1	"	
Majestic	33	9	7	Sell fish, bait and ice	2,540
Mankato	8	3	2	Bait and ice, land fish	9
Mankaton	11	2	1	" "	
Marguerite	7	2	1	Shelter	
Mariner	21	5	6	Bait and ice	
Marmot	30	8	9	Sell fish	
Mary	16	8	15	Bait and ice	
Mary Fischer	8	2	1	Shelter	
Mary L	7	2	1	"	
Mary R	7	2	1	"	
Mars	9	4	6	" bait and ice	
McKinley	38	10	9	Sell fish, bait and ice	2,420
Merkur	8	2	1	Shelter	
Memories	8	2	1	"	
Mermaid	4	1	1	Sell fish	
Mermaid	19	5	8	Bait, ice, supplies	
Middleton	24	6	4	Sell fish	900
Mildred	19	5	1	Bait and ice	
Mildred II	31	7	2	Sell fish	320
Milkof	42	11	1	Bait and ice	
Miro S. II. 48 A	4	2	1	Shelter	

LIST of United States Fishing Vessels which entered Canadian Ports on the Pacific Coast during the year ended December 31, 1927—Continued

Name of Vessel	Tonnage	Number of men in crew	Number of times entered	Reasons for entry	Quantity of fish landed cwts.
Mitkoff.....	46	10	8	Sell fish.....	2,080
Munmie 284 T.....	5	2	1	Orders.....	
Muria.....	27	6	8	Sell fish.....	1,420
Myrtle.....	9	3	7	Bait and ice.....	
Naima.....	4	2	1	Shelter.....	580
National.....	20	5	10	Sell fish, bait and ice.....	
Nebraska.....	5	4	1	Shelter.....	1,680
Neptune.....	43	13	11	Sell fish, bait and ice.....	400
New England.....	70	25	2	" " " ".....	
Nomad.....	15	4	1	Bait and ice.....	980
Nordic.....	30	9	4	Sell fish, fuel.....	380
Norland.....	19	6	2	" " " ".....	80
Norma.....	6	2	2	Bait and ice.....	
North.....	9	3	9	Sell fish.....	2,880
North.....	35	9	8	" " " ".....	1,340
North.....	38	9	5	" " " ".....	
Northern.....	26	6	8	Shelter, bait and ice.....	
Oceanus.....	26	2	1	" " " ".....	
O.K.....	3	2	1	" " " ".....	
O.K. K959.....	4	2	1	" " " ".....	1,040
Omaney.....	34	10	4	Sell fish.....	1,900
Omah.....	18	5	16	" " " ".....	
Orient.....	48	13	10	Bait and ice, orders, supplies.....	1,900
Pacific.....	44	10	6	Sell fish, orders.....	2,240
Panama.....	35	13	10	" " bait and ice.....	1,540
Paragon.....	69	15	5	" " " ".....	
Pershing.....	18	5	2	Shelter, bait and ice.....	
Pet.....	4	2	1	" " " ".....	
Phoenix.....	12	2	2	" " " ".....	2,340
Pioneer.....	48	10	8	Sell fish.....	
Pioneer III.....	26	5	5	Fuel, bait and ice.....	1,700
Polaris.....	45	10	7	Sell fish.....	1,640
Portlock.....	36	9	5	" " " ".....	
Presho.....	14	5	11	Bait and ice.....	1,760
President.....	24	7	7	Sell fish.....	
Prince.....	12	2	1	Shelter.....	1,440
Prosperity.....	25	6	6	Sell fish.....	
Puffin.....	18	4	1	Orders.....	3,320
Radio.....	63	10	7	Sell fish.....	
Ramora.....	4	2	1	Engine trouble.....	450
Ranier.....	4	3	6	Sell fish.....	2,080
Ranier.....	39	9	9	" " " ".....	
Rebel M. 1064.....	4	2	1	Shelter, engine trouble.....	140
Reliance.....	8	4	3	Sell fish.....	
Reliance.....	11	4	7	Fuel, bait and ice.....	600
Reliance.....	14	4	4	Sell fish.....	380
Reliance I.....	19	5	5	" " " ".....	80
Reliance.....	25	5	1	" " " ".....	
Repat.....	14	4	3	Bait and ice.....	
Republic.....	20	5	1	" " " ".....	1,620
Republic.....	51	15	6	Sell fish.....	3,500
Resolute.....	47	10	9	" " " ".....	
Restitution.....	24	5	9	Bait and ice.....	800
Roald Amundsen.....	22	6	6	Sell fish.....	
Roamer.....	5	3	1	Shelter.....	
Romance.....	8	2	1	" " " ".....	
Rosario.....	16	5	2	" " , bait and ice.....	
Roosevelt.....	18	5	2	Bait and ice.....	20
Royal.....	2	1	1	Sell fish.....	
Royal.....	15	5	7	Bait, ice.....	40
Ruth.....	8	4	1	Sell fish.....	
Ruth May.....	13	2	1	Shelter.....	
S. 896.....	3	2	1	" " " ".....	
Sadic K.....	16	5	1	Engine trouble.....	
Salome.....	7	2	2	Shelter.....	
Sammy.....	8	2	1	" " " ".....	
Sea Bird.....	5	2	1	" " " ".....	
Sea Otter.....	4	3	1	" " " ".....	1,380
Seattle.....	55	11	4	Sell fish.....	
2nd Mate.....	3	1	1	Shelter.....	
Selma J.....	9	4	10	" " , bait and ice.....	

LIST of United States Fishing Vessels which entered Canadian Ports on the Pacific Coast during the year ended December 31, 1927—*Concluded*

Name of Vessel	Tonnage	Number of men in crew	Number of times entered	Reasons for entry	Quantity of fish landed
Senator.....	11	7	5	Sell fish.....	1,520
Sentinel.....	21	6	6	".....	1,380
Seymour.....	44	13	2	" , supplies.....	360
Sherman.....	18	5	4	".....	640
Sien d's.....	36	9	1	Bait and ice.....	
Silver Wain.....	4	2	1	Shelter.....	
Sirius.....	17	4	9	Sell fish.....	1,080
Sitka.....	50	10	7	".....	2,880
S.L. 60.....	4	2	1	Shelter.....	
Spray.....	20	6	3	Sell fish, bait and ice.....	560
Stampede.....	5	1	1	Shelter.....	
Star.....	18	3	2	Sell fish.....	180
Summer.....	34	10	11	" , fuel.....	2,060
Sunde EE.....	36	9	4	".....	940
Sunset.....	37	9	9	".....	2,880
Superior.....	18	5	2	Bait and ice.....	
Superior.....	26	5	4	Sell fish.....	900
Swan.....	9	4	13	Shelter, bait and ice, supplies.....	
Sylvia.....	30	6	7	Bait and ice.....	
T. 435.....	5	2	1	Supplies.....	
Tahoma.....	18	6	8	Sell fish.....	1,120
Tatoosh.....	23	6	9	".....	2,360
Taybelle.....	8	2	1	Engine trouble.....	
Teddy J.....	13	5	6	Sell fish.....	800
Texas.....	16	5	3	Shelter, bait and ice.....	
Thelma II.....	26	6	7	Sell fish, bait and ice, orders.....	160
Thor.....	4	2	1	".....	20
Thor.....	25	13	8	" , bait and ice.....	1,380
Tordenskjold.....	39	13	10	".....	400
Trinity.....	41	10	6	".....	1,720
Trondreu.....	5	2	1	Shelter.....	
Tyce.....	13	4	3	Sell fish.....	380
Umatilla.....	8	2	5	Shelter.....	
Unamak.....	10	3	1	Sell fish.....	80
Uninak.....	22	5	10	Bait and ice.....	
Urama.....	27	7	1	Sell fish.....	160
Uranus.....	15	5	10	" , fuel, bait and ice, orders.....	80
Vansee.....	58	11	7	".....	2,680
Vega.....	6	2	1	Shelter.....	
Velero.....	6	3	10	Bait and ice.....	
Velva.....	6	2	4	Shelter, bait and ice.....	
Venture.....	36	15	2	Sell fish, bait and ice.....	180
Venus.....	4	3	2	".....	140
Venus.....	25	7	7	".....	1,480
Vermont.....	35	8	1	Fuel.....	
Verna.....	5	2	1	Shelter.....	
Vesta.....	17	5	10	Bait and ice, land fish, orders.....	5
Vestura.....	5	3	1	Sell fish.....	40
Viking.....	11	4	14	" , shelter, bait and ice.....	450
Virginia.....	33	6	1	".....	200
Visitor.....	4	2	1	".....	40
Volunteer.....	20	5	2	Bait and ice.....	
Wabash.....	6	3	10	Sell fish.....	360
Wa Wa K.903.....	4	1	1	Shelter.....	
Wanderer.....	4	2	1	Supplies.....	
Wave.....	7	3	12	Sell fish.....	720
Wesley.....	9	3	13	Shelter, bait, ice, supplies.....	
West.....	9	2	1	".....	
Western.....	41	9	10	Sell fish.....	4,420
Westjord.....	17	5	2	" , fuel.....	120
White Star 1177M.....	4	2	1	Shelter.....	
White Star.....	17	5	13	" , bait and ice, land fish.....	3
Wilson.....	19	5	11	Sell fish, bait and ice.....	440
Wireless.....	19	5	14	" , shelter, ice, supplies.....	520
Withelema.....	17	5	1	Bait, ice.....	
Wizard.....	49	10	6	Sell fish, bait and ice.....	300
Woodrow.....	23	5	11	".....	120
Wyaach.....	4	2	1	Shelter.....	
Yakutat.....	41	10	8	Sell fish, bait and ice.....	2,280
Yaquina.....	29	6	6	Bait, ice.....	
Yellowstone.....	22	6	2	Sell fish.....	180
Yukon.....	31	7	8	".....	2,140
Zenith.....	47	10	8	" bait, ice.....	2,520

APPENDIX NO. 7

The following is a statement of the different kinds of licenses issued by the different Inspectors, during the 1927-28 season:—

MAGDALEN ISLANDS, QUEBEC—INSPECTOR S. T. GALLANT

Kind of Licenses—	Number of Licenses Issued
Lobster fishing licenses.....	665
Lobster packing licenses.....	15
Lobster packing extensions—10.....	0
Fish cannery licenses.....	1
Certificates under Sec. 63—3.....	0
Herring trap-net licenses.....	25 (1 Cod Trap-net)
Herring seine licenses.....	21
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	727

PRINCE EDWARD ISLAND—INSPECTOR S. T. GALLANT

Lobster fishing licenses.....	2,110
Lobster packing licenses.....	133
Lobster Packing extensions—62.....	0
Oyster fishery licenses.....	182
Quahaug fishing licenses.....	Nil
Fish cannery licenses.....	9
Certificates under Sec. 63—7.....	0
Reduction works licenses.....	Nil
Trap-net fishing licenses.....	3
Lobster Pound licenses.....	1
Smelt gill-net licenses.....	332
Smelt bag-net licenses.....	257
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	3,027

NOVA SCOTIA—DISTRICT No. 1—INSPECTOR A. G. McLEOD

Lobster fishing licenses.....	2,006
Lobster packing licenses.....	47 (1 cancelled)
Lobster packing extensions—37.....	0
Oyster fishery licenses.....	98
Fish cannery licenses.....	3
Certificates under section 63—48 (5 lost).....	0
Reduction works licenses.....	Nil
Gaspereau & alewife fishing licenses (herring weir forms used).....	3
Trap-net fishing licenses.....	38
Salmon gill-net or drift-net licenses.....	26
Salmon trap-net, pound-net or weir license.....	175
Special angling permits.....	78
Lobster pound licenses.....	Nil
Smelt bag-net licenses.....	20
Smelt gill-net licenses.....	226
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	2,720 (1 cancelled)

NOVA SCOTIA—DISTRICT No. 2—INSPECTOR D. H. SUTHERLAND

Lobster fishing licenses.....	3,175 (1 cancelled)
Lobster packing licenses.....	51 (1 cancelled)
Lobster packing extensions.....—69 (2 cancelled)	0
Oyster fishery licenses.....	95
Quahaug fishery licenses.....	Nil
Shad gill-net or drift net license.....	18
Fish cannery licenses.....	3
Certificates under section 63—93.....	0
Reduction works licenses.....	4 (1 cancelled)
Seine licenses.....	139
Herring weir licenses.....	13
Trap-net fishing licenses.....	91
Salmon gill-net or drift-net licenses.....	358 (4 cancelled)
Salmon trap-net, pound-net or weir licenses.....	162 (3 cancelled)
Special angling permits.....	71
Scallop fishery licenses.....	7
Lobster pound licenses.....	2
Smelt bag-net licenses.....	212
Smelt gill-net licenses.....	290
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Lobster pound certificates—74.....	0
	4,691 (10 cancelled)

NOVA SCOTIA—DISTRICT No. 3—INSPECTOR H. H. MARSHALL

Kind of Licenses— <i>Continued</i> —	Number of Licenses issued
Lobster fishing licenses.....	3,301
Lobster packing licenses.....	31
Lobster packing extensions—21.	
Shad gill-net or drift-net licenses.....	3
Fish cannery licenses.....	19
Certificates under section 63—174	
Reduction works licenses.....	10 (1 cancelled)
Herring weir licenses.....	64
Trap-net fishing licenses.....	129 (2 cancelled)
Salmon gill-net or drift-net licenses.....	239
Salmon trap-net, pound-net or weir licenses.....	53
Salmon net permits.....	42
Special angling permits.....	704
Scallop fishery licenses.....	321
Lobster pound licenses.....	12 (1 cancelled)
Smelt bag-net licenses.....	24
Smelt gill-net licenses.....	76
Lobster pound certificates—155.	
	5,028 (4 cancelled)

NEW BRUNSWICK—DISTRICT No. 3—INSPECTOR H. E. HARRISON

Shad gill-net or drift-net licenses.....	282
Sturgeon fishery licenses.....	13
Whitefish fishery licenses.....	13
Salmon net permits.....	172
Gaspereau pound-net or trap-net licenses.....	27
Salmon gill-net or drift-net licenses.....	120
Salmon trap-net, pound-net or weir licenses.....	109
Bass fishery licenses.....	43
Smelt gill-net licenses.....	1
Smelt bag-net licenses.....	Nil
	780

NEW BRUNSWICK—DISTRICT No. 1—INSPECTOR J. F. CALDER

Lobster fishing licenses.....	532
Shad gill-net or drift-net licenses.....	46
Fish cannery licenses.....	10
Certificates under section 63—2.	
Reduction works licenses.....	3
Herring weir licenses.....	574
Clam permits.....	103
Salmon gill-net or drift-net licenses.....	87
Herring seine licenses.....	1
Scallop fishery licenses.....	2
Lobster pound licenses.....	4
Smelt gill-net licenses.....	Nil
Smelt bag-net licenses.....	Nil
Lobster pound certificates—130.	
Lease of dark harbour fishing privileges—1.	
	1,362

NEW BRUNSWICK—DISTRICT No. 2—INSPECTOR A. L. BARRY

Lobster fishing licenses.....	1,980
Lobster packing licenses.....	126 (1 cancelled)
Lobster packing extensions 32.	
Oyster fishery licenses.....	673
Quahang fishery licenses.....	69
Shad gill-net or drift-net licenses.....	Nil
Fish cannery licenses.....	4
Certificates under section 63—212.	
Reduction works licenses.....	Nil
Herring weir licenses.....	Nil
Gaspereau pound net or trap-net licenses.....	32
Salmon gill-net or drift-net licenses.....	76
Salmon trap-net, pound-net or weir licenses.....	402
Scallop fishery licenses.....	Nil
Lobster pound licenses.....	4
Bass fishery licenses.....	32
Smelt gill-net licenses.....	138
Smelt bag-net licenses.....	5,502
Lobster pound certificates—236.	
	9,038 (1 cancelled)

MANITOBA—INSPECTOR J. B. SKAPTASON

Kind of Licenses—Continued—	Number of licenses issued
Reduction works licenses (issued by R.C.M.P.).....	1
Commercial sturgeon fishery licenses.....	142
Domestic sturgeon fishery licenses.....	118
Special angling permits.....	560
Pound-net licenses.....	16
Special fishery licenses.....	3,647 (4 cancelled)
Settler's permits.....	1,369
Receipt books—57.	
	5,853 (4 cancelled)

SASKATCHEWAN—INSPECTOR G. C. MACDONALD

Commercial sturgeon fishery licenses.....	Nil
Domestic sturgeon fishery licenses.....	Nil
Special angling permits.....	214
Commercial and fisherman's fishery licenses.....	861 (14 cancelled)
Domestic fishery licenses.....	137 (1 cancelled)
Indian and half-breed permits.....	853
	2,065 (15 cancelled)

ALBERTA—INSPECTOR R. T. RODD

Fish cannery licenses.....	Nil
Special angling permits.....	5,221 (3 cancelled)
Receipt books—885 (3 cancelled)	
Indian and half-breed permits.....	952
Commercial and fisherman's fishery licenses.....	1,401 (15 cancelled)
Domestic fishery licenses.....	223 (10 cancelled)
	7,797 (28 cancelled)

BRITISH COLUMBIA—INSPECTOR J. A. MOTHERWELL

Fish cannery licenses.....	10
Reduction works licenses.....	27
Special angling permits.....	45
Abalone fishery licenses.....	1
Indian permits.....	830 (6 cancelled)
Crab fishery licenses.....	148 (1 cancelled)
Smelt or sardine fishery licenses.....	69
Sturgeon fishery licenses.....	Nil
Miscellaneous licenses.....	160 (2 cancelled)
Salmon fishery licenses.....	4,886 (7 cancelled)
Salmon trolling licenses.....	3,005 (2 cancelled)
Salmon trap-net licenses.....	7
Salmon purse seine licenses.....	482 (1 cancelled)
Salmon drag-seine licenses.....	46
Licenses to a captain of a salmon (purse or drag) seine boat.....	414 (2 cancelled)
Salmon curing licenses.....	38 (1 cancelled)
Salmon cannery licenses.....	75
Boat license to buy fresh salmon from fishermen.....	263
License to a person engaged in cold storage or fish packing to buy fresh salmon from fishermen.....	69
Grayfish fishery licenses.....	237
Licenses to assistant operator of salmon (purse or drag) seine used under license No.....	2,156
Licenses to assistant in a boat used in operating a salmon gill-net or drift-net.....	1,111 (1 cancelled)
Cod fishery licenses.....	468 (1 cancelled)
Herring or pilchard gill-net or drift-net licenses.....	34
Herring or pilchard drag-seine licenses.....	1
Herring or pilchard purse-seine licenses.....	89
License to captain of herring or pilchard seine boat.....	80 (2 cancelled)
Herring or pilchard curing licenses.....	30
Whale factory licenses.....	2
Counterfoil of pelagic sealing certificates—17.	
	14,783 (26 cancelled)

YUKON

Special fishery licenses.....	34 (1 cancelled)
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PACIFIC COAST

Licenses to United States fishing vessels.....	226
Total.....	58,131 (90 cancelled)

APPENDIX NO. 8

RETURN showing the Details of Prosecutions for Offences against the Fisheries Act during the Fiscal Year 1927-28

NOVA SCOTIA—DISTRICT No. 1—Inspector, A. G. McLEOD

Pros. Nos.	Name of Offender	Nature of Offence	Place of Offence	Result of Prosecution
1	Louis Varence	Fishing trout through the ice.	Lake Ainslie.	Fined \$200.00 and costs. Suspended sentence. Confiscation of 1 axe, 7 hooks, lines, and 4 trout.
2	Edward Young	Being unlawfully in possession of berried lobster.	North Sydney.	Fined \$15.00 and costs and confiscation of 1 berried lobster.
3	Edward Young	Unlawfully fishing for lobsters, violation of Sec. 18 of Regs.	Low Point, C.B.	Fined \$1.00 and costs and confiscation of 14 lobsters.
4	Henry Chiasson	Netting salmon.	Barrack Pool, Margaree River	Fined \$10.00 and had confiscated 1 salmon net.
5	Pierre Fribould and Alfred Devaux.	Fishing lobsters after close season.	North Sydney.	Fined \$9.75 and costs each and confiscation of 4 lobster ring traps and 2 lobsters.

NOVA SCOTIA—DISTRICT No. 2—Inspector, D. H. SUTHERLAND

1	Bert Tait.	Illegal fishing of salmon.	Powers Plant near Oxford.	Fined \$5.00 and costs and had confiscated 1 salmon net.
2	Melvin Weeks.	Fishing within 25 yards of the lower entrance to a claim.	Ship Harbour.	Fined \$50.00 and costs or 30 days in jail—Suspended; and had confiscated from him 2 dip nets.
3	Melvin Weeks.	Resisting arrest, violation of Sec. 50.	"	Confiscation of 2 dip-nets.
4	Melvin Weeks.	Having lobsters in her possession out of season.	"	Confiscation of 2 dip-nets.
5	Mrs. John Muirhead.	Having lobsters in his possession out of season.	New Glasgow.	Fined \$50.00 and confiscation 4 berried lobsters.
6	Geo. Mason.	Having lobsters in his possession out of season.	Ponds, Pictou County.	Fined \$50.00 and costs and had confiscated 62 lobsters.
7	Fred Calquhoun.	Having lobsters in his possession out of season.	Little Harbour.	Fined \$50.00 and costs and had confiscated 92 lobsters.
8	Warren Mills.	Having lobsters in his possession out of season.	Bayview.	Fined \$5.00 and costs and had confiscated 74 lobsters.
9	Colin MacDonald.	Having lobsters in his possession out of season.	Bayview.	Fined \$10.00 and costs or 30 days in jail; 54 lobsters confiscated jointly with W. Mills, Pros. 8.
10	John Muirhead.	Selling lobsters in town.	Westville.	Fined \$50.00 and costs.

11	Carl Cochrane.....	Illegal salmon fishing.....	Port au Pique River.....	Fined \$5.00 and confiscated 1 salmon spear.
12	Clinton Miller.....	Illegal lobster fishing.....	East Wallace.....	Fined \$50.00 and costs and had confiscated 1 motor boat, 1 crate, 2 bags of lobsters.
13	R. M. Trenholm.....	Illegal fishing, having lobsters in possession.....	Pugwash, closed district.....	Fined \$50.00 and costs or 50 days in jail.
14	Roy Howard.....	Illegal salmon fishing.....	Wallace River.....	Fined \$12.00 and costs.
15	Geo. Smith.....	Having undersized lobsters in his possession.....	Halifax harbour.....	Fined \$25.00 and costs and had confiscated from him 28 lobsters.
16	Arthur Billard.....	Having undersized lobsters in his possession.....	Halifax Harbour, near George Island.....	Fined \$25.00 and costs and had confiscated from him 25 lobsters.
17	Parney Hurshman.....	Having lobsters under 9" in length.....	Near Halifax.....	Fined \$35.00 and costs and had confiscated from him 64 lobsters.
18	Charles P. Hurshman.....	Having lobsters under 9" in length.....	Near Halifax.....	Fined \$70.00 and costs or 60 days in jail, and had confiscated from him 64 lobsters. (These are the same lobsters as in Pros. No. 17.)

NOVA SCOTIA—DISTRICT No. 3—Inspector, H. H. MARSHALL

1	Temory Dorey.....	Violation of Sub-sec. 9, Sec. 36 of Fishery Act.....	LaHave River, near Bridge-water.	Dismissed.
2	Chas. Weagle.....	Violation of Sub-sec. 9, Sec. 36 of Fishery Act.....	LaHave River, near Bridge-water.	Fined \$25.00 and costs or 30 days in jail. Sent to jail.
3	Artemas Ramey.....	Fishing for salmon illegally.....	LaHave River, near Bridge-water.	Fined \$20.00 and costs or 20 days in jail.
4	Angus Wile.....	Fishing for salmon illegally.....	LaHave River, near Bridge-water.	Fined \$20.00 and costs or 20 days in jail.
5	George Smith.....	Taking a salmon illegally.....	Petite Riviere.....	Fined \$5.00 and costs and had confiscated 1 dip-net.
6	Harry Dolliver.....	Fishing for lobsters without a license.....	Port Medway Harbour.....	Fined \$5.00 and costs.
7	Raymond Selig.....	Setting salmon net without a license.....	South West Cove.....	Fined \$10.00 and costs.
8	Zacharius Conrad.....	Setting salmon net without a license.....	Great Island.....	Fined \$10.00 and costs.
9	Ernest Weagle.....	Illegally taking a salmon.....	LaHave River, Bridgewater.....	Fined \$100.00 and costs and 3 months in jail, and in default of payment, for a further period of one month.—Sent to jail.
10	Harold Kaizer.....	Having 4-inch gill-net, setting above the limit.....	West side of Gold River.....	Fined \$10.00 and costs.
11	Angus Nowe.....	Fishing for lobsters without a license.....	Medway Harbour.....	Fined \$5.00 and costs.
12	Norman Wymot.....	Using a swing-net.....	McLeod's Falls.....	Dismissed.
13	William Ramey.....	Fishing a square-net.....	McLeod's Falls.....	Dismissed.
14	Chesley Kennis.....	Fishing a square net during weekly close season.....	Gaspereau, King County.....	Fined \$20.00 and costs.
15	Edward Newcomb.....	Obstructing river with wire netting.....	Melanson.....	Fined \$20.00 and costs and confiscated from him roll of wire netting.
16	Norman Adams.....	Dipping a salmon.....	Gold River.....	Fined \$5.00 and costs.
17	Arthur Hatt.....	Setting a net at Stillwater.....	Gold River.....	In favour of defendant; mistake in identity.

RETURN showing the Details of Prosecutions for Offences against the Fisheries Act during the Fiscal Year 1927-28—Continued
NOVA SCOTIA DISTRICT—No. 3—Concluded

Procs. No.	Name of Offender	Nature of Offence	Place of Offence	Result of Prosecution
18	Frank Mosher.....	Dipping for salmon.....	Middle River.....	Fined \$5.00 and costs.
19	Fred Countaway.....	Dipping for salmon.....	Middle River.....	Fined \$5.00 and costs.
20	W. Fitch.....	Illegal fishing.....	Petite Riviere.....	Fined \$25.00 and costs.
21	Milton Corkum.....	Illegal fishing.....	Petite Riviere.....	Fined \$25.00 and costs.
22	Leonard Coleman.....	Unlawfully using a net to sweep or fish for salmon or shad.	Stevens Pool, Nictaux River..	Fined \$50.00 and share of costs or one month in jail, and had confiscated one net.
23	Irving Morse.....	Unlawfully using a net to sweep or fish for salmon or shad.	Stevens Pool, Nictaux River..	Fined \$50.00 and share of costs, or one month in jail, and had confiscated one net. This was the same net as in Procs. No. 22.
24	Harding Coleman.....	Unlawfully using a net to sweep or fish for salmon or shad.	Stevens Pool, Nictaux River..	Fined \$50.00 and share of costs or one month in jail, and had confiscated one net. This was the same net as in Procs. No. 22.
25	Rolland Young, Angus Levy and Harvey Slaunwhife.....	Having lobster traps on board their boat.....	Tancook.....	Fined \$2.00 each and costs
26	Alden Roy.....	Fishing contrary to Sec. 4 (O.C. 17th Mar.) (O.C. 1st April, 1922), Contrary to Sec. 4 (O.C. 17th Mar., 1922) (O.C. 1st April, 1922).	Port Mouton Island.....	Fined \$50.00 and costs and confiscation of 3 lobster traps.
27	Earl Fisher.....	Contrary to Sec. 4 (O.C. 17th Mar., 1922) (O.C. 1st April, 1922).	Hunts Point.....	Fined \$15.00 and costs or 30 days in jail.
NEW BRUNSWICK—DISTRICT NO. 1—Inspector A. L. BARRY				
1	Albert Henderson.....	Having illegal lobsters in his possession.....	Grand Manan.....	Fined \$25.00.
2	The Mahoney Lumber Co.....	Allowing sawdust to enter Memramcook River.....	Near Calhoun.....	Fined \$20.00 and costs.
3	Roy MacAllister.....	Attempting to fish for shad in non-tidal waters.....	Petitcodiac River, near John Addy's Farm.	Fined \$10.00 and costs and had confiscated from him 60 ft. of net and 100 ft. cord rope.
4	C. I. Mills.....	Attempting to fish for shad non-tidal waters.....	Petitcodiac River, near John Addy's Farm.	Fined \$10.00 and costs and had confiscated from him 60 ft. of net and 100 ft. cord rope.
5	Chas. Alward.....	Attempting to fish for shad non-tidal waters.....	Petitcodiac River, near John Addy's Farm.	Fined \$10.00 and costs and had confiscated from him 60 ft. of net and 100 ft. cord rope.
6	Wallace McCarthy.....	Illegal lobster fishing.....	McBoyd Head.....	Fined \$200.00—Allowed to stand. Traps confiscated from him 3 lobster traps, buoys, and 75 fms. lines, 6 lobsterst 1 crate.

7	Vincent McCarthy.....	Illegal lobster fishing.....	McBoyd Head.....	Fined \$200.00—Allowed to stand. Had confiscated from him—3 lobster traps, buoys, and 75 fms. lines, 6 lobsters 1 crate
8	Geo. Stewart.....	Having illegal lobsters in his possession.....	Near Seal Cove.....	Fined \$25.00 and costs and had confiscated from him 7 illegal lobsters.
9	Freeman Dakin.....	Having illegal lobsters in his possession.....	Long Pond, Grand Manan.....	Fined \$25.00 and costs and confiscated from him 15 illegal lobsters.
10	William Dakin.....	Having illegal lobsters in his possession.....	Long Pond, Grand Manan.....	Fined \$25.00 and costs and confiscated from him 15 illegal lobsters.
11	Vernon Urquhart.....	Having illegal lobsters in his possession.....	Brown's Point Grand Manan.....	Fined \$50.00 and costs and had confiscated from him 63 illegal lobsters.
12	Harold Foster.....	Having illegal lobsters in his possession.....	Grand Harbour.....	Fined \$50.00 and costs—Allowed to stand.
13	E. L. Conley.....	Having illegally caught lobsters in his possession.....	St. George.....	Fined \$150.00 and costs and confiscated from him 500 lbs. lobsters.
14	William York.....	Illegal lobster fishing.....	Gardners' Creek.....	Fined \$200.00 Allowed to stand.
15	Roscoe Wilcox.....	Having illegal lobsters in his possession.....	Near Wood Island, Grand Manan.....	Fined \$25.00 and costs. Allowed to stand. Had confiscated from him 15 illegal lobsters.
16	Cecil Wilcox.....	Having illegal lobsters in his possession.....	Near Wood Island, Grand Manan.....	Fined \$25.00 and costs. Allowed to stand. Had confiscated from him 15 illegal lobsters.
17	Hum Fong.....	Selling undersized lobsters.....	King Cafe, St. John.....	Fined \$25.00. Allowed to stand. Had confiscated 25 boiled lobsters.
18	Wilfrid C. Day.....	Selling undersized lobsters.....	Hygienic Fish Market, St. John.....	Fined \$25.00.
19	Chas. Brown.....	Illegally fishing for salmon.....	Nixon Bridge, Albert Co.....	Fined \$10.00 and had confiscated from him 1 salmon spear.

NEW BRUNSWICK—DISTRICT NO. 2—INSPECTOR J. F. CALDER

1	Valentine Muzzerall.....	Setting lobster gear before the season opened.....	Baie Ste. Anne, Parish of Hardwicke.	Fined \$1.00 and costs.
2	Joseph D. Martin.....	Setting lobster gear before the season opened.....	Baie Ste. Anne, Parish of Hardwicke.	Fined \$1.00 and costs.
3	Seberin Savoie.....	Setting lobster gear before the season opened.....	Baie Ste. Anne, Parish of Hardwicke.	Fined \$1.00 and costs.
4	Ernest Durrell.....	Setting lobster gear before the season opened.....	Baie Ste. Anne, Parish of Hardwicke.	Fined \$1.00 and costs.
5	John C. Martin.....	Setting lobster gear before the season opened.....	Baie Ste. Anne, Parish of Hardwicke.	Fined \$1.00 and costs.
6	Rae Gibbs.....	Setting lobster gear before the season opened.....	Baie Ste. Anne, Parish of Hardwicke.	Fined \$1.00 and costs.
7	John Muzzerall.....	Setting lobster gear before the season opened.....	Baie Ste. Anne, Parish of Hardwicke.	Fined \$1.00 and costs.
8	Edward J. Martin.....	Setting lobster gear before the season opened.....	Baie Ste. Anne, Parish of Hardwicke.	Fined \$1.00 and costs.

RETURN showing the Details of Prosecutions for Offences against the Fisheries Act during the Fiscal Year 1927-28—Continued

NEW BRUNSWICK—DISTRICT No. 2—Concluded

Pros. No.	Name of Offender	Nature of Offence	Place of Offence	Result of Prosecution
9	Lawrence Martin.....	Setting lobster gear before the season opened.....	Baie Ste. Anne, Parish of Hardwicke.	Fined \$1.00 and costs.
10	Lewis Collet.....	Setting lobster gear before the season opened.....	Baie Ste. Anne, Parish of Hardwicke.	Fined \$1.00 and costs.
11	Rodge Thibideau.....	Setting lobster gear before the season opened.....	Baie Ste. Anne, Parish of Hardwicke.	Fined \$1.00 and costs.
12	John Muehure.....	Setting lobster gear before the season opened.....	Baie Ste. Anne, Parish of Hardwicke.	Fined \$1.00 and costs.
13	Wilfrid Thibideau.....	Setting lobster gear before the season opened.....	Baie Ste. Anne, Parish of Hardwicke.	Fined \$1.00 and costs.
14	Fred Durrell.....	Setting lobster gear before the season opened.....	Baie Ste. Anne, Parish of Hardwicke.	Fined \$1.00 and costs.
15	Ben Legere.....	Setting lobster gear before the season opened.....	Pt. Escuminac.....	Case withdrawn.
16	Beno Gallant.....	Setting lobster gear before the season opened.....	Pt. Escuminac.....	Case withdrawn.
17	Clarence Gallant.....	Setting lobster gear before the season opened.....	Pt. Escuminac.....	Case withdrawn.
18	Wright Gibbs.....	Setting lobster gear before the season opened.....	Pt. Escuminac.....	Case withdrawn.
19	Edmore Theriault.....	Setting lobster gear before the season opened.....	Pt. Escuminac.....	Case withdrawn.
20	Anthony Turbid.....	Setting lobster gear before the season opened.....	Pt. Escuminac.....	Case withdrawn.
21	Clarence Jimmo.....	Setting lobster gear before the season opened.....	Pt. Escuminac.....	Case withdrawn.
22	Cyrac Gaudet.....	Setting lobster gear before the season opened.....	Pt. Escuminac.....	Case withdrawn.
23	William J. Manuel.....	Setting lobster gear before the season opened.....	Pt. Escuminac.....	Case withdrawn.
24	Allan Gibbs.....	Setting lobster gear before the season opened.....	Pt. Escuminac.....	Case withdrawn.
25	Cyrice Chasson.....	Setting lobster gear before the season opened.....	Pt. Escuminac.....	Case withdrawn.
26	Joseph Turbid.....	Setting lobster gear before the season opened.....	Pt. Escuminac.....	Case withdrawn.
27	Mat Spley.....	Setting lobster gear before the season opened.....	Pt. Escuminac.....	Case withdrawn.
28	Isaac Theriault.....	Setting lobster gear before the season opened.....	Pt. Escuminac.....	Case withdrawn.
29	Angus Tebo.....	Setting lobster gear before the season opened.....	Pt. Escuminac.....	Case withdrawn.
30	Joseph Savoy.....	Setting lobster gear before the season opened.....	Pt. Escuminac.....	Case withdrawn.
31	David Savoy.....	Setting lobster gear before the season opened.....	Baie Ste. Anne.....	Fined \$1.00 and costs.
32	Bernard Williston.....	Selling lobster gear before the season opened.....	Baie Ste. Anne.....	Fined \$1.00 and costs.
33	Theophile Breau.....	Fishing for oysters.....	Bay du Vin.....	Fined \$5.00.
34	Alderic Melanson.....	Fishing for oysters.....	Buctouche Bay.....	Fined \$30.00 and costs. Suspended sentence.
35	Peter Joe and son Phillip.....	Fishing for oysters in the close season.....	Buctouche Bay.....	Fined \$50.00 and costs. Suspended sentence.
36	Octave Duguay.....	Fishing for lobsters in close season.....	Miramichi Bay.....	Fined \$1.00 and had confiscated from him 2½ bbls. oysters.
37	Gordon Murdoch.....	Fishing for oysters in close season.....	St. Morin, Shippegan Island.....	No fine-reprimanded.
38	Melvin McLean.....	Fishing for oysters in close season.....	Hardwicke.....	Fined \$15.00 and had confiscated from him 7½ bbls. oysters.
39	Allen Gregan.....	Fishing for oysters in close season.....	Hardwicke.....	Fined \$15.00.
			Hardwicke.....	Fined \$15.00.

40	Joseph Washburn.....	Neglecting to remove salmon net pickets.....	Loggieville.....	Fined \$1.00.
41	Anedee Jones.....	Having in possession illegally packed lobsters.....	Island River.....	Sentence deferred.
42	William Dalry.....	Failing to remove salmon pickets in close season.....	Loggieville.....	Fined \$1.00.
43	Alex. Harding.....	Fishing for salmon in close season.....	Tabusintac River.....	Fined \$5.00.
44	Allan F. Loggie.....	Fishing for salmon with small mesh net.....	Loggieville.....	Fined \$10.00 and costs. Allowed to stand.
45	Alexander Fenton.....	Failing to remove salmon pickets at close of season.....	Chatham.....	Fined \$1.00 and costs.
46	A. G. Wallace.....	Violation of weekly close season for salmon fishing.....	Upper Charlotte Co.....	Fined \$5.00 and costs.
47	D. C. Stewart.....	Violation of weekly close season for salmon fishing.....	Dalhousie.....	Fined \$5.00 and costs.
48	Robert McMillan.....	Violation of weekly close season for salmon fishing.....	Upper Charlotte Co.....	Fined \$5.00 and costs.
49	Walter Anderson.....	Violation of weekly close season for salmon fishing.....	New Mills.....	Fined \$5.00 and costs.
50	Ross Johnston.....	Interfering with an officer.....	Tabusintac River.....	Not guilty.
51	Ross Johnston.....	Fishing for salmon in close season.....	Tabusintac River.....	Not guilty.
52	Mildred Herbert.....	Fishing for salmon in close season.....	Tabusintac River.....	Not guilty.
53	Mildred Herbert.....	Interfering with an officer.....	Tabusintac River.....	Not guilty.
54	Richard Murphy.....	Interfering with an officer.....	Tabusintac River.....	Not guilty.
55	Nicholas Thibodeau.....	Fishing for salmon in close season.....	Tabusintac River.....	Not guilty.
56	Anedee Thibodeau.....	Fishing for lobsters in close season.....	Richibucto Cape.....	Fined \$50.00 and costs.
57	Anedee Thibodeau.....	Fishing for lobsters in close season.....	Richibucto Cape.....	Fined \$5.00 and costs.
58	Adelard Caisie.....	Fishing for lobsters in close season.....	Richibucto Cape.....	Fined \$5.00 and costs.
59	Leonard Robertson.....	Fishing for salmon in close season.....	Tabusintac River.....	Fined \$5.00 and costs.
60	Mike Robertson.....	Fishing for salmon in close season.....	Tabusintac River.....	Fined \$25.00.
61	Clay Williston.....	Fishing for smelts without a license.....	Tabusintac River.....	Fined \$25.00.
62	Wilfrid Ferguson.....	Buying bag-net smelts before opening date.....	Miramichi River.....	Fined \$25.00 and costs.
63	D. W. Hoegg and Co. per H. J. Gilman.....	Violating weekly close season for salmon fishing.....	East Point.....	Fined \$15.00 and costs.
			Upper Charlotte Co.....	Fined \$10.00.

NEW BRUNSWICK—DISTRICT No. 3—Inspector, H. E. HARRISON

1	C. H. Wiggins.....	Illegal shad fishing.....	Washademoak Lake.....	Fined \$10.00 and costs and had confiscated from him 1 shad net.
2	Wilfrid Siderquest.....	Water pollution.....	Baird's Brook.....	Fined \$20.00 and costs.
3	Lee McCutcheon.....	Illegal shad fishing.....	Washademoak Lake.....	Fined \$10.00 and costs and had confiscated 1 shad net.
4	Gilbert Robinson.....	Setting net in non-tidal water without a permit.....	Kennebecasis River.....	Fined \$20.00 and costs and had confiscated from him 1 old net.
5	Vincent Copp.....	Fishing without permit and with illegal materials.....	Northwest Miramichi River.....	Action withdrawn on payment of costs by defendant. Had confiscated illegal wire material, 3 gillse, 1 trout.
6	Burton Norton.....	Fishing without permit and with illegal materials.....	Northwest Miramichi River.....	Action withdrawn on payment of costs by defendant.
7	Kenneth Henderson.....	Fishing for salmon with a net over length.....	St. John River.....	Fined \$25.00 and costs. Had confiscated from him 1 salmon net and costs and some wire netting.
8	Wilfrid Veretl.....	Water pollution.....	Ledge Stream.....	Fined \$20.00. Suspended sentence.
9	James Kincaid.....	Fishing for shad during closed season.....	Washademoak Lake.....	Fined \$10.00 and costs.
10	Thomas Gill.....	Water pollution.....	Barnaby River.....	Fined \$10.00 and costs.
11	John Guest, Sr.....	Water pollution.....	Monquart Stream.....	Fined \$20.00.

RETURN showing the Details of Prosecutions for Offences against the Fisheries Act during the Fiscal Year 1927-28—Continued

NEW BRUNSWICK—DISTRICT 3—Concluded

Pros. No.	Name of Offender	Name of Offence	Place of Offence	Result of Prosecution
12	A. G. Sloat	Fishing with a net for salmon without a license.	St. John River	Fined \$20.00 and costs. Had confiscated 1 salmon net.
13	James Robinson	Angling for salmon with bait	Kennebecasis River	Fined \$10.00 and costs and had confiscated from him 1 bamboo rod and line.
14	Harvey Robinson	Angling for salmon with bait	Kennebecasis River	Fined \$10.00 and costs. Had confiscated from him 1 bamboo rod and line.
15	J. J. Jackson	Assisting at angling for salmon with bait and gaff	Kennebecasis River	Fined \$10.00 and costs. Had confiscated from him 1 fish gaff.
16	Paul Plourde	Water pollution	Four Mile Brook and Little River	Fined \$20.00 and costs.
17	Sanford Stewart	Having illegally caught salmon in his possession	Millerton	Fined \$5.00 and costs and had confiscated from him 228 pounds salmon and 1 Ford automobile.
18	James Minor	Illegally fishing for salmon	Southwest Miramichi River	Fined \$20.00 and costs. Had confiscated from him 150 feet woven wire.
19	Alexander Pratt	Illegally fishing for salmon	Southwest Miramichi River	Fined \$20.00 and costs. Suspended. Had confiscated from him woven wire.
20	Lloyd Gilks	Having in possession illegally caught salmon	Blackville	Fined \$20.00 and costs. Suspended. Had confiscated from him 2 salmon and 1 salmon net.
21	Elvin Holmes	Having in possession illegally caught salmon	Blackville	Fined \$20.00 and costs. Suspended.
22A	Peter Harris	Fishing for salmon with a net without a permit	Miramichi River	Fined \$20.00 and costs. Suspended.
23	Sellers Fairley	Killing salmon with spear and torch	Southwest Miramichi River	Fined \$10.00 and costs. Had confiscated 14 salmon, 1 fire basket, 2 spears, 1 canoe.
24	Howard Fairley	Killing salmon with spear and torch	Southwest Miramichi River	Fined \$10.00 and costs.
25	Leo Solomon	Killing salmon with spear and torch	St. John River	Fined \$5.00 and costs.
26	Frank Gilmore	Drifting with net for salmon	St. John River	Fined \$10.00 and costs.
PRINCE EDWARD ISLAND—Inspector, S. T. GALLANT				
1	Peter Matthews	Having lobsters in his possession in close season	Alberton	Fined \$100.00 and costs. Given one month to pay during which time the man died.
2	Alfred Alcaern	Having lobsters in his possession in close season	Alberton	Fined \$75.00 and costs.
3	Chas. Delory	Having lobsters in his possession in close season	Seal River	Fined \$20.00 and confiscation of 1 barrel of oysters.

4	Samuel Fraser.....	Having lobsters in his possession in close season.....	Alberton.....	Fined \$50.00 and costs or 30 days in jail and confiscation of 1 case of lobsters.
5	Joseph A. Clement.....	Having lobsters in possession in close season.....	Roseville.....	Fined \$5.00 and costs or 10 days in jail. Suspended sentence. Confiscation of 4 cases of lobsters.
6	Joseph Clements, Sr.....	Having lobsters in possession in close season.....	Little Miminegash.....	Fined \$25.00 and costs or 30 days in jail. Placed in jail.
7	Adam Jones.....	Having lobsters in possession in close season.....	Little Miminegash.....	Fined \$25.00 and costs or 30 days in jail. Placed in jail.
8	Geo. E. Jones.....	Having lobsters in possession in close season.....	Little Miminegash.....	Fined \$25.00 and costs or 30 days in jail. Placed in jail.
9	John Jones, Sr.....	Having lobsters in possession in close season.....	Little Miminegash.....	Fined \$25.00 and costs or 30 days in jail.
10	John Clements.....	Having lobsters in possession in close season.....	Little Miminegash.....	Fined \$25.00 and costs or 30 days in jail.
11	Fred Clements.....	Having lobsters in possession in close season.....	Little Miminegash.....	Fined \$25.00 and costs or 30 days in jail.
12	William Jones.....	Having lobsters in possession in close season.....	Black Marsh.....	Sent to jail.
13	Albert Jones.....	Having lobsters in possession in close season.....	Little Miminegash.....	Fined \$25.00 and costs or 30 days in jail.
14	Frank Jones.....	Having lobsters in possession in close season.....	Little Miminegash.....	Fined \$25.00 and costs or 30 days in jail.
15	Fred Jones.....	Having lobsters in possession in close season.....	Little Miminegash.....	Fined \$25.00 and costs or 30 days in jail.
16	C. F. Morrissey.....	Having lobsters in his possession in close season.....	Black Marsh.....	Fined \$60.00 and costs or 60 days in jail and had confiscated from him 40 lbs. of lobsters.
17	Michael Francis.....	Obstructing an officer in discharge of duties.....	Waters-at-Lennox Island.....	Twenty days in jail. Suspended sentence.
18	Edward Clements.....	Having lobsters in possession in close season.....	Little Miminegash.....	Fined \$25.00 and costs or 30 days in jail.
19	Alfred Genoit, or Jennings.....	Having lobsters in possession in close season.....	Alberton.....	Fined \$150.00 and costs or 2 months in jail.
20	Geo. Bennett.....	Having lobsters in possession in close season.....	Alberton.....	Fined \$25.00 and costs.
21	Howard Clark.....	Having lobsters in possession in close season.....	Alberton.....	Fined \$65.00.
22	Joseph Gaudet.....	Having lobsters in possession in close season.....	Alberton.....	Fined \$25.00 and costs.
23	Peter Gavin.....	Having lobsters in possession in close season.....	Alberton.....	Fined \$5.00 and costs.

MANITOBA—Inspector, J. B. SKAFFASSON

1	J. Weisbrod.....	Fishing without permit (violating Sec. 1, F.R.)....	Whitemud River, Gladstone..	Fined \$5.00 and costs and confiscated from him 1 dip-net.
2	Cyril Timms.....	Fishing without permit (violating Sec. 1, F.R.)....	Whitemud River, Gladstone..	Suspended sentence. Had confiscated from him 1 dip-net.
3	W. Garth.....	Fishing without permit (violating Sec. 1, F.R.)....	Plum Creek, near Oak Lake..	Fined \$1.00 and costs. Had confiscated 1 hay fork.
4	L. Wanlin.....	Fishing without permit (violating Sec. 1, F.R.)....	Plum Creek, near Oak Lake..	Fined \$1.00 and costs. Had confiscated 1 hay fork.
5	S. Sepron.....	Having in possession pickerel in close season, violating Sec. 29, F.R.	Sandy Hook.....	Fined \$15.00 and had confiscated from him 15 lbs. pickerel.
6	John Alston.....	Fishing during close season, violating Sec. 29, F.R.	Souris River, near Melita.....	Fined 50c. and costs.
7	Harold Cashin.....	Fishing during close season, violating Sec. 29, F.R.	Souris River, near Melita.....	Fined 50c. and costs.
8	Winston Holden.....	Fishing during close season, violating Sec. 29, F.R.	Souris River, near Melita.....	Fined 50c. and costs.
9	Robert McJanet.....	Fishing during close season, violating Sec. 29, F.R.	Souris River, near Melita.....	Fined 50c. and costs.

RETURN showing the Details of Prosecutions for Offences against the Fisheries Act during the Fiscal Year 1927-28—Continued

MANITOBA—Concluded

Pros. No.	Name of Offender	Nature of Offence	Place of Offence	Result of Prosecution
10	Albert H. Le Vasseur.....	Having sturgeon in possession during close season, violating Sec. 30, F.R.	Lac du Bonnet.....	Fined \$10.00 and costs and in default 30 days in jail. Had confiscated from him 1 sturgeon and 2 jackfish.
11	Mrs. Rosie Katorin.....	Illegal possession of pickerel in close season, violating Sec. 29, F.A.	448 Magnus Ave., Winnipeg.....	Fined \$20.00 and had confiscated 16 lbs. pickerel.
12	D. Kessler.....	Illegal possession of pickerel in close season.....	448 Magnus Ave., Winnipeg.....	Fined \$20.00 and had confiscated 8 lbs. pickerel.
13	Mrs. L. Silverberg.....	Illegal possession of pickerel in close season.....	448 Magnus Ave., Winnipeg.....	Case dismissed. Had confiscated 2 lbs. pickerel.
14	Stephen Sigardson.....	Illegal fishing for sturgeon, violating Sec. 30 d and I, F.R.	Lake Winnipeg, vicinity of Pigeon Point.	Fined \$10.00 and costs or 30 days in jail, and had confiscated from him 1 sturgeon net 10' mesh.
15	Stephen Finnson.....	Using illegal mesh nets.....	Vicinity of Blackbear Island..	Fined \$15.00 or 15 days hard labour, and had confiscated from him 5 gill-nets.
16	Hjortur Goodman.....	Illegal fishing for sturgeon, violating Sec. 30 d and I, F.R.	Lake Winnipeg, vicinity of Pigeon Point.	Fined \$10.00 and costs or 30 days in jail.
17	Andrew Finnbogason.....	Illegal fishing for sturgeon, violating Sec. 30 d and I, F.R.	Lake Winnipeg, vicinity of Pigeon Point.	Fined \$10.00 and costs or 30 days in jail.
18	John Anthony.....	Using illegal mesh nets.....	Near Sandy Bar.....	Fined \$10.00 or 10 days hard labour, and had confiscated 3 gill-nets, 1 skiff,
19	Francis Mackwab.....	Fishing without license.....	Vicinity of Berens River.....	Fined \$20.00 and costs or 30 days hard labour.
20	Allan Jonosson.....	Illegal mesh nets contrary to Sec. 11 (b), F.R.....	Vicinity of Clements Point. . .	Fined \$5.00 and had confiscated from him 3 gill-nets.
21	Stephen Stephanson.....	Using illegal mesh nets.....	Vicinity of West Doghead.....	Fined \$1.00 and costs and had confiscated 6 gill-nets.
22	Bjarni Olafson.....	Using illegal mesh nets.....	3 miles north of Mitchell's Camp.	Fined \$1.00 and costs and confiscated 8 gill-nets.
23	J. Sawanash.....	Fishing sturgeon without license, violating Sec. 1, F.R.	Lake Winnipeg, vicinity Berens River.	Fined \$20.00 and costs.
24	Ed. O'Hara.....	Fishing illegal mesh sturgeon nets, violating Sec. 30 F.R.	Pigeon River, vicinity Lake Winnipeg.	Case dismissed.
25	Barney O'Hara.....	Fishing illegal mesh sturgeon nets, violating Sec. 30 F.R.	Pigeon River, vicinity Lake Winnipeg.	Case dismissed.
26	Peter Karklin.....	Fishing in the Winnipeg River, violating Sub-sec. E of Sec. 30, F. R.	Winnipeg River, Lac du Bonnet, above Pine Falls.	Fined \$25.00 and costs or one month in jail and had confiscated from him 588 lbs. sturgeon, 6½ lbs. caviar, 1 yawl, 1 Johnson 2-cylinder outboard gas engine.
27	Helgi Einarson.....	Fishing with illegal mesh nets, violating Sec. 14, Sub-sec. 4, F.R.	Lake Winnipeg, Berens River.	Fined \$20.00 and costs and had confiscated from him 10 sturgeon gill-nets.

28	W. A. Lund	Using illegal mesh nets violating Sec. 14, Sub-sec. 4, F. R.	Pigeon River	Fined \$20.00 and costs and had confiscated from him 7 sturgeon gill-nets.
29	Oli Johnson	Using illegal size mesh nets.	Vicinity of Moose Island, Fisher Bay.	Fined \$1.00 and had confiscated from him 4 gill-nets.
30	Barney Anderson	Using illegal size mesh nets.	Vicinity of Moose Island, Fisher Bay.	Fined \$1.00 and had confiscated from him 4 gill-nets.
31	John Olafson	Using illegal size mesh nets.	Vicinity of Moose Island, Fisher Bay.	Fined \$1.00 and had confiscated from him 4 gill-nets.
32	John Murdock	Using illegal size mesh nets.	Vicinity of Moose Island, Fisher Bay.	Fined \$10.00 or 15 days in jail and had confiscated 2 gill-nets with corks.
33	Alex Fredericksen	Causing to be used one 4½" mesh net.	Clear Water Lake.	Fined \$25.00 and had confiscated from him 1 gill-net, 80 lbs. wharf fish, 7 trout.
34	D. G. McDonald	Fishing 41" mesh net, contrary to Sec. 13, Sub-sec. 4B, F. R.	Herb Lake.	Fined \$20.00 and costs and had confiscated from him 30 boxes of fish, 19 gill-nets.
35	Alfred Ateah	Fishing illegal mesh nets.	Travers Bay, East of Victoria Beach.	Fined \$2.00 and had confiscated from him 5 gill-nets.
36	Sandy Campbell	Obstructing passage of fish, Sec. 41, F. Act.	Waterhen River, vicinity of Lake Winnipegosis.	\$15.00 and costs.
37	P. B. McLaren	Violation of Sec. 29, Fishery Act.	Rock Lake.	Fined costs of court.
38	Duncan Caughlin	Violation of Sec. 29, Fishery Act.	Rock Lake.	Fined \$1.00 and costs.
39	A. L. Wheeler	Violation of Sec. 29, Fishery Act.	Rock Lake.	Acquitted.
40	Geo. Avery	Violation of Sec. 29, Fishery Act.	Rock Lake.	Fined costs of court.
41	Archie Marrion	Obstructing passage of fish, Fishery Act 41.	Waterhen River, vicinity of Lake Winnipegosis.	Fined \$10.00 and costs and had confiscated from him 4 nets.
42	Barney Isfeld	Using illegal mesh nets (violating Sec. 9, Sub-sec. D)	Sandy Bay, N.E. of Amaranth Lake.	Fined \$20.00 and had confiscated from him 20 gill-nets.
43	Eric Isfeld	Using illegal mesh nets (violating Sec. 9, Sub-sec. D)	Sandy Bay, N.E. of Amaranth Lake.	Fined \$10.00 and costs and had confiscated from him 4 gill-nets.
44	Barney Isfeld	Using illegal mesh nets (violating Sec. 9, Sub-sec. D)	Sandy Bay, N.E. of Amaranth Lake.	Fined \$50.00 and costs and had confiscated from him 25 gill-nets.

SASKATCHEWAN.—Inspector, G. C. McDONALD

1	Tony Luitz	Fishing in close season contrary to Sec. 21 of the Regulations.	Near Valhalla Island, Long Lake.	Fined \$1.00 or 7 days in jail.
2	Philip Schropp	Fishing in close season contrary to Sec. 21 of the Regulations.	Near Valhalla Island, Long Lake.	Fined \$1.00 or 7 days in jail.
3	Philip Selinger	Fishing in close season contrary to Sec. 21 of the Regulations.	Near Valhalla Island, Long Lake.	Fined \$1.00 or 7 days in jail.
4	Mike Burkart	Fishing in close season, contrary to Sec. 21 of the Regulations.	Near Valhalla Island, Long Lake.	Fined \$1.00 or 7 days in jail.
5	Leo Selinger	Fishing in close season, contrary to Sec. 21 of the Regulations.	Near Valhalla Island, Long Lake.	Fined \$1.00 or 7 days in jail.
6	Chas. Ell	Fishing in close season, contrary to Sec. 21 of the Regulations.	Near Valhalla Island, Long Lake.	Fined \$1.00 or 7 days in jail.
7	Frank Thomas	Fishing in close season, contrary to Sec. 21 of the Regulations.	Near Valhalla Island, Long Lake.	Fined \$1.00 or 7 days in jail.

RETURN showing the Details of Prosecutions for Offences against the Fisheries Act during the Fiscal Year 1927-28—Continued

SASKATCHEWAN—Concluded

Pros. No.	Name of Offender	Nature of Offence	Place of Offence	Result of Prosecution
8	Geo. Schropp.....	Fishing in close season, contrary to Sec. 21 of the Regulations	Near Valhalla Island, Long Lake	Fined \$1.00 or 7 days in jail.
9	Bill Lozinsky.....	Having in possession pike contrary to Sec. 29 of F.R.	Sec. 7, Tp. 29, Rge. 4, W. 2nd Mer.	Fined \$20.00 or 30 days in jail, and had confiscated 1 pike partly cooked.
10	Gus Ivers.....	Having in possession pike contrary to Sec. 29 of the Fishery Regs.	Sec. 25, Tp. 33, Rge. 12, W. of 2nd Mer.	Fined \$4.00 and costs and had conf. from him 1 pike.
11	W. Laekmaull.....	Having in possession pike contrary to Sec. 29 of the Fishery Regs.	Sec. 12, Tp. 29, Rge. 5, W. of 2nd Mer.	Fined \$10.00 and costs and conf. from him 1 pike.
12	M. Spichen.....	Having in possession pike contrary to Sec. 29 of the Fishery Regs.	Sec. 6, Tp. 29, Rge. 4, W. of 2nd Mer.	Fined \$10.00 and costs and had conf. from him 1 pickerel.
13	Mike Secundiak.....	Having in possession 1 pike, 1 pickerel, contrary to Sec. 29, Fish. Regs.	Sec. 34, Tp. 30, Rge. 6, W. of 2nd Mer.	Fined \$5.00 and costs and conf. from him 1 pickerel, 1 pike.
14	Jan Koawetz.....	Having in his possession pike contrary to Sec. 29, F. Regs.	Sec. 24, Tp. 30, Rge. 6, W. of 2nd Mer.	Fined \$5.00 and costs.
15	Metro Secundiak.....	Having pickerel in his possession contrary to Sec. 29, Fish. Regs.	Sec. 24, Tp. 30, Rge. 6, W. of 2nd Mer.	Fined \$5.00 and costs.
16	Steve Krawetz.....	Having in his possession pike contrary to Sec. 29 of the Fish. Regs.	Sec. 24, Tp. 30, Rge. 6, W. of 2nd Mer.	Fined \$1.00 and costs.
17	Henry Yeak.....	Using dip-net without license contrary to Sec. 1, Fish. Regs.	Souris River, Weyburn.....	Fined \$5.00 and costs and had conf. from him 1 dip-net.
18	Ludwig-Bohn.....	Using dip-net without license contrary to Sec. 1, Fish. Regs.....	Souris River, Weyburn.....	Fined \$5.00 and costs and had conf. from him 1 dip-net.
19	Chas. Shoulak.....	Using dip-net without license contrary to Sec. 1, Fish. Regs.	Souris River, Weyburn.....	Fined \$5.00 and costs and had conf. from him 1 dip-net.
20	Stephen Kohot.....	Using dip-net without license contrary to Sec. 1, Fish. Reg.	Souris River, Weyburn.....	Fined \$5.00 and costs and had conf. from him 1 dip-net.
21	Albert Dow.....	Using dip-net without license contrary to Sec. 1, Fish. Regs.	Souris River, Weyburn.....	Fined \$5.00 and costs and had conf. from him 1 dip-net.
22	Geo. Reddick.....	Fishing in closed season contrary to Sec. 21 of the Regs.	Near Regina Beach.....	Fined \$3.00 and had conf. from him 10 lbs. pickerel.
23	H. Hiltson.....	Fishing in closed season, contrary to Sec. 21 of the Fish. Regs.	Regina Beach.....	Fined \$3.00.
24	B. Robertson.....	Fishing in closed season, contrary to Sec. 21 of the Fish. Regs.	Regina-Beach.....	Fined \$3.00.
25	B. H. Wilson.....	Fishing in closed season, contrary to Sec. 21 of the Fish. Regs.	Regina-Beach.....	Fined \$3.00.
26	Win. Stephens.....	Fishing in closed season, contrary to Sec. 21 of the Fish. Regs.	the Swift Current Creek.....	Fined \$2.00 and costs.
27	Joe English.....	Fishing in closed season contrary to Sec. 21 of the Fish. Regs.	the Swift Current Creek.....	Fined \$5.00 and costs.
28	James Wood.....	Fishing in closed season, contrary to Sec. 21 of the Fish. Regs.	the Swift Current Creek.....	Fined \$10.00 and costs.

29	Joe Gorry.....	Fishing in closed season, contrary to Sec. 21 of the Fish. Regs.	Swift Current Creek.....	Fined \$5.00 and costs.
30	Ben Princeston.....	Fishing in closed season, contrary to Sec. 21 of the Fish. Regs.	Long Lake near Vale-port.....	Fined \$10.00 and costs.
31	Geo. Barre or Joe Baur.....	Fishing in closed season, contrary to Sec. 21 of the Fish. Regs.	Long Lake near Vale-port.....	Fined \$10.00 and costs.
32	Joe Moist or Most.....	Fishing in closed season, contrary to Sec. 21 of the Fish. Regs.	Long Lake near Vale-port.....	Fined \$10.00 and costs.
33	Joe Zerr.....	Fishing in closed season, contrary to Sec. 21 of the Fish. Regs.	Long Lake near Vale-port.....	Fined \$10.00 and costs.
34	J. Wood.....	Fishing in closed season, contrary to Sec. 21 of the Fish. Regs.	Long Lake near Vale-port.....	Fined \$10.00 and costs.
35	Alex Lemaire.....	Fishing with nets of less mesh than 5½" stretched measure, cont. to Sec. 17 of the Spec. Regs.	Lac Pelletier.....	Fined \$10.00 and costs and had conf. from him 1-20 ft. Seine net and 20 lbs. white-fish, 2 lbs. of pike.
36	Alex Lemaire.....	Permitting nets not numbered, nor marked, contrary to Sec. 15 of the Spec. Fish. Regs.	Lac Pelletier.....	Fined \$2.00 and costs and had conf. from him 50 yds. gill-net.
37	David Klassen.....	Fishing with illegal apparatus viz.: wire traps, contrary to Sec. 27 of the Spec. Fish. Regs.	Swift Current Creek.....	Fined \$5.00 and costs and conf. from him 1 box of wire traps.
38	Addie Klassen.....	Fishing with illegal apparatus viz.: wire traps, contrary to Sec. 27 of the Spec. Fish. Regs.	Swift Current Creek.....	Fined \$5.00 and costs and conf. from him 1 box of wire traps.
39	Jack Friesen.....	Fishing with illegal apparatus viz.: wire traps, contrary to Sec. 27 of the Spec. Fish. Regs.	Swift Current Creek.....	Fined \$5.00 and costs and conf. from him 1 box of wire traps.
40	Henry Poiras.....	Using snare contrary to Sec. 27, Fish Regs.....	Katepwe Dann, N.W. ¼ Sec. 27, Tp. 19, Rge. 12, W. of 2nd Mer.	Fined \$1.00 and costs and had conf. 1 snare.
41	F. M. Grier.....	Using illegal mesh net, contrary to Sub-Sec. 1 of Sec. 11, Fish Regs.	Round Lake.....	Fined \$5.00 and costs and had conf. 1 gill-net.
42	Mattil Stom.....	Having in possession fish contrary to Sec. 29, Fish Regs.	Percival, Tp. 24, Sec. 16, Rge. 4, W. of 2nd Mer.	Fined \$20.00 and cost and had conf. 7 gill-nets and 150 lbs. tullibee.
43	Roger Nabiss.....	Failing to number net as required, Sec. 3, Fish Regs.	Pasqua Lake.....	Fined \$1.00 and costs and had conf. 25 lbs. tullibee, 1 gill-net.
44	Pegan.....	Using illegal mesh net contrary to sub-sec. 1 of Sec. 11.	Pasqua Lake.....	Fined \$1.00 and costs and had conf from him 5 yds. gill-net.
45	Alex Keynoteh.....	Fishing without license or permit contrary to Sec. 2, Para 1 of the Regs.	Whitefish Lake.....	Fined 50c. and costs.
46	George Stewart.....	Fishing without license or permit contrary to Sec. 2, Para 1 of the Regs.	Whitefish Lake.....	Fined 50c. and costs.
47	Geo. Morin.....	Fishing without license or permit contrary to Sec. 2, Para 1 of the Regs.	Whitefish Lake.....	Fined 50c. and costs.
48	Thomas Whitefish.....	Fishing without license or permit contrary to Sec. 2, Para 1 of the Regs.	Whitefish Lake.....	Fined 50c. and costs.
49	Ernest Joseph.....	Fishing without license or permit contrary to Sec. 2, Para 1 of the Regs.	Long Lake.....	Fined 50c. and costs.
50	Buster Bear.....	Fishing without license or permit contrary to Sec. 2, Para 1 of the Regs.	Long Lake.....	Fined 50c. and costs.
51	Geo. Whitefish.....	Fishing without license or permit contrary to Sec. 2, Para 1 of the Regs.	Long Lake.....	Fined 50c. and costs.
52	Thor Johnson.....	Fishing during close season.....	Ile a Crosse Lake.....	Fined \$50 and had con. from him 220 lbs. whitefish and 180 lbs. pike, and 3 gill-nets.

RETURN showing the Details of Prosecutions for Offences against the Fisheries Act during the Fiscal Year 1927-28—Continued

ALBERTA—Inspector R. T. Ross

Pros. No.	Name of Offender	Nature of Offence	Place of Offence	Result of Prosecution
1	Rosedale Mining Co.	Pollution of a stream by permitting mine refuse to enter.	The Red Deer River.	Fined \$10.00 and costs.
2	Star Mining Co.	Pollution of a stream by permitting mine refuse to enter.	The Red Deer River.	Fined \$10.00 and costs.
3	Edward Clark.	Fishing without a license.	Lesser Slave Lake.	Fined \$15.00.
4	Frederick Borydnuk.	Fishing in the close season with a net of illegal mesh.	Red Deer River, near Newcastle.	Fined \$5.00 and costs and had conf. from him 1 gill-net.
5	Paul Kwiczak.	Fishing in the close season with a net of illegal mesh.	Red Deer River, near Newcastle.	Fined \$5.00 and costs and had conf. from him 1 gill-net.
6	Steve Serna.	Fishing without license.	Jackfish Lake, near Bellis.	Fined \$3.00.
7	Peto Warawuk.	Fishing without license.	Jackfish Lake, near Bellis.	Fined \$3.00.
8	Frederick Pekes.	Fishing with a net in prohibited waters without a license.	Burntwood Lake.	Fined \$25.00 and costs and had conf. from him 1 gill-net.
9	Cuddy Lumber Co.	Depositing sawdust and mill rubbish.	Athabasca River.	Fined \$10.00 and costs.
10	Lars Peterson.	Fishing with light contrary to Sec. 29, F. R.	Sylvan Lake.	Fined \$1.00 and costs.
11	John Smith.	Fishing with light contrary to Sec. 29, F. R.	Sylvan Lake.	Fined \$1.00 and costs.
12	Alfred Gulbe.	Fishing with a net in prohibited waters without a license.	Burntwood Lake.	Fined \$10.00 and costs, had conf. from him 1 gill-net.
13	Rudolph Pekse.	Fishing with a net in prohibited waters without a license.	Burntwood Lake.	Suspended sentence on payment of cost of court, by def.
14	W. A. Vaughn.	Having trout under 9" contrary to Sec. 34, Sp. Fish. Regs.	South Fork off Old Man River	Fined \$10.00 and costs and had conf. 1 greenheart rod, 7 rainbow trout.
15	Union Packing Co.	Pollution of stream by putting manure from the yard into it.	Nose Creek near Calgary.	Fined \$20.00 and costs.
16	R. A. McIvor.	Killing fish under the legal size.	Elbow River near Bragg Creek	Fined \$5.00. Had conf. from him 1 fishing rod.
17	J. Lottus.	Using net contrary to Sec. 1, Fish. Regs.	Belly River, Lethbridge.	Fined \$2.00 and costs and had conf. from him 1 net and 6 coarse fish.
18	M. Swedish.	Using net contrary to Sec. 1, Fish. Regs.	Belly River, Lethbridge.	Fined \$2.00 and costs and had conf. from him 1 net and 6 coarse fish.
19	Edgar Duckett.	Fishing with small mesh net contrary to Para. 1, Sec. 11 of Spec. Fish. Reg.	Belly River, Lethbridge.	Fined \$5.00 and costs and had conf. from him 3 nets.
20	Ivan McNeil.	Fishing with small mesh nets contrary to Para. 1, Sec. 11, Spec. Fish. Regs.	Moose Lake.	Fined \$5.00 and costs and had conf. 1 gill-net.
21	Wm. Hislop.	Fishing with small mesh nets contrary to Para. 1, Sec. 11 Spec. Fish. Regs.	Moose Lake.	Fined \$5.00 and costs and had conf. 1 gill-net.
22	F. B. Shepersky.	Assisting angler to fish without permit contrary to Sec. 32 (a) Spec. Regs.	Cold Lake.	Fined \$10.00 and costs.
23	B. Salander.	Fishing without angling permit.	Cold Lake.	Fined \$10.00 and costs.

24	R. Chartier.....	Selling fish under Domestic Lic. contrary to Sec. 2, Para. 8 (b).	Cold Lake.....	Case dismissed.
25	O. J. Woods.....	Angling without permit contrary to Sec. 1—A. Fish. Regs.	Beaver Creek near Spring Point	Fined \$5.00 and costs and had conf. from him 15 trout.
26	Fred Perkins.....	Having undersized trout contrary to Sec. 2 A. Fish. Regs.	Beaver Creek near Spring Point	Fined \$5.00 and cost. and had conf. from him 13 small trout and 11 over 9".
27	Joseph Elliot.....	Angling in a closed stream.....	Pekisko Creek.....	Fined \$50.00 and costs. Suspended sentence condition he leaves place.
28	Jack Miller.....	Fishing in a closed lake contrary to Sub-sec. 9 of Sec. 14, Spec. Regs.	Cottage Lake.....	Fined \$5.00 and costs.
29	J. Whiteley.....	Killing fish under legal size.....	Elbow River, near Pirmez Creek.....	Fined \$3.00 and confiscation of 1 fishing rod and tackle.
30	Alvin O. Rich.....	Angling without a permit contrary to Sec. 1, para. (b) of Alta. Regs.	Belly River, near Hillspring.....	Fined \$5.00 and costs and confiscation of 1 rod and leader.
31	John Bodik.....	Using a net for coarse fish with 2½-inch mesh net contrary to Sec. 11, para. 3, Spec. Fish. Regs.	Lethbridge.....	Had confiscated from him 1 net and costs of court.
32	Edward Campbell.....	Angling without a permit, contrary to Sec. 32 of Spec. Fish. Regs.	Belly River, Hillspring.....	Fined \$5.00 and costs and had confiscated from him 1 binder whip used as rod.
33	Fay W. Liddle.....	Angling without a permit, contrary to Sec. 32 of Spec. Fish. Regs.	Belly River, Hillspring.....	Fined \$5.00 and costs and had confiscated from him 1 rod.
34	Edwin Smith.....	Angling without a permit, contrary to Sec. 32 of Spec. Fish. Regs.	Belly River, Hillspring.....	Fined \$5.00 and costs and had confiscated from him 3-jointed steel rod.
35	Louis Lavelle.....	Fishing in close season.....	Lac La Biche.....	Not guilty. Had confiscated from him 2 gill-nets. Returned to defendant.
36	Geo. Bourque.....	Fishing in close season.....	Lac La Biche.....	Not guilty. Had confiscated from him 2 gill-nets. Returned to defendant.
37	Sylvestre Bourque.....	Fishing in close season.....	Lac La Biche.....	Not guilty. Had confiscated from him 3 gill-nets. Returned to defendant.
38	Louis Bouvier.....	Fishing in close season.....	Lac La Biche.....	Not guilty. Had confiscated from him 3 gill-nets. Returned to defendant.
39	Alphonse Bourque.....	Fishing in close season.....	Lac La Biche.....	Not guilty. Had confiscated from him 3 gill-nets. Returned to defendant.
40	Narcisse Ladouceur.....	Fishing during close season.....	Lac La Biche.....	Not guilty. Had confiscated from him 2 gill-nets. Returned to defendant.
41	Arthur Huppé.....	Fishing during close season.....	Lac La Biche.....	Not guilty. Had confiscated from him 2 gill-nets. Returned to defendant.
42	R. Trombly.....	Fishing during close season.....	Lac La Biche.....	Not guilty. Had confiscated from him 3 gill-nets. Returned to defendant.
43	Elie Crause.....	Angling without permit contrary to Sec. 1 (b) Fish. Regs.	Carpenter Creek, near Twin Butte.....	Fined \$5.00 and costs. Had confiscated from him 1 willow pole and hook.
44	Geo. Jones.....	Angling without permit contrary to Sec. 32 (a) of Fish. Regs.	Big Bend—Belly River, near Hillspring.....	Fined \$5.00 and costs and had confiscated from him 1 bamboo pole.
45	A. Brillian.....	Having illegal gill-net.....	Lesser Slave Lake.....	Fined \$20.00 or 21 days in jail. Had confiscated from him 3 gill-nets.
46	Pat McDermett.....	Fishing with 3 illegal gill-nets.....	Narrows, Lesser Slave Lake, Swan River.....	Fined \$20.00, no costs, one month in jail. Had confiscated from him 3 gill-nets.
47	C. R. McKenzie.....	Fishing with illegal gill-nets.....	Lesser Slave Lake.....	Fined \$20.00 or one month in jail and had confiscated from him 103 pounds of fish.

RETURN showing the Details of Prosecutions for Offences against the Fisheries Act during the Fiscal Year 1927-28—Continued

ALBERTA—Continued

Pros. No.	Name of Offender	Nature of Offence	Place of Offence	Result of Prosecution
48	J. Brillon.....	Fishing without a license.....	White Fish River.....	Fined \$25.00 and had confiscated from him fish and nets.
49	J. Brillon.....	Fishing in closed season.....	White Fish River.....	Fined \$25.00 and had confiscated from him fish and nets.
50	J. Brillon.....	Obstructing Mink Creek with wire-netting.....	Mink Creek, White Fish Lake No. 2.....	Fined \$35.00 and costs and had confiscated from him fish and nets.
51	Pat McDermott.....	Fishing in closed season.....	Whitefish River.....	Fined \$25.00.
52	Pat McDermott.....	Fishing without a license.....	Whitefish River.....	Fined \$25.00 and costs.
53	Frank O. Lette.....	Fishing in closed season.....	Mink Creek.....	Fined \$20.00.
54	Frank O. Lette.....	Fishing without a license.....	Mink Creek.....	Fined \$20.00 and costs.
55	Joe McDermott.....	Fishing in closed season.....	Whitefish River.....	Fined \$20.00.
56	Joe McDermott.....	Fishing without a license.....	Whitefish River.....	Fined \$20.00 and costs.
57	David Bottle.....	Fishing in closed season.....	Mink Creek.....	Fined \$20.00 and costs.
58	Peter Shaw.....	Fishing without a license.....	Mink River.....	Fined \$20.00 and costs.
59	Peter Shaw.....	Fishing in closed season.....	Mink River.....	Fined \$20.00.
60	T. Randell.....	Fishing in closed season.....	Big Whitefish Lake.....	Fined \$20.00 and had confiscated from him 1 gill-net.
61	The Rosedeer Mine.....	Pollution of stream by permitting mine refuse to enter.....	Rosebud Creek, Wayne.....	Fined \$40.00 (reduced to \$5.00) and costs.
62	Superior Grade Coal Co.....	Pollution of stream by permitting mine refuse to enter.....	Rosebud Creek, Wayne.....	Fined \$40.00 (reduced to \$1.00) and costs.
63	The Sovereign Coal Mining Co.....	Pollution of stream by permitting mine refuse to enter.....	Rosebud Creek, Wayne.....	Fined \$20.00 (reduced to \$1.00) and costs.
64	The Ideal Mine.....	Pollution of stream by permitting mine refuse to enter.....	Rosebud Creek, Wayne.....	Fined \$20.00 (reduced to \$1.00) and costs.
65	J. Bellhose, Jr.....	Fishing with illegal net.....	Snipe Lake.....	Fined \$10.00 and confiscated from him 7 gill-nets.
66	Frank Murphy.....	Fishing with illegal size mesh net.....	Lac La Biche.....	Fined \$10.00 and costs and had confiscated 1 gill-net.

BRITISH COLUMBIA—Chief Inspector Major J. A. MOTHERWELL
DISTRICT No. 1—Inspector A. P. HALLDAY

1	H. Hewett.....	Fishing in closed areas.....	Campbell River.....	Fined \$2.50 and costs.
2	H. Hansen.....	Assisting in salmon gill-net fishing without having a license.....	Fraser River.....	Fined \$15 and costs.
3	J. C. Taylor.....	Fishing in closed areas—Little Pinantan Lake.....	Little Pinantan Lake.....	Fined \$5.
4	J. C. Taylor.....	Fishing in closed areas—Little Pinantan Lake.....	Little Pinantan Lake.....	Fined \$5.

5	J. F. Mobley.....	Fishing in closed areas—Little Pinantan Lake.....	Little Pinantan Lake.....	Fined \$5.
4A	Nick Zavagali.....	Catching trout under 8 inches in size.....	McKay Creek.....	Fined \$10 and costs.
5A	G. Broder.....	Fishing in that portion of Capilano River known as "The Pool,".....	Capilano River.....	Fined \$5 and costs.
6	George Canary.....	(1) Capturing more trout in one day than allowed by law.....	Trout Lake.....	Fined \$25 and costs.
		(2) Capturing and having in possession, trout under 8 inches in length.....	Trout Lake.....	Fined \$10 and costs.
6A	Lam (Chinese).....	Having undersized crabs in possession.....	Vancouver.....	Fined \$25 and costs.
7	T. Terada.....	Having in possession undersized sturgeon.....	New Westminster.....	Fined \$5.
8	Mike Ludwig.....	Spearing salmon.....	Salmon River, near Silver Creek.....	Fined \$2 and costs.
9	Irving J. Wilson.....	Spearing salmon.....	Salmon River, near Silver Creek.....	Fined \$2 and costs.
10	W. Cameron.....	Spearing salmon.....	Nicola River.....	Fined \$10. Spear and wire snare confiscated.
11	C. Ardure.....	Taking trout less than 8 inches in length and not returning same to water.....	Six Mile Lake.....	Fined \$10 and fishing gear confiscated.
11A	R. Goodwin.....	Non-resident fishing without permit.....	Capilano River.....	Fined \$2.50 and costs.
12	T. Defero.....	Taking trout less than 8 inches in length and not returning same to water.....	Six Mile Lakes.....	Fined \$10 and fishing gear confiscated.
12A	R. Wight.....	Using salmon roe while fishing in Capilano River.....	Capilano River.....	Fined \$2.50 and costs.
13	Wm. Kennedy.....	Taking trout less than 8" in length and not returning same to water.....	Six Mile Lakes.....	Fined \$10.00 and fishing gear confiscated.
13A	S. B. Johnson.....	Taking and killing more than 25 trout in one day.....	Capilano River.....	Fined \$1 and costs.
14	O. Shigemoto.....	Capturing and having in possession undersized sturgeon.....	Fraser River, New Westminster.....	Fined \$1 and costs. Two small sturgeon confiscated.
14A	S. B. Johnson.....	Catching trout under 8" in length and not returning same to water.....	Capilano River.....	Fined \$15.00 and costs. Fishing gear confiscated.
15	M. W. Rezan.....	Fishing in closed area—Nicomekl River.....	Nicomekl River.....	Gilty. No fine.
16	W. S. Perkins.....	Fishing in closed area—Nicomekl River.....	Nicomekl River.....	Gilty. No fine.
17	Wong Fong.....	Having in possession undersized sturgeon.....	New Westminster.....	Fined \$10.00 and costs.
18	S. Kawade.....	Having in possession undersized sturgeon.....	Fraser Mills.....	Fined \$10.00 and costs. Rod and line confiscated.
15A	George Grundy.....	Operating gill-net without licenses.....	Burrard Inlet.....	Fined \$5.00 and costs.
16A	Edway Snider.....	Operating gill-net within 200 yards of mouth of Seymour River.....	Seymour River.....	Fined \$25.00 and costs. Boat and net confiscated.
17A	Edway Snider.....	Operating gill-net without license.....	Seymour River.....	Fined \$25.00 and costs.
19	Thos. Moen.....	Fishing during weekly closed season.....	Fraser River.....	Fined \$15.00 and costs. Boat and gear confiscated.
20	Pete Hawfreshen.....	Catching Kokanee on their spawning grounds.....	Nine Mile Creek, West Arm Kootenay.....	Fined \$10.00 and costs.
21	Joseph Biolkowski.....	Catching Kokanee on their spawning grounds.....	Nine Mile Creek, West Arm Kootenay.....	Fined \$5.00 and costs.
22	W. J. Brown.....	Illegally fishing for Kokanee—see Sec. 21, subsection 20.....	Chute Creek.....	Fined \$10.00 and costs. Gaff and dipnet confiscated.
23	J. Robinson.....	Illegally fishing for Kokanee, see sec. 21, subsection 20, Fishery Regulations.....	Trepanier Creek.....	Fined \$1.00 and costs.
24	Ernes Roper.....	Snaring salmon.....	Campbell River dam.....	Fined \$10.00 and costs.

RETURN showing the Details of Prosecutions for Offences against the Fisheries Act during the Fiscal Year 1927-28—Continued
BRITISH COLUMBIA—DISTRICT No. 1—Concluded

Pros. No.	Name of Offender	Name of Offence	Place of Offence	Result of Prosecution
25	Carl Iashey	Stoning salmon	Campbell River dam	Fined \$10.00 and costs.
26	Geo. Fillenger	Attempting to gaff salmon	Campbell River	Fined \$10.00 and costs.
27	G. Yamamoto	Fishing in closed areas	Silver Creek	Fined \$10.00 and costs.
27A	J. Gunderson	Fishing for salmon with oversized net	Howe Sound	Fined \$25.00 and costs.
28	Jimmy Charles (Indian)	Selling fish caught under permit for food purposes only	White Rock	Fined \$15.00 and costs. Salmon confiscated.
29	Vancouver Shell Fish Co.	Buying salmon from an Indian in contravention of Section 15	Vancouver	Case dismissed. Salmon confiscated.
29 A	P. Anderson	Having in possession shellfish prohibited by law	Barnet	Fined \$25.00 and cost of court.
30	John Hegeman	Having in possession trout during close season	Fish Lake	Fined \$25.00 and costs of court and confiscation of small keg containing 10 trout.
DISTRICT No. 2.—Inspector A. MACKIE				
1	Leo Goldfish	Fishing for salmon with set net	Skeena River	Fined \$30.00.
2	Roy Herman	Fishing for salmon with set net	Skeena River	Fined \$30.00.
3	Paul Benson	Fishing for salmon with set net	Skeena River	Fined \$30.00.
4	Yejo J. Kaakinen	Fishing with gill-net above commercial boundary	Skeena River	Fined \$5.00.
5	Palo, Valno	Fishing with gill-net above commercial boundary	Skeena River	Fined \$10.00.
6	Mankichi Teramoto	Fishing in weekly closed time	Skeena River	Fined \$15.00.
7	H. Sigurdson	Fishing in weekly closed time	Skeena River	Fined \$10.00.
8	Tani Sazono	Fishing without license	Skeena River	Fined \$15.00.
9	Heibel Kitagawa	Carrying greater length of net than allowed by law	Skeena River	Fined \$10.00 and 70 fath. net confiscated.
10	Mansuke Fujimoto	Fishing with 5½ mesh net before season opened	Skeena River	Fined \$25.00.
11	Montoro Okano	Fishing during weekly closed season	Naas River	Fined \$10.00.
12	Gilbert Martin	Fishing during weekly closed season	Naas River	Fined \$10.00.
13	O. Aune	Fishing with set net	Labouchere Channel	Fined \$25.00 and costs.
14	H. Caspersen	Fishing with set net	Labouchere Channel	Fined \$25.00 and costs.
15	F. Gerlang	Fishing with set net	Labouchere Channel	Fined \$25.00 and costs.
16	E. Iversen	Fishing with set net	Labouchere Channel	Fined \$25.00 and costs.
17	Geo. Sheaves	Fishing with set net	S. Bentinck Arm	Dismissed.
18	T. Hamada	Fishing for salmon with a net without a license	Chatham Sound	Fined \$150.00 and costs. Fishing gear confiscated.
19	Y. Takiki	Fishing for salmon with a net without a license	Skeena River	Fined \$150.00 and costs. Fishing gear confiscated.
20	S. Kano	Fishing for salmon with a net without a license	Skeena River	Fined \$150.00 and costs.
21	U. Sushikura	Fishing for salmon with a net without a license	Chatham Sound	Fined \$150.00 and costs.
22	W. R. Campbell	Fishing for salmon with seine less than 125 fathoms in length	Shwatlans	Fined \$25.00 and costs.
23	D. Suzuki	Carrying a greater length of net than allowed by license	Chatham Sound	Fined \$150.00 and costs. 97 fathoms net confiscated.

24	James Duffy.....	Fishing with gill-net exceeding 200 fathoms.....	Smiths Inlet.....	Fined \$100.00.
25	R. MacLeod.....	Fishing with gill-net exceeding 200 fathoms.....	Smiths Inlet.....	Fined \$100.00.
26	Karasuke Kariya.....	Not carrying license on boat while fishing.....	Naas River.....	Fined \$5.00.
27	Yosokichi Sokuzawa.....	Not carrying license on boat while fishing.....	Naas River.....	Fined \$5.00.
28	Denjro Takenaka.....	Not carrying license on boat while fishing.....	Naas River.....	Fined \$5.00.
29	Kojiro Shoji.....	Not carrying license on boat while fishing.....	Naas River.....	Fined \$5.00.
30	T. Omura.....	Not carrying license on boat while fishing.....	Naas River.....	Fined \$5.00.
31	Okumatsu Tsuihata.....	Not carrying license on boat while fishing.....	Naas River.....	Fined \$5.00.
32	Oromatsu Fujimoto.....	Not carrying license while fishing.....	Naas River.....	Fined \$5.00.
33	Kunichi Shirakawa.....	Not carrying license as set net.....	Black Point, Warke Canal.....	Case dismissed.
34	Yasuki Shimahara.....	Using purse-seine as set net.....	Black Point, Warke Canal.....	Fined \$10.00.
35	Ole Skog.....	Trolling for salmon without a license.....	Tide Rip Island.....	Fined \$25.00.
36	C. F. Johnstone.....	Fishing for salmon with long net.....	Wizburgh Sound.....	Fined \$20.00.
37	James Patience.....	Fishing for salmon during weekly closed season.....	Smiths Inlet.....	Fined \$10.00.
38	P. Jerome.....	Fishing for salmon during weekly closed season.....	Rivers Inlet.....	Fined \$10.00.
39	John Penny.....	Fishing for salmon during weekly closed season.....	Smiths Inlet.....	Fined \$100.00.
40	Fred Barbour.....	Fishing for salmon during weekly closed season.....	Smiths Inlet.....	Fined \$100.00.
41	A. Swettable.....	Having salmon net tied to that of H. Baardsen.....	Smiths Inlet.....	Fined \$100.00.
42	Hans Ottesen.....	Having salmon gill-net tied to that of H. Ottesen.....	Smiths Inlet.....	Fined \$10.00.
43	Helmnar Baardsen.....	Fishing with salmon gill-net during weekly closed season.....	Smiths Inlet.....	Fined \$10.00.
44	J. George.....	Allowed part of salmon net inside boundaries.....	Quashella Creek.....	Fined \$25.00.
45	W. Proctor.....	Allowed part of salmon net inside boundaries.....	Quashella Creek.....	Fined \$20.00.
46	Einar Martinson.....	Gill-netting salmon during weekly closed season.....	Smiths Inlet.....	Fined \$10.00.
47	Harry McKay.....	Allowed part of salmon net inside boundaries.....	Quashella Creek.....	Fined \$25.00 and costs; 47-fathom net confiscated.
48	J. Skiegstad.....	Carrying in his boat a greater length of net than allowed by his license.....	Chatham Sound.....	Fined \$25.00 and costs.
49	J. B. Inversen.....	Carrying in his boat a greater length of net than allowed by his license.....	Chatham Sound.....	Fined \$30.00 and costs.
50	Rinsu Minato.....	Fishing for salmon with set net.....	Skeena River.....	Fined \$15.00 and costs.
51	Christian Einarson.....	Fishing for salmon during weekly closed season.....	Chatham Sound.....	Fined \$25.00 and costs.
52	W. J. Walker.....	Fishing for salmon with long net.....	Chatham Sound.....	Fined \$25.00 and costs.
53	R. J. Duvall.....	Fishing for salmon with long net.....	Chatham Sound.....	Prosecution withdrawn.
54	Roger Malloy.....	Fishing for salmon with long net.....	Chatham Sound.....	Prosecution withdrawn.
55	Keikichi Izumi.....	Fishing for salmon during weekly closed season.....	Chatham Sound.....	Dismissed.
56	Ole Osberg.....	Fishing for salmon during weekly closed season.....	Chatham Sound.....	Dismissed.
57	Arthur Johnson.....	Fishing for salmon during weekly closed season.....	Chatham Sound.....	Dismissed.
58	Rinsu Minato.....	Fishing for salmon during weekly closed season.....	Chatham Sound.....	Dismissed.
59	Kunekiichi Ito.....	Fishing for salmon during weekly closed season.....	Chatham Sound.....	Dismissed.
60	Keikichi Izumi.....	Casting net a few minutes before 6 p.m. Sunday.....	Klutzyemateen Inlet.....	Dismissed.
61	Southern Freighters, Ltd.....	Fishing above tidal boundaries.....	Steep Point Bay, Laredo Sound.....	Dismissed.
62	B. C. Fish & Packing Co., Ltd.....	Fishing above tidal boundaries.....	Steep Point Bay, Laredo Sound.....	Dismissed.
63	Claris Morsund.....	Salmon gill-net tied to beach.....	Quashella Creek.....	Fined \$50.00.
64	Ernest Broch.....	Fishing with salmon gill-net above boundaries.....	Rivers Inlet.....	Fined \$50.00 and net confiscated.
65	A. Baekie.....	Fishing with salmon gill-net above boundaries.....	Rivers Inlet.....	Fined \$50.00. Unable to pay. Two months in gaol.
66	Jacobsen.....	Willfully resisting fishery officer in execution of duties.....	Rivers Inlet.....	Fined \$100.00. Unable to pay. Four months in gaol.
67	Jacobsen.....	Willfully resisting fishery officer in execution of duties.....	Rivers Inlet.....	Fined \$100.00. Unable to pay. Four months in gaol.

RETURN showing the Details of Prosecutions for Offences against the Fisheries Act during the Fiscal Year 1927-28—*Concluded*
 BRITISH COLUMBIA—DISTRICT NO. 2—*Concluded*

Pros. No.	Name of Offender	Nature of Offence	Place of Offence	Result of Prosecution
68	E. Samson	Fishing for salmon with gill-net when such fishing prohibited.	Bay near Tracy, Is. Portland Inlet.	Fined \$25.00 and fishing gear confiscated.
69	One Nakamura	Fishing during weekly closed period.	Naas River	Fined \$5.00.
70	Y. asugito Oikenehi	Fishing during weekly closed period.	Naas River	Fined \$5.00.
71	Taichi Maehida	Fishing during weekly closed period.	Naas River	Fined \$5.00.
72	Ed. Stanley	Removing fresh salmon from above tidal boundary.	Naas River	Dismissed.
73	Ben Self	Fishing for salmon without a license.	Rawlanson Anchor.	Fined \$25.00 and 40-fathom net confiscated.
74	John Erickson	Fishing during weekly closed season.	Rivers Inlet.	Fined \$25.00.
75	Gosse Packing Co.	Fishing within boundary, Cliff River.	Dean Channel.	Fined \$200.00 and costs.
76	Canadian Fishing Co.	Fishing within boundary, Elcho Harbour.	Dean Channel.	Fined \$200.00 and costs.
77	Isaac Sankey	Bringing fresh salmon below tidal boundary.	Khutzeymateen Inlet.	Dismissed.
78	David Hayward	Bringing fresh salmon below tidal boundary.	Khutzeymateen Inlet.	Dismissed.
79	Charles M. Ryan	Bringing fresh salmon below tidal boundary.	Khutzeymateen Inlet.	Dismissed.
80	Luke Car	Found with seine-purse in prohibited area.	Goose Bay, Selwyn Inlet.	Dismissed.
81	B. C. Fishing & Packing Co., Ltd	Illegal possession of salmon.	Walker Lake Cy.	Dismissed.
82-100	Gosse Packing Co., Ltd	Fishing during closed period.	Salmon Bay.	Dismissed.
101	Gosse Packing Co., Ltd	Illegal possession of salmon.	Nanau Cannery.	Dismissed.
102	Gosse Packing Co., Ltd	Illegal possession of salmon.	Bella Bella Cy.	Dismissed.
103	B. C. Fishing & Packing Co., Ltd	Fishing during closed period.	District No. 2.	Dismissed.
122				
123	Ben Self	Fishing for salmon without a license.	Rawlanson Anchor.	Appeal allowed and fine returned.
124	John Wiek	Fishing for salmon without a license.	Rawlanson Anchor.	Fined \$50.00 and \$100.00 costs.
125	Silas Brown	Selling salmon above a tidal boundary.	Kiwanga.	Fined \$15.00 and costs.

BRITISH COLUMBIA—DISTRICT NO. 3—Inspector A. J. TAYLOR

1	Alex Hulkaem	Contravention of Sec. 21 (2)	Cowichan River	Fined \$5.00.
2	C. Koyanac	Contravention of Sec. 21 (2)	Cowichan River	Fined \$5.00 and costs.
3	Tommy Paul	Contravention of Sec. 21 k (f)	Saanich Arm	Fined \$15 and costs.
4	Chief Peter Diek and Willie Jack	Contravention of Sec. 21 (g)	Cheo-what River	Fined \$1.00 in each case, salmon conf.
5	Russell Hetzler	Contravention of Sec. 6 (b)	Stuart Island	Fined \$25.00.
6	Eric Wiekham	Contravention of sec. 21	Ninatam Arm	Fined \$15 and costs.
7	Dan Woodward	Contravention of Sec. 2 (a) Reg. and Sec. 50 of Act.	Ninatam Arm	Fined \$5.00 and \$1.00 costs.
8	Alfred Johnson	Contravention of Sec. 21, subsec. 17	Sauchemanch Creek	Fined \$50.00.
9	Harry Moon	Contravention of Sec. 15, subsec. 1 (a)	Hayden Bay	Dismissed.
10	Josiah Russell	Contravention of Sec. 21, Subsec. 17	Sauchemanch Creek	Fined \$25 and costs.
11	A. Martinloch	Contravention of Sec. 21, subsec. 19	Uchucklesit Harbour	Fined \$175 and costs.
12	Ole Lee	Contravention of Sec. 21, Subsec. 2 (b)	Sauchemanch Creek	Fined \$25 and costs.
13	John Sklo	Contravention of Sec. 22, 7	Wakeman Sound	Fined \$100.00.

14	Victor Ferrario.....	Contravention of Sec. 15, Subsec. 1a.....	Salmon River.....	Fined \$100.00.
15	Martin Arnet.....	Contravention of Sec. 21, Subsec. 17 (a).....	Sarita River.....	Fined \$200 and costs, license cancelled.
16	R. E. B. Hunt and F. Duffy.....	Contravention of Sec. 21.....	Nahwitti River.....	Dismissed.
17	Gilbert Francis.....	Contravention of Sec. 21, subsec. 17 (a).....	Homalka River.....	Fined \$50.
18	Frederick Bruce Spicher.....	Contravention of Sec. 15, Subsec. 4 and Sec. 29, Subsec. 1.....	MacKenzie Sound.....	Dismissed, 321 salmon confiscated.
19	Dan Watts.....	Contravention Sec. 2, para B. of sec. 24.....	Bareilly Sound.....	Fined \$25 and costs, 85 salmon conf.
20	Fred Kline.....	Contravention of sec. 24, 2b.....	Pender Harbour.....	Fined \$20.00.
21	Dave Paul.....	Contravention of sec. 21, subsec. 17 (a).....	Orford Bay.....	Fined \$50 and costs.
22	Victor Ferrario.....	Contravention of sec. 21, subsec. 19.....	Port Neville.....	Dismissed.
23	Tahsis Packing Co., Ltd.....	Contravention of sec. 24, para. 4 (a) and (d).....	Nootka Sound.....	Fined \$25.00 on each charge, purse-seine and salmon confiscated.
24	Michael Brown.....	Contravention of Sec. 21, subsec. 17 (a).....	Coleman Creek.....	Dismissed.
25	Ernest Silvey.....	Contravention of Sec. 21, Subsec. 17 (a).....	Jervis Inlet.....	Fined \$60 and costs, license cancelled.
26	R. Tabata & Co.....	Contravention of Order in Council, July 24, 1922, P.C. 1552 (Fish Curing).....	Jesse Island.....	Fined \$100 and costs.
27	Ralph Birdwhistle.....	Contravention of Sec. 21, Subsec. 21, Fish Regs.....	Victoria, B.C.....	Fined \$10.00 and costs. Conf. cod and salmon.
28	North West Fisheries, Davies Island Plant.....	Contravention of para. 7 and 3 Order in Council of July 24, 1922, P.C. 1552.....	Davis Island.....	Fined \$15.00 and \$5.00 and costs.
29	Harry Marsden.....	Contravention of Sec. 21, Subsec. 2 and Sec. 29, Subsec. 1.....	Deep Water Bay.....	Fined \$25.00 on each count.
30	Thomas Liston.....	Contravention of Sec. 29 of Fish. Act in the vicinity of Nanaimo.....	Nanaimo.....	Fined \$1.00 and license cancelled and conf. of 1 gill net and 3 codfish.
31	Toshigusa Hama.....	Contravention of Sec. 29 of Fish. Act in the vicinity of Nanaimo.....	Nanaimo.....	Fined \$1.00 each and costs.
32	Geo. Reynolds.....	Contravention of Sec. 29 of Fish Act in the vicinity of Nanaimo.....	Nanaimo.....	Fined \$1.00 each and costs.
33	Eugene Philion, Fred Larson, S Barrow, A. E. Ralf, Chas. E. Stratton, John Johnstone, Ed. Scaplen.....	Contravention of Sec. 2, Sub sec 1 Fish. Regs.....	Saanich.....	Fined \$1.00 each and costs.
34	Chief Jonny.....	Contravention of Sec. 21, Subsec. 17 (a) Regs.....	Rupert Arm.....	Fined \$25.00.
35	H. J. Stump.....	Contravention of Sec. 24, Subsec. 1 of the Regs.....	Embyly Lagoon.....	Fined \$400.00.
36	Botel (Whiskers).....	Contravention of Sec. 24, Subsec. 2 B. of the Regs.....	Ingersoll River.....	Fined \$10.00.
37	Botel (Whiskers).....	Contravention of Sec. 24, Subsec. 2 B. of the Regs.....	Ingersoll River.....	Case dismissed.
38	John Buena.....	Contravention of Sec. 15, Subsec. 1A, 29, Sub-sec. 1 and 21 of Subsec. 2.....	Pender Harbour.....	Fined \$5.00, \$5.00 and \$2.50 respectively and costs.
39	J. W. Johnstone.....	Contravention of Sec. 29, Subsec. 1 and 21, Subsec. 2.....	Pender Harbour.....	Fined \$5.00 and \$5.00 respectively and costs.
40	George Simpson.....	Contravention of Sec. 15, Subsec. 1a, Sec. 29, Subsec. 1 and 21, Sub. sec. 2.....	Pender Harbour.....	Fined \$5.00, \$5.00 and \$2.50 respectively and costs.
41	Donald Keen.....	Contravention of Sec. 15, Subsec. 1a, Sec. 29, Subsec. 2 and 21, Subsec. 2.....	Pender Harbour.....	Fined \$5.00, \$5.00 and \$2.50 respectively and costs.
42	Maynard Dubois.....	Contravention of Sec. 15, Sub-sec. 1 A, Sec. 29, Subsec. 1 and 21, Subsec. 2.....	Pender Harbour.....	Fined \$5.00, \$5.00 and \$2.50 respectively and costs.
43	Dalton A. Burt.....	Contravention of Sec. 29, Sub-sec. 1, Subsec. 2.....	Pender Harbour.....	Fined \$5.00 and \$5.00 respectively and costs.
44	Alex. Thompson.....	Contravention of Sec. 29, Subsec. 1, Subsec. 2.....	Pender Harbour.....	Fined \$5.00 and \$5.00 respectively and costs.
45	Mikal Christianson.....	Contravention of Sec. 29, Subsec. 1, Subsec. 2.....	Pender Harbour.....	Fined \$5.00 and \$5.00 respectively and costs.

APPENDIX No. 9

STATEMENT OF EXPENDITURE AND REVENUE, BY PROVINCES IN FISHERIES SERVICES 1867-1927 UNDER DOMINION GOVERNMENT

	SUMMARY	Expenditure	Revenue
Nova Scotia.....		4,175,528 24	312,588 31
Prince Edward Island.....		677,542 46	95,562 72
New Brunswick.....		3,263,922 18	538,434 45
Quebec.....		2,425,604 18	341,069 29
Ontario.....		3,214,671 13	520,135 96
Manitoba and N.W.T.....		23,414 29	4,779 25
Manitoba.....		1,573,435 25	268,564 58
N. W. Territories.....		58,258 58	9,775 23
Alberta.....		317,057 94	158,124 48
Saskatchewan.....		483,944 10	81,550 64
British Columbia.....		10,078,488 93	2,574,271 02
Yukon.....		29,343 94	10,292 75
Hudson Bay Dist.....			821 83
<i>Cruisers</i>			
N.S., P.E.I. and N.B.....		4,741,985 72	
		31,063,196 94	
<i>Expenditures General.....</i>		2,905,060 46	
<i>Fishing Bounty—</i>		33,968,257 40	
1882-1927.....		7,278,904 21	
		41,247,161 61	Total Expt. 1867-1927

FISHING BOUNTIES

Year	Nova Scotia	New Brunswick	Prince Edward Island	Quebec	Totals
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	9,230 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.....	99,662 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	32,157 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
1901.....	101,024 50	13,420 50	8,335 50	33,161 50	155,942 00
1902.....	100,455 70	14,555 80	8,716 55	36,125 45	159,853 50
1903.....	99,714 15	14,872 75	9,632 50	34,704 30	158,943 70
1904.....	99,286 44	15,110 80	9,179 35	33,651 65	157,228 24
1905.....	100,664 35	15,379 50	8,317 20	34,185 60	158,546 65
1906.....	99,518 80	16,247 55	8,839 40	34,410 00	159,015 75
1907.....	93,331 70	16,454 50	10,175 95	36,101 35	156,113 50
1908.....	98,156 20	17,203 75	9,708 90	34,931 05	159,999 90
1909.....	95,413 60	15,480 15	8,973 85	35,354 25	155,221 85
1910.....	96,468 20	16,531 05	9,557 80	36,609 70	159,166 75
1911.....	99,424 90	15,795 00	8,669 85	36,109 95	159,999 70
1912.....	97,904 25	15,109 75	11,119 00	35,863 40	159,996 40
1913.....	93,456 00	16,385 05	11,081 85	37,738 35	158,661 25
1914.....	94,990 54	17,536 50	10,339 65	36,717 45	159,584 14
1915.....	90,611 05	17,609 95	9,513 95	41,006 10	158,741 05
1916.....	88,212 10	17,540 15	9,961 95	44,285 60	159,999 80
1917-18.....	86,115 60	17,538 35	10,754 75	45,484 40	159,893 10
1918-19.....	85,000 65	17,114 35	10,392 35	47,167 90	159,675 25
1919-20.....	85,521 05	16,085 20	8,702 20	44,828 25	155,136 70
1920-21.....	93,873 00	13,773 70	8,110 70	36,761 90	152,519 30
1921-22.....	91,410 20	14,640 60	9,413 00	43,986 00	159,449 80
1922-23.....	93,254 45	16,311 25	7,704 40	39,902 45	157,172 55
1923-24.....	91,261 55	16,123 25	10,153 65	42,378 35	159,916 80
1924-25.....	86,300 20	15,634 05	11,410 15	46,482 00	159,826 40
1925-26.....	82,550 35	18,824 30	10,670 70	47,939 45	159,984 80
1926-27.....	83,006 90	16,721 00	13,221 55	46,818 65	159,768 10
1927-28.....	82,107 00	19,906 80	12,095 45	44,266 55	158,375 80
	4,427,099 82	729,081 47	464,292 22	1,658,430 70	7,278,904 21

STATEMENT SHOWING THE ANNUAL EXPENDITURE ON ACCOUNT OF MARINE POLICE SERVICE ON THE ATLANTIC COASTS OF CANADA FOR PATROLLING THE TERRITORIAL FISHERIES 1870-1874 INCLUSIVE

1870.....	\$		
1871.....		73,550	86
1872.....		50,123	24
1873.....		53,794	90
1874.....		15,364	69
			<hr/>
			192,833 69

During the period 1875 to 1885, inclusive, the Washington Treaty, which gave United States fishermen the use of Canadian Inshore fisheries, was in force.

On the expiry of the Fishery Articles of the Treaty of Washington, the present Fisheries Protection Service was organized in 1886. The following is a statement of the annual expenditure on such account from 1886 to 1927-28 inclusive.

FISHERIES PROTECTION SERVICE

In addition to Cruisers, entered under Ontario, Quebec and British Columbia:—

1886.....	\$	104,020	98
1887.....		86,300	74
1888.....		59,869	47
1889.....		47,748	94
1890.....		51,296	34
1891.....		81,913	99
1892.....		84,305	51
1893.....		60,269	69
1894.....		70,501	71
1895.....		61,310	19
1896.....		64,064	00
1897.....		71,349	44
1898.....		78,097	10
1899.....		68,330	27
1900.....		66,148	97
1901.....		96,648	26
1902.....		75,942	24
1903.....		75,543	60
1904.....		103,427	32
1905.....		294,440	34
1906.....		136,432	61
1907.....		99,015	07

(No proper division of the expenditure of these roving Cruisers could be made between the Maritime Provinces, although *pro rata* shares are fairly chargeable to N.S., N.B., and P.E.I.)

1908-09.....	\$	114,923	00
1909-10.....		113,582	23
1910-11.....		116,235	21
1911-12.....		120,240	00
1912-13.....		163,370	19
1913-14.....		225,113	26
1914-15.....		95,702	02
1915-16.....		102,637	46
1916-17.....		132,393	60
1917-18.....		118,824	16
1918-19.....		56,256	78
1919-20.....		218,143	93
1920-21.....		227,159	57
1921-22.....		172,003	39
1922-23.....		107,658	85
1923-24.....		95,332	27
1924-25.....		95,714	47
1925-26.....		98,060	10
1926-27.....		113,804	14
1927-28.....		125,015	62
			<hr/>
			4,741,985 72

A pro-rate share of this amount is chargeable to the Provinces of N.S., N.B., and P.E.I.

STATEMENT SHOWING THE ANNUAL EXPENDITURE OF, AND REVENUE COLLECTED BY THE DOMINION GOVERNMENT ON ACCOUNT OF THE FISHERIES SERVICE SINCE CONFEDERATION

PROVINCE OF PRINCE EDWARD ISLAND

Year	General Service	Cruisers	Fish Breeding	Total	Revenue
	\$		\$	\$	\$
1867.....					
1868.....					
1869.....					
1870.....					
1871.....					
1872.....					
1873.....					
1874.....	405 62			405 62	
1875.....	459 54			459 54	
1876.....	461 02			461 02	
1877.....	1,974 70			1,974 70	
1878.....	1,836 54			1,836 54	
1879.....	1,293 25			1,293 25	
1880.....	2,686 49		4,494 24	7,180 83	40 00
1881.....	2,691 49		852 11	3,543 60	40 00
1882.....	2,756 48		760 32	3,516 80	40 00
1883.....	2,716 64		807 32	3,523 96	80 00
1884.....	2,767 98		771 40	3,539 38	80 00
1885.....	3,028 03		741 06	3,769 09	40 00
1886.....	3,187 73		687 17	3,874 90	40 00
1887.....	4,044 49		1,200 21	5,244 70	128 00
1888.....	3,402 51		755 32	4,157 83	
1889.....	3,746 69		140 31	3,887 00	140 00
1890.....	3,113 21			3,113 21	302 88
1891.....	3,242 27		378 00	3,620 25	667 00
1892.....	1,835 65			1,835 65	166 00
1893.....	2,847 60			2,847 60	304 10
1894.....	3,078 55			3,078 55	980 15
1895.....	3,796 58			3,796 58	3,312 30
1896.....	3,555 87			3,555 87	2,161 85
1897.....	3,744 36			3,744 36	2,032 25
1898.....	6,775 78			6,775 78	2,707 57
1899.....	5,832 35			5,832 35	2,242 24
1900.....	7,364 20			7,364 20	2,207 12
1901.....	7,934 03			7,934 03	1,525 30
1902.....	7,814 02			7,814 02	1,843 45
1903.....	7,081 60			7,081 60	2,007 35
1904.....	7,320 96		10,733 51	18,054 47	1,983 42
1905.....	6,879 05		6,813 77	13,692 82	2,046 50
1906.....	9,351 81		6,419 04	15,770 85	2,206 25
1907.....	5,841 67		2,952 47	8,794 14	1,300 94
1908-09.....	14,996 00		7,187 47	22,183 47	2,393 66
1909-10.....	13,657 56		8,139 50	21,797 06	2,359 93
1910-11.....	38,570 72		8,874 42	47,445 14	2,499 63
1911-12.....	13,661 00		8,876 00	22,537 00	2,477 50
1912-13.....	13,558 06		6,105 63	19,663 69	2,927 96
1913-14.....	13,728 89		7,383 45	21,112 34	2,245 60
1914-15.....	17,369 93		8,071 93	25,441 86	2,046 50
1915-16.....	14,794 05		9,638 61	24,432 66	3,165 35
1916-17.....	15,843 23		7,211 18	23,054 41	3,597 18
1917-18.....	19,076 19		7,994 24	27,070 43	3,256 26
1918-19.....	15,722 08		3,003 84	18,725 92	2,561 19
1919-20.....	17,430 98		2,918 40	20,349 38	4,741 68
1920-21.....	22,911 72		4,312 69	27,224 41	3,720 12
1921-22.....	15,430 17		4,304 58	19,734 75	2,876 47
1922-23.....	17,996 16		4,801 56	22,797 72	5,854 88
1923-24.....	22,111 52		4,859 03	26,970 55	4,441 95
1924-25.....	26,051 31		5,147 60	31,198 91	3,134 90
1925-26.....	26,719 74		6,609 94	33,329 68	3,467 88
1926-27.....	20,302 73		4,533 27	24,836 00	3,403 13
1927-28.....	19,176 79		5,055 20	24,261 99	3,706 28
	513,977 57		163,564 89	677,542 46	95,562 72

See Cruiser sheet N.S., P.E.I. & N.B.

STATEMENT SHOWING THE ANNUAL EXPENDITURE OF, AND REVENUE COLLECTED BY THE DOMINION GOVERNMENT ON ACCOUNT OF THE FISHERIES SERVICE SINCE CONFEDERATION.

(*Revenue from licenses to U.S. Fishing Vessels to which the Province has no exclusive title.)

PROVINCE OF NOVA SCOTIA

Year	General Service		Cruisers	Fish Breeding		Total		Revenue	
	\$	cts.		\$	cts.	\$	cts.	\$	cts.
1867.									
1868.		225 28				225 28	*	12,275 25	
1869.		2,572 23				2,572 23		848 46	
1870.		9,728 26				9,728 26	*	1,373 24	
1871.		8,794 37				8,794 37		36 74	
1872.		8,341 39				8,341 39		51 45	
1873.		8,689 07				8,689 07		159 30	
1874.		10,585 13				10,585 13		123 94	
1875.		12,265 86				12,265 86		551 00	
1876.		14,655 76		6,870 33		21,526 09		403 00	
1877.		15,127 49		3,488 27		18,615 76		1,520 71	
1878.		15,292 83		3,400 00		18,692 83		1,442 38	
1879.		14,312 76		2,687 44		17,000 20		1,796 11	
1880.		14,180 55		3,323 16		17,503 71		1,506 72	
1881.		14,909 42		3,454 29		18,363 71		2,779 49	
1882.		16,479 41		5,858 98		22,338 39		1,111 61	
1883.		16,247 14		4,191 34		20,438 48		2,005 29	
1884.		15,600 01		4,728 11		20,428 12		1,833 18	
1885.		17,503 45		4,610 81		22,114 26		2,616 28	
1886.		17,852 33		7,478 23		25,330 56		2,166 53	
1887.		18,092 21		6,701 89		24,794 00		1,585 28	
1888.		18,308 02		6,850 27		25,158 29		3,905 44	
1889.		20,201 09		6,688 75		26,889 84		2,744 23	
1890.		17,395 24		6,606 95		24,002 19		5,424 95	
1891.		17,844 19		5,863 75		23,707 94		5,891 65	
1892.		18,755 86		10,289 80		29,045 66		3,803 42	
1893.		19,444 22		5,045 22		24,489 44		6,782 02	
1894.		20,420 81		4,982 12		25,402 93		5,296 27	
1895.		23,555 38		5,054 24		28,609 62		7,075 07	
1896.		23,049 41		5,010 39		28,059 80		6,180 93	
1897.		23,682 33		4,077 07		27,759 40		5,239 55	
1898.		21,683 91		3,525 03		25,208 94		5,317 08	
1899.		25,348 11		2,465 19		27,813 30		4,668 22	
1900.		27,461 91		3,410 84		30,872 75		5,494 49	
1901.		35,730 69		11,194 82		46,925 51		6,595 94	
1902.		32,618 00		8,810 31		41,428 31		6,084 65	
1903.		39,118 79		7,413 55		46,532 34		3,962 45	
1904.		30,003 01		6,348 22		36,351 23		3,716 75	
1905.		32,619 85		11,372 65		43,992 50		6,718 58	
1906.		49,351 10		33,203 27		82,554 37		4,934 43	
1907.		24,989 09		6,259 25		31,248 34		3,118 73	
1908-09.		87,420 00		20,969 27		108,389 27		5,369 70	
1909-10.		81,698 70		15,722 27		97,420 97		3,821 81	
1910-11.		117,394 67		28,023 29		145,417 96		7,749 60	
1911-12.		141,148 00		42,727 00		183,875 00		5,912 65	
1912-13.		97,085 48		46,411 56		143,497 04		6,730 00	
1913-14.		125,305 94		45,732 88		171,038 82		7,682 50	
1914-15.		124,977 45		37,470 70		162,448 15		7,415 80	
1915-16.		117,271 06		34,914 01		152,185 07		6,969 18	
1916-17.		126,416 67		33,543 89		159,960 56		7,176 70	
1917-18.		139,964 62		36,057 56		176,022 18		6,663 94	
1918-19.		112,689 57		17,233 22		129,922 79		7,612 81	
1919-20.		92,197 95		16,243 01		109,160 96		10,213 28	
1920-21.		111,196 47		22,077 83		133,274 30		12,189 62	
1921-22.		112,521 25		21,247 10		133,768 35		12,840 39	
1922-23.		121,336 89		27,399 27		148,736 16		12,720 42	
1923-24.		138,671 11		42,395 03		181,066 14		9,480 38	
1924-25.		153,463 48		32,467 75		185,931 23		10,627 54	
1925-26.		170,967 83		31,053 08		202,020 91		9,539 68	
1926-27.		171,975 48		29,869 84		201,845 32		10,973 25	
1927-28.		237,097 63		28,148 93		265,246 56		11,758 25	
		3,354,556 21		820,972 03		4,175,528 24		312,588 31	

See Cruiser Sheet N.S., P.E.I., and N.B.

PROVINCE OF NEW BRUNSWICK

Year	General Service		Cruisers	Fish Breeding		Total		Revenue	
	\$	cts.		\$	cts.	\$	cts.	\$	cts.
1867.....									
1868.....	5,086	77				5,086	77		443 47
1869.....	4,172	35				4,172	35	*	5,410 58
1870.....	8,422	63				8,422	63		1,086 42
1871.....	7,006	52				7,006	52		1,042 03
1872.....	6,476	61				6,476	61		1,058 29
1873.....	6,859	05		822	33	7,681	38		647 61
1874.....	7,351	17		3,100	13	10,451	30		978 00
1875.....	7,373	75		3,853	73	11,227	48		830 00
1876.....	10,080	37		3,247	41	13,327	78		2,030 91
1877.....	11,168	53		1,988	80	12,557	33		1,289 17
1878.....	10,926	11		1,468	22	12,394	33		2,015 46
1879.....	10,858	64		1,139	00	11,997	64		3,467 36
1880.....	12,291	00		5,600	00	17,891	00		4,276 07
1881.....	11,776	56		3,455	91	15,232	47		4,695 28
1882.....	12,284	82		3,567	28	15,852	10		4,848 84
1883.....	13,007	00		2,646	14	15,653	14		4,612 12
1884.....	14,388	02		2,327	06	16,715	08		3,905 66
1885.....	14,892	87		2,943	98	17,836	85		4,650 16
1886.....	15,719	36		2,852	02	18,571	38		4,078 10
1887.....	16,944	00		2,907	16	19,851	16		4,417 52
1888.....	20,533	20		3,441	59	23,974	79		7,625 64
1889.....	20,298	00		3,150	17	23,448	17		8,642 88
1890.....	14,914	95		3,727	77	18,642	72		8,834 35
1891.....	16,082	77		4,572	41	20,655	18		7,233 69
1892.....	15,707	98		4,304	98	20,012	96		6,634 83
1893.....	15,721	05		4,988	13	20,709	18		7,831 53
1894.....	18,522	94		4,833	27	23,356	21		8,333 24
1895.....	21,370	94		5,896	95	27,267	89		11,170 36
1896.....	20,526	56		6,551	62	27,078	18		10,696 88
1897.....	21,671	92		3,722	01	25,393	93		10,110 77
1898.....	17,063	58		3,958	63	21,022	21		11,511 85
1899.....	22,922	50		7,514	86	30,437	36		10,430 08
1900.....	21,459	94		3,951	58	25,411	52		12,015 27
1901.....	28,452	51		5,976	29	34,428	80		10,150 40
1902.....	23,813	62		12,245	86	36,059	48		11,658 34
1903.....	27,132	84		16,099	01	43,231	85		11,188 02
1904.....	27,664	34		22,177	05	49,841	39		10,643 20
1905.....	25,253	16		15,477	39	40,730	55		11,898 99
1906.....	35,856	38		25,759	09	61,615	47		11,395 84
1907.....	24,938	35		16,900	00	41,838	35		9,158 08
1908-09.....	71,091	00		22,214	39	93,305	39		12,385 14
1909-10.....	63,154	19		21,102	75	84,256	94		13,044 88
1910-11.....	63,769	48		20,414	56	84,184	04		12,996 84
1911-12.....	58,140	00		22,950	00	81,090	00		13,902 15
1912-13.....	60,943	53		30,267	38	91,210	91		15,192 52
1913-14.....	63,653	64		51,641	12	115,294	76		17,507 18
1914-15.....	67,954	09		52,560	08	120,514	17		14,263 99
1915-16.....	65,874	11		40,876	42	106,750	53		15,097 80
1916-17.....	67,645	91		37,987	56	105,633	47		15,137 19
1917-18.....	70,148	87		37,021	69	107,170	56		14,429 53
1918-19.....	67,763	94		36,351	19	104,115	13		16,420 52
1919-20.....	73,821	07		34,275	01	108,096	08		16,441 02
1920-21.....	86,431	23		41,493	38	127,924	61		15,299 82
1921-22.....	102,713	10		44,971	62	147,684	72		16,212 85
1922-23.....	96,836	88		50,298	75	147,135	63		19,286 01
1923-24.....	71,052	58		40,870	11	111,922	69		13,010 14
1924-25.....	97,200	01		46,096	12	143,296	13		11,701 49
1925-26.....	106,052	99		50,910	64	156,963	63		9,754 13
1926-27.....	99,696	49		48,245	23	147,941	72		10,740 76
1927-28.....	113,738	34		102,131	24	215,869	58		12,663 50
	2,214,675	11		1,049,247	07	3,263,922	18		538,434 45

See Cruiser Sheet N.S., P.E.I., and N.B.

STATEMENT SHOWING THE ANNUAL EXPENDITURE OF, AND REVENUE COLLECTED BY THE DOMINION GOVERNMENT ON ACCOUNT OF THE FISHERIES SERVICE SINCE CONFEDERATION.

PROVINCE OF QUEBEC

Year	General Service		Cruisers		Fish Breeding		Total		Revenue	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
1867	10,272	82	14,426	53			24,699	35	6,998	90
1868	17,889	92	11,374	95			29,264	87	4,910	87
1869	6,909	61	10,800	00			17,709	61	4,585	80
1870	6,570	42	9,924	51			16,494	93	* 7,997	21
1871	7,000	00	9,000	00			16,000	00	6,290	85
1872	6,489	68	12,000	00			18,489	68	4,569	69
1873	7,829	94	9,000	00			16,829	94	4,983	83
1874	9,265	31	10,000	00	6,106	00	25,371	31	8,523	54
1875	9,808	34	10,000	00	8,515	46	28,323	80	8,904	85
1876	14,282	65	23,832	82	9,016	74	47,132	21	6,437	00
1877	13,521	44	17,059	21	5,670	86	36,251	51	5,881	72
1878	12,723	88	19,967	11	6,685	85	39,376	84	5,453	27
1879	13,606	06	8,994	48	5,772	90	28,373	44	6,286	07
1880	12,591	78	1,880	08	4,701	34	19,173	20	7,124	42
1881	15,123	79	50,550	18	5,444	89	71,118	86	9,286	18
1882	14,819	22	26,965	40	9,148	68	50,933	30	7,165	32
1883	13,287	30	26,555	46	7,987	12	47,829	88	3,869	47
1884	13,186	26	19,935	53	8,512	11	41,633	90	2,715	02
1885	13,531	77	*31,514	07	10,072	52	55,118	36	3,325	35
1886	13,938	21	26,091	20	9,197	89	49,227	30	2,963	75
1887	14,966	55	18,293	16	8,740	66	42,000	37	3,804	66
1888	13,463	37	17,233	51	8,921	13	39,618	01	5,394	99
1889	12,991	63	16,034	04	10,228	72	39,254	39	3,390	79
1890	9,670	94	15,001	91	8,370	15	33,043	00	5,409	81
1891	10,666	98	15,143	46	9,142	31	34,952	75	3,642	14
1892	10,917	36	14,026	98	8,341	94	33,286	28	5,244	82
1893	11,761	34	14,688	97	9,337	79	35,788	10	7,471	70
1894	11,692	82	25,645	29	8,635	41	45,973	52	7,211	82
1895	12,459	34	19,523	86	8,854	64	40,837	84	8,836	18
1896	11,870	43	20,661	78	8,260	50	40,792	71	8,160	98
1897	12,910	80	12,059	54	7,059	45	32,029	79	7,876	12
1898	11,140	16	13,781	53	6,128	40	31,050	09	7,571	15
1899	11,350	27	21,680	55	5,700	58	38,731	40	6,287	71
1900	5,452	41	18,970	42	12,701	04	37,123	87	2,543	04
1901	7,934	03	16,258	44	15,218	64	39,411	11	4,738	92
1902	6,242	58	24,995	46	20,142	94	51,380	98	2,498	85
1903	6,585	86	21,021	00	8,080	03	35,686	89	4,379	15
1904	7,619	67	23,011	05	11,454	24	42,084	96	5,070	64
1905	6,769	16	15,976	88	14,140	65	36,886	69	4,648	56
1906	8,123	04	26,969	49	12,617	01	47,709	54	7,564	39
1907	5,590	94	22,763	29	10,683	24	39,037	47	8,145	97
1908-09	11,960	00	36,402	00	16,760	46	65,122	46	6,797	91
1909-10	10,316	05	25,811	96	19,292	31	55,420	32	4,947	46
1910-11	8,984	36	42,975	48	20,290	50	72,250	34	5,336	61
1911-12	17,050	00	32,998	00	18,104	00	68,152	00	6,044	75
1912-13	10,998	48	25,321	81	17,152	03	53,472	32	8,095	79
1913-14	9,921	88	29,770	88	23,042	82	62,735	58	5,286	89
1914-15	11,503	00	30,644	81	22,000	08	64,147	89	7,639	75
1915-16	6,995	74	31,893	30	17,323	62	56,212	66	6,006	89
1916-17	7,168	09	26,356	47	14,274	14	47,798	70	6,981	14
1917-18	8,399	76	42,752	33	19,727	25	70,879	34	7,664	73
1918-19	7,470	58	41,563	30	12,923	27	61,957	15	8,121	80
1919-20	9,793	46	33,679	99	13,125	26	56,598	71	8,085	78
1920-21	33,182	26	45,963	09	15,955	38	95,100	73	6,536	90
1921-22	23,815	41	49,947	22	18,772	19	92,134	82	14,357	39
1922-23	2,146	60	904	32	2,668	48	5,719	40		
1923-24	282	90	143	81			426	71		
1924-25	178	47					178	47		
1925-26	596	52					596	57		
1926-27	123	12					123	12		
1927-28	144	84					144	84		
	623,859	65	1,240,740	91	561,003	62	2,425,604	18	341,069	29

PROVINCE OF ONTARIO

Year	General Service		Cruisers		Fish Breeding		Total		Revenue	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
1867	6,108	00					6,108	00	3,492	00
1868	6,526	96					6,526	96	1,927	02
1869	8,547	65					8,547	65	2,739	13
1870	5,995	72			2,874	47	8,870	19	6,165	56
1871	5,825	98			4,446	34	10,272	32	5,039	35
1872	4,364	43			5,529	73	9,894	16	4,818	57
1873	4,344	32			3,697	16	8,041	48	4,547	50
1874	8,969	06			5,100	00	14,069	06	4,386	75
1875	8,388	81			5,635	74	14,024	55	4,478	05
1876	12,815	73			12,920	90	25,736	63	4,640	21
1877	13,521	44			12,132	70	25,654	14	4,673	25
1878	12,723	88			4,949	77	17,673	65	5,202	00
1879	11,741	40			7,102	54	18,843	94	6,188	80
1880	12,003	37			5,300	71	17,304	08	6,465	95
1881	11,506	74			5,422	63	16,929	37	7,795	99
1882	11,729	77			8,655	82	20,385	59	9,849	18
1883	13,602	00			7,761	45	21,363	45	9,980	28
1884	15,192	73			8,011	17	23,203	90	11,345	14
1885	17,135	98			8,690	15	25,826	13	11,914	37
1886	17,900	74			9,696	54	27,597	28	15,917	62
1887	19,534	01			8,850	14	28,414	15	15,063	57
1888	19,860	52			9,529	00	29,389	52	18,251	25
1889	19,264	98	2,631	46	11,311	33	33,207	77	24,266	06
1890	14,539	87	2,254	63	11,494	31	28,288	81	23,666	95
1891	15,540	30	2,769	29	11,769	81	30,079	40	26,611	70
1892	15,155	83	5,064	91	9,281	37	29,502	11	26,708	00
1893	20,116	91	32,940	56	11,194	65	64,252	12	30,623	09
1894	22,634	37	20,022	18	10,821	43	53,477	98	28,632	82
1895	21,938	56	19,373	24	8,755	93	50,067	73	33,211	60
1896	24,917	48	17,295	94	9,468	37	51,681	79	35,681	68
1897	21,592	40	15,948	43	8,774	19	46,315	02	32,814	66
1898	19,239	34	15,155	43	9,976	74	44,371	51	30,574	57
1899	11,784	22	15,122	45	9,982	10	36,888	97	5,830	85
1900	3,604	94	12,250	72	10,675	72	26,531	38	794	12
1901	3,819	57	11,304	51	12,835	60	27,959	68	717	35
1902	4,445	93	11,764	87	12,445	31	28,656	11	373	42
1903	4,660	53	12,334	37	14,844	36	31,839	26	1,818	83
1904	4,500	43	45,133	10	15,300	46	64,933	99	2,578	48
1905	4,294	60	109,560	51	13,832	32	127,687	43	1,471	91
1906	4,949	67	32,585	51	15,069	17	52,604	35	499	15
1907	3,188	34	32,698	85	14,112	42	49,999	61	349	10
1908-09	14,898	00	36,038	00	28,358	02	79,294	02	790	78
1909-10	9,672	24	26,009	14	22,614	30	58,295	68	1,520	75
1910-11	11,788	30	24,237	49	24,393	21	60,419	00	280	25
1911-12	28,127	00	28,006	00	47,611	00	103,744	00	658	45
1912-13	13,213	90	30,015	23	61,580	26	104,809	41	548	74
1913-14	22,733	57	27,650	61	68,877	81	119,261	99	806	69
1914-15	23,048	82	30,169	08	103,182	20	156,400	10	918	80
1915-16	19,468	64	28,216	58	63,712	73	111,397	95	2,600	65
1916-17	14,588	69	25,994	06	85,922	62	126,505	37	808	70
1917-18	15,838	94	36,708	63	69,864	18	122,411	75	2,345	48
1918-19	4,586	56	53,404	30	64,996	55	122,987	41	631	85
1919-20	247	00	39,575	17	75,479	78	115,301	95	1,421	80
1920-21	5	09	84,373	39	82,320	21	166,698	69	9,221	25
1921-22			52,260	83	80,403	37	132,664	20	44,425	97
1922-23			27,901	41	79,690	16	107,591	57	4,169	29
1923-24			355	62	84,180	87	84,536	49	6,076	71
1924-25					79,471	88	79,471	88	957	73
1925-26					79,938	10	79,938	10	9,719	28
1926-27					19,894	97	19,894	97	126	91
1927-28					25	38	25	38		
	666,744	26	967,126	52	1,580,800	35	3,214,671	13	520,135	96

MANITOBA AND NORTHWEST TERRITORIES

Year	General Service		Cruisers		Fish Culture		Total		Revenue	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
1867-68										
1868-69										
1869-70										
1870-71										
1871-72										
1872-73										
1873-74										
1874-75		288 65						288 65		
1875-76										
1876-77		250 00						250 00		
1877-78		200 00						200 00		
1878-79		200 00						200 00		
1879-80		19 75						19 75		
1880-81										
1881-82		809 55						809 55		
1882-83		150 00						150 00		
1883-84		872 40						872 40		
1884-85		763 00						763 00		
1885-86		1,920 73						1,920 73		
1886-87		2,468 25						2,468 25		5 00
1887-88		2,816 64						2,816 64		819 25
1888-89		2,848 16						2,848 16		848 00
1889-90		2,604 70						2,604 70		794 00
1890-91		3,609 03						3,609 03		1,234 00
1891-92		3,593 43						3,593 43		1,079 00
		23,414 29						23,414 29		4,779 25

NOTE.—Subsequent to 1892, see Manitoba and Northwest Territories Separate Sheets.

STATEMENT SHOWING THE ANNUAL EXPENDITURE OF, AND REVENUE COLLECTED BY THE DOMINION GOVERNMENT ON ACCOUNT OF THE FISHERIES SERVICE SINCE 1892.

PROVINCE OF MANITOBA

Year	General Service		Cruisers		Fish Culture		Total		Revenue	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
1892-93	2,162	55			6,943	35	9,105	90	1,464	68
1893-94	2,187	35			7,362	53	9,549	88	715	85
1894-95	2,663	55			3,849	98	6,513	53	2,149	30
1895-96	3,952	18			2,865	69	6,817	87	1,670	19
1896-97	1,908	14			24	79	1,932	93	1,179	00
1897-98	1,206	26			1,586	12	2,792	38	1,515	00
1898-99	1,883	37			3,967	36	5,850	73	1,537	85
1899-00	1,723	59			2,791	71	4,515	30	2,028	00
1900-01	2,669	74			4,174	53	6,844	27	1,103	00
1901-02	2,624	87			2,622	43	5,247	30	2,279	00
1902-03	3,129	70			2,415	09	5,544	79	1,784	00
1903-04	2,789	74			3,978	04	6,767	78	4,002	70
1904-05	2,800	64			7,041	67	9,842	31	4,879	70
1905-06	3,687	07	7,867	70	25,923	29	37,478	06	4,148	00
1906-07	2,173	33		55 00	15,858	35	18,086	68	2,285	98
1907-08	4,638	51	13,903	95	25,283	46	43,825	92	3,527	05
1908-09	3,946	00	7,560	00	16,987	13	28,493	13	3,704	22
1909-10	9,359	23	7,794	02	14,386	86	31,540	11	3,962	88
1910-11	9,423	70	7,309	55	15,161	39	31,894	64	8,137	75
1911-12	7,371	00	6,571	00	15,793	00	29,735	00	6,334	00
1912-13	7,062	15	12,298	62	40,801	11	60,161	88	6,039	00
1913-14	29,694	13	48,006	49	47,769	97	125,470	59	4,846	50
1914-15	28,887	50	172,677	12	31,532	95	233,097	57	8,312	08
1915-16	13,518	89	61,986	35	26,654	36	102,159	60	5,926	00
1916-17	13,228	17	19,122	24	25,750	64	58,101	05	8,252	27
1917-18	13,164	99	18,943	45	28,277	84	60,386	28	12,910	65
1918-19	11,647	78	22,058	23	29,405	83	63,111	84	12,730	20
1919-20	8,704	69	21,176	75	26,379	94	56,261	38	12,139	17
1920-21	10,979	14	16,787	94	38,893	96	66,661	04	17,792	58
1921-22	14,458	95	23,624	52	33,850	69	71,934	16	11,636	54
1922-23	17,570	39	21,852	05	30,787	33	70,209	77	12,736	68
1923-24	14,630	97	20,051	25	28,429	89	63,112	11	15,683	38
1924-25	14,197	83	21,519	12	25,646	64	61,363	59	17,631	21
1925-26	17,172	70	22,251	26	21,265	04	60,689	00	17,908	00
1926-27	16,679	07	21,775	71	19,924	81	58,379	59	21,291	05
1927-28	21,379	96	15,623	11	22,954	22	59,957	29	23,781	18
	325,277	83	590,815	43	657,341	99	1,573,435	25	268,564	58

NOTE.—Prior to 1892 see Manitoba and Northwest Territories.

STATEMENT SHOWING ANNUAL EXPENDITURE OF, AND REVENUE COLLECTED BY THE DOMINION GOVERNMENT ON ACCOUNT OF THE FISHERIES SERVICE SINCE 1906.

PROVINCE OF SASKATCHEWAN

Year	General Services		Cruisers		Fish Culture		Total		Revenue	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
1906-07	2,677	77					2,677	77		509 00
1907-08	7,277	49					7,277	49		948 60
1908-09	6,591	00					6,591	00		1,085 50
1909-10	6,474	57					6,474	57		1,209 44
1910-11	10,470	46					10,470	46		1,246 00
1911-12	* 26,040	00					* 26,040	00		1,304 75
1912-13	* 17,850	00					* 17,850	00	*	4,268 50
1913-14	* 21,964	74			* 13,969	84	* 38,934	58	*	8,253 05
1914-15	* 34,130	50			20,642	23	54,772	73		4,329 65
1915-16	* 31,294	44			4,714	72	36,009	16		3,195 00
1916-17	16,002	77			4,897	97	20,900	74		3,103 25
1917-18	16,959	11			5,732	96	22,692	07		3,643 65
1918-19	16,966	00			5,529	72	22,495	72		4,982 83
1919-20	19,019	11			4,147	16	23,166	27		4,321 00
1920-21	12,700	20			7,180	29	19,880	49		4,077 30
1921-22	15,330	53			6,157	00	21,487	53		3,474 31
1922-23	14,212	56			7,887	32	22,099	88		2,904 65
1923-24	14,281	88			6,981	38	21,263	26		3,589 50
1924-25	16,469	50			8,505	56	24,975	06		6,706 39
1925-26	18,156	07			6,873	95	25,030	02		6,066 35
1926-27	18,590	43			6,878	44	25,468	87		6,057 68
1927-28	19,593	93			7,792	50	27,386	43		6,274 24
	366,053	06			117,891	04	483,944	10		81,550 64

*Includes Alberta.

STATEMENT SHOWING THE ANNUAL EXPENDITURE OF, AND REVENUE COLLECTED BY THE DOMINION GOVERNMENT ON ACCOUNT OF THE FISHERIES SERVICE SINCE 1906.

PROVINCE OF ALBERTA

Year	General Service		Cruisers		Fish Culture		Total		Revenue	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
1906-07	3,681	45					3,681	45		2 50
1907-08	5,440	66					5,440	66		2 50
1908-09	5,714	00					5,714	00		915 00
1909-10	8,063	22					8,063	22		703 00
1910-11	10,739	86					10,739	86		698 50
1911-12	*								*	709 00
1912-13	*								*	
1913-14	*								*	
1914-15	*				5,608	42	5,608	42		6,102 50
1915-16	*				4,798	69	4,798	69		5,237 85
1916-17	15,086	14			4,543	09	19,629	23		5,970 40
1917-18	13,262	62			4,127	81	17,390	43		9,767 94
1918-19	50,267	84			4,920	96	20,188	80		10,288 15
1919-20	15,633	19			7,203	06	22,836	25		8,313 85
1920-21	12,700	20			8,617	04	21,317	24		8,693 75
1921-22	12,473	92			9,956	33	22,430	25		10,119 30
1922-23	13,690	46			6,552	84	20,243	30		11,947 80
1923-24	13,880	42			6,419	16	20,299	58		10,111 50
1924-25	16,431	37			5,280	07	21,711	44		12,708 13
1925-26	18,744	72			8,255	38	27,000	10		14,932 99
1926-27	21,391	73			8,345	03	29,736	76		20,233 41
1927-28	22,435	76			7,792	50	30,228	26		20,666 41
	224,637	56			92,420	38	317,057	94		158,124 48

*Included in Saskatchewan.

STATEMENT SHOWING ANNUAL EXPENDITURE OF, AND REVENUE COLLECTED BY THE DOMINION GOVERNMENT ON ACCOUNT OF THE FISHERIES SERVICE SINCE CONFEDERATION.

PROVINCE OF BRITISH COLUMBIA

Year	General Service		Cruisers		Fish Culture		Total		Revenue	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
1867.										
1868.										
1869.										
1870.										
1871.										
1872.										
1873.										
1874.										
1875.										
1876.										
1877.		635 00						635 00		
1878.		690 00						690 00		
1879.		1,423 73						1,423 73		
1880.		1,399 92						1,399 92		10 00
1881.		1,721 48						1,721 48		
1882.		1,599 08						1,599 08		672 50
1883.		1,599 92						1,599 92		790 00
1884.		2,231 97				3,704 31		5,936 28		127 50
1885.		1,437 13				11,873 17		13,310 30		365 50
1886.		1,878 53				5,405 87		7,284 40		922 50
1887.		5,860 72				4,623 35		10,484 07		943 50
1888.		3,661 83				5,653 90		9,315 73		6,934 55
1889.		4,333 63				4,933 26		9,266 89		6,416 00
1890.		3,634 41				4,202 61		7,837 02		11,367 50
1891.		4,320 53				3,339 51		7,660 04		12,914 02
1892.		6,158 17				2,896 57		9,054 74		8,192 48
1893.		5,490 60				3,630 68		9,121 28		40,264 00
1894.		5,283 21				3,273 10		8,556 31		25,337 90
1895.		6,218 74				2,869 19		9,087 93		23,517 25
1896.		6,226 77				2,817 02		9,043 79		26,410 75
1897.		8,841 64				2,840 62		11,682 26		39,888 82
1898.		8,508 79				2,389 46		10,898 25		47,864 75
1899.		8,459 47				3,736 14		12,195 61		45,801 75
1900.		13,662 17				2,741 88		16,404 05		53,195 35
1901.		17,886 36				17,709 77		35,596 13		52,960 35
1902.		18,660 73		40,122 50		20,508 57		79,291 80		41,178 65
1903.		17,808 45		36,239 02		23,275 29		77,322 76		43,015 62
1904.		15,133 65		33,083 19		25,040 81		73,257 65		56,904 34
1905.		16,631 37		42,104 39		61,675 57		120,411 33		47,436 00
1906.		30,141 35		54,113 76		83,687 16		167,942 25		51,532 50
1907.		20,381 97		34,228 34		39,379 94		93,990 25		29,903 95
1908-09.		55,951 00		86,151 00		64,149 57		206,251 57		39,251 65
1909-10.		44,799 61		306,185 98		66,847 35		417,832 94		41,864 80
1910-11.		99,794 13		80,532 84		97,848 04		278,175 01		45,846 70
1911-12.		43,265 00		133,558 00		75,907 00		252,730 00		44,898 51
1912-13.		110,779 22		221,061 83		68,719 37		400,560 42		48,824 50
1913-14.		129,393 33		501,715 55		83,123 10		714,231 98		52,835 50
1914-15.		227,807 84		153,082 83		77,340 42		458,231 09		41,423 95
1915-16.		112,827 34		138,594 96		66,071 97		317,494 27		46,862 54
1916-17.		106,861 03		109,234 29		55,615 62		271,710 94		47,327 84
1917-18.		123,295 97		117,621 80		54,359 16		295,276 93		53,515 21
1918-19.		138,876 49		104,048 17		59,048 99		301,973 65		59,349 94
1919-20.		176,973 35		243,141 41		111,918 01		532,032 77		270,698 41
1920-21.		188,597 86		393,096 67		130,421 69		712,116 22		233,282 04
1921-22.		137,662 63		382,272 93		134,628 71		654,564 27		153,904 33
1922-23.		137,343 43		304,771 79		113,437 53		555,552 75		223,657 57
1923-24.		131,580 83		297,600 19		121,182 83		550,363 85		122,435 24
1924-25.		128,897 11		273,227 13		124,025 49		526,149 73		86,218 79
1925-26.		167,560 18		255,491 62		126,095 12		549,146 92		117,755 80
1926-27.		211,667 84		276,838 74		108,987 77		597,494 35		116,072 66
1927-28.		218,889 30		331,157 07		112,532 65		662,579 02		53,377 01
		2,934,744 79		4,949,276 00		2,194,468 14		10,078,488 93		2,574,271 02

STATEMENT SHOWING ANNUAL EXPENDITURE OF, AND REVENUE COLLECTED
BY THE DOMINION GOVERNMENT ON ACCOUNT OF THE FISHERIES SERVICE
SINCE 1900.

YUKON

Year	General Service		Cruisers		Fish Culture		Total		Revenue	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
1900-01	1,159	81					1,159	81		406 00
1901-02	2,066	66					2,066	66	1,130	00
1902-03	1,522	00					1,522	00	320	00
1903-04	1,400	00					1,400	00	240	00
1904-05	1,400	00					1,400	00	340	00
1905-06	1,083	31					1,083	31	282	00
1906-07	1,030	35					1,030	35	173	00
1907-08	1,226	30					1,226	30	274	00
1908-09	1,019	00					1,019	00	228	00
1909-10	2,416	63					2,416	63	457	00
1910-11	1,984	95					1,984	95	907	50
1911-12	2,095	00					2,095	00	203	25
1912-13	1,909	83					1,909	83	342	00
1913-14	1,520	00					1,520	00	226	00
1914-15	2,158	80					2,158	80	304	00
1915-16	1,794	75					1,794	75	315	00
1916-17	1,482	65					1,482	65	275	00
1917-18	1,530	75					1,530	75	375	00
1918-19	531	50					531	50	425	00
1919-20	11	65					11	65	215	00
1920-21									280	00
1921-22									375	00
1922-23									320	00
1923-24									330	00
1924-25									340	00
1925-26									355	00
1926-27									350	00
1927-28									505	00
	29,343	94					29,343	94	10,292	75

APPENDIX NO. 10

REPORT OF MR. J. J. COWIE AND MR. G. R. EARL ON THEIR WORK
IN CONNECTION WITH THE IMPERIAL ECONOMIC COMMIT-
TEE'S INQUIRY INTO THE MARKETING OF FISH PRO-
DUCTS OF THE EMPIRE (1927)

We, J. J. Cowie, of the Fisheries Department, Ottawa, and G. R. Earl, of Yarmouth, N.S., having been duly appointed to represent Canada on the Imperial Economic Committee during its inquiry into the fisheries resources of the Empire with a view to discovering a means by which the marketing of fish produced within the Empire may be promoted in Great Britain, proceeded to London and attended the meetings of the committee throughout the month of June and the first half of July last.

The committee's report has now been published. In addition to the reasoned conclusions and recommendations of the committee, it contains a vast amount of information of a very valuable kind. We, therefore, leave the report to speak for itself, and give herein a summarized account of the information and evidence furnished to the committee by us, from the point of view of Canada. We also incorporate in this report the results of personal inquiries carried on amongst the fish trade of Great Britain, with particular regard to the possibilities of profitably shipping fresh fish from Canada to the markets of that country.

CANADA'S FISHERY RESOURCES

We, in the first place, submitted a lengthy memorandum describing the various individual fisheries and the methods by which each is prosecuted on the Atlantic coast, in the interior lakes, and on the Pacific coast of Canada. Copies of this memorandum were distributed to the members of the committee for their information and guidance. It should be noted that the committee confined its attention to fish and fish products which enter largely into the food of the people of Great Britain.

THE NEED OF EXTENDED MARKETING

In our evidence before the committee, it was emphasized that while Canada's fishing population is relatively large, the total population is comparatively small and widely separated; that the Canadian market, therefore, only consumes a fraction of the total production of Canadian fish and that the great bulk of it has to find a market outside the boundaries of Canada in either a fresh, salted, or canned condition. It was further pointed out that the effect of the present high tariff against Canadian fish entering the United States has been not only to make it difficult—if not almost impossible—to continue profitably to ship certain kinds of fish to that country, but to cause our young fishermen to seek more remunerative employment in fishing vessels of the United States, where many of them settle and are definitely lost as citizens of Canada and the Empire.

It was impressed on the committee that we were already not seeking to injure the British fishing industry by adding to the competition it has to meet from foreign importations, but that we did feel that there might be some means found by which the very large British importations of fresh fish from Norway, Germany, and Denmark could be displaced by fresh fish from the Maritime Provinces of Canada, to the end that our fishermen might be retained therein and profitably employed.

POSSIBILITIES OF RELIEVING CANADIAN SITUATION

It was pointed out there are two ways by which the situation in Eastern Canada could be improved: One is by the shipment of fresh fish in ice to the British market. The committee was informed that it had been clearly demonstrated that such fish can be landed overseas in excellent condition but that transportation difficulties retard development until the volume of the traffic, by some means, has grown sufficiently to overcome them of itself. The other is by freezing the fish under the quick process known as brine freezing which leaves the fish, when defrosted, with all the original juices it contained when taken from the sea. It was pointed out that the Canadian fishing grounds were so near the shore in many places as to make possible the landing of fish almost alive, and, if frozen, could be placed on the British markets in a much better and fresher state than most of the so-called fresh fish landed there direct from the fishing grounds.

The committee was further informed that the marketing of brine frozen fish would have this great advantage: the fish need not be dumped on an over-supplied market, but could be held in storage until the markets had recovered and prices had risen.

The adoption of this means of marketing by the British trade, as well as the Canadian trade, would stabilize supply, demand and prices and push out the existing antiquated method of hurrying fresh fish to market and selling them immediately, whether the supply is such as to constitute a glut or a scarcity.

CANNED SALMON

On the strength of a memorandum dealing with the marketing of cans of salmon for sale in Great Britain, which was submitted to the committee two years ago and which we were called upon to bring up to date, the committee was instrumental in securing an amendment to the British Merchandise Marks Act last year, which calls for the country of origin to be shown on the can or label when the goods are exposed for sale.

By this means, the British consumer will be enabled to select Empire canned salmon in preference to the foreign product. It has to be noted, however, that this is in the nature of a two-edged weapon and unless British Columbia packers scrupulously maintain a high standard of quality, the name Canada on a can of salmon may work to their disadvantage. The effect of the amended marking act is meantime being closely followed.

With a view to having the information passed on to the Empire Marketing Board, we drew the committee's attention to three cases of evident unfair marking. Such canned salmon from three British dealers were found to be on sale in Calcutta, India, as well as in England. In the one case the label simply named the contents as "Fresh Salmon". There was nothing to show whether the fish were sockeye or chums, and nothing to indicate whether the fish were canned in Siberia or Canada. In the second case the Union Jack was prominently displayed on the label, no doubt to give the impression that the contents were produced within the Empire, but in very small letters appeared the legend "Product of Siberia". In the third case the contents were designated "Salmon Steak". No doubt all three consisted of cheap Siberian salmon, which, under an Imperial masquerade, were being sold at a British Columbia sockeye price.

SCIENTIFIC RESEARCH

The committee was informed in a full manner of what is being accomplished in research work in Canada, through the agency of the Marine Biological Board. It was explained that a biological station is maintained at St. Andrews, N.B., where scientists from the various universities carry on marine research during

the summer months, which is followed up later at their respective universities; that an experimental station had been established at Halifax, N.S., within the last two years for applying the scientific knowledge obtained to the practical work of the industry; that two similar stations were maintained on the Pacific coast, and that research work was also being carried on in the inland lake waters.

As an example of what is being done towards applying scientific knowledge to commercial practice, it was pointed out that a small plant is nearing completion at the Halifax station for the purpose of testing and demonstrating the economic value of the adoption of brine freezing for storing and marketing fresh fish, and that similar work is being undertaken at our Prince Rupert station.

In this connection, it is highly gratifying to find that the committee's principal recommendation is in effect what we suggested and what we are now doing at our experimental stations: That, as the prime essential in improved marketing of fresh fish lies in preserving it in the best condition for sale when and where markets are suitable, and that co-ordinated research such as we are already conducting at Halifax be started on both sides of the Atlantic with a view to determining the best means of preservation.

In addition to the formal evidence given to the committee by us, we had the opportunity of going more fully into the details connected with our fish marketing problems when the committee's report was being drafted and discussed.

PERSONAL INVESTIGATIONS

In the intervals between the various meetings of the committee, we frequently visited Billingsgate market; we also visited the markets of Grimsby, Liverpool, and Fleetwood, saw the conditions at first-hand and studied prices and methods of distribution.

In general, we found conditions to be still such as were described by Mr. Cowie in his pamphlet "New Markets for Canadian Fish", covering the result of his investigation of two years ago.

We confirmed the conclusions then reached by him, that there is room in the British market for considerable supplies of fresh fish in ice, such as haddock mainly, of flat fish, also skate wings of the right size and kind, and possibly some cod, during the fall and winter months when bad weather interferes with fishing operations over there and prices are frequently high. Remunerative trading even at that time of the year, however, will depend altogether on the sending of moderate supplies to begin with, of fish of the freshest quality and of the sizes required in packages to suit the established trade.

We found that for haddock, flat fish and skate, the desirable box would be 27 inches long, 15 inches wide and 9 inches deep, inside measurement of half inch for the sides and three quarters inch for the ends, with two thin wire straps round each end to give support. A box of this size contains 6 stones or 84 pounds of fish besides the necessary ice. It is very advisable, however, to add a few pounds more at the time of original packing to allow for some shrinkage in weight. In the event of fairly large cod being shipped, the use of a box measuring inside 30 inches long 18 inches wide, and 9½ inches deep would be advisable.

Each of the following sizes of haddock should be packed separately: one and a half to two pounds; over two and up to three and a half pounds; and over three and a half pounds; all with the head on including the gills but with the guts removed. Cod should be packed separately in sizes of ten to fourteen pounds, and of over fourteen pounds with the head on including gills but with the guts removed. Skate wings of medium size are most desirable, and those with white bellies known in the trade as "roker" bring the best price. These could be shipped in haddock boxes.

Shipments of fresh fish in ice from Canada would have to be sent on consignment, and as the price in that, as in any consignment market, is determined not only by the supply and the demand on any particular day, but by the condition and size of the fish, the suitability and weight of the package and the nature of the packing, we cannot do better here than repeat and emphasize what was said in Mr. Cowie's pamphlet above referred to, viz.: "If this business is to be sought after in earnest, I would warn you against the danger of each shipper setting out to do as he pleases. Unsatisfactory shipments at the beginning, may wreck the possibilities of a great trade for many years. The business should be undertaken, therefore, in a systematic way. While any individual shipper is free to ship his fish overseas, there should be for the protection of all, and in order to secure and conserve this business which is of interest to the country as a whole, some sort of organized supervision of the shipments to insure uniformity in size and kind of package, in weight and quality of fish and in the method of packing and icing also to regulate shipments from this side and their distribution on the other side, in order, as far as possible, to avoid well supplied market days."

In other words, shippers should co-operate to the extent of having all shipments made up and forwarded under the supervision and control of a shipping committee or of a shipping committee in each district where two or more shippers desire to test this overseas market.

The opening up of this market would be of far reaching benefit to our shore fishermen particularly who produce fish of the more desirable quality. But as there are shipping difficulties to be overcome and as risks of loss would have to be undertaken in the beginning we would commend to the consideration of the department, the matter of giving to shippers financial aid of some kind during the few initial months to overcome discouragements that may arise from consignments arriving on unremunerative market days, and to enable them to hold on and continue until the trade has obtained a sufficient foothold to take care of itself.

While we feel that there is at present room for such a trade during the season indicated above, we at the same time strongly feel that if and when the shipment of brine frozen fish with all the advantages derivable from the storable quality of such can be developed, the benefits flowing therefrom would be immensely greater than under existing conditions, because the demand for and the price of fresh fish in summer would then be equal to what it is now in the fall and winter.

CANNED FISH

We further looked into the possibility of increasing our fish exports by the development of a trade in canned fish other than salmon and lobsters, and feel that there is room for such, particularly special lines of our Atlantic sea fish prepared in this way. But any development along this line would call for concentrated and sustained effort to find an opening.

BY-PRODUCTS AND UNUSED FISH

We looked closely into the question of the utilization of fish offal and fish that for various reasons are unmarketable in Great Britain, and we have reached the conclusion that there is a great and ever-widening market for fish meal of the desired quality produced from such.

The initial cost of the machinery for meal making is very considerable. While efforts are being, at present, made to a limited degree to utilize the waste from steam trawler fishing in Canada, the great field covered by our shore fishermen along the Atlantic coast lies, as yet, untouched.

When we consider the great economic benefit now derived by raisers of cattle and pigs by reason of the fact that every scrap of what was at one time waste material is utilized in the manufacture of some by-product, the marketing of which has enhanced the value of such animals, and when we know that there is an unsatisfied market-hunger for the right quality of meal from fish waste, we feel that the throwing away of 30 per cent of the large quantities of fresh fish brought to land by our shore fishermen is a serious economic loss, which might readily be avoided.

There are machines now capable of extracting a sufficient quantity of the oil from such fish as dogfish and leaving a high-class meal fit for animal and poultry feeding. If, then, fish-meal-making plants at which dogfish could be used as well as the waste from cod and haddock and such like non-oily fish were in operation at several centres to which material could be taken from stretches of coast on either side, it would be a very great inducement to fishermen to increase their fishing and earning power.

It is well known that at present when dogfish come on the coast, fishermen practically stop operations rather than continue hauling their lines loaded up with these fish and with very few or none of the food fishes. But, if the shore fishermen were once assured that they could dispose of every dogfish and every other non-edible fish at a price to a meal-making plant, in addition to the benefit they would derive from the increased quantity of edible fish they would then bring to land, their outlook and material state would quickly change.

We strongly feel that the establishment of central meal-making plants on the Atlantic coast is of as much importance as the finding of new markets for fish as a means of rebuilding our fishing fleets and retaining our fishermen. If, therefore, firms of standing engaged in the fisheries could be induced and encouraged to take hold of this means of development, there would appear to be no room for doubt that a shore fishery greater than has yet been on the Atlantic coast would quickly emerge from its present low unprofitable state.

To summarize, in conclusion, the main features of the foregoing report, which in our opinion would bring immediate beneficial results to the fishing industry of our Maritime Provinces, we would note that these are two, namely:—

1. The marketing of fresh fish in ice in Great Britain and
2. The establishment of meal-making plants to take care of the great amount of material at present being wasted.

APPENDIX NO. 11

REPORT ON THE FISHERIES OF THE MACKENZIE RIVER DELTA

INSPECTOR V. A. M. KEMP, R.C.M.P.

Pacific salmon have not been seen about the mouth of the MacKenzie, or along this portion of the Arctic coast, as far as is known to the R.C.M. Police or from inquiries among the natives.

A species of salmon, variously called "Arctic Trout" and "Salmon Trout," is found in the salt waters around the coast, but as the water for some distance around the mouth of the MacKenzie and east and west along the coast for a radius of twenty or thirty miles, is fresh these are not found in the immediate vicinity of the Delta. The salmon trout referred to are of a dark green colour with light coloured bellies, and their weight runs from about two to six pounds. The meat is very similar to Pacific salmon both as to colour and taste. These fish are speckled reminding one somewhat of the speckled trout found in the rivers in the eastern part of Canada.

Apart from these salmon trout the other salt water fish found on the coast are herring and tom cod. The herring are the most numerous fish on the coast and as they are entirely similar to their brethren met with elsewhere in salt water fisheries, I will not describe them. The tom cod is a small fish from four to eight inches in length, and is found in the waters after freeze up begins, as the natives catch them by jigging through the ice. They are rather tasteless as to meat, and in view of their diminutive size, it takes a considerable catch, to make a satisfactory meal particularly for the natives to whom fish is one of the main foods. Whether these fish migrate when the severe winter sets in I am unable to state.

In the fresh waters of the Delta, the fish caught are white fish, jack fish, loche, crooked backs and conie. The first three named are fairly numerous, as are also the crooked backs. The conie is not so frequently met with as the others, but owing to its bulk, a considerable amount of the meat is secured. The conie weighs up to thirty and forty pounds, and Stefanson, who traces the origin of the name to the French "L'inconnu" states he has heard of them reaching as high as seventy pounds, although the largest he saw weighed forty pounds. He also states that this fish used to be called MacKenzie river salmon, although it bears no resemblance to the usual variety of salmon.

The two best places for fishing in the district appear to be Shingle Point and Kittagaruit. The former place is for salt water fishing and herring are the most common fish caught there. At Kittagaruit, just below the mouth of the river, the water is fresh, and white fish, crooked backs and conie are found there.

As marine animals are included in the definition of "fish" according to the Fisheries Act, I might mention that white whales are fairly numerous around the mouth of the Mackenzie river. At White Fish Station, some eight miles from Moose river, the most Westerly outlet of the MacKenzie, these white whales are fairly plentiful, and the natives hunt them at this place, which owes its name to the whale in question, the native name for it being "White Fish." It is highly prized by the Eskimos who eat the flesh and use the skin for water proof boots.

Bow-head whales are rarely seen in the waters close to the coast, and I believe it is some years since one was seen close to Herschel island. One is occasionally sighted off Baillie island, but they are by no means common even in those parts.

Hair seals are of course fairly numerous, and are much sought by the natives, who use the skins for clothing and the meat for food.

The above report covers the various species of fish found in salt and fresh waters in the vicinity of the MacKenzie Delta.

DOMINION OF CANADA

REPORT

OF THE

POSTMASTER GENERAL

FOR THE

YEAR ENDED MARCH 31

1928



OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1928

*To His Excellency the Right Honourable Viscount Willingdon, G.C.S.I.,
G.C.M.G., G.C.I.E., G.B.E., Governor General and Commander-in-Chief
of the Dominion of Canada,*

MAY IT PLEASE YOUR EXCELLENCY:

I have the honour to forward to your Excellency the accompanying report of the Post Office Department of the Dominion of Canada, for the year ended March 31, 1928, which is respectfully submitted.

I have the honour to be, sir,

Your Excellency's most obedient servant,

P. J. VENIOT,
Postmaster General.

POST OFFICE DEPARTMENT,
OTTAWA, October 10, 1928.

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REPORT
OF THE
DEPUTY POSTMASTER GENERAL
1927-28

POST OFFICE DEPARTMENT,
OTTAWA, October 5, 1928.

To the Hon. PETER J. VENIOT, LL.D., M.P.,
Postmaster General of Canada.

I have the honour to submit the following report of the operations of the Post Office Department for the fiscal year ended March 31, 1928.

AIR MAIL SERVICE

During the fiscal year 1927-28, close attention was given to the success attending the efforts throughout the world to convey mails by air, and, with a view to testing the efficiency of this method in Canada, several experimental flights were made during the season of navigation on the river St. Lawrence between Rimouski and Montreal in connection with trans-atlantic mail steamships.

These flights, while establishing the practicability of carrying mail by air in Canada, also resulted in a decided saving of time in the transmission of mails between Canada and Great Britain.

The success of these experiments was so pronounced, and the advantages of carrying mail by air so evident, that it was decided to extend the service to other points.

While extensive preliminary experimental work is necessary before any definite consideration can be given to the question of establishing a trans-Canada air mail route, air mail service has been provided over a number of shorter distances. Opportunity was taken to have mails conveyed by air to the Magdalen islands in the gulf of St. Lawrence during last winter; in previous winter seasons the inhabitants of these islands have been completely isolated from the outside world, save for a weekly radio news message and the possible call of an ice-breaking steamer. Both from a mail service and a humanitarian point of view, the successful operation of such a service it was thought would do much to ameliorate the conditions under which these islanders existed during the winter months. The fact that seven complete trips were accomplished between Moneton and Grindstone Island, carrying over twenty-five hundred pounds of mail, is considered to be more than sufficient to fully justify the efforts made.

Conditions more or less parallel to those prevailing in the Magdalen islands existed in the case of the island of Anticosti, which has also been practically isolated hitherto during the winter months. In this case, seven flights were made to Port Menier, on which five thousand pounds of mail were carried.

During the year, other air mail services were established as follows:—

Leamington to Pelee Island.

La Malbaie to Seven Islands.

Rolling Portage to Red Lake and Narrow Lake.

From December 14th, 1927, to the end of March, 1928, the total amount of mail carried by air over the routes above mentioned was in excess of 47,500 pounds.

British and foreign mails have also been conveyed by air between transatlantic steamers at Rimouski and Montreal, Ottawa and Toronto during the season of navigation, 1928, by commercial airplanes under contract with this department; and in October, 1928, following negotiations with United States postal authorities, an air mail service was put in operation between Montreal and New York (similarly under contract with a commercial air transport company), which provides for rapid communication between those cities. A daily air mail service between Montreal and Toronto was also inaugurated at the same time.

The carriage of mail by air being in its infancy, the cost of such service is relatively high, but the results so far have fully justified the steps taken and have served to demonstrate that where adequate facilities exist for the rapid transmission of the mails, there is an almost immediate increase in the volume to be handled. The results of the services now in operation will be watched closely, in order to determine the degree to which a further extension of the carriage of mails by air would be warranted. Investigations have already been made as to the possibilities of air mail service across the prairie provinces and in other parts of the Dominion, and it is expected that in the near future, considerable advances will be made in this important branch of the postal service.

PACIFIC CABLE

The effect of beam wireless competition on Pacific cable traffic, as anticipated by Canada, having become apparent, it became necessary to arrive, if possible, at a working arrangement between the wireless and cable interests. Accordingly, in November, 1927, Canada made representations to the partner governments—that is, Great Britain, Australia and New Zealand—urging the immediate appointment of a special committee to consider the commercial policy of the cable, including its relation to the wireless system. This suggestion was endorsed by the other governments, and eventually a general conference of wireless and cable interests met in London in January, 1928, and held meetings extending over a period of six months, after which time a unanimous report was laid before the various governments of the Empire, containing recommendations looking towards a fusion of the cable and wireless telegraph systems concerned in Empire communication. The recommendations of the conference were in general accepted by the Empire governments.

Under the proposed settlement, there will be returned to Canada in cash an amount substantially equivalent to her outlay on the Pacific cable during its twenty-five years under Empire government control; no future payments on Canada's part will be necessary, as would have been the case had a settlement not been reached; control of rates will be retained, in the interest of the public, this feature having been specially safeguarded during the negotiations; and a trans-Canada or All-Red cable route will be continued, with provision for its being taken over by the Government in the event of emergency.

POSTMASTERS' SALARIES

During the past year or more, careful consideration has been given to the question of an adjustment of the scale of percentage allowed to those postmasters whose remuneration is based on the revenue of their offices (known as revenue post offices), so that they might suffer no loss of salary due to the return to two cent letter postage and the resultant reduction in revenue. Regulations were finally made effective from April 1, 1928, whereby the percentage paid on the first \$1,000 of revenue is increased from 50% to 70% and the minimum salary increased from \$60 to \$100, which provide for the following rates of payment:—

Seventy per cent on the first \$1,000 of revenue, with a minimum salary of \$100.

Thirty per cent on revenue from \$1,000 to \$10,000.

Twenty per cent on revenue over \$10,000.

In estimating the revenue on which the salary of such a postmaster is to be based, the amount of the commissions collected from the public on money order business are included with the postage stamp sales. It is also provided that the remuneration of any postmaster shall not be less than that paid during the fiscal year 1926-27, except in cases where it has been determined that there has been an appreciable reduction in the work of the office.

COMPENSATION TO SUB-POSTMASTERS

The salary scale applying to sub-postmasters has been amended to provide increased compensation at offices with a revenue over \$6,000, and the commission on postage stamp sales at sub-post offices has also been increased from one per cent to two per cent on sales not exceeding \$20,000. When the stamps obtained by any sub-postmaster reach an amount in excess of \$20,000 at any time before the close of the fiscal year, his rate of commission reverts to one per cent for the balance of the year.

REVENUE POST OFFICES PLACED ON CITY BASIS

On April 1, 1927, the Yarmouth, N.S., Post Office was changed from the revenue to the city or staff basis, Grade 3; and subsequently several other post offices were similarly changed from the revenue to the city or staff basis, Grade 4, and free letter carrier delivery established, namely, at Thetford Mines and Levis, P.Q., from September 1, 1927; North Battleford, Sask., from January 1, 1928, and at Welland, Ont., from February 1, 1928.

USE OF MOTOR CYCLES

The use of motor cycles in making collections from street letter boxes has been tried out and found to be particularly adapted to the conditions existing in crowded business districts in cities, and this form of service is accordingly being extended. Experiments are also being made in the delivery of parcel post to some extent by motor cycle; the use of these vehicles in this way would appear to provide an economical and speedy service.

POST OFFICE SERVICE FOR CONVENTIONS

During the year the department extended postal facilities to a number of large conventions held at different points throughout Canada. The World Poultry Congress which met at Ottawa in August, 1927, was one of the largest conventions ever assembled in Canada, there being some five thousand delegates and other attendants at the sessions of the congress, representing twenty-eight countries in various parts of the world—it was estimated that 150,000 people in all visited the poultry exhibition. The Post Office Department provided a post office equipped with full postal facilities at the congress headquarters, and mail for the delegates and visitors was given special care and attention, both while they were in Ottawa and also during their subsequent trans-Canada tour. In addition to postal facilities, the department provided an information bureau and a number of translators during the congress for the convenience of the foreign visitors, and this service was much appreciated.

EXTENSIONS OF RAILWAY MAIL SERVICE

Considerable improvement has been effected in the operation of mail service over the various railway systems throughout Canada in the period covered by this report—notably, the establishment of a daily postal car service between Quebec and Cochrane on the Canadian National railway, providing a much improved service over this line, especially to the important lumbering and mining districts through which it passes. A direct service by railway to the Rouyn

mining district has also been put into effect. Services have been established over new railway lines in various parts of the country to the extent of 519 miles of track, thus giving a better and more frequent service to many outlying districts, and a number of existing services have been given greater frequency or rearranged to provide for the transportation of the increased volume of mail to be handled and to meet the postal requirements of the public.

MAIL RECEPTACLES IN APARTMENT HOUSES

With a view to overcoming difficulty experienced through the use in some apartment houses of mail boxes inadequate in size and structure to hold and properly protect the mail delivered at these places, regulations were adopted by the department, effective January 1, 1928, governing the types of mail boxes to be installed in such buildings. These regulations apply to apartment houses, family hotels and flats containing three or more apartments, erected or remodelled after the date mentioned, but not to buildings in which mail boxes satisfactory to the department were already installed or to those having an office on the ground or main entrance floor where mail is delivered. The design of mail boxes installed under these regulations has to comply with certain specifications and must be approved by the Postmaster General. Several makes of receptacles submitted by various manufacturers from time to time since these regulations became effective have received the approval of the department. It is expected that improved service in such buildings will result from the adoption of this policy.

INCREASED WEIGHT LIMIT FOR PARCEL POST TO OTHER COUNTRIES

During the past year the application of the increased limit of weight for parcels—fifteen pounds instead of the previous limit of eleven pounds—has been further extended, until now it is effective as regards parcels going to most of the countries with which we have parcel post service.

INSURANCE OF PARCELS

Some 3,780,000 parcels were mailed under the post office insurance system during the fiscal year ended March 31 last, the insurance fees being upwards of \$189,000. This was an increase of 135,000 in parcels and \$7,000 in fees over the previous year.

The insurance service for parcels now extends to Great Britain (including Northern Ireland), Newfoundland, Australia, New Zealand, the United States, China and Hong Kong, and by direct service to Denmark, Germany, Grenada, Holland, the Irish Free State, and St. Vincent; also to parcels forwarded via England to countries with which Great Britain has insurance arrangements.

Under a regulation effective on February 4, 1928, parcels posted in Canada for delivery in Canada on which charges of 40 cents or more have been prepaid, may be insured up to \$50 without insurance fee. If the sender desires to insure such a parcel for an amount in excess of \$50, the regular insurance fee of 12 cents to cover the additional insurance has to be prepaid.

POST OFFICE C.O.D. SERVICE

Post office C.O.D. service continues to show remarkable development. During the fiscal year ended March 31 last, 300,000 more articles were sent by post office C.O.D. than during the previous year—an increase of twenty per cent.

FINANCIAL POSITION OF THE DEPARTMENT

The net revenue for the year amounted to \$30,529,154.76 and the expenditure to \$32,379,195.65. This is an increase in the net revenue of \$1,150,458.21,

instead of the expected decrease due to two cent postage having been in operation for twelve months as compared with nine months of the previous year; and it indicates a marked increase in the volume of all classes of mail matter.

The expenditure shows an increase of \$1,371,497.61. Of this increase, about \$600,000 is due to the general flat increase in salary of \$120 granted by Parliament from April 1, 1927; another \$200,000 is due to statutory increases approved by the Civil Service Commission; \$109,000 is due to the purchase of rural mail boxes; and the remainder is due to the increase in volume of mail handled and to improved postal facilities, including air mail service, given the public.

The expenditure for the year exceeded the net revenue by \$1,850,040.89. Had it not been for the decision of the Government that the salaries of those postmasters who are paid by a percentage on revenue should not be reduced owing to the introduction of two cent postage, the net revenue would have been increased by \$500,000 and the deficit reduced accordingly.

Moreover, if the Post Office Department had been indemnified for the expense imposed upon it by the franking privilege enjoyed by the various departments of government, other than the Post Office, the revenue would have been increased by an additional \$750,000 thus substantially reducing the deficit.

Summarized statements covering the various branches of the department are appended.

L. J. GABOURY,
Deputy Postmaster General.

NUMBER OF POST OFFICES

STATEMENT showing the number of Post Offices in operation in the Dominion on April 1, 1927, the number of Post Offices established and the number of Post Offices closed during the year from April 1, 1927, to March 31, 1928, and the number in operation on March 31, 1928.

Province	Number of Post Offices in operation at end of fiscal year, 1927	Number of Post Offices established from April 1, 1927, to March 31, 1928	Number of Post Offices closed from April 1, 1927 to March 31, 1928	Number of Post Offices in operation on March 31, 1928
Ontario.....	2,614	44	54	2,604
Quebec.....	2,463	69	18	2,514
Nova Scotia.....	1,778	7	14	1,771
New Brunswick.....	1,115	22	21	1,114
Prince Edward Island.....	130	—	2	128
British Columbia.....	867	14	15	866
Manitoba.....	817	14	14	817
Alberta.....	1,195	33	28	1,200
Saskatchewan.....	1,428	24	24	1,428
Yukon.....	20	—	—	20
North West Territory.....	15	1	—	16
Total.....	12,440	228	190	12,478

Total number of Post Offices in operation on April 1, 1927.....	12,440
Total number of Post Offices in operation on March 31, 1928.....	12,478
Net increase.....	38
Number of Post Offices established from April 1, 1927, to March 31, 1928.....	228
Number of Post Offices closed from April 1, 1927 to March 31, 1928.....	190

RURAL MAIL DELIVERY

During the past year a large number of petitions for the establishment of rural mail delivery routes have been dealt with and a considerable number of new routes established.

A large and increasing number of applications are in the enquiry stage and the policy of the Department is to continue with the extension of the Rural Mail Delivery system in order to provide adequate postal facilities to the more thickly settled districts where road and other conditions are favourable for the prompt and expeditious performance of the service.

GENERAL FINANCIAL STATEMENT, 1927-28

The net revenue for the year amounted to \$30,529,154.76 and the expenditure to \$32,379,195.65, being an increase of \$1,150,458.21 in the net revenue and an increase of \$1,371,497.61 in the expenditure.

The expenditure for the year exceeded the revenue by \$1,850,040.89. If however, the Post Office Department had been indemnified for the expense imposed upon it by the franking privilege enjoyed by the various departments of Government, other than the Post Office, the revenue would have been increased by \$750,000, thereby reducing the deficit to the same extent.

REVENUE

Postage stamps, postcards, etc., sold.....	\$26,200,775 97
Postage paid in cash on newspapers.....	1,453,317 75
Postage paid in cash on third class (printed) matter.....	1,158,518 59
Postage paid in cash on metered mail matter.....	1,103,339 88
Postage paid in cash on parcels.....	3,722,434 57
Rents of letter boxes and drawers.....	319,432 09
Commission received on money orders.....	1,575,248 20
Commission received on postal notes.....	179,486 69
Profit in exchange on money order business with other countries.....	18,403 81
Profit in exchange on British postal order business.....	2,277 93
Commission received from the United Kingdom on postal order business..	740 29
Postage on parcels from other countries.....	635,339 60
Transit charges on correspondence from other countries.....	124,361 01
Void money orders, that is, money orders issued between January 1, 1926, and December 31, 1926, payment of which had not been claimed up to December 31, 1927.....	7,079 53
Lapsed postal notes.....	6,855 88
Collections from sale of rural mail boxes.....	21,548 00
Miscellaneous revenue.....	18,499 97
	<hr/>
	\$36,577,659 56

DEDUCTIONS

Salaries, forward allowances, allowances toward rent, fuel and light, compensation on money order and postal note business, and commission on box and drawer rents.....	\$ 5,590,762 07
Discount to stamp vendors and Postmasters and compensa- tion to messengers for special delivery of letters.....	262,909 22
Losses by fire, burglary, etc.....	5,461 35
Balance of commission paid to other countries on money order business.....	29,083 89
Postage on parcels to other countries.....	123,277 75
Transit charges on correspondence to other countries.....	2,886 99
Indemnity paid to owners of lost insured parcels.....	34,123 53
	<hr/>
	6,048,504 80
	<hr/>
	\$30,529,154 76

STATEMENT OF EXPENDITURE FOR FISCAL YEAR ENDED MARCH 31, 1928

MAIL SERVICE—	
Conveyance of mails by Railways.....	\$ 7,437,892 13
Conveyance of mail by water.....	434,032 06
Conveyance of mails by air.....	63,425 40
Conveyance of mails by ordinary land.....	6,291,180 52
Supply and repair of mail bags.....	374,633 19
	<hr/>
	\$14,601,163 30
SALARIES.....	16,510,597 51
MISCELLANEOUS—	
Postage stamps, etc.....	\$ 277,044 93
Commissions to postmasters.....	4,089 80
Purchase of R.M.D. boxes.....	109,042 22
Travelling.....	68,468 86
Printing.....	348,576 21
Miscellaneous.....	326,746 83
	<hr/>
	1,133,968 85
YUKON.....	133,465 99
	<hr/>
Total.....	\$32,379,195 65

Postal Notes.—During the year 7,490,169 postal notes, amounting in value to \$16,673,632.58 were paid, increases as compared with the previous year of 292,273 in the number and \$490,513.47 in the value. The revenue derived from the sale of postal notes amounted to \$179,486.69.

British postal orders were paid as follows: Number, 72,953; value \$192,-817.92, increases of 14,553 in number and \$34,934.52 in value.

POST OFFICE DEPARTMENT

The following table shows the net revenue, expenditure and deficit or surplus as the case may be, of the post office for each fiscal year since Confederation.

Fiscal Year	Net revenue		Expenditure		Deficit		Surplus	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
1868	808,857	84	785,298	55				13,559 29
1869	758,182	03	864,954	55	106,772	52		
1870	788,904	78	933,398	67	144,493	89		
1871	803,637	17	994,876	00	191,238	83		
1872	916,418	34	1,092,519	03	176,100	69		
1873	1,033,516	07	1,240,135	95	146,619	88		
1874	1,151,269	83	1,370,542	41	219,272	58		
1875	1,172,381	38	1,509,113	29	336,731	91		
1876	1,106,736	74	1,581,608	72	474,871	98		
1877	1,120,224	26	1,694,708	18	574,483	92		
1878	1,224,912	17	1,715,255	36	490,343	19		
1879	1,117,364	50	1,750,267	17	632,902	67		
1880	1,179,677	89	1,818,271	05	638,593	16		
1881	1,344,969	85	1,876,657	96	531,688	11		
1882	1,543,309	21	1,980,567	25	437,258	04		
1883	1,753,079	22	2,176,089	09	423,009	87		
1884	1,712,318	85	2,312,965	27	600,646	42		
1885	1,790,494	90	2,488,315	36	697,820	46		
1886	1,852,155	00	2,763,186	41	911,031	41		
1887	1,964,062	17	2,818,907	22	854,845	05		
1888	2,322,728	68	2,889,728	59	566,999	91		
1889	2,220,503	66	2,982,321	48	761,817	82		
1890	2,357,388	95	3,074,469	91	717,080	96		
1891	2,515,823	44	3,161,675	72	645,852	28		
1892	2,652,745	79	3,316,120	03	663,374	24		
1893	2,773,507	71	3,421,203	17	647,695	46		
1894	2,809,341	06	3,517,261	31	707,920	25		
1895	2,792,789	64	3,593,647	47	800,857	83		
1896	2,971,652	93	3,752,805	12	781,152	19		
1897	3,202,938	42	3,789,478	34	586,539	92		
1898	3,527,809	69	3,575,411	99	47,602	30		
1899	3,182,930	92	3,581,848	71	398,917	79		
1900	3,183,984	17	3,645,646	04	461,661	87		
1901	3,421,192	19	3,837,376	18	416,183	99		
1902	3,888,126	10	3,883,016	96			5,109	14
1903	4,366,127	70	3,970,859	64			395,268	11
1904	4,652,324	74	4,347,540	84			304,783	99
1905	5,125,372	67	4,634,527	78			490,844	89
1906	5,933,342	53	4,921,577	22			1,011,765	31
1907	5,061,858	93	3,979,557	34			1,082,301	59
1908	7,107,756	38	6,005,929	74			1,101,826	64
1909	7,401,623	95	6,592,386	40			809,237	53
1910	7,958,547	72	7,215,337	47			743,210	25
1911	9,146,952	47	7,954,222	79			1,192,729	68
1912	10,482,255	39	9,172,035	47			1,310,219	92
1913	12,060,476	43	10,882,804	57			1,177,671	86
1914	12,956,216	42	12,822,058	44			134,157	98
1915	13,046,649	57	15,961,191	47	2,914,541	90		
1916	18,858,409	93	16,009,138	77			2,849,271	16
1917	20,902,384	46	16,300,578	65			4,601,805	81
1918	21,345,394	48	18,046,557	90			3,298,836	58
1919	21,602,712	65	19,273,583	94			2,329,128	71
1920	24,449,916	97	20,774,385	20			3,675,531	77
1921	26,331,118	97	24,661,262	26			1,669,856	71
1922	26,554,538	24	28,121,425	07	1,566,886	53		
1923	29,262,232	78	27,794,501	89			1,467,730	89
1924	29,100,491	92	28,305,936	57			794,555	35
1925	28,581,932	87	29,873,802	40	1,291,809	53		
1926	31,024,464	22	30,499,685	74			524,778	48
1927	29,378,696	55	31,007,698	04	1,629,001	49		
1928	30,529,154	76	32,379,193	65	1,850,040	89		

MONEY ORDER TRANSACTIONS

The number of money order offices in operation on March 31, 1928, was 5,923, an increase of 126 over the previous year.

The total number of orders issued during the last year was 17,505,563, against 15,760,994 for the previous year. The aggregate value was \$200,773,-402.76 as against \$188,219,776.72 for the previous year.

15,430,053 of the orders issued during the year with a value of \$177,880,-035.85 were payable in the Dominion of Canada.

2,075,510, with a value of \$22,893,366.91 were payable abroad.

The number of orders issued abroad and payable in Canada was 918,032 with an aggregate value of \$15,398,180.58.

The number of orders issued in Canada on the United States was 1,387,685 and the value \$14,302,609.31.

The number of orders issued in the United States on Canada was 811,467 and the value \$13,634,081.79.

The following statement shows the number and value of Canadian money orders paid in the United States:—

	Number Year 1927	Amount Year 1927	Number Year 1928	Amount Year 1928
Money Orders.....	1,370,885	\$13,432,998 50	1,387,685	\$14,302,609 31

The average of money orders issued during the year was \$11.47 and the average commission received from the public was 9 cents.

ANALYSIS of the Money Order Business of the Dominion of Canada for the year ended March 31, 1928

—	Number of Orders	Amount		Total	
		\$	cts.	\$	cts.
Total number and amount of Money Orders issued in—					
Ontario.....	4,814,717	53,329,608	36		
Quebec.....	2,680,292	27,320,599	48		
Nova Scotia.....	1,082,898	11,498,536	60		
New Brunswick.....	625,937	7,272,069	05		
Prince Edward Island.....	132,449	1,558,410	99		
Manitoba.....	1,251,054	14,024,146	63		
Saskatchewan.....	3,476,742	41,740,501	99		
Alberta.....	2,128,610	27,807,167	92		
British Columbia.....	1,302,149	15,986,960	48		
Yukon.....	10,715	235,401	26		
Total number and amount of Money Orders issued.....	17,505,563	200,773,402	76		
Total number and amount of Money Orders paid in—					
Ontario.....	5,177,944	60,099,267	51		
Quebec.....	1,898,228	23,235,515	93		
Nova Scotia.....	628,956	7,962,408	30		
New Brunswick.....	1,091,069	12,157,499	75		
Prince Edward Island.....	46,171	882,195	36		
Manitoba.....	3,469,756	40,905,096	80		
Saskatchewan.....	1,890,988	23,908,546	62		
Alberta.....	718,610	12,581,953	82		
British Columbia.....	654,089	10,650,011	26		
Yukon.....	1,177	34,484	78		
Total number and amount of Money Orders paid.....	15,576,988	192,416,980	13		
Total amount of Money Orders issued and paid.....				393,190,382	89

EXCHANGE of Money Orders between Dominion of Canada and other Countries for the years 1926-27 and 1927-28 was as follows:

Name of Country	Issued in Canada				Payable in Canada			
	Number 1927	Number 1928	Amount		Number 1927	Number 1928	Amount	
			\$	cts.			\$	cts.
Austria*	118	95	1,318 04	768 61	74	82	882 48	649 70
Bahamas	1,062	1,098	13,201 82	14,126 99	160	186	1,252 07	1,256 76
Barbados	2,656	3,932	31,706 36	72,091 27	269	374	4,638 77	9,478 43
Belgium	442	259	2,690 80	3,628 27	2,436	3,261	28,528 27	38,458 65
Bermuda	230	289	1,791 87	2,665 06	239	284	1,793 31	1,716 84
British Guiana	25	28	164 87	234 37	73	153	940 59	1,427 25
British Honduras	1,138	896	19,189 87	14,528 80	148	153	2,067 83	1,402 56
Czechoslovakia	11,845	21,238	598,520 35	1,046,413 55	108	95	3,103 95	3,299 45
Denmark	1,286	2,191	30,717 64	136,459 81	237	434	8,862 02	14,844 67
Fiji	23	17	418 64	58 03	33	15	870 26	258 58
Finland	1,799	2,819	61,571 35	105,040 83	16	16	558 38	630 12
France	14,968	14,209	83,456 43	91,809 78	532	773	5,109 45	9,216 05
Germany	4,953	6,839	79,493 22	123,420 83	616	1,121	22,814 24	43,631 21
Great Britain and Northern Ireland	533,094	549,373	4,971,839 56	4,940,218 11	47,300	50,030	1,000,082 43	1,023,506 22
Grenada	67	94	482 46	722 50	40	36	340 70	241 57
Holland	1,945	2,599	33,530 34	44,337 45	331	457	6,404 72	11,097 44
Hong Kong	168	240	3,121 69	4,007 58	136	127	2,476 05	2,233 92
Hungary*	10,811	10,901	138,406 94	134,598 52	1,186	1,237	16,988 80	16,327 68
Irish Free State	10,413	11,191	206,706 00	302,089 47	311	776	27,756 49	67,615 77
Italy	523	658	5,725 77	8,380 02	38	50	638 94	1,011 26
Jamaica	10,372	10,286	449,674 89	425,130 78	315	358	11,233 60	14,860 38
Japan	1,246	2,401	54,249 65	109,543 02	7	17	537 40	959 47
Jugo Slavia	338	448	2,552 90	3,277 22	270	340	2,983 60	3,407 59
Leeward Islands	103	124	2,983 57	2,534 98	11	11	90 92	358 85
Mexico	9,424	10,637	211,417 18	227,941 25	35,324	39,108	339,495 67	354,785 94
Newfoundland	1,349	1,349	13,777 31	17,623 05	1,152	1,369	20,757 04	22,645 39
New South Wales	1,073	1,198	14,562 25	15,110 59	1,497	1,702	25,065 14	26,746 62
New Zealand	4,365	7,112	136,043 98	233,562 22	2,068	3,884	11,939 30	13,415 41
Norway	8,199	13,811	135,022 70	248,946 12	11	164	287 88	11,212 20
Poland	321	322	3,346 59	2,494 50	321	289	4,936 46	5,455 15
Queensland	51	46	401 10	249 44	50	73	305 11	353 85
St. Lucia	207	197	2,328 73	2,149 22	153	163	857 93	1,093 10
St. Vincent	139	190	2,311 08	2,455 07	180	188	2,612 69	1,950 81
South Australia	5,798	6,716	156,820 73	200,617 48	305	347	12,918 59	14,223 57
Sweden	1,422	1,556	25,406 44	25,979 62	243	324	7,365 76	9,068 81
Switzerland	248	299	1,541 39	1,772 03	64	76	856 54	944 75
Tasmania	233	322	3,204 35	4,426 54	377	487	2,909 05	3,958 84
Trinidad	1,194	1,185	11,604 78	12,720 74	629	625	16,217 04	16,379 91
Union of South Africa	1,370,885	1,387,685	13,432,998 50	14,302,609 31	785,217	811,407	13,924,406 29	13,631,081 79
United States	488	493	6,594 19	6,038 48	525	738	8,061 45	10,816 70
Victoria	122	147	1,282 16	2,504 80	161	183	2,311 57	2,662 40
Western Australia	2,014,973	2,075,510	21,012,917 81	22,893,366 91	881,310	918,032	15,532,673 30	15,398,180 58

*Including British Possessions and certain foreign countries between which and Canada there is not a direct exchange of Money Orders.

TABLE showing the General Operations of the Money Order System in the Dominion of Canada for the past seven years

Year	Number of Money Order Offices	Total Number of Money Orders issued	Total Amount of Money Orders issued	Where Payable		Amount of Orders issued other Countries payable in Canada	Gross Revenue from Fees on Money Orders, profit on Foreign Exchange, etc.
				In Canada	In other Countries		
			\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1922.....	5,266	10,031,198	139,914,186 39	124,316,726 15	15,597,460 24	5,515,069 28	1,852,824 62
1923.....	5,337	11,098,222	143,055,119 94	126,617,350 07	16,437,769 87	8,986,040 85	1,180,957 45
1924.....	5,471	12,561,490	159,855,114 97	141,620,371 55	18,234,743 42	13,503,395 70	1,364,110 53
1925.....	5,578	13,435,448	163,519,320 27	145,769,761 11	17,749,559 16	13,957,612 78	1,388,293 96
1926.....	5,706	14,784,230	177,840,231 31	158,844,831 37	18,995,399 94	15,600,917 28	1,509,166 98
1927.....	5,797	15,760,994	188,219,776 72	167,206,858 83	21,012,917 89	15,532,673 30	1,605,845 84
1928.....	5,923	17,505,563	200,773,402 76	177,880,035 85	22,893,366 91	15,398,180 58	1,600,731 34

POST OFFICE SAVINGS BANK

The aggregate balance to the credit of depositors on March 31, 1928, was \$23,463,209.91, an increase during the year of \$60,872.96. The average to the credit of each depositor was \$301.39 as compared with \$301.65 on March 31, 1927.

The new accounts opened during the year were 8,104, and 7,835 accounts were closed, leaving the number open at the close of the year 77,849 or an increase of 269.

The deposits were 58,570 in number, for a total amount of \$3,090,163.81. The average amount of each deposit was \$52.76 as compared with \$53.46 for the previous year.

1,682 accounts with balances amounting to \$631,382.65 were transferred from the Dominion Government Savings Bank agency at Victoria, B.C.

Repayments numbered 42,746 and amounted to \$4,350,711.12, of which 29,894 for a total of \$495,192.36 were made in cash under the provisions of demand withdrawal (not exceeding \$25 at a time), adopted in April, 1924, and 13,852 amounting to \$3,855,518.76 were made by cheque. The average cash repayment was \$16.56, as compared with \$16.62 the year before, and the average withdrawal by cheque was \$278.34, as compared with \$278.81 in the preceding year.

Transfers from the Post Office Savings Bank of the United Kingdom (included in deposits) were 239 and amounted to \$69,278.64. Deposits transferred to the Post Office Savings Bank of the United Kingdom (included in repayments by cheque) numbered 54 and amounted to \$37,154.33.

The interest paid to depositors during the year was \$26,768.85, and the interest accrued and made principal was \$663,268.77, making a total of \$690,037.62.

The number of offices authorized to transact business decreased from 1,367 to 1,355.

Claims to moneys of deceased and insane depositors examined into and finally disposed of numbered 646.

STATEMENT (in accordance with the Revised Statutes of Canada, 1927, chapter 15, section 16) of the Post Office Savings Bank transactions for the year ended March 31, 1928, and of the total amount due to depositors on that date.

	\$	cts.		\$	cts.
Balance due to depositors on March 31, 1927.....	23,402,	336	Repayments to depositors during the year—		
Deposits received during the year....	3,090,	163	By cheque.....	3,855,	518
Amount transferred from Dominion Government Savings Bank.....	631,	382	In cash on demand.....	495,	192
Interest allowed to depositors during the year in accordance with the Statute.....	690,	037	Balance due to depositors on March 31, 1928.....	23,463,	209
	62			91	
	\$27,813,	921		03	
				\$27,813,	921
				03	

POSTAGE STAMP ISSUE

The postage stamp issue during the fiscal year 1927-28 showed an increase from the previous year of \$603,119.12.

Issue fiscal year 1927-28.....	\$26,202,758	78
Issue fiscal year 1926-27.....	25,599,639	66
Increase.....	\$	603,119
		12

RAILWAY MAIL SERVICE

STATEMENT showing total salaries of Railway Mail Clerks and also the mileage paid Railway Mail Clerks for the fiscal year 1927-28 as compared with the amount paid during the preceding fiscal year 1926-27.

Year	Salaries	Increase	Mileage	Increase
1926-27.....	\$ 2,162,384		\$ 546,805	
1927-28.....	2,264,796	\$ 102,412	555,155	\$ 8,349
		38	24	56

CHANGES IN EXISTING SERVICES

During the year there have been established the following changes and increases in the frequency of Railway Mail Service:—

Railway	Terminals	Distance in miles	Particulars
Nip. Central.....	Argonaut—Cheminus.....	32	Additional B. Car Ser. tri-weekly, each way.
C.P.R.....	Bedford—Farnham.....	12	Additional B. Car Ser. daily except Sunday, one way.
C.N.R.....	Chambord—Chicoutimi.....	51	Additional B. Car Ser. daily each way.
C.N.R.....	Chatham—Logieville.....	6	Additional B. Car Ser. daily except Sunday one way.
C.P.R.....	Coderre—Swift Current.....	81	Additional B. Car Ser. weekly, each way.
C.P.R.....	Estevan—Promhead.....	32	Additional B. Car Ser. weekly, each way.
C.N.R.....	Gravelbourg—Neidpath.....	41	Additional B. Car Ser. tri-weekly, each way.
C.P.R.....	Leader—Burstall.....	25	Additional B. Car Ser. weekly, each way.
C.P.R.....	Leader—Fox Valley.....	82	Additional B. Car Ser. weekly, each way.
C.P.R.....	Molson—Winnipeg.....	45	Additional B. Car Ser. daily, except Sunday, one way.
C.N.R.....	Moncton—St. John.....	89	Additional B. Car Ser. daily except Sunday, one way.
Can. & Gulf Ter.....	Mont Joli—Métis Beach.....	11	Additional B. Car Ser. weekly, one way.

CHANGES IN EXISTING SERVICES—*Concluded*

Railway	Terminals	Distance in miles	Particulars
C.N.R.	Montreal—Epiphanie Jet.	24	Additional B. Car Ser. weekly, one way.
C.N.R.	North Bay—Kapusking	323	Additional B. Car Ser. weekly, each way.
P.G.E.	North Vancouver—Dunderave.	5	Additional B. Car Ser. daily, except Sunday, each way.
T. & N.O.	Porquis Jet.—Timmins.	33	Additional B. Car Ser. weekly, one way.
C.N.R.	Quebec—Cochrane.	574	B.C. Ser. six times per week, each way, superseded by postal car service, same frequency.
C.N.R.	Regina—Moose Jaw.	44	Additional B. Car Ser. weekly, each way.
C.P.R.	Regina—Moose Jaw.	42	Postal Car. Ser. daily except Sunday, superseded by B.C. service same frequency.
Hudson Bay.	The Pas—Pikwitonei.	214	Additional B. Car. Ser. semi-monthly, each way.
C.N.R.	Toronto—Hamilton.	39	Additional B. Car Ser. daily, except Sunday, one way.
C.N.R.	Toronto—Kitchener.	62	Additional B. Car Ser. daily, except Sunday, one way.
C.N.R.	Toronto—North Bay.	227	Additional B. Car Ser. weekly, one way.
C.N.R.	Winnipeg—Pine Falls.	71	Additional B. Car. Ser. tri-weekly, one way.

During the Fiscal year 1927-28, 519 miles of additional railway were utilized for mail purposes, making a total actual track mileage over which mail was carried on March 31, 1928 of 38,066.

The following statement shows the details of such additional service—

Railway	Terminals	Distance in miles	Particulars
C.P.R.	Assiniboia—Coronach.	60	B. Car Ser. semi-weekly, each way.
C.N.R.	Brent—North Bay.	61	B. Car Ser. daily, except Sunday, each way.
C.P.R.	Bromhead—Lake Alma.	28	B. Car Ser. semi-weekly, each way.
C.P.R.	Burstall—Fox Valley.	57	B. Car Ser. semi-weekly, each way.
Pembina Valley.	Busby—Barrhead.	26	B. Car Ser. semi-weekly, each way.
Nip. Central.	Cheminus—Rouyn.	27	B. Car Ser. daily, except Sunday, each way.
Rob. & Saguenay.	Chicoutimi West—Labrosse Jet.	3	B. Car Ser. daily, except Sunday, one way.
C.P.R.	Cookshire—St. Malo.	18	B. Car Ser. daily except, Sunday, each way.
C.N.R.	Fredericton—St. John.	83	B. Car Service daily, except Sunday, one way.
C.N.R.	Hanna—Hackett.	47	B. Car Ser. tri-weekly, each way.
C.N.R.	Kelowna—Vernon.	33	B. Car Ser. daily, except Sunday, one way.
C.P.R.	Lloydminster—Clandonald.	41	B. Car Ser. tri-weekly, each way.
C.N.R.	St. Felicien—Dolbeau.	28	B. Car Ser. daily, each way.
C.N.R.	Wakopa—Horton.	10	B. Car Ser. tri-weekly, each way.
C.N.R.	Port Arthur—Fort William.	3	E.C. Service tri-weekly each way, discontinued.
		519	

COMPARATIVE statement of Railway Mail Service during Fiscal year 1926-27 and 1927-28.

Date	Miles of railway in operation on which mails were carried	Daily service by postal cars. Distance in travelled miles	Daily service by baggage car. Distance in travelled miles	Total	
				Daily	Yearly
In March, 1928.....	38,066	70,395	60,528	130,923	40,978,977
In March, 1927.....	37,547	70,265	58,234	128,499	40,220,633
	519	130	2,294	2,424	758,344

INSPECTION SERVICE

1. Number of inquiries received regarding lost and mistreated mail matter..	329,374
Number of inquiries satisfactorily adjusted.....	219,903
Number of inquiries pending.....	15,275

REGISTERED LOSSES

2. (a) <i>Domestic Mails</i> —		
Number of registered articles for which indemnity was paid.....		331
Amount of indemnity paid.....	\$	3,900 65
Made up as follows:—	No.	Amount
Abstraction.....	74	\$ 934 40
Damage.....	14	77 48
Loss.....	90	1,149 69
Fire.....	5	43 65
Robbery.....	1	25 00
Railway wreck (Nipigon, Ont.).....	147	1,670 43
Amount collected from employees.....		405 61
Amount withdrawn from Guarantee Fund.....		376 06
Amount withdrawn from departmental funds, including \$1,670.43 for registered articles lost in Nipigon wreck....		3,118 98
(b) <i>International Mails</i> —		
Number of registered articles lost in foreign countries for which indemnity was paid on behalf of foreign administrations concerned.....		52
Amount of indemnity paid and collected from foreign administrations.. \$		381 40
Number of registered articles lost in foreign countries where direct responsibility not placed and settled by mutual agreement.....		47
Amount of indemnity paid (from departmental funds)..... \$		317 35
Amount of liability assumed by Canada..... \$		77 19
Amount collected from foreign administrations.....		240 16
Number of registered articles posted in foreign countries lost in Canada..		16
Amount of indemnity paid.....		145 56
From Guarantee Fund.....		32 72
From departmental funds.....		72 04
Collected from employees.....		40 80
Number of registered articles posted in Canada, addressed to foreign countries and lost in Canada.....		15
Amount of indemnity paid..... \$		75 90
From Guarantee Fund..... \$		35 95
From departmental funds.....		22 30
Collected from employees.....		17 65

INSURED AND C.O.D. PARCEL POST

3. Approximate number of insured parcels mailed.....	3,780,052
Approximate amount received in fees.....	\$ 189,002 60
Number of claims paid.....	3,881
Amount of indemnity paid.....	\$ 25,982 13

INSURED AND C.O.D. PARCEL POST—*Concluded*

Summary of Indemnity Paid—

Paid from Guarantee Fund.....	\$ 201 05	
Collected from employees.....	578 17	
Obtained from public.....	268 18	
Paid by the department.....	24,934 73	
Proportion of mistreated insured parcels.....		1 in 959
Average value of parcel for which indemnity was paid.....	\$ 6 69	
Approximate number of C.O.D. parcels mailed.....	1,726,170	
Approximate amount received in fees.....	\$ 258,925 50	
Number of claims paid.....	1,089	
Amount of indemnity paid.....	\$ 7,686 55	

Summary of Indemnity Paid—

Paid from Guarantee Fund.....	\$ 501 20	
Collected from employees.....	1,320 36	
Obtained from public.....	1,376 36	
Paid by department.....	4,488 63	
Proportion of mistreated C.O.D. parcels.....		1 in 1,473
Average value of parcel for which indemnity was paid.....	\$ 7 06	

ARRESTS AND CONVICTIONS

4. 108 persons were placed under arrest and prosecuted for various depredations, with the following result:—

Convictions—

(a) Post office robberies.....	23
(b) Thefts.....	44
(c) Miscellaneous offences.....	29
Total.....	96

Acquittals.....	6
Cases in court.....	6

In addition to the arrests made, eighteen persons were dismissed from the service for mistreatment of mail matter, and other serious irregularities.

THE TRANSACTIONS OF THE DEAD LETTER OFFICE DURING THE YEAR ENDED MARCH 31, 1928

5. Number of articles originating in Canada, returned as undeliverable from Great Britain, British dominions and colonies and foreign countries.	
By Great Britain (of these the number registered was 259).....	19,919
By United States post office (of these the number registered was 1,942)	219,476
By British dominions and colonies (of these the number registered was 156).....	6,785
By foreign countries (of these the number registered was 134).....	9,462
Books, parcels, etc., received from Great Britain, British possessions and foreign countries.....	95,174
6. Number of articles originating in Great Britain, British dominions and foreign countries, undeliverable at Canadian post office.	
Ordinary dead letters and postcards of British and foreign origin.....	164,855
Ordinary dead parcels, circulars, etc. of British and foreign origin.....	13,039
Registered dead letters of British and foreign origin.....	17,825
7. Number of articles originating in Canada undeliverable at Canadian post offices.	
Ordinary domestic dead letters and post cards.....	707,826
Number returned to senders.....	431,773
Number destroyed.....	276,053
Ordinary domestic parcels, circulars, etc.....	793,101
Number returned to senders.....	55,517
Number destroyed.....	737,584
Registered domestic dead letters.....	12,318
Number returned to senders.....	11,392
Number held awaiting claim.....	926
Ordinary and registered dead letters, parcels, postcards, circulars, etc., sent to the Dead Letter office for insufficient address, non-payment of postage, improper packing, etc.....	196,222
Out of the ordinary letters and parcels originating in Canada included above, the number of those found to contain cash or cash value.....	11,594
Number of ordinary letters and parcels found to contain cash or cash value returned to senders.....	10,373
Number of ordinary letters and parcels found to contain cash or cash value which were unclaimed and held by the department.....	1,221
Number of parcels originating in Canada, containing merchandise, etc., found undeliverable and prepared for sale.....	721

POST OFFICE DEPARTMENT

CASH STATEMENT

8. Cash contained in dead letters.....	\$	19,336 30
Cash contained in dead letters returned to owners.....	\$16,845 98	
Cash contained in unclaimed dead letters deposited to the credit of the Receiver General.....	2,490 32	
Revenue collected on returned dead mail matter.....		14,443 52

SUMMARY

9. Estimated number of letters, postcards, parcels, circulars, etc.....	1,400,000,000	
Number of letters, postcards, parcels, circulars, received in Dead Letter offices.....	2,279,911	
Proportion of mail matter reaching Dead Letter office.....	1 in 614	-16%
Proportion of mail matter reaching Dead Letter office, based on average during previous ten years.....	1 in 460	
Decrease.....		-06%

EQUIPMENT AND SUPPLY BRANCH

COMPARATIVE Statement of Expenditure for the fiscal year ended March 31, 1928

Items of Expenditure	1926-27	1927-28	Increase 1927-28	Decrease 1927-28
Inside Service—				
Printing.....	\$ 52,951 94	\$ 22,512 39		\$ 30,439 55
Stationery.....	64,230 65	51,973 16		12,257 49
Totals.....	117,182 59	74,485 55		42,697 04
Decrease Inside Service.....				42,697 04
Outside Service:—				
Printing.....	265,373 59	295,297 74	29,924 15	
Stationery.....	159,690 87	180,082 13	20,391 26	
Totals.....	425,064 46	475,379 87	50,315 41	
Mail bags, locks, etc.....	378,221 54	378,264 72	43 18	
Miscellaneous, stamping material, scales, letter boxes, letter carriers' uniforms, etc.....	258,469 90	* 386,849 71	*128,379 81	
Totals.....	1,061,755 90	1,240,494 30	178,738 40	
Increase Outside Service.....			178,738 40	
Total expenditure Inside and Outside Service.....	1,178,938 49	1,314,979 85	178,738 40	42,697 04
Increase Inside and Outside Service.....			136,041 36	

	1926-27	1927-28
Cash returned to department:—		
By credit for and sale of new material for uniforms.....	\$ 35,504 10	\$ 32,167 58
By sale of obsolete equipment.....	606 96	353 45
By refund on miscellaneous equipment.....	2,530 59	3,292 78
Cash payments to other departments:—		
To Justice—Repair of mail bags and making up of new bags.....	74,595 23	74,648 82
To Customs—Duty, etc.....	118 34	271 32
To Trade and Commerce—Inspection of postal scales.....	2,500 00	2,500 00
To Canadian National Railways—Freight, cartage, etc.....	679 64	515 86
Inventory of stock at department, etc.....	1,237,626 26	1,505,856 88

*Including \$108,991.00 for Rural Mail Boxes, etc.

ACCOUNTING OFFICES

STATEMENT showing the Gross Postal Revenue of Accounting Offices during the year ended March 31, 1928

PROVINCE OF ONTARIO

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Aberfoyle.....	178 10	Ayomore.....	1,596 99
Actinolite.....	296 38	Aylmer West.....	12,668 91
Acton.....	8,435 65	Ayr.....	3,509 84
Addison.....	347 36	Ayton.....	1,918 46
Admaston Station.....	256 02	Azilda.....	213 20
Adolphustown.....	181 31	Baden.....	1,488 56
Agincourt.....	1,825 13	Badjeros.....	530 78
Alhmic Harbour.....	373 12	Bailieboro.....	478 05
Ailsa Craig.....	2,587 67	Bainsville.....	643 73
Alderdale.....	319 64	Bala.....	2,661 38
Alexandria.....	8,971 47	Balderson.....	413 23
Alfred.....	1,666 58	Ballantrae.....	221 62
Alfred Station.....	247 72	Ballinafad.....	156 01
Algoma Mills.....	115 53	Ballycrov.....	322 68
Algonquin.....	381 28	Baltimore.....	467 71
Algonquin Park.....	921 30	Bancroft.....	4,483 99
Allanburg.....	258 40	Bannoekburn.....	235 02
Allandale.....	4,288 46	Barrie.....	26,623 29
Allan Water.....	731 36	Barrie Island.....	136 92
Allenford.....	872 35	Bar River.....	399 51
Allensville.....	197 23	Barrow Bay.....	184 50
Allenwood.....	132 32	Barry's Bay.....	2,547 45
Allisonville.....	67 23	Bartonville.....	717 91
Alliston.....	6,922 97	Barwick.....	700 62
Alma.....	965 98	Bath.....	1,383 64
Almonte.....	8,950 12	Batteau.....	304 97
Alton.....	1,168 83	Battersea.....	694 15
Alvinston.....	2,967 85	Bayfield.....	1,282 06
Ameliasburg.....	226 75	Baysville.....	789 33
Amherstburg.....	10,146 49	Beachburg.....	1,843 76
Amigari.....	774 39	Beachville.....	1,582 26
Amvot.....	116 72	Beamsville.....	5,777 92
Ancaster.....	3,641 48	Bear Island.....	444 40
Angus.....	1,029 66	Beaumaris.....	1,278 84
Annan.....	327 22	Beaverton.....	5,201 54
Ansonville.....	4,272 16	Becher.....	188 56
Anten Mills.....	287 70	Bedford Mills.....	192 16
Appin.....	995 78	Beeton.....	2,870 63
Apple Hill.....	1,483 56	Belfontain.....	312 91
Appleton.....	544 26	Belgrave.....	762 10
Apsley.....	610 60	Belhaven.....	205 94
Arden.....	1,168 77	Bellamy's.....	452 48
Ardoch.....	337 62	Belle River.....	1,885 79
Argonaut.....	548 48	Belle Vallée.....	331 48
Argyle.....	283 56	Belleville.....	59,815 09
Ariss.....	231 47	*Divided as follows:—	
Arkona.....	1,610 07	Head office.....	58,685 89
Armow.....	114 35	Belleville Station.....	1,129 20
Armstrong Station.....	610 04	Bell Ewart.....	374 77
Arner.....	566 09	Bell's Corners.....	326 15
Arnprior.....	14,942 89	Belmont.....	1,921 31
Arnstein.....	434 78	Belton.....	336 05
Arthur.....	4,589 32	Belwood.....	1,158 88
Ashburn.....	159 16	Berkeley.....	409 58
Ashton.....	573 31	Bervie.....	257 98
Astorville.....	269 77	Berwick.....	884 37
Athens.....	3,527 42	Bestel.....	1,826 07
Atherley.....	942 03	Bethany.....	874 01
Athlone.....	169 13	Bewdley.....	375 91
Atikokan.....	1,338 61	Bexley.....	161 80
Attercliffe Station.....	274 37	Big Falls.....	197 35
Atwood.....	1,949 99	Big Lake.....	167 14
Auburn.....	1,252 38	Bigwood.....	307 26
Aultsville.....	1,468 15	Billings' Bridge.....	1,598 38
Aurora.....	18,798 21	Binbrooke.....	434 05
Avening.....	274 22	Biscotasing.....	839 33

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF ONTARIO—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Bishop's Mills.....	214 17	Burnt River.....	415 30
Bismark.....	313 11	Burritt's Rapids.....	758 28
Bissett Creek.....	156 35	Burwash.....	790 52
Black Hawk.....	244 44	Byng Inlet.....	1,824 50
Blackstock.....	691 01	Byron.....	545 07
Blackwater.....	422 27	Cache Bay.....	1,728 52
Blair.....	386 16	Caesarea.....	311 82
Blakeney.....	73 98	Cainsville.....	530 48
Blenheim.....	7,364 67	Caintown.....	186 67
Blezard Valley.....	413 52	Cairo.....	230 61
Blind River.....	8,532 35	Caistorville.....	205 93
Bloomfield.....	1,857 15	Calabogie.....	1,602 91
Bluevale.....	600 66	Caldwell's Mills.....	336 77
Blyth.....	2,903 45	Caledon.....	879 62
Blytheswood.....	578 83	Caledon East.....	1,105 20
Bobcaygeon.....	3,892 26	Caledonia.....	5,836 48
Bognor.....	311 40	Caledonia Springs.....	864 09
Bolger Bridge.....	140 47	Callander.....	2,936 09
Bolsover.....	232 83	Calm Lake.....	2,008 88
Bolton.....	2,916 39	Camborne.....	97 48
Bonarlaw.....	478 19	Cambray.....	438 35
Bondhead.....	439 01	Camden East.....	636 48
Bonfield.....	959 61	Cameron.....	574 76
Bornholm.....	1,025 68	Camilla.....	151 08
Boston Creek.....	1,412 98	Camlachie.....	1,050 83
Bothwell.....	2,945 08	Campbellcroft.....	447 36
Bourget.....	1,288 23	Campbellford.....	9,678 94
Bourkes.....	713 22	Campbellville.....	1,328 44
Bowmanville.....	13,770 98	Camp Borden.....	2,444 21
Bracebridge.....	13,099 06	Campden.....	267 39
Bradford.....	4,468 21	Canboro.....	920 35
Braeside.....	1,321 46	Cane.....	369 21
Brampton.....	23,434 34	Canfield.....	865 40
Branchton.....	510 83	Cannifton.....	286 94
Brander.....	250 85	Cannington.....	3,800 77
Brantford.....	*143,633 73	Canoe Lake.....	697 95
*Divided as follows:—		Canoto.....	116 44
Head Office.....	138,748 02	Capreol.....	4,543 11
Eagle's Nest.....	2,423 37	Cardinal.....	4,955 85
Farrington Hill.....	445 00	Cargill.....	1,125 41
Grand View.....	1,226 13	Carleton Place.....	17,456 95
Tutela.....	791 21	Carlingford.....	153 36
Brechin.....	1,503 81	Carlisle.....	654 03
Breslau.....	561 89	Carslad Springs.....	359 59
Brewer's Mills.....	237 62	Carlsruhe.....	295 61
Bridgeburg.....	22,573 10	Carnarvon.....	372 20
Bridgenorth.....	319 53	Carp.....	2,703 75
Bridgeport.....	444 47	Carrying Place.....	612 34
Brigden.....	2,061 49	Cartier.....	1,219 71
Bright.....	1,411 22	Casimir.....	98 46
Brighton.....	6,292 96	Casselman.....	2,173 26
Brinston.....	1,202 57	Castleford.....	255 80
Britannia Bay.....	450 74	Castleton.....	927 08
Britt.....	380 87	Cataraqui.....	276 55
Britton.....	320 50	Catheart.....	166 80
Brockville.....	47,085 78	Cavan.....	416 21
Bronte.....	1,165 00	Cavers.....	326 44
Brooklin.....	1,673 63	Cayuga.....	3,536 38
Brougham.....	256 60	Cedar Springs.....	361 00
Brown's Brae.....	201 87	Cedar Valley.....	194 67
Brownsville.....	1,101 70	Cedarville.....	240 65
Bucefield.....	722 32	Centralia.....	741 79
Bruce Mines.....	2,264 95	Centreville.....	379 71
Bruce Station.....	420 49	Ceylon.....	1,014 24
Brudenell.....	182 38	Chalk River.....	1,277 40
Brulé Lake Station.....	240 54	Chapleau.....	9,118 21
Brunner.....	208 27	Charing Cross.....	319 50
Brussels.....	3,849 83	Charlton.....	702 64
Burford.....	2,908 14	Charlton Station.....	697 67
Burgessville.....	1,167 34	Chatham.....	65,625 35
Burketon Station.....	665 34	Chatsworth.....	2,072 94
Burk's Falls.....	5,439 00	Chelmsford.....	2,153 68
Burlington.....	8,457 07	Cheltenham.....	628 29
Burnstown.....	218 84	Cheminis.....	1,116 66

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF ONTARIO—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Chepstow.....	507 94	Crosby.....	207 30
Cherry Valley.....	315 59	Croton.....	487 38
Chesley.....	8,619 43	Crow Lake.....	209 69
Chesterville.....	4,768 81	Crown City.....	439 53
Chippawa.....	3,640 74	Crysler.....	1,447 87
Chiswick.....	160 15	Crystal Beach.....	3,846 98
Christy's Lake.....	69 51	Crystal Falls.....	246 10
Churchill.....	536 23	Cumberland.....	792 13
Chute à Blondeau.....	379 78	Curran.....	812 29
City View.....	338 23	Cutler.....	398 68
Clandeboye.....	579 94	Cyrville.....	870 46
Claraday.....	1,756 85	Daere.....	583 78
Claremont.....	1,385 74	Dalkeith.....	996 07
Clarence.....	268 57	Dalton Mills.....	1,261 73
Clarence Creek.....	1,162 40	Dane.....	236 67
Clarendon Station.....	292 19	Dartford.....	227 96
Clarke.....	534 52	Dashwood.....	1,243 48
Clarksburg.....	1,922 11	Dayton.....	347 64
Clarkson.....	1,402 51	Dean Lake.....	2,150 34
Clayton.....	383 92	Delaware.....	590 71
Clear Creek.....	299 18	Delhi.....	3,640 95
Clifford.....	2,555 88	Deloro.....	2,321 99
Clinton.....	9,535 99	Delta.....	1,417 44
Cloyne.....	423 16	Demorestville.....	373 00
Clute.....	293 97	Denhigh.....	396 31
Coatsworth Station.....	749 13	Denfield.....	873 31
Cobalt.....	30,159 74	Depot Harbour.....	1,780 42
Cobden.....	3,756 03	Desaulniers.....	235 74
Coboconk.....	1,257 11	Desbarats.....	1,111 53
Cobourg.....	44,173 30	Desboro.....	598 46
Cochrane.....	19,146 86	Deseronto.....	4,281 68
Codrington.....	291 52	Detlor.....	483 83
Coe Hill.....	1,546 99	Deux Rivières.....	339 19
Colbeck.....	61 49	Devlin.....	802 96
Colborne.....	4,609 98	Dickinson's Landing.....	215 65
Cold Springs.....	161 87	Dinorvie.....	491 20
Coldwater.....	4,063 28	Dixie.....	342 06
Colebrook.....	466 78	Dobbinton.....	1,283 39
Colgan.....	207 38	Domville.....	399 78
Collingwood.....	19,489 73	Donald.....	388 53
Collin's Bay.....	249 27	Doon.....	122 41
Collin's Inlet.....	210 71	Dorchester Station.....	1,457 15
Columbus.....	348 38	Dorion.....	100 57
Comber.....	2,133 31	Dorion Station.....	659 14
Combermere.....	567 64	Dornoch.....	265 79
Conestogo.....	517 76	Dorset.....	929 65
Coniston.....	4,417 54	Douglas.....	1,814 24
Conn.....	439 42	Douro.....	228 64
Connaught Station.....	1,165 40	Downeyville.....	201 79
Consecon.....	1,373 17	Downsview.....	257 77
Cook's Mills.....	22 69	Drayton.....	3,470 57
Cookstown.....	3,413 44	Dresden.....	6,511 16
Cooksville.....	2,481 30	Driftwood.....	309 52
Copetown.....	468 49	Dromore.....	160 75
Copleston.....	400 44	Drumbo.....	1,471 39
Copper Cliff.....	5,828 70	Dryden.....	6,648 71
Corbeil.....	278 33	Duart.....	255 47
Corbetton.....	705 76	Dublin.....	1,330 40
Corbyville.....	671 00	Dunbar.....	210 03
Cordova Mines.....	304 75	Dunbarton.....	278 50
Corinth.....	566 52	Duncan.....	145 08
Cornwall.....	36,073 41	Dunchurch.....	482 39
Corunna.....	742 38	Dundalk.....	6,028 20
Cottam.....	1,972 61	Dundas.....	15,836 78
Courtland.....	1,249 84	Dungannon.....	930 94
Courtright.....	1,767 03	Dunville.....	18,334 00
Craighurst.....	351 02	Dunrobin.....	276 52
Craigmont.....	89 66	Dunsford.....	405 57
Craigvale.....	266 08	Duntroon.....	457 51
Crediton.....	1,337 61	Dunvegan.....	615 38
Creemore.....	3,416 77	Durham.....	5,950 99
Creighton Mine.....	3,646 51	Dutton.....	4,138 50
Cresswell.....	277 06	Dwight.....	628 71
Crookston.....	284 54	Eagle River.....	771 30

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF ONTARIO—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Earlton.....	1,344 31	Fonthill.....	2,444 77
Easton's Corners.....	411 26	Footes Bay.....	456 71
Eastwood.....	295 77	Fordwich.....	1,489 99
Eauclaire.....	479 20	Forest.....	5,618 93
Eberts.....	344 09	Forester's Falls.....	975 80
Echo Bay.....	982 15	Formosa.....	801 58
Echo Place.....	415 17	Fort Erie.....	6,846 95
Eden.....	280 63	Fort Frances.....	21,493 27
Eden Grove.....	228 86	Fort Stewart.....	346 66
Edenvale.....	109 12	Fort William.....*	83,535 30
Edgeley.....	203 18	*Divided as follows—	
Edlund.....	469 18	Head Office.....	68,866 41
Edwards.....	343 30	Fort William Sub-Office No. 1....	8,646 58
Eganville.....	5,290 59	West Fort William.....	6,022 31
Egbert.....	305 82	Fournier.....	703 83
Eldorado.....	499 91	Foxboro.....	650 73
Elgin.....	1,609 90	Foxmead.....	260 51
Elginburg.....	233 11	Fox Point.....	311 63
Elk Lake.....	2,581 03	Frankford.....	3,100 24
Elmira.....	7,912 97	Franklin.....	96 16
Elmvale.....	3,202 54	Franktown.....	321 97
Elmwood.....	1,465 58	Frankville.....	406 79
Elera.....	5,809 07	Franz.....	1,235 85
Elphin.....	306 41	Fraserville.....	330 87
Elsas.....	1,418 39	Freelton.....	594 61
Embro.....	2,347 31	Freeman.....	1,606 79
Embrun.....	1,674 16	Frood Mine.....	255 83
Emo.....	3,078 28	Fruitland.....	647 27
Emsdale.....	909 32	Fullarton.....	281 17
Englehart.....	6,092 64	Galetta.....	1,165 53
Enniskillen.....	333 25	Gallingertown.....	155 30
Ennismore.....	351 40	Galt.....	62,982 85
Enterprise.....	1,592 78	Gamebridge.....	519 04
Erieau.....	1,265 13	Gananoque.....	18,287 74
Erin.....	1,863 22	Garden River.....	201 18
Erindale.....	312 60	Gardiner.....	222 02
Erinsville.....	356 26	Garson.....	1,360 53
Espanola.....	7,652 01	Gelert.....	500 82
Espanola Station.....	308 31	Genier.....	203 43
Essex.....	9,730 65	Georgetown.....	9,608 23
Ethel.....	853 00	Gilford.....	460 49
Eugenia.....	322 66	Gilmour.....	468 91
Everett.....	655 34	Giroux Lake.....	48 67
Everton.....	143 62	Glamnis.....	575 50
Exeter.....	5,899 64	Glanworth.....	559 24
Fairfield East.....	297 78	Glasgow Station.....	433 10
Fair Ground.....	208 13	Glen Allan.....	258 21
Falding.....	219 89	Glencairn.....	336 03
Falkenburg Station.....	342 57	Glencoe.....	4,894 28
Farran's Point.....	567 90	Glen Huron.....	206 14
Fauquier.....	955 53	Glen Miller.....	170 30
Fenella.....	287 93	Glen Morris.....	267 88
Fenelon Falls.....	7,991 09	Glen Robertson.....	961 94
Fenwick.....	2,058 96	Glenroy.....	170 50
Fergus.....	15,096 03	Glen Sandfield.....	417 94
Ferris.....	345 35	Glen Williams.....	657 02
Fesserton.....	155 53	Goderich.....	16,655 49
Feversham.....	663 27	Godfrey.....	485 28
Field.....	1,172 25	Gogama.....	2,137 81
Finch.....	2,405 76	Golden Lake.....	980 35
Fingal.....	627 87	Coldlands.....	192 23
Finmark.....	268 81	Gooderham.....	660 99
Fisherville.....	817 18	Goodwood.....	604 69
Fitzroy Harbour.....	509 10	Gordon Bay.....	461 36
Flanders.....	1,402 52	Core Bay.....	3,539 03
Flesherton.....	2,252 42	Core's Landing.....	348 53
Fletcher.....	593 23	Gormley.....	707 51
Flint.....	207 97	Gorrie.....	1,433 51
Finton.....	681 06	Goudreau.....	432 17
Floradale.....	227 42	Gowanstown.....	460 13
Florence.....	1,135 01	Gowganda.....	944 73
Flower Station.....	295 52	Crafton.....	1,285 33
Foleyet.....	1,784 15	Grand Bend.....	831 10
Folger Station.....	98 26	Grand Valley.....	3,278 30

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF ONTARIO—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Granton.....	1,316 48	Hensall.....	3,309 93
Grassie.....	210 60	Hepworth.....	1,276 66
Gravenhurst.....	8,739 95	Hermon.....	302 94
Greenbank.....	257 68	Heron Bay.....	178 51
Greenfield.....	807 98	Hespeler.....	9,751 96
Green Valley.....	385 09	Hickson.....	821 57
Greenwood.....	225 89	Highgate.....	1,680 44
Grigoire's Mills.....	175 57	Highland Creek.....	437 92
Grimmsby.....	12,877 89	Highland Grove.....	487 17
Grimstj Beach.....	1,107 05	Hilliardton.....	170 20
Guelph.....	*102,025 81	Hillier.....	475 54
*Divided as follows:—		Hillsburgh.....	1,420 33
Head Office.....	84,949 23	Hillsdale.....	835 10
Sub-Office No. 1.....	6,835 83	Hilton.....	272 42
Sub-Office No. 2.....	8,317 00	Hilton Beach.....	1,216 60
Sub-Office No. 3.....	1,923 75	Holland Centre.....	628 62
Hagersville.....	6,536 95	Holland Landing.....	428 33
Haileybury.....	12,178 84	Holstein.....	1,177 27
Haley Station.....	365 55	Holyrood.....	549 76
Haliburton.....	3,748 91	Honeywood.....	425 70
Hallewood.....	270 20	Hopeville.....	218 67
Halloway.....	709 03	Hornby.....	426 20
Hallville.....	330 94	Hornepayne.....	3,228 52
Hamilton.....	*570,158 86	Horning's Mills.....	812 84
*Divided as follows:—		Humber Bay.....	762 67
Head Office.....	392,262 24	Humberstone.....	3,094 81
Postal Station B.....	40,116 25	Huntsville.....	15,078 32
Sub-Office No. 2.....	3,764 65	Hurdman's Bridge.....	440 35
Sub-Office No. 3.....	7,361 88	Hurkett.....	707 39
Sub-Office No. 4.....	8,566 52	Huttonsville.....	252 06
Sub-Office No. 5.....	7,855 81	Hybla.....	345 22
Sub-Office No. 6.....	8,142 51	Hyde Park Corner.....	496 82
Sub-Office No. 7.....	1,072 00	Hydro.....	641 74
Sub-Office No. 8.....	15,158 06	Hymers.....	543 38
Sub-Office No. 9.....	5,374 36	Hynford.....	243 51
Sub-Office No. 10.....	8,518 48	Ice Lake.....	253 55
Sub-Office No. 11.....	2,077 31	Ida.....	279 41
Sub-Office No. 12.....	25,854 22	Ignace.....	1,966 73
Sub-Office No. 14.....	5,360 91	Ilderton.....	1,756 22
Sub-Office No. 15.....	11,636 33	Indian River.....	458 10
Sub-Office No. 16.....	5,334 24	Ingersoll.....	23,386 85
Chedoke.....	600 38	Inglewood.....	1,164 37
Crown Point.....	9,711 67	Ingolf.....	415 84
Hamilton Beach.....	509 33	Inkerman.....	652 02
Homeside.....	4,296 16	Inniskip.....	834 45
Mount Hamilton.....	6,585 55	Inverary.....	394 20
Hammond.....	999 59	Inwood.....	1,404 75
Hampton.....	597 33	Iona Station.....	550 34
Hanbury.....	144 49	Iron Bridge.....	813 26
Hanmer.....	633 41	Iron Dale.....	118 74
Hannon.....	312 02	Iroquois.....	5,047 36
Hanover.....	13,060 77	Iroquois Falls.....	9,228 98
Harcourt.....	327 83	Islington.....	3,096 01
Harley.....	346 17	Ivanhoe.....	410 75
Harlowe.....	313 78	Jackfish.....	469 44
Harold.....	445 54	Jacksonboro.....	428 57
Harrietsville.....	508 51	Jackson's Point.....	1,012 16
Harrington West.....	163 62	Janetville.....	511 54
Harrison's Corners.....	309 60	Jarlsburg.....	219 12
Harriston.....	8,807 36	Jarvis.....	2,553 75
Harrow.....	4,219 62	Jasper.....	885 72
Harrowsmith.....	1,616 17	Jerseyville.....	512 10
Hartington.....	484 71	Jessopville.....	298 27
Harwood.....	392 13	Jogues.....	330 10
Hastings.....	3,093 37	Jordan.....	906 19
Havelock.....	4,242 48	Jordan Harbour.....	390 29
Hawkesbury.....	10,791 47	Jordan Station.....	1,053 02
Hawkestone.....	1,140 54	Joyceville.....	338 58
Hawkesville.....	266 49	Kagawong.....	734 52
Hawk Junction.....	571 60	Kakabeka Falls.....	705 28
Haysville.....	302 29	Kaladar Station.....	270 93
Hearst.....	4,065 70	Kaministikwia.....	521 58
Heaslip.....	252 62	Kapuskasing.....	17,531 74
Heathcote.....	312 96	Kars.....	646 24

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF ONTARIO—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Katrine Station.....	360 19	Lawrence Station.....	211 80
Kearney.....	1,301 99	Leamington.....	19,203 98
Keene.....	887 63	Leaside.....	2,190 50
Keewatin.....	4,535 32	Leeburn.....	142 04
Kemble.....	175 28	Lefayvre.....	523 63
Kemptville.....	6,662 98	Lefroy.....	923 56
Kenabeek.....	367 28	Lemieux.....	193 95
Kendal.....	282 77	Leonard.....	433 26
Kenilworth.....	917 11	Levack.....	1,974 19
Kenmore.....	646 57	Limehouse.....	289 23
Kenney.....	321 86	Limoges.....	553 45
Kenogami Lake.....	310 31	Lindsay.....	32,217 22
Kenora.....	24,306 40	Linwood.....	1,246 50
Kent Bridge.....	246 05	Lion's Head.....	1,757 67
Kerrwood.....	1,121 98	Lisle.....	690 55
Keswick.....	1,093 64	Listowel.....	14,965 93
Kettleby.....	436 20	Little Britain.....	1,301 34
Killaloe Station.....	2,643 54	Little Current.....	4,514 55
Killarney.....	933 03	Lloydtown.....	513 29
Kilsyth.....	164 11	Lochalsh.....	110 48
Kilworthy.....	410 10	Lochlin.....	356 09
Kimberley.....	365 17	Locust Hill.....	518 15
Kinburn.....	1,583 33	Loiselleville.....	352 38
Kincardine.....	14,038 19	Lombardy.....	462 64
King.....	1,377 82	Londesborough.....	1,390 90
Kingsmill.....	223 80	London.....	*482,296 00
Kingston.....	*107,016 13		
*Divided as follows:—		*Divided as follows:—	
Head Office.....	98,827 85	Head Office.....	424,657 46
Sub-Office No. 1.....	6,363 28	Sub-Office No. 1.....	456 44
Sub-Office No. 2.....	1,244 25	Sub-Office No. 2.....	1,405 14
Bath Road.....	465 75	Sub-Office No. 3.....	8,581 72
Kingston Station.....	115 00	Sub-Office No. 4.....	7,285 90
Kingsville.....	10,035 76	Sub-Office No. 5.....	1,456 00
Kinmount.....	1,577 65	Sub-Office No. 6.....	378 00
Kintore.....	425 92	Sub-Office No. 8.....	10,050 29
Kipling.....	261 52	Sub-Office No. 9.....	769 00
Kippen.....	536 96	Sub-Office No. 10.....	5,113 08
Kirkfield.....	1,475 89	Broughdale.....	779 00
Kirkland Lake.....	20,777 40	Ealing.....	7,601 56
Kirkton.....	737 73	London South.....	5,705 98
Kitchener.....	121,647 65	London West.....	1,063 46
Kleinburg.....	442 23	St. James Park.....	3,513 97
Kloek.....	136 66	Tamblings Corners.....	277 00
Komoka.....	603 29	University Sub-P.O.....	3,172 00
Kregersdorf.....	237 89	Long Bay.....	127 12
Lafontaine.....	448 63	Long Branch.....	3,936 28
Lakefield.....	5,171 57	Longford Mills.....	733 85
Lakeport.....	310 78	Longlac.....	614 71
Lakeside.....	564 04	Longwood.....	243 10
Lakeview.....	1,172 34	Lonsdale.....	237 80
Lakeview Park.....	24 85	Loretto.....	180 12
L'Amable.....	79 43	L'Original.....	1,599 81
Lambeth.....	1,327 94	Loring.....	768 07
Lambton Mills.....	2,857 85	Lorneville.....	478 41
Lanark.....	3,163 98	Lorrain Valley.....	67 15
Lancaster.....	2,521 95	Lowbanks.....	519 73
Lang.....	178 03	Lucan.....	2,662 71
Langstaff.....	405 69	Lucknow.....	5,903 41
Langton.....	480 46	Lunenburg.....	356 86
Lansdowne.....	3,092 96	Lyn.....	1,077 12
Lansing.....	2,022 10	Lynden.....	1,227 78
Larchwood.....	273 42	Lyndhurst.....	1,276 97
Larder Lake.....	770 87	Lynedoch.....	361 38
Laroque.....	310 78	Mc Alpine.....	324 84
La Salette.....	474 99	Mc Donald's Corners.....	419 46
Lasalle.....	711 60	McDougall Mills.....	317 35
Lutchedford.....	944 95	McGregor.....	355 43
Latta.....	338 15	McKellar.....	607 19
Laurel.....	424 01	Maberly.....	786 94
Laurentian View.....	381 86	MacLennan.....	435 83
La Vallée.....	623 87	MacTier.....	1,474 96
Lavant Station.....	489 64	Madawaska.....	1,381 12
Lavigne.....	138 21	Madoc.....	5,796 54
		Magnetawan.....	1,641 12

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF ONTARIO—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Maidens.....	267 01	Mono Road Station.....	659 13
Maidstone.....	672 82	Monteith.....	1,196 27
Maitland.....	505 94	Monticello.....	164 77
Malachie.....	290 28	Montreal River.....	195 10
Mallorytown.....	2,149 50	Montrock.....	375 60
Malton.....	610 32	Moonbeam.....	910 91
Manchester.....	207 02	Moorefield.....	1,521 51
Mandamin.....	729 85	Mooretown.....	819 69
Manilla.....	410 45	Moor Lake Station.....	161 31
Manitowaning.....	2,084 64	Moose Creek.....	2,071 61
Manotick.....	903 56	Morewood.....	787 93
Manotick Station.....	345 98	Morganston.....	280 19
Mansfield.....	682 26	Morpeth.....	836 75
Maple.....	1,447 34	Morrisburg.....	6,993 94
Markdale.....	5,495 83	Morrison.....	362 53
Markham.....	3,559 28	Morton.....	236 19
Markstay.....	656 91	Moscow.....	501 71
Marlbank.....	895 32	Mossley.....	438 63
Marmion.....	83 45	Moulinette.....	508 11
Marmora.....	3,483 56	Mountain.....	1,805 12
Martintown.....	1,571 20	Mountain Chutes.....	91 38
Marysville.....	367 39	Mountain Grove.....	691 54
Massey Station.....	2,758 21	Mount Albert.....	1,403 01
Matheson Station.....	3,127 89	Mount Brydges.....	1,841 79
Mattagami Heights.....	792 82	Mount Elgin.....	974 26
Mattawa.....	4,333 77	Mount Forest.....	9,096 28
Mattice.....	965 78	Mount Hope.....	516 17
Maxville.....	3,840 70	Mount Joy.....	442 31
Maxwell.....	442 70	Mount Pleasant.....	809 38
Maynooth.....	1,023 00	Mount St. Patrick.....	269 33
Maynooth Station.....	259 41	Muir Kirk.....	958 31
Meadowvale.....	779 87	Muncey.....	389 54
Meaford.....	9,760 97	Murillo.....	766 70
Melancthon.....	256 32	Myrtle Station.....	519 60
Melbourne.....	1,134 85	Nain Centre.....	731 50
Merlin.....	3,116 16	Nakina.....	2,299 23
Merrickville.....	3,552 92	Nanticoke.....	419 23
Merritton.....	5,055 21	Napanee.....	18,867 64
Metcalfe.....	1,036 61	Nashville.....	373 30
Michipicoten Harbour.....	329 41	Naughton.....	150 35
Michipicoten River.....	304 73	Navan.....	956 74
Middleville.....	336 46	Nesterville.....	513 97
Midhurst.....	595 96	Nestleton Station.....	809 65
Midland.....	22,814 21	Neustadt.....	1,523 23
Milberta.....	165 48	Newboro.....	1,336 14
Mildmay.....	2,802 17	Newburgh.....	1,360 01
Milford.....	330 90	Newbury.....	1,470 24
Millbank.....	661 50	Newcastle.....	1,968 81
Mill Bridge.....	235 21	New Dundee.....	779 27
Mill Brook.....	3,143 50	New Germany.....	150 10
Mille Roches.....	2,077 73	New Hamburg.....	5,495 34
Mill Grove.....	293 98	Newington.....	1,192 07
Milliken.....	446 36	New Liskeard.....	17,525 28
Milnet.....	1,109 50	New Lowell.....	980 69
Milton West.....	10,041 61	Newmarket.....	14,808 90
Milverton.....	4,476 69	Newton.....	637 06
Mimico.....	5,206 19	Newton Brook.....	617 21
Mimico Beach.....	5,188 18	Newton Robinson.....	227 21
Minaki.....	1,207 52	New Toronto.....	22,328 12
Mindemoya.....	937 81	Niagara Falls.....	*125,346 35
Minden.....	1,652 24		
Mindoka.....	180 70	*Divided as follows:—	
Mine Centre.....	655 42	Head Office.....	91,619 73
Minesing.....	605 35	Niagara Falls Centre.....	18,966 91
Minett.....	663 63	Niagara Falls, Falls View.....	2,286 27
Minitaki.....	250 39	Niagara Falls South.....	10,202 67
Missanabie.....	367 31	Niagara Falls, West End.....	2,270 77
Mitchell.....	7,308 98	Niagara on the Lake.....	4,604 58
Moart.....	229 64	Nicholson Siding.....	2,158 06
Moffatt.....	404 22	Nipigon.....	2,958 38
Moira.....	298 16	Nipissing.....	514 04
Monckland Station.....	980 69	Nobel.....	632 08
Monkton.....	1,704 98	Nobleton.....	270 75
Mono Mills.....	269 49	Noelville.....	850 63
		Nolalu.....	475 28

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF ONTARIO—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Norland.....	555 32	Ottawa—Con.	
Norman.....	1,231 50	Hintonburg.....	4,045 62
Normandale.....	327 44	Le Breton Flats.....	6,187 49
North Augusta.....	1,186 12	Mount Sherwood.....	1,764 60
North Bay.....	56,050 23	New Edinburgh.....	5,047 34
North Brook.....	554 66	Ottawa East.....	3,616 43
North Bruce.....	366 45	Ottawa South.....	6,339 48
North Cobalt.....	1,729 03	Stewarton.....	11,381 61
Northfield Station.....	645 49	Ottawa West.....	594 01
North Gower.....	1,639 41	Otter Lake Station.....	327 33
North Lancaster.....	352 10	Otterville.....	1,990 34
Northland Mines.....	160 69	Overbrook.....	477 11
North Pines.....	123 38	Owen Sound.....	*47,010 28
Northwood.....	781 17	*Divided as follows:—	
Norval.....	1,167 23	Head Office.....	46,656 40
Norwich.....	6,410 89	Brookholm.....	353 83
Norwood.....	4,078 60	Oxdrift.....	733 69
Notre Dame du Lac.....	100 44	Oxford Mills.....	566 39
Nottawa.....	667 64	Oxford Station.....	542 00
Novar.....	702 63	Paincourt.....	349 70
Oakland.....	283 70	Paisley.....	4,364 79
Oakville.....	14,613 38	Pakenham.....	2,261 48
Oakwood.....	1,054 01	Palermo.....	378 50
Odessa.....	1,366 88	Palgrave.....	534 34
O'Donnell.....	148 32	Palmer Rapids.....	332 27
Ohsweken.....	274 83	Palmerston.....	6,797 10
Oil City.....	186 00	Parham.....	691 65
Oil Springs.....	1,802 88	Paris.....	26,745 66
Omemece.....	2,303 56	Paris Station.....	1,323 11
Ompah.....	235 88	Park Hill.....	5,759 91
Onondaga.....	265 75	Parry Harbour.....	228 37
Opasatika.....	548 38	Parry Sound.....	14,202 51
Orangeville.....	10,843 87	Pass Lake.....	248 86
Orillia.....	40,126 98	Pearson.....	114 27
Orleans.....	301 74	Pefferlaw.....	619 43
Ormond.....	248 77	Pelee Island.....	679 09
Orono.....	2,588 38	Pembroke.....	31,528 84
Oro Station.....	404 60	Pendleton.....	566 52
Orrville.....	541 46	Penetanguishene.....	8,348 04
Orton.....	679 17	Perkinsfield.....	228 11
Osaquan.....	923 49	Perry Station.....	137 88
Osgroode Station.....	1,819 38	Perth.....	25,250 88
Oshawa.....	*96,565 85	Petawawa.....	484 02
*Divided as follows:—		Petawawa Military Camp.....	897 45
Head Office.....	90,391 05	Peterbell.....	339 07
Cedar Dale.....	2,721 01	Peterboro.....	*105,738 04
South Oshawa.....	3,453 79	*Divided as follows:—	
Osnabruck Centre.....	299 98	Head Office.....	98,453 41
Ottawa.....	*608,633 52	Sub-Office No. 1.....	855 55
*Divided as follows:—		Sub-Office No. 2.....	2,141 93
Head Office.....	458,334 69	Sub-Office No. 3.....	500 00
Sub-Office No. 2.....	6,118 57	Sub-Office No. 4.....	3,736 15
Sub-Office No. 3.....	2,197 00	Sub-Office No. 5.....	51 00
Sub-Office No. 4.....	7,010 52	Petersburg.....	618 32
Sub-Office No. 5.....	1,477 34	Petrolia.....	12,440 67
Sub-Office No. 6.....	7,823 39	Phelpston.....	545 96
Sub-Office No. 7.....	11,509 55	Philatelic Agency.....	18,207 41
Sub-Office No. 8.....	777 00	Phillipsville.....	363 79
Sub-Office No. 10.....	3,331 94	Pickering.....	2,197 00
Sub-Office No. 11.....	1,402 98	Pictou.....	16,933 65
Sub-Office No. 12.....	112 00	Pinewood.....	588 12
Sub-Office No. 14.....	1,272 00	Pinkerton.....	341 45
Sub-Office No. 15.....	1,972 20	Plainville.....	164 53
Sub-Office No. 16.....	3,423 82	Plantagenet.....	2,221 45
Sub-Office No. 17.....	4,578 07	Plantagenet Springs.....	374 80
Sub-Office No. 18.....	433 00	Plattsville.....	1,418 05
Sub-Office No. 19.....	2,303 00	Plevna.....	433 94
Sub-Office No. 20.....	4,578 09	Point Anne.....	812 04
Bank Street.....	84,431 21	Pointe-aux-Roches.....	494 57
Bayswater.....	349 00	Point Edward.....	3,235 98
Clarkstown.....	977 71	Pontypool.....	1,144 55
Cummings Bridge.....	862 38	Porquis Junction.....	826 47
Eastview Centre.....	1,042 53	Port Arthur.....	*62,156 63
Glebe.....	13,932 96		

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF ONTARIO—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
*Divided as follows:—		Rockwood.....	2,684 64
Head Office.....	57,110 98	Rodney.....	3,792 70
Sub-Office No. 3.....	4,675 00	Rolling Portage.....	1,250 41
Sub-Office No. 4.....	370 65	Rose Corner.....	130 31
Port Burwell.....	2,925 62	Rosegrove.....	370 87
Port Carling.....	2,966 48	Roseland.....	307 83
Port Colborne.....	22,020 23	Rosemont.....	290 05
Port Credit.....	6,267 71	Roseneath.....	906 75
Port Dalhousie.....	6,254 51	Roslin.....	400 48
Port Dover.....	7,167 51	Rosseau.....	1,928 82
Port Elgin.....	6,687 29	Rossmore.....	316 29
Port Hope.....	21,021 67	Rossport.....	430 26
Port Lambton.....	1,173 44	Rothsay.....	287 54
Portland.....	1,428 16	Ruby.....	165 85
Port McNicoll.....	2,901 41	Ruel.....	410 51
Port Maitland.....	541 55	Ruscom Station.....	332 69
Port Nelson.....	1,254 16	Russell.....	2,714 75
Port Perry.....	5,595 69	Rutherglen.....	522 41
Port Robinson.....	936 95	Ruthven.....	2,226 98
Port Rowan.....	2,875 87	Rutter.....	263 11
Portsmouth.....	1,521 03	Rydal Bank.....	452 47
Port Stanley.....	2,608 79	Ryland.....	121 69
Port Stanton.....	720 83	St. Agatha.....	487 06
Port Sydney.....	932 71	St. Albert.....	494 16
Port Whitby.....	624 26	St. Amour.....	193 45
Potter.....	312 80	St. Andrew's West.....	392 72
Powassan.....	4,942 48	St. Anne de Prescott.....	397 99
Prescott.....	13,891 05	St. Ann's.....	571 70
Preston.....	21,716 49	St. Catherines.....	91,216 07
Priceville.....	901 07	St. Charles.....	673 98
Princeton.....	1,462 64	St. Clements.....	598 53
Proton Station.....	863 64	St. Columban.....	490 85
Providence Bay.....	576 40	St. David's.....	1,081 10
Pulp Siding.....	944 01	St. Eugène.....	1,451 87
Puslinch.....	679 85	St. George Brant.....	1,833 62
Quadeville.....	129 52	St. Isidore de Prescott.....	860 32
Queensborough.....	803 62	St. Jacob's.....	1,150 07
Queenston.....	1,166 61	St. Joachim River Ruscom.....	586 16
Queensville.....	608 77	St. Mary's.....	18,267 44
Quibell.....	543 38	St. Onge.....	544 18
Rainy Lake.....	1,259 05	St. Pascal Baylon.....	228 69
Rainy River.....	5,353 24	St. Paul's Station.....	274 05
Ramore.....	922 83	St. Raphael West.....	365 71
Ramsayville.....	253 61	St. Thomas.....	61,542 74
Rathburn.....	105 03	St. Williams.....	1,424 44
Ravenna.....	425 57	Sand Point.....	318 52
Ravenshoe.....	233 88	Sanitarium.....	2,876 93
Reaboro.....	282 93	Sarnia.....	59,728 34
Read.....	254 28	Sarsfield.....	375 83
Redditt.....	740 22	Sault Ste. Marie.....	*68,298 94
Red Lake.....	804 40		
Rednersville.....	274 89	*Divided as follows:—	
Renfrew.....	25,062 86	Head Office.....	48,434 87
Riceville.....	421 52	Sub-Office No. 1.....	4,101 53
Richard's Landing.....	1,422 01	Sub-Office No. 2.....	3,387 00
Richmond.....	1,468 42	Sub-Office No. 3.....	5,288 93
Richmond Hill.....	4,775 68	Sault Ste. Marie West.....	5,227 90
Richwood.....	282 15	Steeltown West.....	1,858 71
Rideau Ferry.....	180 97	Sault Ship Canal.....	827 34
Ridgetown.....	8,185 69	Scarborough.....	908 34
Ridgeville.....	1,110 14	Scarborough Bluffs.....	1,818 49
Ridgeway.....	4,548 76	Scarborough Junction.....	895 38
Ripley.....	2,986 87	Schomberg.....	2,071 69
Riverside.....	566 87	Schreiber.....	4,634 44
River Valley.....	437 37	Schumacher.....	7,392 10
Riverview.....	211 08	Scotland.....	1,543 21
Roblin.....	401 00	Scudder.....	727 56
Roche's Point.....	739 05	Seaforth.....	9,733 82
Rockingham.....	203 00	Seagrave.....	461 37
Rockland.....	2,798 60	Searchmont.....	895 09
Rocklyn.....	274 99	Schright.....	443 26
Rockport.....	597 49	Sebringville.....	1,029 74
Rock Springs.....	254 05	Secly's Bay.....	994 24
Rockton.....	199 91	Seguin Falls.....	361 76

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF ONTARIO—Continued

Name of Office	Revenue \$ cts.	Name of Station	Revenue \$ cts.
Selby.....	565 66	Streetsville.....	2,863 51
Selkirk.....	1,657 04	Strickland.....	277 63
Sesikinka Lake.....	424 52	Stroud.....	699 38
Severn Bridge.....	1,136 09	Sturgeon Falls.....	10,047 72
Shakespeare.....	653 86	Sudbury.....	56,231 67
Shallow Lake.....	611 97	Sulphide.....	561 89
Shannonville.....	859 89	Summerstown.....	528 74
Shanty Bay.....	718 38	Sunbury.....	206 46
Sharbot Lake.....	1,835 29	Sunderland.....	2,295 95
Sharon.....	247 74	Sundridge.....	2,755 37
Sharp Corners.....	174 64	Sutton West.....	2,896 55
Shedden.....	993 83	Swastika.....	2,613 98
Sheffield.....	217 72	Swords.....	173 42
Sheguindah.....	742 89	Sydenham.....	2,217 70
Shelburne.....	6,102 82	Tamworth.....	2,078 61
Sherkston.....	611 99	Tara.....	2,911 06
Shillington.....	441 12	Tashota.....	493 61
Shining Tree.....	236 56	Tavistock.....	3,658 06
Sillsville.....	657 36	Tecumseh.....	2,403 56
Silver Centre.....	1,401 04	Teeswater.....	3,799 53
Silver Water.....	451 16	Tehkummah.....	338 91
Simcoe.....	29,191 61	Terra Cotta.....	345 56
Singhampton.....	557 61	Terra Nova.....	145 73
Sioux Lookout.....	7,784 32	Thamesford.....	1,854 41
Skead.....	626 53	Thamesville.....	3,616 11
Sleeman.....	573 00	Theford.....	2,559 28
Smithfield.....	306 83	Thessalon.....	5,602 23
Smith's Falls.....	26,257 20	Thomasburg.....	446 84
Smithville.....	2,834 59	Thornbury.....	2,880 85
Smooth Rock Falls.....	4,303 57	Thorndale.....	1,500 81
Snelgrove.....	156 60	Thornhill.....	1,271 26
Sombra.....	1,660 71	Thornloe.....	950 62
Sonya.....	289 68	Thornton.....	1,367 88
Southampton.....	4,544 22	Thorold.....	11,641 02
South Cayuga.....	285 62	Tichborne.....	438 19
South March.....	364 27	Tilbury.....	6,374 71
South Monaghan.....	342 38	Tillsonburg.....	13,637 62
South Mountain.....	1,259 35	Timagami.....	1,572 10
South Porcupine.....	9,332 57	Timmins.....	38,535 99
South River.....	3,132 67	Tincp.....	211 88
Southwold Station.....	444 37	Tiverton.....	1,617 38
South Woodslee.....	1,356 23	Tobermory.....	782 10
Spanish.....	1,048 20	Tomstowa.....	248 04
Spanish Mills.....	135 88	Toronto.....	*7,078,919 05
Sparrow Lake.....	300 63		
Sparta.....	474 29	* Divided as follows:—	
Spencerville.....	2,849 27	Head Office.....	4,144,235 29
Spragge.....	761 93	Postal Terminal A.....	542,569 11
Spring Bay.....	463 06	Postal Station B.....	235,170 86
Spring Brook.....	552 90	Postal Station C.....	42,745 61
Springfield.....	1,600 76	Postal Station D.....	86,803 82
Springford.....	416 95	Postal Station E.....	63,992 77
Sprucedale.....	1,618 73	Postal Station F.....	153,185 73
Staffa.....	307 19	Postal Station G.....	90,064 34
Stamford.....	359 43	Postal Station H.....	15,379 38
Stamford Centre.....	1,142 52	Postal Station J.....	37,005 93
Stanley.....	275 94	Postal Station K.....	29,027 23
Staples.....	391 64	Postal Station L.....	47,704 42
Stayner.....	4,186 88	Postal Station X.....	2,395 14
Steenburg.....	371 52	Sub-Office No. 1.....	1,758 88
Stella.....	901 45	Sub-Office No. 2.....	2,771 29
Stevensville.....	1,672 49	Sub-Office No. 3.....	7,400 97
Stirling.....	4,564 42	Sub-Office No. 4.....	1,472 20
Stittsville.....	1,237 17	Sub-Office No. 5.....	2,327 23
Stoco.....	264 61	Sub-Office No. 6.....	4,927 59
Stokes Bay.....	188 90	Sub-Office No. 7.....	6,510 98
Stonecliff.....	303 91	Sub-Office No. 8.....	5,276 26
Stoney Creek.....	2,367 68	Sub-Office No. 9.....	2,475 37
Stouffville.....	5,011 54	Sub-Office No. 10.....	7,984 50
Straffordville.....	790 44	Sub-Office No. 11.....	6,802 51
Stratford.....	62,575 01	Sub-Office No. 12.....	767 06
Stratford Station.....	3,138 95	Sub-Office No. 13.....	2,001 93
Strathroy.....	12,175 66	Sub-Office No. 14.....	20,710 57
Stratton.....	1,298 23	Sub-Office No. 16.....	58,320 53
		Sub-Office No. 17.....	3,108 61

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF ONTARIO—Continued

Name of Office		Revenue \$ cts.	Name of Office		Revenue \$ cts.
Toronto—Con.			Toronto—Con.		
Sub-Office No. 18		12,829 16	Sub-Office No. 122		33,067 26
Sub-Office No. 20		15,602 88	Sub-Office No. 125		57,026 88
Sub-Office No. 22		13,942 51	Sub-Office No. 125A		13,704 01
Sub-Office No. 23		4,182 32	Sub-Office No. 140		5,234 66
Sub-Office No. 24		12,243 93	Sub-Office No. 141		3,814 27
Sub-Office No. 25		20,035 89	Sub-Office No. 148		6,657 00
Sub-Office No. 26		6,858 34	Sub-Office No. 157		6,165 73
Sub-Office No. 27		9,456 63	Sub-Office No. 167		18,207 69
Sub-Office No. 28		7,454 52	Balmy Beach		6,359 42
Sub-Office No. 29		24,165 45	Bathurst Street		37,027 12
Sub-Office No. 30		2,630 06	Bedford Park		8,775 19
Sub-Office No. 31		26,248 41	Birch Cliff		1,902 30
Sub-Office No. 33		8,894 53	Blecker Street		6,498 79
Sub-Office No. 34		11,522 91	Bloor Street		11,886 80
Sub-Office No. 35		2,731 31	Broadview Avenue		11,708 93
Sub-Office No. 36		4,793 42	Brockton		6,992 85
Sub-Office No. 37		1,376 28	Carlton Street		52,394 41
Sub-Office No. 38		9,309 50	Clinton Street		8,813 27
Sub-Office No. 39		5,524 34	Coleman		5,965 13
Sub-Office No. 40		8,545 59	Davisville		6,281 08
Sub-Office No. 42		1,961 65	Deer Park		22,645 59
Sub-Office No. 43		9,548 43	Dundas Street		7,442 60
Sub-Office No. 44		5,010 40	Earlscourt		1,510 86
Sub-Office No. 45		10,257 71	Fairbank		1,846 40
Sub-Office No. 46		33,515 90	Lee Avenue		5,551 70
Sub-Office No. 47		3,018 43	Mount Dennis		9,269 95
Sub-Office No. 48		16,725 81	Parkdale		13,666 52
Sub-Office No. 49		4,212 94	Peter Street		135,713 60
Sub-Office No. 50		21,347 02	Queen Street East		18,511 28
Sub-Office No. 51		14,204 02	Rusholme Road		16,094 21
Sub-Office No. 52		12,795 13	St. Joseph Street		7,258 05
Sub-Office No. 53		9,897 89	Spadina Avenue		39,139 75
Sub-Office No. 54		7,965 49	Swansea		1,398 29
Sub-Office No. 55		13,123 08	Todmorden		844 80
Sub-Office No. 56		779 48	Wychwood Park		6,172 57
Sub-Office No. 57		4,201 88	Torrance		431 46
Sub-Office No. 58		12,394 77	Tory Hill		788 80
Sub-Office No. 59		8,991 92	Tottenham		2,842 70
Sub-Office No. 60		5,116 50	Trenton		20,407 59
Sub-Office No. 61		2,414 77	Trent River		349 60
Sub-Office No. 62		12,261 61	Trout Creek		1,383 55
Sub-Office No. 63		11,178 57	Trout Mills		223 20
Sub-Office No. 64		5,925 21	Trowbridge		121 47
Sub-Office No. 65		3,931 84	Troy		128 51
Sub-Office No. 66		17,182 07	Tupperville		644 12
Sub-Office No. 67		2,722 04	Turbine		359 99
Sub-Office No. 69		6,076 01	Turriff		227 94
Sub-Office No. 70		3,874 95	Tweed		5,742 52
Sub-Office No. 71		1,028 80	Twin Elm		216 36
Sub-Office No. 72		1,662 07	Tyrone		439 19
Sub-Office No. 73		892 84	Udney		283 74
Sub-Office No. 74		2,934 23	Uffington		252 78
Sub-Office No. 77		1,097 36	Union		332 94
Sub-Office No. 78		11,910 04	Unionville		1,621 17
Sub-Office No. 79		10,591 88	Uno Park		307 67
Sub-Office No. 90		4,606 21	Upsala		689 21
Sub-Office No. 91		3,393 81	Uptergrove		284 24
Sub-Office No. 92		1,280 39	Utopia		258 52
Sub-Office No. 95		5,687 72	Utterson		880 16
Sub-Office No. 101		6,636 66	Uxbridge		7,545 47
Sub-Office No. 102		8,389 75	Val Gagné		617 51
Sub-Office No. 103		6,624 29	Valrita		403 38
Sub-Office No. 104		3,742 61	Vandorf		138 66
Sub-Office No. 105		1,192 95	Vanessa		489 98
Sub-Office No. 106		4,570 59	Vankleek Hill		5,388 69
Sub-Office No. 107		21,092 74	Varna		603 94
Sub-Office No. 108		3,076 50	Varney		368 90
Sub-Office No. 109		4,049 09	Vars		1,138 16
Sub-Office No. 110		3,167 16	Vasey		222 34
Sub-Office No. 111		52,769 21	Ventnor		216 33
Sub-Office No. 116		197,300 51	Verner		2,244 31
Sub-Office No. 116A		22,179 59	Vernon		685 68
Sub-Office No. 118		9,613 48	Vernonville		209 88

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF ONTARIO—Concluded

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Verona.....	1,339 60	White River.....	1,803 85
Victoria Harbour.....	2,560 72	Whitevale.....	412 31
Victoria Mines.....	222 37	Whitney.....	1,285 03
Victoria Road.....	553 48	Warton.....	8,251 31
Vienna.....	632 95	Widdifield Station.....	431 75
Vineland.....	2,292 81	Wilberforce.....	529 30
Vineland Station.....	1,275 24	Wilkesport.....	216 30
Vinemount.....	277 46	Williamsburg.....	1,527 01
Virginia.....	341 81	Williamsford.....	297 40
Vittoria.....	858 49	Williamstown.....	1,528 63
Wabigoon.....	535 05	Wilno.....	688 06
Wahnapiatae.....	208 68	Wilsonville.....	398 90
Wainfleet.....	1,057 75	Wilton.....	301 25
Waldemar.....	290 31	Wilton Grove.....	660 67
Waldhof.....	419 37	Winchester.....	5,910 08
Wales.....	1,711 92	Winchester Springs.....	290 78
Walford Station.....	527 21	Windermere.....	1,014 00
Walkers.....	316 34	Windham Centre.....	314 70
Walkerton.....	10,826 80	Windsor.....	386,622 09
Wallaceburg.....	14,073 82		
Wallacetown.....	798 64	*Divided as follows:—	
Wallenstein.....	733 55	Head Office.....	267,109 51
Walsingham.....	554 46	Sandwich Postal Station.....	9,226 23
Walter's Falls.....	419 01	Walkerville Postal Station.....	62,546 64
Walton.....	916 98	Windsor Sub-Office No. 1.....	9,828 98
Wanstead.....	865 81	Windsor Sub-Office No. 2.....	6,791 93
Wardsville.....	1,009 00	Windsor Sub-Office No. 3.....	7,305 40
Warkworth.....	2,124 76	Windsor Sub-Office No. 4.....	4,145 92
Warren.....	1,863 65	Windsor Sub-Office No. 5.....	370 00
Warsaw.....	604 03	Ford Sub-Post Office.....	3,233 38
Warwick.....	156 12	Ford Sub-Post Office No. 2.....	5,748 35
Washago.....	1,316 68	Sandwich Sub-Office No. 1.....	1,331 99
Waterdown.....	1,880 22	Walkerville Sub-Office No. 1.....	2,469 12
Waterford.....	9,229 32	Walkerville Sub-Office No. 2.....	6,514 64
Waterloo.....	39,331 67	Wingham.....	11,917 67
Watford.....	5,655 30	Winona.....	4,516 06
Watson's Corners.....	162 38	Woito.....	245 92
Waubashene.....	1,562 99	Wolfe.....	79 33
Wawbewawa.....	383 49	Wolfe Island.....	1,092 58
Webbwood.....	1,674 03	Wolverton.....	112 80
Welland.....	44,859 60	Woodbridge.....	2,189 73
Welland Port.....	1,011 75	Woodford.....	276 92
Wellesley.....	1,947 06	Woodham.....	407 18
Wellington.....	3,147 96	Woodlawn.....	454 66
Wemyss.....	237 41	Woodrous.....	123 95
Wendover.....	304 62	Woodstock.....	56,260 52
Westboro.....	4,434 05	Woodville.....	2,170 11
West Brook.....	207 75	Wooler.....	516 08
West Hamilton.....	1,053 80	Worthington.....	1,178 79
West Hill.....	547 13	Wroxeter.....	1,548 51
West Huntingdon.....	160 24	Wyebridge.....	341 11
West Lorne.....	3,166 78	Wyevale.....	510 94
Westmeath.....	1,165 33	Wyoming.....	2,492 47
West Montrose.....	632 99	Yarker.....	746 65
Weston.....	18,968 72	York.....	945 80
Westport.....	2,986 06	Young's Point.....	378 46
Westwood.....	451 50	Zephyr.....	701 06
Wheatley.....	3,207 28	Zurich.....	2,064 60
Whitby.....	16,909 98	Non-Accounting Post Offices.....	120,280 60
White Church.....	473 46		
Whitefish.....	411 47		
White Lake.....	369 24		
			14,192,841 44

PROVINCE OF QUEBEC

Abbotsford.....	1,197 99	Alberville.....	423 25
Abercorn.....	874 35	Amos.....	9,699 53
Abord à Plouffe.....	371 83	Amqui.....	4,597 64
Acton Vale.....	3,392 97	Ancienne Lorette.....	927 88
Adamsville.....	444 64	Ange Gardien.....	305 60
Adstock.....	449 21	Ange Gardien de Rouville.....	633 42
Albancl.....	1,122 02	Angers.....	355 06

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF QUEBEC—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Angliers.....	1,202 75	Brosseau Station.....	88 47
Anse au Griffon.....	421 45	Broughton Station.....	570 56
Argentenay.....	247 23	Brownsburg.....	3,457 13
Armagh.....	746 23	Brunet.....	81 38
Armand.....	453 97	Bryson.....	504 81
Arthabaska.....	3,245 60	Buckingham.....	8,146 85
Arundel.....	1,253 37	Buckland.....	610 68
Arvida.....	8,642 34	Bulwer.....	713 29
Asbestos.....	6,043 30	Bury.....	2,410 69
Ascot Corner.....	435 89	Cabano.....	3,268 62
Aston Junction.....	1,027 97	Cacouna.....	1,631 84
Âthelstan.....	903 14	Calumet.....	1,659 33
Aubrey.....	320 95	Calumet Island.....	474 02
Audet.....	288 75	Campbell's Bay.....	2,762 40
Aurigny.....	138 13	Cap à l'Aigle.....	476 22
Authier.....	560 10	Cap aux Os.....	232 58
Avoca.....	197 38	Cap Chat.....	1,826 56
Ayers Cliff.....	2,969 29	Cap de la Madeleine.....	5,152 10
Aylmer East.....	3,867 16	Cap de la Madeleine Ouest.....	2,502 93
Aylwin.....	225 37	Cap Des Rosiers.....	495 58
Bagotville.....	3,762 15	Cape Cove.....	683 37
Baie des Sables.....	1,049 05	Capelton.....	266 91
Baie St. Paul.....	3,664 53	Cap Rouge.....	744 13
Baillargeon.....	341 74	Cap St. Ignace.....	1,574 35
Barachois de Malbaie.....	1,031 42	Cap Santé.....	567 98
Barnston.....	326 09	Carillon.....	351 23
Barraute.....	1,247 07	Carleton.....	867 62
Batiscan.....	1,103 69	Carleton Centre.....	630 02
Bearn.....	492 92	Cascades.....	215 46
Beauce Junction.....	2,024 58	Cascades Point.....	452 99
Beauceville Est.....	5,091 59	Caughnawaga.....	1,398 63
Beauceville Ouest.....	1,898 87	Causapsal.....	1,997 14
Beauharnois.....	5,691 97	Causapsal Station.....	1,205 35
Beauport.....	1,500 72	Chaleurs.....	165 64
Beaupré.....	2,839 13	Chambly.....	2,328 82
Beaurivage.....	686 70	Chambly Canton.....	2,048 45
Bécancour.....	749 79	Chambord.....	848 75
Bedford.....	4,439 86	Chambord Junction.....	455 97
Beebe.....	4,049 90	Champlain.....	1,174 81
Beech Grove.....	255 00	Chandler.....	3,540 96
Belcourt.....	745 21	Chandler Station.....	808 98
Bellerive.....	2,259 92	Chapeau.....	1,263 36
Bellrive Station.....	317 36	Charette.....	596 12
Beloeil Station.....	665 71	Charlemagne.....	439 05
Beloil Village.....	1,516 10	Charlesbourg.....	1,224 82
Bergerville.....	1,334 62	Charny.....	2,396 97
Berthier en bas.....	582 79	Charteris.....	249 73
Berthier en haut.....	4,986 78	Chartierville.....	580 24
Betsiamites.....	609 69	Châteauguay.....	1,103 96
Bic.....	2,495 21	Châteauguay Basin.....	878 63
Birchton.....	342 34	Château Richer.....	651 68
Bishop's Crossing.....	1,368 64	Chaudière Station.....	354 75
Black Cape.....	365 17	Chelsea.....	718 50
Black Lake.....	2,242 71	Chemin Taché.....	775 51
Black Lake East.....	78 15	Chénéville.....	731 56
Blanche.....	172 31	Chichester.....	188 81
Blue Sea Lake.....	318 05	Chicoutimi.....	*33,062 65
Boileau.....	196 27		
Bois France.....	191 62	*Divided as follows:—	
Boisvert.....	140 94	Head Office.....	22,331 50
Boldue.....	1,299 05	Chicoutimi Centre.....	6,684 65
Bolton Centre.....	668 78	Chicoutimi Ouest.....	3,036 21
Bonaventure.....	1,646 05	Rivière du Moulin.....	1,010 29
Bonaventure East.....	309 00	Choisy.....	201 62
Bon Conseil.....	536 71	Chute Panet.....	632 89
Bondville.....	256 25	Clarenceville.....	1,166 18
Boucherville.....	847 09	Clarke City.....	875 56
Bouchette.....	814 26	Clercy.....	1,656 82
Breakyville.....	1,150 02	Coaticook.....	11,082 13
Brebeuf.....	349 66	Coleraine Station.....	522 51
Brigham.....	661 46	Como.....	531 79
Bristol.....	559 89	Compton.....	1,814 21
Brome.....	796 17	Contrecoeur.....	1,220 34
Bromptonville.....	3,116 37	Cookshire.....	4,624 76
		Corner of the Beach.....	435 29

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF QUEBEC—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Côteau du Lac.....	1,076 66	Gentilly.....	1,588 49
Côteau Landing.....	512 90	Georgeville.....	565 43
Côteau Station.....	1,449 33	Glenada.....	242 48
Courcelles.....	868 40	Glenelm.....	1,067 55
Cowansville.....	6,768 44	Glen Iver.....	205 26
Crabtree Mills.....	850 62	Glen Sutton.....	365 84
Daaquam.....	580 45	Godbout.....	689 22
Dalesville.....	199 15	Gould.....	710 51
Dalhousie Station.....	1,359 27	Gracefield.....	2,207 75
Dalibaire.....	769 47	Granby.....	22,064 02
Danford Lake.....	308 76	Grand Casapédia.....	1,481 41
Danville.....	6,148 02	Grande Baie.....	1,548 53
Daveluyville.....	675 25	Grande Grève.....	369 91
Davidson.....	440 80	Grande Ligne.....	592 62
Delisle.....	1,224 73	Grand Entry.....	236 93
Delson.....	792 30	Grandes Bergeronnes.....	859 46
Demers Centre.....	504 15	Grandes Piles.....	892 48
Deniau.....	381 91	Grand'Mère.....	4,517 34
Dequen.....	402 31	Grand'Mère Cité.....	7,263 17
Desbiens.....	781 70	Grand Metis.....	171 15
Deschailions.....	1,897 02	Grand River.....	1,166 68
Deschambault.....	1,006 79	Grand St. Esprit.....	232 73
Deschênes Mills.....	92 67	Graniteville.....	206 71
Dewittville.....	302 16	Greenlay.....	314 56
D'Israeli.....	2,895 47	Grenville.....	1,918 63
Dixville.....	587 39	Grindstone Island.....	793 61
Dolbeau Lac St. Jean.....	3,045 61	Gronduines.....	567 38
Donnacona.....	3,436 13	Grosse Isle.....	82 90
Dosquet.....	543 23	Guenette.....	395 94
Douglastown.....	948 04	Guerin.....	341 57
Drapeau.....	419 90	Guigues.....	903 38
Drummondville East.....	15,324 58	Ha Ha Bay Junction.....	347 11
Duclos.....	175 02	Haldimand West.....	165 94
Dundee.....	730 42	Ham Nord.....	520 25
Dunham.....	1,516 94	Ham Sud.....	374 46
Dupuy.....	1,750 86	Harrington East.....	167 46
East Angus.....	6,927 04	Hatley.....	667 11
East Broughton.....	872 59	Hauteur.....	553 60
East Broughton Station.....	2,054 32	Havre Aubert.....	579 88
East Clifton.....	137 07	Havre St. Pierre.....	762 07
East Farnham.....	380 09	Hébertville.....	1,561 70
East Hereford.....	656 13	Hébertville Station.....	2,777 90
Eastman.....	1,443 41	Hemmingford.....	2,366 05
East Templeton.....	531 72	Henrivassal.....	275 34
Escuminac.....	414 23	Henrysburg.....	381 08
Estecourt.....	733 56	Henryville.....	632 78
Etang du Nord.....	294 25	Hervey Jet.....	407 82
Fabre.....	612 50	High Falls.....	184 97
Fabre Station.....	174 48	Highwater.....	316 88
Farm Point.....	259 94	Hillhurst.....	176 52
Farnham.....	10,759 75	Honfleur.....	393 45
Farrellton.....	551 70	House Harbour.....	201 82
Fassett.....	791 97	Howick.....	1,728 46
Father Point.....	554 14	Howick Station.....	843 51
Ferme Neuve.....	1,076 21	Huberdeau.....	722 04
Fitch Bay.....	429 98	Hudson.....	1,202 25
Fontainebleau.....	182 18	Hudson Heights.....	1,347 65
Fontenelle.....	494 15	Hull:—	*25,720 99
Fort Coulonge.....	3,073 25	*Divided as follows:—	
Foster.....	1,185 82	Head Office.....	22,936 55
Fraampton.....	765 15	Sub-Office No. 1.....	1,477 44
Franklin Centre.....	729 68	Sub-Office No. 2.....	1,307 00
Frelighsburg.....	1,580 54	Huntingdon.....	8,215 37
Fugèreville.....	273 88	Iberville.....	3,992 84
Fulford.....	311 29	Ile aux Noix.....	224 39
Gamelin.....	851 23	Ile Maligne.....	1,184 17
Gardenvale.....	9,707 51	Inverness.....	1,258 71
Garneau.....	1,022 85	Ironside.....	678 83
Garthly Station.....	1,080 74	Island Brook.....	196 24
Gascons.....	890 32	Isle aux Grues.....	3,064 67
Gascons Ouest.....	313 75	Isle Verte.....	2,067 20
Gaspé.....	4,900 63	Johnville.....	488 08
Gaspé Harbour.....	1,512 61	Joliette.....	19,469 99
Gatineau.....	3,911 35	Jonquières.....	12,512 44

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF QUEBEC—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Kamouraska.....	886 12	Lennoxville.....	8,817 28
Katevale.....	464 09	L'Epiphanie.....	2,233 53
Kazubazua.....	619 87	Le Pont de Québec.....	521 32
Kenogami.....	10,390 12	Lesage.....	366 09
Kiamika.....	350 25	Les Boules.....	314 34
Kildare.....	1,119 51	Les Cèdres, Cedars.....	1,302 99
Kingsbury.....	631 01	Les Ebouléments.....	915 21
Kingsey Falls.....	800 87	Les Ecureuils.....	508 70
Kinnear's Mills.....	274 38	Les Escoumains.....	1,019 26
Kippewa.....	550 79	Les Etroits.....	255 65
Knowlton.....	5,753 76	Leshie.....	153 51
La Baie.....	1,596 85	Levis.....	*20,055 16
La Baie Shawinigan.....	623 99	*Divided as follows:—	
Labelle.....	1,637 60	Head Office.....	6,881 23
L'Acadie.....	298 83	Belleau.....	749 68
Lac à la Tortue.....	481 76	Bienville.....	1,560 26
Lac au Saumon.....	2,460 32	Guay.....	2,457 13
Lac aux Sables.....	485 89	Lauzon.....	2,170 83
Lac aux Sables Station.....	362 19	Lauzon Ouest.....	389 53
Lac Bouchette.....	748 82	Notre Dame de Levis.....	4,655 85
Lac Brulé.....	179 83	St. Joseph de Levis.....	493 64
Lac des Ecorces.....	582 61	South Quebec.....	382 11
Lac des Iles.....	214 83	Villemay.....	314 90
Lac Etchemin.....	1,179 92	Yinc Ridge.....	152 07
Lac Frontière.....	1,514 49	Linière.....	1,256 50
La Chevroitière.....	333 19	L'Islet.....	2,272 99
Lac Humqui.....	358 78	L'Islet Station.....	1,685 30
Lachute.....	8,109 11	Little Casapédia.....	539 79
Lachute Mills.....	2,629 49	Little River East.....	416 83
Lac Masson.....	831 74	Loretteville.....	5,249 43
Lac Mégantic.....	8,302 02	Lorrainville.....	1,166 26
Lac Mercier.....	644 13	Lotbinière.....	1,119 31
Lacolle.....	2,096 73	Louiseville.....	4,220 01
La Conception.....	246 87	Lourdes.....	305 51
Lacroix.....	731 02	Low.....	1,617 51
Lac Ste. Croix.....	449 51	Low Station.....	1,801 61
Lac Ste. Marie.....	493 06	Luceville.....	1,141 35
Lac Sagouay.....	532 28	Luskville.....	521 15
Ladysmith.....	300 17	Lyster Station.....	1,539 10
Lake Edward.....	1,098 15	McKee.....	150 20
La Macaza.....	748 64	McMasterville.....	923 56
La Malbaie.....	6,823 67	McDonald College.....	3,096 35
Lamartine.....	712 51	Maddington Falls.....	339 36
Lambton.....	1,957 58	Magog.....	10,359 82
Landrienne.....	432 71	Magog East.....	1,125 24
Langevin.....	1,232 53	Makamik.....	3,312 32
Langlais.....	403 94	Mandeville.....	323 56
L'Annonciation.....	2,184 00	Maniwaki.....	6,311 18
Lanoraie.....	723 08	Manseau.....	1,199 03
L'Anse au Beaufils.....	537 86	Mansonville.....	2,100 35
L'Anse St. Jean.....	478 09	Marbleton.....	743 73
La Patrie.....	1,189 27	Maria.....	1,167 16
La Prairie.....	3,782 32	Marieville.....	2,937 84
La Presentation.....	971 44	Martel.....	430 55
La Reine.....	1,934 90	Martinville.....	391 27
La Sarre.....	4,863 32	Maryland.....	290 96
L'Ascension.....	571 31	Mascouche.....	885 87
L'Assomption.....	2,173 77	Masham Mills.....	346 70
Laterrière.....	729 63	Massawippi.....	342 32
La Trappe.....	1,493 66	Masson.....	1,247 91
La Tulipe.....	265 70	Mastai.....	601 63
La Tuque.....	9,314 64	Matane.....	6,814 82
Laurier.....	504 19	Matapédia.....	1,889 66
Laurierville.....	1,028 91	Melbourne.....	954 05
Laval des Rapides.....	419 54	Messines.....	842 59
Lavaltrie.....	613 48	Metabetchouan.....	3,631 68
L'Avenir.....	505 05	Métis Beach.....	1,644 81
Laverlochère.....	725 02	Milan.....	536 60
La Visitation.....	334 87	Mille Isles.....	127 74
Lawrenceville.....	631 80	Minerve.....	470 10
Leclereville.....	550 45	Mission St. Louis.....	80 00
Leeds Village.....	673 09	Mistassini.....	2,970 92
Lemesurier.....	326 55	Montauban.....	922 06
Lemieux.....	446 34	Montauban-les-Mines.....	644 46

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF QUEBEC—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Mont Carmel.....	704 25	Montreal—Con.	
Montcerf.....	673 42	Sub-Office No. 52.....	77 06
Monte Bello.....	1,933 05	Sub-Office No. 53.....	2,423 06
Montfort.....	753 10	Sub-Office No. 54.....	7,056 79
Mont Joli.....	7,386 33	Sub-Office No. 55.....	3,050 23
Mont Joli Nord.....	777 70	Sub-Office No. 56.....	1,531 72
Mont Laurier.....	4,996 15	Sub-Office No. 57.....	9,122 95
Mont Louis.....	1,176 60	Sub-Office No. 58.....	4,901 11
Montmagny.....	9,317 35	Sub-Office No. 59.....	931 60
Montmagny Station.....	3,278 73	Sub-Office No. 60.....	1,780 91
Montmorency Village.....	2,059 84	Sub-Office No. 61.....	1,163 34
Montpelier.....	279 24	Sub-Office No. 62.....	4,311 44
Montreal.....	*4,213,175 85	Sub-Office No. 63.....	233 58
*Divided as follows:—		Sub-Office No. 64.....	1,436 25
Head Office.....	2,454,121 05	Sub-Office No. 65.....	15,095 15
Postal Station A.....	155,367 69	Sub-Office No. 66.....	7,122 14
Postal Station B.....	327,822 83	Sub-Office No. 67.....	236 20
Postal Station C.....	26,717 89	Sub-Office No. 68.....	4,411 65
Postal Station D.....	21,165 44	Sub-Office No. 69.....	838 25
Postal Station E.....	31,978 60	Sub-Office No. 70.....	2,068 32
Postal Station F.....	23,987 11	Sub-Office No. 71.....	931 22
Postal Station G.....	29,085 54	Sub-Office No. 72.....	2,866 23
Postal Station H.....	146,226 09	Sub-Office No. 73.....	4,785 77
Postal Station M.....	7,753 44	Sub-Office No. 75.....	8,194 63
Postal Station N.....	85,803 84	Sub-Office No. 77.....	17,259 60
Postal Station O.....	5,332 50	Sub-Office No. 85.....	1,264 57
Postal Station R.....	17,993 06	Sub-Office No. 86.....	4,050 65
Postal Station S.....	8,861 13	Sub-Office No. 93.....	6,942 47
De Lorinier Postal Station.....	29,102 52	Sub-Office No. 95.....	27,471 74
Hochelaga Postal Station.....	9,305 24	Sub-Office No. 95A.....	25,385 83
Lachine Postal Station.....	7,404 04	Sub-Office No. 101.....	1,812 60
Longueuil Postal Station.....	4,237 58	Sub-Office No. 104.....	4,502 41
Notre Dame de Grace Postal Stat.	18,466 98	Sub-Office No. 105.....	12,349 38
Outremont Postal Station.....	19,394 76	Sub-Office No. 106.....	7,765 90
St. Henri de Montreal Postal Stat.	41,528 56	Sub-Office No. 107.....	2,480 84
St. Lambert Chambly Postal Stat.	8,005 07	Sub-Office No. 108.....	3,318 59
Verdun Postal Station.....	16,910 20	Sub-Office No. 109.....	874 49
Westmount Postal Station.....	28,569 71	Sub-Office No. 110.....	640 02
Sub-Office No. 15.....	3,531 67	Sub-Office No. 111.....	5,576 34
Sub-Office No. 16.....	5,455 02	Sub-Office No. 112.....	2,995 28
Sub-Office No. 17.....	4,814 44	Sub-Office No. 113.....	502 33
Sub-Office No. 18.....	5,998 46	Sub-Office No. 114.....	1,443 69
Sub-Office No. 19.....	104 68	Sub-Office No. 115.....	406 45
Sub-Office No. 20.....	5,649 52	Sub-Office No. 116.....	10,749 13
Sub-Office No. 21.....	17,955 27	Sub-Office No. 117.....	4,184 77
Sub-Office No. 22.....	5,774 30	Sub-Office No. 118.....	3,545 99
Sub-Office No. 23.....	9,457 23	Sub-Office No. 119.....	3,227 27
Sub-Office No. 24.....	7,055 81	Sub-Office No. 120.....	126 80
Sub-Office No. 25.....	318 23	Sub-Office No. 121.....	3,478 73
Sub-Office No. 26.....	4,850 20	Sub-Office No. 122.....	1,350 58
Sub-Office No. 27.....	6,799 01	Sub-Office No. 123.....	5,449 21
Sub-Office No. 28.....	1,559 76	Sub-Office No. 124.....	13,325 38
Sub-Office No. 29.....	7,355 52	Sub-Office No. 125.....	4,530 62
Sub-Office No. 30.....	3,125 82	Sub-Office No. 126.....	3,868 78
Sub-Office No. 31.....	7,573 32	Ahuntsic.....	1,478 85
Sub-Office No. 32.....	1,890 53	Beaudoin Street.....	5,479 13
Sub-Office No. 33.....	2,792 52	Bordeaux.....	408 54
Sub-Office No. 34.....	6,234 03	Bout de l'Île.....	13 00
Sub-Office No. 35.....	8,853 67	Bronx Park.....	183 26
Sub-Office No. 36.....	2,484 86	Cartierville.....	2,041 26
Sub-Office No. 37.....	4,071 21	Côte des Neiges Ouest.....	334 69
Sub-Office No. 38.....	10,284 67	Côte St. Louis.....	2,359 89
Sub-Office No. 39.....	49,847 35	Côte St. Michel.....	286 21
Sub-Office No. 40.....	1,194 29	Côte Visitation.....	1,661 80
Sub-Office No. 41.....	5,198 08	Dominion.....	1,302 70
Sub-Office No. 42.....	3,309 14	Greenfield Park.....	437 45
Sub-Office No. 43.....	3,990 98	Lachine Locks.....	2,509 52
Sub-Office No. 44.....	2,586 55	Lakeside.....	25 00
Sub-Office No. 45.....	1,759 93	Leduc.....	17,371 61
Sub-Office No. 46.....	3,206 42	Long Point.....	2,660 31
Sub-Office No. 48.....	6,491 40	Montreal Nord.....	686 47
Sub-Office No. 49.....	608 33	Montreal South.....	510 43
Sub-Office No. 50.....	5,723 13	Montreal West.....	5,931 68
Sub-Office No. 51.....	9,046 62	Mount Royal.....	220 90

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF QUEBEC—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Montreal—Con.		Otter Lake.....	693 05
Notre-Dame des Victoires.....	640 69	Packington.....	196 99
Ontario Street Centre.....	4,913 13	Padoue.....	759 55
Ontario Street East.....	6,339 61	Palmarol.....	496 22
Park Avenue.....	7,856 62	Panet.....	348 73
Park Avenue Extension.....	9,587 61	Papineauville.....	1,994 11
Pointe aux Trembles.....	2,153 82	Paquette.....	390 48
Pointe Claire.....	2,081 24	Paquin.....	83 33
Ste. Catherine Street West.....	10,461 89	Parent.....	2,180 05
Ste. Cunégonde.....	9,133 10	Parisville.....	506 70
St. Denis Street.....	15,564 93	Parkhurst.....	402 27
St. Jean Baptiste.....	12,927 69	Paspébiac.....	2,909 20
St. Jean de la Croix.....	6,794 71	Paspébiac West.....	506 16
St. Josaphat.....	134 38	Peninsula Gaspé.....	374 58
St. Lawrence Street Centre.....	11,108 81	Pentecost River.....	578 11
St. Louis Square.....	4,905 40	Percé.....	1,334 69
St. Paul.....	5,473 65	Péribonca.....	688 10
Sault au Récollet.....	1,199 53	Perkins.....	424 65
Tétreaultville.....	693 14	Petite Matane.....	200 66
Valois.....	2,052 29	Phillipsburg.....	1,183 35
Victoria Avenue.....	21,102 87	Pierreville.....	3,201 05
Ville La Salle.....	2,149 17	Pike River.....	220 26
Villeneuve.....	3,700 69	Pintendre.....	249 06
Villeray.....	2,275 45	Piopolis.....	315 20
Ville St. Pierre.....	1,957 58	Plaisance.....	507 87
Youville.....	4,517 27	Plessisville.....	5,616 30
Mont Rolland.....	1,021 70	Plessisville Station.....	1,712 33
Mont St. Grégoire.....	394 40	Pointe au Chêne.....	438 22
Mont St. Michel.....	138 30	Pointe au Pic.....	4,296 48
Monument.....	1,542 56	Pointe Basse.....	174 98
Morin Heights.....	1,150 90	Pointe du Lac.....	552 86
Namur.....	436 37	Pointe Fortune.....	707 88
Napierville.....	1,465 41	Pointe Gatineau.....	1,422 11
Nedelec.....	421 51	Point St. Peter.....	203 17
Neubois.....	391 36	Poltimore.....	544 43
Neuville.....	861 83	Pontbriand.....	281 72
New Carlisle.....	3,977 35	Pont de Maskinongé.....	1,102 45
New Carlisle West.....	233 34	Point Etchemin.....	1,565 36
New Glasgow.....	860 73	Pont Rouge.....	2,291 79
New Liverpool.....	182 79	Portage du Fort.....	668 44
Newport Centre.....	530 79	Port Alfred.....	5,218 90
Newport Point.....	366 23	Port Daniel Centre.....	807 11
New Richmond.....	1,100 39	Port Daniel East.....	818 73
New Richmond Station.....	1,701 75	Port Daniel West.....	415 63
Nicolet.....	6,294 38	Port Menier.....	3,012 53
Nominigue.....	1,379 05	Portneuf.....	1,991 94
Normandin.....	1,901 90	Portneuf Station.....	998 20
North Coaticook.....	604 31	Price.....	2,392 31
North Hatley.....	3,730 55	Princeville.....	1,953 78
North Nation Mills.....	120 34	Proulxville.....	641 48
North Stanbridge.....	265 52	Quai de Rimouski.....	789 59
North Stukely.....	455 67	Quai des Eboulements.....	389 84
North Timiskaming.....	1,420 90	Quatre Chemins.....	234 91
North Wakefield.....	510 15	Quebec.....	*566,573 72
Notre-Dame de Ham.....	444 87		
Notre-Dame de la Paix.....	403 85	*Divided as follows:—	
Notre-Dame de la Salette.....	455 28	Head Office.....	300,697 24
Notre-Dame de Pierreville.....	381 25	Postal Station B.....	76,209 22
Notre-Dame de Rimouski.....	387 32	Faubourg St. Jean Baptiste Postal Station.....	31,706 34
Notre-Dame des Bois.....	815 09	St. Roch de Quebec Postal Station	59,902 67
Notre-Dame de Stanbridge.....	342 70	St. Sauveur de Quebec Postal Station.....	13,180 70
Notre-Dame du Lac.....	1,719 64	Sub-Office No. 1.....	5,498 78
Notre-Dame du Lac Station.....	442 90	Sub-Office No. 2.....	6,443 27
Notre-Dame du Laus.....	663 46	Sub-Office No. 3.....	1,142 99
Notre-Dame du Pont Main.....	227 50	Sub-Office No. 4.....	6,751 24
Notre-Dame du Portage.....	470 48	Sub-Office No. 5.....	2,262 63
Notre-Dame du Rosaire.....	562 80	Sub-Office No. 6.....	6,388 54
Nouvelle.....	548 31	Sub-Office No. 7.....	942 40
Noyan.....	382 05	Sub-Office No. 8.....	2,057 87
Oak Bay Mills.....	214 13	Candiac.....	9,924 58
Oka.....	901 54	Lairet.....	2,113 64
Ormstown.....	3,728 06	Palais.....	10,818 65
Ormstown Station.....	627 14	Rue St. Joseph.....	23,810 42
Oskelaneo.....	1,022 83		

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF QUEBEC—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Quebec—Con.		Ste. Anne de Beaupré.....	8,758 40
Sans Bruit.....	6,306 92	Ste. Anne de Bellevue.....	4,220 19
Stadacona.....	415 62	Ste. Anne de Chicoutimi.....	1,001 32
Quyon.....	2,005 77	Ste. Anne de la Pérade.....	2,817 46
Racine.....	544 93	Ste. Anne de la Pocatière.....	4,972 23
Rapides de L'Orignal.....	611 53	Ste. Anne des Monts.....	1,803 68
Rapides des Joachims.....	198 04	Ste. Anne des Plaines.....	546 71
Rawdon.....	3,048 41	Ste. Anne du Lac.....	530 22
Repentigny.....	151 78	St. Anselme.....	1,357 87
Restigouche.....	827 61	St. Anselme Station.....	915 52
Richardville.....	279 44	St. Antoine Abbé.....	486 91
Richmond.....	9,817 11	St. Antoine Lotbinière.....	460 28
Rigaud.....	3,095 04	St. Antoine River Richelieu.....	859 01
Rimouski.....	13,594 18	St. Appollinaire.....	1,111 83
Ripon.....	761 80	Ste. Apolline de Patton.....	521 69
River Beaudette.....	566 38	St. Armand Station.....	1,082 56
Riverbend.....	2,256 76	St. Arsène.....	612 07
Riverfield.....	190 26	St. Aubert.....	894 50
Rivière a Pierre.....	1,185 22	St. Augustin de Quebec.....	532 87
Rivière au Doré.....	509 28	St. Augustin, Two Mountains.....	844 96
Rivière au Renard.....	1,185 18	Ste. Aurelie.....	258 39
Rivière Bleue.....	1,540 09	St. Barnabé Nord.....	660 89
Rivière Bois Clair.....	830 03	St. Barnabé Sud.....	209 26
Rivière Caplan.....	509 95	St. Barthélemi.....	1,284 72
Rivière du Loup Centre.....	3,438 19	St. Bazile de Portneuf.....	2,027 75
Rivière du Loup en Bas.....	7,741 65	St. Bazile le Grand.....	447 06
Rivière du Loup Station.....	7,553 40	Ste. Beatrix.....	271 91
Rivière la Madeleine.....	521 66	St. Benjamin.....	398 00
Rivière Ouelle.....	543 76	St. Benoit.....	803 05
Rivière Trois Pistoles.....	626 83	St. Benoit de Matapédia.....	314 62
Rivington.....	187 60	St. Benoit Labre.....	648 48
Robertsonville.....	870 92	St. Bernard de Dochester.....	644 27
Roberval.....	9,717 47	St. Blaise.....	241 46
Robitaille.....	380 84	Ste. Claudine.....	471 64
Rock Forest.....	325 80	St. Bonaventure.....	494 39
Rock Island.....	8,227 28	St. Boniface de Shawinigan.....	823 83
Rouyn.....	15,957 27	Ste. Brigitte d'Iberville.....	636 03
Roxton Falls.....	1,505 54	Ste. Brigitte des Saults.....	359 58
Roxton Pond.....	1,456 95	St. Bruno.....	531 02
Rupert.....	270 71	St. Bruno de Kamouraska.....	316 32
St. Adalbert.....	248 45	St. Bruno Lac St. Jean.....	875 02
Ste. Adélaïde de Pabos.....	524 97	St. Calixte de Kilkenny.....	284 34
Ste. Adèle.....	794 65	St. Camille.....	801 66
Ste. Adèle en Bas.....	409 93	St. Camille de Bellechasse.....	1,487 08
St. Adelphe de Champlain.....	987 74	St. Canute.....	211 23
St. Adolphe de Dudswell.....	399 91	St. Casimir.....	3,054 98
St. Adolphe de Howard.....	450 87	Ste. Catherine.....	361 91
St. Adrien.....	507 73	Ste. Cécile de Frontenac.....	358 69
St. Agapit.....	563 42	Ste. Cécile de Levard.....	468 92
Ste. Agathe de Lotbinière.....	1,066 23	Ste. Cécile de Masham.....	444 60
Ste. Agathe des Monts.....	9,889 23	Ste. Cécile de Milton.....	284 06
Ste. Agnès de Dundee.....	423 66	Ste. Cécile Station.....	98 42
St. Aimé.....	943 49	St. Célestin.....	1,034 99
St. Alban.....	1,218 05	St. Césaire.....	2,312 82
St. Albert.....	268 21	St. Charles de Bellechasse.....	1,636 96
St. Alexandre d'Iberville.....	635 70	St. Charles de Caplan.....	1,141 89
St. Alexandre de Kamouraska.....	1,279 96	St. Charles Rivière Richelieu.....	396 48
St. Alexis de Matapédia.....	761 69	Ste. Christine.....	265 06
St. Alexis de Montcalm.....	2,102 58	St. Chrysostôme.....	1,854 54
St. Alexis des Monts.....	1,163 01	Ste. Claire.....	1,476 18
St. Alphonse.....	465 20	St. Claude.....	114 71
St. Alphonse de Caplan.....	362 56	St. Clément.....	601 68
St. Amédée de Péribonca.....	219 41	St. Clet.....	1,045 31
St. Anaclét.....	935 33	Ste. Clothilde.....	612 29
Ste. Anastasie.....	630 01	Ste. Clothilde de Chateauguay.....	194 44
St. André Avellin.....	1,457 23	St. Côme.....	418 08
St. André de Kamouraska.....	1,487 27	St. Constant.....	689 38
St. André de Restigouche.....	277 45	Ste. Croix.....	1,748 74
St. André du Lac St. Jean.....	247 15	St. Cuthbert.....	853 27
St. Andrew's East.....	1,560 70	St. Cyprien.....	518 90
Ste. Angèle de Laval.....	676 49	St. Cyrille de L'Islet.....	808 11
Ste. Angèle de Monnoir.....	386 36	St. Cyrille de Wendover.....	1,282 66
Ste. Angèle de Rimouski.....	777 41	St. Damase, St. Hyacinthe.....	451 07
St. Anicet.....	532 35	St. Damase de Matane.....	686 40

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF QUEBEC—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
St. Damase des Aulnaies.....	225 14	St. Germain de Kamouraska.....	394 32
St. Damien de Brandon.....	438 97	Ste. Germaine Station.....	418 22
St. Damien de Buckland.....	786 95	Ste. Gertrude.....	727 60
St. David de Lévis.....	634 80	St. Gervais.....	1,081 77
St. David d'Yamaska.....	580 19	St. Giles.....	513 79
St. Dennis de la Boutellerie.....	512 98	St. Godfrey.....	654 07
St. Denis River Richelieu.....	1,264 90	St. Grégoires.....	1,286 56
St. Desire du Lac Noir.....	500 69	St. Guillaume d'Upton.....	1,587 59
St. Didace.....	302 23	St. Guillaume Station.....	399 43
St. Dominique de Bagot.....	465 90	Ste. Hélène de Bagot.....	452 27
St. Donat de Montcalm.....	646 38	Ste. Hélène de Chester.....	131 96
St. Donat de Rimouski.....	737 86	Ste. Hélène de Kamouraska.....	922 17
St. Edouard de Napierville.....	284 81	Ste. Hénédine.....	1,236 77
St. Edwidge.....	467 53	St. Henri de Lévis.....	1,019 57
St. Eleuthère.....	1,234 31	St. Hermas.....	1,000 90
St. Elie.....	554 62	St. Herménégilde.....	339 25
Ste. Elizabeth.....	874 22	St. Hilaire Station.....	746 99
St. Eloi.....	725 86	St. Hilaire Village.....	602 09
St. Elphege.....	251 53	St. Hilarion.....	214 77
St. Elzéar de Beauce.....	506 82	St. Hippolyte de Kilkenny.....	280 60
St. Elzéar de Laval.....	1,182 37	St. Honoré.....	720 89
Ste. Emélie de L'Énergie.....	798 62	St. Hubert.....	708 83
Ste. Emélie de Lotbinière.....	374 39	St. Hugues.....	978 56
St. Emil de Suffolk.....	337 61	St. Hyacinthe.....	32,508 69
St. Ephrem de Tring.....	1,259 07	St. Ignace du Lac.....	263 58
St. Esprit.....	602 42	St. Irénée.....	530 53
St. Ethienne de Beauharnois.....	320 95	St. Isidore d'Auckland.....	567 62
St. Etienne de Bolton.....	238 62	St. Isidore Dorchester.....	813 12
St. Etienne de Cres.....	417 67	St. Isidore Laprairie.....	542 03
St. Eugène de Grantham.....	634 12	St. Jacques.....	2,100 18
St. Eugène de Guigues.....	389 89	St. Jacques le Mineur.....	231 13
Ste. Eulalie.....	540 52	St. Janvier.....	537 15
St. Eusèbe.....	332 88	St. Jean.....	21,978 87
St. Eustache.....	2,298 81	St. Jean Baptiste de Rouville.....	639 66
St. Evariste de Forsyth.....	482 35	St. Jean Chrysostôme de Levis.....	472 16
St. Evariste Station.....	2,693 17	St. Jean de Dieu.....	950 21
St. Fabien.....	1,828 88	St. Jean de Matha.....	675 10
Ste. Famille.....	409 38	St. Jean des Piles.....	653 14
St. Famille d'Aumond.....	349 99	St. Jean d'Orleans.....	394 29
St. Faustin.....	317 83	St. Jean l'Évangéliste.....	625 02
St. Faustin Station.....	1,208 33	St. Jean Port Joli.....	1,939 02
St. Félicien.....	5,499 29	St. Jean Station.....	1,076 77
Ste. Félicité.....	642 06	St. Jean sur Lac.....	102 36
St. Felix de Kingsey.....	672 81	St. Jérôme.....	11,390 06
St. Felix de Valois.....	1,626 03	St. Joachim de Montmorency.....	496 46
St. Ferdinand.....	1,353 28	St. Joachim de Shefford.....	174 71
St. Fidèle.....	382 17	St. Joseph d'Alma.....	7,094 75
St. Flavien.....	1,193 58	St. Joseph de Beauce.....	5,146 18
Ste. Flore.....	429 64	St. Joseph de Lepage.....	182 74
Ste. Florence.....	888 61	St. Joseph de Sorel.....	667 81
St. Fortunat.....	395 60	St. Joseph du Lac.....	241 38
St. Foy.....	1,172 31	St. Jovite.....	3,243 79
St. François d'Assise.....	345 59	St. Jovite Station.....	910 72
St. François de Sales Station.....	236 29	St. Jude.....	533 47
St. François du Lac.....	1,105 60	Ste. Julie de Verchères.....	472 88
Ste. Françoise.....	464 77	Ste. Julienne.....	586 73
St. François Montmagny.....	795 27	Ste. Julie Station.....	297 49
St. François Xavier de Brompton.....	644 24	St. Just de Bretenières.....	308 33
St. Frédéric.....	453 69	St. Just du Lac.....	262 50
St. Gabriel de Brandon.....	2,764 48	St. Justin Maskinongé.....	823 16
St. Gabriel de Rimouski.....	524 68	Ste. Justine de Newton.....	1,013 08
St. Gabriel Est.....	404 39	Ste. Justine Station.....	213 36
St. Gédéon.....	755 01	St. Lambert de Levis.....	571 37
St. Gédéon de Beauce.....	630 06	St. Laurent d'Orleans.....	463 90
St. Gédéon Station.....	451 32	St. Lazare Village.....	399 53
Ste. Geneviève de Batiscan.....	1,516 70	St. Léandre.....	245 16
Ste. Geneviève de Pierreville.....	986 72	St. Léon Maskinongé.....	638 30
St. George Beauce.....	1,521 52	St. Léonard d'Aston.....	1,243 51
St. George de Champlain.....	353 93	St. Léonard de Portneuf.....	458 54
St. George de Windsor.....	695 31	St. Léon le Grand.....	981 49
St. Georges Est.....	6,481 25	St. Liboire.....	690 46
St. Gérard.....	908 74	St. Liguori.....	289 90
St. Gérard d'Yamaska.....	291 82	St. Lin.....	1,636 97
St. Germain de Grantham.....	1,166 74	St. Louis de Courville.....	974 36

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF QUEBEC—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
St. Louis de Gonzague.....	698 38	St. Rémi d'Amherst.....	691 48
St. Louis du Ha Ha.....	783 64	St. Rémi de Tingwick.....	394 43
Ste. Louise.....	676 02	St. Robert.....	361 59
Ste. Luce.....	275 76	St. Roch de Richelieu.....	588 40
Ste. Lucie de Beaugard.....	320 10	St. Roch des Aulnaies.....	557 33
Ste. Lucie de Doncaster.....	216 32	St. Roch l'Achigan.....	927 39
St. Lucien.....	218 10	St. Romain.....	277 02
St. Ludger.....	1,094 86	St. Romuald d'Etchemin.....	1,890 39
St. Ludger Rivière du Loup.....	1,796 71	St. Rosaire.....	730 30
Ste. Madeleine.....	2,327 32	Ste Rosalie.....	739 82
St. Magloire.....	628 03	Ste. Rose.....	1,258 76
St. Malachie.....	1,257 12	Ste. Rose de Lima.....	630 85
St. Malo.....	822 60	Ste. Rose de Watford.....	564 81
St. Marc.....	464 84	Ste. Rose du Dégelé.....	2,185 89
St. Marc des Carrieres.....	1,706 58	Ste. Sabine.....	160 56
St. Marcel de l'Islet.....	453 32	Ste. Sabine de Bellechasse.....	450 39
St. Marcel de Richelieu.....	246 66	Ste. Sabine Station.....	212 92
Ste. Marguerite de Dorchester.....	566 75	St. Samuel de Gayhurst.....	636 18
Ste. Marie Beauce.....	4,448 90	St. Sauveur des Montagnes.....	550 17
Ste. Marie Salomé.....	252 30	Ste. Scholastique.....	2,003 85
Ste. Marthe.....	364 10	St. Sebastien.....	534 83
St. Martin Laval.....	325 97	St. Sebastien de Beauce.....	870 41
Ste. Martine.....	811 42	St. Siméon Charlevoix.....	554 10
St. Mathias.....	1,362 47	St. Siméon de Bonaventure.....	721 96
St. Mathieu, Rimouski.....	457 23	St. Simon de Bagot.....	515 59
St. Mathieu de Laprairie.....	188 23	St. Simon de Rimouski.....	745 34
St. Maurice.....	782 79	St. Sixte.....	210 16
Ste. Mélanie.....	282 03	Ste. Sophie de Lacorne.....	352 25
St. Michel de Bellechasse.....	922 06	Ste. Sophie de Levrard.....	828 61
St. Michel de Napierville.....	189 35	St. Sophie de Mégantic.....	507 27
St. Michel de Rougemont.....	621 21	St. Stanislas de Champlain.....	1,289 84
St. Michel des Saints.....	1,196 63	St. Stanislas de Kostka.....	306 28
St. Moïse.....	434 82	St. Sylvestre.....	443 37
St. Moïse Station.....	1,075 09	St. Sylvestre.....	1,095 51
Ste Monique de Nicolet.....	658 36	St. Telephore.....	381 90
Ste. Monique des Deux Montagnes.....	237 84	Ste. Thècle.....	1,325 66
St. Narcisse.....	1,079 15	Ste. Thècle Station.....	772 33
St. Nazaire.....	472 97	St. Théodore.....	323 51
St. Nazaire de Chicoutimi.....	381 97	St. Théodore d'Acton.....	363 43
St. Nicholas.....	246 25	St. Théophile.....	428 75
St. Nicholas Station.....	306 89	Ste. Thérèse de Blainville.....	4,522 11
St. Norbert, Berthier.....	381 36	St. Thomas de Joliette.....	383 68
St. Norbert d'Arthabaska.....	339 04	St. Timothée.....	578 35
St. Octave.....	832 16	St. Tite.....	3,257 84
St. Odilon.....	381 32	St. Tite des Caps.....	522 15
St. Omer.....	639 69	St. Ubalde.....	1,117 48
St. Ours.....	1,240 66	St. Ulric.....	1,291 42
St. Pacôme.....	1,890 02	St. Urbain de Charlevoix.....	618 35
St. Pamphile.....	1,628 66	St. Urbain de Châteauguay.....	469 22
St. Pascal.....	3,365 11	St. Ursule.....	921 69
St. Paul de Chester.....	514 99	St. Valentin.....	345 63
St. Paul du Buton.....	682 28	St. Valérie.....	376 08
St. Paulin.....	1,045 25	St. Valérien de Rimouski.....	395 81
St. Paul l'Ermite.....	320 99	St. Vallier.....	531 08
Ste. Perpète.....	458 04	St. Vallier Station.....	337 27
Ste Pétronille.....	262 01	Ste. Véronique.....	364 94
St. Philemon.....	521 89	St. Vianney.....	461 04
St. Philippe d'Argenteuil.....	442 08	Ste. Victoire.....	284 08
St. Philippe de Laprairie.....	636 27	St. Victor de Tring.....	1,483 94
St. Philippe de Néri.....	739 96	St. Vincent de Paul.....	1,648 93
Ste. Philomène.....	416 76	St. Wenceslas.....	500 05
Ste. Philomène de Fortierville.....	1,008 98	St. Zacharie.....	2,963 37
St. Pie.....	2,079 72	St. Zénon.....	531 34
St. Pierre Baptiste.....	300 90	St. Zéphirin.....	626 74
St. Pierre les Bequets.....	759 10	St. Zotique.....	238 41
St. Pierre Montagny.....	528 55	Sabrevois.....	320 04
St. Placide.....	363 03	Sacré Coeur.....	471 86
St. Polycarpe.....	2,041 71	Sandy Beach Centre.....	304 90
St. Prime.....	928 96	Sanatorium du Lac Edouard.....	1,123 29
St. Prosper.....	771 89	Sault au Mouton.....	525 59
St. Prosper de Dorchester.....	1,168 46	Sawyerville.....	2,103 38
St. Raphaël Bellechasse.....	1,167 86	Sayabec.....	1,005 99
St. Raymond.....	3,323 12	Sayabec Station.....	3,316 13
St. Rémi.....	3,593 59	Scotstown.....	2,855 33

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF QUEBEC—Concluded

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Scott Junction.....	1,049 86	Trois Rivières—Con.	
Senneterre.....	1,618 75	Sub Office No. 1.....	9,063 20
Seven Islands.....	598 35	Sub-Office No. 2.....	4,582 64
Shawbridge.....	1,035 56	Sub-Office No. 3.....	133 22
Shawinigan Falls.....	*24,428 76	Sub-Office No. 4.....	323 55
*Divided as follows:—		Sub-Office No. 5.....	220 73
Head Office.....	22,513 44	Ulverton.....	242 98
Sub-Office No. 1.....	1,915 32	Upper Bedford.....	1,708 82
Shawville.....	4,426 72	Upper Melbourne.....	416 57
Sheenborough.....	470 72	Upton.....	1,132 00
Sherbrooke.....	*105,455 53	Val Barrette.....	832 95
*Divided as follows:—		Val Brilliant.....	2,395 44
Head Office.....	57,825 78	Valcourt.....	1,318 36
Sub-Office No. 1.....	7,964 59	Val David.....	445 59
Sub-Office No. 2.....	12,708 22	Val des Bois.....	279 32
Sub-Office No. 3.....	5,691 88	Val Jalbert.....	584 96
Sub-Office No. 4.....	19,781 05	Valée Junction.....	736 80
Sub-Office No. 5.....	1,484 01	Valleyfield.....	13,059 57
Sherrington.....	395 25	Valmorin.....	588 40
Shigawake.....	376 24	Val Quesnel.....	601 21
Sillery.....	523 09	Valracine.....	314 58
Sixteen Island Lake.....	633 40	Val Tetreau.....	419 89
Sorel.....	12,001 89	Varenes.....	1,024 49
South Bolton.....	283 74	Vaudreuil.....	1,470 50
South Durham.....	2,151 53	Vaudreuil Station.....	1,797 12
South Roxton.....	391 23	Venosta.....	394 88
South Stukely.....	614 93	Verchères.....	1,043 91
Spring Hill.....	432 66	Victoriaville.....	15,097 07
Squatteck.....	472 18	Viger.....	734 12
Stanbridge East.....	889 65	Village Blier.....	762 36
Stanbridge Station.....	343 32	Village des Aulnaies.....	417 25
Standon.....	567 09	Village Richelieu.....	701 31
Stanstead.....	3,510 35	Ville Marie.....	3,034 21
Stoke Centre.....	725 73	Villemontel.....	1,372 96
Stornoway.....	454 53	Villeroiv.....	371 66
Stratford Centre.....	427 78	Vimy Ridge Mine.....	416 35
Sully.....	562 65	Vinton.....	373 63
Sunny Bank.....	282 38	Wakefield.....	1,503 21
Sutton.....	5,168 01	Waltham Station.....	700 06
Sutton Junction.....	703 42	Warden.....	1,311 35
Sweetsburg.....	1,124 41	Warwick.....	2,840 25
Tadoussac.....	1,638 96	Waterloo.....	5,928 75
Taillon.....	608 47	Waterville.....	1,816 47
Taschereau.....	2,609 93	Way's Mills.....	326 74
Terrebonne.....	4,299 37	Weedon.....	1,524 10
Thetford Mines.....	*17,898 79	Weir.....	676 83
*Divided as follows:—		West Brome.....	546 39
Head Office.....	15,757 12	West Broughton.....	518 18
Thetford Mines Sud.....	380 76	West Junction.....	320 60
Thetford Mines West.....	1,760 91	West Shefford.....	1,109 25
Thurso.....	3,591 35	Wickham West.....	1,710 26
Tikuape.....	700 20	Windsor.....	3,440 78
Timiskaming Station.....	8,353 53	Windsor East.....	1,369 91
Tingwick.....	659 05	Woburn.....	519 42
Tomifobia.....	488 40	Wolfestown.....	306 74
Tourelle.....	459 75	Wotton.....	1,141 26
Tourville.....	961 46	Wright.....	379 74
Trenholme.....	260 24	Wyman.....	453 32
Tring Junction.....	991 58	Yamachiche.....	1,457 66
Trois Pistoles.....	4,718 74	Yamaska.....	474 12
Trois Rivières.....	*68,323 20	Yamaska Est.....	362 93
Divided as follows:—		Non-Accounting Post Offices.....	138,027 36
Head Office.....	53,999 86		
			6,743,229 27

PROVINCE OF NOVA SCOTIA

Advocate Harbour.....	973 51	Amirault Hill.....	183 01
Afton.....	386 43	Annapolis Royal.....	6,626 07
Amherst.....	*30,476 65	Antigonish.....	12,545 40
*Divided as follows:—		Arcadia.....	428 53
Head Office.....	29,301 41	Arichat.....	1,703 01
Sub Office No. 1.....	770 56	Athol.....	252 07
Sub-Office No. 2.....	404 68	Auburn.....	504 58

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF NOVA SCOTIA—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Avonport Station.....	484 67	Economy.....	474 70
Aylesford.....	3,061 67	Eel Brook.....	292 94
Baddeck.....	2,773 17	Elderbank.....	523 87
Bailey's Brook.....	195 27	Ellershouse.....	525 55
Barrington.....	1,905 86	Elmsdale Hants.....	1,218 09
Barrington Passage.....	1,273 66	Enfield.....	765 07
Barss' Corners.....	932 63	Englishtown.....	317 95
Barton.....	364 57	Eureka.....	1,045 83
Bass River.....	1,260 14	Falmouth.....	662 12
Bear River, Digby.....	3,659 95	Five Islands.....	620 49
Bedford.....	2,921 67	Florence.....	1,541 26
Belleville.....	269 95	Forties Settlement.....	262 56
Belliveau Cove.....	659 97	Frankville.....	412 31
Belmont.....	633 47	Freeport.....	1,153 78
Berwick.....	5,078 54	Frizzleton.....	478 90
Bible Hill.....	1,097 91	Gabarouse.....	424 00
Big Bras D'Or.....	258 10	Gaspereaux.....	1,407 90
Bill Town.....	234 21	Gay's River.....	260 47
Birch Grove.....	699 56	Glace Bay.....	18,343 13
Blandford.....	402 47	Glenholme.....	369 43
Block House.....	455 07	Glenwood.....	152 61
Boylston.....	734 87	Goldboro.....	741 10
Bridgeport.....	809 62	Gold River.....	244 75
Bridgetown.....	7,319 07	Grand Etang.....	649 03
Bridgeville.....	193 24	Grand Narrows.....	258 62
Bridgewater.....	15,247 53	Grand Pré.....	743 63
Brighton.....	187 79	Grand River.....	426 73
Brookfield, Colechester.....	1,019 64	Granville Centre.....	397 02
Brooklyn, Queens.....	566 31	Granville Ferry.....	1,966 55
Caledonia, Queens.....	1,779 48	Great Village.....	1,687 90
Caledonia Mines.....	2,212 14	Greenfield.....	329 93
Cambridge Station.....	545 94	Greenville Station.....	163 15
Canning.....	3,913 29	Greenwich.....	932 36
Canso.....	5,301 98	Guysborough.....	2,825 60
Cape North.....	429 67	Half Island Cove.....	214 93
Cape St. Mary.....	155 79	Halifax.....	*437,154 78
Carleton.....	621 96		
Centre Burlington.....	352 97	*Divided as follows:—	
Centreville, Kings.....	657 81	Head Office.....	278,099 86
Chester.....	4,163 48	Dartmouth Postal Station.....	13,388 28
Chester Basin.....	935 77	Sub Office No. 2.....	6,332 61
Cheticamp.....	1,631 36	Sub Office No. 3.....	2,327 00
Cheverie.....	478 50	Sub-Office No. 4.....	17,403 24
Chignecto.....	227 60	Sub-Office No. 5.....	5,783 39
Christmas Island.....	359 56	Sub-Office No. 6.....	87,566 00
Church Point.....	1,153 17	Sub-Office No. 6A.....	974 77
Clarke's Harbour.....	1,941 14	Sub-Office No. 7.....	6,066 56
Clementsport.....	961 22	Armdale.....	3,726 46
Clementsvale.....	450 01	Fairview Station.....	937 00
Cleveland.....	322 52	North End.....	14,549 61
Clyde River.....	472 47	Hampton.....	471 42
Cold Brook Station.....	350 26	Hantsport.....	2,767 29
Collingwood Corner.....	574 47	Harbourville.....	191 25
Conquerall Banks.....	299 26	Havre Boucher.....	620 28
Cross Roads, Country Harbour.....	409 74	Hazel Hill.....	987 18
Curry's Corner.....	511 82	Head of Jeddore.....	227 08
Dayspring.....	435 44	Head of St. Margaret's Bay.....	372 55
Debert Station.....	888 44	Heatherton.....	483 59
Deep Brook.....	1,074 99	Hebron.....	1,153 92
Denmark.....	607 09	Hemford.....	444 01
D'Escousse.....	704 03	Hempwell.....	1,144 60
Digby.....	8,966 55	Hortonville.....	364 88
Diligent River.....	317 21	Hubbards.....	1,300 16
Dominion No. 4.....	1,295 22	Imperoyal.....	604 89
Dominion No. 6.....	946 22	Ingonish.....	345 62
Dublin Shore.....	286 14	Ingramport.....	304 92
Earlton.....	182 77	Inverness.....	5,110 90
East Apple River.....	383 15	Iona.....	586 01
East Erinville.....	126 26	Isaac's Harbour.....	524 12
East La Have.....	320 66	Joggin Mines.....	2,023 20
East Port Medway.....	222 21	Jordan Falls.....	431 71
East Pubnico.....	301 30	Judique North.....	203 14
East River St. Mary's.....	180 75	Kempt.....	327 46
East Southampton.....	315 51	Kemptville.....	671 11
		Kennetcook Corner.....	672 55

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF NOVA SCOTIA—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Kentville.....	17,820 97	New Glasgow.....	34,686 83
Kingsport.....	562 82	New Harbour.....	251 58
Kingston.....	2,019 33	Newport.....	1,235 51
La Have.....	1,016 39	Newport Landing.....	356 68
Lantz Siding.....	364 10	New Ross.....	919 23
L'Ardoise.....	555 15	New Waterford.....	8,328 96
Larry's River.....	309 23	Nictaux Falls.....	371 81
Lawrencetown.....	2,616 83	Noel.....	758 39
Lequille.....	437 90	North Brookfield.....	327 66
Liscombe.....	455 25	North East Harbour.....	228 57
Little Bras D'Or.....	172 32	North Lochaber.....	682 95
Little Bras D'Or Bridge.....	730 40	Northport.....	642 96
Little Brook.....	436 74	North Range Corner.....	261 06
Little River Digby.....	595 96	North Sydney.....	17,852 59
Liverpool.....	8,317 69	Old Barns.....	533 22
Lochaber.....	160 67	Old Bridgeport.....	2,793 10
Lockeport.....	2,268 77	Oldham.....	404 71
Londonderry.....	1,046 19	Orangedale.....	711 66
Louisburg.....	2,379 78	Oxford.....	5,553 51
Louisdale.....	407 21	Oxford Junction.....	547 59
Lower Argyle.....	290 43	Paradise.....	970 69
Lower East Pubnico.....	252 24	Parrsboro.....	6,924 00
Lower L'Ardoise.....	364 39	Petite de Grat Bridge.....	417 98
Lower Wood Harbour.....	870 81	Petite Rivière Bridge.....	831 51
Lunenburg.....	12,296 51	Pictou.....	12,737 59
Lydgate.....	239 92	Pictou Landing.....	289 02
Lyon's Brook.....	338 22	Plympton.....	330 16
McGray.....	130 15	Point Tupper.....	739 49
McKay's Corner.....	320 42	Pomquet.....	204 96
Mabou.....	1,260 27	Port Bickerton.....	258 87
Macean.....	1,125 34	Port Clyde.....	380 34
Mahone Bay.....	4,320 70	Port Dufferin.....	572 00
Main-a-Dieu.....	378 95	Port George.....	311 87
Maitland Bridge.....	372 50	Port Greville.....	902 20
Maitland Hants.....	1,073 11	Port Hastings.....	672 45
Malagash.....	1,005 63	Port Hawkesbury.....	3,014 66
Marble Mountain.....	205 94	Port Hood.....	1,795 48
Margaree Forks.....	637 96	Port Hood Island.....	266 66
Margaree Harbour.....	653 51	Port Howe.....	397 57
Margaretsville.....	498 62	Port La Tour.....	328 03
Marie Joseph.....	424 18	Port Lorne.....	315 90
Marion Bridge.....	233 60	Port Maitland.....	969 46
Martin's Point.....	238 83	Port Medway.....	559 39
Martin's River.....	316 19	Port Morien.....	1,263 28
Meadowville Station.....	550 95	Port Mouton.....	706 18
Melvorn Square.....	601 31	Port Williams.....	1,797 94
Merigomish.....	664 92	Prospect.....	192 63
Meteghan.....	888 30	Pubnico.....	733 05
Meteghan River.....	890 96	Pugwash.....	3,284 22
Meteghan Station.....	612 91	Pugwash Junction.....	388 82
Middle Musquodoboit.....	1,780 91	Queensport.....	481 38
Middle Stewiacke.....	306 18	Quinan.....	76 99
Middleton, Annapolis.....	6,963 83	Reserve Mines.....	1,842 78
Middle West Pubnico.....	331 57	River Bourgeois.....	387 17
Midville Branch.....	126 56	River Deny's Station.....	354 56
Milford Station.....	808 95	River Hébert.....	2,691 06
Milville, Kings.....	307 69	River John.....	2,557 73
Mill Village.....	723 75	River Philip.....	338 61
Milton.....	1,436 43	Riverport.....	1,059 82
Monastery.....	513 28	Rockdale.....	222 96
Morden.....	133 54	Rockingham Station.....	1,119 94
Moser's River.....	512 93	Rose Bay.....	514 98
Mosherville.....	215 64	Roseway.....	208 94
Mount Denison.....	269 76	Round Hill.....	473 87
Mount Uniacke.....	542 62	St. Andrews.....	399 38
Mulgrave.....	3,204 39	Ste. Croix.....	332 96
Musquodoboit Harbour.....	1,463 01	St. Peter's.....	2,198 02
Nappan Station.....	522 46	Sable River West.....	398 69
Necum Teuch.....	267 96	Salmon River, Digby.....	459 49
Neil's Harbour.....	316 70	Sandy Cove.....	553 30
New Aberdeen.....	3,494 20	Sandy Point.....	334 92
New Albany.....	240 54	Saulnierville.....	298 25
New Campbellton.....	210 86	Saulnierville Station.....	229 31
New Germany.....	1,923 76	Scotch Village.....	496 11

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF NOVA SCOTIA—Concluded

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Scotsburn.....	1,387 28	Tiverton.....	898 71
Scotsville.....	217 48	Torbrook Mines.....	274 37
Seabright.....	234 81	Tracadie.....	448 43
Shag Harbour.....	458 66	Trenton.....	3,272 25
Sheet Harbour.....	2,190 41	Truro.....	52,999 36
Shelburne.....	4,816 19	Tusket.....	767 08
Sherbrooke.....	1,867 93	Upper Kennetcook.....	383 16
Shinimecas Bridge.....	366 03	Upper Musquodoboit.....	1,107 78
Ship Harbour.....	452 80	Upper Port La Tour.....	222 73
Shubenacadie.....	3,190 43	Upper Stewiacke.....	1,250 34
Smith's Cove.....	827 31	Wallace.....	1,459 64
Somerset.....	722 58	Wallace Bridge.....	300 40
Sonora.....	871 13	Walton.....	1,002 39
Southampton.....	326 69	Waterville.....	1,790 62
South Brookfield.....	453 38	Waverley.....	270 36
South Farmington.....	211 21	Wedgeport.....	499 66
South Gut of St. Ann's.....	140 64	Wentworth Centre.....	183 45
South Maitland.....	398 18	West Arichat.....	658 49
South Ohio.....	742 27	West Bay.....	376 03
South River Lake.....	107 82	West Branch, River John.....	277 43
Springfield.....	1,078 75	Westchester Station.....	877 45
Springhill.....	13,404 72	West Dublin.....	448 16
Springhill Junction.....	460 47	Western Shore.....	566 20
Spry Bay.....	309 50	West Gore.....	392 19
Stellarton.....	10,707 82	West La Have.....	296 61
Stewiacke.....	2,655 18	Westport.....	1,122 72
Strathlorne.....	149 38	West Pubnico.....	414 06
Summerville.....	330 01	West River Station.....	508 66
Sunnybrae.....	437 70	Westville.....	6,709 69
Surette Island.....	189 83	Weymouth.....	3,115 46
Sydney.....	*64,087 59	Weymouth North.....	662 62
*Divided as follows:—		Whitehead.....	459 24
Head Office.....	53,373 67	Whycocomagh.....	1,190 95
Ashby.....	2,407 35	Williamsdale East.....	77 34
Sydney Subway.....	5,831 11	Wilmot Station.....	828 13
Whitney Pier.....	2,475 46	Windsor.....	16,941 26
Sydney Mines.....	10,324 31	Windsor Forks.....	352 16
Tancook Island.....	434 79	Windsor Junction.....	370 78
Tangier.....	464 01	Wolfville.....	12,771 35
Tatamagouche.....	3,611 43	Yarmouth.....	25,888 59
Thomson Station.....	491 69	Yarmouth North.....	2,253 37
Thorburn.....	1,411 47	Yarmouth South.....	2,191 46
Three Mile Plains.....	437 62	Non-accounting Post Offices.....	111,383 60
Tidnish.....	201 09		
			1,288,670 80

PROVINCE OF NEW BRUNSWICK

Adamsville.....	197 64	Blissfield.....	187 63
Albert.....	1,227 63	Bloomfield Station.....	699 14
Alma.....	785 36	Boiestown.....	1,422 19
Anagance.....	589 15	Brest.....	111 91
Andover.....	938 77	Bristol.....	1,178 07
Apohaqui.....	1,278 75	Brown's Flats.....	402 39
Aroostook Junction.....	1,136 56	Buctouche.....	2,260 53
Arsenault Siding.....	170 31	Burnsville.....	506 37
Arthurette.....	525 13	Burnt Church.....	361 25
Atholville.....	752 88	Burt's Corner.....	771 08
Back Bay.....	320 90	Butternut Ridge.....	1,390 44
Baie Verte.....	575 27	Cambridge.....	460 97
Baker Brook.....	499 90	Campbellton.....	21,809 47
Balmoral.....	382 15	Canaan Station.....	141 41
Barnaby River.....	355 63	Canterbury Station.....	1,679 26
Bass River.....	331 68	Cape Bald.....	498 91
Bath.....	2,347 76	Cape Tormentine.....	702 38
Bathurst.....	12,514 28	Caraget.....	2,682 35
Bayfield.....	945 27	Castalia.....	475 96
Beaver Harbour.....	487 70	Centreville.....	2,462 03
Beechwood.....	154 40	Chamcook.....	355 62
Belleisle Creek.....	869 06	Charlo Station.....	557 15
Benton.....	482 23	Chatham.....	12,645 76
Black Point.....	239 51	Chatham Head.....	186 32
Blackville.....	1,580 82	Chipman.....	3,431 02

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF NEW BRUNSWICK—Continued

Name of Office	Revenue	Name of Office	Revenue
	\$ cts.		\$ cts.
Clair.....	632 85	Lower Caraquet.....	429 52
Clifton Kings.....	639 16	Lower Hainesville.....	536 34
Cocagne.....	272 37	Lower Southampton.....	1,115 61
Cody's.....	1,037 54	Ludlow.....	311 29
Coldstream.....	534 98	McAdam Junction.....	4,512 76
Cole's Island.....	563 49	Marysville.....	2,526 53
College Bridge.....	585 97	Maugerville.....	426 14
Collette.....	199 01	Melrose.....	443 04
Collina.....	436 80	Memramcook.....	787 73
Corn Hill.....	143 49	Middle Caraquet.....	266 65
Cross Creek.....	902 06	Middle Sackville.....	907 32
Cumberland Bay.....	583 29	Midgie Station.....	340 01
Dalhousie.....	4,208 87	Millerton.....	728 24
Debec.....	1,390 68	Milltown.....	2,887 18
Derby.....	193 64	Millville.....	1,212 19
Doaktown.....	2,186 10	Minto.....	2,615 09
Dorchester.....	2,276 39	Miscou Centre.....	215 83
Douglas Harbour.....	139 21	Moncton.....	*482,578 82
Douglastown.....	1,414 59		
Durham Bridge.....	477 41	*Divided as follows:—	
Durham Centre.....	567 31	Head Office.....	423,474 80
East Bathurst.....	795 11	Sub-Office No. 1.....	47,898 11
East Florenceville.....	2,050 26	Sub-Office No. 2.....	5,690 55
East St. John.....	4,738 73	Sub-Office No. 3.....	349 00
Edgett's Landing.....	479 68	Sub-Office No. 4.....	242 00
Edmundston.....	14,448 73	Sub-Office No. 5.....	946 15
Eel River Crossing.....	798 84	Sub-Office No. 6.....	962 67
Elgin.....	1,324 20	Sub-Office No. 7.....	3,015 54
Enniskillen Station.....	345 40	Moore's Mills.....	772 33
Fiarhaven.....	171 82	Mount Carmel.....	205 46
Fairville.....	7,834 54	Mount Pleasant.....	182 20
Five Fingers.....	256 70	Mouth of Keswick.....	631 26
Florenceville.....	1,105 53	Napudogan.....	370 18
Fredericton.....	66,847 64	Narrows.....	238 74
Fredericton Junction.....	1,246 47	Nash Creek.....	593 80
Gagetown.....	1,409 63	Nashwaak Bridge.....	754 34
Glassville.....	845 78	Nashwaaksis.....	739 17
Grand Anse.....	766 60	Nauwigewauk.....	601 16
Grand Falls.....	8,659 41	Neguc.....	455 11
Grand Harbour.....	837 08	Newcastle.....	11,680 34
Great Shemogue.....	317 45	Newcastle Bridge.....	673 78
Green Point.....	472 96	Newcastle Creek.....	302 31
Green River Station.....	760 73	New Mills.....	555 97
Hampstead.....	537 87	North Devon.....	2,088 10
Hampton.....	823 95	North Head.....	1,736 14
Hampton Station.....	2,620 72	Norton.....	2,450 22
Hareourt.....	980 10	Oakpoint.....	237 54
Hartland.....	5,485 57	Oromocto.....	1,214 76
Harvey.....	489 19	Paquetville.....	544 16
Harvey Station.....	1,376 60	Pennfield.....	187 44
Hatfield Point.....	557 02	Pennfield Ridge.....	352 38
Hawkshaw.....	597 14	Penobscis.....	568 05
Hillsborough.....	2,279 97	Perth.....	4,744 66
Hopewell Cape.....	399 70	Petiteodiac.....	2,744 42
Hopewell Hill.....	319 50	Petit Rocher.....	544 18
Hoyt Station.....	683 75	Petit Rocher Nord.....	643 56
Inkerman.....	585 06	Pigeon Hill.....	87 96
Jacquet River.....	1,490 12	Pinder.....	949 70
Jemseg.....	305 40	Plaster Rock.....	3,224 56
Kedgwick.....	1,804 60	Pocologan.....	101 76
Kent Junction.....	361 08	Pointe de Bute.....	367 31
Keswick Ridge.....	212 91	Port Elgin.....	2,881 91
Kilburn.....	285 88	Prime.....	208 21
Kingston, Royal.....	303 75	Prince William.....	526 64
Kouchibouguac.....	318 90	Prince William Station.....	405 54
Lake Baker.....	458 22	Quarryville.....	352 48
Lakeville.....	838 47	Queenstown.....	255 99
Lambertville.....	347 44	Red Bank.....	708 53
Lameque.....	702 02	Renous.....	820 05
Leonardville.....	220 17	Rexton.....	2,027 74
Lepreau.....	1,042 99	Richibucto.....	2,535 80
Little Shemogue.....	537 49	Riley Brook.....	250 88
Loggieville.....	2,035 55	Ripples.....	565 26
Lord's Cove.....	546 72	River Charlo.....	626 22
		River de Chute.....	342 84

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF NEW BRUNSWICK—Concluded

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
River Side.....	729 27	Shediac.....	4,785 73
Rogersville.....	1,600 63	Sheffield.....	224 47
Rolling Dam Station.....	1,266 53	Sheila.....	346 62
Rothesay.....	2,207 54	Shippigan.....	1,283 45
Rusagornis Station.....	292 19	Shives Athol.....	397 52
St. Andrews.....	6,054 75	Siegas.....	354 07
St. Anne de Madawaska.....	517 54	South Branch of St. Nicholas River..	218 19
St. Anne de Bocage.....	188 84	South Devon.....	1,925 75
St. Antoine de Kent.....	449 63	South Nelson.....	921 95
St. Bazil.....	769 51	Springfield Royal.....	349 02
St. Charles.....	208 62	Stanley.....	1,974 67
St. François de Madawaska.....	342 23	Stickney.....	284 21
St. George.....	3,559 08	Stone Haven.....	311 22
St. Isidore.....	332 37	Sunnybrae.....	954 60
St. Jacques.....	402 01	Sussex.....	15,021 01
St. John.....	*247,752 02	Sussex Corner.....	429 99
*Divided as follows:—		Tabucintac.....	653 52
Head Office.....	155,724 25	Taymouth.....	505 72
Sub-Office No. 1.....	3,534 56	The Glades.....	813 27
Sub-Office No. 2.....	5,437 08	Tilley Road.....	278 08
Sub-Office No. 3.....	6,753 49	Tracadie.....	2,246 42
Sub-Office No. 4.....	7,511 89	Tracey.....	623 57
Sub-Office No. 5.....	22,713 51	Upham.....	332 39
Sub-Office No. 6.....	1,585 28	Upper Blackville.....	411 00
Haymarket Square.....	3,549 31	Upper Gagetown.....	314 93
Indiantown.....	3,096 92	Upper Kent.....	495 69
Marsh Bridge.....	1,105 77	Upper Peckmouche.....	390 47
Milledgeville.....	945 00	Upper Sackville.....	899 83
St. John North.....	12,158 43	Upper Woodstock.....	419 76
St. John West.....	9,742 77	Verret.....	91 83
Sand Point Road.....	26 50	Victoria.....	580 65
Union Street.....	13,867 26	Waterside.....	92 85
St. Joseph Westmoreland.....	1,441 84	Welchpool.....	774 92
St. Leolin.....	260 68	Welsford.....	942 16
St. Leonard.....	2,275 87	West Bathurst.....	3,421 30
St. Louis de Kent.....	633 96	Westfield.....	354 47
St. Martin's.....	1,298 41	Whitehead.....	429 80
St. Paul's.....	255 86	Wilson's Beach.....	656 54
St. Quentin.....	2,008 23	Windsor.....	123 05
St. Stephen.....	17,718 57	Wirral.....	284 34
Sackville.....	16,333 52	Woodstock.....	19,560 70
Salisbury.....	1,575 77	Young's Cove Road.....	656 31
Salmonhurst.....	659 38	Zealand Station.....	341 09
Seal Cove.....	888 03	Non-Accounting Post-Offices.....	72,034 29
Shannon.....	554 82		
			1,260,495 44

PROVINCE OF PRINCE EDWARD ISLAND

Albany.....	1,546 38	Elmira.....	615 91
Alberton.....	3,362 20	Elmsdale.....	651 86
Annandale Lot 56.....	343 03	Emerald.....	698 87
Armadales.....	437 09	Fredericton Station.....	432 32
Beaton's Mills.....	357 18	Freetown.....	653 70
Bedecque.....	542 62	French River.....	533 47
Bedford Station.....	263 28	Georgetown.....	1,481 03
Belfast.....	568 90	Hopefield.....	338 12
Bloomfield Station.....	704 91	Howlan.....	502 46
Bonshaw.....	471 54	Hunter's River.....	2,142 31
Breadalbane.....	1,353 30	Kensington.....	3,235 84
Bristol.....	283 45	Kinkora.....	689 16
Cape Traverse.....	125 87	Kinross.....	475 77
Cardigan.....	1,334 63	Miscouche.....	690 67
Carleton Siding.....	990 76	Montague.....	4,996 95
Central Bedecque.....	458 83	Morell.....	966 84
Charlottetown.....	58,636 08	Mount Stewart.....	1,632 17
Clyde River.....	525 00	Murray Harbour.....	1,160 10
Coleman.....	779 91	Murray River.....	1,066 88
Conway Station.....	388 65	New Glasgow.....	263 54
Crapaud.....	542 81	New London.....	526 86
Dundas Centre.....	472 61	New Wiltshire.....	871 44
East Baltic.....	405 81	Northam.....	465 87
Ellerslie.....	567 42	O'Leary Station.....	2,853 08

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF PRINCE EDWARD ISLAND—Concluded

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Peake Station.....	647 79	Stanley Bridge.....	310 92
Piusville.....	658 05	Summerside.....	18,700 68
Portage.....	323 10	Tignish.....	2,684 02
Port Borden.....	756 84	Tyne Valley.....	810 17
Pownall.....	244 12	Vernon Bridge.....	534 81
Princetown.....	677 85	Vernon River.....	366 11
Richmond.....	678 82	Victoria.....	709 26
St. Louis.....	745 61	Wellington Station.....	1,187 98
St. Mary's Road.....	630 81	Wood Islands North.....	268 46
St. Peter's Bay.....	1,492 11	Non Accounting Post Offices.....	4,401 70
Souris East.....	4,283 05		
			144,549 74

PROVINCE OF MANITOBA

Alexander.....	1,659 35	Clandeboye.....	555 69
Alonsa.....	1,418 77	Clan William.....	1,486 97
Altamont.....	948 53	Clear Water.....	1,093 34
Altona.....	3,091 23	Cordova.....	369 73
Amarantli.....	550 35	Coulter.....	494 67
Angusville.....	1,578 44	Crandall.....	1,460 22
Arborg.....	2,271 92	Cromer.....	873 36
Arden.....	1,806 15	Crystal City.....	3,052 27
Argyle.....	419 66	Cypress River.....	2,346 27
Arnaud.....	866 19	Dand.....	860 46
Arnes.....	270 13	Darlingford.....	2,238 97
Arrow River.....	502 35	Dauphin.....	21,207 48
Ashern.....	1,410 52	Decker.....	790 48
Ashville.....	517 60	Deepdale.....	721 74
Austin.....	1,856 75	Deer Horn.....	275 02
Bagot.....	640 69	Deleau.....	745 95
Baldur.....	2,578 64	Deloraine.....	5,708 06
Balmoral.....	911 19	Desford.....	443 39
Bannerman.....	402 86	De Wet.....	190 27
Barrows.....	206 40	Dominion City.....	1,314 16
Basswood.....	1,408 80	Douglas Station.....	774 35
Beaconia.....	406 75	Dropmore.....	618 00
Beaman.....	108 89	Dunrea.....	1,446 05
Beauséjour.....	2,910 60	Durban.....	1,458 61
Beaver.....	283 26	East Selkirk.....	689 26
Bellevue.....	332 98	Ebor.....	541 64
Belmont.....	2,834 46	Eden.....	1,106 83
Benito.....	2,379 00	Edrans.....	646 72
Beresford.....	509 96	Elgin.....	2,302 80
Beulah.....	642 65	Elie.....	865 99
Bield.....	341 09	Elkhorn.....	3,714 60
Binscarth.....	2,885 18	Elm Creek.....	2,308 69
Birch River.....	858 01	Elphinstone.....	1,271 54
Bird's Hill.....	364 57	Elva.....	749 10
Birnie.....	775 29	Emerson.....	4,403 27
Birtle.....	3,958 04	Erickdale.....	2,014 51
Boissevain.....	5,917 45	Erickson.....	1,668 71
Bowsman River.....	3,474 26	Erinview.....	242 59
Bradwardine.....	816 73	Ethelbert.....	1,885 47
Brandon.....	103,208 06	Ewart.....	363 13
Broad Valley.....	517 69	Fairfax.....	472 87
Brookdale.....	1,060 98	Fairford.....	470 29
Broomhill.....	343 31	Fannystelle.....	1,083 04
Brunkild.....	899 32	Firdale.....	247 31
Bruxelles.....	565 84	Fisher Branch.....	1,404 22
Bunelody.....	261 63	Fishing River.....	242 53
Butler Station.....	330 28	Fork River.....	1,101 99
Cameron.....	80 16	Forrest Station.....	427 79
Camper.....	462 56	Fort Garry.....	704 47
Carberry.....	4,397 85	Fort White.....	519 63
Cardale.....	1,018 30	Foxwarren.....	2,606 28
Cardinal.....	359 21	Franklin.....	1,511 56
Carman.....	8,477 16	Gardenton.....	565 46
Carnegie.....	210 84	Garland.....	567 01
Carroll.....	934 73	Garson Quarry.....	562 43
Cartwright.....	2,800 32	Gilbert Plains.....	5,239 24
Chatfield.....	465 51	Gimli.....	2,265 17
		Giroux.....	635 52

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF MANITOBA—Continued

Name of Office	Revenue		Name of Office	Revenue	
	\$	cts.		\$	cts.
Gladstone.....	4,040	35	McAuley.....	1,509	42
Glenboro.....	3,134	44	McConnell.....	558	44
Glencairn.....	354	86	McCreary.....	2,041	91
Glenella.....	1,554	36	MacDonald.....	681	59
Glenora.....	689	82	MacGregor.....	3,127	31
Goodlands.....	1,211	47	Magnet.....	272	42
Grand Clairière.....	398	86	Makaroff.....	706	83
Grand Marais.....	239	04	Makinak.....	1,013	17
Grand View.....	4,807	49	Manitou.....	4,589	83
Graysville.....	741	18	Manson.....	974	87
Great Falls.....	1,516	43	Mariapolis.....	1,183	65
Green Ridge.....	337	48	Marquette.....	646	33
Greenway.....	972	03	Mather.....	1,367	34
Gregg.....	309	02	Matlock.....	355	56
Gretna.....	2,329	01	Mayfield Station.....	257	09
Griswold.....	1,521	13	Medora.....	1,043	56
Gunton.....	449	06	Melita.....	5,327	45
Hadashville.....	275	47	Miami.....	2,159	09
Hamiota.....	3,333	36	Millwood.....	387	09
Harcus.....	160	20	Miniota.....	2,106	17
Harding.....	574	83	Mintonas.....	1,656	07
Hargrave.....	392	52	Minnedosa.....	9,203	28
Harrowby.....	545	13	Minto.....	1,741	17
Harte Station.....	317	38	Moline.....	513	04
Hartney.....	4,599	57	Moorepark.....	521	42
Haskett.....	518	53	Morden.....	8,170	39
Hayfield.....	435	17	Morris.....	2,820	15
Haywood.....	629	98	Moutainside.....	401	05
Headingly.....	1,137	97	Mowbray.....	417	73
Helston.....	328	62	Muir.....	232	64
Herb Lake.....	352	77	Mulvihill.....	704	25
High Bluff.....	883	87	Myrtle.....	695	33
Hilton.....	528	95	Napinka.....	1,929	98
Hodgson.....	866	92	Narcisse.....	360	54
Holland.....	3,207	52	Neelin.....	759	62
Holmfield.....	1,317	63	Neepawa.....	11,171	38
Homewood.....	507	97	Nesbitt.....	1,021	64
Horndean.....	387	24	Newdale.....	2,392	53
Hulton.....	1,568	11	Ninette.....	4,820	91
Ingelow.....	211	16	Ninga.....	1,790	61
Inglis.....	1,556	25	Niverville.....	706	34
Inwood.....	1,151	27	Norgate.....	341	22
Isabella.....	662	48	Notre Dame de Lourdes.....	1,550	47
Janow.....	985	74	Oak Bank.....	571	00
Justice.....	368	25	Oakburn.....	1,912	85
Kaleida.....	421	87	Oak Lake.....	3,165	32
Katrimé.....	339	92	Oak Point.....	644	90
Kawende.....	1,690	31	Oak River.....	1,789	67
Kelloc.....	742	04	Oberon.....	315	54
Kelwood.....	1,685	07	Ochre River.....	1,464	83
Kemnay.....	278	40	Otterburne.....	2,914	00
Kenton.....	1,417	92	Petersfield.....	774	17
Kenville.....	1,153	47	Pettapiece.....	283	34
Keyes.....	495	50	Pierson.....	1,610	94
Killarney.....	6,226	74	Pikwitonei.....	635	04
Kirkella.....	464	68	Pilot Mound.....	3,605	76
Kirkfield Park.....	423	18	Pinawa.....	319	63
Komarno.....	469	08	Pine Falls.....	5,007	52
La Broquerie.....	605	40	Pine River.....	987	43
Lac du Bonnet.....	2,235	93	Piney.....	1,048	76
Langruth.....	1,337	14	Pipestone.....	1,708	27
La Rivière.....	1,614	98	Plumas.....	1,658	50
LaSalle.....	629	83	Plum Coulée.....	2,308	34
Lauder.....	1,559	00	Pointe du Bois.....	626	37
Laurier.....	938	18	Pope.....	306	53
Lavenham.....	511	99	Poplarfield.....	537	43
Lena.....	478	41	Poplar Point.....	882	91
Lenore.....	1,239	97	Portage la Prairie.....	29,317	28
Letellier.....	1,220	84	Purves.....	507	17
Libau.....	432	79	Rapid City.....	3,748	23
Loretto.....	509	41	Rathwell.....	1,771	46
Lowe Farm.....	1,057	37	Reaburn.....	285	08
Lundar.....	1,747	32	Regent.....	644	50
Lyleton.....	1,371	44			

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF MANITOBA—Concluded

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Renwer.....	451 67	Vassar.....	774 77
Reston.....	4,341 02	Victoria Beach.....	672 49
Ridgeville.....	662 55	Virten.....	10,611 48
Riding Mountain.....	598 72	Vista.....	611 59
Rivers.....	2,642 84	Vita.....	974 28
Riverton.....	2,173 30	Wabowden.....	393 24
Roblin.....	4,114 75	Wakopa.....	290 48
Roland.....	3,078 58	Warrenton.....	567 75
Rorketon.....	703 82	Waskada.....	2,845 38
Rosebank.....	588 45	Wawanesa.....	9,068 76
Roseisle.....	758 29	Wellwood.....	1,171 40
Rosenfeld.....	1,079 62	Westbourne.....	1,000 66
Rossburn.....	2,506 54	Wheatland.....	261 26
Rossendale.....	616 36	Whitemouth.....	1,254 71
Routhwaite.....	592 65	Whitewater.....	384 07
Russell.....	5,186 72	Willen.....	442 27
St. Agathe.....	819 34	Winkler.....	3,631 29
St. Alphonse.....	329 30	Winnipeg.....	*3,540,008 84
St. Amélie.....	301 78		
St. Anne des Chènes.....	1,222 66	*Divided as follows:—	
St. Claude.....	1,424 50	Head Office.....	3,095,769 81
St. Elizabeth.....	316 09	Postal Station B.....	22,407 52
St. Eustache.....	283 28	Postal Station C.....	15,510 52
St. Jean Baptiste.....	1,273 88	Postal Station D.....	12,187 42
St. Laurent.....	838 74	Postal Station K.....	7,740 29
St. Lazare.....	854 17	Postal Station L.....	10,254 97
St. Martin's Station.....	490 60	Sub-Office No. 1.....	18,077 67
St. Norbert.....	958 46	Sub-Office No. 2.....	1,489 38
St. Pierre Jolys.....	1,477 54	Sub-Office No. 3.....	26,944 23
St. Rose du Lac.....	1,954 15	Sub-Office No. 4.....	62,374 45
Sandy Lake.....	1,372 21	Sub-Office No. 6.....	13,599 60
Sanford.....	1,050 76	Sub-Office No. 7.....	605 72
Scandinavia.....	108 77	Sub-Office No. 8.....	4,691 16
Selkirk.....	8,663 78	Sub-Office No. 9.....	4,489 55
Shellmouth.....	936 84	Sub-Office No. 10.....	11,040 06
Shoal Lake.....	5,589 59	Sub-Office No. 11.....	3,876 18
Sidney.....	1,217 93	Sub-Office No. 12.....	5,496 45
Sifton.....	3,351 65	Sub-Office No. 13.....	6,032 69
Silverton Station.....	420 88	Sub-Office No. 14.....	6,096 22
Sinclair Station.....	1,150 72	Sub-Office No. 15.....	13,349 24
Snow Flake.....	1,358 92	Sub-Office No. 16.....	2,714 47
Solsgirth.....	1,275 41	Sub-Office No. 17.....	5,659 07
Somerset.....	2,418 47	Sub-Office No. 18.....	5,180 71
Souris.....	8,054 10	Sub-Office No. 19.....	7,902 02
Sperling.....	1,712 59	Sub-Office No. 20.....	4,686 04
Sprague.....	970 41	Sub-Office No. 21.....	10,206 78
Starbuck.....	1,504 28	Sub-Office No. 22.....	7,409 61
Stead.....	532 37	Sub-Office No. 23.....	72,585 02
Steepleck.....	702 90	Sub-Office No. 24.....	3,907 22
Steinbach.....	2,239 93	Sub-Office No. 25.....	1,543 10
Stephensfield.....	268 05	Sub-Office No. 26.....	1,448 93
Stockton.....	690 24	Sub-Office No. 27.....	5,888 79
Stonewall.....	3,995 61	Sub-Office No. 28.....	1,555 23
Stony Mountain.....	867 90	Sub-Office No. 29.....	10,907 93
Strathclair.....	2,716 13	Dickens.....	1,930 03
Stuartburn.....	305 70	East Kildonan.....	550 51
Sundown.....	327 48	Fort Rouge.....	5,305 46
Swan Lake.....	1,885 02	Inkster.....	6,740 48
Swan River.....	6,841 09	Kildonan West.....	1,912 43
Teulon.....	2,479 75	Louise Bridge.....	11,486 71
The Pas.....	13,950 32	Morse Place.....	278 78
Thornhill.....	708 07	Norwood Grove.....	13,883 79
Tilston.....	1,160 34	St. Boniface.....	12,838 42
Tolstoi.....	676 28	St. Vital.....	1,025 28
Toutes Aides.....	286 36	Sturgeon Creek.....	428 90
Trancona.....	5,187 60	Winnipeg Beach.....	1,962 38
Treesbank.....	530 94	Winnipegosis.....	2,806 71
Treherne.....	3,639 41	Wood Bay.....	300 56
Two Creeks.....	519 90	Woodlands.....	697 07
Tyndall.....	665 38	Woodnorth.....	749 76
Ukraina.....	315 68	Woodside.....	158 54
Underhill.....	227 33	Non-Accounting Post Offices.....	22,107 65
Valley River.....	670 84		
			4,259,521 51

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF SASKATCHEWAN

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Abbey.....	2,656 42	Bradwell.....	1,341 37
Aberdeen.....	2,240 71	Brancepeth.....	688 58
Abernethy.....	2,700 58	Bratton.....	425 58
Adanac.....	1,027 97	Bredenbury.....	2,127 53
Admiral.....	2,796 66	Bresaylor.....	498 64
Alameda.....	2,917 47	Bridgeford.....	760 25
Albertville.....	385 24	Briercrest.....	1,998 36
Alida.....	1,230 06	Broadacres.....	805 60
Allan.....	2,728 36	Broadview.....	4,696 88
Alsask.....	3,389 44	Brook.....	2,089 21
Amazon.....	471 62	Broderick.....	2,297 04
Amsterdam.....	276 40	Bromhead.....	2,131 28
Amulet.....	1,117 98	Brooksby.....	1,216 64
Anerley.....	605 01	Browning.....	620 23
Aneroid.....	3,941 12	Brownlee.....	1,698 05
Anglia.....	935 48	Bruno.....	3,814 89
Annaham.....	606 13	Buchanan.....	3,312 85
Antelope.....	765 34	Bulyea.....	1,931 20
Antler.....	1,748 42	Burstall.....	1,790 69
Arborefield.....	604 31	Buttress.....	285 12
Archerwill.....	617 19	Cabri.....	5,363 46
Arcola.....	5,350 24	Cadillac.....	3,096 41
Ardath.....	1,401 86	Calder Station.....	1,912 65
Ardill.....	642 85	Candiac Station.....	1,203 25
Argo.....	222 96	Cando.....	1,135 30
Arnley.....	1,013 02	Canora.....	6,673 46
Arran.....	1,628 36	Cantuar.....	520 55
Artland.....	922 54	Canuck.....	394 95
Asquith.....	2,782 96	Canwood.....	2,655 40
Assiniboia.....	12,407 24	Cardross.....	414 22
Atwater.....	1,087 21	Carievale.....	1,718 35
Avonhurst.....	499 69	Carlton.....	582 58
Avonlea.....	3,065 65	Carlyle.....	4,266 64
Aylesbury.....	1,932 05	Carmel Station.....	1,075 60
Bagley.....	436 43	Carmichael.....	1,076 97
Baildon.....	314 68	Carnduff.....	4,936 90
Balcarres.....	4,165 12	Caron.....	1,736 67
Baldwinton.....	721 62	Carruthers.....	816 73
Balgonie.....	1,506 50	Cavell.....	647 20
Bangor.....	1,136 82	Cedoux.....	1,065 83
Barbour.....	167 78	Central Butte.....	2,490 97
Baring.....	336 99	Ceylon Station.....	2,675 07
Bateman.....	1,845 47	Chamberlain.....	1,634 20
Battleford.....	8,231 10	Chaplin.....	2,299 80
Battrum.....	1,213 36	Charlotte.....	44 30
Bayard Station.....	518 39	Chipperfield.....	243 38
Beadle.....	637 60	Churchbridge.....	1,706 14
Beatty.....	1,315 04	Clair.....	1,387 27
Beaufield.....	322 03	Clavet.....	516 66
Beaver Flat.....	238 98	Claybank.....	1,013 44
Bechard.....	422 27	Claydon.....	575 97
Beechy.....	2,226 45	Cleaves.....	512 53
Belle Plaine.....	820 47	Chimax.....	2,349 91
Bender.....	679 14	Cloan.....	247 65
Bengough.....	3,958 93	Clouston.....	326 06
Benson.....	1,076 76	Cochin.....	257 35
Bethune.....	2,630 64	Coderre.....	1,483 75
Beverley Station.....	528 85	Codette Station.....	1,834 43
Bienfait.....	2,887 22	Coleville.....	1,154 00
Biggar.....	10,767 14	Colfax.....	1,032 26
Big River.....	2,089 27	Colgate.....	1,253 48
Birch Hills.....	3,559 55	Colonsay.....	2,327 57
Birmingham.....	303 45	Congress.....	1,323 11
Birsay.....	1,733 92	Conquest.....	3,091 82
Bjorkdale.....	204 80	Constance.....	399 83
Bladworth.....	2,095 66	Consul.....	1,063 95
Blaine Lake.....	3,647 48	Coppen.....	377 62
Blucher.....	875 95	Corinne.....	431 22
Blumenhof.....	806 73	Corning.....	1,106 99
Boharm.....	588 39	Coronach.....	1,669 09
Borden.....	2,506 51	Courval.....	257 73
Bounty.....	1,201 14	Craig.....	4,802 36
Braeken.....	1,612 37	Crane Valley.....	1,411 41
Braddock.....	427 76	Craven.....	1,351 18

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF SASKATCHEWAN—Continued

Name of Office	Revenue		Name of Office	Revenue	
	\$	cts.		\$	cts.
Creelman.....	2,838	11	Eston.....	4,018	33
Crestwynd.....	727	60	Estuary.....	612	66
Crichton.....	627	71	Ethelton.....	217	66
Crooked River.....	776	74	Ettington.....	436	21
Cudworth.....	3,448	58	Evesham.....	1,477	59
Cupar.....	4,139	26	Expanse.....	1,092	25
Cut Knife.....	2,657	35	Eyebrow.....	1,990	76
Cymric.....	925	98	Eyre.....	354	81
Dafoe.....	1,824	65	Fairholme.....	390	60
Dahinda.....	791	48	Fairlight Station.....	1,481	37
Dalmeny.....	1,035	36	Fairmount Station.....	759	21
Dana.....	714	94	Fenton.....	476	44
D'Arcy Station.....	1,039	11	Fenwood.....	1,200	95
Darmody.....	728	95	Fertile.....	339	92
Davidson.....	5,743	73	Fielding.....	1,437	51
Davin.....	510	57	Fife Lake.....	997	05
Davis.....	1,141	16	Fillmore.....	2,859	22
Daylesford.....	509	54	Findlater.....	1,180	97
Daysville.....	168	49	Fiske.....	1,200	68
Debden.....	1,312	78	Flaxcombe.....	1,597	23
Delisle.....	3,034	03	Fleming.....	1,859	06
Delmas.....	1,005	88	Foam Lake.....	4,620	84
Demaine.....	1,334	76	Forgan.....	821	84
Dendron.....	239	96	Forget.....	1,768	34
Denholm.....	1,308	74	Fort Pitt.....	194	27
Denzil.....	2,865	43	Fort Qu'Appelle.....	3,109	30
Dewar Lake.....	511	36	Forward.....	701	56
Dilke.....	1,225	93	Fosston.....	781	27
Dinsmore.....	2,553	34	Fox Valley.....	2,086	09
Disley.....	857	03	Francis.....	1,840	70
Dodsland.....	2,258	06	Freemont.....	646	35
Dollard.....	1,513	33	Frenchville.....	207	55
Domremy.....	1,687	00	Frobisher.....	1,749	12
Donavon.....	855	50	Frontier.....	1,100	83
Donwell.....	349	22	Froude.....	809	71
Drake.....	2,004	92	Fry's.....	471	39
Drinkwater.....	1,736	13	Furness.....	16	81
Driver.....	739	10	Fusilier.....	1,057	06
Druid.....	1,014	70	Gainsborough.....	2,421	19
Dubue.....	2,084	64	Galilee.....	237	97
Duck Lake.....	2,169	29	Gallivan.....	467	69
Duff.....	995	65	Gerald.....	842	90
Dumas.....	474	54	Gibbs.....	671	36
Dummer.....	1,089	13	Gilroy.....	689	04
Dunblane.....	2,066	65	Girvin.....	2,098	09
Dundurn.....	2,628	35	Glaslyn.....	540	82
Dunfermline.....	345	35	Glasvein.....	312	84
Dunkirk.....	670	86	Glenavon.....	1,991	30
Dunlop.....	178	78	Glenbush.....	816	07
Duval.....	1,949	34	Glen Ewen.....	1,858	69
Dysart.....	2,519	78	Glenside.....	2,439	70
Earl Grey.....	2,938	52	Glidden.....	1,539	78
East Anglia.....	138	63	Goodeve.....	1,936	96
East End.....	4,079	88	Goodwater.....	1,222	31
Eatonia.....	2,415	79	Gorlitz.....	444	82
Ebenezer.....	625	08	Gouverneur.....	756	94
Echo.....	388	19	Govan.....	4,928	17
Edam.....	2,391	90	Govenlock.....	526	30
Edenwold.....	1,303	98	Grainland.....	424	77
Edfield.....	274	21	Grand Coulée.....	541	75
Edgeley.....	709	17	Grandora.....	254	66
Elbow.....	2,945	29	Gravelbourg.....	8,626	03
Eldersley.....	1,686	75	Gray.....	993	55
Eldred.....	262	33	Grayson.....	1,926	70
Elfros.....	3,116	60	Great Deer.....	292	27
Elrose.....	2,636	06	Greenan.....	344	69
Elstow.....	1,703	51	Grenfell.....	5,877	63
Englefeld.....	1,263	20	Griffin.....	1,541	73
Ernfold.....	1,998	46	Guernsey.....	2,431	13
Esk.....	604	80	Gull Lake.....	7,538	85
Eskbank.....	623	03	Hafford.....	3,334	85
Esterhazy.....	3,242	01	Hague.....	1,815	60
Estevan.....	20,389	13	Halbrite.....	1,510	01
Estlin.....	569	94	Hallonquist.....	606	25

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF SASKATCHEWAN—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Hamton Station.....	559 85	Krydor.....	1,663 35
Handel.....	1,776 37	Kuest.....	332 34
Handsworth.....	457 42	Kuroki.....	1,222 53
Hanley.....	4,530 13	Kyle.....	1,851 98
Hardy.....	1,278 88	Kylemore.....	460 24
Harpree.....	843 73	Lacadena.....	1,331 68
Harris.....	3,114 51	Lac Pelletier.....	453 87
Hart.....	327 44	Lac Vert.....	817 41
Hatton.....	1,394 95	Ladstock.....	229 11
Hawarden.....	2,716 51	Lafleche.....	5,015 92
Hazel Cliffe.....	522 00	Laird.....	1,524 89
Hazel Dell.....	365 26	Lajord.....	1,079 86
Hazenmore.....	3,434 37	Lake Alma.....	888 79
Hearne.....	564 17	Lake Valley.....	474 89
Hendon.....	673 23	Lainpman.....	2,286 83
Henribourg.....	482 61	Lancer.....	1,955 98
Hepburn.....	1,411 21	Landis.....	2,138 38
Herbert.....	6,089 27	Lang.....	3,005 14
Herschel.....	2,436 81	Langbank.....	799 27
Heward.....	1,770 30	Langenburg.....	3,139 44
Hirsch.....	617 67	Langham.....	2,815 51
Hitchcock.....	343 06	Lanigan.....	4,242 18
Hodgeville.....	2,857 35	La Porte.....	911 92
Hoey.....	1,419 04	Lashburn.....	3,549 59
Holbein.....	481 47	Laura.....	1,239 49
Holdfast.....	2,105 63	Lawson.....	1,376 94
Hoosier.....	732 33	Leacross.....	564 34
Horizon.....	1,047 33	Leader.....	4,443 26
Horsham.....	444 65	Leask.....	3,192 27
Hubbard.....	1,363 46	Lebet.....	1,321 93
Hudson Bay Junction.....	2,889 33	Leipzig.....	1,169 24
Hughton.....	1,736 20	Lemberg.....	3,198 65
Humboldt.....	11,309 53	Lemsford.....	1,129 39
Huntoon.....	450 49	Leney.....	1,123 67
Hyas.....	1,110 78	Lenora Lake.....	2,356 89
Imperial.....	3,700 08	Leofield.....	109 09
Inchkeith.....	91 79	Leofnard.....	252 98
Indian Head.....	8,765 58	Leross.....	909 68
Insinger.....	1,211 56	Leroy.....	1,673 78
Instow.....	976 54	Leslie Station.....	1,944 75
Invergordon.....	166 25	Lestock Station.....	2,858 20
Invermay.....	1,922 54	Lewvan.....	1,335 16
Ituna.....	2,919 38	Liberty.....	1,919 48
Jansen.....	2,486 55	Limerick.....	4,999 52
Jasmin.....	602 25	Lintlaw.....	1,423 09
Juniata.....	367 44	Lipton.....	2,721 75
Kamsack.....	7,625 40	Lisieux.....	579 31
Kandahar.....	1,768 53	Livelong.....	504 65
Kayville.....	776 76	Lloydminster.....	13,242 87
Keddleston.....	961 10	Lockwood.....	1,975 24
Keeler.....	1,337 85	Lone Rock.....	952 42
Kegworth.....	380 91	Loreburn.....	2,642 91
Kelfield.....	1,053 44	Lorlie.....	691 74
Kelliher.....	3,507 18	Loverna.....	2,822 88
Kelso Station.....	864 68	Lucky Lake.....	2,765 87
Kelstern.....	872 79	Lunnsden.....	2,198 86
Kelvington.....	3,295 16	Luseland.....	4,222 83
Kenaston.....	2,770 80	Lydden.....	701 17
Kendal Station.....	1,070 51	McCord.....	444 06
Kennedy.....	2,339 60	McCee.....	981 68
Keppel.....	714 67	McKague.....	885 25
Kerrobert.....	8,945 76	McLean.....	824 93
Ketchen.....	520 84	McMahon.....	1,034 33
Keystown.....	463 26	McTaggart.....	857 82
Khediye.....	1,247 63	Macdowall.....	690 91
Killaly.....	1,206 02	Macklin.....	4,596 92
Kincaid.....	4,213 12	MacNutt.....	1,634 55
Kincorth.....	252 32	Macoun.....	2,139 60
Kindersley.....	8,090 12	Macrorie.....	2,339 65
Kinstino.....	4,576 42	Madison.....	1,148 44
Kinley.....	1,639 36	Maidstone.....	3,446 18
Kipling Station.....	4,250 53	Mair.....	450 75
Kisbey.....	2,714 40	Major.....	1,567 26
Kronau.....	831 44	Manor.....	2,602 83

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF SASKATCHEWAN—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Mantario.....	931 93	Odessa Station.....	1,392 59
Maple Creek.....	9,905 50	Ogema.....	4,232 13
Marcelin.....	2,051 10	Onion Lake.....	580 42
Marchwell.....	934 13	Onward.....	424 07
Marengo.....	1,219 34	Orcadia.....	277 95
Margo.....	1,690 24	Orkney.....	951 41
Markinch.....	1,594 97	Ormiston.....	673 24
Marquis.....	1,559 88	Osage.....	1,359 71
Marsden.....	1,363 21	Osler.....	738 27
Marshall.....	1,789 71	Otthon.....	675 00
Maryfield.....	2,913 85	Outlook.....	4,696 96
Marysburg.....	784 80	Outram Station.....	496 91
Masefield.....	282 44	Oxbow.....	4,808 04
Matador.....	215 69	Paddockwood.....	705 28
Mawer.....	941 76	Palmer.....	1,233 55
Maxin.....	543 28	Palo.....	284 33
Maymont.....	1,918 72	Pambrun.....	772 95
Mazenod.....	2,339 23	Pangman.....	2,091 75
Meacham.....	1,806 22	Paradise Hill.....	321 70
Meadow Lake.....	808 84	Parkbeg.....	1,384 67
Medstead.....	504 34	Parkman.....	510 54
Melaval.....	1,307 18	Parkside.....	1,800 33
Melfort.....	14,244 80	Parry.....	688 57
Melville.....	13,851 41	Pasqua.....	535 56
Mendham.....	1,257 01	Paswegin.....	391 06
Mennon.....	438 61	Pathlow.....	1,283 11
Meota.....	2,162 94	Paynton.....	1,839 32
Merid.....	186 80	Peesane.....	1,178 68
Mervin.....	2,107 66	Pelly.....	2,280 84
Meskanaw.....	373 79	Pennant Station.....	2,036 04
Meyronne.....	4,601 41	Pense.....	2,201 88
Midale.....	2,503 83	Penzance.....	1,351 81
Middle Lake.....	326 50	Percival.....	543 92
Mikado.....	1,097 00	Perdue.....	4,004 27
Milden.....	2,593 29	Peterson.....	754 52
Milestone.....	3,712 75	Phippen.....	721 80
Millerdale.....	389 39	Piapot.....	3,140 11
Milly.....	480 67	Pilot Butte.....	304 80
Mistatin.....	643 78	Pinkham.....	893 31
Mistawasis.....	322 25	Plato.....	1,735 88
Mitchellton.....	799 11	Pleasantdale.....	1,344 95
Montmartre.....	2,428 60	Plenty.....	2,039 96
Moose Jaw.....	*136,781 77	Plunkett.....	1,867 12
*Divided as follows:—		Ponteix.....	4,627 11
Head Office.....	135,178 28	Pontrilas.....	628 10
Sub Office No. 1.....	1,603 49	Portreeve.....	1,258 43
Moosomin.....	8,869 94	Prairie River.....	888 95
Morse.....	3,798 95	Preeceville.....	3,370 82
Mortlach.....	3,272 70	Prelate.....	3,007 52
Mossbank.....	3,795 95	Primate.....	1,420 82
Mozart.....	1,092 87	Prince.....	889 35
Muenster.....	1,960 66	Prince Albert.....	43,030 61
Mullinger.....	362 70	Prud'homme.....	2,011 48
Muscow.....	403 91	Punnichy.....	3,985 24
Naicam.....	2,543 30	Qu'Appelle.....	3,493 88
Naisberry.....	316 38	Quill Lake.....	3,456 18
Naseby.....	314 39	Quinton.....	1,288 87
Neidpath.....	1,368 21	Rabbit Lake.....	1,435 84
Neilburg.....	1,230 05	Radisson.....	4,018 86
Neptune.....	336 37	Radville.....	5,635 34
Netherhill.....	1,312 97	Rama.....	982 06
Neudorf.....	2,774 66	Ravenscrag.....	1,110 44
Neville.....	2,019 90	Raymore.....	3,234 76
Nipawin.....	3,902 08	Readlyn.....	2,133 00
Nokomis.....	4,642 17	Red Deer Hill.....	322 45
Nora.....	488 63	Redvers.....	2,637 20
Norbury.....	292 73	Regina.....	*869,098 40
Norquay.....	2,501 52	*Divided as follows:—	
North Battleford.....	27,297 72	Head Office.....	789,561 58
Northgate.....	440 22	Sub Office No. 1.....	20,795 00
North Portal.....	1,377 12	Sub Office No. 1A.....	3,229 15
Nottingham.....	338 32	Sub Office No. 2.....	645 00
Nut Mountain.....	432 07	Sub Office No. 3.....	11,227 93
Oakshela.....	440 44	Sub Office No. 4.....	3,921 57

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF SASKATCHEWAN—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Regina—Con.		Senate.....	603 94
Sub Office No. 5.....	29,295 66	Senlac.....	2,193 74
Sub Office No. 6.....	429 44	Shackleton.....	1,491 02
Sub Office No. 7.....	405 83	Shamrock.....	1,264 25
Sub Office No. 8.....	3,246 46	Shand.....	307 22
Sub Office No. 9.....	4,043 80	Shanavon.....	12,130 75
Sub Office No. 10.....	72 19	Sheho.....	2,757 15
North Annex.....	1,506 44	Shellbrook.....	4,154 64
North Regina.....	718 35	Shell Lake.....	330 32
Regina Beach.....	812 76	Sidewood.....	516 02
Renown.....	1,006 12	Silton.....	1,333 16
Revenue.....	783 82	Silver Park.....	571 49
Rhein.....	1,565 30	Simpson.....	2,934 06
Riceton.....	932 56	Sintaluta.....	2,581 43
Richard.....	1,964 35	Smiley.....	1,373 83
Richardson Station.....	710 68	Sonningdale.....	454 30
Richlea.....	1,148 88	Southey.....	3,287 16
Richmond.....	950 37	South Fork.....	587 00
Ridgedale.....	2,354 89	Sovereign.....	1,571 72
Ritchie.....	305 45	Spalding.....	1,614 24
Riverhurst.....	2,577 94	Speers.....	1,874 42
Robinhood.....	287 86	Springside.....	2,105 38
Robsart.....	1,730 15	Spring Valley.....	1,862 51
Rocanville.....	3,988 78	Spring Water.....	1,545 94
Roche Percée.....	426 85	Spruce Lake.....	1,611 46
Rockglen.....	1,913 61	Spy Hill.....	1,439 44
Rock Haven.....	1,189 66	Stalwart.....	1,180 39
Rokeby.....	434 50	Star City.....	4,156 53
Rosetown.....	10,540 99	Steelman.....	419 65
Rose Valley.....	1,407 03	Stenen.....	1,927 28
Rosthern.....	6,871 75	Stockholm.....	2,497 16
Rouleau.....	5,049 19	Stone.....	427 03
Ruddell.....	1,110 28	Stony Beach.....	739 61
Runciman.....	475 83	Stornoway.....	1,121 77
Runnymede.....	684 30	Storthoaks.....	1,130 70
Rush Lake.....	1,912 11	Stoughton.....	3,453 52
Ruthilda.....	1,255 36	Stranraer.....	1,308 75
Rutland Station.....	793 89	Strasbourg Station.....	4,483 03
Ryerson.....	318 94	Strongfield.....	2,073 00
St. Boswells.....	1,679 29	Sturgeon Valley.....	334 28
St. Brieux.....	1,950 30	Sturgis.....	1,441 99
St. Dennis.....	150 73	Success.....	1,798 87
St. Gregor.....	1,167 95	Summerberry.....	1,012 65
St. Hippolyte.....	264 67	Summercove.....	317 18
St. Hubert Mission.....	169 50	Superb.....	653 56
St. Louis.....	892 71	Surbiton.....	325 45
St. Victor.....	371 83	Sutherland.....	1,968 57
St. Walburg.....	2,806 49	Swanson.....	787 37
Saltcoats.....	3,543 84	Swift Current.....	30,983 84
Salvador.....	2,829 96	Sylvania.....	1,078 35
Sanctuary.....	916 41	Tadmore.....	555 50
Saskatchewan Landing.....	116 82	Tako.....	380 37
Saskatoon.....	*311,589 72	Tatmage.....	634 15
*Divided as follows:—		Tantallon.....	1,957 96
Head Office.....	272,819 12	Tarnopol.....	468 53
Sub Office No. 1.....	6,158 35	Tate.....	1,105 90
Sub Office No. 2.....	6,948 49	Tatsfield.....	311 34
Sub Office No. 3.....	2,467 02	Taylorton.....	764 69
Sub Office No. 4.....	1,050 75	Tessier.....	1,663 30
Sub Office No. 5.....	10,104 21	Theodore.....	3,458 10
Sub Office No. 7.....	349 11	Tichfield.....	583 06
Sub Office No. 8.....	1,490 88	Tilney.....	399 43
Sub Office No. 9.....	1,611 60	Tisdale.....	8,351 57
Sub Office No. 10.....	495 12	Togo.....	2,415 20
Sub Office No. 11.....	3,817 76	Tompkins.....	3,825 01
University Sub P.O.....	4,277 31	Torquay.....	1,864 49
Sceptre.....	2,891 28	Tramping Lake.....	1,390 06
Scotsguard.....	2,081 44	Traynor.....	525 99
Scott.....	2,223 17	Tregarva.....	375 09
Scottsburgh.....	345 96	Trewdale.....	322 20
Scout Lake.....	502 68	Tribune.....	1,796 24
Secretan.....	615 11	Trossachs.....	943 01
Sedley.....	1,715 72	Truax.....	1,591 99
Semans.....	4,436 20	Tuberose.....	1,086 33

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF SASKATCHEWAN—Concluded

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Tuffnell.....	608 58	Wauchope.....	1,065 47
Tugaske.....	2,316 64	Wawota.....	2,291 51
Turtleford.....	2,656 96	Webb.....	3,270 84
Tuxford.....	1,578 27	Welby.....	248 99
Tway.....	189 98	Weldon.....	1,818 79
Tyner.....	541 31	Welwyn.....	1,912 50
Tyvan.....	1,655 39	Weyburn.....	30,082 85
Unity.....	7,850 91	Wheatstone.....	299 73
Unwin.....	558 89	White Bear.....	664 64
Uren.....	582 46	Whitewood.....	4,655 33
Valjean.....	282 80	Whitkow.....	333 45
Val Marie.....	1,133 34	Whittome.....	243 55
Valor.....	650 52	Wilcox.....	3,093 61
Valparaiso.....	1,177 21	Wilkie.....	7,265 24
Vandura.....	493 99	Wilmar Station.....	944 51
Vanguard.....	3,868 41	Willowbrook.....	1,234 07
Vanscoy.....	1,095 31	Willow Bunch.....	3,767 36
Vantage.....	1,279 41	Willows.....	755 26
Vawn.....	863 15	Wimmer.....	403 03
Venn.....	1,192 45	Windthorst.....	2,664 97
Vera.....	556 79	Winter.....	775 18
Verigin.....	2,394 89	Wiseton.....	1,765 71
Verwood.....	2,529 85	Wolsley.....	6,350 98
Vibank.....	1,484 87	Wood Mountain.....	1,056 79
Viceroy.....	2,807 22	Woodrow.....	3,277 09
Vidora.....	1,137 25	Worcester.....	377 59
Viewfield.....	487 66	Wroxton.....	1,455 81
Viscount.....	3,686 36	Wymark.....	1,234 55
Vonda.....	3,062 50	Wynyard.....	6,916 62
Wadena.....	5,090 72	Yarbo.....	474 82
Wakaw.....	3,950 71	Yellow Grass.....	3,883 20
Waldeck.....	1,670 14	Yonker.....	262 31
Waldheim.....	1,686 61	Yorkton.....	31,503 40
Waldron.....	1,470 08	Young.....	4,278 18
Walpole.....	829 76	Zealandia.....	2,082 29
Wapella.....	4,090 02	Zehner.....	399 44
Warman.....	635 83	Zelma.....	1,475 24
Wartime.....	657 46	Zeneta.....	381 57
Waseca.....	1,927 70	Zenon Park.....	312 15
Watrous.....	7,117 64	Non--Accounting Post Offices.....	71,207 98
Watson.....	4,225 64		
			2,975,280 19

PROVINCE OF ALBERTA

Abee.....	263 20	Barnwell.....	868 26
Acadia Valley.....	1,152 44	Barons.....	3,086 00
Acme.....	2,900 72	Barrhead.....	1,348 68
Aerial.....	489 78	Bashaw.....	3,561 37
Airdrie.....	1,400 48	Bassano.....	5,353 57
Alcomdale.....	481 23	Battle Lake.....	131 31
Alderson.....	628 57	Bawlf.....	2,482 89
Aldersyde.....	465 84	Bearberry.....	122 89
Alhambra.....	652 56	Beaumont.....	354 10
Alix.....	3,486 41	Beaverlodge.....	1,013 74
Alliance.....	3,208 03	Beaver Mines.....	285 84
Altario.....	1,236 77	Beiseker.....	2,239 71
Amisk.....	1,364 76	Bellevue.....	3,994 27
Andrew.....	508 28	Bellis.....	1,349 10
Angle Lake.....	347 98	Belloy.....	226 06
Ankerton.....	183 28	Benalto.....	759 16
Ardenode.....	231 39	Bentley.....	2,238 75
Ardley.....	410 33	Benton Station.....	665 00
Ardrossan.....	568 61	Berry Creek.....	132 18
Armada.....	522 08	Berwyn.....	1,976 27
Armena.....	272 17	Beverley.....	897 96
Arrowwood.....	2,321 65	Beynon.....	440 55
Ashmont.....	1,144 55	Big Valley.....	3,917 26
Athabaska.....	3,092 49	Bindloss.....	1,209 69
Atlee.....	546 03	Bircham.....	278 32
Baintree.....	258 92	Bittern Lake.....	948 04
Balzac.....	403 86	Black Diamond.....	491 66
Banff.....	21,162 14	Blackfalds.....	1,182 42

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF ALBERTA—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Blackfoot.....	576 11	Cereal.....	2,733 48
Blackie.....	3,479 27	Cessford.....	821 49
Blades.....	402 97	Champion.....	3,653 32
Blairmore.....	6,845 14	Chancellor.....	1,089 73
Blue Ridge.....	470 57	Chauvin.....	3,389 02
Bluffton.....	1,240 06	Cheadle.....	426 19
Bon Accord.....	822 27	Cherhill.....	671 81
Bonnyville.....	1,268 03	Chinook.....	2,861 47
Bordenave.....	110 67	Chipman.....	2,832 36
Botha.....	1,493 41	Clairmont.....	1,100 85
Bottrel.....	349 24	Clandonald.....	996 75
Bowden.....	2,709 13	Claresholm.....	7,510 62
Bowell.....	289 64	Clivale.....	185 85
Bow Island.....	2,560 55	Clive.....	2,295 28
Boyle.....	692 27	Clover Bar.....	448 99
Bragg Creek.....	93 44	Cluny.....	2,022 86
Brainard.....	140 63	Clyde.....	1,739 46
Brant.....	1,623 87	Coaldale.....	2,032 08
Bremner.....	408 76	Coalhurst.....	3,000 54
Brightview.....	299 10	Coalspur.....	702 27
Brocket.....	496 93	Coal Valley.....	517 45
Brooks.....	4,421 94	Cochrane.....	2,645 22
Brosseau.....	249 76	Cold Lake.....	540 20
Brownvale.....	489 94	Coleman.....	8,350 40
Bruce.....	1,316 21	Coleridge.....	318 60
Bruderheim.....	1,971 82	Colinton.....	973 02
Brulé Mines.....	2,278 66	College Heights.....	1,393 42
Buffalo.....	690 01	Commerce.....	691 47
Bulwark.....	1,003 18	Compeer.....	1,739 74
Burdett.....	1,473 42	Condor.....	638 04
Burmis.....	178 74	Consort.....	3,025 62
Busby.....	743 28	Coronado.....	178 31
Byemoor.....	976 53	Coronation.....	6,748 69
Cadogan.....	1,814 65	Coutts.....	1,662 73
Cadomin.....	4,026 67	Cowley.....	1,695 21
Cairns.....	206 64	Craignyle.....	3,137 67
Calgary.....	*605,178 49	Cremona.....	167 82
*Divided as follows:—		Crossfield.....	3,313 48
Head Office.....	465,724 63	Czar.....	2,090 08
Sub-Office No. 1.....	9,603 86	Dalemead.....	599 17
Sub-Office No. 2.....	47,362 28	Dalroy.....	285 98
Sub-Office No. 4.....	9,497 87	Dapp.....	819 95
Sub-Office No. 5.....	5,053 72	Darwell.....	168 30
Sub-Office No. 6.....	3,608 80	Daysland.....	4,018 41
Sub-Office No. 7.....	87 64	Delburne.....	2,532 90
Sub-Office No. 8.....	19,121 17	Delia.....	4,280 02
Sub-Office No. 9.....	128 62	Dewberry.....	1,445 88
Sub-Office No. 10.....	444 84	De Winton.....	612 82
Sub-Office No. 11.....	1,388 09	Diamond City.....	961 14
Sub-Office No. 12.....	4,204 71	Dickson.....	343 26
Sub-Office No. 13.....	181 39	Disbury.....	6,472 46
Sub-Office No. 15.....	559 95	Dimsdale.....	129 62
Sub-Office No. 17.....	8,932 43	Dinant.....	552 62
Sub-Office No. 20.....	11,410 19	Donalda.....	2,912 08
Sub-Office No. 22.....	11,674 66	Donnelly.....	675 63
Sub-Office No. 23.....	174 07	Dorence.....	393 63
Sub-Office No. 24.....	2,751 36	Dovercourt.....	251 21
Sub-Office No. 25.....	3,268 21	Drumheller.....	18,121 13
Calmar.....	959 28	Duchess.....	1,734 18
Camrose.....	15,700 00	Duffield.....	816 50
Canmore.....	3,445 88	Duhamel.....	735 34
Carbon.....	3,815 68	Dunstable.....	227 40
Cardiff.....	501 31	Durlingville.....	465 25
Cardston.....	7,571 10	Duvernay.....	236 05
Carmangay.....	2,875 82	Eckville.....	1,928 76
Caroline.....	248 28	Edberg.....	1,613 63
Carolside.....	321 54	Edgerton Station.....	3,413 35
Carseland.....	1,683 04	Edmonton.....	*477,925 15
Carstairs.....	4,422 20	*Divided as follows:—	
Carvel Station.....	459 90	Head Office.....	371,896 13
Cassils.....	638 52	Strathcona Postal Station.....	21,120 73
Castor.....	5,311 64	Sub Office No. 1.....	19,396 63
Cavendish.....	235 21	Sub Office No. 2.....	343 91
Cayley.....	1,849 86	Sub Office No. 4.....	2,870 51

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF ALBERTA—Continued

Name of Office	Revenue		Name of Office	Revenue	
	\$	cts.		\$	cts.
Edmonton—Con.			Gunn.....	451	35
Sub Office No. 5.....	2,387	65	Gwynne.....	720	45
Sub Office No. 6.....	272	36	Hackett.....	310	46
Sub Office No. 7.....	146	73	Haight.....	280	39
Sub Office No. 9.....	108	61	Halcourt.....	280	33
Sub Office No. 10.....	25,658	70	Halkirk.....	1,985	07
Sub Office No. 11.....	4,984	05	Halladay.....	179	52
Sub Office No. 12.....	1,578	13	Hamlin.....	270	82
Sub Office No. 13.....	4,218	34	Hanna.....	10,739	30
Sub Office No. 14.....	403	79	Hardieville.....	965	13
Sub Office No. 15.....	5,810	58	Hardisty.....	4,068	41
Sub Office No. 16.....	546	96	Hay Lakes.....	1,594	40
Sub Office No. 17.....	1,260	37	Haynes.....	399	41
Sub Office No. 18.....	526	48	Hayter.....	1,379	60
Sub Office No. 20.....	6,023	64	Heath.....	713	20
North Edmonton.....	6,238	11	Heisler.....	1,470	91
West Edmonton.....	2,132	74	Hemaruka.....	403	60
Edson.....	6,069	68	Hesketh.....	323	80
Edward.....	833	34	Hespero.....	646	72
Egremont.....	566	05	High Prairie.....	1,595	72
Elk Point.....	1,453	54	High River.....	9,202	46
Ellscoot.....	167	85	Highway.....	84	96
Elnora.....	3,117	94	Hilda.....	1,894	10
Empress.....	2,915	34	Hillcrest Mines.....	3,211	09
Enchant.....	1,154	40	Hilliard.....	638	25
Endiang.....	1,144	14	Hill Spring.....	816	83
Enilda.....	309	32	Hoadley.....	165	73
Ensign.....	542	13	Hobbema.....	318	77
Entrance.....	570	30	Holden.....	2,966	93
Entwistle.....	1,020	27	Hughenden.....	2,597	25
Erskine.....	1,857	71	Hussar.....	2,386	73
Etzikom.....	1,043	76	Hutton.....	179	98
Evansburgh.....	1,516	86	Huxley.....	1,630	04
Everts.....	410	75	Hythe.....	345	52
Excel.....	684	03	Iddesleigh.....	448	13
Exshaw.....	1,030	63	Innisfail.....	7,890	73
Eyremore.....	459	45	Innisfree.....	2,931	86
Fabyan.....	439	06	Irua.....	2,799	10
Falher.....	1,601	60	Iron Springs.....	1,223	61
Fallis.....	410	73	Irricana.....	1,217	80
Falun.....	337	78	Irvine.....	1,943	68
Fawcett.....	568	74	Islay.....	2,597	65
Federal.....	276	18	Jarrow.....	1,018	93
Fedorah.....	121	70	Jarvie.....	671	80
Fenn.....	640	26	Jasper.....	7,525	51
Ferintosh.....	1,748	29	Jenner.....	979	28
Fishburn.....	160	48	Jenkins.....	650	60
Fleet.....	774	99	Kahwin.....	340	06
Foremost.....	2,162	23	Kathryn.....	531	65
Forestburg.....	2,691	23	Kelsey.....	607	21
Fort McMurray.....	903	31	Keoma.....	355	50
Fort Saskatchewan.....	4,731	18	Killam.....	4,318	35
Fort Smith.....	620	57	Kingman.....	1,065	74
Frank.....	599	83	Kinsella.....	1,259	71
Freedom.....	230	82	Kinuso.....	832	61
Gadsby.....	2,367	11	Kipp.....	304	41
Gainford.....	387	72	Kirkaldy.....	443	45
Galahad.....	1,973	85	Kirriemuir.....	769	31
Gem.....	353	02	Kitseoty.....	3,433	48
Ghost Pine Creek.....	358	44	Knee Hill Valley.....	441	19
Gibbons Station.....	722	84	Lac la Biche.....	1,631	18
Gilby.....	354	98	Lacombe.....	10,469	11
Gleichen.....	4,566	22	Lac Ste. Anne.....	219	44
Glenevis.....	271	75	Lafond.....	277	48
Glenwoodville.....	1,046	86	La Glace.....	232	69
Golden Spike.....	158	69	Lake Louise.....	1,663	79
Grainger.....	440	69	Lake Saskatoon.....	108	48
Grande Prairie.....	8,812	25	Lamont.....	3,857	60
Granum.....	3,281	30	Landonville.....	310	60
Grassy Lake.....	1,592	50	Lanfine.....	657	03
Green Court.....	893	80	Langdon.....	1,125	53
Greenshields.....	399	82	Lavoy.....	1,953	43
Grimshaw.....	828	46	Lea Park.....	452	57
Grouard.....	934	19	Leduc.....	6,592	76

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF ALBERTA—Continued

Name of Office	Revenue		Name of Office	Revenue	
	\$	cts.		\$	cts.
Leedale.....		334 45	Nightingdale.....		317 40
Legal.....	1,644	31	Niton.....		258 49
Legoff.....		124 43	Nobleford.....		1,877 21
Leo.....		432 97	Nordegg.....		3,325 71
Leslieville.....		1,279 11	Northbank.....		142 25
Lethbridge.....	*68,152	87	North Cooking Lake.....		154 12
*Divided as follows:—			Ohaton.....		1,074 85
Head Office.....	63,463	83	Okotoks.....		3,812 82
Sub-Office No. 1.....	4,689	04	Olds.....		9,211 69
Little Gem.....		133 58	Onoway.....		1,408 80
Lomond.....	1,813	94	Opal.....		436 31
Lonebutte.....		173 29	Orion.....		748 14
Loughheed.....	3,003	91	Owlseye Lake.....		268 43
Lousana.....	1,157	86	Oyen.....		3,910 15
Loyalist.....	1,097	38	Pakan.....		127 96
Lundbreck.....	1,562	96	Paradise Valley.....		228 23
Luscar.....	2,407	11	Parkland.....		1,190 55
Lyalta.....		246 90	Passburg.....		130 82
McLennan.....	1,131	88	Patricia.....		796 87
McLeod Valley.....		246 38	Peace River.....		4,145 15
MacLeod.....	9,245	12	Peers.....		633 26
Magnolia.....		303 99	Pemukan.....		305 22
Magrath.....	3,653	46	Penhold.....		1,642 53
Majorville.....		193 36	Perryvale.....		480 75
Makepeace.....		293 33	Phillips.....		300 61
Maleb.....		135 00	Pibroch.....		736 04
Mannville.....	4,522	37	Pickardville.....		1,391 29
Manyberries.....	1,031	01	Picture Butte.....		639 40
Markerville.....		875 03	Pincher Creek.....		6,527 85
Marlboro.....		449 91	Pincher Station.....		393 83
Marwayne.....	1,482	75	Pine Lake.....		424 62
Maybutt.....		334 28	Plamondon.....		350 42
Mayerthorpe.....	1,662	98	Pollockville.....		813 91
Mayton.....		346 15	Ponoka.....		7,900 80
Meanook.....		438 05	Provost.....		5,608 88
Medicine Hat.....	39,993	00	Purple Springs.....		611 93
Meeting Creek.....	1,398	19	Queenstown.....		904 67
Mercoal.....	1,521	97	Radway Centre.....		1,746 42
Metiskow.....	1,913	49	Rainier.....		480 40
Michichi.....	1,157	55	Ranfurly.....		1,420 12
Midnapore.....		834 36	Raymond.....		5,776 28
Milk River.....	2,090	36	Redcliff.....		2,976 86
Millarville.....		295 83	Red Deer.....		18,477 03
Millet.....	3,032	61	Redland.....		454 06
Millicent.....		340 79	Redwater.....		823 82
Milo.....	1,490	57	Red Willow.....		1,289 41
Minburn.....	1,435	41	Reid Hill.....		335 17
Mirror.....	2,428	98	Retlaw.....		835 34
Mirror Landing.....		369 49	Ribstone.....		1,026 99
Monarch.....		827 39	Richdale.....		677 44
Monitor.....	2,191	85	Rife.....		338 95
Monkman.....		266 26	Rimbey.....		2,926 00
Morinville.....	2,210	36	Rio Grande.....		290 31
Morningside.....		336 08	Rivière Qui Barre.....		299 96
Morrin.....	2,047	79	Robb.....		722 66
Mosside.....		290 81	Rochester.....		640 69
Mountain Park.....	2,159	30	Rochfort Bridge.....		951 08
Mountain View.....		453 69	Rockyford.....		3,206 14
Mundare.....	5,582	32	Rocky Mountain House.....		4,425 21
Munson.....	1,783	84	Rosalind.....		1,007 56
Myrnam.....		475 28	Rosbud.....		1,636 18
Naemine.....	623	74	Rosedale.....		546 43
Naco.....		736 51	Rose Lynn.....		480 94
Namaka.....		760 76	Rosemary.....		519 01
Namao.....		221 35	Rosevear.....		265 41
Nanton.....	5,597	47	Roundhill.....		1,096 97
Nemiskam.....		643 90	Rowley.....		1,047 77
Nevis.....		464 50	Roycroft.....		897 49
New Bridgen.....		718 93	Rumsey.....		1,777 87
New Brook.....		195 79	Rusylvia.....		98 38
Newcastle Mine.....		564 38	Ryley.....		2,533 61
New Dayton.....		1,057 72	St. Albert.....		1,018 93
New Norway.....	2,316	23	St. Lina.....		264 37
New Sarepta.....		623 42	St. Paul de Métis.....		6,021 03

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF ALBERTA—Concluded

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
St. Vincent.....	406 97	Travers.....	1,003 19
Saugudo.....	1,691 36	Trochu.....	4,365 79
Saunders.....	761 13	Tudor.....	268 22
Scapa.....	748 99	Turin.....	895 05
Schuler.....	1,370 91	Turner Valley.....	1,250 26
Scollard.....	504 15	Twin Butte.....	445 46
Scotfield.....	288 41	Valhalla Centre.....	694 12
Sedalia.....	842 81	Vanrena.....	236 60
Sedgewick.....	4,147 12	Vauxhall.....	1,607 69
Seebe.....	329 64	Vegreville.....	11,529 36
Seven Persons.....	990 36	Venice.....	200 60
Sexsmith.....	2,606 14	Vermilion.....	10,684 92
Sheerness.....	368 57	Veteran.....	2,663 51
Shepard.....	319 84	Viking.....	5,135 19
Shouldice.....	292 03	Villeneuve.....	219 40
Sibbald.....	1,929 13	Vilna.....	1,611 12
Sion.....	149 82	Vimy.....	602 24
Slave Lake.....	554 03	Vulcan.....	7,554 88
Smoky Lake.....	2,998 49	Wabamun.....	991 31
Spedden.....	572 85	Wainwright.....	7,034 54
Spirit River.....	2,089 22	Walsh.....	1,296 16
Spring Coulee.....	644 73	Wanham.....	474 22
Spruce Grove.....	838 91	Wardlow.....	383 70
Standard.....	2,136 17	Warner.....	2,551 45
Stanmore.....	652 14	Warspite.....	655 60
Stavely.....	3,452 49	Warwick.....	393 20
Sterco.....	744 24	Waskatenau.....	2,064 99
Stettler.....	10,770 11	Water Glen.....	222 71
Steveville.....	85 84	Water Hole.....	1,630 86
Stirling.....	826 32	Waterton Park.....	1,320 45
Stony Plain.....	3,330 87	Waterways.....	380 92
Strathmore.....	4,207 61	Watino.....	274 07
Streamstown.....	549 04	Waugh.....	279 34
Strome.....	2,607 86	Wayne.....	4,913 51
Styal.....	281 55	Wembley.....	2,465 19
Suffield.....	452 50	Westerose.....	221 24
Sundre.....	594 98	Westlock.....	4,344 80
Sunnybrook.....	1,501 33	Wetaskiwin.....	12,331 55
Sunnyslope.....	408 53	White Court.....	1,085 57
Swalwell.....	1,671 93	Whitelaw.....	1,631 46
Sylvan Lake.....	2,280 86	Whitford.....	509 51
Taber.....	7,450 76	Whitla.....	629 93
Tawatinaw.....	603 83	Wimborne.....	164 11
Tees.....	865 75	Winnifred.....	1,421 59
Telfordville.....	475 30	Woodhouse.....	199 71
Thelma.....	251 50	Woolford.....	898 21
Therien.....	273 68	Wostok.....	506 37
Thorhild.....	774 63	Wrentham.....	679 45
Three Hills.....	5,399 86	Yeoford.....	318 26
Thorne.....	298 90	Youngstown.....	4,691 06
Tofield.....	5,425 16	Non-Accounting Post Offices.....	61,181 01
Tomahawk.....	323 39		
			2,203,903 55

PROVINCE OF BRITISH COLUMBIA

Abbotsford.....	5,344 30	Arrow Park.....	413 22
Agassiz.....	3,038 46	Ashcroft.....	3,785 39
Agerton.....	508 41	Athalmer.....	406 47
Ainsworth.....	407 20	Atlin.....	1,780 91
Alberni.....	3,507 46	Balfour.....	266 75
Albion.....	274 70	Bamfield.....	1,511 47
Albreda.....	234 56	Barkerville.....	656 57
Aldergrove.....	1,104 86	Barrière.....	608 96
Alert Bay.....	2,416 55	Baynes Lake.....	246 40
Aleza Lake.....	669 31	Beaton.....	369 17
Alice Arm.....	953 14	Beaverdell.....	1,046 84
Allenby.....	1,187 22	Beaver Point.....	229 70
Anyox.....	7,073 14	Bella Bella.....	785 10
Appledale.....	331 00	Bella Coola.....	764 98
Ardley.....	405 25	Bovan.....	477 06
Armstrong.....	7,301 72	Blackpool.....	207 53
Arrowhead.....	780 78	Blakeburn.....	1,611 97

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF BRITISH COLUMBIA—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Bloedel.....	1,229 62	Eburne.....	1,315 97
Blubber Bay.....	647 80	Edgewood.....	781 59
Blue River.....	2,794 39	Egmont.....	153 64
Boston Bar.....	532 02	Elko.....	771 25
Boswell.....	478 61	Endako.....	360 60
Bowen Island.....	671 33	Enderby.....	4,126 55
Bowser.....	1,354 89	Engineer.....	187 91
Brackendale.....	238 71	Englewood.....	2,186 46
Bradner.....	524 01	Erickson.....	650 26
Bridesville.....	425 19	Erie.....	285 70
Bridge River.....	908 27	Errington.....	459 45
Brighouse.....	819 95	Extension.....	550 78
Brilliant.....	895 06	Falkland.....	432 91
Brisco.....	362 47	Fanny Bay.....	365 95
Britannia Beach.....	5,903 70	Fauquier.....	159 69
Brookmere.....	440 63	Fawn.....	406 75
Bull River.....	922 45	Ferguson.....	227 44
Bumaby Lake.....	523 30	Fernie.....	16,007 42
Burns Lake.....	2 064 07	Field.....	3,171 28
Burton.....	663 43	Finmoore.....	216 71
Butedale.....	715 39	Flagstone.....	483 14
Cadboro Bay.....	1 183 46	Forestdale.....	399 86
Campbell River.....	2 123 08	Fort Fraser.....	860 10
Camp Lister.....	255 04	Fort George.....	315 37
Canford.....	207 04	Fort Langley.....	711 34
Canoe.....	796 34	Fort St. John.....	253 97
Capilano.....	828 97	Fort Steele.....	581 97
Cascade.....	479 86	François Lake.....	498 14
Cassidy.....	766 45	Fraser Lake.....	507 97
Castlegar.....	1 216 89	Fraser Mills.....	2,077 73
Cawston.....	572 47	Fruitvale.....	553 96
Cedarvale.....	530 96	Fulford Harbour.....	263 83
Celista.....	233 63	Galiano.....	674 16
Chapman Camp.....	1 149 04	Ganges.....	2,610 13
Chase.....	1 809 88	Georgetown Mills.....	333 86
Chemainus.....	3 866 42	Gibson's Landing.....	1,348 40
Chilliwack.....	15,036 06	Giscome.....	1,711 86
Claxton.....	309 87	Glacier.....	784 04
Clayburn.....	934 81	Golden.....	4,487 54
Clayoquot.....	280 41	Grand Forks.....	7,323 18
Clinton.....	1 447 46	Grantham's Landing.....	260 29
Cloverdale.....	4 559 27	Great Central.....	1 076 19
Coal Creek.....	766 64	Greenwood.....	2 132 93
Coalmont.....	1 035 48	Grindrod.....	641 15
Cobble Hill.....	1 964 71	Hagensborg.....	480 32
Coghlan.....	364 63	Harrison Hot Springs.....	742 12
Colquitz.....	521 57	Harrop.....	381 76
Colwood.....	315 74	Hatzic.....	1 700 97
Comox.....	1 489 04	Haysport.....	335 01
Coombs.....	552 70	Hazelton.....	1 834 96
Copper Mountain.....	1 875 65	Headquarters.....	412 65
Corbin.....	2 535 12	Hedley.....	1 591 40
Cortez Island.....	241 80	Heffley Creek.....	361 13
County Line.....	218 25	Heriot Bay.....	150 35
Courtney.....	9 037 87	Hillbank.....	202 59
Cowichan Station.....	1 141 12	Hillier's Crossing.....	366 57
Cranbrook.....	20 476 59	Holberg.....	423 35
Crawford Bay.....	251 86	Hollyburn.....	3 132 66
Crescent.....	551 16	Hope.....	1 496 39
Crescent Valley.....	445 83	Hosmer.....	365 66
Creston.....	4 295 23	Houston.....	462 04
Crofton.....	383 29	Hudson Hope.....	180 06
Crow's Nest.....	545 55	Huntingdon.....	581 20
Cumberland.....	6 610 65	Hutton Mills.....	466 85
Dawson Creek.....	231 42	Invermere.....	2 081 35
Denman Island.....	537 02	Inverness.....	458 35
De Roche.....	621 43	loco.....	1 094 52
Dewdney.....	756 10	Irving's Landing.....	899 50
Discovery.....	137 17	Jackson Bay.....	561 95
Dome Creek.....	497 84	Jaffray.....	357 18
Duncan.....	18 533 37	James Island.....	1 482 43
Dunster.....	315 90	Kaleden.....	257 69
East Arrow Park.....	245 42	Kamloops.....	31 234 39
East Wellington.....	579 14	Kaslo.....	4 985 44

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF BRITISH COLUMBIA—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Keefers.....	296 56	New Westminster—Con.	
Kelowna.....	21,360 91	Edmonds.....	2,186 23
Kelsey Bay.....	248 32	Queensborough.....	311 84
Keremeos.....	1,449 33	Sapperton.....	1,658 68
Kettle Valley.....	454 37	Nicola.....	372 53
Kildonan.....	941 13	North Bend.....	1,107 22
Kimberley.....	8,958 64	Northfield.....	925 22
Kingcome Inlet.....	218 23	Notch Hill.....	960 56
Kitchener.....	589 44	Ocean Falls.....	8,112 61
Kitwanga.....	442 54	Okanagan Centre.....	756 40
Koksilah.....	289 63	Okanagan Falls.....	249 30
Lac La Hache.....	226 90	Okanagan Landing.....	611 56
Ladner.....	4,366 68	Okanagan Mission.....	1,166 09
Ladysmith.....	7,267 16	Oliver.....	1,912 23
Lake Cowichan.....	1,567 80	150 Mile House.....	284 05
Lake Hill.....	345 07	Owl Creek.....	301 55
Langford Station.....	703 95	Oyama.....	802 48
Langley Prairie.....	3,778 40	Pacific.....	375 18
Lasqueti.....	248 57	Parksville.....	2,192 68
Lillooet.....	2,364 29	Pavilion.....	259 35
Lochdale.....	255 32	Peachland.....	1,327 33
Lower Nicola.....	292 56	Pender Island.....	479 18
Lumberton.....	1,926 38	Penny.....	429 49
Lunby.....	1,395 54	Penticton.....	18,265 66
Lund.....	933 44	Perry Siding.....	498 70
Lynn Creek.....	1,924 32	Pitt Meadows.....	514 23
Lytton.....	2,443 62	Port Alberni.....	8,997 24
McBride.....	2,047 75	Port Alice.....	1,950 09
Magna Bay.....	243 19	Port Clements.....	422 79
Maillardville.....	1,260 25	Port Coquitlam.....	3,101 90
Malakwa.....	591 47	Port Essington.....	1,229 34
Mara.....	514 55	Port Hammond.....	3,150 61
Marigold.....	498 61	Port Haney.....	4,713 02
Masset.....	657 36	Port Hardy.....	486 37
Natsqui.....	1,304 11	Port Kells.....	409 86
Mayne.....	686 33	Port Mann.....	481 10
Menzies Bay.....	691 11	Port Moody.....	2,516 81
Merritt.....	5,730 99	Port Simpson.....	830 85
Merville.....	478 40	Port Washington.....	405 34
Metehosin.....	801 70	Pouce Coupé.....	1,258 42
Michel.....	2,779 02	Powell River.....	12,794 06
Midway.....	759 21	Premier.....	2,470 18
Mill Bay.....	175 68	Prince George.....	12,843 27
Milner.....	1,224 57	Prince Rupert.....	*34,560 43
Milne's Landing.....	439 33		
Mission City.....	7,323 43	*Divided as follows:—	
Mount Lehman.....	656 97	Head Office.....	33,835 12
Mount Olie.....	368 87	Sub-Office No. 1.....	725 31
Moyie.....	1,080 56	Princeton.....	5,214 29
Murrayville.....	937 94	Pritchard.....	373 60
Myrtle Point.....	513 93	Procter.....	819 99
Nakusp.....	2,959 13	Qualicum Beach.....	1,826 61
Namu.....	401 95	Quathiaski Cove.....	1,029 69
Nanaimo.....	27,577 85	Qwatsino.....	1,141 55
Nanoose Bay.....	234 71	Queen Charlotte.....	613 16
Naramata.....	846 20	Queen's Bay.....	212 04
Natui.....	2,748 14	Quesnel.....	2,759 43
Needles.....	528 22	Quick Station.....	471 11
Nelson.....	39,533 90	Quilchena.....	206 13
New Denver.....	2,341 04	Red Cap.....	679 16
Newgate.....	313 67	Red Pass.....	701 39
New Hazelton.....	597 11	Renata.....	154 92
Newlands Station.....	297 77	Revelstoke.....	15,091 95
Newton Station.....	843 47	Riondel.....	459 82
New Westminster.....	*76,671 43	Riske Creek.....	328 51
		River Jordan.....	574 02
		Robson.....	428 93
*Divided as follows:—		Rock Bay.....	570 76
Head Office.....	64,933 68	Rock Creek.....	666 42
Sub Office No. 2.....	1,105 89	Rolla.....	696 55
Sub Office No. 3.....	615 95	Rosedale.....	733 30
Sub Office No. 4.....	1,545 47	Rossland.....	9,035 44
Sub Office No. 5.....	1,724 90	Royal Oak.....	3,010 00
Sub-Office No. 6.....	1,485 94	Royston Station.....	562 97
Sub-Office No. 7.....	124 24	Ruskin.....	597 51
East Burnaby.....	978 61		

Gross Postal Revenue of Accounting Offices—*Concluded*

PROVINCE OF BRITISH COLUMBIA—*Concluded*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Victoria— <i>Con.</i>		White Rock.....	3,284 12
Thorburn.....	1,745 89	Whonnock.....	831 52
Tillicum.....	754 58	Williams Lake.....	2,805 96
Willowpark.....	1,116 94	Wilmer.....	438 51
Waldo.....	905 90	Windermere.....	334 85
Walhachin.....	266 25	Winlaw.....	480 62
Waneta.....	230 17	Wistaria.....	192 46
Wardner.....	1,509 21	Woodfibre.....	1,752 89
Wasa.....	447 72	Wycliffe.....	876 01
Webster's Corners.....	477 13	Wynndel.....	961 98
Wellington.....	939 24	Yahk.....	2,215 75
Westbank.....	937 94	Yale.....	450 76
West Grand Forks.....	661 51	Ymir.....	893 29
Westholme.....	942 25	Youbou.....	1,084 76
West Summerland.....	4,637 33	Non-Accounting Post Offices.....	68,760 40
Westwold.....	500 50		
Whaletown.....	351 12		2,542,240 12

DISTRICT OF YUKON

Carcross.....	853 99	Wernecke.....	492 43
Carmacks.....	178 12	White Horse.....	3,589 94
Champagne.....	497 01	Non-Accounting Post Offices.....	841 56
Dawson.....	4,546 49		
Keno Hill.....	335 28		12,598 37
Mayo Landing.....	1,263 55		

REVENUE OF NON-ACCOUNTING OFFICES

REVENUE Collected by Postmasters of Non-Accounting Post Offices in the Dominion of Canada during the year ended March 31, 1928.

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Abbeville.....	Man.....	15 00	Alexo.....	Alberta...	716 75
Abenakis.....	P.Q.....	85 00	Alford.....	Sask.....	38 68
Abenakis Springs.....	P.Q.....	148 71	Alice.....	Ont.....	118 50
Aberdeen.....	N.S.....	54 00	Alingly.....	Sask.....	159 03
Aberfeldy.....	Ont.....	134 25	Alkali Lake.....	B.C.....	67 00
Abney, Lot 64.....	P.E.I.....	127 00	Allainville.....	N.B.....	70 50
Abram River.....	N.S.....	49 00	Allan Hills.....	Sask.....	29 50
Acaciaville.....	N.S.....	281 33	Allandale.....	N.B.....	12 25
Acadie.....	N.B.....	93 00	Allan's Corners.....	P.Q.....	63 00
Acadie Siding.....	N.B.....	92 75	Allard.....	P.Q.....	133 20
Ada.....	Sask.....	49 84	Alleo.....	B.C.....	1,060 00
Adair.....	Sask.....	95 50	Allegra.....	Man.....	24 75
Adams.....	Sask.....	123 85	Allendale.....	N.S.....	273 50
Adams Lake.....	B.C.....	24 60	Allen Grove.....	B.C.....	17 00
Adanac (summer office).....	Ont.....	60 00	Allen's Mills.....	P.Q.....	118 55
Adlerley.....	P.Q.....	43 25	Allerston.....	Alberta...	59 00
Addington Forks.....	N.S.....	59 05	Allison Harbour (opened 1-9-27)	B.C.....	51 00
Aden.....	Alberta...	79 30	Allsaw.....	Ont.....	52 45
Admiral Rock.....	N.S.....	56 00	Alma.....	N.S.....	243 60
Advance.....	Ont.....	28 00	Alma.....	P.E.I.....	333 78
Aetna.....	Alberta...	119 00	Almaville.....	P.Q.....	296 00
Afton Station.....	N.S.....	106 45	Alma West.....	N.B.....	62 40
Agapit.....	N.B.....	21 20	Alpha.....	Sask.....	31 00
Agardsley.....	Man.....	19 25	Alpine Ridge.....	N.S.....	10 00
Aguanish.....	P.Q.....	24 03	Alta Lake.....	B.C.....	444 32
Ahmie Lake.....	Ont.....	48 90	Alticane.....	Sask.....	20 30
Ahousat.....	B.C.....	183 48	Alton.....	N.S.....	155 20
Ainslie Glen.....	N.S.....	32 00	Alvena.....	Sask.....	149 60
Ainslie Point.....	N.S.....	31 05	Alvin.....	B.C.....	329 30
Ainslieview.....	N.S.....	10 00	Armaranth Station.....	Ont.....	59 50
Airy.....	Ont.....	141 00	Amateur.....	P.Q.....	5 00
Aiyansh.....	B.C.....	170 95	Amelia.....	Sask.....	52 65
Aklavik.....	N.W.T.....	145 00	Amesdale.....	Ont.....	142 91
Alainbourg.....	P.Q.....	39 15	Ammon (closed 16-12-27).....	N.B.....	10 40
Alamo.....	B.C.....	90 00	Anagance Ridge.....	N.B.....	22 00
Alba.....	N.S.....	15 00	Anderson.....	N.B.....	40 03
Alba Station.....	N.S.....	56 10	Anfield.....	N.B.....	32 00
Alba Beach.....	Alberta...	184 30	Ange Gardien, Est.....	P.Q.....	47 00
Albert Bridge.....	N.S.....	37 70	Angeline.....	P.Q.....	119 30
Albert Canyon.....	B.C.....	279 89	Anglemont.....	B.C.....	111 75
Albertine.....	N.B.....	207 20	Angouleme (closed 30-10-27).....	P.Q.....	(Nil)
Albert Mines.....	N.B.....	231 70	Anjou.....	P.Q.....	193 75
Albert Mines.....	P.Q.....	73 50	Annable.....	B.C.....	60 00
Albert Park.....	Alberta...	156 88	Annandale.....	N.S.....	29 50
Alberton.....	Ont.....	105 25	Annette.....	Sask.....	91 41
Albertown.....	Sask.....	69 75	Annidale.....	N.B.....	185 40
Albion.....	P.E.I.....	64 10	Anning.....	Alberta...	40 30
Albion.....	Ont.....	102 81	Anola.....	Man.....	191 52
Albion Ridge.....	Alberta...	74 45	Anse-a-Mercier.....	P.Q.....	120 00
Aleida.....	N.B.....	115 00	Anse aux Erables.....	P.Q.....	25 00
Aleona.....	Ont.....	67 40	Anse au Griffon, Est.....	P.Q.....	116 20
Aleona Beach (summer office).....	Ont.....	150 00	Anselmo.....	Alberta...	123 80
Aleorn.....	N.B.....	32 95	Arthony.....	Ont.....	32 45
Aldermac (opened 6-2-28).....	P.Q.....	42 00	Antigonish Harbour.....	N.S.....	24 70
Alder Point.....	N.S.....	153 90	Antigonish Har. (South Side).....	N.S.....	32 95
Alder River.....	N.S.....	20 00	Antrin.....	N.S.....	13 50
Aldershot.....	Ont.....	899 50	Anvers.....	P.Q.....	26 00
Aldersville.....	N.S.....	128 15	Anvil Island.....	B.C.....	21 00
Aldersville.....	Ont.....	30 00	Appelo.....	Ont.....	105 17
Alderwood.....	N.B.....	62 25	Apple River.....	N.S.....	348 41
Aldina.....	Sask.....	28 05	Aquadell (re-opened 15-2-28).....	Sask.....	15 00
Aldouane.....	N.B.....	115 50	Aragon (re-opened 27-9-26).....	Ont.....	260 50
Alencon.....	P.Q.....	79 52	Arbakka.....	Man.....	211 00
Alert.....	Ont.....	29 00	Arbor Vitae.....	Ont.....	124 93
Alexanders Point.....	N.B.....	26 00	Arbury.....	Sask.....	20 00
Alexandria.....	B.C.....	78 50	Arbutus.....	B.C.....	93 80
Alexandrina.....	N.B.....	17 00	Archibald.....	N.S.....	40 00
Alexis Creek.....	B.C.....	203 85	Archibald Settlement.....	N.B.....	46 00

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Archie (late LeClair) (1-10-27)	Sask.	164 60	Avalon	Alberta	85 00
Archive	Sask.	344 78	Avery's Portage	N.B.	82 00
Archydal	Sask.	176 30	Avebury	Sask.	50 00
Arctic Red River	N.W.T.	(Nil)	Avola	B.C.	251 66
Ardbeg	Ont.	628 83	Avon	P.Q.	10 00
Ardenville	Alberta	38 20	Avondale	N.S.	31 25
Ardkenneth	Sask.	37 00	Avondale Station	N.S.	145 00
Ardmore	Alberta	85 45	Avonport	N.S.	61 29
Ardness	N.S.	66 00	Axe Lake	Ont.	28 75
Arelee (re-opened 16-3-28)	Sask.	20 00	Aylsham	Sask.	27 00
Argenta	B.C.	65 05	Aylwin Station (late West Aylwin), (1-7-27)	P.Q.	156 82
Argolis	Ont.	181 50	Ayotte	P.Q.	18 00
Argyle	N.B.	170 40	Babineau	N.B.	9 00
Argyle	N.S.	140 10	Baccaro	N.S.	138 20
Argyle Head	N.S.	144 20	Bache Peninsula	N.W.T.	(Nil)
Argyle Sound	N.S.	161 00	Baddeck Bay	N.S.	50 70
Argyle South	N.S.	73 00	Baddeck Bridge	N.S.	34 00
Arisaig	N.S.	97 95	Baddeck, River, North Branch	N.S.	13 00
Arkell	Ont.	99 83	Badger	Man.	211 00
Arlington	N.S.	16 50	Badger Lake	Alberta	43 37
Armagh Station	P.Q.	238 75	Baie de la Trinite	P.Q.	332 45
Armitage	Ont.	75 75	Baie des Bacons	P.Q.	86 50
Armorique (summer office)	P.Q.	20 00	Baie des Cèdres	P.Q.	438 69
Armstrong	P.Q.	259 20	Baie des Rochers	P.Q.	84 00
Armstrong's Brook	N.B.	90 00	Baie d'Urie (summer office)	P.Q.	27 50
Armstrong's Corner	N.B.	143 78	Baie Johan Beetz	P.Q.	40 00
Arnold	N.S.	65 30	Baie Ste. Anne	N.B.	149 15
Arpin (opened 27-12-27)	Ont.	27 00	Baie Ste. Clair, Anticosti	P.Q.	11 28
Arrandale	B.C.	161 25	Baie St-Laurent	P.Q.	127 85
Arras	B.C.	29 20	Baie St. Nicolas (re-opened 1-6-27)	P.Q.	75 00
Arsenault	P.Q.	7 57	Baird	Ont.	88 43
Arthurville	P.Q.	104 75	Baker	B.C.	76 03
Artois	P.Q.	65 27	Baker Settlement	N.S.	221 10
Arvilla	Alberta	39 20	Balaclava	Ont.	72 23
Ash	Ont.	44 45	Bald Rock	N.S.	28 00
Ashby Point (opened 16-4-27)	B.C.	80 25	Bala Park (summer office)	Ont.	156 00
Ashdad	Ont.	145 88	Baldwin	Ont.	146 50
Ashdale	N.S.	14 00	Baleine	N.S.	9 00
Ashfield	N.S.	24 50	Baljenie	Sask.	59 25
Ashley	Sask.	20 00	Ballantine	Alberta	41 63
Ashmore	N.S.	130 61	Ballantyne's Cove	N.S.	88 45
Ash Point	N.B.	10 00	Balla Philip	N.B.	10 50
Ashton Station	Ont.	64 00	Ballinora	Sask.	45 00
Ashworth	Ont.	72 25	Balm	Alberta	67 40
Askilton	N.S.	24 00	Balnoral	N.S.	18 95
Asinka (summer office)	Ont.	125 00	Balmoral Mills	N.S.	89 05
Asor	Sask.	209 68	Balsam	Ont.	111 50
Aspdin	Ont.	308 20	Balsam Bay	Man.	37 50
Aspen	N.S.	185 10	Balvenie	Ont.	26 67
Aspen Beach (summer office)	Alberta	100 00	Bamberg	Ont.	275 00
Aspen Grove	B.C.	57 38	Bangs Falls	N.S.	71 25
Aspotogan	N.S.	69 00	Banks of Broad Cove	N.S.	33 00
Asselin	P.Q.	23 00	Bannock	Sask.	169 50
Aston Station	P.Q.	103 05	Baptiste	Ont.	277 30
Astwood	Sask.	59 50	Baraca	Alberta	19 00
Atalante	P.Q.	84 80	Barachois	N.B.	76 00
Atchelitz	B.C.	167 11	Barachois Harbour	N.S.	50 75
Atikameg	Alberta	100 24	Barachois Nord	P.Q.	62 75
Atkinson	Sask.	80 00	Barachois Ouest	P.Q.	128 00
Atlantic	N.S.	34 00	Bar de Cocagne	N.B.	46 50
Atlas	Sask.	40 96	Bardsville	Ont.	60 25
Atnarko	B.C.	39 40	Barford	Sask.	217 19
Atwood's Brook	N.S.	165 15	Barker's Point	N.B.	109 50
Aubigny	Man.	144 35	Barkfield	Man.	39 64
Auburndale	N.S.	41 30	Bark Lake	Ont.	17 00
Auburndale	Alberta	138 00	Barkmere (summer office)	P.Q.	12 00
Auburnville	N.B.	109 04	Barkway	Ont.	155 40
Auger	P.Q.	49 80	Barnard	P.Q.	77 00
Aulac	N.B.	301 75	Barlochan	Ont.	82 77
Auld	Ont.	140 20	Barnet	B.C.	834 66
Auldgirth	B.C.	88 19	Barney River Station	N.S.	167 25
Auld's Cove	N.S.	291 75			
Australian	B.C.	80 23			
Auvergne	P.Q.	343 25			

Non-Accounting Post Offices—*Continue*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Barney's River	N.S.	189 67	Bear Island	Ont.	444 40
Barnhart	Ont.	50 75	Bear Line	Ont.	232 00
Barnes Crossing	Sask.	57 65	Bear Point	N.S.	157 26
Barnhart Vale	B.C.	32 50	Bear River East	N.S.	110 00
Barnsdale	Ont.	107 60	Bear River	P.E.I.	285 00
Barnesville	N.B.	116 00	Bears Pass	Ont.	189 40
Barnston Island	B.C.	70 80	Beatonville	N.S.	47 00
Barrage St-Narcisse	P.Q.	101 00	Beatrice	Ont.	97 00
Barra Glen	N.S.	30 20	Beaubier (opened 1-8-27)	Sask.	133 75
Barra Head	N.S.	5 00	Beaulamp (summer office)	P.Q.	46 00
Barre	P.Q.	224 05	Beauchêne	P.Q.	523 35
Barrett Lake	B.C.	26 60	Beaudoin	P.Q.	30 00
Barrieau	N.B.	32 80	Beaudoin Centre	P.Q.	128 50
Barriefield	Ont.	56 90	Beaufort	N.B.	81 01
Barrier Lake	Sask.	82 43	Beaulac	P.Q.	29 15
Barrington	P.Q.	215 00	Beaumont	P.Q.	228 15
Barrio's Beach	N.S.	105 00	Beaumont	N.B.	45 00
Barry River	P.Q.	17 00	Beaumont, Est.	P.Q.	42 00
Barry's Corner	N.S.	26 45	Beaumont, Est.	P.Q.	758 25
Barryvale	Ont.	113 30	Beaupaire	P.Q.	212 00
Barryville	N.B.	110 00	Beauséjour	P.Q.	142 83
Bartholomew	N.B.	17 75	Beausoleil	P.Q.	45 00
Bartibog	N.B.	34 00	Beauval	Sask.	74 00
Bartibog Bridge	N.B.	144 60	Beavallon	Alberta	142 50
Bartibogue Station	N.B.	44 90	Beaver	B.C.	181 19
Barvas	Sask.	118 00	Beaver Bank	N.S.	185 34
Bas de la Baie	P.Q.	32 45	Beaver Bluff	Sask.	28 30
Bas de l'Anse	P.Q.	66 25	Beaver Brook	N.B.	20 00
Base Line Road	N.S.	31 00	Beaver Brook Station	N.B.	121 95
Bass Creek	Ont.	31 25	Beaver Cove	N.S.	115 21
Bass River Point	N.B.	70 00	Beaver Creek	B.C.	86 75
Basswood Ridge	N.B.	39 60	Beaver Crossing	Alberta	82 85
Bastarache (opened 1-9-27)	N.B.	16 25	Beaver Dale	Sask.	41 50
Batchawana	Ont.	81 50	Beaverdam	Alberta	12 40
Bateston	N.S.	59 70	Beaver Harbour	N.S.	149 80
Batesville (summer office)	P.Q.	56 00	Beaver House	Sask.	56 00
Bath Road	Ont.	(b)	Beaver Lake	B.C.	86 00
Bathurst Mines	N.B.	137 00	Beaver Lake	Alberta	9 51
Batiscan Station	P.Q.	448 00	Beaverley	B.C.	28 60
Batoche	Sask.	50 00	Beaver River	N.S.	149 82
Battle Bend	Alberta	166 45	Beaver Valley	Sask.	75 40
Battle Creek	Sask.	35 00	Beazer	Alberta	98 10
Battle Ridge	Alberta	41 00	Beckenham	Sask.	59 50
Battleview	Alberta	61 00	Beckville	Man.	48 00
Baxter's Harbour	N.S.	39 00	Bedard	P.Q.	91 45
Baxterville	Sask.	12 45	Bede	Man.	161 44
Bayard	P.Q.	25 05	Bedfordville	Sask.	63 20
Bayend	Man.	70 66	Bedworth	Ont.	90 90
Bay du Vin	N.B.	798 60	Beech Hill	N.S.	18 00
Bay du Vin Mills	N.B.	18 00	Beech Hill Farms	N.S.	42 75
Bayer Settlement	N.S.	50 00	Beechmont	N.S.	13 00
Bayfield	N.S.	57 00	Beechmont North	N.S.	9 00
Bayham	Ont.	98 10	Beechville	N.S.	20 75
Bayhead	N.S.	247 20	Beersville	N.B.	146 66
Bayport	N.S.	118 15	Begin	P.Q.	52 65
Bay Road Valley	N.S.	24 00	Bekevar	Sask.	14 83
Bayside	N.B.	141 75	Béclair	Man.	56 15
Bayside	N.S.	53 55	Béland	P.Q.	122 50
Bay St. Lawrence	N.S.	146 02	Bélangier	Sask.	22 00
Bayswater	N.B.	47 00	Bélangier Siding	P.Q.	286 50
Bayswater	N.S.	132 00	Belbeck	Sask.	136 00
Bayswater	Ont.	(a)	Belbutte	Sask.	86 80
Bayton	Man.	106 60	Bellavance (Late Pitt Siding)	P.Q.	(Nil)
Bay View	N.S.	164 40	Belle Anse	P.Q.	241 50
Bay View (closed 30-11-27)	N.B.	16 78	Belle Côte	N.S.	161 95
Beach Meadows	N.S.	152 00	Belle Creek	P.E.I.	179 62
Beaconsfield	Man.	11 50	Belledune	N.B.	317 48
Beaconsfield	P.Q.	210 00	Belledune River	N.B.	152 50
Bear Cave	Ont.	27 00	Bellefeuille	P.Q.	58 50
Bear Cove (Chéticamp)	N.S.	70 20	Bellefleur	N.B.	60 00
Bear Flat	B.C.	24 00	Bellefontaine	N.S.	41 50

(a) For Revenue see under Ottawa Sub-Offices.

(b) For Revenue see under Kingston Sub-Offices.

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Bellegarde.....	Sask.	54 70	Big Fork.....	Ont.	102 40
Belle Marche.....	N.S.	84 25	Bigger Ridge.....	N.B.	74 24
Belleville.....	N.B.	64 50	Big Glen.....	N.S.	19 95
Belleville North.....	N.S.	64 00	Big Harbour.....	N.S.	15 00
Belleville South.....	N.S.	54 00	Big Harbour Centre.....	N.S.	27 25
Bellevue Station.....	Ont.	85 91	Big Harbour Island.....	N.S.	28 00
Belley.....	P.Q.	15 35	Big Intervale (Cape North).....	N.S.	35 48
Bell Grove.....	N.B.	44 46	Big Intervale (Margaree).....	N.S.	34 42
Bellhampton.....	Man.	49 50	Big Island.....	N.S.	50 50
Belleveau Village.....	N.B.	12 00	Big Lorraine.....	N.S.	23 00
Bell Mills.....	N.B.	14 50	Big Marsh.....	N.S.	8 00
Bell Mount.....	P.Q.	46 50	Big Meadow.....	N.S.	23 75
Bell Neck.....	N.S.	25 00	Big Muddy.....	Sask.	57 77
Belloni.....	N.S.	81 75	Big Pond.....	N.S.	22 70
Bell Rapids.....	Ont.	20 00	Big Pond Centre.....	N.S.	98 27
Bellshill.....	Alberta.	130 00	Big Port l'Hébert.....	N.S.	62 40
Belmina.....	P.Q.	27 00	Big Prairie.....	Alberta.	206 50
Belmore.....	Ont.	258 50	Big Ridge.....	N.S.	24 00
Belvedere.....	Alberta.	320 94	Big Ridge South.....	N.S.	33 50
Belvoir.....	Sask.	37 53	Big Stone.....	Alberta.	72 00
Bemersyde (late Graytown) (1-5-27)	Sask.	128 61	Bigwin Island (summer office).....	Ont.	1,461 00
Benacadie.....	N.S.	61 73	Big Woody.....	Man.	4 25
Benacadie Pond.....	N.S.	21 25	Bilby.....	Alberta.	54 45
Benacadie West.....	N.S.	30 00	Billimun.....	Sask.	41 85
Benallack.....	B.C.	361 35	Bingley.....	Alberta.	39 20
Benard.....	Man.	96 60	Bingville.....	Alberta.	65 90
Benbecula.....	Sask.	15 00	Birchbank.....	B.C.	71 25
Bench.....	Sask.	39 29	Birch Bay.....	Man.	55 01
Ben Eoin.....	N.S.	22 00	Birch Brook.....	N.S.	37 50
Benjamin's Mills.....	N.S.	16 73	Birch Island.....	B.C.	274 13
Benjamin River.....	N.B.	244 85	Birch Lake.....	Sask.	9 50
Ben Lomond.....	N.B.	35 00	Birch Plain.....	N.S.	33 74
Bennett.....	P.Q.	33 86	Birch Ridge.....	N.B.	17 05
Bensham.....	Sask.	43 00	Birch Siding.....	N.B.	29 80
Bent River.....	Ont.	116 15	Birehtown.....	N.S.	184 95
Berens River.....	Man.	119 75	Bird River.....	Man.	72 45
Bergen.....	Alberta.	93 00	Birdsalls.....	Ont.	134 30
Bergeron.....	P.Q.	58 00	Birdtail.....	Man.	401 15
Bergfield.....	Sask.	51 50	Bird's Creek.....	Ont.	126 00
Bergland.....	Ont.	724 40	Birdsholm.....	Alberta.	69 85
Berlo.....	Man.	30 50	Birken.....	B.C.	161 26
Bernard.....	Sask.	51 00	Birkendale.....	Ont.	143 20
Bernatchez.....	P.Q.	81 20	Bishopville.....	N.S.	16 00
Bernier.....	P.Q.	15 00	Bissett (opened 1-8-27).....	Man.	146 99
Berny.....	Alberta.	26 20	Black Avon.....	N.S.	43 75
Berryer.....	P.Q.	151 75	Black Brook.....	N.S.	20 00
Berry Mill Station.....	N.B.	133 00	Blackburn.....	Ont.	124 07
Berrymoor.....	Alberta.	66 38	Blackburn Mine.....	P.Q.	15 00
Berthe.....	P.O.	17 00	Black Creek (opened 25-7-27).....	Ont.	17 90
Bertrans.....	N.B.	87 50	Blackdale.....	Man.	34 35
Bérubé.....	P.Q.	67 98	Black Donald.....	Ont.	28 50
Berwick West.....	N.S.	15 00	Blackett's Lake (closed, 8-5-27).....	N.S.	(Nil)
Bestville.....	Sask.	83 65	Black Heath.....	Ont.	185 94
Bestwick.....	B.C.	56 00	Black Land.....	N.B.	158 52
Bethel.....	Man.	174 30	Black Pines.....	B.C.	38 75
Bethesda.....	Ont.	75 25	Black Point, Queens.....	N.S.	261 00
Beulah.....	N.B.	36 00	Black River, Northumber- land.....	N.B.	96 20
Beynes.....	Sask.	35 04	Black River St. John.....	N.B.	66 00
Bezanson.....	Alberta.	99 25	Black River Bridge.....	N.B.	157 45
Bickerdike.....	Alberta.	105 00	Black Rock.....	N.B.	33 25
Bickle.....	B.C.	74 99	Black Rock, Victoria.....	N.S.	14 00
Bickford.....	Ont.	175 20	Blaeks Harbour.....	N.B.	2,479 70
Bideford (closed, 30-6-27).....	P.E.I.	(Nil)	Blackstone.....	N.S.	30 00
Bickleigh.....	Sask.	89 25	Blackstone Lake.....	Ont.	26 00
Bifrost.....	Man.	15 00	Blacktail.....	Alberta.	25 00
Big Bank.....	N.S.	37 25	Blackwood.....	Sask.	88 65
Big Bar Creek.....	B.C.	58 00	Blueberry.....	B.C.	37 01
Big Beach.....	N.S.	143 50	Blair.....	N.B.	500 37
Big Beaver.....	Sask.	148 53	Blair Athol.....	N.B.	144 00
Big Brook.....	N.S.	19 00	Blairhampton.....	Ont.	64 00
Big Cedar Point (summer office).....	Ont.	269 00	Blairton.....	Ont.	37 00
Big Creek.....	B.C.	97 07	Blais.....	P.Q.	32 20

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue		Name of Post Office	Province	Revenue	
		\$	cts.			\$	cts.
Blanchard Road.....	N.S.	12	00	Boudreau.....	N.B.	40	00
Blanchard Settlement.....	N.B.	95	00	Boudeauville.....	N.S.	114	50
Blanche.....	N.S.	127	75	Boudreau Village.....	N.B.	29	00
Blanchet.....	P.Q.	80	00	Bouffard.....	P.Q.	85	82
Blanc Sablon (opened 1-7-27).....	P.Q.	20	00	Bougainville.....	P.Q.	39	00
Blandford.....	P.Q.	122	50	Bouillon, (Late Boulay) (1-9-27).....	P.Q.	30	25
Blewett.....	B.C.	71	50	Boughton Island.....	P.E.I.	17	11
Blind Bay.....	B.C.	172	00	Boulanger.....	P.Q.	367	45
Blind Channel.....	B.C.	211	85	Boularderie.....	N.S.	79	00
Bliss Landing.....	B.C.	71	15	Boularderie Centre.....	N.S.	65	50
Block 14.....	N.B.	20	50	Boularderie East.....	N.S.	48	95
Bloomfield.....	N.S.	76	95	Boularderie West.....	N.S.	25	25
Bloomfield Ridge.....	N.B.	101	52	Boulter.....	Ont.	216	95
Blooming.....	Sask.	35	81	Boundary Creek.....	Alberta.	70	49
Bloomington.....	N.S.	41	40	Boundary Creek.....	N.B.	91	25
Bloomsbury.....	Alberta.	199	65	Boundar Falls.....	B.C.	66	80
Blount (opened 1-11-27).....	Ont.	39	98	Bourbon.....	P.Q.	16	00
Blue Bell.....	N.B.	145	95	Bourdeau.....	Ont.	45	00
Blueberry Creek.....	B.C.	317	00	Bourgeois.....	N.B.	32	00
Blueberry Mountain.....	Alberta.	42	00	Bourgeois Mills.....	N.B.	68	50
Blue Cove.....	N.B.	27	00	Bourg Louis.....	P.Q.	39	00
Blue Mountain.....	N.S.	170	90	Bourlamaque (summer office).....	P.Q.	44	25
Blue Ridge (Late Lonira).....	Alberta.	89	00	Bournival.....	P.Q.	21	00
Blue Rock.....	N.S.	350	00	Bournemouthe (opened 1-10-27).....	Sask.	37	00
Bluesky.....	Alberta.	141	50	Bousquet (closed 15-6-27).....	P.Q.	(Nil)	
Blue's Mill.....	N.S.	48	35	Bout de l'Isle.....	P.Q.	(a)	
Bluff Creek.....	Man.	74	24	Bout du Monde.....	P.Q.	35	00
Boakview.....	Ont.	73	20	Boutillier Point.....	N.S.	217	50
Bobs Lake.....	Ont.	91	76	Boutin.....	Sask.	68	00
Bocage.....	P.Q.	40	00	Bowesville.....	Ont.	62	50
Bodhan.....	Man.	35	00	Bowmanton.....	Alberta.	25	00
Bodmin.....	Sask.	100	55	Boyd's.....	N.S.	15	00
Bogart.....	Ont.	110	40	Boyer.....	P.Q.	106	00
Boggy Creek.....	Man.	85	30	Boyer Lake.....	Alberta.	97	20
Boian.....	Alberta.	102	65	Boynton (closed 30-6-27).....	P.Q.	10	50
Bois Blanc (opened 1-10-27).....	N.B.	15	00	Brackenrig.....	Ont.	55	39
Boischatel (opened 9-5-27).....	P.Q.	418	55	Brackley Beach.....	P.E.I.	141	60
Boisdale.....	N.S.	196	25	Bradley (opened 15-12-27).....	Ont.	276	42
Bois de l'Ail.....	P.Q.	90	00	Bradley Creek.....	Ont.	19	81
Boishébert.....	N.B.	48	00	Bradore Bay.....	P.Q.	9	00
Boisville (opened 1-10-27).....	P.Q.	22	00	Bramber.....	N.S.	153	85
Boivin.....	P.Q.	29	00	Branch Brook (closed 31-12-27).....	N.B.	11	00
Bold Point.....	B.C.	69	00	Branch La Have.....	N.S.	77	00
Bolingbroke.....	Ont.	64	50	Bransfield.....	N.B.	86	00
Bolkow (closed 1-11-27).....	Ont.	77	90	Brantville.....	N.B.	65	70
Bon Accord.....	N.B.	38	22	Bras d'Apic.....	P.Q.	194	78
Bon Air (summer office).....	Ont.	111	00	Brass Hill.....	N.S.	239	90
Bonaventure Island.....	P.Q.	39	50	Brazil Lake.....	N.S.	147	55
Bon Désir.....	P.Q.	50	00	Breault Mill.....	P.Q.	51	50
Bondiss.....	Alberta.	36	25	Breau Village.....	N.B.	95	00
Bon Echo (summer office).....	Ont.	175	04	Brière à Manon.....	P.Q.	150	90
Bonheur.....	Ont.	565	54	Breckenridge Station.....	P.Q.	208	50
Bonlen.....	Alberta.	50	00	Bredin.....	Alberta.	25	00
Boninville.....	Ont.	81	50	Bremen.....	Sask.	264	12
Bonnechère.....	Ont.	50	20	Brennan Hills.....	P.Q.	96	00
Bonne Espérance.....	P.Q.	40	00	Brent (opened 14-11-27).....	Ont.	195	46
Bonne Madone.....	Sask.	115	20	Brentha.....	Ont.	49	00
Bonney River Station.....	N.B.	241	00	Brentwood.....	N.S.	74	00
Bonnie Doon.....	Man.	55	55	Brentwood Bay.....	B.C.	338	90
Bonnie Glen.....	Alberta.	35	25	Bretagneville.....	N.B.	84	10
Bonnington Falls.....	B.C.	210	95	Brethour.....	Ont.	71	35
Bon Secours.....	N.B.	58	00	Breton, Late Keystone.....	Alberta.	368	89
Boom Road.....	N.B.	201	00	Brewer.....	Sask.	65	05
Booth.....	P.Q.	129	00	Briar Lake.....	N.S.	25	25
Bordeaux.....	P.Q.	(a)		Briarlea.....	Sask.	28	00
Borderland.....	Sask.	49	95	Bridge Lake.....	B.C.	160	00
Bordenwood.....	Ont.	30	25	Bridgeville.....	P.Q.	250	00
Boskung.....	Ont.	121	50	Briereville.....	Alberta.	23	15
Bossé (re-opened 1-6-27).....	N.B.	50	15	Brigade Lake.....	B.C.	48	80
Botsford Portage.....	N.B.	43	00	Brigg's Corner.....	N.B.	32	00
Bouchard.....	P.Q.	81	85	Brightbank.....	Alberta.	89	00
Boucher.....	N.B.	18	50	Brightholme.....	Sask.	6	00
Boucherville.....	Ont.	13	05	Bright Sand.....	Sask.	83	00

(a) For Revenue see under Montreal Sub-Offices.

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Brightside.....	Ont.....	55 00	Buffalo River.....	Sask.....	15 00
Brightstone.....	Man.....	20 00	Buffalo View.....	Albertain.....	17 03
Briley's Brook.....	N.S.....	50 25	Buford.....	Albertain.....	167 15
Brinkman's Corners.....	Ont.....	87 00	Bugeaud.....	P.Q.....	29 50
Bristol Mines.....	P.Q.....	117 30	Buller.....	Ont.....	11 00
Bristol Ridge.....	P.Q.....	108 00	Bulstrode Station.....	P.Q.....	202 70
Britainville.....	Ont.....	29 00	Bunglass.....	Sask.....	16 50
Britannia Heights.....	Ont.....	247 55	Burfield.....	Albertain.....	71 89
Birthdir.....	Sask.....	83 45	Burgis.....	Sask.....	246 00
Briton Cove.....	N.S.....	151 90	Burk's Corners.....	P.Q.....	63 80
Britonville.....	P.Q.....	30 72	Burleigh Falls.....	Ont.....	139 04
Broadbent.....	Ont.....	83 80	Burlington.....	N.S.....	182 19
Broad Cove (Lunenburg).....	N.S.....	403 40	Burnaby.....	Ont.....	85 15
Broad Cove Chapel.....	N.S.....	73 50	Burnbank.....	Man.....	21 75
Broad Cove Marsh.....	N.S.....	12 00	Burnley.....	Ont.....	64 60
Broadlands.....	P.Q.....	101 70	Burnside.....	Man.....	180 00
Broadwater.....	B.C.....	46 05	Burpee.....	Ont.....	55 55
Broadway.....	N.S.....	32 75	Burquitlam.....	B.C.....	218 30
Brockington.....	Sask.....	54 35	Burrard Inlet.....	B.C.....	1,449 00
Brock Monument (summer office).....	Ont.....	(Nil)	Burridge.....	Ont.....	193 50
Brodeur.....	P.Q.....	51 75	Burris.....	Ont.....	328 72
Brokenhead.....	Man.....	62 55	Burritt.....	Ont.....	35 10
Brombury.....	Sask.....	77 60	Burtch (closed 17-12-27).....	Ont.....	25 61
Broncho.....	Sask.....	58 75	Burtonsville.....	Albertain.....	50 50
Bronson Settlement.....	N.B.....	46 00	Burwash Station (late Burwash), (1-9-27).....	Ont.....	241 95
Bronx Park.....	P.Q.....	(b)	Bush Island.....	N.S.....	71 50
Brookdale.....	P.Q.....	66 00	Butterby.....	Sask.....	26 00
Brookfield Mines.....	N.S.....	87 03	Butternut Bay (summer office).....	Ont.....	23 45
Brooking (1-4-27).....	Sask.....	256 10	Butterton.....	Sask.....	29 30
Brookline.....	P.Q.....	5 00	Byng.....	Man.....	28 85
Brooklyn Corner.....	N.S.....	65 75	Cabin Lake.....	Albertain.....	15 50
Brookside.....	Sask.....	104 53	Cachalot.....	B.C.....	192 00
Brookvale.....	N.S.....	94 30	Cache Creek.....	B.C.....	143 15
Brook Village.....	N.S.....	134 00	Cacouna South (summer office).....	P.Q.....	136 00
Brookville.....	N.B.....	135 00	Cailmount.....	Sask.....	75 20
Brophy's.....	N.S.....	11 00	Cails Mills.....	N.B.....	38 00
Brora.....	Sask.....	68 50	Cain Point (opened 1-10-27).....	N.B.....	45 25
Brotherston.....	Ont.....	29 02	Cain's Mountain.....	N.S.....	38 45
Brough.....	Sask.....	45 80	Caistor Centre.....	Ont.....	327 00
Brower.....	Ont.....	145 10	Calahoo.....	Albertain.....	163 95
Brown.....	Man.....	187 65	Calais.....	Albertain.....	83 00
Brownfield.....	Albertain.....	132 12	Caldbeck.....	Albertain.....	41 10
Brown Hill.....	Ont.....	119 45	Calderbank.....	Sask.....	94 40
Browning Island (summer office).....	Ont.....	71 00	Caldwell.....	P.Q.....	19 00
Brownsville.....	N.S.....	60 00	Caldwell.....	Albertain.....	35 10
Bruceston.....	Ont.....	22 00	Caldwell Brook.....	N.B.....	73 95
Brumlie.....	Man.....	16 00	Caledonia.....	N.S.....	171 25
Brunetville.....	Ont.....	100 50	Caledonia.....	P.E.I.....	12 70
Brutus.....	Albertain.....	65 25	Caledonia Mills.....	N.S.....	29 95
Bryant.....	Sask.....	137 00	Calgary Sub-Office No. 7.....	Albertain.....	(a)
Bryants Corner.....	N.B.....	38 00	Calgary Sub-Office No. 9 (re-opened, 17-5-27).....	Albertain.....	(a)
Bryenton.....	N.B.....	82 00	Calgary Sub-Office No. 13 (re-opened, 20-5-27).....	Albertain.....	(a)
Brynmarl.....	B.C.....	56 14	Calgary Sub-Office No. 15.....	Albertain.....	(a)
Bryon Island (summer office).....	P.Q.....	11 00	Calgary Sub-Office No. 23.....	Albertain.....	(a)
Brysonville.....	P.Q.....	202 48	Calhoun.....	N.B.....	46 00
B-Say-Tah (summer office).....	Sask.....	25 55	Caliento.....	Man.....	234 45
Buck Creek.....	Albertain.....	21 80	California.....	N.B.....	55 25
Buckfield.....	N.S.....	48 50	Callières.....	P.Q.....	54 25
Buckhorn.....	Albertain.....	52 25	Calling Lake.....	Albertain.....	30 00
Buck Lake (summer office).....	Ont.....	7 00	Cambria.....	P.Q.....	43 41
Buckland Est.....	P.Q.....	34 95	Cambridge.....	N.S.....	87 33
Bucklaw.....	N.S.....	45 55	Camden.....	N.S.....	69 33
Buckley (summer office).....	N.B.....	6 10	Camel Chute.....	Ont.....	45 00
Buckley Bay.....	B.C.....	197 10	Cameron Lake.....	B.C.....	95 10
Buetouche Bay.....	N.B.....	35 50	Cameron's Mills.....	N.B.....	9 00
Budd Mills.....	Ont.....	10 25	Cameron Settlement.....	N.S.....	34 20
Buena Vista.....	B.C.....	199 50			
Buffalo Gap.....	Sask.....	85 05			
Buffalo Horn.....	Sask.....	42 75			
Buffalo Lake.....	Albertain.....	35 60			

(a) For Revenue see under Calgary Sub-Offices. (b) For Revenue see under Montreal Sub-Offices.

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Campbelldale.....	N.S.	17 50	Cap St.-Fiddle.....	P.Q.	22 00
Campbell Mountain.....	N.S.	5 00	Cap St Ignace Station.....	P.Q.	1,008 10
Campbellton.....	Ont.	28 00	Cap St Martin.....	P.Q.	97 00
Camperdown.....	Ont.	125 00	Capstick.....	N.S.	41 00
Camperdown.....	N.S.	10 00	Cap Tourmente.....	P.Q.	100 12
Camperville.....	Man.	210 50	Capucins.....	P.Q.	153 14
Camp Kinkora (summer office).....	P.Q.	10 00	Caramat.....	Ont.	103 09
Camp Killarney (opened, 13-6-27) (summer office).....	P.Q.	50 00	Carbonneau.....	P.Q.	222 00
Camp Lake.....	Sask.	40 75	Carcajou.....	Alberta.....	42 02
Camp Morton.....	Man.	252 80	Cardell.....	Sask.	71 00
Camp Nominique (opened 18-7-27) (summer office).....	P.Q.	20 00	Carey.....	Man.	152 10
Camp Oconto (summer office).....	Ont.	359 50	Carey's Hill.....	P.Q.	212 15
Camp Ouareau (summer office).....	P.Q.	161 00	Cariboo Gold Mines.....	N.S.	165 55
Campsie.....	Alberta.....	10 70	Cariboo Island.....	N.S.	12 00
Cana.....	Sask.	259 90	Cariboo Islands.....	P.Q.	88 78
Canaan.....	N.S.	29 05	Cariboo Marsh.....	N.S.	13 00
Canaan Rapids.....	N.B.	14 00	Carignan (opened, 7-11-27).....	P.Q.	25 00
Canada Creek.....	N.S.	42 73	Carlea.....	Sask.	58 45
Canal.....	Ont.	176 75	Carleton Ouest.....	P.Q.	95 35
Canal Flats.....	B.C.	147 18	Carleton Village.....	N.S.	60 00
Canim Lake.....	B.C.	76 19	Carlin.....	B.C.	132 25
Cannamore.....	Ont.	151 00	Carling.....	Ont.	39 50
Cannell.....	Alberta.....	158 00	Carlingford.....	N.B.	19 50
Cannes.....	N.S.	266 00	Carling Station (closed 1-5-27, re-opened 1-10-27).....	Ont.	24 75
Canning.....	Ont.	61 60	Carlington.....	Ont.	62 55
Cannon (opened 1-4-27).....	P.Q.	51 00	Carlos.....	Alberta.....	69 50
Canobie.....	N.B.	108 00	Carlowrie.....	Man.	23 65
Canoe Cove.....	P.E.I.	75 45	Carlow.....	N.B.	4 00
Canoe Lake.....	N.S.	21 00	Carlton Hill.....	Alberta.....	25 40
Canopus.....	Sask.	34 74	Carlyle Lake Resort (sum- mer office).....	Sask.	139 26
Canough Creek (closed 15-11-27).....	B.C.	(Nil)	Carmel.....	P.Q.	68 00
Cantal.....	Sask.	58 25	Carmi.....	B.C.	138 50
Cantin.....	P.Q.	53 25	Carnagh.....	Sask.	49 10
Cantley.....	P.Q.	240 85	Carnforth.....	Alberta.....	28 50
Canton.....	Ont.	240 00	Carnoustie.....	Sask.	25 25
Canton Bégin.....	P.Q.	188 50	Carnwood.....	Alberta.....	48 25
Canyon.....	B.C.	275 00	Caron Brook.....	N.B.	216 69
Canyon Creek (opened 1-3-28).....	Alberta.....	21 35	Carr.....	Ont.	93 16
Cap-à-la-Baleine.....	P.Q.	123 74	Carragana.....	Sask.	262 56
Cap-à-la-Branche.....	P.Q.	202 54	Carrier.....	P.Q.	7 46
Cap au Corbeau.....	P.Q.	14 00	Carroll.....	P.Q.	41 73
Cap au Renard.....	P.Q.	117 00	Carroll's Corners.....	N.S.	39 20
Cap aux Oies.....	P.Q.	75 84	Carroll's Crossing.....	N.B.	167 50
Cap Bateau.....	N.B.	47 00	Carrott Creek.....	Alberta.....	186 53
Cap d'Espoir.....	P.Q.	278 05	Carrot River.....	Sask.	10 00
Cap des Rosiers Est.....	P.Q.	172 76	Carr's Brook.....	N.S.	84 03
Cape Agnet.....	N.S.	49 70	Carsonby.....	Ont.	
Cape Chin.....	Ont.	40 00	Carter (opened, 9-8-27).....	P.Q.	21 20
Cape Croker.....	Ont.	97 75	Carter's Point.....	N.B.	63 00
Cape Dauphin.....	N.S.	28 50	Carterton.....	Ont.	85 00
Cape de Moisselle Creek.....	N.B.	103 80	Casault.....	P.Q.	46 00
Cape Enrage.....	N.B.	42 00	Casavant.....	Alberta.....	18 50
Cape George.....	N.S.	41 00	Casey.....	P.Q.	614 75
Cape George Harbour.....	N.S.	17 00	Casgrain.....	P.Q.	24 00
Cape Jack.....	N.S.	68 95	Caspaco.....	B.C.	302 00
Cape Negro.....	N.S.	148 19	Cassilis.....	N.B.	113 00
Cape Negro Island.....	N.S.	74 00	Castelnau.....	P.Q.	91 25
Cape Sable Island (South Side).....	N.S.	182 51	Castle Bay.....	N.S.	69 42
Cape Scott.....	B.C.	49 82	Castle Coombe (closed 31-5-27).....	Sask.	(Nil)
Cape Station.....	N.B.	79 00	Castledale.....	B.C.	92 56
Capitol Hill.....	B.C.	(b)	Castle Mountain (summer office).....	Alberta.....	58 00
Caplan Est.....	P.Q.	41 80	Castle Point.....	Man.	250 00
Cap la Ronde.....	N.S.	64 00	Castlerough.....	N.S.	23 00
Cap Lumière.....	N.B.	39 00	Castle Rock.....	B.C.	50 00
Cappon.....	Alberta.....	123 93	Castonguay.....	P.Q.	42 95
Cap Rouge.....	N.S.	18 25	Catalone.....	N.S.	85 23
			Catalone Gut.....	N.S.	33 00
			Catalone Road.....	N.S.	65 00

(b) For Revenue see under Vancouver Sub-Offices.

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Catamont.....	N.B.	26 00	Chateau Lake Louise (summer office).....	Alberta...	4,081 07
Cataract.....	Ont.	131 90	Chater.....	Man.	209 70
Catchacoma.....	Ont.	67 00	Chaudière Basin.....	P.Q.	163 46
Cater.....	Sask.	10 00	Chaumont.....	P.Q.	29 00
Caulfeild.....	B.C.	161 55	Cheam View.....	B.C.	31 60
Cawood.....	P.Q.	22 00	Cheddar.....	Ont.	59 15
Cayer.....	Man.	168 90	Chedderville.....	Alberta...	61 25
Gazaville.....	P.Q.	195 00	Cheecham.....	Alberta...	103 75
Cecebe.....	Ont.	64 25	Chee Kye.....	B.C.	157 10
Cecil.....	Sask.	32 50	Chelan.....	Sask.	61 85
Cedar.....	B.C.	437 30	Chellwood.....	Sask.	36 16
Cedarbrae.....	Ont.	144 44	Chelmsford.....	N.B.	81 75
Cedar Croft (summer office).....	Ont.	70 00	Chelsea.....	N.S.	175 70
Cedarkine.....	Man.	87 34	Chemins des Buttes (opened 5-9-27).....	P.Q.	18 00
Cedar Lake.....	Man.	9 00	Chemins du Lac (Late Vieux Chemins du Lac), (1-7-27).....	P.Q.	279 35
Ceepeecee.....	B.C.	177 50	Chemin Neuf.....	P.Q.	30 00
Celtic.....	Sask.	30 00	Cheney Station.....	Ont.	99 22
Centennial.....	N.S.	37 20	Chénier.....	P.Q.	156 25
Central Argyle.....	N.S.	230 00	Cherisy.....	P.Q.	98 00
Central Blissville.....	N.B.	251 00	Cherryfield.....	N.S.	31 00
Central Earlton.....	N.S.	4 00	Cherryfield.....	N.B.	21 50
Central Greenwich.....	N.B.	248 55	Cherry Hill.....	N.S.	231 25
Central Grove.....	N.S.	147 25	Cherry Valley.....	P.E.I.	266 90
Central Hampstead.....	N.B.	65 65	Cherryville.....	B.C.	80 19
Central New Annan.....	N.S.	58 00	Cherrywood.....	Ont.	168 80
Central Port Mouton.....	N.S.	241 20	Chesterfield Inlet.....	N.W.T.	10 00
Central Wood Harbour.....	N.S.	81 10	Chester Grant.....	N.S.	70 00
Centre Acadie.....	N.B.	65 00	Chestermere Lake.....	Alberta...	28 00
Centredale.....	N.S.	15 00	Chester Nord.....	P.Q.	45 75
Centre Dummer.....	Ont.	31 00	Chesterword.....	Alberta...	65 00
Centre East Pubnico.....	N.S.	137 52	Chevalier.....	P.Q.	5 20
Centre Island.....	B.C.	37 60	Cheviot.....	Sask.	228 50
Centre Musquodoboit.....	N.S.	197 95	Chevrier.....	Ont.	13 00
Centre Nappan.....	N.B.	216 90	Chezacut.....	B.C.	30 50
Centre St. Simon.....	N.B.	72 00	Chiasson.....	N.B.	59 72
Centreton.....	Ont.	194 75	Chief Lake.....	B.C.	34 00
Centreview.....	Ont.	17 00	Chigwell (re-opened 1-4-28).....	Alberta	25 00
Centre Village.....	N.B.	3 00	Chikopi (summer office).....	Ont.	88 00
Centreville.....	N.S.	401 00	Chileo.....	B.C.	77 00
Centreville East.....	N.S.	52 00	Chilmark.....	Alta.	69 55
Chabot (opened 18-10-27).....	P.Q.	20 00	Chimney Corner.....	N.S.	38 75
Chaffey's Locks.....	Ont.	903 50	Chin.....	Alberta...	241 70
Chagoness.....	Sask.	51 27	Chinook Cove.....	B.C.	166 87
Chahoon.....	P.Q.	414 00	Chippawa Hill.....	Ont.	75 25
Chailey.....	Alberta...	83 47	Chisholm.....	N.S.	15 00
Chalifoux.....	P.Q.	33 15	Chisholm Mills.....	Alberta...	400 71
Chambery.....	Sask.	92 00	Choate.....	B.C.	78 34
Chambord Est.....	P.Q.	22 45	Chocolate Cove.....	N.B.	49 50
Champeour.....	P.Q.	45 00	Choiceland (opened 16-11-27).....	Sask.	52 40
Champigny.....	P.Q.	400 40	Choquette.....	P.Q.	35 00
Chance Harbour.....	N.B.	168 05	Chortitz.....	Man.	196 77
Chance Harbour.....	N.S.	19 00	Christian Island.....	Ont.	108 95
Chandonnet.....	P.Q.	17 00	Christieville.....	P.Q.	107 00
Chandos.....	Ont.	30 40	Christina.....	Ont.	93 00
Chantler.....	Ont.	48 30	Christina Lake.....	B.C.	14 57
Chantry.....	Ont.	131 00	Christopher Lake.....	Sask.	28 00
Chapais.....	P.Q.	45 51	Chu Chua.....	B.C.	185 90
Chapel Rock.....	Alberta...	29 00	Church Hill.....	N.B.	19 00
Chapleau Station (summer office).....	P.Q.	47 00	Church Lake.....	N.S.	43 45
Chaplin.....	N.S.	36 00	Church House.....	B.C.	50 03
Chaplin Road.....	N.B.	36 50	Church Over.....	N.S.	101 30
Chapman (closed 3-1-28).....	Ont.	53 24	Churchview.....	N.S.	60 00
Chapple.....	Ont.	75 90	Chutes aux Outardes.....	P.Q.	340 00
Charlestown West.....	P.Q.	24 00	Chute Nairn.....	P.Q.	359 75
Charleston.....	N.S.	124 50	Chute Rouge.....	P.Q.	117 45
Charleston.....	Ont.	192 50	Chute Shipshaw.....	P.Q.	60 00
Charleswood.....	Man.	122 75	Chute Victoria.....	P.Q.	29 00
Charles Cove.....	N.S.	236 05	Cinema.....	B.C.	73 55
Charron.....	Alberta...	15 00	Claire Fontaine.....	N.B.	39 50
Chartersville.....	N.B.	18 00	Clairvaux de Bagot.....	P.Q.	183 27
Chartrand Corner.....	Ont.	130 85			
Chaswood.....	N.S.	126 10			

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Clairvaux de Charlevoix.....	P. Q.	69 50	Colindale (Late Little Mabou)	N. S.	4 00
Clairville.....	N. B.	62 25	(9-9-27).....	N. S.	20 25
Clam Bay.....	N. S.	44 17	College Grant.....	N. S.	11 00
Clam Harbour.....	N. S.	209 50	Collette Village.....	N. B.	19 00
Clam Point.....	N. S.	36 75	Colleymount.....	B. C.	109 83
Clanricarde.....	Ont.	53 54	Collholme.....	Alberta.	19 50
Clapham.....	P. Q.	63 00	Collinsville.....	P. Q.	82 00
Clapperton.....	P. Q.	134 20	Colmer.....	Sask.	42 05
Clarendon Station.....	N. B.	167 97	Colomb.....	P. Q.	72 75
Clarina.....	Ont.	57 01	Colombourg.....	P. Q.	134 76
Clarinda.....	Alberta.	29 60	Colonial.....	N. S.	54 95
Clark Beach (opened 1-7-27)			Colpton.....	N. S.	84 25
(summer office).....	Man.	23 39	Columbia Gardens.....	B. C.	75 96
Clarkboro.....	Sask.	212 95	Colubine.....	Alberta.	35 10
Clark Bridge (opened 1-5-27)			Colwell.....	Ont.	52 05
Clarkleigh.....	Man.	271 67	Comeau Ridge.....	N. B.	37 00
Clarks Corners.....	N. B.	165 72	Comeau's Hill.....	N. S.	60 00
Clark's Crossing.....	Sask.	60 45	Comeauville.....	N. S.	209 50
Clarksville.....	N. S.	182 85	Commanda.....	Ont.	212 60
Clarkville.....	N. B.	17 75	Compton Station.....	P. Q.	122 50
Claverhouse.....	N. S.	19 00	Comrey.....	Alberta.	80 10
Clavering.....	Ont.	117 60	Concession.....	N. S.	227 10
Clay Bank.....	Ont.	26 14	Concord.....	Ont.	164 50
Claytonville.....	Sask.	82 22	Conjuring Creek.....	Alberta.	57 25
Clear Hills.....	Alberta.	47 10	Conklin.....	Alberta.	78 53
Clear Lake.....	Ont.	82 50	Counell Corners.....	Sask.	12 25
Clearland.....	N. S.	10 00	Connolly.....	Alberta.	36 00
Clearview.....	Alberta.	17 55	Connor.....	N. B.	166 81
Clearwater Station.....	B. C.	314 52	Connor Creek.....	Alberta.	102 10
Clegg (Late Harty) (1-2-28)			Conn's Mills.....	N. S.	137 70
Clematis.....	Man.	48 00	Conquerall Mills.....	N. S.	103 20
Clemens.....	Sask.	135 00	Conrich.....	Alberta.	83 58
Clément.....	P. Q.	150 30	Contimco.....	B. C.	128 00
Clemville.....	P. Q.	39 00	Conway.....	N. S.	154 95
Clevelands.....	N. B.	5 00	Cooking Lake.....	Alberta.	92 35
Cliffordvale.....	N. B.	220 00	Cook's Brook.....	N. S.	81 00
Cliffside.....	B. C.	110 20	Cook's Cove.....	N. S.	109 00
Clifton.....	N. B.	244 90	Cook's Creek.....	Man.	472 00
Cliftonville.....	Sask.	54 00	Cookville.....	N. B.	26 50
Clontarf.....	Ont.	100 00	Coombes Road.....	N. B.	23 00
Clo-oose.....	B. C.	226 28	Cooper.....	Ont.	118 60
Cloridorm.....	P. Q.	215 05	Cooper's Falls.....	Ont.	110 60
Cloridorme Ouest.....	P. Q.	124 10	Copeau.....	Sask.	166 14
Cloud Bay.....	Ont.	178 00	Copeland.....	Sask.	30 80
Clova.....	P. Q.	174 54	Copp.....	Ont.	37 00
Cloverdale.....	N. S.	21 25	Coppell.....	Ont.	181 48
Clover Hill.....	N. B.	25 00	Copper River.....	B. C.	125 49
Cloverleaf.....	Man.	285 09	Coppice Hill.....	Alberta.	46 35
Cloverville.....	N. S.	18 00	Corberrie.....	N. S.	164 00
Club Shawinigan.....	P. Q.	60 00	Coreoran.....	P. Q.	20 00
Cluffield.....	Sask.	34 50	Cordova Bay (summer office)	B. C.	29 50
Clumber.....	Sask.	31 20	Coriander.....	Sask.	56 50
Clydesdale.....	Ont.	15 50	Cork.....	Alberta.	35 50
Clymont.....	Alberta.	34 45	Corkery.....	Ont.	74 42
Coal Branch Station.....	N. B.	197 95	Cork Station.....	N. B.	120 00
Coal Creek.....	N. B.	177 05	Cormac.....	Ont.	216 85
Coates' Mills.....	N. B.	49 50	Cormier's Cove.....	N. B.	17 00
Coburn.....	N. B.	347 50	Cornier Village.....	N. B.	89 00
Cocagne Cape.....	N. B.	60 00	Cornierville.....	N. B.	75 00
Cocagne Cove.....	N. B.	27 00	Cornucopia.....	Alberta.	107 50
Cocagne River.....	N. B.	26 00	Cornwall.....	P. E. I.	153 00
Cockburn Island.....	Ont.	359 43	Cornwall Island.....	Ont.	13 50
Coddle's Harbour.....	N. S.	118 45	Coronation.....	N. B.	35 00
Codette.....	Sask.	28 25	Corribeau.....	P. Q.	66 00
Codfinscroft.....	N. S.	21 00	Corson's Siding.....	Ont.	84 75
Cogmagun River.....	N. S.	119 55	Cortereal.....	P. Q.	142 00
Colbert.....	P. Q.	27 00	Costello.....	Ont.	39 00
Coldbrook.....	N. B.	127 35	Cosmo.....	Alberta.	73 75
Cold Springs.....	Man.	12 90	Cossetteville.....	P. Q.	58 25
Coldstream.....	N. S.	20 00	Coté.....	Sask.	331 67
Cole Harbour.....	N. S.	143 50	Coteau Road.....	N. B.	22 00
Cole Lake.....	Ont.	143 20	Côte d'Or.....	N. B.	52 25
Coleman Corner.....	N. B.	9 00			
Colin.....	N. B.	43 32			

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue		Name of Post Office	Province	Revenue	
		\$	cts.			\$	cts.
Côte Siding (opened, 1-8-27)	Ont.	62	00	Croll	Man.	217	50
Côte Ste-Anne	N.B.	21	50	Cromarty	Ont.	226	20
Côte St-Joseph	P.Q.	22	75	Crombie Settlement	N.B.	27	00
Côte St-Leonard	P.Q.	10	00	Cromwell	Man.	15	19
Côte St-Michel	P.Q.	(c)		Cross	Sask.	55	25
Côte St-Pierre	P.Q.	96	00	Crosshill	Ont.	82	35
Côte St-Vincent (closed 10-12-27)	P.Q.	3	00	Crossland	Ont.	101	47
Cotham	Sask.	16	70	Cross Lake	Man.	70	50
Cottonwood	B.C.	140	25	Cross Point	P.Q.	255	00
Coughlan	N.B.	85	00	Cross Roads, Mid-Melford	N.S.	34	00
Couillard	P.Q.	52	70	Cross Roads, Ohio	N.S.	81	37
Coulée	Sask.	5	00	Crouse Town	N.S.	245	00
Colombe	P.Q.	174	50	Crowell	N.S.	342	00
Coulson	Ont.	163	25	Crowe's Landing (summer office)	Ont.	169	00
Coultervale (closed 30-7-27)	Man.	1	31	Crowfoot	Alberta	172	87
Countess	Alberta	214	16	Crow's Nest	N.S.	59	20
Country Harbour Lake	N.S.	47	00	Crowtherviv	Sask.	73	00
Country Harbour Mines	N.S.	157	24	Croydon	Ont.	65	50
Conrelette	P.Q.	55	00	Croydon Station	B.C.	221	15
Court	Sask.	221	53	Crozier	Ont.	99	15
Courtice	Ont.	144	63	Cruikshank	Sask.	57	47
Cousineau	P.Q.	41	00	Crtwell	Sask.	174	55
Cousins	Alberta	44	20	Crystal Hill	Sask.	115	50
Couturier	P.Q.	54	00	Crystal Springs	Sask.	118	65
Couturval	P.Q.	20	75	Cuffley	Sask.	19	66
Covedell	N.B.	158	95	Culdaff	P.Q.	63	28
Cove Road	N.S.	68	25	Cullen	Sask.	162	91
Covington	Sask.	44	00	Cullen's Brook	P.Q.	51	00
Cowan	Man.	279	20	Culligan	N.B.	167	50
Cowan Creek	N.B.	8	00	Culloden	N.S.	110	50
Cow Bay	N.S.	22	00	Cullyton	Sask.	30	05
Coxby	Sask.	8	60	Culross	Man.	333	15
Coxheath	N.S.	78	26	Cumberland House	Sask.	151	50
Coxvale	Ont.	46	95	Cumberland Mills	P.Q.	90	60
Coyne	Ont.	308	19	Cummings	Alberta	92	35
Cracknell	Man.	112	00	Cumming's Cove	N.B.	82	30
Cracroft	B.C.	57	20	Cumming's Mountain	N.S.	15	00
Craigellachie	B.C.	111	60	Cundles	Ont.	65	70
Craigend	Alberta	41	70	Curlew	Alberta	41	60
Craigflower	B.C.	58	50	Currie's Crossing	Ont.	167	25
Craig Harbour	N.W.T.	(Nil)		Curryville	N.B.	109	40
Craigie Lea (tem. closed, 30-11-27, re-opened 17-1-28)	Ont.	172	91	Curve Lake	Ont.	46	00
Craiglands	Sask.	52	94	Curventon	N.B.	65	20
Craigleith	Ont.	40	00	Custean	P.Q.	41	30
Craigmillar	Alberta	31	00	Cut Bank Lake (opened, 1-8-27)	Alberta	30	00
Craigmore	N.S.	69	50	Cuvier	Sask.	53	60
Craig's Crossing	B.C.	81	50	Cyr	P.Q.	73	20
Craig's Road Station	P.Q.	78	83	Dacotah	Man.	214	72
Cramersburg	Sask.	50	45	Dahlton	Sask.	220	80
Cranberry	P.Q.	24	00	D'Aiguillon	P.Q.	114	40
Cranbourne	P.Q.	23	86	Daisy Lake	B.C.	149	00
Crandall Road	N.S.	10	00	Dakin	Alberta	32	25
Crane River	Man.	98	50	Dale	N.S.	37	75
Cranton Section	N.S.	199	15	Dalehurst (re-opened, 1-9-27, closed 12-3-28)	Alberta	53	39
Crawford's Grove	Ont.	140	90	Dalem Lake	N.S.	9	50
Crawford Park	Man.	92	50	Dalesboro	Sask.	56	50
Crawfordville	P.Q.	13	50	Daleview	Sask.	44	25
Credit Forks	Ont.	278	00	Dalhousie East	N.S.	125	80
Creemorne	P.Q.	29	60	Dalhousie Junction	N.B.	195	70
Creignish Rear	N.S.	45	00	Dalhousie Lake	Ont.	270	72
Crescent Beach	N.S.	109	76	Dalhousie Lake	N.S.	33	00
Crescent Grove	N.S.	25	00	Dalhousie Mills	Ont.	42	10
Crescent Hill	Sask.	21	00	Dalhousie Road	N.S.	127	00
Crescent Lake	Sask.	21	00	Dalhousie West	N.S.	49	52
Crilly (closed 30-9-27)	Ont.	400	35	Dallas	Man.	177	72
Crinan	Ont.	60	00	Dalmas	P.Q.	119	00
Crippsdale	Alberta	22	00	Dalmuir	Alberta	59	00
Criss Creek	B.C.	75	27	Dalquier	P.Q.	39	00
Crockett	N.B.	36	00	Damascus	Ont.	137	00
Crocus	Man.	155	50				

(c) For Revenue see under Montreal Sub-Offices.

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Damour.....	Sask.....	11 70	Devil's Island.....	N.S.....	16 00
Danby.....	P.Q.....	167 24	Devon.....	N.S.....	12 75
Danbury.....	Sask.....	29 70	Devonshire.....	Ont.....	192 85
Danesville.....	N.S.....	17 97	Dewey.....	B.C.....	160 00
Danskin.....	B.C.....	124 40	Didyme.....	P.Q.....	176 25
Danvers.....	N.S.....	77 75	Dijon.....	P.Q.....	215 55
Daphne.....	Sask.....	131 05	Dillon.....	Ont.....	21 00
D'Arcy.....	B.C.....	149 53	Dill Siding.....	Ont.....	80 00
Darling (opened 1-9-27).....	Alberta.....	50 00	Dimock Creek.....	P.Q.....	178 00
Darling Lake.....	N.S.....	128 00	Dina.....	Alberta.....	106 00
Darling Road.....	Ont.....	210 45	Dingwall.....	N.S.....	87 45
Darlington.....	N.B.....	63 50	Dionne.....	P.Q.....	21 10
Dartigny.....	P.Q.....	70 00	Dipper Harbour.....	N.B.....	22 70
D'Auteuil (opened 19-12-27).....	P.Q.....	30 00	Dipper Harbour West (closed 30-9-27).....	N.B.....	73 47
Davidson Corners.....	P.Q.....	7 50	Ditton Park.....	Sask.....	73 12
Davis Point.....	Man.....	90 53	Divide.....	Sask.....	163 20
Davison Street.....	N.S.....	25 00	Divide.....	N.B.....	23 00
Davyroyd.....	Sask.....	38 29	Dixon's Corners.....	Ont.....	189 50
Dawsonville.....	N.B.....	55 25	Dobson's Corner.....	N.B.....	53 95
Dayton.....	N.S.....	457 00	Dobrowody.....	Sask.....	43 45
Deacon.....	Ont.....	22 00	Dock.....	P.Q.....	37 35
Dead Creek.....	Ont.....	188 24	Doctor's Brook.....	N.S.....	35 00
Dean.....	N.S.....	204 02	Doctor's Cove.....	N.S.....	127 45
Dearlock.....	Ont.....	48 78	Dodd's Lake.....	P.Q.....	38 18
Deaver.....	Alberta.....	7 00	Dodd's (re-opened, 1-5-27).....	Alberta.....	187 10
De Bay Cove.....	N.S.....	88 95	Doe Lake.....	Ont.....	85 60
De Beaujeu.....	P.Q.....	94 00	Dog Creek.....	B.C.....	53 50
Debolt.....	Alberta.....	50 30	Dog Pound.....	Alberta.....	167 64
Decimal.....	Man.....	253 65	Doheny.....	P.Q.....	96 20
Decker Lake.....	B.C.....	194 50	Dollarton.....	B.C.....	1,686 85
Deep Cove.....	N.S.....	10 00	Dolly Bay.....	Man.....	25 75
Deep Water (opened 16-5-27).....	B.C.....	36 47	Donahue.....	Ont.....	15 00
Deer Park.....	B.C.....	251 50	Donaldson.....	Ont.....	76 00
Deerwood.....	Man.....	89 60	Donatville.....	Alberta.....	95 00
Dee Side.....	P.Q.....	20 65	Dongola.....	Ont.....	33 50
Dee Valley.....	Sask.....	20 00	Donnybrook.....	N.S.....	14 00
De Forceville (opened 4-10-27).....	P.Q.....	15 00	Dorchester Crossing.....	N.B.....	167 25
Défricheur.....	P.Q.....	51 04	Doreil.....	P.Q.....	225 00
De Grassi Point (summer office).....	Ont.....	391 40	Dorland.....	Ont.....	173 50
Delacour.....	Alberta.....	135 62	Dorothy.....	Alberta.....	53 68
Delagrave.....	P.Q.....	247 61	Dorreen.....	B.C.....	141 75
Delaire (opened 2-5-27).....	P.Q.....	91 00	Dorts Cove.....	N.S.....	37 70
Delap's Cove.....	N.S.....	64 00	Dot.....	B.C.....	58 45
Del Bonita.....	Alberta.....	261 45	Doucet.....	P.Q.....	268 35
DeLery (summer office).....	P.Q.....	250 00	Doucetville.....	N.S.....	158 59
DeLesseps.....	P.Q.....	53 50	Douglasfield.....	N.B.....	50 00
Delph.....	Alberta.....	88 29	Douglas Lake.....	B.C.....	199 65
Delta Station.....	Man.....	135 60	Douglaston.....	Sask.....	75 50
Del Val.....	P.Q.....	85 55	Douglas West.....	P.Q.....	64 00
Demeules (opened, 1-4-27).....	P.Q.....	73 00	Dover.....	N.B.....	11 00
Denonville.....	P.Q.....	99 00	Dover Centre.....	Ont.....	258 70
Densmore's Mills.....	N.S.....	112 95	Dover West.....	N.S.....	162 00
Denver.....	N.S.....	15 40	Downing.....	Alberta.....	38 00
Depew.....	Sask.....	32 00	Doyle's Brook.....	N.B.....	30 00
Dequen Nord.....	P.Q.....	386 22	Doyleville.....	N.B.....	22 20
Derby Junction.....	N.B.....	100 00	Drayton Valley.....	Alberta.....	83 80
Dremid.....	Ont.....	14 55	Driftpile.....	Alberta.....	256 17
Derryville.....	Ont.....	235 49	Drifting River.....	Man.....	36 09
De Sonis.....	P.Q.....	25 50	Driscoll Lake.....	Sask.....	44 87
De St. Just.....	P.Q.....	84 50	Drisdelle.....	N.B.....	40 00
Deschambault Station.....	P.Q.....	114 25	Drobot.....	Sask.....	30 01
Deschaunps.....	P.Q.....	31 50	Drolet.....	P.Q.....	51 00
Desjarlais.....	Alberta.....	163 66	Drouin.....	P.Q.....	15 00
Desmarais (opened 15-8-27).....	Alberta.....	46 84	Droxford.....	Sask.....	74 00
Desmeuloyes.....	P.Q.....	55 00	Drumhead.....	N.S.....	582 45
Desormeaux.....	P.Q.....	28 55	Drummondville.....	N.S.....	51 25
Despres Village.....	N.B.....	46 00	Dry River.....	Man.....	146 00
Dessaint.....	P.Q.....	114 47	Dugh.....	Alberta.....	97 75
Detour-du-Lac.....	P.Q.....	50 26	Dubail.....	P.Q.....	29 50
Devault.....	P.Q.....	19 35	Dubé.....	N.B.....	42 25
Deveron.....	Sask.....	177 00	Duchesnay.....	P.Q.....	84 00
Devereaux.....	N.B.....	14 00	Duck Bay, (Winter Office).....	Man.....	4 86
Dexville.....	Alberta.....	141 42			

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Duck Cove (summer office)..	N.B.	113 12	Eastbourne (summer office)..	Ont.	82 15
Duck Range.....	B.C.	36 50	East Braintree.....	Man.	227 30
Duck Mountain.....	Man.	20 40	East Branch.....	P.Q.	25 00
Duck River.....	Man.	37 20	East Branch River John.....	N.S.	11 00
Dudley.....	Ont.	55 00	East Brenton.....	N.S.	28 75
Dudswell Junction.....	P.Q.	48 70	East Brighton.....	N.B.	28 00
Dufaultville.....	P.Q.	60 11	Eastbrook.....	Sask.	69 00
Dufferin.....	N.B.	13 50	East Brookville (closed 31-3-27).....	N.S.	Nil
Dufour.....	P.Q.	50 00	Eastburg.....	Alberta.	70 81
Dufourville.....	N.B.	31 00	East Centreville.....	N.B.	96 25
Dufresne.....	Man.	172 85	East Chebogue.....	N.S.	54 20
Dufrost.....	Man.	223 66	East Chester (Late Duncan) (1-8-27).....	N.S.	78 10
Dugald.....	Man.	391 20	East Chizzetcook.....	N.S.	235 50
Dugas.....	N.B.	16 25	East Cliford.....	N.S.	30 50
Duguesclin.....	P.Q.	34 30	East Collette.....	N.B.	45 00
Duguyville.....	N.B.	38 10	East Dover.....	N.S.	133 20
Dugwal.....	Ont.	95 30	East Earltown.....	N.S.	52 50
Duhamel.....	P.Q.	97 67	Eastern Passage.....	N.S.	247 00
Duke.....	Sask.	38 50	Eastern Points.....	N.S.	55 18
Dulwich.....	Sask.	168 85	East Ferry.....	N.S.	140 90
Dumbarton Station.....	N.B.	55 72	East Folly Mountain.....	N.S.	47 03
Dumoine.....	P.Q.	20 00	Eastford.....	Ont.	85 74
Dunakym.....	N.S.	33 16	East Fraserville.....	N.S.	37 00
Dunany.....	P.Q.	72 15	East Galaway.....	N.B.	23 25
Dunboyne (closed 3-10-27).....	Ont.	Nil	Eastgate.....	Alberta.	40 65
Duncan Cove.....	N.S.	21 75	East Glassville (closed 29-2-28).....	N.B.	29 83
Dundarave.....	B.C.	1,592 82	East Greenfield.....	P.Q.	89 30
Dundas.....	N.B.	19 00	East Hungerford (closed 25-2-28).....	Ont.	5 50
Dundas Harbour.....	N.W.T.	Nil	East Jeddore.....	N.S.	270 00
Dundee.....	N.B.	26 00	Eastlake.....	N.S.	9 50
Dundee (closed 30-11-27).....	Man.	Nil	East Lawrencetown.....	N.S.	34 25
Dundee.....	N.S.	54 00	East Leicester.....	N.S.	17 00
Dundonald.....	Ont.	169 07	Eastleigh.....	Sask.	176 27
Dunedin.....	Ont.	212 00	East Linton.....	Ont.	50 00
Dunelm.....	Sask.	139 10	East Mines Station.....	N.S.	147 82
Dunkin.....	P.Q.	138 04	East New Annan.....	N.S.	84 00
Dunleath.....	Sask.	25 00	Easton.....	N.S.	45 74
Dunmaglass.....	N.S.	17 00	East Poplar River.....	Sask.	53 25
Dunmore.....	N.S.	11 00	East Portapique.....	N.S.	68 81
Dunn.....	Alberta.	67 05	East Quinan.....	N.S.	80 15
Dunning (Late Butcher) (1-6-27).....	Ont.	76 65	East River Point.....	N.S.	146 00
Dunn's Valley.....	Ont.	90 28	East River, Sheet Harbour.....	N.S.	57 55
Dunrankin.....	Ont.	149 00	East Riverside.....	N.B.	55 10
Dunraven.....	P.Q.	132 00	East Rogerville.....	N.B.	26 00
Dunvegan.....	Alberta.	27 20	East Ron an Valley.....	N.S.	81 00
Dunvegan.....	N.S.	106 00	East Sable River.....	N.S.	69 05
Dupey's Corner.....	N.B.	101 00	East Side of Ragged Island.....	N.S.	127 70
Duret.....	P.Q.	70 25	East Side Port L'Hébert.....	N.S.	74 00
Durie.....	B.C.	59 15	East Sooke.....	B.C.	42 10
Dutch Brook.....	N.S.	23 00	East Uniacke.....	N.S.	27 75
Dutch Settlement.....	N.S.	39 95	Eastville.....	N.S.	157 82
Dwyer Hill.....	Ont.	25 96	East Wentworth.....	N.S.	255 50
Dyer's Bay.....	Ont.	179 07	Eaton.....	P.Q.	236 45
Dyment.....	Ont.	389 00	Ebbsfleet.....	P.E.I.	78 00
Eagle Bay.....	B.C.	109 05	Eboulements Centre.....	P.Q.	119 00
Eagle Butte.....	Alberta.	80 75	Eboulements Est.....	P.Q.	38 65
Eagle Depot.....	P.Q.	180 00	Echohill.....	Alberta.	40 80
Eagle Head.....	N.S.	109 25	Echo Lake.....	Ont.	3 50
Eagle Hill.....	Alberta.	230 90	Economy Point.....	N.S.	116 00
Eagle Point.....	Sask.	13 69	Ecoole.....	B.C.	132 00
Eakindale (closed 1-12-27).....	Sask.	7 71	Ecum Secum.....	N.S.	400 50
Earl.....	Sask.	27 00	Ecum Secum Bridge.....	N.S.	339 74
Earlie.....	Alberta.	91 00	Eddyside.....	Sask.	51 90
Earlswood.....	Sask.	41 00	Eddystone.....	Man.	123 75
Earlville.....	Alberta.	9 20	Edenbridge.....	Sask.	180 50
East Advocate.....	N.S.	135 00	Edenkillie.....	Sask.	57 75
East Aldfield.....	P.Q.	101 00	Eden Lake.....	N.S.	83 00
East Arlington.....	N.S.	28 75	Eden Mills.....	Ont.	130 50
East Baccaro.....	N.S.	78 20	Edgar.....	Ont.	214 00
East Bay.....	Man.	156 32	Edgewater.....	B.C.	279 39
East Bay.....	N.S.	82 00			
East Bay, North Side.....	N.S.	37 00			

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Edgeworth	Sask.	193 00	Erith (opened 1-6-27)	Alberta	94 95
Edina (re-opened 2-5-27) (summer office)	P.Q.	32 83	Ermine	Sask.	155 25
Edmonton Sub-Office No. 6	Alberta	(a)	Escuminac	N.B.	72 00
Edmonton Sub-Office No. 7	Alberta	(a)	Escuminac East	P.Q.	30 00
Edmonton Sub-Office No. 9	Alberta	(a)	Escurminac Flats	P.Q.	96 09
Edmonton Sub-Office No. 16	Alberta	(a)	Escuminac Nord	P.Q.	51 10
Edmonton Sub-Office No. 18	Alberta	(a)	Eskasoni	N.S.	38 45
Edmonton Beach (summer office)	Alberta	35 88	Eskasoni Chapel	N.S.	22 70
Edmore	Sask.	104 60	Essondale	B.C.	883 45
Edwardsville	N.S.	8 00	Essonville	Ont.	38 00
Edwin	Man.	193 89	Ess Creek	Ont.	120 10
Edy's Mills	Ont.	82 60	Estevan Point	B.C.	141 25
Eel Cove	N.S.	68 65	Esther	Alberta	75 50
Eel River Bridge	N.B.	196 50	Estmere	N.S.	120 08
Egan Estate	Ont.	452 50	Etang des Caps	P.Q.	30 00
Egg Island	P.Q.	41 55	Ethelwyn	Alberta	129 70
Egg Lake	Alberta	36 25	Etomarni	Sask.	38 50
Egerton	N.S.	154 13	Etna	N.S.	26 75
Egmondville	Ont.	377 50	Etobicoke	Ont.	276 78
Eholt	B.C.	96 10	Etruria	Man.	40 72
Eight Island Lake	N.S.	80 10	Ettrick	Ont.	138 40
Ekhart	Man.	87 95	Etwell	Ont.	87 70
Elardee	Sask.	17 00	Eustis	P.Q.	337 00
Elbourne	Sask.	36 35	Evandale	N.B.	101 00
Elbridge	Alberta	5 25	Evangeline	N.B.	10 00
Eldon Station	Ont.	206 52	Evanston	N.S.	111 95
Eldorena	Alberta	62 60	Evansville	Ont.	122 14
Electric	Ont.	155 30	Evlyn	B.C.	116 50
Elgin House (summer office)	Ont.	545 00	Everard	Ont.	281 77
Elgin Mills	Ont.	166 00	Everell	P.Q.	47 25
Elgin Road	P.Q.	144 25	Evergreen	Alberta	296 50
Elizabeth Bay	Ont.	62 00	Eversley (closed 31-1-28)	Ont.	73 66
Elkdale	Man.	48 00	Ewan	Ont.	57 00
Elk Prairie	B.C.	19 00	EWelme (closed 29-2-28)	Alberta	43 23
Elk Ranch	Man.	118 65	Ewing's Landing	B.C.	431 92
Elkton	Alberta	176 65	Excelsior	Ont.	230 00
Elkwater	Alberta	82 64	Excelsior	Alberta	19 65
Ellaton	Ont.	84 00	Exmoor	N.B.	10 00
Ellis	Ont.	202 34	Fairdale	Sask.	15 25
Ellisboro	Sask.	188 82	Fairfield	N.B.	80 52
Ellwood	Ont.	38 00	Fairlaw	Sask.	18 36
Elrna	Ont.	118 40	Fairmede	Sask.	34 25
Elm Brook	Ont.	66 27	Fairmont	N.S.	30 40
Elmcroft	N.B.	9 00	Fairmont Springs	B.C.	193 04
Elm Grove	Man.	79 86	Fairport (summer office)	Ont.	83 42
Elm Hill	N.B.	21 00	Fair Vale	N.B.	824 65
Elm Springs	Sask.	77 10	Fairvale Station	N.B.	39 00
Elmstead	Ont.	81 42	Fairview Station	N.S.	(c)
Elmsvale	N.S.	148 50	Fairy dell	Alberta	31 00
Elmsville	N.B.	157 00	Fairy Glen	Sask.	236 35
Elm Tree	Ont.	106 55	Fairy Hill	Sask.	88 35
Elmworth	Alberta	69 83	Faith	Alberta	81 77
Elsie	Ont.	46 05	Falkland	N.S.	2 00
Elswick (closed 31-10-27)	Sask.	9 28	Fallbrook	Ont.	188 03
Elysee	P.Q.	50 75	Fall River	Ont.	15 00
Elzevir	Ont.	46 20	Fame Point	P.Q.	155 85
Emerald	N.S.	6 28	Fanford	Sask.	40 50
Emerson	N.B.	60 00	Faraday	Ont.	21 00
Engen	B.C.	127 70	Fareham	Alberta	70 95
English Brook (opened 1-8-27)	Man.	50 00	Farewell Cove	P.Q.	156 00
English Corner	N.S.	112 00	Farley	P.Q.	87 75
Enid	Sask.	73 35	Farlinger (closed 30-11-27)	Ont.	89 04
Ennishore	N.B.	45 00	Farmingdale	Sask.	86 65
Enon	N.S.	25 00	Farmville	N.S.	13 00
Ensligh	Alberta	108 83	Farnham Centre (re-opened, 17-5-27)	P.Q.	95 00
Entrelac (summer office)	P.Q.	98 00	Farrington Hill	Ont.	(b)
Entry Island	P.Q.	30 00	Farrington	Ont.	47 50
Eranosa	Ont.	68 00	Faucher	P.Q.	77 80
Erle Beach (summer office)	Ont.	280 20	Faulkner	Man.	258 13
Erin Lodge	Alberta	12 62			

(a) For Revenue see under Edmonton Sub-Offices.
(c) For Revenue see under Halifax Sub-Offices.

(b) For Revenue see under Brantford Sub-Offices.

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Faust.....	Alberta...	506 68	Folly Lake.....	N.S.....	194 60
Fauvel.....	P.Q.....	171 90	Folly Mountain.....	N.S.....	32 25
Fauxbourg.....	N.S.....	16 75	Fonderie.....	P.Q.....	82 85
Fawcett Hill.....	N.B.....	19 00	Fonehill.....	Sask.....	95 95
Fawn Lake.....	Alberta...	78 60	Fontain.....	N.B.....	20 62
Feener's Corner.....	N.S.....	39 00	Foothills.....	Alberta...	520 80
Feltz South.....	N.S.....	144 50	Forbes Point.....	N.S.....	133 40
Fenner.....	Alberta...	30 09	Forcina.....	Alberta...	19 00
Fenwick.....	N.B.....	26 26	Ford Bank.....	N.B.....	37 00
Ferguson's Lake.....	N.S.....	29 15	Ford's Mills.....	N.B.....	130 00
Ferguson Flats.....	Alberta...	50 09	Foreman.....	Alberta...	53 00
Ferland.....	Sask.....	135 07	Forest City.....	N.B.....	41 50
Ferme Rouge.....	P.Q.....	42 75	Forest Farm.....	Sask.....	86 84
Fermoy.....	Ont.....	81 09	Forest Gate.....	Sask.....	43 10
Fern Creek.....	Alberta...	25 00	Forest Glen.....	N.S.....	3 00
Ferndale.....	N.B.....	7 00	Forest Grove.....	B.C.....	195 71
Ferndale House (summer office).....	Ont.....	100 00	Forest Hall.....	Sask.....	53 50
Fern Glen.....	Ont.....	113 05	Forest Hill.....	N.B.....	32 00
Fernlee.....	Ont.....	55 92	Forest Home.....	N.S.....	32 00
Ferneleigh.....	Ont.....	105 90	Forest Lawn.....	Alberta...	494 58
Fermmount.....	N.B.....	40 21	Forest Nook (summer office).....	Ont.....	295 40
Feronia.....	Ont.....	173 92	Foreston.....	N.B.....	181 20
Ferry Road.....	N.B.....	124 50	Forfar.....	Ont.....	200 00
Fertility (closed 16-12-27).....	Alberta...	52 84	Fork Lake.....	Alberta...	48 32
Festubert (opened, 1-7-27), (summer office).....	Ont.....	16 96	Forks.....	N.B.....	24 10
Fetherston.....	Ont.....	36 00	Forks Baddeck.....	N.S.....	62 00
Feuille d'Erable.....	P.Q.....	280 88	Fort à la Corne.....	Sask.....	33 00
Fielding.....	N.B.....	69 40	Fort Alexander.....	Man.....	79 60
Fife.....	B.C.....	566 78	Fort Assiniboine.....	Alberta...	179 00
Figuery.....	P.Q.....	160 00	Fort Augustus.....	P.E.I.....	53 00
Finch's Corners.....	Ont.....	474 12	Fort Chipewyan.....	Alberta...	233 21
Findlay.....	Man.....	202 20	Fortescue.....	Ont.....	21 00
Finland.....	Ont.....	72 50	Fort Fitzgerald.....	Alberta...	103 30
Finlay Forks.....	B.C.....	13 00	Fort Good Hope.....	N.W.T.....	23 00
Finlayson.....	N.S.....	17 00	Fortier.....	Man.....	366 33
Fir Grove.....	P.Q.....	70 99	Fort Kent.....	Alberta...	76 00
Fir Mountain.....	Sask.....	42 65	Fort Lawrence.....	N.S.....	214 10
Fir Ridge.....	Sask.....	26 40	Fort Louisburg.....	N.S.....	22 06
First South.....	N.S.....	157 20	Fort McPherson.....	N.W.T.....	(Nil)
Fiset.....	P.Q.....	76 00	Fort Norman.....	N.W.T.....	(Nil)
Fish Creek.....	Sask.....	87 40	Fort Pelly.....	Sask.....	5 00
Fisher (opened, 19-12-27).....	P.Q.....	72 35	Fort Providence.....	N.W.T.....	55 00
Fisher Bay.....	Man.....	30 00	Fort Resolution.....	N.W.T.....	303 00
Fisherman's Harbour.....	N.S.....	113 45	Fort St. James.....	B.C.....	307 69
Fisher Mill.....	N.S.....	51 30	Fort San.....	Sask.....	2,346 20
Fisher Home.....	Alberta...	66 94	Fort Simpson.....	N.W.T.....	104 50
Fisherton.....	Man.....	47 25	Fort Vermilion.....	Alberta...	337 71
Fishing Lake.....	Sask.....	45 60	Fort William.....	P.Q.....	108 00
Fitzpatrick.....	P.Q.....	73 50	Forty Mile.....	Yukon.....	85 45
Five Mile River.....	N.S.....	79 00	Fossambault.....	P.Q.....	17 00
Flamand.....	P.Q.....	1,112 83	Fossmill.....	Ont.....	674 76
Flamboro Centre.....	Ont.....	81 10	Fosterville.....	N.B.....	204 50
Flatbush.....	Alberta...	166 59	Fountain Falls (opened 1-8-27).....	Ont.....	63 00
Flat Lake.....	Alberta...	153 55	Fourchu.....	N.S.....	252 75
Flatlands.....	N.B.....	309 75	Fournierville.....	Sask.....	26 00
Fleming Siding.....	N.B.....	30 02	Four Falls.....	N.B.....	180 32
Fletwode.....	Sask.....	88 40	Four Roads.....	N.B.....	73 75
Fleurant.....	P.Q.....	76 00	Fourteen Island Lake.....	P.Q.....	113 38
Fluriault.....	P.Q.....	60 00	Fourteen Mile House.....	N.S.....	27 00
Flintoft (opened 15-11-27).....	Sask.....	269 40	Fowler's Corners.....	Ont.....	90 75
Flodden.....	P.Q.....	54 90	Fox.....	Alberta...	47 78
Flood.....	P.C.....	94 60	Foxford.....	Sask.....	84 00
Floral Park (summer office).....	Ont.....	108 00	Fox Creek.....	N.B.....	198 30
Florann.....	Alberta...	47 25	Foxdale.....	Sask.....	186 25
Florida (opened 26-12-27).....	Ont.....	15 00	Foxy.....	Ont.....	73 75
Flowing Well.....	Sask.....	235 03	Fox Harbour.....	N.S.....	22 50
Flynn.....	P.Q.....	40 50	Fox Harbour Point.....	N.S.....	34 00
Foch.....	B.C.....	45 70	Fox Island Main.....	N.S.....	42 00
Foley.....	Man.....	138 62	Fox Hills.....	Sask.....	56 48
Folgoet.....	Sask.....	5 00	Fox Point.....	N.S.....	83 20
Folkins.....	N.B.....	112 95	Fox River.....	N.S.....	308 00
Foisy.....	Alberta...	116 40	Foymount.....	Ont.....	18 00
			Fradetville.....	P.Q.....	52 00
			Framboise.....	N.S.....	100 18

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Framboise Intervale.....	N.S.	64 00	Gardiner Mines.....	N.S.	44 30
Frammes.....	Man.	18 05	Gardner's Creek.....	N.B.	45 00
Franceour.....	N.B.	9 00	Garfield.....	Alberta.	125 95
Franceour.....	P.Q.	84 00	Garland.....	N.S.	40 25
Frankburg.....	Alberta.	60 25	Garland Mountain.....	N.B.	6 00
Franklin Park (summer of- fice).....	Ont.	75 00	Garneau Junction.....	P.Q.	247 25
Frankslake.....	Sask.	193 95	Garnet.....	N.B.	18 00
Fraser Arm.....	B.C.	62 00	Garnier.....	P.Q.	26 65
Fraserburg.....	Ont.	75 90	Garrington.....	Alberta.	67 70
Fraser's Mills.....	N.S.	45 20	Garroz.....	P.Q.	55 00
Fraser's Point (summer of- fice).....	P.Q.	30 00	Garry.....	N.S.	21 00
Fraserton.....	Alberta.	64 00	Gateway (opened 15-3-28).....	Ont.	25 00
Fraserwood.....	Man.	697 29	Gaspereau.....	N.B.	46 50
Fraxville.....	N.S.	26 20	Gaudette.....	P.Q.	270 75
Frechette.....	P.Q.	8 00	Gauthier.....	P.Q.	68 00
Freda.....	Alberta.	32 25	Gauvin.....	P.Q.	15 00
Frederickhouse.....	Ont.	171 40	Cauvreau.....	N.B.	28 00
Freedale.....	Man.	40 00	Gaythorne.....	N.B.	34 05
Free Grant.....	N.B.	56 00	Geary.....	N.B.	147 75
Freeman River.....	Alberta.	30 40	Gegoggin.....	N.S.	5 35
Freemington.....	Sask.	30 25	Gendron.....	P.Q.	35 00
French Cove.....	N.S.	54 00	Genesee.....	Alberta.	35 50
French Hill.....	Ont.	37 00	Genthon.....	Man.	174 50
French Lake.....	N.B.	79 50	Georgfield.....	N.S.	58 20
Frenchman's Butte.....	Sask.	38 00	George's River.....	N.S.	102 95
French River.....	N.S.	58 48	George's River Station.....	N.S.	27 00
French Road.....	N.S.	25 00	Georgeville.....	N.S.	79 95
Frenchvale.....	N.S.	16 00	Georgia Island.....	Ont.	37 00
French Village.....	N.S.	204 45	Gergovia.....	Sask.	32 00
Frenette (opened 19-9-27).....	P.Q.	124 75	Gérin.....	P.Q.	75 00
Freppel.....	P.Q.	23 00	Germania.....	Ont.	64 50
Freshwater.....	P.Q.	45 00	German Brook.....	N.B.	9 00
Fresnoy.....	Alberta.	26 00	German Mills.....	Ont.	18 00
Friar's Head.....	N.S.	98 90	Germtown.....	N.B.	36 20
Fribourg.....	Alberta.	24 30	Gerrard.....	B.C.	75 85
Friedenstal.....	Alberta.	156 25	Gerrard Island.....	N.S.	21 55
Frigon (opened 2-3-28).....	P.Q.	15 00	Gervais.....	P.Q.	8 50
Frog Lake.....	Alberta.	155 36	Gethsmani.....	P.Q.	45 00
Frost Village.....	P.Q.	24 00	Geyser.....	Man.	84 89
Frosty Hollow (late Maple- burg) (23-5-27).....	N.B.	101 50	Giant's Lake.....	N.S.	42 22
Fryatt (opened 21-2-28).....	Ont.	25 00	Gibbon.....	N.B.	32 00
Fulda.....	Sask.	162 70	Giffard.....	P.Q.	384 15
Fulton Brook.....	N.B.	8 00	Gifford Station.....	B.C.	210 00
Fundale.....	Sask.	50 10	Gignac.....	P.Q.	42 00
Furman.....	Alberta.	8 00	Gilbert.....	Alberta.	67 20
Furnace Falls.....	Ont.	60 00	Gilbert Cove.....	N.S.	179 75
Gabarouse Barachois.....	N.S.	196 00	Gilks.....	N.B.	177 75
Gabarouse Lake.....	N.S.	105 95	Gillander's Mountain.....	N.S.	20 00
Gabelle.....	P.Q.	574 20	Gillespie.....	Sask.	164 52
Gabriola Island.....	B.C.	151 56	Gillies Bay.....	B.C.	30 00
Gads Hill Station.....	Ont.	419 92	Gillies Depot.....	Ont.	66 65
Gagne.....	P.Q.	133 24	Gillies Lake.....	N.S.	8 00
Gagnon.....	Ont.	138 00	Gillies Point.....	N.S.	10 00
Gahern.....	Alberta.	68 05	Gillies Point East.....	N.S.	20 00
Gairloch Mountain.....	N.S.	5 00	Gillis Cove.....	N.S.	78 73
Galena.....	B.C.	296 90	Gillisdale.....	N.S.	53 95
Galarneauville.....	Alberta.	50 10	Gillisville.....	N.S.	13 00
Gallagher.....	N.B.	24 00	Gilnockie.....	Sask.	22 00
Gallant Settlement.....	N.B.	18 00	Gilt Edge.....	Alberta.	32 50
Gallocks.....	Sask.	27 50	Girard.....	P.Q.	64 40
Galloway.....	B.C.	74 12	Girardville.....	P.Q.	58 04
Gameland.....	Ont.	192 00	Giraudais (opened, 9-1-28).....	P.Q.	31 00
Gang Ranch.....	B.C.	99 40	Gironde.....	P.Q.	235 23
Gap View.....	Sask.	28 00	Girouardville.....	N.B.	23 00
Garden Head.....	Sask.	80 75	Girouxville.....	Alberta.	65 55
Garden Hill.....	Ont.	129 89	Glacier Creek.....	Yukon.	27 00
Garden Island (summer office).....	Ont.	80 00	Gladmar.....	Sask.	370 20
Garden of Eden.....	N.S.	87 59	Gladwin.....	Sask.	51 50
Garden Plain (closed 17-10-27).....	Alberta.	90 76	Gladwyn.....	N.B.	31 25
			Gladys.....	Alberta.	141 58
			Glamis.....	Sask.	290 77
			Glanorgan.....	Ont.	11 00
			Glanford Station.....	Ont.	489 10
			Glanmire.....	Ont.	12 70

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Glasgow	N.S.	30 00	Gobeil (closed 12-12-27)	P.Q.	52 69
Glasgow Mountain (closed 30-6-27)	N.S.	0 48	Goble's	Ont.	177 70
Glassburn	N.S.	40 00	Goddard	Alberta	56 35
Glaude	N.B.	14 25	Goff's	N.S.	47 00
Gleason Road (closed 29-2-28)	N.B.	38 00	Go Home (summer office)	Ont.	287 17
Glebe Road	N.S.	18 25	Gold Bar	B.C.	20 00
Gledhow	Sask.	150 45	Goldbrook	N.S.	11 00
Glen Adelaide	Sask.	38 90	Goldburg	Sask.	18 20
Glen Alda	Ont.	55 00	Goldenburg	Ont.	39 90
Glen Almond	P.Q.	129 24	Golden Grove	N.B.	35 00
Glen Alpine	N.S.	68 50	Golden Prairie	Sask.	297 40
Glenannan	Ont.	143 00	Goldenrule (closed 7-12-27)	Sask.	24 63
Glenannan	B.C.	86 60	Golden Stream	Man.	47 05
Glenarm	Ont.	177 92	Golden Vale	Sask.	19 17
Glenbervie	N.S.	127 35	Golden Valley	Ont.	247 59
Glenbrea	Sask.	15 80	Goldenville	N.S.	241 60
Glenburnie	Ont.	107 00	Goldpines	Ont.	725 06
Glenceo	N.S.	18 00	Gold Spring	Alberta	19 96
Glenceo	N.B.	67 00	Goldstream	B.C.	64 00
Glenceo Mills	N.S.	31 95	Goldthorpe	Ont.	114 50
Glencope	N.S.	10 00	Gollier	Sask.	90 80
Glen Cross	Ont.	65 04	Gondola Point	N.B.	71 27
Glen Currie	N.S.	27 00	Gonor	Man.	96 80
Glendale	N.S.	150 85	Goodfare	Alberta	60 00
Glendale (closed 1-3-28)	Man.	9 50	Goodfish Lake	Alberta	20 00
Glendon	Alberta	171 60	Good Hope	Alberta	59 50
Glendower (closed 7-12-27)	Ont.	6 50	Gooding	Sask.	32 00
Glendyer	N.S.	43 00	Goodwin	Alberta	28 00
Glen eagles	B.C.	86 25	Goodwin Mill	N.B.	27 25
Glen Echo (summer office)	Ont.	155 00	Gooseberry Cove	N.B.	43 00
Glen Elder	Sask.	35 00	Gopher Head	Alberta	41 78
Glenelg	N.S.	120 31	Gordon Lake	Ont.	109 90
Glenellen	Sask.	67 00	Gordonsville	N.B.	120 90
Glen Elmo	Man.	122 12	Gore	N.S.	212 00
Glenfarne (summer office)	P.Q.	40 71	Gore	P.Q.	127 00
Glenfield	Ont.	47 51	Gorefield	Sask.	40 00
Glenford	Alberta	29 70	Goring	Ont.	84 75
Glen garry	N.S.	4 00	Gormanville (opened 1-2-28)	N.S.	16 84
Glen garry Station	N.S.	141 10	Goshen	N.B.	53 50
Glen Haven	N.S.	153 50	Goshen	N.S.	169 55
Glenhewitt	Alberta	30 00	Goulais River	Ont.	150 90
Glenhope	Man.	27 25	Goulbourne	Man.	9 00
Glen Island (summer office)	Ont.	74 70	Gould Station	P.Q.	116 00
Glenister	Alberta	36 05	Gouldtown	Sask.	91 70
Glenkeen	N.S.	14 00	Goulet	P.Q.	65 11
Glen Kerr	Sask.	33 00	Gourin	Alberta	44 99
Glenlivet	P.Q.	67 00	Goward	Ont.	495 00
Glenlivet	N.B.	100 10	Gowland Mountain	N.B.	20 00
Glen Leslie	Alberta	101 25	Gracieville	N.S.	20 00
Glen Margaret	N.S.	204 00	Grafton	N.S.	185 90
Glen Mary	Sask.	24 00	Graham	Ont.	395 70
Glen Meyer	Ont.	199 79	Grahamdale	Man.	494 61
Glen McPherson	Sask.	22 55	Graham Hill	Sask.	20 60
Glenmont	N.S.	33 00	Graham Landing	B.C.	120 81
Glen Morrison	N.S.	14 00	Grainfield	N.B.	46 00
Glenmount (summer office)	Ont.	523 00	Graminia	Alberta	90 10
Glenora	N.S.	22 00	Gramont	P.Q.	71 70
Glenora Falls	N.S.	14 00	Granada (opened 15-10-27)	Alberta	40 00
Glen Orchard	Ont.	93 75	Grand Aldouane	N.B.	50 60
Glen Rae	Ont.	44 35	Grande Anse	N.S.	267 00
Glenreagh	Alberta	15 00	Grand Bay	N.B.	287 40
Glen Road	N.S.	12 00	Grand Beach (summer office)	Man.	258 04
Glenrosa	B.C.	54 02	Grand Desert	N.S.	202 50
Glen Titus	N.B.	43 00	Grand Deuxième	P.Q.	28 50
Glen Tosh	N.S.	26 00	Grande Grève	N.S.	61 25
Glentworth	Sask.	44 30	Grande Montagne	P.Q.	86 00
Glen Valley	B.C.	184 64	Grande Pointe	Man.	136 70
Glenville	N.S.	45 00	Grande Vallée	P.Q.	367 17
Glenwater	Ont.	56 00	Grand Fonds	P.Q.	33 00
Glenwood	N.B.	117 90	Grand Haven	B.C.	44 00
Glidhurst	Alberta	46 67	Grandique	N.B.	123 50
Glyn	B.C.	95 50	Grandin	Alberta	11 55
Goat River	B.C.	139 33	Grandique Ferry	N.S.	14 00
			Grand Lake Station	N.S.	91 25

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Grand Mira, North.....	N.S.	22 00	Gros Pin.....	P.Q.	251 50
Grand Mira, South.....	N.S.	21 20	Grosse Isle.....	Man.	326 28
Grand Pabos.....	P.Q.	176 10	Grosse Coques.....	N.S.	185 65
Grand Pabos, West.....	P.Q.	43 55	Grosses Roches.....	P.Q.	357 41
Grand Rang.....	P.Q.	94 80	Grosswerder.....	Sask.	92 30
Grand Rapids.....	Man.	30 00	Grosvenor.....	N.S.	25 50
Grand Remou.....	P.Q.	60 00	Groton.....	Alberta.	58 05
Grande Rivière, West.....	P.Q.	424 00	Grove Creek.....	P.Q.	33 00
Grand River Falls.....	N.S.	23 50	Grove Park.....	Sask.	106 50
Grand Ruisseau.....	P.Q.	4 40	Grove Park Lodge (opened, 15-6-27) (summer office).....	Ont.	75 44
Grand St. Louis.....	P.Q.	45 00	Groves Point.....	N.S.	22 50
Grangeville.....	N.B.	73 20	Grund.....	Man.	20 00
Granlea.....	Alberta.	50 20	Grunthal.....	Man.	217 85
Granite Bay.....	B.C.	93 30	Gueguen.....	N.B.	48 00
Grantham (opened 1-1-28).....	Alberta.	65 00	Guelph, Sub-Office No. 2.....	Ont.	(a)
Grantville.....	N.S.	126 45	Guimond.....	N.B.	22 15
Grangeville.....	Yukon.	33 00	Guindon.....	P.Q.	23 75
Grass Cove.....	N.S.	43 00	Guiney.....	Ont.	23 00
Grassland (opened 1-12-27).....	Alberta.	21 00	Guite.....	P.Q.	69 59
Grassmere.....	Ont.	26 00	Gunning Cove.....	N.S.	179 20
Grass River.....	Man.	18 52	Gunter.....	Ont.	135 50
Grassy Plains.....	B.C.	89 85	Gunworth.....	Sask.	178 75
Grattan.....	N.B.	77 50	Gurneyville.....	Alberta.	19 35
Grattan.....	Ont.	104 00	Guthrie.....	Ont.	58 50
Gratz.....	Alberta.	15 00	Guynemer.....	Man.	28 16
Gravel.....	P.Q.	37 79	Guysborough Intervale.....	N.S.	87 29
Gravel Hill.....	Ont.	46 27	Gwendoline.....	Sask.	6 00
Grayburn.....	Sask.	266 40	Gypsumville.....	Man.	963 08
Gray Creek.....	B.C.	201 34			
Graydahl (closed 9-4-27).....	Sask.	(Nil)	Hacheyville.....	N.B.	9 00
Gray Rapids (opened 11-4-27).....	N.B.	51 00	Hachi.....	N.B.	67 00
Gray Valley.....	P.Q.	94 70	Hackett's Cove.....	N.S.	200 00
Graywood.....	N.S.	85 25	Haddock.....	Alberta.	97 75
Great Desert.....	Ont.	30 00	Hadlington.....	Ont.	59 50
Greece's Point.....	P.Q.	37 05	Hagar (opened 3-5-27).....	Ont.	41 25
Greenbrier.....	Sask.	39 00	Haines Lake.....	Ont.	23 00
Greendale.....	N.S.	14 95	Hairy Hill.....	Alberta.	180 57
Greenfield, Colchester.....	N.S.	54 90	Halbstadt.....	Man.	96 40
Greenfield Park.....	P.Q.	(c)	Halcumb.....	N.B.	66 00
Greening.....	P.Q.	62 25	Haleyon Hot Springs.....	B.C.	208 50
Green Glade.....	Alberta.	45 05	Haldane Hill.....	Ont.	92 75
Green Harbour.....	N.S.	239 25	Haldimand East.....	P.Q.	114 95
Green Lake.....	Sask.	68 00	Halfmoon Bay.....	B.C.	147 27
Greenland.....	Man.	59 90	Halfway.....	Ont.	36 50
Greenlawn.....	Alberta.	83 60	Halfway Brook.....	N.S.	60 00
Green Mountain.....	Ont.	17 00	Halfway Cove.....	N.S.	118 75
Greenock.....	Ont.	255 25	Halfway Lake.....	Alberta.	70 00
Greenough Settlement.....	N.S.	22 25	Halfway River Station.....	N.S.	176 90
Green River.....	Ont.	110 00	Halicz.....	Man.	32 44
Green's Brook.....	N.S.	26 60	Halifax Sub-Office No. 3.....	N.S.	(b)
Greensides (closed 31-3-27).....	Sask.	(Nil)	Halifax Sub-Office No. 6.....	N.S.	(b)
Greenstreet (re-opened 1-2-28).....	Sask.	23 50	Hallboro.....	Man.	51 00
Greensville.....	Ont.	353 25	Hall's Bridge.....	Ont.	386 20
Greenvale.....	N.S.	16 65	Hall's Glen.....	Ont.	56 00
Greenview.....	Ont.	61 75	Hall's Harbour.....	N.S.	215 50
Greenwald.....	Man.	56 70	Hall's Lake.....	Ont.	91 45
Greenwich Hill.....	N.B.	163 00	Hall's Prairie (closed 31-10-27).....	B.C.	27 44
Greer (closed 30-11-27).....	N.B.	22 65	Halpenny.....	Ont.	51 75
Greer Mount.....	P.Q.	38 50	Halvorgate.....	Ont.	23 10
Gregan.....	N.B.	189 85	Hamel.....	P.Q.	34 00
Gregherd.....	Sask.	18 00	Hamelin.....	P.Q.	46 50
Gregory (summer office).....	Ont.	100 00	Hamill's Point (summer office).....	Ont.	34 00
Grenadier Island.....	Ont.	43 25	Hamilton.....	P.E.I.	152 20
Grenville Bay.....	P.Q.	77 00	Hamilton Cove.....	P.Q.	316 50
Griffith.....	Ont.	181 05	Hamilton Mountain.....	N.B.	25 00
Grinshorpe.....	Ont.	96 90	Hamilton Sub-Office No. 7.....	Ont.	(c)
Grondines Est.....	P.Q.	111 00	Hammertown.....	Ont.	33 25
Grondines Ouest.....	P.Q.	135 00	Hammond River.....	N.B.	89 40
Grondines Station.....	P.Q.	236 75	Hammondvale.....	N.B.	125 00
Grosmont.....	Alberta.	52 70			
Gros Morne.....	P.Q.	52 69			

(a) For Revenue see under Guelph Sub-Offices.

(c) For Revenue see under Montreal Sub-Offices.

(b) For Revenue see under Halifax Sub-Offices.

(d) For Revenue see under Hamilton Sub-Offices.

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Hampton.....	P.E.I.....	176 95	Hazel Bank.....	Sask.....	Nil
Hamrlik.....	Man.....	21 35	Hazel Bluff.....	Alberta.....	27 20
Hanceville.....	B.C.....	198 80	Hazeldale.....	N.S.....	28 15
Hanford Brook.....	N.B.....	66 20	Hazeldean.....	N.B.....	19 00
Hansard.....	B.C.....	150 15	Hazeldine (opened 28-12-27).....	Alberta.....	76 00
Harbour Centre.....	N.S.....	60 00	Hazel Land.....	P.Q.....	48 00
Harbour Road.....	N.S.....	37 50	Hazelridge.....	Man.....	463 62
Harbourview.....	N.S.....	166 95	Hazelwood.....	Sask.....	48 00
Hardwicke.....	N.B.....	248 75	Hazen Settlement.....	N.B.....	33 00
Hardwood Hills.....	P.Q.....	43 00	Hazlet.....	Sask.....	105 00
Hardwood Lake.....	Ont.....	48 19	Head Lake.....	Ont.....	129 00
Hardwood Lands.....	N.S.....	20 00	Headlands.....	Sask.....	27 00
Harehills.....	Sask.....	46 85	Head of Amherst.....	N.S.....	204 10
Harewood.....	N.B.....	Nil	Head of Chezzetcook.....	N.S.....	251 90
Harlan.....	Sask.....	83 25	Head of Lochaber (closed 31-5-27).....	N.S.....	Nil
Harleeh (re-opened 1-9-27).....	Alberta.....	139 97	Head of Loch Lomond.....	N.S.....	32 00
Harlem.....	Ont.....	120 10	Head of Millstream.....	N.B.....	199 74
Harrington.....	Man.....	103 10	Heart Lake.....	Alberta.....	38 00
Harmattan.....	Alberta.....	267 60	Heart Valley.....	Alberta.....	58 50
Harmony (closed 22-2-28).....	Ont.....	33 35	Heaslip Station.....	Man.....	109 35
Harmony.....	N.S.....	82 50	Heathdale.....	Alberta.....	32 10
Harsmworth.....	Man.....	137 50	Heatherdown.....	Alberta.....	183 34
Harpellville.....	N.S.....	56 00	Heath Point (closed 1-9-27).....	P.Q.....	5 00
Harper's Corners (closed 31-1-28).....	Ont.....	25 60	Hebbs Cross.....	N.S.....	186 16
Harperville.....	Man.....	18 65	Hebbsville.....	N.S.....	40 60
Harricanaw Ouest.....	P.Q.....	94 20	Hebert.....	N.B.....	25 50
Harrigan Cove.....	N.S.....	220 40	Hebron.....	N.B.....	20 25
Harrington Harbour.....	P.Q.....	179 74	Hacate.....	B.C.....	190 66
Harrisburg.....	Ont.....	187 00	Heela.....	Man.....	332 46
Harrisland (closed 30-6-27).....	Sask.....	Nil	Hectanooga.....	N.S.....	209 71
Harris Hill.....	Ont.....	42 10	Hector (closed 30-9-27).....	Alberta.....	6 02
Harrison Mills.....	B.C.....	640 81	Heidelberg.....	Ont.....	168 00
Harrisville.....	N.B.....	31 00	Heinsburg.....	Alberta.....	22 25
Harrowgate.....	B.C.....	173 70	Hekkla.....	Ont.....	47 90
Hartford.....	N.S.....	93 25	Heldar.....	Alberta.....	80 87
Hartley.....	Ont.....	129 75	Helmer (opened 16-6-27).....	Alberta.....	90 33
Hartley Bay.....	B.C.....	26 30	Helmsdale.....	Alberta.....	58 75
Hartling.....	N.S.....	328 25	Hemison.....	P.Q.....	43 75
Hartshorn.....	Alberta.....	95 30	Henderson Settlement.....	N.B.....	62 55
Hartsmere.....	Ont.....	65 95	Henderson Vale.....	P.Q.....	15 00
Harty Station (opened 26-4-27).....	Ont.....	148 15	Hendrie (opened 1-7-27).....	Sask.....	74 65
Harvey Bank.....	N.B.....	77 10	Henfryn.....	Ont.....	62 45
Harwill.....	Man.....	31 00	Hennepin.....	P.Q.....	96 50
Hassett.....	N.S.....	32 00	Hennigar.....	N.S.....	118 50
Hastings.....	N.B.....	19 50	Henriell (closed 1-8-27).....	Sask.....	Nil
Hatchley Station.....	Ont.....	128 57	Henry River.....	P.Q.....	374 12
Hatfield.....	Sask.....	126 10	Heon.....	P.Q.....	15 00
Hatherleigh.....	Sask.....	74 50	Heppel.....	P.Q.....	123 75
Hathersage.....	Alberta.....	49 45	Hercules.....	Alberta.....	144 83
Hattonford.....	Alberta.....	74 75	Hermitage Club.....	P.Q.....	69 00
Haultain.....	Ont.....	55 00	Heron Island.....	N.B.....	23 00
Haut Lameque.....	N.B.....	54 20	Herring Cove.....	N.S.....	155 00
Haut Paquetville (opened 17-10-27).....	N.B.....	47 25	Hérouville.....	P.Q.....	333 45
Haut Shippigan.....	N.B.....	24 50	Herronville (closed 31-5-27).....	Alberta.....	Nil
Havelock.....	N.S.....	133 26	Herschel Island.....	Y.T.....	30 00
Haven.....	Alberta.....	46 07	Hétrière.....	P.Q.....	23 00
Havendale.....	N.S.....	24 95	Hewitt Landing.....	Sask.....	28 50
Havergal.....	Ont.....	25 00	Hexham.....	N.B.....	81 75
Havilah.....	Ont.....	28 00	Hibernia.....	N.B.....	117 25
Hawker.....	N.S.....	41 05	High Bank.....	P.E.I.....	29 45
Hawkeye.....	Sask.....	30 00	Highfield.....	N.B.....	58 00
Hawk Lake.....	Ont.....	94 00	Highgate Siding.....	Sask.....	212 44
Hawksdale.....	Alberta.....	16 00	High Hill.....	Sask.....	23 30
Hawthorne.....	N.S.....	26 00	Highland Hill.....	N.S.....	63 00
Hay.....	Ont.....	350 80	Highland Village.....	N.S.....	64 25
Hay Cove.....	N.S.....	49 68	High Point.....	Sask.....	6 00
Hay Meadow.....	Sask.....	18 00	High Tor.....	Sask.....	20 00
Hayesville.....	N.B.....	42 50	Highvale.....	Alberta.....	53 50
Hayland.....	Man.....	86 55	High View.....	Sask.....	45 00
Hat River.....	N.W.T.....	65 50	Highworth.....	Sask.....	35 05
Hay's River.....	N.S.....	35 50	Hilbre.....	Man.....	382 50
			Hildegard (closed 16-12-27).....	N.B.....	5 00

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Hilden.....	N.S.	163 00	Houde.....	P.Q.	21 00
Hillaton.....	N.S.	87 00	Hough Lake.....	Ont.	58 50
Hillandale.....	Sask.	112 50	House's Rapids.....	Ont.	169 25
Hill Crest (closed 5-5-27).....	P.Q.	(Nil)	Hove.....	Man.	26 30
Hill End.....	Alberta..	30 00	Howard.....	N.B.	50 00
Hillesden.....	Sask.	28 00	Howardville.....	Man.	16 00
Hill Grove.....	N.S.	82 95	Howden (opened 1-7-27).....	Man.	43 00
Hillmond (opened 1-3-27).....	Sask.	47 05	Howdenvale (summer office).....	Ont.	81 25
Hillsborough.....	N.S.	93 95	Howie.....	Alberta..	51 50
Hillsburn.....	N.S.	139 00	Howie Centre.....	N.S.	10 65
Hillsdale.....	N.S.	18 00	Howser.....	B.C.	163 55
Hillsdale.....	N.B.	172 45	Howlett.....	Ont.	179 50
Hillsdale Road.....	N.S.	19 90	Huard.....	P.Q.	11 00
Hillsdown.....	Alberta..	340 25	Hubalta.....	Alberta..	42 40
Hillside.....	Ont.	135 00	Hubbard Point.....	N.S.	40 00
Hillside, Boularderie.....	N.S.	41 00	Hugel.....	Ont.	45 20
Hillside, Cape Breton.....	N.S.	21 00	Huggett.....	Alberta..	21 35
Hillside.....	Sask.	90 00	Hulatt.....	B.C.	112 12
Hillside Beach.....	Man.	85 49	Hull, Sub-Office No. 2.....	P.Q.	(b)
Hillsley.....	Sask.	74 35	Humberside.....	Ont.	139 93
Hillsvale.....	N.S.	65 50	Hume.....	Sask.	202 00
Hilltop.....	Man.	52 60	Hume Rear.....	N.S.	11 00
Hillview.....	Man.	8 00	Humphrey.....	Ont.	84 89
Hilly Grove.....	Ont.	21 85	Hunker.....	Yukon..	20 00
Hindon Hill.....	Ont.	31 95	Hunta.....	Ont.	145 50
Hindville.....	Alberta..	71 50	Hunter's Home.....	N.B.	17 00
Hinton (opened 16-6-27).....	Alberta..	231 62	Hunter's Lodge.....	N.S.	14 00
Hinton Trail.....	Alberta..	26 00	Hunter's Mountain.....	N.S.	46 15
Hiram.....	Alberta..	65 34	Hunter's Point.....	P.Q.	161 00
Hixon.....	B.C.	62 89	Hunterstown.....	P.Q.	168 50
Hnausa.....	Man.	450 68	Huntingdon.....	N.S.	9 00
Hoard's Station.....	Ont.	245 10	Hunt's Point.....	N.S.	210 50
Hochstadt.....	Man.	72 20	Hupel.....	B.C.	34 50
Hocquart.....	P.Q.	200 00	Hurdman Lodge.....	Sask.	124 95
Hodgins.....	P.Q.	40 70	Hurdville.....	Ont.	53 02
Hoffer (opened 1-4-27).....	Sask.	370 23	Huronian.....	Ont.	112 50
Hogan.....	Ont.	149 54	Huronville.....	Sask.	96 55
Holborn.....	Alberta..	63 30	Husavick.....	Man.	67 00
Holderville.....	N.B.	48 82	Hutton House.....	Ont.	106 00
Holland's Mills.....	P.Q.	40 45	Hyannas.....	N.S.	16 00
Holmesville.....	N.B.	94 80	Hyde.....	Sask.	70 30
Holmesville.....	Ont.	229 00	Hydraulic.....	B.C.	39 00
Holt.....	Ont.	178 37	Hydro Glen.....	Ont.	143 00
Holtville.....	N.B.	76 00	Hylo.....	Alberta..	44 02
Homebrook.....	Man.	36 30			
Homeglen.....	Alberta..	154 40	Ibstone.....	Sask.	192 13
Homer Siding.....	Ont.	24 00	Ideal.....	Man.	43 90
Homeville.....	N.S.	9 00	Idylwild.....	Sask.	82 00
Honeydale.....	N.B.	224 50	Iffley.....	Sask.	118 60
Honey Harbour (summer office).....	Ont.	517 84	Ile à la Crosse.....	Sask.	162 86
Honeymoon.....	Sask.	45 00	Ile aux Oies.....	P.Q.	18 00
Honora.....	Ont.	92 09	Ile des Chènes.....	Man.	117 30
Hope Bay.....	Ont.	60 00	Ile Mainville.....	P.Q.	26 00
Hopefield.....	Ont.	55 00	Ile Michon.....	P.Q.	5 21
Hopetown.....	P.Q.	172 50	Illerbrun.....	Sask.	25 00
Hopetown (closed 7-11-27).....	Ont.	47 15	Ilfraconibe.....	Ont.	41 00
Hope Valley.....	Alberta..	42 00	Imhoff.....	N.B.	52 00
Hopington.....	B.C.	92 10	Inchby.....	N.B.	77 60
Hopkins Landing.....	B.C.	175 45	Indian Bay.....	Man.	177 05
Hopper.....	N.B.	14 00	Indian Brook.....	N.S.	61 47
Horburg.....	Alberta..	235 00	Indian Harbour.....	N.S.	214 62
Hornby Island.....	B.C.	194 00	Indian Harbour Lake.....	N.S.	86 30
Horn's Road.....	N.S.	32 00	Indian Island.....	N.B.	28 51
Horod.....	Man.	69 00	Indian Mountain.....	N.B.	16 00
Horse Butte.....	Sask.	83 30	Indian Path.....	N.S.	28 75
Horse Creek.....	Sask.	70 28	Indian Point.....	N.S.	249 60
Horsefly.....	B.C.	270 38	Indian Road.....	N.S.	23 00
Horton (opened 1-4-27).....	Man.	81 00	Indian Springs.....	Man.	120 85
Hoselaw.....	Alberta..	34 00	Indus.....	Alberta..	128 00
Hotel Bigaouette (summer office).....	P.Q.	20 00	Ingalls Head.....	N.B.	103 25
			Ingelbright.....	Sask.	(Nil)
			Ingoldsb'y.....	Ont.	91 40

(b) For Revenue see under Ottawa Sub-Offices.

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue		Name of Post Office	Province	Revenue	
		\$	cts.			\$	cts.
Ingomar.....	N.S.	180	05	Jardine Brook.....	N.B.	3	00
Ingonish Beach.....	N.S.	247	20	Jardineville.....	N.B.	32	75
Ingonish Centre.....	N.S.	57	50	Jarnac.....	P.Q.	13	00
Ingonish Ferry.....	N.S.	113	00	Jaroslaw.....	Man.	39	15
Inholmes.....	Ont.	56	75	Jeannette's Creek.....	Ont.	158	88
Inkerman Ferry.....	N.B.	67	01	Jeanne d'Arc.....	P.Q.	53	55
Inland.....	Alberta.	184	60	Jean Noel.....	P.Q.	3	00
Inlet.....	P.Q.	86	80	Jedburgh.....	Sask.	174	60
Inlet Baddeck.....	N.S.	15	20	Jeddore Oyster Ponds.....	N.S.	356	85
Innes.....	Sask.	173	39	Jedway.....	B.C.	70	00
Innsville.....	Ont.	86	00	Jefferson.....	Ont.	163	05
Intervale.....	N.B.	10	00	Jeffrey.....	N.B.	168	40
Intola.....	Ont.	58	90	Jeffrey.....	Alberta.	48	35
Inverside.....	N.S.	69	75	Jellicoe.....	Ont.	232	25
Iola.....	Alberta.	172	91	Jellyby.....	Ont.	164	95
Iona.....	Ont.	189	50	Jersey Cove.....	N.S.	56	15
Iona.....	P.E.I.	161	00	Jersey Cove.....	P.Q.	125	00
Iona Rear.....	N.S.	31	00	Jersey Mills.....	P.Q.	129	50
Ireland.....	N.S.	21	00	Jesmond.....	B.C.	123	19
Ireland.....	Ont.	32	50	Jessica.....	B.C.	134	25
Irish Cove.....	N.S.	81	50	Jewellville.....	Ont.	84	60
Irishtown.....	N.B.	45	20	Joffre.....	P.Q.	45	50
Irish Vale.....	N.S.	44	50	Joggin Bridge.....	N.S.	250	40
Iron Bound Cove.....	N.B.	17	50	Johnson's Croft.....	N.B.	5	00
Iron Hill.....	P.Q.	192	50	Johnson's Landing.....	B.C.	85	30
Iron Mines.....	N.S.	65	00	Johnson's Mills.....	N.B.	37	00
Iron Ore.....	N.S.	5	00	Johnston's River.....	P.E.I.	309	00
Iron River.....	Alberta.	45	65	Johnstown.....	N.S.	47	25
Ironville.....	N.S.	46	00	Johnville.....	N.B.	160	60
Iroquois.....	N.B.	144	46	Joliceur.....	N.B.	84	00
Iroquoisville (closed 15-12-27).....	Alberta.	24	35	Jollimore.....	N.S.	155	02
Isaac's Harbour North.....	N.S.	121	15	Joly.....	P.Q.	106	55
Isham (opened 1-11-27).....	Sask.	123	80	Jones Falls.....	Ont.	166	00
Isherwood.....	Ont.	18	00	Jonquière Ouest.....	P.Q.	339	95
Island Falls (opened 20-9-27).....	Ont.	25	00	Jordan Bay.....	N.S.	74	95
Island Falls Junction.....	Ont.	498	33	Jordan Bay, East Side.....	N.S.	266	66
Island Grove (summer office).....	Ont.	392	60	Jordan Ferry.....	N.S.	100	60
Island Point.....	N.S.	31	00	Jordan Mountain.....	N.B.	40	00
Island River.....	N.B.	105	40	Jordan River.....	Sask.	121	50
Isle aux Courdes.....	P.Q.	311	86	Jordanville.....	N.S.	51	00
Isle Bizard.....	P.Q.	113	95	Joseph Farm.....	P.Q.	19	25
Isle de Mai (opened 1-8-27).....	P.Q.	53	65	Josephine.....	Sask.	30	00
Isle Dupas.....	P.Q.	118	95	Joubert.....	P.Q.	64	20
Isle Perrot Nord.....	P.Q.	173	25	Joyal.....	P.Q.	25	10
Isle Verte Ouest.....	P.Q.	175	00	Joynt.....	P.Q.	23	10
Isle Verte Sud.....	P.Q.	77	00	Jubilee.....	N.S.	31	50
Ispas.....	Alberta.	49	50	Juddhaven.....	Ont.	333	11
Issoudun.....	P.Q.	226	85	Judge.....	Ont.	191	95
Italy Cross.....	N.S.	251	50	Judique.....	N.S.	204	13
Ivera.....	N.S.	4	50	Judique Intervale.....	N.S.	12	50
Ivry.....	P.Q.	65	05	Judique South.....	N.S.	295	45
Ivry Nord.....	P.Q.	242	00	Julien.....	P.Q.	58	44
Ivy.....	Ont.	113	50	Jumping Pound.....	Alberta.	54	15
Ivy Lea (summer office).....	Ont.	293	00	Juniper.....	N.B.	452	55
Jack Fish Lake.....	Sask.	49	00	Juniper Island (summer office).....	Ont.	660	00
Jack's Lake.....	Ont.	48	00	Juniper Mount.....	N.S.	17	00
Jackson.....	N.S.	53	00	Juniper Station.....	N.B.	170	38
Jackson-Manion (opened 25-1-28).....	Ont.	217	64	Junor.....	Sask.	24	00
Jaco-Hughes.....	P.Q.	104	29	Jura.....	B.C.	74	75
Jacques-Cartier (opened 10-5-27).....	P.Q.	89	95	Kahshe Lake (summer office).....	Ont.	123	25
Jailletville.....	N.B.	23	75	Kakawis.....	B.C.	49	40
Jalbert.....	N.B.	65	50	Kaleland.....	Alberta.	45	00
James River.....	N.S.	17	00	Kalevala.....	Man.	24	00
James River Bridge.....	Alberta.	12	50	Kamouraska-aux-Cotes.....	P.Q.	48	67
James River Station.....	N.S.	175	90	Kamouraska Moulin (opened 13-6-27).....	P.Q.	126	47
Jamesville.....	N.S.	29	00	Kanata.....	Alberta.	51	60
Jamesville West.....	N.S.	130	74	Kananaskis.....	Alberta.	134	75
Jamot.....	Ont.	48	00	Kanawana (summer office).....	P.Q.	103	00
Janctville Station.....	Ont.	121	00	Kane.....	Man.	211	29
Janvrins Harbour.....	N.S.	73	50	Kantenville.....	Sask.	40	80
Jap Inlet.....	B.C.	27	55	Kanyengeh.....	Ont.	8	00

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Karluk.....	Sask.....	30 45	Kingscroft.....	P.Q.....	92 40
Kashabowie.....	Ont.....	230 36	Kingscroft.....	N.B.....	33 90
Kavanagh.....	Alberta.....	144 55	Kingsford.....	Sask.....	181 75
Kavanagh Mills.....	N.S.....	9 10	Kingsgate.....	B.C.....	298 20
Kawartha Park (summer office).....	Ont.....	285 00	King's Head.....	N.S.....	46 80
Kawene.....	Ont.....	633 70	Kingsland.....	Sask.....	79 78
Kazubazua Station.....	P.Q.....	118 00	Kingsmere.....	P.Q.....	15 00
Kealey Springs.....	Sask.....	45 75	Kingston Mills.....	Ont.....	36 00
Keatley.....	Sask.....	31 75	Kingston Station.....	Ont.....	(c)
Kedgemakooge (summer office).....	N.S.....	30 00	Kingston Village.....	N.S.....	170 00
Kedgwick River.....	N.B.....	82 25	Kingsville.....	N.S.....	111 77
Kedron.....	N.B.....	3 00	Kingsway (summer office).....	Ont.....	439 00
Keephills.....	Alberta.....	116 65	Kinikini.....	Alberta.....	25 50
Kegaska.....	P.Q.....	10 00	Kinmudy.....	Alberta.....	138 65
Keithley Creek.....	B.C.....	33 50	Kinosota.....	Man.....	172 00
Kelly.....	P.Q.....	165 50	Kinsac.....	N.S.....	31 20
Kellyvale.....	Sask.....	15 00	Kinsman's Corners.....	N.S.....	728 93
Kelly's Cross.....	P.E.I.....	178 00	Kintail.....	Ont.....	137 11
Kelso.....	Ont.....	120 95	Kintore.....	N.B.....	106 60
Kempt Road.....	N.S.....	57 53	Kirkhill.....	N.S.....	30 50
Kempt Road Hill.....	P.Q.....	41 30	Kirkhill.....	Ont.....	Nil
Kempt Shore.....	N.S.....	155 57	Kirkman Creek.....	Yukon.....	34 30
Kempt Town.....	N.S.....	83 00	Kirkmount.....	N.S.....	9 00
Kenloch.....	N.S.....	131 25	Kirkness.....	Man.....	58 30
Kennebaceas Island.....	N.B.....	36 00	Kirk's Ferry (opened 20-6-27)	P.Q.....	24 00
Kennington Cove.....	N.S.....	11 00	Kirkwood.....	N.B.....	16 00
Kensington Heights.....	Ont.....	164 00	Kirouac.....	P.Q.....	141 00
Kent Boom.....	N.B.....	41 00	Kiskisink.....	P.Q.....	215 33
Kent Lake.....	N.B.....	33 00	Kispiox.....	B.C.....	20 00
Kentvale.....	Ont.....	148 95	Kitigan Station.....	Ont.....	119 00
Keppoch.....	N.S.....	12 00	Kitimat Mission.....	B.C.....	135 52
Kergwenan.....	Man.....	64 70	Kivikoski.....	Ont.....	30 70
Kerrowgare.....	N.S.....	27 00	Klamath.....	Sask.....	24 60
Kernaria.....	Sask.....	62 50	Kleena Kleene (opened 1-10-27).....	B.C.....	60 00
Kerndale.....	Alberta.....	5 00	Kleczkowski.....	Sask.....	87 62
Kerry.....	N.B.....	20 00	Kleefeld.....	Man.....	95 15
Kersey.....	Alberta.....	88 50	Klemtu (opened 16-6-27).....	B.C.....	132 66
Kersley.....	B.C.....	214 20	Kleskun Hill.....	Alberta.....	13 20
Kessler.....	Alberta.....	35 00	Klintonel.....	Sask.....	41 00
Ketch Harbour.....	N.S.....	87 37	Klueys Bay (summer office).....	Ont.....	124 00
Ketepee (opened 1-8-27) (summer office).....	N.B.....	10 00	Knappen.....	Alberta.....	71 30
Kevisville.....	Alberta.....	63 00	Knightington.....	Ont.....	63 50
Kew.....	Alberta.....	177 20	Knight Inlet (summer office).....	B.C.....	147 00
Kewanna.....	Man.....	82 50	Knob Hill.....	Alberta.....	92 25
Kewstoke.....	N.S.....	41 10	Knouff Lake (closed 31-10-27), (summer office).....	B.C.....	23 13
Key Junction.....	Ont.....	168 00	Knowles.....	N.S.....	67 95
Khartum.....	Ont.....	36 80	Knowlton Landing.....	P.Q.....	70 00
Kilbride.....	Ont.....	105 40	Knoxbridge.....	P.Q.....	73 32
Kilfoil.....	N.B.....	44 00	Knoydart.....	N.S.....	40 00
Kilgard.....	B.C.....	180 00	Knutsford.....	B.C.....	108 56
Kilkenny.....	Man.....	6 62	Koostatak.....	Man.....	212 83
Kilkerran.....	B.C.....	45 85	Kootenay Bay.....	B.C.....	223 77
Killaloe.....	Ont.....	91 50	Kopernick.....	Alberta.....	10 00
Killam's Mills.....	N.B.....	76 25	Korah.....	Ont.....	44 19
Killarney Lake.....	Alberta.....	48 50	Kouchibouguac Beach.....	N.B.....	42 00
Killdeer.....	Sask.....	21 89	Krakow.....	Alberta.....	42 15
Killowen.....	N.B.....	15 50	Krasne.....	Sask.....	10 25
Kilronan.....	Sask.....	35 55	Kristness.....	Sask.....	60 00
Kiltarlity.....	N.S.....	6 75	Krupp.....	Sask.....	182 00
Kilwinning.....	Sask.....	10 00	Kulish.....	Man.....	59 00
Kilwinning Siding.....	Sask.....	164 90	Kuper Island.....	B.C.....	200 00
Kimball.....	Alberta.....	245 00	Kyquot.....	B.C.....	232 41
Kimberley.....	P.Q.....	42 00	Kynoch.....	Ont.....	125 55
Kinbrae.....	Sask.....	55 75	La Baleine.....	P.Q.....	70 00
Kineardine.....	N.B.....	55 00	Labarre.....	P.Q.....	125 84
Kincolith.....	B.C.....	214 96	La Barrière.....	P.Q.....	37 00
King Grove.....	N.S.....	15 00	La bissonnière.....	P.Q.....	54 00
Kinglake.....	Ont.....	81 00	Labonneville.....	P.Q.....	58 10
Kingross.....	N.S.....	26 00	La Boucane.....	P.Q.....	9 00
Kingsburg.....	N.S.....	110 22	La Branche.....	P.Q.....	151 00
Kingsclear.....	N.B.....	334 20	Labrecque.....	P.Q.....	25 00

(c) For Revenue see under Kingston Sub-Offices.

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue \$ cts.	Name of Post Office	Province	Revenue \$ cts.
Labrie.....	P.Q.	60 25	Lac Sergent.....	P.Q.	80 17
La Butte.....	P.Q.	67 00	Lac Simon (summer office)...	P.Q.	30 00
La Casse (re-opened 2-4-27)...	P.Q.	62 04	Lac Supérieur.....	P.Q.	200 75
Lac à Beauce.....	P.Q.	34 00	Lactor.....	P.Q.	27 80
Lac Archambault (summer office).....	P.Q.	307 25	Lac Thibault.....	P.Q.	58 01
Lac à Foin.....	P.Q.	51 45	Lac Tremblant Nord (opened 18-7-27) (summer office)...	P.Q.	54 00
Lac à Laurent (closed 15-10-27)...	P.Q.	Nil	Lac Tremblant (summer office).....	P.Q.	87 00
Lac à la Truite (summer office).....	P.Q.	35 00	Lac Unique.....	N.B.	60 00
La Calmette.....	Alberta.	17 10	La Cyr.....	P.Q.	10 00
Lac aux Brochets.....	P.Q.	44 00	Lacy Road.....	N.S.	18 00
Lac Beauport.....	P.Q.	60 25	La Décharge.....	P.Q.	355 00
Lac Bellemare.....	P.Q.	151 80	La Descente des Femmes.....	P.Q.	86 65
Lac Bellevue.....	Alberta.	29 50	Ladrière.....	P.Q.	93 00
Lac Bitobig.....	P.Q.	94 25	La Durantaye.....	P.Q.	362 42
Lac Bouchette Station.....	P.Q.	538 15	Ladywood.....	Man.	144 30
Lac Canard.....	Alberta.	5 05	Lafayette.....	P.Q.	77 50
Lac Cardinal.....	Alberta.	24 85	La Ferme.....	P.Q.	162 20
Lac Castor.....	P.Q.	33 50	Laflamme.....	P.Q.	85 82
Lac Charlebois (summer office).....	P.Q.	40 00	Lafrance.....	P.Q.	24 00
Lac Chat.....	P.Q.	48 25	Lagacé.....	P.Q.	66 00
Lac Cornu (summer office)...	P.Q.	94 00	Lagacéville.....	N.B.	122 55
Lac David.....	P.Q.	45 00	Lagadelle.....	P.Q.	30 00
Lac de L'Est (opened 24-1-28).....	P.Q.	30 00	Laganière.....	P.Q.	75 00
Lac Désert.....	P.Q.	88 35	Laggan.....	N.S.	65 00
Lac des Pins (summer office)...	P.Q.	45 00	La Gorgendière.....	P.Q.	421 00
Lac Duhamel (summer office).....	P.Q.	5 00	La Grande Pointe.....	P.Q.	99 00
Lac-du Quinzieme (opened 7-11-27).....	P.Q.	30 00	La Have Island.....	N.S.	179 00
Lac Echo.....	P.Q.	169 00	Laidlaw.....	B.C.	188 41
Lac Français.....	P.Q.	86 25	Laird (closed 1-3-28).....	Ont.	23 40
Lac Gagnon (summer office)...	P.Q.	24 00	Lake.....	Ont.	34 00
Lac Gatineau (opened 10-10-27).....	P.Q.	27 00	Lake Ainslie (E. Side).....	N.S.	29 35
Lac Grosseau.....	P.Q.	78 84	Lake Ainslie (S. Side).....	N.S.	20 00
Lac Guindon (summer office)...	P.Q.	104 00	Lake Ainslie W. Side).....	N.S.	28 45
Lachenaie.....	P.Q.	300 00	Lake Ainslie Chapel.....	N.S.	9 00
Lac Labelle.....	P.Q.	193 40	Lake Annis.....	N.S.	91 00
Lac la Biche Mission.....	Alberta.	56 93	Lake Aylmer.....	P.Q.	133 80
Lac la Motte.....	P.Q.	16 00	Lake burn.....	N.B.	20 00
Lac la Nonne.....	Alberta.	72 15	Lake Cayamont.....	P.Q.	373 00
Lac la Pêche.....	P.Q.	211 00	Lake Clear (summer office)...	Ont.	6 11
Lac la Ronge.....	Sask.	131 00	Lake Couchiching (summer office).....	Ont.	325 00
Lac Makamik.....	P.Q.	10 00	Lakedale.....	N.S.	24 00
Lac Manitou Sud (summer office).....	P.Q.	58 00	Lake Doucette.....	N.S.	81 40
Lac Marois.....	P.Q.	233 50	Lake Eliza.....	Alberta.	37 00
Lake Nantel.....	P.Q.	189 94	Lake Edward.....	N.B.	50 00
La Conception Station.....	P.Q.	82 55	Lake Egmont.....	N.S.	96 60
Laconia.....	N.S.	50 20	Lake field.....	P.Q.	195 22
Laordaire.....	Sask.	48 00	Lake Francis Station.....	Man.	238 90
La Corey.....	Alberta.	42 70	Lake Geneva.....	Alberta.	39 25
Lacoste.....	P.Q.	151 00	Lake George, Kings.....	N.S.	40 00
Lac Paquin (summer office)...	P.Q.	29 00	Lake Harbour (opened, 28-8-27).....	N.W.T.	10 00
Lac Pinault.....	P.Q.	166 00	Lakehurst.....	Ont.	192 60
Lac Pitre, Late St. Tharcisius.....	P.Q.	37 00	Lake Isle.....	Alberta.	70 00
Lac Quenouille (opened 1-6-27) (summer office).....	P.Q.	32 60	Lake L'Achigan (summer office).....	P.Q.	63 25
Lac Renaud (summer office)...	P.Q.	20 00	Lakeland.....	Man.	153 95
Lac Rochu.....	P.Q.	80 00	Lake La Rose.....	N.S.	18 00
Lac Roy (opened 1-6-27) summer office).....	P.Q.	110 00	Lake McGregor.....	Alberta.	61 20
Lac St. Joseph (Late Lake St. Joseph Hotel) (11-6-27) (summer office).....	P.Q.	Nil	Lake Majeau.....	Alberta.	97 70
La Croche.....	P.Q.	83 03	Lake Midway.....	N.S.	32 80
Lac St. Pacôme.....	P.Q.	295 20	Lake Munro.....	N.S.	18 50
Lac St. Paul.....	P.Q.	92 38	Lakenheath (re-opened 20-2-28).....	Sask.	39 00
			Lake Opinicon.....	Ont.	54 00
			Lake park (closed 16-4-27)...	Sask.	5 98
			Lake Paul.....	N.S.	78 75
			Lake Ramsay.....	N.S.	32 50
			Lakesend.....	Alberta.	91 48
			Lakeshaw.....	B.C.	101 50
			Lake St. Charles.....	P.Q.	47 10

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Lakeside.....	P.Q.	(a)	Lathom.....	Alberta...	162 84
Lake Stream.....	N.B.	9 00	Lattie's Brook.....	N.S.	180 86
Lake Thelma.....	Alberta...	28 00	Latourelle.....	P.Q.	24 50
Lake Thomas.....	N.S.	35 00	Launay.....	P.Q.	98 15
Laketon.....	N.B.	27 02	Launching Place.....	P.E.I.	122 80
Lake Uist.....	N.S.	35 00	Laureat.....	P.Q.	52 00
Lakevale.....	N.S.	74 95	Laurel.....	P.Q.	60 00
Lakeview.....	N.S.	21 20	Laurin.....	Ont.	132 50
Lakeview.....	P.Q.	61 00	Laval.....	P.Q.	154 95
Lake View House (summer office).....	P.Q.	98 50	Laval Sur le Lac (sum. office)	P.Q.	247 60
Lakeville.....	N.S.	191 44	Lavaltrie Station.....	P.Q.	47 20
Lake William.....	P.Q.	57 50	Lavant.....	Ont.	30 00
Lalancette (closed 16-2-28).....	P.Q.	4 32	Laventure.....	Sask.	245 73
Lalement.....	P.Q.	46 30	La Vernière.....	P.Q.	77 00
La Loche.....	Sask.	13 80	Lavery.....	P.Q.	40 06
La Merisère.....	P.Q.	65 90	Lavesta.....	Alberta...	89 55
La Mìche.....	P.Q.	42 00	Lavington.....	B.C.	271 30
La Montagne.....	P.Q.	25 00	Lavinia.....	Man.	240 05
La Montee.....	P.Q.	96 00	Lavoie.....	P.Q.	36 00
Lamorandière.....	P.Q.	17 00	Lawn Hill.....	B.C.	35 95
La Motte.....	P.Q.	320 00	Lawrence Station.....	N.B.	343 08
L'Amoureux.....	Alberta...	55 00	Lawrie.....	Sask.	10 00
Lainy.....	P.Q.	167 00	Lawsonburg.....	Alberta...	56 17
Lanark.....	N.S.	38 00	Lawton.....	Alberta...	28 90
La Nation.....	P.Q.	77 00	Layland.....	Man.	70 25
Lancelot.....	Ont.	23 00	Leakville.....	Sask.	5 10
Landmark.....	Man.	30 80	Leaman.....	Alberta...	394 03
Landry.....	N.B.	48 25	Leamington (closed 31-10-27).....	N.S.	8 53
Lands End.....	N.B.	31 00	Lear.....	B.C.	118 30
Lang Bay.....	B.C.	312 50	Leary.....	Man.	54 25
Langmeade.....	Sask.	45 00	Leasowe.....	Alberta...	15 00
Languedoc.....	P.Q.	60 20	Leaskdale.....	Ont.	102 85
Langvale.....	Man.	22 00	Leavitt.....	Alberta...	61 30
Lanoraie Station.....	P.Q.	45 00	Lebel (opened 1-9-27).....	N.B.	26 00
La Normandie.....	P.Q.	27 00	Leblanc.....	N.B.	60 75
Lansdowne.....	N.S.	20 00	Leblancville (re-opened 1-6- 27).....	N.B.	18 00
Lansdowne Station.....	N.S.	259 25	Le Bouthillier.....	N.B.	240 00
L'Anse à Brillant.....	P.Q.	204 16	Le Cordon.....	P.Q.	76 20
L'Anse à Fougère.....	P.Q.	32 50	L'Echourie.....	P.Q.	242 90
L'Anse à Giles.....	P.Q.	113 00	Ledwyn.....	Man.	36 65
L'Anse à Giles Station.....	P.Q.	141 75	Leech.....	N.B.	108 00
L'Anse à la Cabane.....	P.Q.	84 65	Leeshore.....	Alberta...	27 00
L'Anse à la Croix.....	P.Q.	119 85	Lee Valley.....	Ont.	102 37
L'Anse aux Cousins.....	P.Q.	372 70	Leeville.....	Ont.	116 61
L'Anse à Valteau.....	P.Q.	144 30	Lefave's Corners.....	Ont.	28 00
Lantier.....	P.Q.	102 30	Lefebvre.....	P.Q.	98 29
Lanuke (closed 31-3-28).....	Alberta...	133 15	Leger Brook.....	N.B.	38 55
La Passe.....	Ont.	303 10	Légère.....	N.B.	108 00
Lapeyrière.....	P.Q.	39 00	Légère Corner.....	N.B.	25 00
La Petite Rivière St. François	P.Q.	308 04	Légerville.....	N.B.	88 50
La Plaine.....	P.Q.	116 60	Leggatt's Point.....	P.Q.	542 11
La Plante.....	N.B.	32 09	Leighmore.....	Alberta...	52 00
Lapland.....	N.S.	96 07	Leighside.....	N.B.	52 50
La Pointe.....	N.S.	28 00	Leighton.....	Alberta...	67 00
L'Archevêque.....	N.S.	18 60	Leinan.....	Sask.	175 89
Lardo.....	B.C.	297 21	Leitche's Creek.....	N.S.	91 00
L'Ardoise Highlands.....	N.S.	30 25	Leitche's Creek Station.....	N.S.	141 20
L'Ardoise West.....	N.S.	214 30	Leitchville.....	Sask.	29 32
La Renaudière.....	P.Q.	75 00	Leith.....	Ont.	157 65
La Richardière (opened 1-10- 27).....	P.Q.	41 59	Lejac.....	B.C.	173 00
La Rochelle.....	Man.	122 50	Leland.....	Ont.	12 00
Larouche.....	P.Q.	253 20	Lemay.....	P.Q.	16 63
Larson (opened 15-2-28).....	Ont.	39 67	Lemister.....	N.S.	79 56
Lascalles.....	P.Q.	155 70	Lemoyville.....	Ont.	104 06
La Société.....	P.Q.	58 20	Lennard.....	Man.	85 90
Lasswade.....	Ont.	74 28	Lennox.....	N.S.	25 00
Last Lake.....	Alberta...	30 00	Lennox Ferry.....	N.S.	108 00
Last Mountain.....	Sask.	29 25	Lennox Island.....	P.E.I.	15 19
La Tabatière.....	P.Q.	46 90	Leonard de Matapédia.....	P.Q.	44 00
Lateford Bridge.....	Ont.	39 50	Leopard.....	P.Q.	24 94
			Le Petit Bois Franc.....	P.Q.	58 34

(a) For Revenue see under Montreal Sub-Offices.

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue		Name of Post Office	Province	Revenue	
		\$	cts.			\$	cts.
Le Pré.....	P.Q.....	24	00	Little Branch.....	N.B.....	140	94
Le Rocher.....	P.Q.....	17	50	Little Bras d'Or (south side).....	N.S.....	20	00
Lerwick.....	N.B.....	71	00	Little Brook Station.....	N.S.....	141	00
Les Caps.....	P.Q.....	30	00	Little Buffalo.....	Sask.....	20	25
Les Cheneaux.....	P.Q.....	70	53	Little Bullhead.....	Man.....	61	40
Les Dalles.....	P.Q.....	20	96	Little Cape.....	N.B.....	196	00
Les Fonds.....	P.Q.....	74	25	Little Dover.....	N.S.....	91	95
Les Frères.....	P.Q.....	37	75	Little Gaspé.....	P.Q.....	55	50
Les Hauteurs.....	P.Q.....	111	00	Little Harbour.....	N.S.....	70	60
Leskard.....	Ont.....	64	00	Little Judique.....	N.S.....	67	55
Les Lacs (summer office).....	P.Q.....	30	00	Little Judique Ponds.....	N.S.....	62	51
Lessard.....	Alberta.....	84	55	Little Liscombe.....	N.S.....	33	50
Les Saules.....	P.Q.....	58	00	Little Lorraine.....	N.S.....	64	70
Les Trois Ruisseaux.....	P.Q.....	69	95	Little Narrows.....	N.S.....	217	13
Les Veilles Forges.....	P.Q.....	36	50	Little Pabos.....	P.Q.....	392	22
Letang.....	N.B.....	34	15	Little Pabos River.....	P.Q.....	37	00
L'Étête.....	N.B.....	226	50	Little Plume.....	Alberta.....	40	25
Letterkenny.....	Ont.....	18	00	Little Port L'Hébert.....	N.S.....	29	50
Lettonia.....	Man.....	34	80	Little Prairie.....	Alberta.....	39	00
Leverrier.....	P.Q.....	40	50	Little Rapids.....	Ont.....	114	19
Levesque.....	N.B.....	23	50	Little Ridge.....	N.B.....	32	50
Levy Settlement.....	N.S.....	21	50	Little River West.....	P.Q.....	238	75
Lewis.....	Man.....	148	74	Little River.....	N.B.....	347	50
Lewis Bay West.....	N.S.....	12	67	Little River Harbour.....	N.S.....	43	00
Lewis Cove Road.....	N.S.....	27	50	Little Rocher.....	N.B.....	46	00
Lewisham (closed 30-9-27).....	Ont.....	(Nil)		Little Shippigan.....	N.B.....	47	50
Lewis Mountain.....	N.B.....	45	00	Little Tancook.....	N.S.....	103	95
Lewis Mountain.....	N.S.....	24	00	Little Tracadie.....	N.B.....	25	00
Lewiston.....	N.S.....	39	00	Little Woody.....	Sask.....	70	20
Lewisville.....	N.B.....	1,128	00	Little York Cove.....	P.E.I.....	334	60
Lewiswyn.....	Sask.....	(Nil)		Livingstone Cove.....	N.S.....	65	25
Lexington.....	N.S.....	9	50	Lizard Lake.....	Sask.....	27	50
Libreville.....	Man.....	10	00	Lloyds.....	N.S.....	34	90
Lidgett.....	Sask.....	169	20	Lloyds Hill.....	Alberta.....	36	75
Lidstone.....	Man.....	82	20	Lobley.....	Alberta.....	131	97
Lightwoods.....	Sask.....	18	00	Lobo.....	Ont.....	110	00
Ligny St. Flochel.....	P.Q.....	129	70	Lobster Beach.....	N.B.....	6	00
Liklely.....	B.C.....	308	75	Lochaber Bay (closed 19-11-27).....	P.Q.....	109	42
Lilac.....	Sask.....	263	14	Lochaber Mines.....	N.S.....	45	00
Liliendale.....	Alberta.....	18	00	Loch Ban.....	N.S.....	6	00
Lillestrom.....	Sask.....	40	94	Lochend.....	Alberta.....	29	00
Lillesve.....	Man.....	73	86	Loch Katrine.....	N.S.....	72	62
Lillyfield (closed 30-9-27).....	Man.....	15	95	Loch Lomond.....	N.S.....	9	50
Lily.....	N.S.....	74	50	Loch Lomond West.....	N.S.....	31	50
Lily Bay.....	Man.....	53	00	Loch Monar.....	Man.....	18	10
Lilydale.....	Sask.....	63	50	Lochside.....	N.S.....	38	00
Lily Plain.....	Sask.....	15	00	Lochvale.....	Alberta.....	116	00
Lime Hill.....	N.S.....	26	09	Lockeport.....	B.C.....	44	10
Limestone Lake.....	Alberta.....	34	00	Lockhartville.....	N.S.....	126	35
L'Immaculée Conception.....	P.Q.....	110	00	Lockport.....	Man.....	471	95
Linacre.....	Sask.....	115	25	Locksteed.....	N.B.....	13	00
Linaria.....	Alberta.....	44	88	Locre.....	Man.....	69	75
Lindale.....	Alberta.....	60	10	Lodore.....	Ont.....	12	00
Lindsay.....	N.B.....	148	50	Loganville.....	N.S.....	85	62
Lineham (re-opened 15-5-27).....	Alberta.....	56	00	Logberg.....	Sask.....	21	45
Linfield.....	Alberta.....	25	00	Logoch.....	Man.....	26	30
Lingan.....	N.S.....	158	00	Log Valley.....	Sask.....	70	70
Linton Junction.....	P.Q.....	193	27	London Sub-Office No. 5.....	Ont.....	(a)	
Linton's.....	N.B.....	60	10	London Sub-Office No. 6.....	Ont.....	(a)	
Linville.....	N.B.....	(Nil)		London Sub-Office No. 9.....	Ont.....	(a)	
Linwood.....	N.S.....	172	60	London, (Sub-Office Brough- dale.).....	Ont.....	(a)	
Lisburn.....	Alberta.....	117	90	London, Tambling's Corners.....	Ont.....	(a)	
Liscombe Mills.....	N.S.....	75	70	London (Sub-Office Univer- sity).....	Ont.....	(a)	
Lisgar Station.....	P.Q.....	261	37	Londonderry Station.....	N.S.....	418	49
Lismore.....	N.S.....	75	00	Lonely Lake.....	Man.....	85	45
Lisson.....	N.B.....	8	75	Lonesome Butte.....	Sask.....	77	50
Listerville.....	N.B.....	9	00	Lone Spruce.....	Sask.....	Nil	
Litchfield.....	N.S.....	96	55	Long Creek.....	N.B.....	42	25
Little Aldouane.....	N.B.....	122	00				
Little Bartibog.....	N.B.....	49	00				
Little Bass River.....	N.S.....	148	00				
Little Beach (closed 30-11-27).....	N.B.....	12	00				

(a) For Revenue see under London Sub-Offices.

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Long Hill.....	N.S.	19 00	Lower Millstream.....	N.B.	256 75
Long Lake.....	Ont.	125 00	Lower Montague.....	P.E.I.	210 55
Long Point.....	N.S.	176 50	Lower Mount Thom.....	N.S.	28 00
Long Point.....	N.B.	26 00	Lower Napan.....	N.B.	106 00
Long Point of Mingan.....	P.Q.	163 50	Lower Nequac.....	N.B.	301 65
Long Reach.....	N.B.	118 51	Lower Newcastle.....	N.B.	104 90
Longs.....	N.S.	8 30	Lower New Cornwall.....	N.S.	34 85
Long's Cove.....	N.B.	22 00	Lower Northfield.....	N.S.	45 25
Longview.....	Alberta.	153 75	Lower North Grant.....	N.S.	37 25
Longworth.....	B.C.	635 04	Lower Prospect.....	N.S.	14 50
Looma.....	Alberta.	128 15	Lower River Inhabitants.....	N.S.	137 10
Loon.....	Ont.	94 50	Lower Rose Bay.....	N.S.	149 25
Loon Forks.....	Sask.	30 50	Lower St. Esprit.....	N.S.	36 25
Loon Lake.....	Sask.	85 00	Lower St. Charles.....	N.B.	58 00
Loos.....	B.C.	112 45	Lower Sackville.....	N.S.	58 25
Loranger.....	P.Q.	102 00	Lower Sandy Point.....	N.S.	204 00
Loree.....	Ont.	31 50	Lower Sapin.....	N.B.	30 00
Lorenzo.....	Sask.	42 00	Lower Saulnierville.....	N.S.	187 97
Lorimer Lake (closed 31-12-27).....	Ont.	Nil	Lower Selmah.....	N.S.	96 05
Lorne.....	N.B.	74 00	Lower Shag Harbour.....	N.S.	35 00
Lorne.....	P.Q.	174 96	Lower Ship Harbour.....	N.S.	221 80
Lorne.....	Ont.	20 35	Lower Ship Harbour East.....	N.S.	201 90
Lorne House (summer office).....	P.Q.	285 60	Lower South River.....	N.S.	43 00
Lorne Park.....	Ont.	270 55	Lower Springfield.....	N.S.	16 00
Lornevale.....	N.S.	40 75	Lower Washabuck.....	N.S.	38 00
Lorneville.....	N.S.	123 70	Lower Wedgeport.....	N.S.	298 00
Lorneville.....	N.B.	107 78	Lower Wentworth.....	N.S.	45 00
Lost River.....	P.Q.	127 70	Lower West Jeddore.....	N.S.	146 87
Lost River.....	Sask.	118 25	Lower West Pubnico.....	N.S.	194 00
Lothrop (opened 1-7-27).....	Alberta.	31 80	Lower Whitehaven.....	N.S.	107 95
Louisa.....	P.Q.	53 00	Lowland (opened 1-6-27).....	Man.	36 35
Louise Docks (summer office).....	P.Q.	Nil	Low Point.....	N.S.	134 70
Louis Creek.....	B.C.	195 00	Lowther.....	Ont.	321 40
Louis Head.....	N.S.	122 00	Lozells (closed 31-10-27).....	B.C.	12 10
Lourdes.....	N.S.	173 00	Lozier Settlement.....	N.B.	170 50
Lourdes du Blanc Sablon.....	P.Q.	55 25	Iucassville.....	N.S.	20 25
Lovetteville.....	Alberta.	258 90	Lucerne.....	P.Q.	57 00
Low Bush.....	Ont.	183 50	Luella (closed 2-12-27).....	Sask.	18 37
Lowell.....	N.B.	15 25	Lucky Strike.....	Alberta.	145 25
Lowe Inlet (summer office).....	B.C.	145 39	Lydgate (opened 1-9-27).....	Ont.	37 07
Lower Abougoggin.....	N.B.	45 00	Lugar.....	N.B.	29 00
Lower Barnaby River.....	N.B.	83 25	Lumsden Beach (summer office).....	Sask.	73 99
Lower Branch.....	N.S.	66 00	Lundemo.....	Alberta.	32 00
Lower Burlington.....	N.S.	133 46	Lundy.....	N.S.	26 00
Lower Burnside.....	N.S.	30 95	Lunnford.....	Alberta.	146 67
Lower Caledonia.....	N.S.	134 75	Lussier.....	P.Q.	240 00
Lower Cape.....	N.B.	48 25	Lutes Mountain.....	N.B.	60 75
Lower Cape Bald.....	N.B.	9 00	Luzan.....	Alberta.	33 40
Lower Capilano.....	B.C.	158 00	Lydiatt.....	Man.	411 96
Lower Clarke Harbour.....	N.S.	147 00	Lynehe River.....	N.S.	4 00
Lower Concession.....	N.S.	113 00	Lyndon.....	Alberta.	112 50
Lower Coteau Road.....	N.B.	20 00	Lynnour.....	B.C.	85 00
Lower Cove.....	N.S.	63 63	Lyttleton.....	N.B.	91 00
Lower Derby.....	N.B.	67 50	Lytton.....	P.Q.	93 00
Lower East Chezzetcook.....	N.S.	62 00	McAdam's Lake.....	N.S.	12 00
Lower Economy.....	N.S.	142 05	McArras Brook.....	N.S.	29 90
Lower Eel Brook.....	N.S.	41 00	McArthur.....	N.S.	40 00
Lower Escuminac.....	N.B.	45 00	McArthur's Mills.....	Ont.	208 97
Lower Five Islands.....	N.S.	257 75	McAulay's.....	N.S.	28 40
Lower Gagetown.....	N.B.	51 25	McBean.....	P.Q.	33 50
Lower Gleneove (opened 18-6-27).....	N.S.	15 00	McCluskey.....	N.B.	12 00
Lower Greenville.....	N.S.	39 00	McCormack.....	N.S.	29 95
Lower Guéguen.....	N.B.	50 00	McCreadyville.....	N.S.	56 65
Lower Hillsdale.....	N.S.	18 00	McCracken's Landing (summer office).....	Ont.	220 00
Lower Ireland.....	P.Q.	173 82	McCrae.....	Ont.	40 00
Lower Jordan Bay.....	N.S.	70 00	McDonald Glen.....	N.S.	9 00
Lower Kingston.....	N.B.	99 00	McDonald Hills.....	N.S.	23 28
Lower La Have.....	N.S.	173 45	McDonaldville.....	Alberta.	128 50
Lower Meagher's Grant.....	N.S.	71 50	McDougall.....	Ont.	135 50
Lower Melbourne.....	N.S.	31 00	McEachern.....	Sask.	10 25
Lower Middle River.....	N.S.	18 00			

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
McEachern Mills.....	N.S.	12 00	Magundy.....	N.B.	149 50
McElhanney.....	Sask.	185 86	Mahaska.....	Alberta...	53 90
McFarlane Lake.....	Ont.	35 00	Mailhot.....	P.Q.	42 75
McGivney Junction.....	N.B.	258 65	Maillard.....	P.Q.	62 25
McGrath Cove.....	N.S.	25 00	Mailloux.....	P.Q.	64 00
McGrath Mountain.....	N.S.	6 40	Mainadieu Shore.....	N.S.	21 00
McGregor Bay.....	Ont.	208 00	Main Centre.....	Sask.	175 00
McInnis Creek.....	Ont.	32 00	Main River.....	N.B.	215 40
McIntosh.....	Ont.	227 90	Main Stream.....	N.B.	25 00
McIntosh Springs.....	Ont.	73 00	Maitland Forks.....	N.S.	26 00
McIntyre's Lake.....	N.S.	116 30	Makinson.....	B.C.	72 00
McIntyre's Mountain.....	N.S.	20 00	Makwa.....	Sask.	45 25
McKees Mills.....	N.B.	111 80	Malaga Gold Mines.....	N.S.	108 42
McKendrick.....	N.B.	65 70	Malagawatch.....	N.S.	28 00
McKenzie East Bay.....	N.S.	16 00	Malby.....	Sask.	31 00
McKinleyville.....	N.B.	103 36	Mal Bay.....	P.Q.	172 50
McKinnon's Brook.....	N.S.	18 00	Malden.....	N.B.	65 00
McKinnon's Harbour.....	N.S.	86 25	Malenfant.....	P.Q.	31 70
McKinnon's Hill.....	N.B.	102 00	Malignant Cove.....	N.S.	95 20
McKinnon's Settlement.....	N.S.	55 00	Maliseet.....	N.B.	41 17
McLaren.....	Sask.	56 54	Malmaison.....	P.Q.	112 00
McLaughlin.....	Alberta...	36 77	Malmo.....	Alberta...	108 53
McLaughlin Road.....	N.B.	33 00	Malone.....	Ont.	176 12
McLean.....	Ont.	24 50	Maloneck.....	Sask.	25 60
McLean.....	N.B.	54 25	Malonton.....	Man.	320 41
McLean Cove.....	N.S.	16 00	Maloy.....	Alberta...	53 65
McLeanville.....	N.S.	16 00	Maltais.....	N.B.	23 00
McLellan's Mountain.....	N.S.	17 20	Maltempeque.....	N.B.	38 50
McLeod Point.....	N.S.	22 50	Malvern.....	Ont.	172 90
McLeod Siding.....	N.B.	28 00	Malvina.....	P.Q.	148 17
McLure.....	B.C.	71 25	Mamette Lake.....	B.C.	10 00
McMillan.....	N.B.	26 75	Manassette Lake.....	N.S.	61 55
McMorran.....	Sask.	51 05	Manche d'Epee.....	P.Q.	119 62
McMunn.....	Man.	154 10	Mancroft.....	Sask.	28 25
McMurdo.....	B.C.	130 03	Mandeville.....	Ont.	34 15
McMurphy.....	B.C.	81 00	Manganese Mines.....	N.S.	12 00
McNab's Cove.....	N.S.	151 00	Manigotagan.....	Man.	59 50
McNairn.....	N.B.	27 25	Manitou Beach (summer office).....	Sask.	250 30
McNamee.....	N.B.	216 13	Mankota.....	Sask.	223 95
McNaughton.....	N.S.	9 00	Mann.....	P.Q.	30 00
McNeill's Mills.....	P.E.I.	181 25	Manners Sutton.....	N.B.	370 00
McNeill's Vale.....	N.S.	15 00	Mann Settlement.....	P.Q.	38 65
McNeily's.....	N.S.	53 50	Manns Mountain.....	N.B.	10 00
McNutt's Island.....	N.S.	13 25	Manoir Richelieu (summer office).....	P.Q.	595 53
McPhee's Corner.....	N.S.	37 00	Manola (re-opened 1-6-27).....	Alberta...	210 10
McPherson.....	N.S.	50 50	Manouan.....	P.Q.	109 75
McPherson's Ferry.....	N.S.	61 25	Manson Creek.....	B.C.	Nil
McPherson's Mills.....	N.S.	93 00	Many Island.....	Alberta...	8 00
McQuade.....	N.B.	12 00	Manuels.....	N.B.	67 50
McRae.....	Alberta...	16 00	Mapes.....	B.C.	100 47
McTavish.....	Man.	186 27	Maple Pay (closed 29-2-28).....	B.C.	56 47
Mabella.....	Ont.	177 86	Maple Brook.....	N.S.	8 00
Mabel Lake.....	B.C.	43 55	Maple Glen.....	N.B.	62 20
Mabou Harbour.....	N.S.	12 00	Maple Green.....	N.B.	14 00
Mabou Harbour Mouth.....	N.S.	42 60	Maple Grove.....	P.Q.	120 05
Mabou Mines.....	N.S.	16 30	Maple Grove.....	N.S.	19 00
Macalister.....	B.C.	80 32	Maple Island.....	Ont.	263 74
Maediarmid.....	Ont.	267 73	Maple Lake.....	Ont.	176 05
MacDougall's.....	N.B.	116 70	Maple Leaf.....	Ont.	59 61
Mackdale.....	N.S.	35 80	Mar.....	Ont.	106 52
Mackay (opened 15-1-28).....	Alberta...	81 39	Marcelville.....	N.B.	30 00
MacKayville.....	P.Q.	34 20	Marchand.....	Man.	594 80
Mackey's Station.....	Ont.	272 18	Marchantgrove.....	Sask.	40 00
Macpes.....	P.Q.	180 20	Marchbank.....	N.B.	45 55
Macross.....	Man.	32 00	Marcil.....	P.Q.	96 00
Macworth.....	Sask.	64 54	Marco.....	Man.	18 90
Madeline (closed 30-6-27).....	Man.	Nil	Margaree (late East Marg- aree), (1-2-28).....	N.S.	225 44
Madran.....	N.B.	50 00	Margaree Island (re-opened 30-7-27).....	N.S.	1 48
Maeshowe.....	Sask.	112 47	Margaret.....	Man.	604 52
Maefking.....	Man.	507 89	Margaret Bay.....	B.C.	138 57
Maganasippi (summer office).....	P.Q.	Nil			
Magnesite.....	P.Q.	176 41			
Magoffin Spur.....	B.C.	61 37			
Magpie.....	P.Q.	118 75			

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$			\$
		cts.			cts.
Margate.....	P.E.I.	109 09	Meach Lake (summer office).	P.Q.	13 00
Marguerite.....	B.C.	199 44	Meadow.....	N.S.	19 00
Markhamville.....	N.B.	44 00	Meadow.....	N.B.	37 25
Maria Capes.....	P.Q.	174 95	Meadowbrook.....	Alberta...	20 15
Maria de Kent.....	N.B.	29 00	Meadow Creek.....	Alberta...	16 00
Maria East.....	P.Q.	210 75	Meadow Portage.....	Man.	176 50
Marienthal.....	Sask.	40 00	Meadows.....	Man.	285 61
Marieton.....	Sask.	30 00	Meadow Springs (closed 29-2-28).....	N.S.	17 48
Marieval.....	Sask.	43 00	Meadows Road.....	N.S.	28 25
Marionville.....	Ont.	91 70	Meadowvale.....	Man.	37 95
Marius.....	Man.	50 75	Meadowvale.....	N.S.	29 67
Markland.....	Man.	28 92	Meadowview.....	Alberta...	138 26
Marlin (closed 1-3-28).....	Sask.	11 00	Meagher's Grant.....	N.S.	240 95
Marlow.....	P.Q.	52 00	Mears.....	Man.	76 80
Marne.....	Sask.	30 00	Meat Cove.....	N.S.	25 75
Marney (closed 30-4-27).....	Man.	(Nil)	Meath Park.....	Sask.	60 50
Marriott's Cove.....	N.S.	279 61	Meaux.....	P.Q.	16 55
Marriott.....	Sask.	65 61	Mechanics' Settlement.....	N.B.	66 90
Marron Valley.....	B.C.	32 00	Medford.....	N.B.	36 00
Marrtown.....	N.B.	6 00	Medika.....	Man.	83 79
Marsboro.....	P.Q.	73 50	Medora Lake.....	Ont.	65 60
Marsh.....	N.S.	19 00	Meductic.....	N.B.	322 44
Marshall's Town.....	N.S.	203 00	Meeting Lake.....	Sask.	71 24
Marshes (West Bay).....	N.S.	74 75	Megan.....	Sask.	66 00
Marshy Hope.....	N.S.	109 75	Meiklefield.....	N.S.	22 00
Marsouins.....	P.Q.	179 58	Meiseners.....	N.S.	42 50
Martel Corners (closed 19-11-27).....	Ont.	21 66	Mekiwin.....	Man.	35 25
Marter.....	Ont.	133 45	Melanson.....	N.S.	139 70
Martigny.....	P.Q.	16 00	Melbourne.....	Man.	33 63
Martin.....	P.Q.	108 75	Meldrum Bay.....	Ont.	293 79
Martin Brook.....	N.S.	103 50	Meleb.....	Man.	438 00
Martindale.....	P.Q.	160 45	Melford.....	N.S.	97 93
Martineau.....	P.Q.	39 20	Melissa.....	Ont.	32 00
Martin's.....	N.B.	53 00	Mellowdale.....	Alberta...	81 60
Martin's Head.....	N.B.	18 00	Melocheville.....	P.Q.	95 00
Martin's Lake.....	P.Q.	26 75	Melrose.....	N.S.	199 74
Martin Siding.....	Ont.	167 00	Melrose.....	Man.	110 05
Martock.....	N.S.	80 00	Melrose Hill.....	N.S.	20 00
Marvelville.....	Ont.	127 73	Memramcook West.....	N.B.	678 16
Mary Hill.....	Man.	20 32	Menard.....	P.Q.	89 00
Mary Lake.....	Alberta...	70 35	Menisino.....	Man.	186 76
Maryvale.....	N.S.	35 00	Menjobagues (closed 15-9-27).....	P.Q.	103 74
Marysville.....	B.C.	87 50	Mentieth.....	Man.	134 35
Mascarene.....	N.B.	21 25	Mentmore (opened 1-11-27).....	Man.	104 26
Masinasin.....	Alberta...	73 40	Menzie.....	Man.	425 12
Maskawata.....	Man.	38 00	Mercier (opened 15-11-27).....	P.Q.	40 25
Maskinongé.....	P.Q.	80 00	Mercier de Caplan.....	P.Q.	71 00
Mason Point.....	N.S.	17 50	Merland.....	N.S.	51 30
Matane Est.....	P.Q.	37 60	Merridale.....	Man.	113 70
Matapedia West.....	P.Q.	27 20	Merryflat.....	Sask.	87 45
Matawachan.....	Ont.	255 00	Mersey Point.....	N.S.	59 25
Matheson.....	N.S.	19 00	Methven.....	Man.	193 54
Matheson Island.....	Man.	47 34	Meteghan Centre.....	N.S.	203 00
Mathieu.....	P.Q.	124 25	Meteor.....	Sask.	38 00
Mattes.....	Sask.	123 75	Metlakatla.....	B.C.	51 73
Mattie.....	N.S.	37 00	Mewassin.....	Alberta...	55 77
Maughan.....	Alberta...	107 12	Meyersburg.....	Ont.	52 00
Maunders.....	Alberta...	138 60	Mézières.....	Man.	17 00
Mavillette.....	N.S.	196 60	Michaud.....	N.B.	72 25
Mavis Mills.....	N.B.	57 10	Michaudville.....	P.Q.	91 00
Mawcok (closed 22-10-27).....	P.Q.	13 52	Micksburg.....	Ont.	154 00
Maxstone.....	Sask.	267 47	Middle Barney's River.....	N.S.	45 00
Maxwell.....	N.B.	43 02	Middleboro'.....	N.S.	38 43
Maxwellton.....	Sask.	41 75	Middlebro.....	Man.	369 24
Maxwellton Station.....	N.S.	48 75	Middle Cape.....	N.S.	20 00
Mayberry.....	Sask.	88 75	Middle Church.....	Man.	233 20
Maybrook.....	Ont.	21 00	Middle Country Harbour.....	N.S.	156 00
Mayeroff.....	Alberta...	185 00	Middle East Pubnico.....	N.S.	157 01
Mayfair.....	Sask.	80 79	Middlefield.....	N.S.	96 95
Mayfield.....	N.S.	32 00	Middle Kouchibouguac.....	N.B.	28 00
Mayflower.....	N.S.	51 50	Middle La Have Ferry.....	N.S.	225 71
Mazama.....	B.C.	119 41	Middle Manchester.....	N.S.	44 54
Mazeppa.....	Alberta...	298 80	Middlemarch.....	Ont.	35 16

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Middlemiss.....	Ont.....	347 72	Minudie.....	N.S.....	114 97
Middleport.....	Ont.....	132 20	Miocene.....	B.C.....	70 00
Middle Porter's Lake.....	N.S.....	7 00	Mira Gut.....	N.S.....	273 18
Middle River.....	N.S.....	141 57	Miramichi.....	N.S.....	9 00
Middle River Centre.....	N.S.....	25 00	Miron.....	P.Q.....	28 00
Middle Ste. Louise.....	N.B.....	82 40	Mirror Lake.....	B.C.....	94 40
Middle Sackville.....	N.S.....	28 00	Miscou Harbour.....	N.B.....	85 05
Middleton Hill, (late Gar- onne), (late St. Isidore de Bellevue), (1-8-27).....	Sask.....	58 53	Miscou Lighthouse.....	N.B.....	58 40
Middlewood.....	N.S.....	150 01	Miscou Plains.....	N.B.....	81 03
Midford (closed 31-5-27).....	Ont.....	Nil	Misere.....	P.Q.....	32 25
Midgell.....	P.E.I.....	158 00	Mispec.....	N.B.....	32 50
Midlandvale.....	Alberta.....	510 31	Mississippi Station.....	Ont.....	168 34
Mid Lothian Wharf (summer office).....	Ont.....	127 74	Mitchell Bay.....	N.S.....	17 50
Midnight Lake.....	Sask.....	162 00	Mitchell's Bay.....	Ont.....	30 00
Midway.....	N.B.....	46 05	Mitchell Settlement.....	N.B.....	15 00
Miguasha.....	P.Q.....	66 50	Mitchell Station.....	P.Q.....	52 29
Miguasha West.....	P.Q.....	46 10	Mitchellview.....	Sask.....	23 00
Mildmay Park.....	Sask.....	127 05	Mizpah.....	Alberta.....	36 45
Mildred.....	Sask.....	63 17	Model Farm.....	Sask.....	75 50
Milford.....	N.S.....	88 00	Moffat.....	Sask.....	75 80
Milford.....	N.B.....	373 50	Moha.....	B.C.....	19 50
Milford Bay.....	Ont.....	678 02	Moisan (opened 6-9-27).....	P.Q.....	35 00
Milford Haven.....	Ont.....	75 74	Moisie.....	P.Q.....	219 10
Milford Haven Bridge.....	N.S.....	29 00	Mokomon.....	Ont.....	78 95
Militia Point.....	N.S.....	18 95	Molewood.....	Sask.....	50 20
Milkish.....	N.B.....	45 00	Molson.....	Man.....	402 62
Millar.....	Ont.....	127 28	Monchy.....	Sask.....	69 90
Millar Hill.....	Ont.....	91 00	Moncton Sub-Office No. 3.....	N.B.....	(b)
Millbank.....	N.B.....	93 25	Moncton Sub-Office No. 4.....	N.B.....	(b)
Millbrook (closed 30-11-27).....	Man.....	23 91	Monck.....	Ont.....	88 50
Mill Cove.....	N.S.....	239 85	Mondou.....	Sask.....	164 00
Mill Cove.....	N.B.....	99 00	Monet.....	P.Q.....	85 00
Mill Creek.....	N.S.....	73 00	Monetville.....	Ont.....	265 20
Milledgeville.....	N.B.....	(d)	Monk Road.....	Ont.....	39 45
Millerfield.....	Alberta.....	57 10	Monks Head.....	N.S.....	15 54
Miller Lake.....	Ont.....	49 15	Mono Centre.....	Ont.....	105 63
Milleville.....	Sask.....	92 62	Monominto.....	Man.....	159 34
Mille Vaches.....	P.Q.....	299 64	Monsell.....	Ont.....	5 00
Mill Road.....	N.S.....	20 00	Monquart.....	N.B.....	43 80
Millville (Boularderie).....	N.S.....	84 50	Montague Gold Mines.....	N.S.....	49 00
Millfield.....	P.Q.....	82 00	Montagne Ronde.....	P.Q.....	20 00
Million.....	Man.....	109 50	Mont Albert.....	P.Q.....	167 00
Millstream.....	P.Q.....	113 75	Montealm.....	P.Q.....	81 00
Millstream.....	N.B.....	243 55	Mont Cervin.....	P.Q.....	33 00
Millstream.....	B.C.....	356 53	Monteagle Valley.....	Ont.....	131 00
Milnikek.....	P.Q.....	533 00	Monte Creek.....	B.C.....	544 23
Milton Heights.....	Ont.....	204 12	Monte Lake.....	B.C.....	70 60
Milton Station.....	P.E.I.....	247 00	Montigny.....	P.Q.....	41 50
Minahico.....	Ont.....	156 86	Mont Nebo.....	Sask.....	93 30
Minasville.....	N.S.....	87 75	Montreal, Bordeaux.....	P.Q.....	(c)
Mine de Mica.....	P.Q.....	47 00	Montreal Sub-Office Bronx Park.....	P.Q.....	(c)
Mineral.....	N.B.....	41 60	Montreal, Côte St. Michel.....	P.Q.....	(c)
Miners Bay.....	Ont.....	94 60	Montreal, Greenfield Park.....	P.Q.....	(c)
Mineville.....	N.S.....	19 00	Montreal, Mount Royal.....	P.Q.....	(c)
Mingan.....	P.Q.....	44 13	Montreal, Tétraultville.....	P.Q.....	(c)
Ministik Lake (closed 17-12- 27).....	Alberta.....	Nil	Montreal, Sub-Office No. 16.....	P.Q.....	(c)
Minnehaha (closed 31-3-27).....	Sask.....	Nil	Montreal, Sub-Office No. 17.....	P.Q.....	(c)
Minnie Lake.....	Sask.....	26 70	Montreal, Sub-Office No. 19 (opened 28-11-27).....	P.Q.....	(c)
Mink Cove.....	N.S.....	73 70	Montreal, Sub-Office No. 26.....	P.Q.....	(c)
Mink Creek.....	Man.....	47 00	Montreal, Sub-Office No. 28.....	P.Q.....	(c)
Mink Lake (opened 15-11-27). (closed 12-3-28).....	Ont.....	35 45	Montreal, Sub-Office No. 30.....	P.Q.....	(c)
Minnehik.....	Alberta.....	182 70	Montreal, Sub-Office No. 33.....	P.Q.....	(c)
Minnewakan.....	Man.....	43 00	Montreal, Sub-Office No. 34.....	P.Q.....	(c)
Minnicoganashene (summer office).....	Ont.....	125 00	Montreal, Sub-Office No. 40.....	P.Q.....	(c)
Minstrel Island.....	B.C.....	296 30	Montreal, Sub-Office No. 45 (opened 19-5-27).....	P.Q.....	(c)
			Montreal, Sub-Office No. 49.....	P.Q.....	(c)
			Montreal, Sub-Office No. 52.....	P.Q.....	(c)
			Montreal, Sub-Office No. 59.....	P.Q.....	(c)

(b) For Revenue see under Moncton Sub-Offices.
(d) For Revenue see under St. John Sub-Offices.

(c) For Revenue see under Montreal Sub-Offices

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Montreal, Sub-Office No. 61 (opened 10-8-27).....	P. Q.....	(c)	Mosten.....	Sask.....	42 25
Montreal, Sub-Office, No. 63 (opened 1-11-27).....	P. Q.....	(c)	Motherwell.....	Ont.....	124 65
Montreal, Sub-Office, No. 64 (opened 31-5-27).....	P. Q.....	(c)	Moulie's River.....	N.B.....	182 46
Montreal, Sub-Office No. 67 (opened 21-7-27).....	P. Q.....	(c)	Moulin Bersimis.....	P. Q.....	149 00
Montreal, Sub-Office No. 68.....	P. Q.....	(c)	Moulin Marin.....	P. Q.....	240 02
Montreal, Sub-Office No. 70 (opened 27-6-27).....	P. Q.....	(c)	Moulin Vallière.....	P. Q.....	39 00
Montreal, Sub-Office No. 71 (opened 10-8-27).....	P. Q.....	(c)	Mound.....	Alberta.....	112 60
Montreal, Sub-Office No. 109.....	P. Q.....	(c)	Mountain Brook.....	N.B.....	102 00
Montreal, Sub-Office No. 110.....	P. Q.....	(c)	Mountain Dale (opened 2-5-27).....	N.B.....	68 00
Montreal, Sub-Office No. 120.....	P. Q.....	(c)	Mountain Road.....	Man.....	115 92
Montreal, Sub-Office No. 122.....	P. Q.....	(c)	Mountain View.....	Ont.....	192 20
Montreal Lake.....	Sask.....	19 00	Mount Auburn.....	N.S.....	48 95
Montreuil (Late Mercier) (1-9-27).....	P. Q.....	36 00	Mount Chesney.....	Ont.....	50 00
Montrose.....	N.S.....	122 55	Mount Green.....	Sask.....	50 35
Mont St-Hilaire.....	P. Q.....	183 61	Mount Hanly.....	N.S.....	179 15
Mont St-Pierre.....	P. Q.....	193 50	Mount Irwin.....	Ont.....	18 00
Monvel.....	Alberta.....	41 75	Mount Julian.....	Ont.....	209 50
Moon Hills.....	Sask.....	49 60	Mount King.....	N.S.....	9 00
Moon Lake.....	Alberta.....	37 75	Mount Kinsella.....	P. Q.....	40 00
Moonstone.....	Ont.....	252 83	Mount Loyal.....	P. Q.....	20 00
Moose Bay.....	Man.....	23 00	Mount Murray.....	P. Q.....	232 10
Moose Brook.....	N.S.....	66 25	Mount Oscar.....	P. Q.....	47 50
Moosehead.....	N.S.....	70 95	Mount Robson.....	B.C.....	91 38
Moose Hill.....	Ont.....	43 40	Mount Rose.....	N.S.....	70 65
Moosehorn.....	Man.....	815 92	Mount Royal.....	P. Q.....	(c)
Mooseland.....	N.S.....	67 50	Mountsberg (closed 31-12-27).....	Ont.....	Nil
Moose Lake.....	Man.....	15 00	Mount Thom.....	N.S.....	40 80
Moose Mountain.....	N.B.....	42 00	Mount Tolmie.....	B.C.....	286 00
Moose Range.....	Sask.....	91 00	Mount Vernon.....	Ont.....	71 00
Moose Ridge.....	Alberta.....	23 50	Mount View.....	N.B.....	26 00
Moose River (Pictou).....	N.S.....	46 00	Mountville.....	N.B.....	30 70
Moose River (Cumberland).....	N.S.....	209 55	Mount Young.....	N.S.....	21 00
Moose River Gold Mines.....	N.S.....	175 40	Mouth of Jemseg..... (closed 1-8-27).....	N.B.....	163 17
Moose Valley.....	Sask.....	30 70	Moyerton.....	Alberta.....	90 00
Mooswa.....	Alberta.....	240 00	Mud River.....	B.C.....	87 80
Morais.....	N.B.....	89 50	Muirhead.....	Alberta.....	34 30
Moran.....	N.B.....	57 15	Mulga.....	Alberta.....	36 00
Morar.....	N.S.....	35 20	Mulhurst.....	Alberta.....	94 00
Moreau.....	P. Q.....	48 71	Mull.....	Ont.....	268 00
Moreland.....	Sask.....	124 29	Mull River.....	N.S.....	27 00
Morency.....	P. Q.....	50 60	Mulligan Ferry.....	P. Q.....	17 50
Morganville.....	N.S.....	25 50	Mundleville.....	N.B.....	77 15
Morietown.....	B.C.....	133 61	Muniac.....	N.B.....	114 28
Morigeau.....	P. Q.....	128 50	Munro.....	Ont.....	118 00
Morin.....	P. Q.....	51 00	Munroe's Bridge.....	N.S.....	33 00
Morinus.....	Ont.....	86 00	Murchyville.....	N.S.....	30 15
Morisset Station.....	P. Q.....	323 52	Murphy (closed 31-8-27).....	Ont.....	2 21
Morley.....	Alberta.....	464 50	Murphy.....	N.S.....	16 40
Morneault.....	N.B.....	47 00	Murphy Cove.....	N.S.....	205 75
Morris.....	P. Q.....	92 70	Murray.....	N.S.....	401 50
Morrisdale.....	N.B.....	94 75	Murraydale.....	Sask.....	35 50
Morris Island.....	N.S.....	10 00	Murray Road.....	N.B.....	27 00
Morrison.....	N.S.....	18 00	Musgraves Landing.....	B.C.....	71 90
Morrison Lake.....	Ont.....	13 00	Muskoka Assembly (summer office).....	Ont.....	65 00
Morrissy (opened 16-5-27).....	N.B.....	42 25	Muskoka Falls.....	Ont.....	112 25
Morristown.....	N.S.....	35 50	Musclow.....	Ont.....	55 21
Morson.....	Ont.....	237 03	Mushaboom.....	N.S.....	170 50
Mortimer's Point.....	Ont.....	174 50	Musidora.....	Alberta.....	183 15
Morvan.....	N.S.....	26 50	Musquash.....	N.B.....	310 75
Morweena.....	Man.....	19 00	Mutric.....	Sask.....	83 00
Morwick.....	Sask.....	14 05	Mutton Bay.....	P. Q.....	41 80
Mosher's Corner.....	N.S.....	50 25	Myer's Cave.....	Ont.....	75 00
Mosher Island.....	N.S.....	29 15	Myer's Point.....	N.S.....	37 75
Moss Glen.....	N.B.....	112 25	Myleen (closed 15-7-27).....	Alberta.....	Nil
			Myncester.....	B.C.....	59 76
			Myrtle.....	Ont.....	186 80
			Mystic.....	P. Q.....	214 75

(c) For Revenue see under Montreal Sub-Offices.

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Naas Harbour.....	B.C.	82 06	Newport, Lot 54.....	P.E.I.	92 90
Nadeau.....	N.B.	24 73	Newport Station.....	N.S.	329 15
Nadina River.....	B.C.	207 00	New Prospect (closed 9-7-27).....	N.S.	(Nil)
Nahma.....	Ont.	5 00	New Richmond West.....	P.Q.	136 80
Nakamun.....	Alberta.....	60 43	New Ross Road.....	N.S.	46 20
Nampa.....	Alberta.....	272 97	New Russell.....	N.S.	40 20
Napan Bay.....	N.B.	103 00	New Salem.....	N.S.	105 40
Naples.....	Alberta.....	107 25	New Sarum.....	Ont.	80 10
Narol.....	Man.	103 55	New Scotland.....	N.B.	22 00
Narrow Lake (opened 25-1-28).....	Ont.	199 28	Newton Heights.....	N.B.	117 45
Nashton.....	B.C.	65 67	Newton Mills.....	N.S.	193 80
Natagan (opened 21-6-27).....	P.Q.	104 35	Newton Siding.....	Man.	545 00
Natashquan.....	P.Q.	227 70	Newtonville.....	N.S.	41 00
Nateby.....	Alberta.....	57 75	New Town.....	N.S.	64 50
Naud.....	P.Q.	64 90	New Town.....	N.B.	189 85
Naughton Glen.....	Alberta.....	141 33	Newtown Cross.....	P.E.I.	117 20
Nault.....	Sask.	10 00	New Tusket.....	N.S.	225 54
Nazareth.....	P.Q.	451 35	New Victoria.....	N.S.	362 70
Nazko.....	B.C.	28 00	New Westminster Sub-Office No. 7 (opened 1-2-28).....	B.C.	(b)
Neerlandie.....	Alberta.....	163 50	Newville.....	N.S.	73 00
Neigette.....	P.Q.	47 00	New Yarmouth.....	N.S.	21 00
Nellie Lake.....	Ont.	252 57	Nichabau.....	P.Q.	82 00
Nelson Reserve.....	N.B.	36 95	Nichol.....	B.C.	149 35
Nemegos.....	Ont.	202 84	Nickel Mill (opened 1-7-27).....	N.B.	90 00
Neola.....	Sask.	73 70	Nictau.....	N.B.	60 00
Neosho.....	Sask.	56 00	Nietaux West (closed 15-12-27).....	N.S.	50 27
Nerepis Station.....	N.B.	157 55	Nigado.....	N.B.	174 00
Nes.....	Man.	151 00	Nilrem.....	Alberta.....	29 85
Nestow.....	Alberta.....	128 82	Nine Mile Creek.....	P.E.I.	31 50
Netherton.....	Sask.	9 00	Nine Mile River.....	N.S.	368 00
Netook (opened 15-3-28).....	Alberta.....	25 00	Ninevah.....	N.S.	31 50
Nettly Lake.....	Man.	37 35	Niobe.....	Alberta.....	15 00
Neutral Hills.....	Alberta.....	27 00	Nipissing Junction.....	Ont.	86 80
Neutral Valley.....	Alberta.....	29 20	Nisbet.....	Alberta.....	46 00
Nevada Valley.....	N.S.	85 00	Nisku.....	Alberta.....	186 05
Nevecon.....	Man.	58 55	Niweme (summer office).....	Ont.	70 00
Newaygo (summer office).....	P.Q.	124 70	Nixon.....	Ont.	146 50
Newbliss.....	Ont.	115 25	Nobleville.....	Sask.	27 65
New Boston.....	N.S.	4 00	Nodales.....	B.C.	109 89
New Brighton.....	B.C.	84 96	Noel Road.....	N.S.	119 22
Newburgh Junction.....	N.B.	261 50	Noel Shore.....	N.S.	97 36
Newburn.....	N.S.	112 70	Nogies Creek.....	Ont.	158 35
New Canaan.....	Ont.	43 75	Noral.....	Alberta.....	52 34
New Canada.....	N.S.	98 95	Nootka.....	B.C.	352 10
New Carlow.....	Ont.	88 25	Noranda (opened 13-6-27).....	P.Q.	1,221 09
Newcastle Centre.....	N.B.	14 55	Nordin.....	N.B.	92 20
New Chester.....	N.S.	44 26	Norembeqa.....	Ont.	359 18
Newcomb.....	N.S.	72 20	Norge.....	Sask.	32 00
Newcomb Corner.....	N.S.	48 10	Norham.....	Ont.	191 00
New Cornwall.....	N.S.	106 05	Normandeau.....	Alberta.....	28 00
New Cumberland.....	N.S.	54 00	Normanhurst.....	Ont.	49 00
New Denmark.....	N.B.	100 00	Normandie.....	N.B.	24 00
New Edinburgh.....	N.S.	147 75	North Ainslie.....	N.S.	25 00
Newellton.....	N.S.	243 13	North Alton.....	N.S.	48 00
New Elm.....	N.S.	17 00	North Arm.....	B.C.	(b) #
Newfield.....	Ont.	15 50	North Bloomfield.....	N.S.	14 00
New Flos.....	Ont.	30 00	North Bonaparte.....	B.C.	21 00
New Grafton.....	N.S.	182 00	North Branch.....	Ont.	108 84
New Harris.....	N.S.	25 75	North Bulkeley.....	B.C.	78 34
New Harris Forks.....	N.S.	40 00	North Buxton.....	Ont.	211 00
New Haven.....	N.S.	109 65	Northcote.....	Ont.	79 50
New Hill.....	Alberta.....	38 57	North Earlton.....	N.S.	14 00
Newholm.....	Ont.	44 75	North East Mabou.....	N.S.	24 86
New Horton.....	N.B.	42 50	North East Margaree.....	N.S.	174 95
New Ireland.....	P.Q.	24 50	North East Point.....	N.S.	117 00
New Jersey.....	N.B.	127 00	North Esk Boom.....	N.B.	22 00
New Jerusalem.....	N.B.	98 69	Northern Valley.....	Alberta.....	251 00
Newlands.....	Sask.	31 00	Northfield (Lunenburg).....	N.S.	90 00
New Lindsay.....	Alberta.....	48 76	Northfield (Queens).....	N.S.	30 70
New Lunnon (closed 31-5-27).....	Alberta.....	(Nil)	North Fork.....	Alberta.....	42 25
New Osgoode.....	Sask.	104 75	North Framboise.....	N.S.	47 91
Newport.....	Ont.	75 05	North Gabriola.....	B.C.	63 15
Newport.....	P.Q.	252 04			
Newport Corner.....	N.S.	108 28			

(b) For Revenue see under New Westminster Sub-Offices.

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
North Galiano.....	B.C.....	86 30	Oak Ridges.....	Ont.....	424 42
North Grant.....	N.S.....	18 00	Oakview.....	Man.....	64 95
North Greenville.....	N.S.....	82 50	Oakview Beach (summer of- fice).....	Ont.....	647 25
North Gut, St. Ann's.....	N.S.....	25 25	Oatfield.....	Man.....	102 71
North Harbour, Cape North.....	N.S.....	9 50	Oba.....	Ont.....	643 08
North Highlands.....	N.S.....	17 00	Oban.....	N.S.....	19 00
North Intervale.....	N.S.....	38 00	Oban Station.....	Sask.....	173 00
North Kamloops.....	B.C.....	147 40	Obed.....	Alberta.....	866 00
North Keppel.....	Ont.....	125 00	O'Brien Bay.....	B.C.....	423 12
North Lake.....	N.B.....	110 75	Oceanic.....	B.C.....	153 00
Northland Gateway (opened 5-7-27) (summer office).....	Ont.....	43 00	Ocean Park.....	B.C.....	206 42
Northleigh.....	Alberta.....	30 00	Ocean View.....	P.E.I.....	118 85
North Low.....	P.Q.....	128 40	Ochiltree.....	B.C.....	49 50
North Magnetawan (summer office).....	Ont.....	10 00	O'Connell.....	Ont.....	66 50
North Malden.....	Ont.....	170 00	Oconto.....	Ont.....	99 00
North Meiklefield.....	N.S.....	17 10	Odanak.....	P.Q.....	256 35
North Middleboro.....	N.S.....	39 65	Odell River.....	N.B.....	83 00
North Middle La Have (opened 16-6-27).....	N.S.....	89 00	Odin.....	N.S.....	20 50
Northminster (closed 30-4-27).....	Sask.....	Nil	O'Farrell.....	P.Q.....	48 20
North Minto.....	N.B.....	732 37	Ogden.....	N.S.....	73 00
North Noel Road.....	N.S.....	174 57	Ogilvie Station.....	Man.....	203 31
North Ogden.....	N.S.....	49 00	Ohio.....	N.S.....	129 50
North Port.....	Ont.....	185 00	Ohio Du Barrachois.....	N.B.....	4 00
North Renous.....	N.B.....	45 10	Ojibway.....	Ont.....	164 00
North River.....	P.E.I.....	108 60	Ojibway Island (summer office).....	Ont.....	518 00
North River Bridge.....	N.S.....	237 44	Okla.....	Sask.....	244 00
North River Centre.....	N.S.....	26 25	Okno.....	Man.....	42 50
North Riverside.....	N.S.....	42 25	Olalla.....	B.C.....	40 25
North Rustico.....	P.E.I.....	99 00	Old Chelsea.....	P.Q.....	62 32
North Séguin.....	Ont.....	93 65	Old Fort Bay.....	P.Q.....	10 00
North Shore.....	N.S.....	96 95	Old Harry.....	P.Q.....	60 00
Northside.....	Sask.....	51 50	Old Kildonan.....	Man.....	165 00
North Transcona.....	Man.....	59 00	Old Wives.....	Sask.....	51 82
North Vermilion.....	Alberta.....	113 50	Olga.....	Sask.....	39 68
North View.....	N.B.....	74 00	Olha.....	Man.....	94 35
North Wallace.....	N.S.....	17 35	Olipphant.....	Ont.....	150 00
North West.....	N.S.....	58 15	Olseamp.....	P.Q.....	123 00
North West Arm.....	N.S.....	38 15	O'Malley.....	Sask.....	56 80
North West Bridge.....	N.B.....	235 18	Omer.....	P.Q.....	53 13
North West Cove.....	N.S.....	80 55	O'Neil.....	N.B.....	10 00
North West Harbour.....	N.S.....	54 45	Onefour.....	Alberta.....	29 50
North Wolfstown.....	P.Q.....	27 25	100 Mile House.....	B.C.....	208 09
Norton.....	Alberta.....	40 70	Onslow Corners.....	P.Q.....	134 20
Norton Dale.....	N.B.....	26 85	Oolahwan (summer office).....	P.Q.....	41 00
Norval Station.....	Ont.....	61 15	Oona River.....	B.C.....	40 70
Norway Bay (summer office).....	P.Q.....	250 63	Ootsa Lake.....	B.C.....	185 50
Norway House.....	Man.....	474 32	Ophir.....	Ont.....	109 55
Norway Valley.....	Alberta.....	72 00	Orangedale East.....	N.S.....	17 50
Norwood.....	N.S.....	38 00	Oranmore.....	Ont.....	74 26
Nosbonsing.....	Ont.....	53 95	Orbindale.....	Alberta.....	5 00
Notikewin.....	Alberta.....	45 00	Orchard Beach (summer office).....	Ont.....	197 00
Notre-Dame.....	N.B.....	624 15	Ordale.....	Sask.....	75 52
Notre-Dame de l'Isle Verte.....	P.Q.....	100 60	Orford Lake (summer office).....	P.Q.....	153 00
Notre-Dame de la Merci.....	P.Q.....	156 75	Orient Bay.....	Ont.....	141 30
Notre Dame des Pins.....	P.Q.....	160 62	Orland.....	Ont.....	125 70
Notre-Dame des Quinze.....	P.Q.....	89 00	Orla (summer office).....	P.Q.....	21 00
Noyes Crossing.....	Alberta.....	42 45	Ornaux.....	Sask.....	47 57
Nugent.....	Alberta.....	18 35	Ormsby.....	Ont.....	199 90
Nunebor.....	Sask.....	44 05	Ormside.....	Sask.....	31 00
Nut Lake.....	Sask.....	30 00	Orpington.....	Sask.....	36 80
Nyanza.....	N.S.....	301 75	Orr Lake.....	Ont.....	75 30
Oak Bay.....	N.B.....	205 75	Ortonville.....	N.B.....	108 12
Oak Bluff.....	Man.....	237 65	Orvilton.....	Alberta.....	7 00
Oakfield.....	N.S.....	135 00	Orwell Cove.....	P.E.I.....	133 60
Oak Hammock.....	Man.....	22 62	Osaca.....	Ont.....	182 30
Oakland.....	N.S.....	66 00	Osborne.....	Man.....	265 95
Oakner.....	Man.....	428 00	Osborne Harbour.....	N.S.....	128 67
Oak Park.....	N.S.....	51 35	Osland.....	B.C.....	75 50
			Osoyoos.....	B.C.....	139 60
			Oso Station.....	Ont.....	121 83

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Ospringle.....	Ont.	116 00	Parkers' Cove.....	N.S.	191 10
Ostersund.....	Ont.	164 67	Parkerville.....	Ont.	43 80
Ostrander.....	Ont.	195 86	Park Head.....	Ont.	224 90
Ostrea Lake.....	N.S.	134 50	Parkhouse.....	Ont.	25 00
Oswald.....	Man.	31 85	Parkin.....	Sask.	45 00
Otis.....	P.Q.	247 70	Parkindale.....	N.B.	100 90
Ottawa Bayswater.....	Ont.	(a)	Parkinson.....	Ont.	114 02
Ottawa Sub-Office No. 3.....	Ont.	(a)	Parma.....	Ont.	291 60
Ottawa, Sub-Office No. 8 (opened 15-11-27).....	Ont.	(a)	Parrsborough Shore.....	N.S.	111 50
Ottawa, Sub-Office No. 12 (opened 21-2-28).....	Ont.	(a)	Parson.....	B.C.	182 05
Ottawa, Sub-Office No. 14.....	Ont.	(a)	Pascal (opened 2-8-27).....	P.Q.	38 75
Ottawa, Sub-Office No. 18.....	Ont.	(a)	Pashley.....	Alberta..	138 95
Ottawa, Sub-Office No. 19 (opened 29-4-27).....	Ont.	(a)	Paspébiac Est.....	P.Q.	82 19
Ottawa Brook.....	N.S.	176 21	Passekeag.....	N.B.	112 25
Otter Brook.....	N.S.	95 00	Passmore.....	B.C.	164 80
Otterburn Park (summer office).....	P.Q.	250 00	Pasteur.....	P.Q.	40 25
Otter Creek.....	Ont.	12 00	Paterson.....	B.C.	30 05
Otto.....	Man.	38 54	Pathfinder.....	Alberta..	72 60
Otty Glen.....	N.B.	72 45	Patience.....	Alberta..	53 51
Ouellette.....	Ont.	171 00	Patrick (opened 15-2-28).....	Sask.	63 63
Quimet.....	Ont.	127 00	Patriot.....	Sask.	27 34
Outer Island of Port Hood (summer office).....	N.S.	4 00	Patton.....	Ont.	51 87
Outlet.....	Ont.	30 20	Paudash.....	Ont.	41 00
Outram.....	N.S.	35 00	Paugan Falls.....	P.Q.	3,967 28
Overland.....	Sask.	65 50	Faugh Lake.....	Ont.	26 00
Overton.....	Man.	56 75	Pauls Corners (closed 15-10- 27).....	Alberta..	2 61
O-Wa-Kon-Ze (summer office).....	Ont.	59 53	Paulson.....	B.C.	105 85
Owenbrook.....	Ont.	43 00	Paxson.....	Alberta..	35 51
Owls Head Harbour.....	N.S.	247 20	Paxton Valley.....	B.C.	35 90
Oxarat.....	Sask.	21 75	Pearce.....	Alberta..	248 50
Oxenden.....	Ont.	121 43	Pearceley.....	Ont.	24 30
Oxford Centre.....	Ont.	84 00	Pearl.....	N.B.	32 10
Oxville.....	Alberta..	87 78	Peas Brook.....	N.S.	62 70
Ozerna.....	Man.	134 50	Peat.....	Alberta..	12 50
Oyster Bed Bridge.....	P.E.I.	205 00	Peavine.....	Alberta..	96 22
Oyster Ponds.....	N.S.	109 50	Pebble Beach.....	Man.	34 75
			Peebles.....	Sask.	262 00
Pabos Mills.....	P.Q.	156 00	Peel.....	N.B.	169 74
Pacaud.....	P.Q.	20 25	Pegasus.....	Sask.	37 00
Pacific Junction.....	Man.	72 60	Peguis.....	Man.	70 50
Paddle River.....	Alberta..	0 04	Peggy's Cove.....	N.S.	55 20
Paddling Lake (closed 30-5- 27).....	Sask.	80 00	Pekisko.....	Alberta..	101 15
Padstow.....	Alberta..	24 70	Pelican Rapids.....	Man.	59 25
Painchaud.....	P.Q.	77 00	Pellatt.....	Ont.	50 00
Painsec.....	N.B.	30 00	Pelletier.....	P.Q.	55 00
Painswick.....	Ont.	109 45	Pelletier Mills.....	N.B.	230 75
Paisley Brook.....	Sask.	55 50	Pelletier Station.....	P.Q.	120 90
Pakesley.....	Ont.	678 00	Pelly.....	Yukon..	160 87
Palling.....	B.C.	59 01	Pembroke.....	N.S.	190 50
Pamdenec (summer office).....	N.B.	43 07	Pemberton Hill.....	Alberta..	15 00
Pangnirtung.....	N.W.T.	(Nil)	Pemberton Meadows.....	B.C.	43 51
Panmure.....	Ont.	72 00	Pendant d'Oreille.....	Alberta..	24 00
Paquettebourg (late Kitigan), (1-5-27).....	Ont.	38 90	Pendennis.....	Man.	50 48
Paquette Station.....	Ont.	216 16	Pendryl.....	Alberta..	122 25
Parame.....	P.Q.	120 00	Peniac.....	N.B.	155 94
Parc Lamontagne.....	P.Q.	14 00	Peninsula.....	Ont.	142 92
Paré.....	P.Q.	78 00	Penkill.....	Sask.	66 50
Parents.....	N.B.	73 50	Penlake (summer office).....	Ont.	270 00
Paris.....	Yukon..	31 00	Pennant.....	N.S.	107 20
Park Bluff.....	Sask.	45 00	Pennfield Centre.....	N.B.	29 00
Park Court.....	Alberta..	21 50	Peno.....	Alberta..	107 62
Parkdale.....	Man.	40 00	Pentz.....	N.S.	153 50
Parker.....	Ont.	33 95	Pepper.....	Sask.	72 75
			Perbeck.....	Alberta..	63 00
			Perigord.....	Sask.	148 20
			Perivale.....	Ont.	45 50
			Perley (closed 1-12-27).....	Sask.	36 16
			Perras (opened 2-5-27).....	P.Q.	47 50
			Perrault.....	Ont.	56 45
			Perron.....	P.Q.	38 00
			Perrott Settlement.....	N.S.	20 45

(a) For Revenue see under Ottawa Sub-Offices.

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue		Name of Post Office	Province	Revenue	
		\$	cts.			\$	cts.
Perth Road.....	Ont.....	192	83	Pine Ridge.....	Man.....	96	35
Peterborough, Sub-Office No. 3.....	Ont.....	(b)		Pine Tree.....	N.S.....	18	90
Peterborough, Sub-Office No. 5 (opened 16-2-28).....	Ont.....	(b)		Pine Vale.....	N.S.....	11	00
Peters.....	N.B.....	61	40	Pine View.....	Man.....	42	75
Peter's Mills.....	N.B.....	31	00	Pineville.....	N.B.....	56	75
Peterson's Corners.....	Ont.....	37	45	Pinguet.....	P.Q.....	26	00
Petersville.....	N.B.....	100	25	Pinhorn.....	Alberta.....	25	00
Petite Anse.....	P.Q.....	89	23	Pinkney's Point.....	N.S.....	95	00
Petit.....	P.Q.....	69	25	Pinto.....	Sask.....	52	20
Petit Bécancour.....	P.Q.....	37	00	Pioneer.....	Alberta.....	30	75
Petit Begin.....	P.Q.....	29	00	Piper Glen.....	N.S.....	4	00
Petites Bergeronnes.....	P.Q.....	82	25	Piper's Cove.....	N.S.....	31	00
Petit Bonaventure.....	P.Q.....	164	00	Pirmez Creek.....	Alberta.....	36	00
Petit Cap.....	P.Q.....	268	85	Pitche's Farm.....	N.S.....	26	00
Petits Capucins.....	P.Q.....	126	00	Pitman.....	Sask.....	165	79
Petit Carleton.....	P.Q.....	40	50	Plage Laval (opened 27-7-27) (summer office).....	P.Q.....	16	00
Petit Cascapédia Nord.....	P.Q.....	29	00	Plainfield.....	Ont.....	276	70
Petit Lac.....	P.Q.....	53	20	Plain Lake.....	Alberta.....	105	16
Petite Chockpish.....	N.B.....	30	00	Plain View.....	Sask.....	54	85
Petite Etang, Late Little River Cheticamp.....	N.S.....	43	00	Plaister Mines.....	N.S.....	22	00
Petite Lamèque.....	N.B.....	94	00	Plateau.....	N.S.....	161	80
Petite Magdeleine.....	P.Q.....	310	25	Pleasant Bay.....	N.S.....	123	00
Petite Mascouche.....	P.Q.....	40	00	Pleasantfield.....	N.S.....	19	50
Petites Méchins.....	P.Q.....	124	47	Pleasant Harbour.....	N.S.....	205	00
Petit Métis Station.....	P.Q.....	86	36	Pleasant Hills.....	N.S.....	16	95
Petit Moulin.....	P.Q.....	75	50	Pleasant Home.....	Man.....	73	55
Petit Paquetville.....	N.B.....	80	00	Pleasant Lake.....	N.S.....	66	00
Petit Pré Est.....	P.Q.....	36	00	Pleasant Point.....	N.S.....	101	40
Petite Rivière au Renard.....	P.Q.....	117	32	Pleasant Point.....	N.B.....	83	00
Petit Saguenay.....	P.Q.....	232	49	Pleasant Point (summer office).....	Ont.....	141	00
Petite Tourle.....	P.Q.....	90	00	Pleasant River.....	N.S.....	214	36
Petite Vallée.....	P.Q.....	189	04	Pleasant Valley.....	Sask.....	207	75
Petpeswick Harbour.....	N.S.....	65	00	Pleasant Valley, Antigonish.....	N.S.....	35	00
Petrel.....	Man.....	131	30	Pleasant View.....	Alberta.....	61	73
Petrofka.....	Sask.....	78	60	Pleasant Villa.....	N.B.....	29	00
Pettigrew Settlement.....	N.S.....	27	70	Pleasantville.....	N.S.....	294	90
Philémon.....	P.Q.....	16	50	Plessis.....	Sask.....	37	35
Philibert.....	P.Q.....	33	25	Plouffe Landing.....	P.Q.....	34	00
Philips Harbour.....	N.S.....	109	10	Plourd.....	N.B.....	81	50
Phocnix.....	Alberta.....	887	58	Plum Hollow.....	Ont.....	158	50
Piché.....	Sask.....	67	17	Plummer.....	Ont.....	125	14
Pickerel.....	Ont.....	521	00	Plymouth.....	N.S.....	135	00
Pickerel Lake.....	Ont.....	29	00	Plympton Station.....	N.S.....	48	00
Pickerel River.....	Ont.....	270	87	Pocahontas.....	Alberta.....	108	37
Pictou Island.....	N.S.....	90	90	Poe.....	Alberta.....	115	22
Pidgeon.....	P.Q.....	20	00	Pogomasing.....	Ont.....	208	02
Pied de la Montagne.....	P.Q.....	20	00	Pohenagamooke.....	P.Q.....	110	00
Pied du Lac.....	P.Q.....	230	50	Point Aconi.....	N.S.....	19	95
Piedmont.....	P.Q.....	151	00	Point Alexander (closed 30-9-26).....	Ont.....		
Piedmont Valley.....	N.S.....	100	24	Pointe-à-Niveau.....	P.Q.....	164	00
Pieremont.....	N.B.....	60	00	Point au Car.....	N.B.....	27	00
Pigeon Bluff.....	Man.....	56	00	Point Carré.....	P.Q.....	13	00
Pigeon Lake.....	Man.....	89	00	Point Comfort.....	P.Q.....	112	00
Pigou River (winter office).....	P.Q.....	21	04	Point Cowan.....	B.C.....	13	28
Pike Bay.....	Ont.....	63	75	Point Cross.....	N.S.....	115	50
Pike Lake.....	Sask.....	110	85	Point Edward.....	N.S.....	119	75
Pikes Peak.....	Sask.....	50	00	Point Eseuminac.....	N.B.....	35	00
Pilger.....	Sask.....	75	00	Point Gardiner.....	N.B.....	22	00
Pinantan.....	B.C.....	43	00	Point la Nim.....	N.B.....	55	00
Pinard.....	P.Q.....	127	25	Point Pelee.....	Ont.....	41	00
Pineabee.....	P.Q.....	37	00	Point of Cape.....	N.S.....	8	00
Pineau.....	N.B.....	85	70	Point Platon.....	P.Q.....	40	20
Pinee Creek Station.....	Man.....	192	56	Point Sapin.....	N.B.....	98	25
Pine Grove.....	Ont.....	146	75	Point Sapin Centre.....	N.B.....	64	30
Pine Grove.....	N.S.....	15	25	Point Wolfe.....	N.B.....	73	20
Pine Hill.....	P.Q.....	20	00	Point à la Frigate.....	P.Q.....	178	40
Pinehurst.....	N.S.....	175	00	Pointe à la Garde.....	P.Q.....	216	00
Pinelands.....	Ont.....	291	45	Pointe au Baril (summer office).....	Ont.....	325	25
Pine Ridge.....	N.B.....	42	00				

(b) For Revenue see under Peterborough Sub-Offices.

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Pointe au Baril Station.....	Ont.....	269 50	Port Coldwell.....	Ont.....	282 40
Pointe au Boisvert.....	P.Q.....	104 00	Port Crawford.....	B.C.....	207 05
Pointe au Bouleau.....	P.Q.....	148 77	Port Cunnington.....	Ont.....	248 17
Pointe au Goémon.....	P.Q.....	146 31	Port Dufferin West.....	N.S.....	46 00
Pointe aux Anglais.....	P.Q.....	54 00	Porteau.....	B.C.....	141 50
Pointe aux Orignaux.....	P.Q.....	82 51	Port Edward (summer office)	B.C.....	80 00
Pointe aux Outardes.....	P.Q.....	134 60	Porter Cove Road.....	N.B.....	20 50
Pointe aux Trembles Ouest.....	P.Q.....	69 00	Porter Landing.....	B.C.....	25 00
Pointe Bleue.....	P.Q.....	270 00	Porter's.....	N.B.....	57 95
Pointe Bourg.....	P.Q.....	88 96	Porter's Lake.....	N.S.....	103 50
Pointe Canot.....	N.B.....	34 51	Porterville.....	Ont.....	204 50
Pointe Chambord (closed 30-10-27).....	P.Q.....	6 66	Port Felix.....	N.S.....	145 00
Pointe des Monts.....	P.Q.....	55 65	Port Felix East.....	N.S.....	85 50
Pointe des Roches.....	P.Q.....	165 10	Port Franks.....	Ont.....	68 20
Pointe du Chêne.....	N.P.....	298 00	Port Granby.....	Ont.....	55 40
Pointe au Loup.....	P.Q.....	10 50	Port Hill.....	P.E.I.....	192 92
Pointe Jaune.....	P.Q.....	110 00	Port Hillford.....	N.S.....	177 10
Pointe Rivière du Loup (summer office).....	P.Q.....	418 20	Port Joli.....	N.S.....	209 00
Pointe Ste. Anne des Monts.....	P.Q.....	284 34	Port Keewaydin (summer office).....	Ont.....	130 00
Poirier.....	N.B.....	7 00	Port Lewis (summer office).....	P.Q.....	20 00
Poirierville.....	N.S.....	225 00	Port Lock.....	Ont.....	123 57
Poitou.....	P.Q.....	71 46	Port Loring.....	Ont.....	481 65
Pokesudi.....	N.B.....	52 05	Port Malcolm.....	N.S.....	78 00
Poland.....	Ont.....	111 72	Port Neville.....	B.C.....	485 30
Poliquin.....	P.Q.....	5 00	Port Progress.....	B.C.....	77 50
Pollett River.....	N.B.....	159 10	Portree.....	N.S.....	34 65
Polleyhurst.....	N.B.....	40 00	Port Renfrew.....	B.C.....	608 20
Polinia.....	Man.....	52 25	Port Richmond.....	N.S.....	51 00
Polworth.....	Sask.....	190 45	Port Royal.....	N.S.....	64 50
Pomeroy.....	Man.....	6 00	Port Ryerse (summer office).....	Ont.....	225 00
Pomquet Station.....	N.S.....	132 75	Port Sandfield.....	Ont.....	283 05
Ponass Lake.....	Sask.....	33 10	Port Saxon.....	N.S.....	102 00
Poncet.....	Ont.....	163 00	Port Severn.....	Ont.....	353 00
Poncheville.....	P.Q.....	65 50	Port Shoreham.....	N.S.....	150 00
Pond Inlet.....	N.W.T.....	Nil	Portuguese Cove.....	N.S.....	48 00
Pondville.....	N.S.....	74 00	Port Union.....	Ont.....	214 14
Pont de la Noreau.....	P.Q.....	188 00	Potton Springs.....	P.Q.....	80 11
Pont du Milieu.....	N.B.....	85 00	Potvin.....	P.Q.....	75 00
Pont Viau.....	P.Q.....	818 00	Poulamon.....	N.S.....	407 00
Poole.....	Ont.....	261 78	Poularies.....	P.Q.....	267 70
Pope's Harbour.....	N.S.....	163 50	Poulin.....	P.Q.....	30 00
Poplar.....	Ont.....	121 87	Pouliot (opened 25-4-27).....	P.Q.....	124 96
Poplar Bluff.....	Sask.....	35 00	Poupore.....	P.Q.....	85 00
Poplar Creek.....	B.C.....	55 70	Power.....	P.Q.....	48 70
Poplar Dale.....	Ont.....	33 35	Power's Creek.....	N.B.....	64 00
Poplar Grove.....	Sask.....	72 25	Prairie Grove.....	Man.....	43 00
Poplar Park.....	Man.....	72 25	Prairie Siding.....	Ont.....	173 00
Poplar River.....	Man.....	39 00	Pratt.....	Man.....	434 82
Porcupine.....	Ont.....	178 25	Précieux Sang.....	P.Q.....	150 75
Portage.....	Ont.....	247 25	Pré d'en haut.....	N.B.....	104 10
Portage de la Nation.....	P.Q.....	96 25	Préfontaine.....	P.Q.....	331 20
Portage du Cap.....	P.Q.....	35 00	Prémont.....	P.Q.....	173 12
Portage du Lac.....	N.B.....	66 75	Presqu'Isle.....	Ont.....	30 25
Portage East Bay.....	N.S.....	35 00	Presqu'Isle Point (summer office).....	Ont.....	240 00
Portage Griffon.....	P.Q.....	32 70	Pré Ste. Marie.....	Sask.....	129 00
Portage la Loche.....	Sask.....	23 87	Preston.....	N.S.....	26 54
Portage River.....	N.B.....	53 00	Preston Road.....	N.S.....	105 95
Port Anson.....	Ont.....	67 39	Prestville (closed 31-12-26).....	Alberta.....	45 85
Portapique.....	N.S.....	84 01	Pretty Valley (re-opened 1-4- 27).....	Sask.....	Nil
Portapique Mountain.....	N.S.....	47 20	Prével.....	P.Q.....	302 40
Port Arthur, Sub-Office No. 4.....	Ont.....	(a)	Prévost.....	P.Q.....	165 00
Port au Persil.....	P.Q.....	139 43	Price Settlement.....	N.B.....	59 40
Port au Saumon.....	P.Q.....	92 50	Priddis.....	Alberta.....	245 45
Port aux Quilles.....	P.Q.....	78 00	Primeauville.....	P.Q.....	383 00
Port Ban.....	N.S.....	6 00	Primula.....	Alberta.....	34 50
Port Bevis.....	N.S.....	25 00	Prince Albert.....	Ont.....	212 00
Port Bowmanville (summer office).....	Ont.....	81 00	Prince Albert.....	N.S.....	21 00
Port Caledonia.....	N.S.....	90 26	Prince Dale.....	N.S.....	58 25
Port Carmen.....	Ont.....	43 51	Prince of Wales.....	N.B.....	60 00

(a) For Revenue see under Port Arthur Sub-Offices.

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Princes Lake.....	Ont.....	207 50	Rassdon.....	Sask.....	36 50
Prince's Lodge.....	N.S.....	243 85	Rastad (closed 30-11-25).....	Sask.....	Nil
Princeport (opened 1-8-27).....	N.S.....	52 00	Ratcliffe.....	Sask.....	477 78
Princeville.....	N.S.....	64 85	Rat Lake.....	Alberta.....	23 10
Privett.....	N.S.....	21 00	Ratner.....	Sask.....	251 55
Product.....	Sask.....	115 35	Raudot.....	P.Q.....	31 75
Prongua.....	Sask.....	318 40	Raven.....	Alberta.....	235 89
Prospect.....	Ont.....	62 11	Ravenscliffe.....	Ont.....	101 45
Prospect Lake.....	B.C.....	105 50	Ravenswood.....	Ont.....	139 11
Prospect Valley.....	Alberta.....	34 00	Ravensworth.....	Ont.....	259 00
Prosby (re-opened 15-4-27).....	Alberta.....	76 40	Ravignan.....	P.Q.....	221 59
Prosser Brook.....	N.B.....	71 00	Ravine.....	Alberta.....	23 85
Provincial Cannery (summer office).....	B.C.....	234 00	Rawcliffe.....	P.Q.....	40 00
Public Landing.....	N.B.....	129 15	Rawdon.....	N.S.....	227 84
Puublico Beach.....	N.S.....	44 20	Rawdon Gold Mines.....	N.S.....	191 19
Puellering.....	N.B.....	9 25	Raycroft.....	Ont.....	13 00
Puffer.....	Alberta.....	138 99	Rayleigh Mount.....	B.C.....	50 00
Pugwash River.....	N.S.....	35 90	Raymond.....	Ont.....	90 75
Punchaw.....	B.C.....	21 00	Read Island.....	B.C.....	77 02
Purbrook.....	Ont.....	31 00	Rear Big Hill.....	N.S.....	15 00
Purdy.....	Ont.....	6 00	Rear Big Pond.....	N.S.....	9 00
Purlbrook.....	N.S.....	37 95	Rear Boisdale.....	N.S.....	23 26
Purpleville.....	Ont.....	43 90	Rear Christmas Island.....	N.S.....	27 00
Putnam.....	Ont.....	184 10	Rear Dunvegan.....	N.S.....	4 00
Quaco Road.....	N.B.....	21 00	Rear Georgeville (closed 30-9-27).....	N.S.....	3 65
Quarrel.....	Alberta.....	33 25	Rear Judique Chapel.....	N.S.....	11 00
Quarries.....	Ont.....	76 95	Rear Judique South.....	N.S.....	21 00
Quarry St. Ann's.....	N.S.....	50 00	Rear of Ball's Creek.....	N.S.....	15 00
Quartz.....	Ont.....	93 95	Rear of Black River.....	N.S.....	6 00
Quatre Coins.....	N.B.....	83 00	Rear of East Bay.....	N.S.....	13 00
Quebec Ouest.....	P.Q.....	21 55	Rear of Little Judique.....	N.S.....	30 00
Quebec, Sub-Office No. 7.....	P.Q.....	(a)	Rearville.....	Alberta.....	80 25
Queensland.....	N.S.....	114 00	Reay.....	Ont.....	22 65
Queen's Valley.....	Man.....	47 75	Reco.....	Alberta.....	75 00
Queensville.....	N.S.....	59 65	Red Bay.....	Ont.....	33 00
Querry.....	P.Q.....	58 80	Redbridge.....	Ont.....	106 00
Quimper.....	Sask.....	32 35	Red Cross.....	Sask.....	49 50
Quinnville.....	P.Q.....	47 50	Red Head.....	N.B.....	58 80
Quispamsis.....	N.B.....	55 00	Redfield.....	Sask.....	88 75
Quorn.....	Ont.....	148 64	Red Jaeket.....	Sask.....	253 00
Rackham.....	Man.....	280 41	Red Islands.....	N.S.....	39 00
Radford.....	Yukon.....	25 00	Red Lake.....	B.C.....	52 74
Radium Hot Springs.....	B.C.....	246 45	Red Lodge.....	Alberta.....	69 75
Raglan.....	Ont.....	164 75	Red Mill.....	P.Q.....	56 00
Ragueneau.....	P.Q.....	163 35	Redmond.....	P.Q.....	5 00
Raimbault.....	P.Q.....	42 00	Redmondville.....	N.B.....	41 00
Rainbow.....	Alberta.....	16 91	Redonda Bay.....	B.C.....	305 81
Rainville.....	P.Q.....	53 05	Red Pheasant.....	Sask.....	64 00
Rail.....	P.Q.....	46 00	Red Pine.....	N.B.....	68 75
Raith.....	Ont.....	308 50	Red Point.....	N.S.....	12 00
Raley.....	Alberta.....	207 97	Red Rapids.....	N.B.....	119 50
Ralph Station.....	Sask.....	215 24	Red River.....	N.S.....	86 59
Rama Road.....	Ont.....	44 00	Red Rock.....	B.C.....	41 50
Ranching.....	Alberta.....	18 60	Red Rose.....	Man.....	38 00
Ranchville.....	Alberta.....	77 25	Red Star (opened 1-7-27).....	Alberta.....	107 51
Rancourt.....	P.Q.....	22 00	Redstone.....	B.C.....	90 30
Randolph.....	N.B.....	25 00	Redwater Station.....	Ont.....	141 25
Rang Double.....	P.Q.....	19 00	Red Wing.....	Ont.....	128 24
Rangeview.....	Sask.....	12 70	Red Wood.....	Ont.....	173 81
Rang Ste. Catherine.....	P.Q.....	20 00	Reed's Point.....	N.B.....	67 95
Rang St. Achille.....	P.Q.....	68 10	Reedy Creek (opened 15-2-28).....	Man.....	16 00
Rang St. Anne.....	P.Q.....	62 50	Reesor (opened 20-9-27).....	Ont.....	138 86
Rang St. Gabriel.....	P.Q.....	17 10	Refuge Bay.....	B.C.....	30 00
Rang St. Paul.....	P.Q.....	20 00	Refuge Cove.....	B.C.....	117 80
Rankin.....	Ont.....	161 50	Regina Sub-Office No. 1.....	Sask.....	(b)
Rankinville.....	N.S.....	20 00	Regina Sub-Office No. 2.....	Sask.....	(b)
Rapide des Pins.....	P.Q.....	29 75	Regina Sub-Office No. 6.....	Sask.....	(b)
Rapide Dufort.....	P.Q.....	32 12	Regina Sub-Office No. 7.....	Sask.....	(b)

(a) For Revenue see under Quebec Sub-Offices.

(b) For Revenue see under Regina Sub-Offices.

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue \$ cts.	Name of Post Office	Province	Revenue \$ cts.
Regina Sub-Office No. 10 (opened 9-8-27), (closed 15-11-27)	Sask.	(b)	Rivière à Claude	P. Q.	196 44
Reidvale (closed 31-12-27)	N. S.	35 47	Rivière à la Martre	P. Q.	203 00
Reinland	Man.	157 60	Rivière à l'Ours	P. Q.	482 30
Reist	Alberta	20 00	Rivière au Rat	P. Q.	401 55
Reliance	Sask.	106 00	Rivière au Renard Ouest	P. Q.	174 50
Rembrandt	Man.	237 40	Rivière aux Chiens	P. Q.	193 00
Remo	B. C.	150 50	Rivières aux Ecorces	P. Q.	20 00
Renaud's Mills	N. B.	11 00	Rivière aux Graines	P. Q.	55 00
Renforth	N. B.	130 25	Rivière aux Pins	P. Q.	57 20
Renfrew	N. S.	23 50	Rivière Bonaventure	P. Q.	94 21
Rennie	Man.	249 00	Rivière des Caches	N. B.	377 25
Reno	Alberta	189 00	Rivière des Caps	P. Q.	62 75
Renversy	P. Q.	91 70	Rivière des Plantes	P. Q.	22 50
Reshishill (closed 15-10-27)	Sask.	14 50	Rivière des Prairies	P. Q.	132 50
Resource	Sask.	174 25	Rivière des Roches	P. Q.	280 28
Restoule	Ont.	235 46	Rivière du Milieu	P. Q.	57 22
Rex	Sask.	54 00	Rivière Eperlan	P. Q.	127 50
Reynaud	Sask.	104 50	Rivière Famine	P. Q.	87 00
Reykjavik	Man.	23 00	Rivière Gagnon	P. Q.	23 25
Reynolds	N. S.	52 76	Rivière Jaune	P. Q.	242 37
Reynolds	N. B.	38 50	Rivière La Fleur	P. Q.	33 17
Reynoldscroft	N. S.	45 76	Rivière Mailloux	P. Q.	452 00
Rheault	Ont.	60 00	Rivière Manie	P. Q.	495 60
Rhodena	N. S.	23 00	Rivière Matamek (winter office)	P. Q.	(Nil)
Rhode's Corner	N. S.	69 50	Rivière Mattawin	P. Q.	41 00
Ribot	P. Q.	25 00	Rivière Mékinac	P. Q.	210 90
Rice Creek (opened 1-8-27)	Man.	97 05	Rivière Metgermette Nord	P. Q.	130 42
Richan	Ont.	218 80	Rivière Mont Louis (opened 3-5-27)	P. Q.	65 00
Richardville	N. B.	12 00	Rivière Noire	P. Q.	89 00
Richard Village	N. B.	14 00	Rivière Nouvelle (opened 15- 7-27)	P. Q.	33 00
Richer	Man.	75 88	Rivière Ouelle Jonction	P. Q.	163 65
Richibucto Village	N. B.	228 00	Rivière Paspébiac	P. Q.	58 00
Ricinus	Alberta	45 00	Rivière Port Daniel	P. Q.	17 60
Rideau Lake	Ont.	15 00	Rivière Portneuf	P. Q.	524 80
Ridgeclough	Alberta	58 00	Rivière Raquette	P. Q.	288 00
Ridgely	Man.	65 00	Rivière St. Jean	P. Q.	159 95
Ridgeview	Sask.	72 90	Rivière Ste. Marguerite	P. Q.	329 68
Ridley	Man.	55 00	Rivière Verte	P. Q.	305 40
Ridpath	Sask.	157 60	Rivulet	N. S.	9 55
Riel	Man.	173 45	Roach Vale	N. S.	32 00
Rيجا (closed 16-3-28)	Sask.	Nil	Roadene	Sask.	32 74
Rimouski Ouest	P. Q.	173 00	Roanmine	Sask.	39 60
Rinard	Alberta	159 57	Roberge	P. Q.	25 00
Ringleton Firs	Sask.	25 00	Roberta	N. S.	25 50
Ringwood	Ont.	158 00	Robert's Creek	B. C.	405 57
Riordon Depot	P. Q.	170 69	Roberts Island	N. S.	16 00
Riou	P. Q.	57 75	Robertson	N. B.	70 20
Ritchot	Man.	7 00	Robertville	N. B.	264 00
Riverbow	Alberta	30 10	Roberval Ouest	P. Q.	275 03
Rivercourse	Alberta	34 00	Robichaud	N. B.	143 00
River Centre	N. S.	29 00	Robins Range	B. C.	72 25
Riverdale	N. S.	75 00	Robins	N. S.	34 50
River Denys	N. S.	55 00	Robinson	Alberta	200 00
River Denys Centre	N. S.	71 07	Robinson's Corners	N. S.	97 55
River Denys Road	N. S.	40 10	Robinsonville	N. B.	104 50
Riverfront	Sask.	41 25	Rob Roy	Ont.	47 02
River Gilbert	P. Q.	65 00	Rochefort	Ont.	73 00
River Gilbert Gold Mines	P. Q.	78 75	Roche Plate	P. Q.	32 00
River Glade	N. B.	280 20	Rocher de la Chapelle	P. Q.	48 50
Riverhead	N. S.	34 50	Rocher Noir	P. Q.	58 50
River Hébert East	N. S.	167 95	Rochette (opened 2-8-27)	P. Q.	15 00
River Philip Centre	N. S.	66 00	Rockerft	Ont.	35 30
River Ryan	N. S.	60 25	Rock Dell	Sask.	63 00
Riversdale	N. S.	178 10	Rock Elm	N. S.	33 00
Riverside	N. S.	13 00	Rockford	Sask.	66 20
Riverside Corner	N. S.	108 40	Rockland	N. S.	108 00
Rivers Inlet	B. C.	263 20	Rockland	N. B.	22 00
River Tillard	N. S.	54 00	Rockland East	Ont.	426 20
Riverton	Alberta	59 50	Rockport	N. B.	62 30
River View	N. B.	9 25			

(b) For Revenue see under Regina Sub-Offices.

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Rockville.....	Ont.....	54 00	Round Bay.....	N.S.....	47 00
Rocky Valley.....	P.Q.....	101 20	Round Island.....	N.S.....	41 25
Rockwell Settlement.....	N.S.....	98 82	Round Lake.....	Ont.....	82 00
Rockwynn (summer office).....	Ont.....	35 00	Rousseau's Mills.....	P.Q.....	55 50
Rocky Bay.....	N.S.....	40 25	Route Alfred.....	P.Q.....	26 20
Rocky Brook.....	N.B.....	30 00	Routledge.....	Man.....	143 00
Rocky Mountain.....	N.S.....	24 00	Routhier.....	Ont.....	100 20
Rocky Point.....	P.E.I.....	81 93	Routhierville.....	P.Q.....	187 00
Rocky Rapids.....	Alberta.....	78 00	Rowanton.....	P.Q.....	208 50
Rocky Ridge.....	N.S.....	10 00	Rowena.....	N.B.....	34 01
Rodef (opened 15-3-28).....	Alberta.....	12 00	Rowletta.....	Sask.....	160 60
Rodgers.....	Sask.....	71 60	Roxville.....	N.S.....	40 60
Rodino.....	Alberta.....	6 00	Roy.....	B.C.....	79 90
Roe Lake.....	B.C.....	79 40	Roy.....	N.B.....	33 00
Rogerton.....	N.S.....	41 95	Royal Muskoka (summer office).....	Ont.....	515 00
Rollinson (closed 30-9-27).....	Alberta.....	48 08	Royal Park.....	Alberta.....	193 20
Romance (opened 16-11-27).....	Sask.....	81 25	Ruby Creek.....	B.C.....	134 80
Roman Valley.....	N.S.....	17 55	Ruisseau Arbour.....	P.Q.....	127 25
Ronan.....	Alberta.....	32 00	Ruisseau à l'Eau Chaude.....	P.Q.....	51 10
Rondeau.....	Ont.....	66 00	Ruisseau à Patate.....	P.Q.....	210 00
Rondeau Park (opened 15-6-27) (summer office).....	Ont.....	338 75	Ruisseau à Sem.....	P.Q.....	64 00
Rooney.....	P.Q.....	51 00	Ruisseau des Olives.....	P.Q.....	141 20
Rooth Station.....	N.B.....	18 00	Ruisseau Le Blanc.....	P.Q.....	266 65
Roquemaure.....	P.Q.....	185 79	Rumpleville.....	P.Q.....	24 30
Roros.....	Alberta.....	15 40	Runnymede.....	P.Q.....	57 00
Rosa.....	Man.....	71 41	Rusagornis.....	N.B.....	93 25
Rosaireville.....	N.B.....	43 50	Rushton.....	Sask.....	23 65
Rose.....	N.S.....	71 00	Rushville.....	Sask.....	10 60
Rosebank.....	N.B.....	76 00	Russborough.....	Sask.....	54 00
Rosebank Station.....	Ont.....	57 80	Russeldale.....	Ont.....	121 50
Rosebeg.....	Alberta.....	39 96	Russellville.....	N.B.....	75 50
Roseberry.....	B.C.....	262 94	Rustico.....	P.E.I.....	186 50
Rose Bridge.....	P.Q.....	136 30	Rusticoville.....	P.E.I.....	(Nil)
Roseburn.....	N.S.....	22 00	Ruth (summer office).....	Ont.....	85 00
Rosedale.....	N.S.....	9 95	Ruthenia.....	Man.....	33 00
Rosedale (summer office).....	Ont.....	140 00	Ryanville.....	P.Q.....	25 00
Rosedale Station.....	Alberta.....	1,052 45	Ryckman's Corner (closed 17-10-27).....	Ont.....	30 06
Rosefield.....	Sask.....	52 05	Ryder Lake.....	B.C.....	68 00
Roseglen.....	Alberta.....	63 50	Rye.....	Ont.....	81 50
Rose Harbour (re-opened 1-3-27).....	B.C.....	45 00	St. Abdon.....	P.Q.....	65 00
Rose Island.....	Ont.....	79 10	St. Achille.....	P.Q.....	5 05
Rose Lake.....	B.C.....	199 51	St. Achille de Montmorency (opened 3-5-27).....	P.Q.....	15 00
Roselea.....	Alberta.....	54 60	St. Adhémar.....	P.Q.....	37 00
Rosemae.....	Sask.....	71 70	St. Adolphe.....	Man.....	307 26
Rosemere.....	P.Q.....	157 70	St. Agapit Station.....	P.Q.....	337 90
Rosenburg.....	Man.....	38 00	Ste. Agnes de Charlevoix.....	P.Q.....	165 10
Rosenheim.....	Alberta.....	84 00	St. Agricole.....	P.Q.....	28 50
Rosenort.....	Man.....	182 00	St. Albert Trail.....	Alberta.....	64 50
Rosenthal.....	Ont.....	50 46	St. Alexander Station.....	P.Q.....	67 91
Roseray.....	Sask.....	19 00	St. Alexis Station.....	P.Q.....	93 00
Rosewood.....	Man.....	137 71	St. Alfred.....	P.Q.....	445 00
Ross.....	Man.....	161 20	St. Almo.....	N.B.....	76 00
Rossall.....	Sask.....	76 25	St. Alphonse de Clare.....	N.S.....	113 83
Rossclair.....	Ont.....	63 50	St. Alphonse de Granby.....	P.Q.....	109 50
Rossduff.....	Sask.....	31 50	St. Amable.....	P.Q.....	52 15
Rosseau Falls.....	Ont.....	15 00	St. Amand.....	N.B.....	45 00
Rosser.....	Man.....	612 37	St. Amateur.....	N.B.....	52 50
Ross Ferry.....	N.S.....	86 50	St. Ambroise.....	Man.....	186 33
Rossfield.....	N.S.....	20 00	St. Amédée.....	P.Q.....	120 25
Rossington.....	Alberta.....	120 70	St. André de Madawaska.....	N.B.....	180 18
Rosslyn Village.....	Ont.....	176 40	St. André de Shédiac.....	N.B.....	46 00
Ross Spur.....	B.C.....	208 58	St. André Station.....	P.Q.....	72 80
Rossway.....	N.S.....	230 15	St. Andrews.....	Man.....	145 85
Rostand.....	P.Q.....	55 84	St. Andrews Channel.....	N.S.....	28 00
Rostock.....	Ont.....	150 84	St. Angèle de Kent (opened 8-8-27).....	N.B.....	26 80
Rostrevor (summer office).....	Ont.....	95 00	Ste. Angélique.....	P.Q.....	80 40
Rosyth.....	Alberta.....	185 60	Ste. Anne de la Pocatière Station.....	P.Q.....	368 00
Rothbury.....	Sask.....	15 35			
Rothwell.....	N.B.....	324 42			
Rougemont Station.....	P.Q.....	149 93			
Rouge Valley.....	P.Q.....	35 00			
Rough Waters.....	N.B.....	65 00			

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Ste. Anne de Kent.....	N.B.....	270 05	Ste. Florence Ouest.....	P.Q.....	93 10
Ste. Anne de Sorel.....	P.Q.....	246 00	St. Francis Harbour.....	N.S.....	83 00
Ste. Anne de Stukely.....	P.Q.....	109 80	St. Francois de Kent.....	N.B.....	78 00
St. Ann's.....	N.S.....	335 75	St. Francois d'Orléans.....	P.Q.....	174 33
St. Ann's (closed 31-12-27).....	P.E.I.....	17 00	St. Francois Station.....	P.Q.....	83 00
St. Anselme.....	N.B.....	68 25	St. Francois Xavier.....	Man.....	120 37
St. Antoine de Charlevoix.....	P.Q.....	49 80	St. Francois Xavier de Viger.....	P.Q.....	47 50
St. Antonin.....	P.Q.....	329 50	St. Fulgence.....	P.Q.....	407 23
Ste. Apolline Station.....	P.Q.....	96 28	St. Gabriel de Kent.....	N.B.....	18 50
St. Athanase.....	P.Q.....	202 00	St. Gabriel Station.....	P.Q.....	78 00
Ste. Augustine.....	N.B.....	31 50	St. Gédéon Est.....	P.Q.....	91 50
St. Augustin, Saguenay.....	P.Q.....	44 06	St. George.....	Man.....	87 00
Ste. Barbe.....	P.Q.....	324 00	St. Georges de Malbay.....	P.Q.....	219 39
St. Bazile Station.....	P.Q.....	300 00	St. George's Channel.....	N.S.....	46 51
St. Benedict.....	Sask.....	255 50	St. Gérard des Laurentides.....	P.Q.....	143 62
St. Bernard.....	N.S.....	121 00	St. Gilbert.....	P.Q.....	158 25
St. Bernardin (opened 1-2-28).....	Ont.....	60 00	St. Grégoire.....	N.B.....	15 00
St. Brides (opened 20-2-28).....	Alberta.....	15 00	Ste. Hélène de la Croix.....	P.Q.....	32 00
St. Bruno Station.....	P.Q.....	80 30	St. Héliar.....	P.Q.....	54 00
St. Calixte Nord.....	P.Q.....	29 75	St. Hilaire.....	N.B.....	102 77
St. Camille Station.....	P.Q.....	91 51	St. Hilaire de Dorset.....	P.Q.....	126 02
Ste. Caroline.....	P.Q.....	29 00	St. Hilarion du Lac.....	P.Q.....	10 00
St. Cassien des Caps.....	P.Q.....	21 00	St. Hilarion Nord.....	P.Q.....	26 50
St. Catherines River.....	N.S.....	69 06	St. Ignace.....	N.B.....	143 00
St. Catherines Bay.....	P.Q.....	672 20	St. Ignace de Loyola.....	P.Q.....	114 00
Ste. Catherine Station.....	P.Q.....	248 25	St. Irénée-les-Bains.....	P.Q.....	287 00
Ste. Cécile.....	N.B.....	50 00	St. Isidore de Bellevue (late		
St. Charles.....	Man.....	94 50	Garonne), (1-9-27).....	Sask.....	58 53
St. Charles de Montcalm.....	P.Q.....	34 00	St. Isidore de Gaspé.....	P.Q.....	75 00
St. Charles Nord.....	N.B.....	44 45	St. Isidore Jonetion.....	P.Q.....	62 00
St. Chrétien.....	P.Q.....	28 00	St. Jean Baptiste.....	N.B.....	65 00
Ste. Claire de Bonaventure,			Ste. Jeanne d'Arc.....	N.B.....	263 29
(Late Musselyville).....	P.Q.....	35 00	Ste. Jeanne d'Arc de Matane.....	P.Q.....	240 00
St. Claude Nord.....	P.Q.....	92 95	St. Jean Port Joli Station.....	P.Q.....	180 60
St. Cléophas.....	P.Q.....	124 83	St. Joachim de Courval.....	P.Q.....	87 49
St. Cléophas de Brandon.....	P.Q.....	127 90	St. Josaphat.....	P.Q.....	(a)
St. Columba.....	N.S.....	17 00	St. Joseph.....	N.S.....	18 00
St. Columbin.....	P.Q.....	45 00	St. Joseph.....	Man.....	127 50
Ste. Corinne.....	P.Q.....	55 85	St. Joseph de Grantham		
Ste. Croix.....	N.B.....	181 57	(opened 19-3-28).....	P.Q.....	25 00
Ste. Croix Cove.....	N.S.....	70 76	St. Joseph de Kamouraska.....	P.Q.....	166 50
St. Cyr.....	P.Q.....	86 85	St. Joseph de Kent.....	N.B.....	65 00
St. Cyriac.....	P.Q.....	20 00	St. Joseph de Madawaska.....	N.B.....	29 25
St. Cyrille.....	N.B.....	36 00	St. Joseph de Mékinac.....	P.Q.....	196 40
St. Damase de Thetford,			St. Joseph du Moine.....	N.S.....	215 60
(closed 7-11-27).....	P.Q.....	4 53	St. Julien.....	Sask.....	14 50
St. Damien.....	N.B.....	20 00	St. Jules de Beauce.....	P.Q.....	207 38
St. Damien Station.....	P.Q.....	187 75	St. Jules de Maria.....	P.Q.....	51 85
Ste. Dorothee.....	P.Q.....	366 70	St. Kilda.....	Alberta.....	81 10
St. Edmond de Stoneham.....	P.Q.....	27 51	St. Labre.....	Man.....	51 25
St. Edmond de Berthier.....	P.Q.....	60 00	St. Lambert Annez.....	P.Q.....	76 50
St. Edouard.....	Alberta.....	66 00	St. Laurent Grandin.....	Sask.....	27 00
St. Edouard de Frampton.....	P.Q.....	32 25	St. Lazare.....	N.B.....	19 50
St. Edouard de Kent.....	N.B.....	10 00	St. Lazare de Vaudreuil.....	P.Q.....	257 21
St. Edouard de Maskinongé.....	P.Q.....	83 13	St. Lazare Station.....	P.Q.....	128 35
St. Eleanor's.....	P.E.I.....	306 00	St. Léon.....	Man.....	235 00
Ste. Elizabeth de Warwick.....	P.Q.....	419 22	St. Léon de Chicoutimi		
St. Eloi Station.....	P.Q.....	128 00	(opened 2-4-27).....	P.Q.....	73 54
St. Elzéar de Bonaventure.....	P.Q.....	21 00	St. Léonard de Port Maurice.....	P.Q.....	120 25
St. Emile de Montcalm.....	P.Q.....	132 00	St. Louis Cape.....	N.B.....	12 00
St. Emile de Quebec (late St.			St. Louis de Bagot.....	P.Q.....	46 40
Ignace de Quebec), (1-4-27).....	P.Q.....	8 00	St. Louis de Bonsecours.....	P.Q.....	311 85
St. Ephrem Station.....	P.Q.....	279 05	St. Louis de Champlain.....	P.Q.....	162 75
St. Esprit.....	N.S.....	48 00	St. Louis de Masham.....	P.Q.....	75 00
Ste. Euphémie.....	P.Q.....	339 40	St. Luc.....	N.B.....	29 00
Ste. Eustache sur le Lac (sum-			St. Luc.....	P.Q.....	84 75
mer office).....	P.Q.....	135 00	St. Luc de Matane.....	P.Q.....	490 30
St. Etienne (opened 30-5-27).....	P.Q.....	30 27	St. Luke.....	Sask.....	30 00
St. Fabien.....	N.B.....	39 10	St. Lupicin.....	Man.....	91 05
St. Félix (closed 31-1-28).....	Ont.....	41 40	St. Majorie.....	P.Q.....	161 10
St. Férol.....	P.Q.....	195 62	St. Malachie Station.....	P.Q.....	313 04
St. Flavie.....	P.Q.....	178 25	St. Mulo.....	Man.....	394 20

(a) For Revenue see under Montreal Sub-Offices.

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
St. Marcel.....	N.B.	22 00	Sable River.....	N.S.	130 00
St. Marcellin.....	P.Q.	44 75	Sacré-Coeur de Marie.....	P.Q.	196 00
Ste. Marguerite Station.....	P.Q.	244 60	Sacred Heart.....	Alberta.	37 00
Ste. Marie de Blandford.....	P.Q.	213 30	Saddle Lake.....	Alberta.	51 75
Ste. Marie de Charlevoix.....	P.Q.	12 10	Sadlow.....	Man.	52 92
St. Margaret Village.....	N.S.	118 20	Sadowa.....	Ont.	89 00
St. Marks.....	Man.	102 47	Sagathun.....	Sask.	36 40
Ste. Marthe Rocanville.....	Sask.	190 77	Sahanatien.....	Ont.	34 25
St. Martin de Clare.....	N.S.	41 00	Saint Front.....	Sask.	134 00
St. Mary's of Ely.....	P.Q.	134 50	Saint Oliver.....	N.B.	20 50
St. Mary's River.....	N.S.	36 95	Saint Rita (opened 1-2-28).....	P.Q.	15 00
Ste. Mathilde (opened 2-4-27).....	P.Q.	22 00	Saints Anges.....	P.Q.	306 51
St. Maure.....	N.B.	107 00	Salaberry.....	P.Q.	57 50
St. Maurice.....	N.B.	35 00	Salem.....	Ont.	275 26
St. Maxime.....	P.Q.	211 10	Salem.....	N.S.	287 80
St. Médard.....	P.Q.	27 00	Salem Road.....	N.S.	28 25
St. Michael.....	Alberta.	89 87	Salford.....	Ont.	255 65
St. Michel de Wentworth.....	P.Q.	43 00	Salina.....	N.B.	6 50
St. Michel Station.....	P.Q.	63 50	Salmon Bay (summer office).....	P.Q.	2 00
St. Modeste.....	P.Q.	224 94	Salmon River.....	N.B.	223 00
Ste. Monique, Lac St. Jean.....	P.Q.	202 50	Salmon River Bridge.....	N.S.	93 00
St. Marcisse de Rimouski.....	P.Q.	201 80	Salmon River Lake.....	N.S.	51 00
St. Nazaire de Buckland.....	P.Q.	126 10	Salmon River Road.....	N.S.	12 50
St. Nérée.....	P.Q.	294 19	Salmon Valley.....	B.C.	27 00
St. Nérée Station.....	P.Q.	64 15	Saltaux.....	Alberta.	72 00
St. Norbert.....	N.B.	34 50	SalteL.....	Man.	35 50
St. Ola.....	Ont.	94 49	Salter.....	Sask.	210 00
St. Onésime.....	P.Q.	231 40	Salt Lake.....	Sask.	86 50
St. Ouens.....	Man.	149 00	Salt Springs.....	N.B.	73 30
St. Pacôme Station.....	P.Q.	171 75	Salt Springs, Antigonish.....	N.S.	48 50
St. Patrick.....	P.Q.	179 02	Salt Springs, Pictou.....	N.S.	234 20
St. Patrick's Channel.....	N.S.	36 00	Salt Springs Station.....	N.S.	141 00
St. Paul de la Croix.....	P.Q.	332 70	Sambro.....	N.S.	304 40
St. Paul d'Industrie.....	P.Q.	254 00	Samburg.....	Sask.	127 00
St. Paul, Est.....	P.Q.	83 00	Sampson Cove.....	N.S.	55 00
Ste. Perpétue Station.....	P.Q.	110 95	Sampsonton.....	Alberta.	222 20
St. Philemon Nord.....	P.Q.	49 25	Samson.....	P.Q.	21 00
St. Philibert.....	P.Q.	145 00	Samsonville.....	N.S.	64 06
St. Philippe.....	N.B.	20 00	Sanborn.....	P.Q.	35 64
St. Philippe de Chester.....	P.Q.	94 00	San Clara.....	Man.	80 75
St. Phillips.....	Sask.	49 55	Sandfield.....	Ont.	148 38
St. Pie de Guire.....	P.Q.	248 71	Sandford.....	Ont.	85 00
St. Pierre.....	N.B.	58 20	Sandford Dene.....	Sask.	60 05
St. Pierre de Wakefield.....	P.Q.	89 78	Sand Hill.....	P.Q.	30 00
St. Pierre d'Orleans.....	P.Q.	149 10	Sandilands.....	Man.	331 37
St. Praxède.....	P.Q.	30 00	Sand Lake.....	Ont.	65 75
St. Raymond.....	Man.	60 00	Sandown.....	Ont.	54 00
St. Regmond.....	N.B.	42 00	Sandspit.....	B.C.	138 85
St. Rédempteur.....	P.Q.	112 78	Sand Point.....	N.S.	110 14
St. Régis.....	P.Q.	84 25	Sand Point Road.....	N.B.	(b)
Ste. Rose.....	N.S.	37 00	Sandridge.....	Man.	167 47
Ste. Rosette.....	N.B.	80 10	Sandville.....	N.S.	25 00
St. Samuel de Horton.....	P.Q.	182 17	Sandwith.....	Sask.	131 04
St. Samuel Station.....	P.Q.	210 50	Sandy Creek.....	P.Q.	21 00
St. Sébastien Station.....	P.Q.	116 80	Sandy Falls.....	Ont.	68 00
Ste. Séraphine.....	P.Q.	74 65	Sandy Hook (summer office).....	Man.	82 22
St. Sévère.....	P.Q.	261 59	Sand Point (summer office).....	Ont.	96 00
St. Sévère Nord.....	P.Q.	13 00	Sangster.....	Ont.	30 00
St. Sévère de Beauvillage.....	P.Q.	350 14	San Josef Bay.....	B.C.	54 00
St. Sosime.....	N.B.	19 25	San Mateo.....	B.C.	266 15
St. Sulpice.....	P.Q.	155 00	Sannaur.....	P.Q.	558 21
St. Tharcisius.....	P.Q.	95 25	Sans Souci (summer office).....	Ont.	325 00
Ste. Théodosie.....	P.Q.	123 85	Sapton.....	Man.	100 00
St. Théodule.....	N.B.	11 00	Sarraill.....	Alberta.	110 67
St. Thomas d'Aquin.....	P.Q.	148 74	Sargent.....	N.B.	42 00
St. Thomas de Caxton.....	P.Q.	59 15	Sarto.....	Man.	66 40
St. Thomas de Kent.....	N.B.	129 00	Sarty's.....	N.S.	32 00
St. Thomas de Soulanges.....	P.Q.	20 00	Saskatchewan Forks (opened 1-9-27).....	Sask.	42 00
St. Thuribe.....	P.Q.	401 99	Saskatoon, Sub-Office No. 12 (opened 1 16-1-28).....	Sask.	(c)
St. Valère de Bulstrode.....	P.Q.	188 65	Saskhart (closed 1-6-27).....	Sask.	Nil
St. Victor Station.....	P.Q.	394 00			
St. Yvon.....	P.Q.	343 35			

(b) For Revenue see under St. John Sub-Offices.

(c) For Revenue see under Saskatoon Sub-Offices

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Saucier, Late Bellevance (1-5-27)	P.Q.	75 45	Sévigny	P.Q.	38 50
Sault à la Puce	P.Q.	31 00	Sevogle	N.B.	51 00
Sault St. Lin.	P.Q.	91 50	Sewell Brook	N.B.	17 75
Saunders West	Alberta	165 03	Sewellville	N.B.	30 00
Savanne	Ont.	182 00	Seymour Arm.	B.C.	136 00
Savant Lake (Late Bucke) (1-10-27)	Ont.	352 21	Shabaqua	Ont.	130 80
Savary Island	B.C.	253 71	Shad Bay	N.S.	32 97
Savoie	P.Q.	18 50	Shalalth (closed 31-5-27)	B.C.	28 54
Savory	B.C.	151 35	Shalka	Alberta	109 15
Savoy	N.B.	90 00	Shanawan	Man.	197 00
Savoy Landing	N.B.	51 60	Shand Creek	Sask.	130 22
Sawdy	Alberta	26 20	Shanick	Ont.	9 00
Saxby	Sask.	33 54	Shanklin	N.B.	54 78
Saxon Hill	Sask.	9 25	Shannon	P.Q.	44 00
Scadouc	N.B.	51 16	Shannonvale	N.B.	80 82
Scandia	Alberta	139 26	Sharpwood	Man.	34 70
Scantbury	Man.	15 28	Shaw	B.C.	104 00
Scarsdale	N.S.	73 86	Shawanaga	Ont.	192 12
Searh	Man.	244 26	Shaw Brook	N.B.	13 00
Seatarie Island	N.S.	35 40	Shandro	Alberta	242 46
Schutt	Ont.	191 10	Sheba	N.B.	46 00
Schwartz	P.Q.	60 75	Shebeshkong	Ont.	60 25
Schyan	P.Q.	390 00	Shediac Bridge	N.B.	162 55
Science Hill	Ont.	146 00	Shediac Island	N.B.	36 20
Selater	Man.	507 75	Shediac River	N.B.	19 20
Scoble West	Ont.	54 80	Shediac Road	N.B.	49 50
Scotch Bay	Man.	54 87	Sheerway	P.Q.	30 00
Scotch Hill	N.S.	28 00	Sheet Harbour Passage	N.S.	174 00
Scotch Hill East	N.S.	17 00	Sheffield Mills	N.S.	209 80
Scotch Lake	N.S.	61 00	Sheffield Mills Station	N.S.	261 40
Scotch Settlement	N.B.	35 70	Shekatika Bay	P.Q.	7 20
Scotia	Ont.	241 44	Sheldrake	P.Q.	50 00
Scotland Farm	Man.	23 25	Shell River	Sask.	89 00
Scotty's Springs	Ont.	230 84	Shell Valley	Man.	83 70
Scott Mills (closed 31-10-27)	N.B.	23 29	Shelter Bay	P.Q.	1,118 47
Scott Road	N.B.	18 00	Shenley East	P.Q.	126 20
Scott Siding	N.B.	74 88	Shenly Nord	P.Q.	23 00
Scrip	Sask.	112 60	Shenston	Ont.	34 00
Scroggie Creek	Yukon		Shepenge	Alberta	58 65
Scugog	Ont.	64 50	Shepody	N.B.	80 00
Seabrook	N.S.	30 05	Sheppard Siding (closed 31-10-27)	Ont.	(Nil)
Sea Dog Cove (closed 31-12-27)	N.B.	13 98	Sheppardton	Ont.	182 04
Seaforth	N.S.	178 00	Sheraton	B.C.	150 85
Sea Gull (closed 22-2-28)	Ont.	13 96	Shere	B.C.	264 07
Seal Cove (closed 23-6-27—re-opened 29-7-27)	P.Q.	115 78	Shergrove	Man.	94 00
Seal Harbour	N.S.	219 80	Sheridan	Ont.	368 25
Seal Island	N.S.	37 50	Sherman	B.C.	84 00
Sea Otter Cove	B.C.	35 30	Sherrard	Sask.	18 90
Sea Side	N.B.	67 00	Sheshcgwaning	Ont.	76 25
Seaview	N.S.	82 40	Shevlin	Man.	151 65
Seba Beach	Alberta	442 37	Shigawake East	P.Q.	210 70
Sechart	B.C.	146 20	Shillingthorpe	Sask.	13 50
Second Peninsula	N.S.	9 00	Shining Bank	Alberta	40 54
Seeh	Man.	44 35	Shinnickburn (closed 31-10-27)	N.B.	4 00
Seely	Ont.	60 00	Ship Harbour Lake	N.S.	136 77
Sefferensville	N.S.	75 20	Shippigan Gully	N.B.	53 00
Sellers	Ont.	86 00	Shippigan Island	N.B.	99 00
Sellarville	P.Q.	126 44	Shoal Creek	Alberta	21 00
Selmah	N.S.	155 06	Shooter Hill	Sask.	39 71
Selwood	N.B.	60 00	Shorncliffe	Man.	21 50
Selwyn	Ont.	54 16	Shortdale	Man.	417 03
Semiwagan Ridge	N.B.	35 00	Shrewsbury	P.Q.	37 00
Senkiw	Man.	62 39	Shulie	N.S.	28 00
Senneville	P.Q.	250 00	Shunacadie	N.S.	296 43
Septième Lac	P.Q.	30 00	Shushartie	B.C.	133 60
Serath	Sask.	39 90	Sicotte (opened 1-11-27)	P.Q.	15 00
Seton Lake	B.C.	181 11	Sideup	Alberta	18 46
Seven Oaks	B.C.	410 00	Sideview	Alberta	24 52
Seymour Park	Ont.	268 50	Sidney Inlet (closed 1-8-27)	B.C.	(Nil)
70 Mile House	B.C.	136 00	Sienna	P.Q.	30 00
			Siglunes	Man.	17 40
			Sight Point	N.S.	7 70

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Silliker's.....	N.B.	179 90	Soldier's Cove West.....	N.S.	38 20
Silver.....	Man.	260 02	Solomon.....	P.Q.	39 06
Silver Bay.....	Man.	54 45	Songis (late Bradley), (1-8-27).....	Ont.	28 00
Silver Grove.....	Sask.	30 40	Sonier.....	N.B.	95 00
Silver Heights.....	Alberta.	47 50	Sooke Lake.....	B.C.	36 00
Silver Hill.....	Ont.	196 05	Soperton.....	Ont.	260 00
Silver Islet (summer office).....	Ont.	79 91	Sopoff.....	Sask.	80 66
Silver Lake (closed 30-4-27).....	Ont.	1 03	Sounding Lake.....	Alberta.	25 93
Silver Mine.....	N.S.	28 00	Souris Valley.....	Sask.	37 25
Silver Mountain.....	Ont.	90 00	South Alton.....	N.S.	77 00
Silver Plains.....	Man.	110 60	South Bar of Sydney River.....	N.S.	119 00
Silver Stream (closed 1-6-27).....	Sask.	(Nil)	South Bathurst.....	N.B.	218 00
Silver Valley.....	B.C.	68 40	South Bay.....	N.B.	111 00
Silverwood.....	Alberta.	60 52	South Bay.....	Ont.	79 80
Simcoe Island.....	Ont.	39 75	South Bay Mouth.....	Ont.	168 25
Simonet (opened 1-9-27).....	P.Q.	78 00	South Beach.....	P.Q.	65 85
Similkameen.....	B.C.	92 17	South Branch.....	N.S.	77 80
Simpson Corner.....	N.S.	99 80	South Branch.....	N.B.	32 20
Simpson Lake (opened 16-2-28).....	N.S.	6 00	South Canaan.....	N.S.	17 00
Sinclair Mills.....	B.C.	455 50	South Clones.....	N.B.	39 00
Sinnett.....	Sask.	161 69	South Cove.....	N.S.	31 69
Sirko.....	Man.	53 15	South East Passage.....	N.S.	40 80
Sissiboo Falls.....	N.S.	45 99	South Esk.....	N.B.	33 50
Sisson Ridge.....	N.B.	75 50	South Ferriby.....	Alberta.	38 50
Six Mile Creek.....	B.C.	219 25	South Fort George (closed 10-7-27).....	B.C.	34 45
Six Nations.....	Ont.	29 50	Southfield.....	N.B.	60 00
Six Portages.....	P.Q.	25 00	South Gillies.....	Ont.	66 10
Six Roads.....	N.B.	306 91	South Greenwood.....	N.S.	19 00
Skaro..... (summer office).....	Ont.	147 00	South Harbour.....	N.S.	54 30
Skerryvore.....	Ont.	26 00	South Highlands.....	N.S.	10 00
Skibbereen (closed 31-10-27).....	Sask.	Nil	South Ingonish.....	N.S.	145 45
Skidgate.....	B.C.	160 90	South Ingonish Harbour.....	N.S.	45 30
Skidgate Mission.....	B.C.	231 58	South Johnville.....	N.B.	9 00
Skiff.....	Alberta.	248 75	South Junction.....	Man.	378 11
Skir Dhu.....	N.S.	53 00	South Kouchibouguac (opened 17-10-27).....	N.B.	31 25
Skookumchuck.....	B.C.	245 69	South Lancaster.....	Ont.	351 00
Skowman.....	Man.	42 35	South Lochaber.....	N.S.	70 45
Skull Creek.....	Sask.	34 00	Southmag.....	Ont.	102 90
Sky Glen.....	N.S.	37 95	South Manchester.....	N.S.	11 20
Skye Glen East.....	N.S.	18 00	South McLellan's Mountain.....	N.S.	20 00
Skylake.....	Man.	25 00	South Melfort.....	Sask.	16 00
Sky Mountain.....	N.S.	8 00	South Milford.....	N.S.	263 85
Slate Falls.....	Ont.	17 41	South Minto.....	N.B.	71 75
Slate River Valley.....	Ont.	113 96	South Nelson Road.....	N.B.	90 00
Slawa.....	Alberta.	40 25	South Pender.....	B.C.	177 15
Sletten.....	Sask.	29 50	Southport.....	P.E.I.	167 58
Sloean Park.....	B.C.	174 36	South Port Mann (closed 15-11-27).....	B.C.	18 61
Sluice Point.....	N.S.	224 80	South Port Morien.....	N.S.	20 50
Smithfield.....	N.S.	92 95	South Quinan.....	N.S.	59 00
Smith Hill.....	Man.	45 76	South Range.....	N.S.	121 00
Smith's.....	N.B.	132 95	South Rawdon.....	N.S.	160 20
Smith's Corner.....	N.B.	42 00	South Rhodena.....	N.S.	35 00
Smith Settlement.....	N.S.	72 75	South River.....	N.S.	36 50
Smith Town.....	N.B.	23 00	South River Bourgeois.....	N.S.	75 97
Smithsville.....	N.S.	101 25	South St. Norbert.....	N.B.	31 50
Smoky River (closed 18-5-27).....	Alberta.	Nil	South Salt Springs.....	N.S.	8 00
Snake Falls (opened 1-6-27).....	Ont.	17 81	South Side Basin of River Denys.....	N.S.	128 70
(closed 13-10-27).....	N.B.	28 80	South Side of Baddeck River.....	N.S.	19 50
Snell.....	Alberta.	209 40	South Side of Boularderie.....	N.S.	54 25
Snratyn.....	Sask.	214 00	South Star.....	Sask.	33 25
Snipe Lake.....	Ont.	427 07	South Tatamagouche.....	N.S.	12 00
Snow Road Station.....	Ont.	45 56	South Tilley.....	N.B.	28 00
Snowville.....	Ont.	49 00	South Touchwood.....	Sask.	24 01
Snug Harbour.....	N.S.	30 24	South Tremont.....	N.S.	32 00
Soapstone Mine.....	N.S.	117 55	South Uniacke.....	N.S.	95 84
Sober Island.....	Alberta.	32 02	Southview.....	Sask.	105 50
Social Plains.....	Alberta.	206 76	Southville.....	N.S.	64 20
Socrates.....	B.C.	399 59	South West Lot 16.....	P.E.I.	17 30
Soda Creek.....	Alberta.	326 00	South West Mabou.....	N.S.	41 00
Soda Lake.....	Sask.	52 00			
Sokal.....	N.S.	53 10			

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
South West Margaree.....	N.S.	213 83	Stetten.....	Alberta...	13 20
South West Point.....	P.Q.	10 00	Stevenson Place.....	Ont.....	157 20
South West Port Hood.....	N.S.	49 70	Stewartdale.....	N.S.	15 94
South West Port Mouton.....	N.S.	219 00	Stewartfield.....	Alberta...	33 00
South West Ridge.....	N.S.	18 00	Stewart Lake.....	Man.....	35 75
Southwood.....	Ont.....	114 14	Stewarton.....	N.B.	71 00
Sowerby.....	Ont.....	84 65	Stewart River.....	Yukon...	96 00
Spanish Ship Bay.....	N.S.	178 80	Stewart Valley.....	Sask.....	159 50
Spapley Creek.....	P.Q.	42 30	Stewiacke Cross Roads.....	N.S.	111 60
Spearhill.....	Man.....	175 15	Stiles Village.....	N.B.	29 00
Speddington.....	Sask.....	81 50	Stillbridge.....	B.C.	163 10
Spence.....	Ont.....	65 00	Still Water.....	N.S.	113 55
Spencer's Island.....	N.S.	309 57	Stillwater.....	B.C.	557 86
Spennymoor.....	Alberta...	6 00	Stirling.....	N.S.	78 65
Spinney Hill.....	Sask.....	188 95	Stirling Brook.....	N.S.	43 00
Spiritwood.....	Sask.....	125 60	Stoneham.....	P.Q.	234 73
Spooner.....	Sask.....	46 00	Stonehenge.....	Sask.....	246 34
Springbourne.....	Sask.....	19 15	Stonehurst.....	N.S.	145 00
Springbrook.....	P.Q.	74 59	Stonelaw.....	Alberta...	53 75
Spring Creek.....	Alberta...	50 35	Stoneleigh.....	Ont.....	47 65
Springdale.....	Alberta...	86 41	Stone Ridge.....	N.B.	80 70
Springfield.....	Man.....	39 10	Stony Hill.....	Man.....	37 00
Springfield Park.....	P.Q.	44 00	Stony Island.....	N.S.	279 95
Springhaven.....	N.S.	82 00	Stonyview.....	Sask.....	27 00
Springhouse.....	B.C.	21 50	Stoppington.....	Alberta...	33 10
Spring Lake (closed 22-1-28)	Alberta...	235 42	Stormont.....	N.S.	137 97
Springpark.....	Alberta...	6 50	Stowlea.....	Sask.....	32 81
Spring Point.....	Alberta...	28 05	Strachan.....	Alberta...	109 91
Springridge.....	Alberta...	30 25	Straiton.....	B.C.	176 00
Springstein.....	Man.....	55 00	Strand.....	Sask.....	27 25
Springtown.....	Ont.....	15 79	Strange (closed 31-1-28)	Ont.....	42 59
Springville.....	N.S.	96 75	Strathadam.....	N.B.	73 00
Sproat Lake (opened 16-6-27)			Strawberry Hill.....	B.C.	177 00
(summer office).....	B.C.	72 19	Streatham.....	B.C.	58 85
Sproul Settlement.....	N.B.	5 00	Strong Pine.....	Sask.....	145 37
Spruce Brook (opened 15-8-27)	N.B.	16 00	Stry.....	Alberta...	84 50
Sprucefield.....	Alberta...	21 40	Stuart Island.....	B.C.	175 26
Spruce Hedge.....	Ont.....	32 30	Stubno.....	Alberta...	77 20
Spruce Home (closed 30-6-27)	Sask.....	1 51	Stump Lake (opened 1-12-27)	Sask.....	44 00
Spry Harbour.....	N.S.	225 18	Sturgeon Landing.....	Sask.....	183 50
Spurfield.....	Alberta...	274 84	Sturgeon Point (summer		
Spurgrove.....	Man.....	89 30	office).....	Ont.....	964 00
Square Hill.....	Sask.....	112 75	Sturgeon River.....	Sask.....	148 63
Squilax.....	B.C.	202 80	Sturgeonville (closed 11-6-27)	Alberta...	10 85
Squirrel Cove.....	B.C.	179 00	Subrosa.....	Sask.....	63 25
Standard Hill.....	Sask.....	24 90	Suffolk Station.....	P.E.I.	12 00
Stand Off.....	Alberta...	53 50	Suffren.....	Man.....	45 00
Stanger.....	Alberta...	120 20	Sugar Camp.....	N.S.	34 00
Stanhope.....	P.Q.	127 00	Sugar Loaf.....	N.S.	79 00
Stanhope.....	P.E.I.	132 25	Sugden.....	Alberta...	27 41
Stanley House (summer			Sullivan Lake.....	Alberta...	147 40
office).....	Ont.....	45 00	Sulphur Springs (closed 15-10-		
Stanley Section.....	N.S.	50 25	27).....	Alberta...	70 15
Stanleyville.....	Ont.....	144 30	Sultan (opened 1-1-28)	Ont.....	196 00
Staplehurst (closed 15-12-27)	Alberta...	7 00	Summer Hill.....	N.B.	73 40
Star.....	Alberta...	67 76	Summerview.....	Alberta...	12 00
Starkey's.....	N.B.	60 65	Summerville.....	Ont.....	127 97
Starkville.....	Ont.....	47 02	Summerville.....	P.E.I.	108 50
Starrat.....	Ont.....	34 10	Summerville Centre.....	N.S.	107 00
Station Bilodeau.....	P.Q.	87 75	Sundance.....	Alberta...	77 95
Stauffer.....	Alberta...	121 00	Sunkist.....	Sask.....	38 85
Staynor Hall.....	Sask.....	50 37	Sunland.....	Alberta...	194 50
Steeldale.....	Sask.....	59 20	Sunnybrook.....	Alberta...	112 00
Steelhead.....	B.C.	68 00	Sunny Corner.....	N.B.	154 55
Steep Creek.....	Sask.....	104 10	Sunny dale.....	Alberta...	28 00
Steep Creek.....	N.S.	206 90	Sunnymead.....	Sask.....	35 00
Steeve's Mountain.....	N.B.	40 50	Sunnyside.....	N.B.	27 00
Steeve's Settlement.....	N.B.	42 25	Sunnywold.....	B.C.	13 50
Stelcam.....	Sask.....	96 25	Sunrise.....	N.S.	14 00
Stellaco.....	B.C.	52 61	Sunset Cape North.....	N.S.	37 50
Stenson.....	P.Q.	405 06	Sunset Lake.....	Sask.....	74 00
Stephens Bay (Summer			Sunset Prairie.....	B.C.	31 50
office).....	Ont.....	125 35	Sunshine.....	Ont.....	133 00
			Sunville.....	Man.....	19 90

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Suomi.....	Ont.	119 81	Tête à la Baleine.....	P.Q.	18 00
Surge Narrows.....	B.C.	78 68	Tête Jaune Cache.....	B.C.	100 25
Surprise.....	Sask.	54 00	Tewkesbury.....	P.Q.	19 00
Suretteville.....	N.B.	12 00	Tétreaultville.....	P.Q.	(a)
Surrey.....	N.B.	395 00	Thalberg.....	Man.	66 53
Sutherland's River.....	N.S.	37 70	The Bluffs (closed 31-12-27).....	N.B.	29 05
Sutton Bay.....	Ont.	88 40	The Cottages (summer office).....	Ont.	(Nil)
Swansburg.....	N.S.	161 95	The Falls.....	N.S.	91 60
Swan Plain.....	Sask.	67 08	The Halfway (closed 30-6-27) (re-opened 1-2-28).....	Man.	21 70
Swanson Bay.....	B.C.	113 00	The Hawk.....	N.S.	75 00
Swarthmore.....	Sask.	79 00	The Lodge.....	N.S.	43 25
Sweenyville.....	N.B.	20 00	The Narrows.....	Man.	9 00
Sweetland.....	N.S.	26 40	The Points West Bay.....	N.S.	55 00
Sweet's Corners.....	N.S.	155 95	The Range.....	N.B.	135 90
Swift Creek.....	B.C.	347 78	Theresa.....	Sask.	54 45
Sybouts.....	Sask.	30 80	Thériault.....	N.B.	70 50
Sydney Forks.....	N.S.	68 00	The Ridge.....	Ont.	83 50
Sydney River.....	N.S.	219 50	The Slash.....	Ont.	54 50
Sylvan.....	Man.	27 90	The Willows.....	N.B.	92 00
Sylvan Valley (closed 1-2-28).....	Ont.	29 61	Thibault.....	N.B.	28 00
Synton.....	N.B.	17 20	Thibeauville.....	N.S.	66 48
Syringa Creek.....	B.C.	70 23	Thibodeau (late Lavoie Set- tlement) (2-5-27).....	N.B.	79 58
Taché.....	P.Q.	262 55	Thicket Portage.....	Man.	226 15
Taft.....	B.C.	101 50	Thistleton.....	Ont.	160 00
Taghum.....	B.C.	86 40	Thivierge.....	P.Q.	175 75
Takla Landing.....	B.C.	24 10	Thomasville.....	N.S.	52 55
Talon.....	P.Q.	39 00	Thompson Lake.....	N.B.	10 00
Talbot.....	Alberta.	156 22	Thorah Island (summer office).....	Ont.	Nil
Talbotville Royal.....	Ont.	248 00	Thorel House (summer office).....	Ont.	70 60
Tallman.....	Sask.	178 50	Thornbrook (closed 15-10-27) (re-opened 3-1-28).....	N.B.	29 00
Tamaracouta (summer office).....	P.Q.	45 00	Thornby.....	P.Q.	40 47
Tamblings Corners.....	Ont.	(b)	Thorne Centre.....	P.Q.	7 37
Tancredia.....	P.Q.	163 80	Thorold South.....	Ont.	442 55
Tangleflaps.....	Sask.	202 50	Three Brooks.....	N.B.	98 40
Tankville (closed 16-12-27).....	N.B.	6 00	Three Fathom Harbour.....	N.S.	46 78
Tannin.....	Ont.	136 35	Three Lakes.....	P.Q.	109 65
Tansley.....	Ont.	311 00	Three Valley.....	B.C.	142 45
Tantallon.....	N.S.	106 90	Thunder River.....	P.Q.	242 05
Tarbot.....	N.S.	81 50	Thurstonia Park (summer office).....	Ont.	236 00
Tarbotvale.....	N.S.	49 00	Thwaites.....	Ont.	30 50
Tarrys.....	B.C.	204 13	Tiddville.....	N.S.	94 50
Tartigou.....	P.Q.	75 00	Tide Head.....	N.B.	175 34
Ta Ta Creek.....	B.C.	110 80	Tide Lake.....	Alberta.	68 75
Tatamagouche Mountain.....	N.S.	42 27	Tidnish Bridge (closed 30-9-27).....	N.B.	62 91
Tatla Lake.....	B.C.	59 55	Tidnish River.....	N.S.	85 00
Tatlock.....	Ont.	58 30	Tilley.....	N.B.	111 75
Taunton.....	Ont.	73 10	Tilley Station.....	Alberta.	206 35
Taylor.....	B.C.	68 80	Timberlea.....	N.S.	17 00
Taylor's Head.....	N.S.	12 00	Tinchebray.....	Alberta.	13 45
Taylor'side.....	Sask.	40 05	Tingley.....	N.B.	18 00
Taylor Village (closed 30-11-27).....	N.B.	23 00	Tiny.....	Sask.	347 00
Taylorville.....	Alberta.	120 49	Tionaga.....	Ont.	618 22
Tchesinkut Lake.....	B.C.	53 25	Tipperary.....	Man.	44 00
Teddington.....	Sask.	121 30	Titanic.....	Sask.	54 50
Teepee.....	Sask.	54 00	Titusville.....	N.B.	96 80
Teepee Creek.....	Alberta.	47 30	Tlell.....	B.C.	41 60
Telegraph Creek.....	B.C.	282 04	Tobique Narrows.....	N.B.	31 00
Telford.....	N.S.	17 00	Tobique River.....	N.B.	126 25
Temperanceville.....	Ont.	136 50	Tod Creek.....	Alberta.	111 00
Tenants Cove (re-opened 16-12-27).....	N.B.	40 00	Toledo.....	Ont.	574 00
Tenby.....	Man.	246 00	Tolland.....	Alberta.	172 76
Tenby Bay.....	Ont.	48 90	Tomiko.....	Ont.	137 25
Tenecape.....	N.S.	46 00	Tompkinsville.....	N.S.	11 10
Ten Mile Creek.....	N.B.	34 30	Tonkin.....	Sask.	260 85
Terence.....	Man.	197 65	Tooleton (closed 31-12-27).....	N.B.	78 57
Terence Bay.....	N.S.	99 40	Topland.....	Alberta.	19 20
Terra Haute.....	P.Q.	52 63	Topley.....	B.C.	366 35
Terra Noire.....	N.S.	116 25	Torbay.....	N.S.	67 33
Terra Nova.....	N.S.	34 90			

(a) For Revenue see under Montreal Sub-Offices.

(b) For Revenue see under London Sub-Offices.

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Torbrook.....	N.S.....	121 40	Udora.....	Ont.....	204 19
Torbrook East.....	N.S.....	37 00	Ufford.....	Ont.....	126 74
Torbrook West.....	N.S.....	54 75	Uhthoff.....	Ont.....	209 00
Torlea.....	Alberta.....	40 00	Ullswater.....	Ont.....	39 71
Toronto Sub-Office No. 37 (tem. closed 11-5-27), (re- opened 24-2-28).....	Ont.....	(b)	Ulva.....	N.S.....	48 00
Toronto Sub-Office No. 56 (opened 5-8-27).....	Ont.....	(b)	Umatillo.....	Man.....	22 40
Toronto Sub-Office No. 75 (opened 29-3-28).....	Ont.....	(b)	Uneas.....	Alberta.....	76 94
Torryburn.....	N.B.....	89 95	Underhill.....	N.B.....	145 50
Tothill.....	Alberta.....	19 00	Undine.....	N.B.....	7 00
Totnes (opened 1-5-27).....	Sask.....	25 57	Uniacke.....	P.Q.....	82 00
Tracadie Beach.....	N.B.....	72 95	Union Creek.....	Ont.....	61 00
Tracadie Cross.....	P.E.I.....	292 00	Union Mills.....	N.B.....	323 00
Tracadie Road.....	N.S.....	9 00	Union Point.....	Man.....	90 39
Trafalgar.....	Ont.....	309 50	Union Road.....	P.E.I.....	73 10
Trait Carré.....	P.Q.....	46 20	Union Square.....	N.S.....	37 00
Tramore.....	Ont.....	64 25	Union Valley.....	N.S.....	3 00
Trapp Lake.....	B.C.....	39 00	Uno.....	Man.....	277 50
Treelon.....	Sask.....	17 50	Uphill.....	Ont.....	61 56
Trelydden (closed 1-3-28).....	Man.....	3 85	Upper Abougoggin.....	N.B.....	95 00
Tremblay Settlement.....	N.B.....	18 00	Upper Baddeck River.....	N.S.....	22 50
Tremont.....	N.S.....	63 00	Upper Balmoral.....	N.B.....	107 80
Trentham.....	Man.....	27 80	Upper Barneys River.....	N.S.....	24 52
Trepanier.....	B.C.....	81 60	Upper Bass River.....	N.S.....	55 15
Tring.....	Alberta.....	133 79	Upper Bay du Vin.....	N.B.....	198 20
Trinity Valley.....	B.C.....	59 62	Upper Bertrand.....	N.B.....	79 75
Triple Bay Park (summer office).....	Ont.....	Nil	Upper Big Tracadie.....	N.S.....	79 00
Tristram.....	Alberta.....	23 89	Upper Blackville Bridge (opened 1-9-27).....	N.B.....	124 80
Triton Fishing Club (summer office).....	P.Q.....	100 00	Upper Blandford.....	N.S.....	79 00
Trois Rivières, Sub-Office No. 3 (opened 15-11-27).....	P.Q.....	(a)	Upper Branch.....	N.S.....	91 00
Trois Rivières, Sub-Office No. 4 (opened 15-11-27).....	P.Q.....	(a)	Upper Brighton.....	N.B.....	83 75
Trois Rivières, Sub-Office No. 5 (opened 15-11-27).....	P.Q.....	(a)	Upper Buctouche.....	N.B.....	60 00
Trois Saumons.....	P.Q.....	166 70	Upper Burlington.....	N.S.....	112 00
Trois Saumons Station.....	P.Q.....	111 75	Upper Cape.....	N.B.....	41 50
Trottier.....	P.Q.....	164 73	Upper Caraqueet.....	N.B.....	317 55
Trout Brook.....	N.B.....	129 00	Upper Charlo.....	N.B.....	250 85
Trout Brook.....	N.S.....	60 00	Upper Chelsea.....	N.S.....	54 00
Trout Brook.....	N.S.....	54 50	Upper Clyde River.....	N.S.....	29 50
Trout Stream.....	N.B.....	67 01	Upper Cole Harbour.....	N.S.....	Nil
Troy.....	N.S.....	39 00	Upper Derby.....	N.B.....	107 90
Truemanville (closed 30-4-27).....	N.S.....	1 75	Upper Dorchester.....	N.B.....	125 90
Tufts Cove.....	N.S.....	93 90	Upper Dover.....	N.B.....	35 00
Tullis.....	Sask.....	317 51	Upper Dundee.....	N.B.....	34 01
Tulleymet.....	Sask.....	121 50	Upper Economy.....	N.S.....	70 50
Tummel.....	Man.....	19 00	Upper Falmouth.....	N.S.....	170 00
Tupper Creek.....	B.C.....	48 75	Upper Gaspereau.....	N.B.....	23 00
Tupperville.....	N.S.....	164 50	Upper Glencoe.....	N.S.....	14 00
Turgeon (closed 31-10-27).....	P.Q.....	40 78	Upper Glen Road.....	N.S.....	12 00
Turgeon.....	N.B.....	219 79	Upper Golden Grove.....	N.B.....	19 50
Turkey Point (summer office).....	Ont.....	Nil	Upper Goshen.....	N.B.....	24 00
Turnerville.....	Ont.....	271 63	Upper Grand Mira.....	N.S.....	38 95
Turtle Beach.....	Sask.....	10 00	Upper Greenwick.....	N.B.....	51 40
Turtle Creek.....	N.B.....	204 25	Upper Hampstead.....	N.B.....	36 00
Turtle Lake.....	Ont.....	45 50	Upper Hat Creek.....	B.C.....	40 00
Tweedie Brook.....	N.B.....	13 00	Upper Keswick.....	N.B.....	128 95
Twin Lakes.....	Sask.....	10 00	Upper Kingsburg.....	N.S.....	79 95
Twining.....	Alberta.....	219 70	Upper La Have.....	N.S.....	204 49
Twin Rock Valley.....	N.S.....	23 49	Upper Lakeville.....	N.S.....	57 60
Twin Valley.....	Sask.....	40 00	Upper Lawrencetown.....	N.S.....	6 00
Twin River.....	Alberta.....	71 00	Upper Leitche's Creek.....	N.S.....	8 25
Two Hills.....	Alberta.....	277 65	Upper Loch Lomond.....	N.B.....	20 75
Two Rivers.....	N.S.....	9 00	Upper Lynn.....	B.C.....	187 50
Tyneside.....	Sask.....	20 25	Upper Main River.....	N.B.....	49 50
			Upper Margaree.....	N.S.....	29 00
			Upper Middleboro.....	N.S.....	81 00
			Upper Middle River.....	N.S.....	83 50
			Upper Mills.....	N.B.....	71 75
			Upper Nappan.....	N.S.....	20 00
			Upper Nelson.....	N.B.....	37 25
			Upper New Cornwall.....	N.S.....	64 00
			Upper New Harbour.....	N.S.....	127 28

(a) For Revenue see under Trois Rivières Sub-Offices. (b) For Revenue see under Toronto Sub-Offices.

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Upper New Horton.....	N.B.	80 00	Vanesti.....	Alberta...	107 95
Upper New Port.....	N.S.	77 15	Vankoughnet.....	Ont.....	125 80
Upper Nigadoo.....	N.B.	133 47	Vannes.....	Man.....	20 00
Upper Rawdon.....	N.S.	239 95	Varsity View.....	Man.....	132 50
Upper Rexton.....	N.B.	68 25	Vauban.....	P.Q.....	202 02
Upper River Denys.....	N.S.	14 50	Vaucluse.....	P.Q.....	362 84
Upper Rockport.....	N.B.	41 50	Vaucroft Beach (summer offi- ce).....	B.C.....	41 49
Upper St. André.....	N.B.	27 30	Vaughan.....	N.S.....	169 70
Upper St. Maurice.....	N.B.	15 00	Vauquelin.....	P.Q.....	13 00
Upper Ste. Rose.....	N.B.	57 01	Vautour.....	N.B.....	34 00
Upper St. Simon.....	N.B.	66 50	Vauvert.....	P.Q.....	334 53
Upper Sheila.....	N.B.	113 80	Vavenby.....	B.C.....	185 55
Upper Siegas.....	N.B.	48 00	Vedder Crossing.....	B.C.....	289 67
Upper Smithfield.....	N.S.	29 00	Veletta.....	Ont.....	31 00
Upper South River.....	N.S.	121 55	Vendée.....	P.Q.....	88 75
Upper South West Mabou.....	N.S.	27 25	Veneer Siding.....	N.B.....	189 50
Upper Springfield.....	N.S.	29 00	Veniot (opened 2-4-27).....	P.Q.....	32 55
Upper Squamish.....	B.C.	34 60	Venlaw.....	Man.....	65 62
Upper Sumas.....	B.C.	165 50	Vennachar.....	Ont.....	149 00
Upper Tantallon.....	N.S.	196 50	Verbois.....	P.Q.....	71 00
Upper Tilley Road.....	N.B.	35 00	Verdant Valley.....	Alberta...	19 00
Upper Washabuck.....	N.S.	52 00	Verlo.....	Sask.....	41 00
Upper Wedgeport.....	N.S.	85 78	Vermilion Bay.....	Ont.....	297 37
Upper West New Harbour.....	N.S.	93 80	Vernal.....	N.S.....	39 00
Upper West Pubnico.....	N.S.	181 95	Verndale.....	Sask.....	15 10
Upper Whitehead.....	N.S.	57 00	Vesela.....	Alberta...	20 00
Upper Wood Harbour.....	N.S.	25 00	Vestfold.....	Man.....	54 97
Upsalquitch.....	N.B.	393 06	Vesuvius.....	N.S.....	23 05
Urbania.....	N.S.	97 15	Vianney.....	P.Q.....	102 00
Usherville.....	Sask.....	35 22	Victoria Sub-Office No. 10.....	B.C.....	(c)
Usona.....	Alberta...	31 75	Victoria, Sub-Office No. 22.....	B.C.....	(c)
Vachon.....	P.Q.....	108 18	Victoria, Sub-Office No. 23 (opened 14-2-28).....	B.C.....	(c)
Val Alain.....	P.Q.....	119 80	Victoria Beach.....	N.S.....	268 50
Valbrand.....	Sask.....	203 10	Victoria Bridge.....	N.S.....	46 23
Valcartier Village.....	P.Q.....	200 00	Victoria Corners.....	Ont.....	53 00
Val Comeau.....	N.B.	14 00	Victoria Harbour.....	N.S.....	43 25
Val d'Amour.....	N.B.	170 00	Victoria Line.....	N.S.....	11 16
Val d'Espoir.....	P.Q.....	30 00	Victoria Mines.....	N.S.....	87 07
Valdor.....	P.Q.....	75 50	Victoria Vale.....	N.S.....	149 45
Vale.....	Alberta...	23 00	Victory.....	N.B.....	30 00
Valencay.....	P.Q.....	102 20	Victory Hill.....	Sask.....	21 00
Valenciennes.....	P.Q.....	36 00	Vidir.....	Man.....	76 25
Valentia.....	Ont.....	161 43	Vieille Eglise.....	P.Q.....	155 00
Vale Perkins.....	P.Q.....	119 14	Vien.....	P.Q.....	131 80
Valeport.....	Sask.....	126 00	Vienneau.....	N.B.....	47 10
Valhalla.....	Alberta...	108 02	Viewmont.....	N.S.....	39 00
Valin.....	P.Q.....	28 55	Vigilant.....	Sask.....	
Valleville.....	P.Q.....	60 00	Vigneau.....	P.Q.....	20 50
Valley Centre.....	Sask.....	71 75	Villa des Laes (closed 12-12-27).....	P.Q.....	16 12
Valley Mills.....	N.S.....	22 00	Village Bélanger.....	P.Q.....	58 00
Valley Station.....	N.S.....	12 55	Villagedale.....	N.S.....	37 40
Vallican.....	B.C.....	127 00	Village des Chutes.....	P.Q.....	39 85
Valmont.....	P.Q.....	222 48	Village La Prairie.....	N.B.....	5 00
Val Morin Station.....	P.Q.....	351 90	Village St. Augustin.....	N.B.....	37 50
Val Ombreuse.....	P.Q.....	65 00	Village Ste. Croix.....	N.B.....	44 00
Valпой.....	Man.....	29 25	Village St. Irénée.....	N.B.....	9 75
Val St. Michel.....	P.Q.....	6 50	Village St. Jean.....	N.B.....	19 17
Val Soucy.....	Alberta...	53 20	Village St. Paul.....	N.B.....	19 50
Varnarsdol (closed 15-11-27).....	B.C.....	75 03	Village St. Pierre.....	N.B.....	35 07
Vance.....	Sask.....	66 75	Ville Bouvier.....	Sask.....	18 50
Vanbrugh.....	Ont.....	29 20	Villefranche.....	Sask.....	44 70
Van Bruyssel.....	P.Q.....	470 79	Ville Guay.....	P.Q.....	79 05
Vancouver Sub-Office No. 30.....	B.C.....	(b)	Villemay.....	P.Q.....	(d)
Vancouver Sub-Office No. 36 (opened 3-5-27).....	B.C.....	(b)	Ville Réal.....	P.Q.....	23 00
Vancouver, Sub-Office No. 38 (opened 19-10-27).....	B.C.....	(b)	Viny Ridge.....	Ont.....	210 45
Vancouver, North Arm.....	B.C.....	(b)	Vincennes.....	P.Q.....	317 68
Vancouver, Capitol Hill.....	B.C.....	(b)	Vinoit.....	P.Q.....	59 00
Vandry.....	P.Q.....	499 91	Vinsula.....	B.C.....	78 00
Vandyne.....	Alberta...	9 50	Virgil.....	Ont.....	130 90
			Virginia East.....	N.S.....	44 25

(b) For Revenue see under Vancouver Sub-Offices. (c) For Revenue see under Victoria Sub-Offices.
(d) For Revenue see under Lewis Sub-Offices.

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Vivian Station.....	Man.....	305 63	Wawashkesh (summer office) Ont.....		424 00
Vogar.....	Man.....	224 50	Waweig.....	N.B.....	115 25
Volga.....	Man.....	50 00	Waybrook.....	Alberta.....	30 00
Vogler's Cove.....	N.S.....	338 23	Wayerton.....	N.B.....	31 25
Volmer.....	Alberta.....	88 00	Weald (closed 31-5-27).....	Alberta.....	Nil
Waba.....	Ont.....	178 00	Wealthy.....	Alberta.....	19 30
Wabasca.....	Alberta.....	118 98	Weasel Creek (opened 1-4-27) Alberta.....		47 70
Wabassee.....	P.Q.....	68 00	Weatherley.....	N.S.....	56 80
Wabi-Kon (summer office) Ont.....		184 00	Weaver Settlement.....	N.S.....	35 50
Wadden Cove.....	N.S.....	14 25	Weaver Siding.....	N.B.....	23 00
Wadhams.....	B.C.....	345 48	Weed Creek (opened 1-4-27) Alberta.....		18 50
Wadhope (opened 1-8-27) Man.....		499 65	Weiden.....	Man.....	53 75
Wagarville.....	Ont.....	114 49	Weirstead.....	P.Q.....	80 05
Wahstao.....	Alberta.....	64 70	Welland Junction.....	Ont.....	139 90
Waitville.....	Sask.....	47 10	Wellfield Settlement.....	N.B.....	19 00
Wakeham.....	P.Q.....	219 20	Welling.....	Alberta.....	115 00
Wako.....	Ont.....	127 44	Wellington.....	N.S.....	84 50
Walcott.....	B.C.....	42 90	Wellington Station.....	N.S.....	66 74
Walden.....	N.S.....	61 15	Wells.....	N.B.....	20 00
Waldersee.....	Man.....	229 80	Wellsbrook.....	N.B.....	44 40
Walkerburn.....	Man.....	27 20	Wellsville.....	Alberta.....	22 00
Walkers Cutting.....	P.Q.....	101 00	Wenham Valley.....	Alberta.....	49 81
Walkers Point.....	Ont.....	146 63	Wensley.....	Ont.....	85 50
Walkerville.....	N.S.....	55 25	Wentworth.....	N.S.....	127 70
Walkleyburg.....	Man.....	19 00	Wentworth Creek.....	N.S.....	30 25
Wallace Highlands.....	N.S.....	14 95	Wentworth Station.....	N.S.....	239 00
Wallace Mill.....	P.Q.....	20 00	Wentzell's Lake.....	N.S.....	70 00
Wallace Station.....	N.S.....	221 95	Wesleyville.....	Ont.....	83 00
Wallard.....	Sask.....	149 70	West Advocate.....	N.S.....	56 10
Wallbrook.....	N.S.....	63 25	West Alba.....	N.S.....	45 00
Walnut Grove.....	B.C.....	213 16	West Apple River.....	N.S.....	17 75
Wampum.....	Man.....	86 20	Westasta Valley.....	Sask.....	11 40
Wamsley.....	Ont.....	63 80	West Baccaro.....	N.S.....	45 58
Wandsworth.....	Sask.....	48 01	West Bay Centre.....	N.S.....	27 00
Waganui.....	Sask.....	8 00	West Bay Road.....	N.S.....	316 55
Wanikewin (summer office) Ont.....		Nil	West Berlin.....	N.S.....	147 00
Waniska.....	Sask.....	26 00	West Branch, St. Nicholas River.....	N.B.....	99 10
Wapah.....	Man.....	51 00	Westbridge.....	B.C.....	279 56
Wapashoe.....	Sask.....	29 00	Westbrook.....	N.S.....	401 40
Wapske.....	N.B.....	170 88	West Caledonia.....	N.S.....	61 70
Warburg.....	Alberta.....	74 00	Westchester.....	N.S.....	15 50
Wardrobe.....	Ont.....	107 00	West Chestercook.....	N.S.....	145 00
Ward's Brook.....	N.S.....	221 80	West Clifford.....	N.S.....	70 35
Warmley.....	Sask.....	53 30	Westcock.....	N.B.....	44 00
Warrensville.....	Alberta.....	12 00	West Cook's Cove.....	N.S.....	31 50
Wasaga Beach.....	Ont.....	954 40	Westcott.....	Alberta.....	39 00
Wasel.....	Alberta.....	82 49	West Demars.....	B.C.....	187 80
Washabuck Bridge.....	N.S.....	16 50	West Devon.....	P.E.I.....	197 50
Washabuck Centre.....	N.S.....	22 00	West Ditton.....	P.Q.....	31 90
Wasing.....	Ont.....	46 50	Westerdale.....	Alberta.....	54 20
Wastina.....	Alberta.....	62 05	West Erinville.....	N.S.....	56 94
Watabeag.....	Ont.....	92 00	Westerham.....	Sask.....	90 00
Waterfield.....	Sask.....	25 20	Westerleigh (closed 1-10-27) Sask.....		Nil
Waterford.....	N.S.....	102 20	Westerly.....	N.S.....	14 00
Waterford.....	N.B.....	110 50	Western Head.....	N.S.....	94 00
Waterhen.....	Man.....	38 35	Westfield.....	N.S.....	53 75
Waterloo.....	N.S.....	42 65	Westfield Centre.....	N.B.....	272 20
Waternish.....	N.S.....	40 00	West Flamborough.....	Ont.....	259 85
Waterside.....	N.S.....	42 25	West Glassville.....	N.B.....	62 05
Watervale.....	N.S.....	34 45	West Glenmount.....	N.S.....	23 25
Watford.....	N.S.....	26 00	West Gravenhurst.....	Ont.....	143 00
Watling.....	N.B.....	17 25	West Guildford.....	Ont.....	191 50
Watt Lake.....	Alberta.....	21 02	Westhazel.....	Sask.....	69 00
Watts.....	Alberta.....	279 50	West Head.....	N.S.....	260 00
Waton River.....	B.C.....	25 00	West Intervale (opened 15-10-27) N.S.....		20 00
Watt Section, Sheet Harbour N.S.....		160 90	West Jeddore.....	N.S.....	192 31
Wattsford.....	Alberta.....	61 00	Westlake.....	Sask.....	34 65
Waubarnick.....	Ont.....	130 85	West Lakevale.....	N.S.....	22 95
Waugh.....	N.B.....	97 00	West Lawrencetown.....	N.S.....	73 01
Waugh's River.....	N.S.....	85 50	West Liscomb.....	N.S.....	32 50
Waupoos.....	Ont.....	247 00	West Lochaber.....	N.S.....	27 00
Waverley.....	Ont.....	208 66			

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
West Mabou Harbour.....	N.S.	16 50	Wilburn.....	N.S.	28 00
West Middle Sable.....	N.S.	81 65	Wild Horse.....	Alberta...	51 65
Westmount North.....	N.S.	48 20	Wildmere.....	Alberta...	231 40
West Newdy Quoddy.....	N.S.	129 25	Wild Rose.....	Sask.....	70 08
West Northfield.....	N.S.	145 50	Wile Settlement.....	N.S.	29 00
West Petpeswick.....	N.S.	30 17	Wileville.....	N.S.	19 50
West Plains.....	Sask.	70 93	Wilfrid.....	Ont.....	160 00
West Point.....	Sask.	66 80	Willard.....	Man.....	31 50
West Port Clyde.....	N.S.	57 80	Willesden Green.....	Alberta...	50 64
West Quaco.....	N.B.	169 00	Willet.....	Ont.....	115 42
West River.....	N.B.	67 75	William.....	P.Q.	58 00
West Roachvale.....	N.S.	51 85	Williamsdale.....	N.S.	38 00
West Rosaireville.....	N.B.	38 00	Williams Point.....	N.S.	28 00
West St. Andrews.....	N.S.	12 00	Willisville.....	Ont.....	160 00
West Side of Middle River.....	N.S.	49 25	Willoughby (closed 15-12-27).....	B.C.	55 59
West Springhill.....	N.S.	18 25	Willow Beach.....	Ont.....	149 80
West Tarbot.....	N.S.	19 50	Willowdale.....	Ont.....	1,527 16
Westview (opened 1-5-27).....	B.C.	236 05	Willowdale.....	N.S.	31 50
Westward Ho.....	Alberta...	80 00	Willowfield.....	Sask.....	13 00
West Wingham.....	Alberta...	48 45	Willowford (closed 31-3-27).....	B.C.	14 04
Wexford.....	Ont.....	302 65	Willow Grove.....	N.B.	23 00
Weymouth Falls.....	N.S.	47 46	Willow Hill.....	Sask.....	12 00
Weymouth Mills.....	N.S.	121 00	Willowlea.....	Alberta...	50 00
Whalen Island (summer office).....	Ont.....	110 00	Willow River.....	B.C.	768 07
Wharnccliffe.....	Ont.....	108 15	Willowvale.....	Sask.....	48 65
Wharton.....	N.S.	13 00	Willowview.....	Man.....	25 25
Whatecher.....	Alberta...	49 65	Willson Lake.....	Sask.....	125 50
Wheat Centre.....	Alberta...	74 50	Wilnot Valley.....	P.E.I.	99 00
Wheatley River.....	P.E.I.	71 00	Wilson.....	Ont.....	69 00
Wheaton Mills.....	N.B.	34 00	Wilson Cove.....	N.S.	34 00
Wheaton Settlement.....	N.B.	45 00	Wilson Creek.....	B.C.	84 53
Wheeler (tem. closed 31-5-27), (re-opened 1-10-27).....	Alberta...	19 19	Wilson Landing.....	B.C.	65 34
White.....	Ont.....	29 35	Wilson's Corners.....	P.Q.	146 89
Whitebeech.....	Sask.	69 75	Wilson's Mills.....	P.Q.	41 95
White Deer.....	P.Q.	124 75	Wilson's Point.....	N.B.	73 00
Whitefish Falls.....	Ont.....	320 76	Windigo.....	P.Q.	479 00
White Fish Lake.....	P.Q.	28 00	Windeshaw.....	Man.....	36 10
White Fox.....	Sask.	121 85	Windsor Sub-Office No. 5.....	Ont.....	(a)
Whitehall.....	Ont.....	131 41	Windsor Lake.....	Sask.....	29 13
White Head Percé.....	P.Q.	271 35	Windygates.....	Man.....	151 47
White Point.....	N.S.	24 45	Wine Harbour.....	N.S.	129 42
White Rapids.....	N.B.	18 00	Wine River.....	N.B.	49 72
White Rock Mills.....	N.S.	277 10	Winfield.....	Alberta...	399 20
White's Brook.....	N.B.	302 50	Wingard.....	Sask.....	125 45
White's Corner.....	N.S.	53 75	Wingle.....	Ont.....	63 40
White's Cove.....	N.B.	109 47	Wingello.....	Sask.....	32 00
Whiteside.....	Ont.....	136 20	Winnitoba (closed 15-10-27).....	Man.....	29 25
Whiteside.....	N.S.	93 25	Winsloe.....	P.E.I.	188 85
White's Lake.....	N.S.	40 25	Winslow South.....	P.Q.	22 55
White's Mills (closed 31-12-27).....	N.B.	6 00	Winterburn.....	Alberta...	180 22
White's Mountain.....	N.B.	16 00	Winthorpe.....	Sask.....	114 55
White's Settlement.....	N.B.	24 00	Winton.....	Sask.....	44 10
White Star.....	Sask.	57 85	Wisdom.....	Alberta...	33 00
Whitestone.....	Ont.....	127 95	Wishart.....	Sask.....	254 55
White Sulphur.....	B.C.	95 00	Wishart Point.....	N.B.	63 00
Whitewood Grove.....	Ont.....	81 40	Wisla.....	Man.....	57 50
Whitney.....	N.B.	187 00	Wiste.....	Alberta...	99 00
Whitworth.....	P.Q.	132 08	Witchekan (closed 23-5-27), (reopened 1-9-27).....	Sask.....	75 91
Whyocomagagh Bay (North side).....	N.S.	10 00	Wittenburg (closed 31-10-27).....	N.S.	14 11
Whyocomagagh Mount.....	N.S.	1 00	Wiwa Hill.....	Sask.....	45 00
Whyocomagagh Portage.....	N.S.	32 40	Woermke.....	Ont.....	30 40
Whytecliffe.....	B.C.	230 52	Wolf Creek.....	Alberta...	278 07
Whytewold.....	Man.....	249 85	Wolfe.....	Sask.....	257 78
Wickham.....	N.B.	90 00	Wolf Lake.....	P.Q.	180 15
Widewater.....	Sask.	130 45	Woman River.....	Ont.....	187 49
Widewater.....	Alberta...	201 46	Wood.....	Ont.....	88 00
Wiggins.....	Sask.	26 25	Woodbend.....	Alberta...	30 00
Wikweinkong.....	Ont.....	219 36	Woodbine.....	N.S.	14 10
			Woodbourne.....	N.S.	21 00
			Woodfield (closed 29-2-28).....	N.S.	26 30
			Woodglen.....	Alberta...	35 00

(a) For Revenue see under Windsor Sub-Offices.

Non-Accounting Post Offices—*Concluded.*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Woodington.....	Ont.....	169 25	Wyecombe.....	Ont.....	167 80
Woodland Bay (summer office).....	P.Q.....	39 00	Wynot.....	Sask.....	95 60
Woodley.....	Sask.....	115 15	Wyse's Corner.....	N.S.....	45 00
Wood Island.....	N.B.....	33 20	Wyvern.....	N.S.....	48 00
Wood Island West.....	P.E.I.....	17 00	Yankee Harbour.....	N.S.....	18 00
Wood Lake.....	N.B.....	10 00	Yarm.....	P.Q.....	91 65
Woodmore.....	Man.....	138 41	Yarmouth Centre.....	Ont.....	76 50
Wood Mountain Station (opened 20-2-28).....	Sask.....	80 00	Yarrow.....	B.C.....	91 40
Woodpecker.....	B.C.....	81 72	Yates.....	Alberta...	46 80
Wood Point.....	N.B.....	107 75	Yearley's.....	Ont.....	55 00
Woodridge.....	Man.....	639 62	Yellow Creek.....	Sask.....	64 15
Wood River.....	Alberta...	49 10	Yeoman's.....	Sask.....	175 39
Woodroffe.....	Ont.....	165 00	Yone.....	N.B.....	12 00
Woodroyd.....	Man.....	7 00	York Centre.....	P.Q.....	174 00
Woodside.....	P.Q.....	50 75	York Mills.....	Ont.....	71 74
Woodside.....	N.B.....	77 70	Youghall.....	N.B.....	19 00
Woodvale.....	N.S.....	41 00	Young's Cove.....	N.B.....	161 25
Woodville.....	N.S.....	61 12	Ypres.....	Sask.....	98 80
Woodville.....	N.B.....	19 25	Zalicia.....	Man.....	50 00
Woodward's Cove.....	N.B.....	235 00	Zant.....	Man.....	68 00
Wordsworth.....	Sask.....	485 00	Zawale.....	Alberta...	64 95
Woolchester (re-opened 2-5- 27).....	Alberta...	50 25	Zbaraz.....	Man.....	26 00
Wreck Cove.....	N.S.....	104 20	Zelena.....	Man.....	42 82
Wrightville (closed 31-7-27)...	Sask.....	1 50	Zeta.....	Ont.....	16 00
Wrigley.....	N.W.T.....	21 00	Zhoda.....	Man.....	38 99
Wyborn (closed 30-8-27).....	Ont.....	Nil	Zincton.....	B.C.....	347 00
Wyatt Bay.....	B.C.....	179 71	Ziska.....	Ont.....	95 00
Wycollar.....	Sask.....	Nil	Zoldovara.....	Alberta...	11 00
			Zoria.....	Man.....	28 00

DOMINION OF CANADA

REPORT
OF THE
MINISTER OF PUBLIC WORKS
ON THE
WORKS UNDER HIS CONTROL
FOR THE
FISCAL YEAR ENDED MARCH 31
1928

Submitted in Accordance with the Provisions of Chapter 39, Section 34, of the
Revised Statutes of Canada



OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1928

*To His Excellency the Right Honourable Viscount Willingdon, G.C.S.I.,
G.C.M.G., G.C.I.E., G.B.E., Governor General and Commander in Chief
of the Dominion of Canada.*

MAY IT PLEASE YOUR EXCELLENCY:

I have the honour to lay before Your Excellency the Report of the Department of Public Works of Canada, for the fiscal year ended March 31, 1928.

I have the honour to be, sir,

Your Excellency's most obedient servant,

J. C. ELLIOTT,
Minister of Public Works.

OTTAWA, October 15, 1928.

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REPORT
OF THE
DEPUTY MINISTER OF PUBLIC WORKS
FOR THE
FISCAL YEAR ENDED MARCH 31, 1928

DEPARTMENT OF PUBLIC WORKS, CANADA

OTTAWA, October 8, 1928

Hon. J. C. ELLIOTT, K.C.,
Minister of Public Works,
Ottawa, Ont.

SIR,—I have the honour to submit the report of the Department of Public Works for the fiscal year ended March 31, 1928.

EXPENDITURE

The total expenditure incurred by the department during the fiscal year 1927-28 on its various works of construction, maintenance and operation amounted to the sum of \$17,309,378.06.

The details of this outlay may be classified as follows:—

Harbour and river works..	\$4,198,905 50
Dredging, plant, etc..	2,879,559 45
Roads and bridges..	38,628 82
Airports..	84 251 13
Public buildings..	8,252,448 78
Telegraphs..	840,450 66
Miscellaneous..	302,169 58
Civil government..	712,964 14
	\$17,309,378 06

As compared with the total for last year, there is an increase (excluding \$84,251.13 for airports) of \$2,803,192.97, accounted for by an increase of \$362,991.94 for harbours and rivers, \$960,761.52 for dredging, \$28,911.79 for roads and bridges, \$1,267,728.37 for public buildings, \$37,955.94 for telegraphs, \$102,860.26 for miscellaneous, and \$41,983.15 for civil government. The increase in civil government is mainly due to the flat increase of salary granted to the service in 1927.

REVENUE

The revenue for the year amounted to the sum of \$587,352.28 and is made up as follows:—

Graving docks..	\$ 87,321 91
Rents..	101,571 57
Telegraphs..	298,662 94
Casual revenue..	98,434 86
Ferries..	1,361 00
	\$587,352 28

As compared with last year, there is a decrease of \$48,505.66. The decrease in revenue from graving docks amounts to \$33,080.61, and from casual revenue \$10,169.79; the increase in revenue from rents amounts to \$5,256.86, from telegraphs (net traffic revenue) \$184.32 and from ferries \$313.

HARBOUR AND RIVER WORKS

The total expenditure in this branch was \$4,198,905.50, which is \$362,991.94 more than last year's outlay.

The following is a list of the works which have been completed during the year:—

Nova Scotia.—Meteghan, wharf extension; Scott's Bay, rebuilding of south breakwater.

Prince Edward Island.—Georgetown, construction of frostproof warehouse and improvements at wharf; Miminegash, construction of north breakwater; New London, breakwater construction; Summerside, wharf repairs and freight shed construction; West Point, reconstruction of outer block of the wharf.

New Brunswick.—Courtenay Bay (St. John), breakwater extension and dredging dry dock; West St. John, electric hoist and boom swinger.

Quebec.—Belœil Village, wharf construction; Cap à l'Aigle, wharf repairs; Cap de la Madeleine, wharf construction; Colonie des Grèves, wharf construction; Father Point, wharf reconstruction; Grindstone, construction of protection cribwork; Grosse Isle, western wharf repairs; Montmagny, wharf extension; Nicolet, jetty repairs; St. Gédéon (Lake St. John), wharf reconstruction; St. Hubert (Montreal air harbour), supply and erection of steelwork for hangar No. 1; St. Ignace de Loyola, reconstruction of wharf and approach; St. Jean Deschaillons, wharf repairs; St. Lambert, reconstruction of protection wall; St. Siméon (Rivière Noire), breakwater extension; Tadoussac, stone ballast work.

Ontario.—Kenora, wharf construction; Kingston (La Salle Causeway), relaying pavement; Midland, wharf construction and dredging approaches; Muskoka Narrows, guide pier construction; Owen Sound, harbour improvements; Port Burwell, reconstruction of outer end of east pier; Port Elgin, repairs to harbour works; Port Maitland, repairs to piers and sheet piling.

Manitoba.—Hecla, wharf extension.

British Columbia.—Esquimalt, new dry dock, supply and erection of crane, construction of fence, and erection of 100-ton derrick; Jeune Landing, wharf construction; New Westminster (Annieville Bar, Fraser River), dyke construction; Nootka, wharf repairs; Port Simpson, wharf repairs; Powell River, wharf addition and dredging; Quatsino, wharf repairs; Steveston, construction of north dykes Nos. 2 and 3; Woodward's Island (Fraser River), rock embankment; Woodward's Slough (Fraser River), reinforcement of dam.

The following works under contract were in progress at the end of the fiscal year:—

Nova Scotia.—Dingwall, breakwater construction; Grass Cove, breakwater construction; New Harbour, breakwater extension; Sydney, wharf construction.

Prince Edward Island.—Egmont Bay, wharf construction; Rustico, breakwater repairs.

New Brunswick.—Blue Cove, breakwater construction; Esequinae, breakwater extension; Green Point, breakwater construction; Point Sapin, breakwater extension; St. Simon, wharf construction; Tracadie Harbour, breastworks and breakwater construction.

Quebec.—Bagotville, wharf repairs; Cap Chat, wharf extension; Cap de la Madeleine, wharf extension; Choisy, wharf reconstruction; Crabtree Mills, reconstruction of breakwater; Deschambault, wharf repairs; Dozect's Landing,

wharf construction; Grande Rivière, wharf repairs and improvements; Hoptown West, breakwater construction; Isle aux Coudres, wharf construction; Isle aux Grues, reconstruction of wharf; Lanoraie, construction of icebreakers; Méchins, wharf extension; Petite Rivière St. François, breakwater construction; Petite Vallée, wharf extension; Roberval, reconstruction of breakwater; Ruisseau LeBlanc, breakwater construction; Ste. Anne de Beaupré, wharf reconstruction; Sorel, reconstruction of Pontbriand wharf and construction of pier and quay; Trois Rivières, reconstruction of coal wharf; Tourelle (St. Joachim), headblock construction.

Ontario.—Kincairdine, reconstruction of portions of north and south piers; Port Arthur, extension to slip; Port Burwell, harbour improvements; Saugeen River, repairs to harbour works.

Manitoba.—Roseau River, construction of dykes and control dam.

British Columbia.—Bella Bella, renewal of wharf; Esquimalt, new dry dock, construction of gasoline power work boat, erection of buildings, and construction of lunch room, blacksmith's shop and storehouse; Powell River, construction of breakwater.

DREDGING

The sum expended under this heading amounted to \$2,879,559.45, which is \$960,761.52 more than the outlay of the previous year.

Five dump scows and two coal scows, for which the department had no further use, were disposed of.

In British Columbia, operations were continued in the Fraser river, north arm, the Fraser river, main channel, and at other points on this river as well as in the Courtenay and Stikine rivers. The other important places at which dredging was done are Ladner, Little River, New Westminster, Salmon Arm, Squamish, Victoria harbour, and Yinglings.

In Manitoba, navigation was maintained on the Red river and at points on lake Winnipeg. Important dredging was also done at Big George island, Icelandic bay and Selkirk slough.

In Ontario, important dredging was done at Cobourg, Collingwood, Fort William, Goderich, Kincairdine, Midland, Owen Sound, Port Arthur, Port Burwell, Port Dover, Port Hope, Port Maitland, Port Stanley, Prescott, Presqu'île, Sarnia, Sault Ste. Marie, Thames river, and Toronto.

In Quebec, important dredging was done at Amherst, M.I., Barachois, Batiscan river, Beauharnois, Beaupré, Charlemagne, Colonie des Grèves, Dorval, Ellis Bay, Godbout, Kewagami, Lachine, lake St. Louis, Matane, Narrows, M.I., Nicolet river, Rimouski, Rivière du Loup (en haut), Rivière St. François, St. Louis river, St. Nicholas bay, St. Ours, Saguenay river, Sorel, Valleyfield, Varennes, Verchères, and West Templeton.

In New Brunswick, considerable dredging was done at Buetouche, Campbellton, Cape Tormentine, and West St. John.

In Nova Scotia, important dredging was done at Antigonish, Barrington Passage, Deep Rock, Glace Bay, Ingonish, La Have Islands, La Have river, Lunenburg, Mabou, Murphy's Pond, North Sydney, Pietou Landing, Sheet Harbour, West Dublin, and Yarmouth.

In Prince Edward Island, important dredging was performed at Charlottetown, Georgetown, Hurd's Point, Pinette, and Savage Harbour.

Special reports, to the number of fifty-four, were forwarded to the Department of Marine covering the works of dredging performed during the season, so that mariners might be kept acquainted, by means of alterations to charts and notices to mariners, with such work as has been accomplished.

FERRIES

The tolls collected from the twenty-nine licenses in force for 1927-28 amount to \$1,361. One new ferry route, namely, Froomfield, Ontario, and Marysville, Michigan, was licensed during the year, and a new license was issued for the Norway Bay, Quebec—Sand Point, Ontario, ferry route. The license for the Niagara, Ontario—Youngstown, New York, ferry route expired since last year and has not been so far renewed.

AERODROMES

In connection with the Air Mail Services and the proposed Imperial Airship Flights, the department has undertaken the development of aerodromes at Rimouski and St. Hubert, P.Q., under the ægis of the Civil Aviation Branch of the Air Service, Department of National Defence.

Rimouski.—In March, 1928, portions of six farm properties, about 95 acres, were surveyed and described for the leases arranged for by the Air Service officers, preparatory to the development of the aerodrome.

St. Hubert.—The acquired property of over 600 acres, which was selected by the Air Ministry and Air Service officials for the Montreal airport at St. Hubert, was surveyed, evaluated and options procured. The work of clearing, levelling and underdrainage was commenced in October, 1927. A service road, 1,700 feet long, was macadamized. A wooden hangar, 50 feet square with a 10-foot lean-to, and other buildings were erected in the fall. Plans and specifications were prepared for the mooring tower, and studies made in connection with the auxiliary services and general development of the aerodrome.

LOWER LAKES TERMINAL

After a very comprehensive study and investigation which has extended over more than a year, the Board of Engineers of this department have recommended the adoption of Prescott as the site of the Transfer Terminal at the lower end of the Great Lakes water route for the transfer of grain, on the opening of the Welland Ship canal, which is expected to be in operation during the season of 1930. This decision was reached after a thorough examination of other possible sites and the careful consideration of the probable influences the opening of the Welland canal might have on trade routes. These influences are, of course, more difficult to foretell with any exactitude, principally because of the very slight margin on which grain, the principal commodity, is handled, the inexperience in the lake type vessel being handled through a canal the size of the Welland Ship canal, and the variation from year to year in the amount of grain available for handling.

In support of their recommendation in favour of Prescott as the lower lakes terminal the Board of Engineers give the following reasons:—

1. Prescott is the nearest point to Montreal to which the larger class of upper lake boats can go down, after the opening of the Welland canal, without breaking bulk, that is until the time when the St. Lawrence canals below Prescott are improved to the same extent as the Welland Ship canal. This condition will probably continue at least fifteen years, during which time the proposed terminal at Prescott will have served its purpose, and after which it will continue as a valuable auxiliary.
2. Any other location further up the river than Prescott possesses disadvantages from a rail connection standpoint, which is an important one.

3. The cost of the Prescott terminal can initially be made much cheaper than the cost of a terminal elsewhere.
4. Due to open water conditions in the vicinity of Prescott created by the operations of the car ferry all winter, movement of winter storage boats to elevators during the winter season will be easier than elsewhere.
5. With the exception of Kingston there is no other suggested location on the Canadian side for a lower terminal point which offers facilities for refitting vessels that is comparable with Prescott.
6. The established car transfer facilities at Prescott should be able to take care, without difficulty, of export shipments to connect with United States lines at that point.
7. Connection by car ferry with Ogdensburg gives from that point a better rail service to United States Atlantic seaports than from other United States competing ports, such as Oswego or Fair Haven on the south shore of lake Ontario and the St. Lawrence river.
8. From Prescott to Montreal (120 miles) by rail offers advantages from a railway standpoint by Canadian National, and considerable advantage by Canadian Pacific, in moving grain, either during the rush of summer season or during the winter closed season through to Montreal, and thence for distribution by rail to open Atlantic ports.

Considerable difference of opinion was voiced in connection with the selection of Prescott or any point below deep water on lake Ontario. All representations were very carefully looked into, and the conclusion arrived at was that the alleged dangers seemed to be greatly over-estimated, especially in view of the very heavy traffic which is successfully carried on in such restricted channels as the St. Mary's river. It is considered that with the improvements to the present used channel at the Hillcrest shoal in the Brockville narrows, and at the Haskell shoal and points adjacent in Canadian waters, in the vicinity of the Sister Island light, together with adequate aids to navigation of the rest of the channel from Cape Vincent to below Brockville, that the majority of the Great Lakes freight boats would not find it by any means unduly hazardous to carry grain to Prescott.

It is realized that this will be a new route for the large upper lakes carriers and that they will exercise caution in trying it out for the first few seasons, but with every aid to navigation in the way of lights and buoys that feeling will largely disappear. The opening up of this new route should result in a larger amount of grain reaching Montreal during the open season of navigation and in a probable saving in the cost of moving Canadian grain, which in the bulk, when returned to the Canadian producer, would amount to a very considerable sum. The movement of a larger quantity of grain by Canadian routes, vessel and rail, would also add to the revenues of the Canadian vessel and rail companies.

PUBLIC BUILDINGS

The total sum expended on construction, maintenance and repairs of public buildings was \$8,252,448.78.

Of this amount \$2,476,424.25 was expended on construction and improvements of public buildings, and \$5,776,024.53 on repairs and maintenance.

The following buildings and works were completed during the year:—

Prince Edward Island.—Kensington, public building.

Quebec.—Chicoutimi, addition to public building; Drummondville, addition to public building; Grosse Isle, Quarantine Station, addition to disinfection building; Hull, research station; Kenogami, public building; Mont Laurier, public building; Quebec, Limoilou postal station; St. Jacques de l'Achigan, public building.

Ontario.—Durham, public building; Kenora, addition to public building; Ottawa, Experimental Farm, flax building, and poultry houses, Observatory, clock vault.

Manitoba.—Winnipeg, grain inspection building.

British Columbia.—Vancouver, alterations to public building and examining warehouse; William Head Quarantine Station, office building and shed on wharf.

The following works were still under construction at the close of the year:—

Quebec.—Baie St. Paul, public building; Quebec, Governor General's quarters, Citadel, additions and improvements.

Ontario.—Rockland, public building.

MILITARY BUILDINGS

The following works were completed:—

Lévis, P.Q.—Laboratory at Fort No. 1.

Esquimalt, B.C.—R.C.N. Barracks and H.M.C. Dockyard, boat-house and torpedo depot.

LEASES

The cost of maintaining the public buildings was \$5,776,024.53, of which \$1,441,675.72 was paid out as rentals for buildings or parts of buildings within the Dominion occupied by different departments.

At the end of the fiscal year 1927-28 the number of leases in force was 464, an increase of 54 over the preceding year. The rentals for 1926-27, as shown in last year's report, amounted to \$1,358,103.72. The rentals for 1927-28 show an increase of \$83,572, due to the leasing of additional accommodation required for various departments.

The following table shows the number of leases in force and rentals paid in each province:—

Nova Scotia..	21	\$ 42,401 51
Prince Edward Island..	7	1,081 93
New Brunswick..	25	12,303 41
Quebec..	78	105,197 21
Ontario (exclusive of Ottawa)..	102	203,311 87
Ottawa..	59	719,963 51
Manitoba..	31	69,983 71
Saskatchewan..	46	76,176 17
Alberta..	51	145,975 54
British Columbia..	42	65,220 86
Yukon..	2	660 00
	464	\$1,441,675 72

In addition to the above an amount of \$18,439.18 was paid from the rent vote in connection with Canada House at London, England, viz., \$9,734.82 for rent of site and \$8,704.36 for taxes.

PEACE TOWER, PARLIAMENT BUILDINGS

The central feature of the new Parliament Building is the Peace Tower, the foundation stone of which was laid by His Royal Highness the Prince of Wales on September 1, 1919. This noble example of Gothic architecture rises 291 feet into the air and is built in the form of a campanile. The foundations are of concrete and the walls of Nepean and Wallace sandstone, backed with concrete except from the floor level of the clock chamber up to the underside of the spire, which is of solid stone. The spire is of reinforced concrete, covered with copper. The various floors in the tower are of steel framework and concrete slabs. The 35-foot flagpole and the framing of the clock dials, including the pattern divisions and numerals, are of bronze.

The exterior approach to the tower is by a wide flight of steps on the south side, entering through a stately Gothic archway, 18 feet high. A driveway for the convenience of cars runs transversely, that is east and west, under the tower. Between the tower and the main building is a spacious vestibule which serves as an approach to the main entrance hall.

Directly above the entrance to the tower and approached from the first floor of the main building is the Memorial Chamber. The walls and vaulted ceiling of this chamber are of Chateau Gaillard stone, a present from the people of France. On marble panels around the walls is graven the story of Canada's achievements, surmounted by typical emblems and figures harmoniously grouped in the mural decoration, including the regimental badges of the old line regiments of both the French and British armies which served in Canada, of all overseas regiments and of all units of the militia from the commencement of Canada to the end of the Great War. The three separate windows unite in the general scheme, displaying the ideals and principles underlying the Call to Arms, Remembrance and Peace. The floor is of stone from the battlefields of France and Flanders, bordered by black marble, the gift of the people of Belgium, and bearing the names of battles in which Canadians fought. In the centre of the Chamber is the Altar, a massive stone ornamented with the Royal Arms, the Arms of Canada and of the Provinces, the gift of Great Britain. On this Altar will rest the Book of Remembrance, in which will be recorded the names of 60,000 Canadians who gave their lives in the Great War.

Above the Memorial Chamber and extending to the clock room level is the Bell Chamber, where is placed the carillon of fifty-three bells which were cast by Gillett and Johnston of Croydon, England. The largest bell weighs 22,400 pounds and is 100 inches in diameter. The weight of the smallest bell is 10 pounds and the diameter, 8 inches. The bells are rigidly fixed on two steel frames, the upper one supporting the forty-seven smaller bells and the lower one the six larger bells. The carillon is played from a keyboard manual, located between the upper and lower bell frames. The bells are struck by clappers, connected by wires and rods to the keyboard.

Above the belfry, and beneath the spire, is the clock chamber, in which there is a four-dial clock with faces, 15 feet 9 inches in diameter. The clock is modelled after the famous Big Ben in the tower of the Houses of Parliament at London, England. The striking chimes of this clock are of five bells, the hour being struck upon the largest bell in the carillon.

Opening off the clock chamber, which is at approximately the 200-foot level, are four balconies from which a commanding panorama may be seen of the Ottawa river, the Laurentian hills and the country to the south of the city of Ottawa. This level is reached by elevators which run up through the bell chamber from the first floor level. Above the clock chamber is the reinforced concrete construction of the spire, which is ascended by ship ladders to the flag-

pole platform. The top of the spire is treated with traceried copper cresting, pierced on the four elevations. Through these piercings a strong electric beam, as a beacon, shines at night and is visible to the surrounding country.

The tower, in every respect, is a national monument, a memorial of the loftiest ideals of the Canadian army and a symbol of the high aspirations of the Canadian people.

LAYING OF CORNER STONE OF FIRST DEPARTMENTAL BUILDING OF CONFEDERATION BLOCK

The corner stone of the First Departmental Building of Confederation Block was laid by His Excellency the Governor General of Canada, the Viscount Willingdon, on July 1, 1927, the ceremony being the first important function of a series of events that commemorated the Diamond Jubilee of Confederation. The Right Hon. W. L. Mackenzie King, Prime Minister, presided, and after making a short address, invited His Excellency the Governor General to lay the corner stone.

The Deputy Minister of Public Works deposited a sealed copper receptacle containing a scroll, coins, postage stamps and certain papers of record in the cavity provided for the purpose in the stone upon which the corner stone rests.

The Honourable the Minister of Public Works presented a trowel, mallet and plumb bob triangle to His Excellency the Governor General, who levelled the surface of the mortar. The stone was then lowered into position on the bed of mortar while the band of the Governor General's Foot Guards played "O Canada".

His Excellency the Governor General addressed the gathering touching on Canada's history before Confederation and the progress since made leading up to the Diamond Jubilee. He then applied the plumb bob triangle to the stone, gave the stone three strokes with the mallet and declared it well and truly laid.

This imposing ceremony was a most auspicious opening for a day of many impressive activities that were to commemorate the Sixtieth Anniversary of Confederation.

THE INAUGURATION OF THE CARILLON IN THE PEACE TOWER

The carillon in the Tower of the Parliament Buildings was inaugurated by His Excellency the Governor General, the Viscount Willingdon, in the presence of an immense throng of people on Parliament Hill on the first day of July, 1927, the imposing ceremony being the second event in the Diamond Jubilee Celebration. The guests who took their places on the platform not only comprised the most distinguished members of Canadian officialdom, but included outstanding figures from all phases of Canadian life from coast to coast, representatives of the church, judiciary and descendants of Confederation Fathers.

The ceremony took place on a special pavilion constructed on the steps of the central walk leading up to the Parliament Building. The pavilion was appropriately decorated and fitted up with microphones by which the ceremony was transmitted by radio across Canada from the Atlantic to the Pacific, and the amplifier mounted on top of the stand enabled the vast throng on Parliament Hill and vicinity to hear clearly the whole program.

The Right Hon. W. L. Mackenzie King, Prime Minister of Canada, opened the ceremony by an address in which he reviewed the momentous events in Canada's national life incidental to the installation of the carillon. He then invited His Excellency the Governor General to inaugurate the carillon. His Excellency gave a short address after which the trumpeters stationed in the Tower sounded a fanfare. The Honourable the Minister of Public Works

presented to His Excellency the Governor General an electric key-block by which he signalled the carillonner who played "O Canada", "The Maple Leaf" and "God Save the King".

At the completion of this inauguration ceremony, the Governor General and party left for the ceremony of planting the Confederation Maple Tree on Parliament Hill, northeast of the Senate Chamber, which was performed by Her Excellency the Viscountess Willingdon on behalf of the Women of Canada.

DEDICATION OF THE ALTAR IN THE MEMORIAL CHAMBER

The dedication of the Altar in the Memorial Chamber of the Peace Tower took place on August 3, 1927, in the presence of a distinguished company which included His Excellency the Governor General and the Viscountess Willingdon, His Royal Highness the Prince of Wales, His Royal Highness Prince George, the Right Hon. Stanley Baldwin, Prime Minister of Great Britain, and Mrs. Baldwin, the Prime Minister of Canada and members of His Cabinet, other privy councillors, representatives of foreign nations, church dignitaries, military officers, representatives of the various arms of the service veterans' associations and public bodies, and others, to the number of about seventy. The four corners of the Altar were guarded respectively by a representative of the Navy, the Army, the Air Force and the Nursing Service. His Royal Highness the Prince of Wales took a position before the Altar fronting the nation's "Assembly of Remembrance" portrayed in the south window.

A Guard of Honour furnished by the Ottawa Highlanders was stationed on the terrace, facing the main entrance to Parliament Building. A sentry was posted at each of the four corners of the tower, and programs were distributed to a vast concourse of people assembled on the hill, which enabled them to follow the ceremony as it proceeded.

The Right Hon. W. L. Mackenzie King, Prime Minister, addressed the assemblage and invited His Royal Highness the Prince of Wales to perform the ceremony of dedication. His Royal Highness then in a few appropriate words unveiled the Altar. The Guard of Honour presented arms. The flag on the Peace Tower was dipped and bugles sounded the Last Post. Silence was observed for a short space of time, and was broken by the carillon playing "O Valiant Hearts".

Addresses were delivered by Lt.-Colonel, the Hon. J. L. Ralston, Minister of National Defence, and the Right Hon. Stanley Baldwin, Prime Minister of Great Britain. The bugles sounded "Reveille," and the carillon rang out "O Canada." His Royal Highness then left the Memorial Chamber and on emerging from the building the Guard saluted, the band playing "God Save the King," followed by the carillon which played "Land of Hope and Glory."

THE UNVEILING OF THE STATUE OF SIR WILFRID LAURIER

The unveiling of the statue of Sir Wilfrid Laurier by His Royal Highness the Prince of Wales took place on August 3, 1927, His Excellency the Governor General, the Viscount Willingdon, presiding.

Among those at the ceremony were the Right Hon. W. L. Mackenzie King, Prime Minister of Canada, Hon. Raoul Dandurand, Leader of the Senate, Right Hon. Sir Robert Borden, formerly Prime Minister of Canada, Hon. P. J. A. Cardin, Minister of Marine and Fisheries, Hon. Senator F. L. Béique, Hon. Rodolphe Lemieux, Speaker of the House of Commons, and Right Hon. Stanley Baldwin, Prime Minister of Great Britain, who delivered appropriate addresses.

The statue, which was erected on Parliament Hill on the terrace adjacent to the Eastern Block and overlooking Connaught Place, is in bronze posed on a grey granite pedestal. It is the work of Emile Brunet, Canadian sculptor.

CANADIAN LEGATION BUILDING, WASHINGTON, U.S.A.

To provide permanent quarters for the Canadian Legation at Washington, a valuable property situated on the south side of Massachusetts avenue, No. 1746, between 17th and 18th streets, was purchased for the sum of \$475,000, including furniture. The building, which is considered one of the best built residences of the city, is of fireproof construction throughout, five stories high with basement. It is faced on two sides with cut stone to the second floor, the remainder being faced with selected white brick with cut stone trimmings, cornice, etc., and sloping portions of the roof covered with slate. The interior finish, while most elaborate and expensive, is dignified and in keeping with the requirements of an embassy. The floor in the main hall is of marble, the staircase finished in marble, the woodwork artistically carved and the walls are panelled. The plumbing is modern and in first-class condition. An automatic elevator serves all the floors.

The building is appropriately furnished from top to bottom, and no remodeling or refurnishing was necessary to accommodate either the offices or the residence quarters. It is very conveniently located, being not far distant from the principal hotels, and is admirably adapted for use as a Legation building.

The area of the lot on which this beautiful home of the Canadian Legation stands is approximately 20,980 square feet. There is ample room in the rear for the erection of an addition if required in the future and also for an extensive garage with entrance from 17th and 18th streets.

TELEGRAPHS

At the close of the fiscal year the pole mileage was 10,764 $\frac{3}{4}$ miles, wire mileage 13,917 $\frac{3}{8}$, cables 381 $\frac{5}{8}$ knots; with 1,040 offices.

The messages sent during the year aggregated 535,605, as compared with 536,842 for the preceding year, a decrease of 1,237.

The expenditure on construction, repairs and maintenance was \$840,450.66, as against \$802,494.72 for 1926-27, an increase of \$37,955.94. Of this increase \$3,452.28 is chargeable to maintenance, the balance being due to increased necessary general repairs and removal of lines from existing highways in the various provinces, mainly in Saskatchewan and Alberta.

As regards revenue, the net traffic revenue derived from the operation of the Government Telegraph Service during 1927-28 was \$296,598.07, showing an increase over 1926-27 of \$184.32, distributed amongst the various provinces as follows:—

	Increase	Decrease
Cape Breton..	\$ 812 44	.....
Bay of Fundy..	131 84	.....
Chatham-Escuminac.. . . . .	.....	\$ 23 21
Magdalen Islands..	198 07	.....
North Shore East of Bersimis..	519 01	.....
North Shore West of Bersimis.. . . . .	.....	26 98
Quebec County.. . . . .	.....	12 85
Orleans System..	11 88	.....
Pelee Island..	144 70	.....
Alberta-Saskatchewan..	3,186 12	.....
British Columbia Mainland.. . . . .	.....	6,596 95
Vancouver Island..	1,748 94	.....
British Columbia Northern and Yukon System..	91 31	.....
	\$6,844 31	\$6,659 99
Net increase..	\$ 184 32	

As shown in the above statement, there was an increase in revenue in every district except four, three of these decreases being insignificant. The decrease

on the British Columbia mainland lines was due mainly to the sale of the Slocan Junction—Slocan City and Nelson—Trail lines. However, this loss in revenue is more than offset by a saving of \$9,030.95 in operating expenses.

To meet a requirement of the Excise Act passed at the session of 1922, there was collected for the Department of National Revenue a tax of \$6,313.56 on all telegraph business handled by the Government Telegraph Service.

The gross revenue from all sources was \$298,662.94.

NATIONAL GALLERY

The past year has witnessed a continued and substantial growth of the work of the National Gallery in every department. The progress made in the development of a permanent collection of works of art at Ottawa has been most satisfactory and the artistic activities throughout the country have continued to advance to higher levels of achievement. Most important and valuable additions were made to the collection and were procured at a comparatively reasonable cost, inasmuch as these purchases are fully equal to those made for any of the greatest art galleries of the world. A recent valuation of the works of art at the National Gallery made by competent assessors proved that the collection had advanced steadily in every department, while in some cases very large increases were noted.

The exhibition of Canadian art held from April 11 to May 11 at the Galleries of the Jeu de Paume in Paris under the auspices of the French and Canadian Governments was accorded a very favourable and generous reception. The exhibition was composed of much of the work which was so well received at the two British Empire Exhibitions of 1924-25, and the attention and appreciation attracted by it was signalled by the purchase of one of the most interesting pictures in the exhibition, "The Open Stream" by Albert H. Robinson, R.C.A., for the national collection in the Luxembourg Galleries. The unusual interest aroused in European art circles by these exhibitions will assuredly stimulate Canadian artists to put forward greater efforts, and will aid in establishing a conviction of the quality and importance of the art of this country.

Loan exhibitions were held at the following places:—

Fort William, Guelph, Ottawa, Stratford, Walkerville, Ont.; Winnipeg, Man.; Moose Jaw, Sask.; Edmonton, Alta.; Victoria, B.C.

Among the principal accessions made to the collection during the year were eighteen oil paintings, the titles of which, with the names of the authors, will be found in the report of the National Gallery included in this volume.

Appended to this report will be found detailed statements from the different branches, giving full particulars of the various works carried out by the department during the year.

I have the honour to be, sir,

Your obedient servant,

J. B. HUNTER,

Deputy Minister.

PUBLIC BUILDINGS

By T. W. Fuller, Chief Architect

NOVA SCOTIA

DIGBY

Public Building.—Repairs were made to the roof, flashing and gutters as well as to the woodwork and plastering. The brickwork of the chimney and the stonework around the clock were also repaired and repointed. The interior and exterior of the building were painted.

GLACE BAY

Public Building.—Extra shelving, sorting cases, etc., were installed for the post office. Alterations were made to provide accommodation for the caretaker.

HALIFAX

Custom House.—Alterations were made to provide accommodation for the Divisional Director of the Preventive Service. A hardwood floor was laid in the appraiser's office and a damaged partition repaired. Repairs were also made to the tower. Broken glass was replaced throughout the building and minor repairs made.

Lawlor's Island, Quarantine Station.—A small building was taken down and the material used to build a two-room store, which was fitted with shelves, bins and platforms. The farmhouse was repaired and plumbing fixtures and a pump were installed. General repairs and improvements were also made.

Post Office Building.—A concrete floor was laid in the basement mail-room and a chute constructed from the main floor. Alterations were made in the Registration Branch. Repairs were made to the roof, tower, boilers and freight elevator.

Rockhead Hospital.—A new steam boiler was installed and minor repairs and improvements were carried out.

INVERNESS

Public Building.—General repairs were made and the whole of the building was put in good condition.

NORTH SYDNEY

Public Building.—Repairs were made to the roof and plumbing, and a new furnace was installed.

TRURO

Public Building.—Accommodation was provided for the District Inspector of Customs and Excise, and general repairs were made and painting done.

WINDSOR

Public Building.—Repairs were made to the roof of the tower, the chimney and the cornice of the main building.

YARMOUTH

Public Building.—The caretaker's quarters were renovated. Alterations and general repairs were made and painting done to other parts of the building.

GENERALLY

Minor repairs and improvements were made to the public buildings at Amherst, Dartmouth, Guysborough, Lunenburg, and Pictou.

PRINCE EDWARD ISLAND

CHARLOTTETOWN

Public Building.—The exterior ironwork was repaired and painted and the brick and stonework repointed. The old flagpole was taken down and replaced by a new one, 35 feet high. Minor repairs and improvements were also made.

Old Bank Building.—The plaster of the walls and ceilings was repaired and the whole interior cleaned and painted. The hardwood floors were scraped and varnished. The metal work of the exterior was cleaned and painted.

GEORGETOWN

Public Building.—The interior and exterior of the building were painted. Hardwood floors were scraped and varnished and minor repairs made.

KENSINGTON

Public Building.—A contract was awarded for the erection of a post office. The site for this building was purchased in 1927, and has a frontage of 60 feet on Commercial street and a depth of 85 feet. The building measures 32 feet 6 inches on Commercial street and has a depth of 34 feet 3 inches. It is a brick veneer structure on concrete foundations, one story high with basement. The exterior steps are of stone. The cornice is of wood and the sloping roof is covered with asbestos shingles. The building is heated by hot water and lighted by electricity. The main floor provides accommodation for the post office.

MONTAGUE

Public Building.—Repairs were made to the roof and masonry. The exterior of the building and the fences and outbuildings were painted. The heating and plumbing systems were put in good working order.

SOURIS

Public Building.—The interior and exterior of the building were cleaned and painted.

SUMMERSIDE

Public Building.—Repairs were made to the roof, chimney, stonework and entrances, and new porches erected. The interior of the building was cleaned and painted.

TIGNISH

Public Building.—The exterior of the building was repaired and painted and the interior cleaned, decorated and painted.

NEW BRUNSWICK

CHATHAM

Public Building.—Repairs were made to the roof, and the interior and exterior of the building were cleaned and painted. An opening was cut in a wall of the customs office and fitted with a door.

Middle Island, Quarantine Station.—The caretaker's house and barn were repaired and painted. One of the hospital chimneys was taken down and rebuilt.

EDMUNDSTON

Public Building.—A clock was installed in the tower and 252 additional letter boxes were supplied. General repairs were also made.

FREDERICTON

Custom House.—The felt and gravel roof was renewed. The chimney and concrete steps were retopped and the plaster in the caretaker's apartment was repaired.

Post Office.—Repairs were made to the tower roof and a new flagpole was erected. A drinking fountain was installed in the working space of the post office and the heating system repaired.

MONCTON

Public Building.—The slate roof was renewed where necessary. The repairs in the post office were completed and the electric wiring was changed. General repairs were also made and painting done.

RICHIBUCTO

Public Building.—A new furnace was installed and the old coils were replaced by radiators. Repairs were made to the expansion and flush tanks and to the piping, and the whole heating system was put in proper working condition.

ST. JOHN

Custom House.—The old fixtures were renewed, boilers and radiators repaired, and new plumbing fixtures and radiators installed. Rooms Nos. 216 and 322 were fitted up as lavatories. Room No. 301 was overhauled, new toilet fixtures were installed and partitions erected. Rooms Nos. 323 and 324 were made into one for the use of the tea inspector. A door was cut between rooms Nos. 201 and 202 to accommodate the chief preventive officer and an office was partitioned off in the upper basement for the inspector. Terrazzo floors were laid in eight rooms. Some hardwood floors were renewed and others scraped and varnished. Repairs were also made to the stone wall at the rear of the building.

New Post Office Building.—The interior of the building was cleaned and painted. New electric light cables were installed and the sub-mains which were damaged by lightning were repaired and re-covered. Repairs or improvements were also made to the lights, furnace, chimneys, etc.

Old Post Office Building.—The exterior of the building was painted.

Quarantine Station, Partridge Island.—The interiors of the smallpox hospital and power plant were cleaned and painted. The exterior of the store building at

the wharf was repaired and painted. Weather stripping was put on the windows of the first-class detention building. New steps were erected to the auxiliary detention building and repairs were made to the chimneys, flashing, brickwork, etc.

Savings Bank Building.—The interior of the building was cleaned and painted. A new hardwood floor was laid in the caretaker's apartment and fixtures in the bathrooms were renewed. A new flagpole was provided.

ST. JOHN WEST

Immigration Building.—The building was overhauled and the exterior painted. Repairs were made to the roof, chimneys and to the plumbing, lighting and heating systems. Alterations were made to the vestibule doors, several partitions erected and four sliding doors were placed in the detention quarters. Minor alterations and repairs were also made.

TRACADIE

Lazaretto.—Repairs were made to the verandah, fences and walks of the lazaretto and to the residence of the medical superintendent.

GENERALLY

Minor improvements and repairs were made to the public buildings at Bathurst, Shediac and Sussex.

QUEBEC

ACTONVALE

Public Building.—The exterior and interior of the building were painted. The stone entrance steps were repaired and repointed and concrete sidewalks laid.

BAIE ST. PAUL

Public Building.—A contract was awarded for the erection of a post office on a site purchased in 1927. The lot has a frontage of 80 feet on the east side of St. Jean Baptiste street and a depth of 113 feet to the river du Gouffre. The building will be 40 feet in width by 33 feet 6 inches in depth, one and one-half stories high with basement, and constructed of brick with terra-cotta lining on concrete foundations. It will be heated by hot water and lighted by electricity. The first floor is to be fitted for the post office and on the second floor quarters will be provided for the caretaker.

CHICOUTIMI

Public Building.—A two-story addition, 23 feet wide by 44 feet long, was built by contract along the east side of the original building to provide increased accommodation for the postal and revenue services. The new wing is of brick and stone to match the main portion.

COATICOOK

Public Building.—The exterior of the building was painted and the interior painted and decorated. A jacket heater was supplied and installed.

DRUMMONDVILLE

Public Building.—To provide increased accommodation for the postal service an addition to the building was constructed under contract. The new part is 25 feet wide by 29 feet 10 inches deep, one story high with basement. It is of brick with stone trim and stone foundation to match the original building. The new section is heated by hot water, an additional boiler having been installed.

GROSSE ISLE

Quarantine Station.—A contract was awarded for the erection of an addition to the disinfection building. This addition is 73 feet in width by a depth of 40 feet, two stories high with a wing at the rear, 23 by 22 feet, one story high. It is of frame construction built on concrete foundations. The exterior is clapboarded and the roof covered with galvanized iron to match the original portion.

HULL

Public Building.—Two automatic oil burners and a 300-gallon fuel tank were installed.

Research Laboratory.—The building described in last year's report was completed and taken over by the Department of Agriculture.

KENOGAMI

Public Building.—A contract was let for the construction of a post office building on a site purchased in 1925. The property has a frontage of 100 feet on the south side of King Edward avenue and 63 feet on the west side of Ste. Famille street. The building is one and one-half stories high with basement, 44 feet wide on King Edward avenue by 33 feet 6 inches deep, with a rear extension, 18 feet by 11 feet 6 inches. It is of solid brick construction on concrete foundations, heated by hot water and lighted by electricity. The interior fittings were supplied and installed under a separate contract. The post office occupies the first floor and on the second floor are living quarters for the caretaker.

MONT LAURIE

Public Building.—A contract was awarded for the erection of a post office on a site located on the southwest corner of Madone and Union streets. This property, purchased in 1925, is of triangular shape with a frontage of 140 feet on Madone street and 190 feet on Union street. The building has a width of 38 feet 4 inches and a depth of 33 feet 6 inches. It is built of brick on concrete foundations, one story high with basement. A hot-air heating system and electric fixtures and wiring were installed. The post office fittings were supplied under a separate contract.

MONTREAL

General Post Office.—Repairs were made to the freight and passenger elevators and to the heating system. The smoke-stack which had a diameter of 18 inches, was enlarged to one of 20 inches and raised 20 feet. The first floor was renovated and new electric fixtures were installed. Changes were made to the general delivery screen, and additional counter given the parcel post service. Mechanical pick-up tables were installed on the first floor and the letter carriers were supplied with additional tables and sorting cases. A storm porch was built and general repairs and improvements were carried out.

Postal Station "L".—An automatic oil-burning equipment was installed complete with a 300-gallon fuel tank, magnetic gas valve, floating switches and metering device.

Immigration and Detention Hospital.—Two Burnall fuel-saving devices were installed in the immigration hall, with the necessary piping and equipment. Alterations and additions were made to the plumbing. Windows were repaired and fitted with wire screens and guards and new electric light fixtures installed throughout.

New Examining Warehouse.—Two Detroit stokers were installed and repairs made to the boilers. Two special sinks were put in with a separate drainage system. On the third floor, the cashier's cage was put in good condition and a new wicket and supply counter were provided.

Old Examining Warehouse.—On June 16, 1927, the upper portion of this building was destroyed by fire and a great deal of damage done by water on the lower floors. A contract was awarded for the construction of a new roof and repairs to the walls. As the work proceeded it was found necessary to practically take down all the walls to the fourth floor level. When the roof was made watertight renewals and repairs were made to the windows. Terra-cotta and glass partitions are being put in and in the toilet on the fourth floor new terrazzo floors and fittings.

Postal and Revenue Offices, Old Gazette Building.—Alterations and improvements were made to accommodate the postal and revenue services. Partitions, mail chutes, platforms and porches were built and extensions made to sorting racks.

Generally.—Sundry repairs and improvements were made to postal stations "N", "O", "S" and "St. Henri".

NICOLET

Public Building.—General repairs were made to the building and the exterior and interior painted.

QUEBEC

Governor General's Quarters.—These quarters are being overhauled, renovated and improved. The servants' temporary quarters to the east and south of the old building have been removed, and a new two-story addition, consisting of two wings, was erected at the east end and contains the servants' quarters, public entrance, buffet room, foyer to the ball-room, and the ladies' and gentlemen's cloak rooms. The exterior of the new addition is terra-cotta plastered on the outside with cement, while the interior is lathed and plastered. Hardwood floors were laid throughout, except in the toilet rooms where tile was used. The interior of the old portion of the building, which was erected about 1824, is being entirely renovated. New basement floors were laid, woodwork which was dilapidated was replaced, the building rewired and additional plumbing installed. New windows were provided where required, hardwood floors laid, and the entire interior repainted and put in a proper condition. The building is being roofed. The walls of the ball-room, which were of wood, were faced with terra-cotta and plastered in cement. The entrance porch was reconstructed. The work is now nearing completion.

Limoilou Postal Station.—The building described in last year's report was completed.

Savard Park Hospital.—Considerable repairs were made and painting done to the hospital building.

Generally.—Sundry repairs and improvements were made to the general post office, immigration building, and custom house.

RAWDON

Post Office.—Fittings consisting of counter, screen, letter boxes, interior cases, tables, etc., were installed in the quarters occupied by the post office in the town hall.

RIGAUD

Public Building.—The interior and exterior of the building were repainted and a new concrete sidewalk was laid in front of the property.

ST. HYACINTHE

Post Office.—The stone cornice was partially rebuilt, the stonework repointed where required and the cement walk in front of the building renewed.

ST. JACQUES DE L'ACHIGAN

Public Building.—The contract awarded in 1925, for the erection of a one-story building, was extended to include an additional story. The completed building is 33 by 29 feet, two stories high with basement, and a one-story extension, 23 feet 6 inches by 14 feet. The structure is of brick on a concrete foundation, the roof is covered with asbestos shingles and built-up roofing, and the cornice and flashing are of galvanized iron. The building is heated by hot water and lighted by electricity. The first floor is for the accommodation of the postal and revenue services and on the second floor are living quarters. A contract was also let for the supply and installation of interior fittings.

ST. JÉRÔME

Public Building.—A platform and shed for the use of the caretaker were built over the extension, and changes made to the fire escape. A new concrete walk was laid on the street in front of the property and new approaches were made to the entrances to the building. A porch was built at the entrance to the customs offices.

SHERBROOKE

Public Building.—Extensive alterations and improvements were made on the second floor for the accommodation of the National Revenue Department. Improvements were made to the heating and lighting systems. The area to the basement windows was put in good condition and the granite steps of the front entrance were rebuilt.

THETFORD MINES

Public Building.—Alterations were made to the first and second floors of the building to provide for the accommodation of the letter carriers and officers of the National Revenue Department. Terrazzo flooring was laid in the public lobby of the post office.

TROIS RIVIÈRES

Public Building.—The building was painted and decorated. The heating system was improved by the installation of a fuel-saving device and minor repairs were attended to.

GENERALLY

Minor alterations, improvements or repairs were made, or painting done to the public buildings at Farnham, Lachine, Lac Megantic, St. Jean, Ste. Thérèse, Sorel and Valleyfield.

ONTARIO

ACTON

Public Building.—The building was painted and decorated. A jacket heater was installed and a snow guard placed on the roof.

AURORA

Public Building.—The building was painted and decorated, and a new concrete driveway constructed along the east side of the property.

AYLMER

Public Building.—General repairs were made, some alterations carried out and decorating and painting done.

BOWMANVILLE

Public Building.—Repairs were made to put the whole building in good condition and the exterior and interior painted.

BRAMPTON

Public Building.—Alterations were made to the post office screen and fittings and 132 additional lock boxes supplied. A screen and counter, etc., were installed in the customs quarters and the whole building was repaired, painted and decorated.

BRIDGEBURG

Public Building.—The post office was moved to premises at 28-30 Jarvis street where fittings, etc., were installed, including 500 additional lock boxes, and the whole of the public building is now occupied by the National Revenue Department, the necessary alterations being made and suitable counters, etc., supplied.

CLINTON

Public Building.—The building was rewired and new lighting fixtures were provided.

COBOURG

Public Building.—The building was painted and decorated. Minor repairs were attended to.

CORNWALL

Public Building.—Repairs were made to the woodwork and plastering and the interior was painted. A terrazzo floor was laid in the public lobby as well as some birch and artificial marble floors in other parts of the building. Repairs were made to the brickwork at the rear, a concrete pavement was laid in the yard and passage at the side of the building, and a platform was built at the customs entrance. The offices on the second floor were made ready for occupancy by the Department of Railways and Canals. Improvements were made in the toilets and to the lighting.

DURHAM

Public Building.—A building was erected under contract on a site purchased in 1913. The lot has a frontage of 80 feet on Garafraxa street by a depth of 97 feet. The building is a one-story flat-roof brick structure on a concrete foundation and measures 50 feet on the street by a depth of 27 feet 6 inches,

with a wing, 14 feet 6 inches wide and 24 feet long. It is heated by hot water and lighted by electricity. The ground floor was divided to provide accommodation for the post office and the customs examining warehouse. The interior fittings were installed under separate contract.

FERGUS

Public Building.—General repairs were carried out and the exterior and interior of the building painted.

FORT WILLIAM

Customs Building.—A testing laboratory was fitted up for the Customs and Excise Branch of the Department of National Revenue. Repairs and additions were made to the fittings in the Dominion Taxation Office.

GLENCOE

Public Building.—An electrically controlled clock was installed in the tower of the building and a new septic tank constructed.

GODERICH

Public Building.—Additional lock boxes were installed in the post office lobby and changes were made in the screen, money order office, etc. The building was decorated and painted.

GUELPH

Public Building.—The building was rewired and new lighting fixtures were installed throughout.

HAMILTON

Public Building.—The old post office screen was removed, a new one installed and various alterations were made to the building.

Postal Station "B".—The building was redecorated.

KENORA

Post Office.—An addition, 25 by 43 feet, one story high, was built by contract on the north side of the post office. It is of solid brick similar to the main building. New fittings were installed in the addition and minor repairs made to the remainder of the building.

LONDON

Custom House.—The building was connected with the central heating plant of the London Life Insurance Company. A room on the third floor was renovated and put in good condition and is now occupied by the radio inspector and staff.

Post Office.—Renovations and alterations were made in the post office and the exterior walls of the Carling block painted. Radiators were put in the bag depository room.

NAPANEE

Public Building.—A new post office screen and fittings were provided. The building was painted and decorated and general repairs were made.

OSHAWA

Public Building.—The customs offices were moved from the second floor to a rented building located at 17 Ontario street adjoining the examining warehouse, and alterations made to the vacated space to accommodate the Post Office Department.

OTTAWA

Generally.—Careful attention was given to works of maintenance and repairs to all Government buildings, grounds and roads.

Grounds.—The boulevards on the north side of Wellington street from Lovers' Walk to Bank street and from Elgin street to the post office were graded and sodded. Lawns around the Parliament Buildings were resodded where required and the fencing along Lovers' Walk was repaired.

Roads.—The south side of Connaught Place, from the post office to Mackenzie avenue, was repaved by contract. The roadways on Mackenzie avenue and St. Patrick street were repaired.

Central Heating Plant.—The steam trap lines and gauge mounting connections were renewed and minor repairs made to the plant.

Connaught Building.—Repairs were made to the copper roofing. The stonework on the roof parapets, cornice and turrets was repointed. New concrete walks were laid to the centre and northwest doors on Mackenzie avenue. Extensive repairs and improvements were made to the heating system.

Daly Building.—Improvements were made to the heating system. Mechanical stokers and two electrically-driven underfeed stokers were installed.

East Block.—Considerable repointing of the exterior stonework was carried out during the summer.

Hunter Building.—The exterior of all window frames and sashes was given two coats of paint.

Mines Building.—Partitions, stairs and an elevator were removed and new partitions built. The walls of the storeroom were extended and roofed over, windows and doors cut, a new automatic elevator was installed, floors were renewed and changes made in the lighting and radiation.

Parliament Buildings.—In the tower the carillon bells were placed in position and a clavier room and office built for the carillonneur. The Tyndall stone walls of the spiral stairway were completed and over one-half of the iron stairway was finished. Floors were laid at the different levels. In the Memorial Chamber eleven of the seventeen marble panels were lettered and gilded and nine set in place. Four St. Ann marble caps were set in position. The installation of the screens and fittings for the House of Commons and Senate post offices was completed.

Supreme Court.—Alterations were made in the attic to provide additional office accommodation and other alterations, repairs and improvements were made throughout the building.

Victoria Memorial Museum.—Minor alterations were made inside the building. The exterior painting of window frames and sashes was completed.

West Block.—The offices allotted to the Tariff Board were completely renovated and considerable tinting and painting was done throughout the building. Repairs were made to the roof and heating system.

Decorations.—The grounds and buildings were elaborately decorated for the Diamond Jubilee of Confederation, the visit of H.R.H. the Prince of Wales, the unveiling of the memorial to Sir Wilfrid Laurier and Armistice Day.

Experimental Farm.—A new flax building, 30 by 81 feet, one story high, with a deck roof, was erected on the foundations of the old structure. The walls are of cinder blocks, the roof of reinforced concrete, door and window frames of metal, and the interior is plastered. The building is heated by steam and lighted by electricity. A new poultry house and an addition to the poultry hospital were built. The house is 16 by 64 feet and the addition 6 by 70 feet. Both are of frame construction with concrete foundations and floors. The roof of the auditorium building was reshingled. Additional lights and an electric water heater were installed in the cereal barn and the exterior walls painted. The back verandah of the herdsman's residence was rebuilt into a sun-room, the roof was reshingled, hardwood floors were laid in the living room and passage, four bedrooms were decorated and the interior and exterior woodwork was painted. A dining room was fitted up in the basement of the main office and supplied with a gas stove, sink, etc. Minor repairs and improvements were made and painting done to other buildings.

Observatory.—An underground clock vault was built on a site located to the northeast of the celostat house. The structure is 17 by 14 feet, divided into four rooms and a small passage. The construction is of reinforced super-cement concrete, the floor being bedded in hot pitch. The interior is lathed and plastered. In each room a concrete pier for the clock was built. All exterior woodwork of the observatory was painted. The floor in the celostat house was renewed, a porch built over the stairway and the interior and exterior walls were enamelled in white.

Rideau Hall.—Several alterations and improvements were made to Government House, including the renewal of plumbing fixtures, fitting up three new bathrooms, rebuilding a verandah and the installation of humidifiers and additional radiators. The grounds were improved, two new tennis courts made, roadways paved, gravel paths constructed and fences repaired and built.

PARKHILL

Public Building.—General repairs were made to the building, the roof was painted and the interior painted and decorated.

PORT COLBORNE

Public Building.—The grounds were graded and seeded, a concrete roadway was built and a fence enclosing the grounds erected.

ROCKLAND

Public Building.—A contract was awarded for the erection of a one and one-half story brick building with basement on the south corner of Laurier and Giroux streets. The site, which measures 73 feet 5 inches on Laurier street by 100 feet on Giroux street, was purchased in 1927. The building will have a frontage of 39 feet on Laurier street by 32 feet on Giroux street. It will be heated by hot water and lighted by electricity. The main floor will provide accommodation for the post office and on the upper floor will be the caretaker's quarters. The interior fittings will be installed under a separate contract.

SARNIA

Post Office.—Alterations were made to the screen to provide additional accommodation in the money order office.

SUDBURY

Public Building.—Repairs were made to the roof, heating plant, main entrance steps, marble work and sewer pipes.

TILBURY

Public Building.—General repairs were made to the building, the interior and exterior painted and the whole put in good order.

TILLSONBURG

Public Building.—The building was decorated, painted, repaired and put in good condition.

TORONTO

Postal Terminal "A".—The contract for the installation of a belt distributor on the fourth floor was completed. A contract was let for the installation of incline belts, etc., the work now being in progress. A third contract was let for the completion of the mechanical equipment consisting of chutes, conveyers, etc. Six Cummings mechanical pick-up tables were purchased and installed on the second floor of the building. Alterations were made to the building on account of these installations.

Seed Laboratory.—The building was decorated and painted. Fences were erected on the east and west sides of the property and a catch basin was built.

Postal Station "C".—The main floor of the building was rewired.

No. 59 Victoria Street.—The second floor of this building was fitted up as offices and laboratories for the Food and Drug Branch of the Department of Health.

GENERALLY

Minor alterations, improvements or repairs were made or painting done to the public buildings at Alexandria, Almonte, Amherstburg, Arnprior, Brantford, Eganville, Galt, Markham, Peterborough, Port Hope, St. Thomas, Windsor, and Woodstock.

MANITOBA

SELKIRK

Public Building.—General repairs were made and the exterior of the building was painted.

WINNIPEG

Customs Building.—Alterations, improvements and general repairs were made to the building and the exterior was painted.

Examining Warehouse.—Repairs were made to the parapet wall and the cornice was renewed. A partition was erected and accommodation prepared for the preventive service officer. The exterior of the building was painted.

Post Office.—Alterations and improvements were made in the office of the Crown timber agent. The position of the bag chute in the Registration Branch was changed and new partitions were erected. The second, third, fourth and attic stories were renovated and painted. The exterior of the building was painted and general repairs were made.

Postal Station "B".—Alterations and improvements were made to the food and drug testing laboratory and the exterior of the building was painted.

Grain Inspection Building.—The building described in last year's report was completed and taken over by the Board of Grain Commissioners on June 24.

GENERALLY

Minor repairs and improvements were made to the public buildings at Brandon, Dauphin and Morden.

SASKATCHEWAN

ESTEVAN

Public Building.—Improvements and additions were made to the post office fittings. General repairs were carried out and the exterior and interior of the building painted.

INDIAN HEAD

Forestry Nursery Station.—A new brick kitchen was added to the superintendent's residence and porches were constructed to the foreman's house. Improvements and repairs were carried out to various other buildings and the exterior of all the buildings painted.

LLOYDMINSTER

Public Building.—Connections were made with the town's new sewer and water system and necessary alterations made to the electric lighting system as required by the voltage of the town's new plant.

NORTH BATTLEFORD

Public Building.—Alterations and repairs were made to the building and an additional story was built over the one-story annex to give increased accommodation to the postal service.

PRINCE ALBERT

Public Building.—An electric hoist was installed for the use of the Customs Department. Alterations and improvements were made to the customs fittings, on the second floor, and new partitions erected in the basement. The interior and exterior of the building were repainted.

Immigration Hall.—The building was connected with the city's sewer and water system, and the necessary plumbing fixtures installed.

SASKATOON

Public Building.—The floor of the annex was raised to the level of the main floor of the building. On the second floor partitions were removed and improvements made to accommodate the post office. New electric light fixtures were installed.

SUTHERLAND

Forest Nursery Station.—The foundation and basement walls of the boarding house kitchen were rebuilt in stone and a cement floor was laid. New front porches were built to the foreman's house and boarding house, and rear entrance platforms and steps replaced. New partitions were erected in the basement and pantry. The exterior and interior of the building were painted.

GENERALLY

Minor alterations, improvements or repairs were made or painting done to the public buildings at Battleford, Gravelbourg, Humboldt, Maple Creek, Melfort, Moose Jaw, Regina, Weyburn and Yorkton.

ALBERTA

CALGARY

Examining Warehouse.—Alterations were made to the ground floor, to provide accommodation for the preventive service officer. Increased storage facilities and shelving were provided in the income tax office on the top floor. The outside of the building was painted and the warehouse, Long room and smaller offices were redecorated. Boiler arches were renewed.

Receiver General's and Immigration Buildings.—General repairs and improvements were made.

Blow Building.—An elevator shaft and penthouse were erected and a passenger elevator was installed.

EDMONTON

Public Building.—Alterations were made in the Long room and adjoining offices to provide additional accommodation for the Department of National Revenue and on the top floor for the income tax office. Old buildings on the property were demolished and improvements made in the lane.

BRITISH COLUMBIA

BENTINCK ISLAND

Lazaretto.—The construction of the assistant caretaker's cottage, commenced last year, was completed.

CUMBERLAND

Public Building.—The old floor of the lobby and vestibule was replaced by terrazzo. Repairs were made to the plumbing. The roof was repaired, the entire surface of the flat roof being renewed and the copper cornice and flashing put in good condition. General repairs were made to the woodwork and fittings throughout.

LADYSMITH

Public Building.—A terrazzo floor was laid in the lobby and vestibule, the parapet wall and chimney were repointed and repairs made to the flashing and plaster. The interior of the building was decorated and painted. The wire fence was repaired and all fences were painted.

UNION BAY

Public Building.—The building was painted and kalsomined. General repairs were made to the plumbing. The roof was reshingled and the gutters and down-pipes were put in good condition. New Jefferson light fixtures were installed.

VANCOUVER

Public Building.—Alterations were made under contract to the post office screen and fittings. Another contract was awarded for alterations and improvements to the building to accommodate the post office. This work comprised remodelling the interior by the removal of partitions, erecting observation galleries, etc., moving freight elevator to a new position and installing a second one as well as a parcel chute and dumbwaiter. A special mastic flooring will be laid in the basement to replace the worn out wooden one. A third contract was let for alterations to the heating plant consisting in the removal of four Gurney furnaces and the installation of four converters, new mains, valves, etc. Minor repairs were made including repairs to the roof.

Examining Warehouse.—A contract was awarded for alterations to the heating plant with a view to the consolidation of the heating plants in the Winch and public buildings, in order that the plant in the examining warehouse would become a central heating plant with the others as an auxiliary. The Winch plant was also altered to provide an emergency one to heat the three buildings. This work included the installation of an oil-burning equipment in the examining warehouse as well as one in the Winch building and the construction of a tunnel between these two buildings.

Winch Building.—Offices were fitted up for the Customs and Taxation Branch of the Department of National Revenue, the Departments of Marine and Fisheries, Soldiers' Settlement Board, and various offices of the Departments of Agriculture, Interior, Mines and Indian Affairs, etc.

Immigration Building.—Interior painting and decorating of the greater portion of the building was completed. The exterior wood and ironwork were also painted. Alterations were made to several rooms to provide new bathrooms, three new baths being installed.

VICTORIA

Astrophysical Observatory.—General repairs were made to all the buildings. The main road was scarified, regravelled and tarviated and a log and rail fence built along part of the road.

Immigration Building.—Minor repairs and improvements were made.

WILLIAM HEAD

Quarantine Station.—A contract was awarded for the erection of an office building for the joint use of the quarantine and customs officials. The building is a frame one, 50 feet 6 inches by 29 feet, two stories high with basement. The foundations are of concrete and the exterior of the upper stories is faced with clapboards and stucco. The roof is shingled and the building heated by hot water and lighted by electricity. The ground floor is divided into two parts, each with separate entrances. On the west side are the quarantine offices and on the east side is the customs Long room with a hall, and stairs leading to the other floors. The furnace and storerooms, with a cold storage for the quarantine station, are located in the basement which is divided in two. On the upper floor are living

quarters. A new shed was built on the wharf to replace the one which was destroyed by fire. The floor and walls of the old coal bin were renewed in concrete. Two new septic tanks were installed, one at the school and the other at the laundry.

GENERALLY

Improvements and repairs were made or painting done to the public buildings at Ashcroft, Bamfield, Greenwood, Nanaimo, North Vancouver, Kamloops and Prince Rupert.

MILITARY BUILDINGS

LÉVIS, P.Q.

Fort No. 1 Laboratory.—A contract was awarded for the construction of a laboratory building. The building is of frame construction, 67 feet 6 inches by 31 feet 6 inches, one story high on concrete foundations. The exterior of the walls and roof are covered with asbestos shingles, and the inside of the walls are lined with Linabestos wall-board. The building is heated by hot water and lighted by electricity. An outside well was bored to supply water.

HAILEYBURY, ONT.

Armoury.—The main building was completed.

SARNIA, ONT.

Armoury.—A property known as the Boys' Brigade Hall, situated at 215 Frank street and adjoining the armoury property, was purchased and altered to make it suitable for armoury purposes.

WINNIPEG, MAN.

Minto Street Armoury.—Equipment fixtures and saddle and rifle racks were supplied and installed. Alterations and additions were made to the ventilation system.

Fort Osborne Barracks.—Further improvements were made to the heating system and a second 368-horsepower Connelly boiler was installed.

SASKATOON, SASK.

Armoury.—The building was stuccoed and the roof renewed.

ESQUIMALT, B.C.

R.C.N. Barracks.—All the main roads were repaired and tarviated and a new road was constructed from the gunnery control building to the incinerator. General repairs were made and painting done to the buildings.

H.M.C. Dockyard.—The boat-house and torpedo depot described in last year's report were completed. General repairs were made to storehouses and other buildings. Roads were repaired and resurfaced.

GENERALLY

Minor alterations, improvements or repairs were made or painting done to the armouries at Halifax, N.S., London, Ont., Battleford, and Prince Albert, Sask., and Edmonton, Alberta.

MILITARY HOSPITALS

HALIFAX, N.S.

Campbell Hospital.—A new roof was built over the dining room and a tile floor laid in the kitchen. General repairs were made and the exterior of the building was painted.

STE. ANNE DE BELLEVUE, P.Q.

Hospital.—The exteriors of the administration and service buildings and of several wards were painted. Repairs were made to woodwork and concrete walks were laid. An old tank was removed and replaced by a new one. A filtrator was supplied and a telephone switchboard installed in the administration building.

LONDON, ONT.

Westminster Hospital.—A reinforced concrete and tile floor was laid in the main dining room. The water tank and a number of the buildings were painted. A 6-inch water main was laid and miscellaneous repairs were attended to.

TORONTO, ONT.

Orthopædic Hospital.—Renewals and repairs were made to the roofs and considerable painting was done to the exterior of the buildings. In six hopper rooms 5-foot tile dados were installed.

VANCOUVER, B.C.

Shaughnessy Hospital.—Changes were made in the radiation on the second floor of the main hospital. A machine to make artificial ice was installed and improvements were made to the refrigerator room. The old hand-operated dumb-waiter was replaced by an electric automatic machine. General repairs were made and painting done.

GENERALLY

Decorations.—On the occasion of the Diamond Jubilee of Confederation, July 1, 1927, all the Government public buildings throughout the Dominion were suitably decorated. In the principal cities these decorations consisted of flags, bunting, shields and electric illumination making a very artistic display. In the smaller towns they were of a simpler character. These decorations remained in place for three days.

HARBOUR WORKS

By K. M. Cameron, Chief Engineer

NOVA SCOTIA

AMHERST POINT

The roadway from the highway across the marsh to the public wharf is protected along highwater by a wall or aboiteau constructed of piles and sheathing with a backfilling of brush, stones and mud. A portion of this aboiteau, 190 feet long and 8 feet wide, was rebuilt. Piles were driven along the face at 5-foot intervals, sheathed with two-ply 2-inch plank and backfilled with brush, stones and mud. Alternate face piles were secured to piles driven at the back of the fill.

ARICHAT

The freight shed on the wharf was raised about 1 foot, shingled and painted. The logs in the two top tiers of the cribwork on the "L" part, as well as the stringers, covering, guardrail and some fenders, were renewed. The hoisting derrick was also renewed.

BARRINGTON PASSAGE

Upper or Long Wharf.—A portion of the piling that had been eaten by the limncria, and stringers, covering and guard on part of the wharf were renewed.

"Y" or Spur Wharf.—An extension of native timber pilework, 100 feet long, 20 feet wide and 19 feet high at the outer end, was built to the wharf.

BARRIOS BEACH

A breakwater was constructed to protect and improve the entrance to Tracadie harbour. The work is 152 feet long and built of solid ballast-filled native cribwork, sheathed with hardwood. The inner 52 feet connecting with the high bank along the shore is 10 feet wide and the remaining 100 feet is 20 feet wide. The work has a height of 10 feet at the outer end.

BASSWOOD BEACH

Two parallel beach protection fences, 2,200 feet long and 6 feet high, were built 10 feet apart. The outside fence was covered with 2-inch plank and the inner one with 1-inch boards. The posts were placed 10 feet apart and set 6 feet in the ground. Braces of 5-inch spruce poles were put in between the fences.

BAYFIELD

Breakwater.—The repairs made to the breakwater consisted in resetting portions of the talus in concrete and patching damaged parts of the concrete wall.

Wharf.—The upper 5 feet of a portion of the wharf, 128 feet long by 30 feet wide, including three crib blocks and three spans, was reconstructed. The cribs were rebuilt for a height of 5 feet.

BLACK POINT

The outer 25 feet of the breakwater was repaired and the cribwork extended outwards 35 feet. The seaward side of both the repaired and extended portions were sheathed with flatted spruce logs.

BLANCHE

An extension, 100 feet long, 20 feet wide and 14 feet high at the outer end, was built to the breakwater.

BLANDFORD

A reinforcing block of cribwork, 175 feet long, 17 to 21 feet high, and from 6 to 13 feet wide, was constructed on the seaward side of the breakwater. It is sheathed on the outside and has a sloping pole top.

BLUFF HEAD

To prevent the harbour from filling in with sand and gravel and to give greater protection to the fishing boats, a breakwater of native timber stone-filled cribwork was constructed on the east side of the village. It is 210 feet long, 10 to 15 feet wide and 18 feet high at the outer end.

BROOKLYN

The repairs made to the cribwork part of the wharf comprised the placing of new crib logs, stringers, plank, guard timber and fenders. The pilework of the wharf, 48 by 30 feet, was rebuilt. The piles, pile caps, stringers, guard timber and fenders were renewed. The "L" portion of the wharf, 30 by 25 feet, was put in condition for the winter.

BURKE'S HEAD

A 2-inch plank covering was placed over the old covering of the wharf. About 1,000 feet b.m. of sheathing on the seaward side of the work was renewed, and a sheet-iron plate, weighing 1,400 pounds, was placed around the south eastern corner which had been badly damaged.

CALF ISLAND

A boat landing consisting of a stone-filled crib block, 13 feet long, 13 feet wide and 10 feet high, and an approach of pile bents, 116 feet long and 6 feet wide, was built.

CASTLE BAY

The outer block of the wharf, 40 by 20 feet, was refilled with stone ballast and resheathed. The stringers, covering and guard on the outer 72 feet of the wharf were renewed.

CHEGOGGIN POINT

A native timber stone-filled cribwork breakwater was constructed to accommodate the larger fishing boats. The work is 150 feet long, 20 feet wide and 18 feet high at the outer end. A right of way was also secured in connection with this work.

COMEAU'S HILL

A native timber stone-filled cribwork extension, 80 feet long and 21 feet wide on top, including a cribwork break, 6 feet wide and $4\frac{1}{2}$ feet high, was built to the breakwater. The work has a batter of 1 in 3 on the seaward side and is 25 feet high at the outer end, with a 5-inch sheathing along the sides and outer end.

COOK'S COVE

A wharf, 120 feet long by 20 feet wide, with an "L" giving an outer face length of 30 feet, was constructed on the southern side of the cove. The shoreward 80 feet is of block and span cribwork, and the remainder, including the "L," is of pilework. The whole structure is covered with 3-inch flooring.

COW BAY (PORT MORIEN)

About 100 cubic yards of concrete was put in three places in the breakwater wall where the original material had become disintegrated and washed away by the sea.

DIGBY

A bulkhead of cribwork and 5-inch plank, 290 feet long and 50 feet wide, was constructed in the centre of the main pier. The upper 4 feet of the outer 60 feet of the main pier, ten hardwood fender piles on the face and the 2-inch plank driveway on the spur pier, 150 feet long by 15 feet wide, were renewed. General repairs and renewals were made to the freight shed and to the covering, stringers, etc., of the pier and slip.

DINGWALL

The breakwater, which was commenced last year, was extended 399 feet. Of this length 264 feet was fully completed and the remaining 135 feet partially completed. The width on top of this portion varies from 14.4 to 16 feet and the height from 16.4 to $21\frac{1}{2}$ feet. The work involved the construction of 140,100 cubic feet of ballasted cribwork, and the placing of 75,497 feet b.m. of 6-inch sheathing and 9,896 feet b.m. of 4-inch sheathing. The breakwater is being built by contract.

FALLS POINT

A native timber stone-filled cribwork extension, 153 feet long by 20 feet wide and from 20 to 26 feet high, was built to the breakwater.

FELTZEN SOUTH

Breakwater.—As the breakwater had been damaged by a storm, a section of the structure, 160 feet long by 27 feet wide, was rebuilt for a height of approximately 10 feet, and 65 feet of the "L" portion, 20 feet wide, for a height of 8 feet. The outer corner of the breakwater was torn down and reconstructed for a height of from 4 to 6 feet. A timber break, 160 feet long by 4 feet high, supported by bolsters and knees, was constructed on the seaward side of the work and close piling placed for a distance of approximately 100 feet.

Wharf.—The crib logs at the inner end of the wharf were renewed where necessary and repairs and renewals made to the piles, pile caps, waling, plank, stringers, guard, subguard and fenders.

FOURCHU

Wharf.—On the west side of the "L" three bearing piles and ten fender piles were renewed, and a support bent was placed under the approach between the cribwork blocks.

Harbour protection.—A native timber cribwork structure, fully ballasted, was built to prevent the sea from driving sand and gravel into the harbour between the mainland and Fourchu Head. It is 258 feet long, 12 feet wide and 8 feet high.

GRAND DESERT

A breakwater, 120 feet long, 12 feet wide and 5 feet high, was built of round timber and fully ballasted. A gap in the beach was filled with 3,600 cubic feet of cribwork.

GRAND ETANG

Round timber sheathing was placed on the back of the 100-foot cribwork portion, immediately inside of the eastern headblock, and close face piling was driven along the outer end and channel face. A 50-foot section of cribwork on which the outer lighthouse stands was rebuilt. Bearing piles were driven under the lighthouse, and close face piling along the channel face of the reconstructed cribwork. The highway bridge, further up the harbour, was given a coat of paint.

HALIFAX

H.M.C. Dockyard Wharf No. 2.—Along the northern side of the wharf 8- by 8-inch sheathing was placed for a distance of 90 feet, and 3-inch sheathing, averaging 16 feet in length, for a further distance of 80 feet. The 8-inch sheathing, 23 to 37 feet long, was fastened with tie rods at 10-foot centres to dead-men which were driven 20 feet back from the face of the work. Repairs were also made to the boat slip on the northern side of the wharf.

H.M.C. Dockyard Wharf No. 3.—The face of the wharf, for a distance of 63 feet north of the part resheathed a few years ago, was repaired by driving 12- by 12-inch British Columbia fir sheathing averaging 44 feet in length. It was edge-bolted at both high and low water and each piece was bolted to a new guard placed along the top of the work.

H.M.C. Dockyard Road.—The road, for a distance of 1,166 feet, was re-surfaced with a 2½-inch covering of bituminous cement. A further 859 feet of the road was excavated to a depth of 8½ inches below grade. Broken stone was then put in and rolled to a thickness of 6 inches, and on top of this a 2½-inch surface of bituminous cement will be laid. The 1,166 feet of re-surfaced road averages 22¼ feet in width, and the 859 feet 17½ feet in width.

HALL'S HARBOUR

Repairs were made to the cribwork of the wharf and sheathing was driven along 200 feet of the inner harbour face. On the seaward side of the work nine fenders were placed.

HERRING COVE

A portion of the breakwater, 25 by 25 feet, was torn down to a depth of 5 feet and rebuilt. The cribwork break at the shore end of the breakwater was also reconstructed. Repairs and renewals were made to the sheathing on the seaward side and the outer end of the work.

HUNT'S POINT

The outer stone and cement block of the breakwater was rebuilt for an average height of 7 feet. Minor repairs were made to the plank, sheathing, etc.

INVERNESS

Piers.—Along the channel face of the west pier sixty-one piles were driven, while along that of the east pier 132 piles were put in and 9,000 cubic feet of cribwork was rebuilt. On the east pier 4,000 feet b.m. of 3-inch plank was laid and four bays at the outer end were refilled with ballast poles and ballast.

Protection Work.—To hold the sand from blowing into the harbour two rows of brush fence, totalling 3,200 feet in length, were placed along the shore, and 5,000 grass plants put in the sand beach.

JERSEY COVE

The construction of a new wharf, which was commenced in 1925-26, was completed. It is 160 feet long and consists of a cribwork approach, 64 feet long by 20 feet wide, and a pilework extension 96 feet long. Native timber was used throughout. A warehouse, 20 by 12 feet, was built on the wharf for the accommodation of freight and passenger traffic, and a small shelter shed is located near the inner end.

KRAUT POINT

The outer corner of the wharf, which was damaged by ice, was torn down and a native timber cribwork block, 32 by 16 feet, constructed. This block has a height of 30 feet on the outside face. Repairs were made to the plank, stringers, guard, pile caps, subguard and fenders on the shore portion and the outer face of the wharf. To give more space on the wharf, the shed was moved and placed on piles at the inner side.

LARRY'S RIVER

Fenders, top logs and ballast were placed in the cribwork portion of the breakwater. The protection work at the southern end of the island was extended by building 90 feet of cribwork, 8 feet wide and 5 feet high. Cribwork protection, 310 feet long, 8 feet wide and 5 feet high, was constructed along the eastern side of the island.

LEDGE HARBOUR (WEST PUBNICO)

A native timber stone-filled breakwater, 750 feet long by 8 feet wide on top, was constructed on the reef bar. It has a batter of 2 in 12 on each side and is from 7 to 14 feet high with a 4-inch pole top.

LITCHFIELD

Groyne.—A stone-filled cribwork extension, 80 feet long, 10 to 12 feet wide on top and 18 feet high at the outer end, was built on the east side.

Breakwater.—To prevent the brook from undermining the breakwater, the portion under the shoreward end, 80 feet long, 6 feet wide and 4 feet high, was filled in with timber and ballast and sheathed.

LITTLE ANSE

To repair the damaged top of the breakwater 20 cubic yards of concrete was placed in the inner end. To fill a gap broken in the old cribwork, a cribwork

block, 10 by 10 by 6 feet, was set about 100 feet in from the outer end on the seaward side. On the seaward face of the breakwater 140 pieces of sheathing were placed, and 80 cubic yards of ballast was put in two bays at the outer end.

LITTLE RIVER HARBOUR

A pilework extension, 60 feet long, 25 feet wide and 19 feet high at the outer end, was built to the wharf and covered with 3-inch flooring.

LOWER EAST PUBNICO

The wharf was rebuilt and the approach repaired and fendered. The wharf is a pilework structure, 360 feet in length, including a stone approach 64 feet long. It is 27 feet wide and has an "L", 31 by 51 feet, which gives the wharf a face length of 58 feet and a height of 23 feet at the outer end.

LOWER L'ARDOISE

A block of concrete, 14 feet wide, 6 feet long and 6 feet deep, was placed at the outer end of the concrete portion of the breakwater. Along the seaward and harbour sides four openings and four holes were filled with concrete. Repairs were made to the top of the work, about 150 cubic yards of concrete being placed.

MALAGASH

The inner block of the cribwork pierhead of the wharf, 27 by 40 feet, was rebuilt from low water, creosoted logs being used in the four lower courses. The connecting span was renewed, twenty-four fender piles around the outer pierhead were driven and repairs and renewals made to guard timbers and fenders.

MARGAREF HARBOUR

Piers.—The reconstruction of 24,960 cubic feet of cribwork of the western pier, 12 feet wide, 8 feet high and 260 feet long, was carried out. The sheathing on the seaward sides of the eastern and western piers was repaired and other minor repairs were made to both piers.

Beach Protection (East Side).—An extension, 388 feet long, 10 feet wide and 4 feet high, consisting of 15,520 cubic feet of native timber cribwork, was constructed.

Wharf.—The outer 75 feet of the wharf was rebuilt from low water up, involving the renewal of cribwork, ballast, stringers, plank, guardrail and fenders.

METEGHAN

A cribwork extension, 60 feet long, 30 feet wide and 25 feet high, was built to the wharf which has now a total length of 620 feet. The new extension is close-sheathed on its western side and outer end with 5-inch native sheathing and has a 4-foot timber break on its western side. It is built plumb on this side and outer end, while on the harbour side there is a batter of 1 in 12. The work was done by contract.

MILL CREEK

A dam, 35 feet long and averaging 5 feet high, was built of stone-filled cribwork. Excavation was made for a flume, 720 feet long, 2 feet high and 3 feet wide. The upper end of the flume is provided with a waste gate for flushing purposes and has a strainer to prevent sticks from entering. A tidal gate was installed at the outer end to allow the washing away of mud and gravel from the side of the wharf.

MURPHY'S POND

Two protection pile walls, 40 feet apart, were built through the gravel bar separating the pond from the harbour. The western wall is 225 feet long and the eastern 140 feet long. At the inner end of each wall a wing wall, 50 feet long, was built and at the outer end of the eastern wall, a beach protection 125 feet long. A sand groyne, 125 feet to the west of the western wall, extends 120 feet out from the shore. The construction used in the above works consists of piles driven in line and sheathed where necessary down to 2 feet below low water.

MUSQUODOBOIT

Approximately 7,000 cubic feet of the cribwork of the wharf was rebuilt and the deck renewed. General repairs were made to the shed.

NECUM TEUCH

The deck and stringers of the wharf were renewed and general repairs made to the cribwork.

NEW CAMPBELLTON

The work done consisted in renewing 100 fender piles at the outer portion of the wharf and a decayed portion of the deck, 80 feet long, with an average width of 17 feet.

NEWELLTON

A reinforcing stone-filled cribwork block, 180 feet long, was built on the seaward side of the wharf. The first 55 feet is 8 feet wide and from 10 to 13 feet high, and the outer 125 feet from 10 to 12 feet wide and from 13 to 22 feet high. New stringers, covering, guard and two pile bents were placed in the shoreward end of the wharf.

NEWPORT LANDING

A native timber stone-filled cribwork block, 40 feet long by 24 feet wide, was constructed to form an "L" to the wharf.

NOEL

The deck and stringers of the wharf were renewed and thirty-four braces placed.

NORTH WEST HARBOUR

The wharf purchased by the department is a native timber pile structure 152 feet long, the first 89 feet in length being 15 to 18 feet wide and the remaining 63 feet from 41 to 43 feet wide. It has a height at the outer end of 19 feet. There is a freight shed, 17.5 feet wide by 50 feet long, on the wharf. The stringers, covering, braces and fenders on the shoreward 89 feet of the wharf were renewed and some of the pilework in the outer portion was rebuilt.

PARRSBORO

Beach Protection.—A portion of the beach protection of continuous cribwork, sheathed on the seaward side with 3-inch hardwood plank, was rebuilt. It is 145 feet long, 8 feet wide on top and 12½ feet wide on the bottom, with an average height of 10 feet. Other sections of the work, aggregating about 70 feet in length, were resheathed.

Wharf.—A portion of the pilework, 60 feet long, adjoining the outer crib block of the old wharf, was removed in order to make an opening to the berth behind the new wharf to accommodate shipping.

PETITE RIVIÈRE

A section of the breakwater, 275 feet long, was rebuilt, 75 feet of it having a width of 20 feet and a height of 3 feet, 100 feet a width of 20 feet and an average height of 8 feet, and the balance a width of 16 feet and an average height of 8 feet. Repairs and renewals were made to the stringers, plank and guard on the remaining portion of the breakwater. Sheathing was placed on the seaward side of the work for a distance of 300 feet.

PICTOU ISLAND

The outer block of the cribwork wharf, 64 feet long, 30 feet wide and 10 feet high, was rebuilt. A span, 10 feet wide, was opened in the wharf to permit the scour to wash sand out from the dock. The renewed block is sheathed throughout with 6-inch round logs. Sundry repairs were made to the covering, guard and fenders.

PORT GEORGE

The top part of the detached cribwork breakwater, 200 feet long, 20 feet wide and 30 feet high, was rebuilt for a depth of 3 feet. New stringers, covering and guard were provided and a number of fenders placed.

FORT WADE

From the angle of the pier, which is 1,325 feet long and 10 to 52 feet high, to the outer end, a width of 25 feet was removed from the seaward side, and from the angle to the shore end a similar width was removed from the shoreward side. These portions of the pier have now a width of 25 feet, the cribwork block between them being left intact. The outside portion of the pier was replanked. New guard, stringers and planking were put on the shoreward portion from near the angle to the shore, a distance of 800 feet, and seventy fenders driven.

SCOTT'S BAY

A length of 140 feet of the breakwater on the south side of the creek was rebuilt. The shoreward portion is 90 feet long and 20 feet wide, and the balance is 25 feet wide. The height ranges from 17 to 23 feet above the beach. The work is of stone-filled native timber cribwork and rests on piles. The work was done by contract.

SEAL ISLAND

An extension to the breakwater, 60 feet long, 16 feet wide on top and 20 feet high at the outer end, was reconstructed of native timber cribwork and decked with 3-inch plank.

SIAG HARBOUR

The entire top of the pile trestle wharf, including pile caps, stringers, guard, covering and some fenders, was renewed.

SHIP HARBOUR (LOWER WEST)

The wharf of native timber block and span construction, 87 feet long by 20 feet wide, with an "L" 30 by 25 feet, was reconstructed from low water up. It was sheathed with 8- by 8-inch material and decked with 3-inch plank.

SHORT BEACH

An extension, 200 feet long, 15 feet wide and 19 feet high at the outer corner, was built to the north channel pier. The work is of native timber stone-filled cribwork.

SOUTH SIDE (DONALD'S HEAD)

An extension was made to the stone-filled cribwork beach protection, 620 feet long and 8 feet wide, with an average height of 5 feet. Repairs were also made to the breakwater by sheathing the seaward side, replacing ballast and renewing covering, stringers and face timbers.

SPENCER'S ISLAND

Decayed piles on the inner portion or pile-trestle section of the wharf were replaced. Renewals were made to guard timber, caps, stringers, covering and fenders. New fenders were placed at the outer corners and bolted through to inside binding posts.

STONEY ISLAND

The covering and stringers of the stone-filled cribwork wharf were renewed. A section, 90 by 20 feet, was rebuilt to a depth of 3 feet. The "L," 33 feet long, 13 feet wide and 12 feet high, was rebuilt.

SUMMERVILLE

The deck and stringers over the main part of the stone-filled cribwork wharf were renewed.

TENECAPE

A native timber cribwork extension, 60 feet long by 25 feet wide, was built to the "L" of the wharf. There is 26 feet of water along the face of the wharf which is now 140 feet in length.

THREE FATHOM HARBOUR

A cribwork extension, 200 feet long by 10 feet wide and 3 feet high, was built to the south breakwater.

TROUT COVE

A section extending along the whole face of the "L" of the east breakwater-wharf, a distance of 200 feet, and from 10 to 15 feet wide, was taken down to a depth of 28 feet below the deck or to the creosoted part of the work. It was rebuilt to a height of 6 feet with creosoted timber and for the balance of the height with native timber. The work was resheathed with native 6-inch sheathing. New stringers and 3-inch covering were placed on the "L" over an area 200 feet long by 30 feet wide.

WINE HARBOUR

To provide shelter for fishing boats, a breakwater was constructed across a shoal which is bare at low water. The work is 280 feet long, 10 feet wide on top, 11½ feet wide at the bottom and averaging 5½ feet high. It is built of continuous cribwork, sheathed on the seaward side. In addition, two groynes, 20 by 11 feet by 5 feet high and 15 by 7 feet by 4 feet high respectively, were built at the outer end of the work.

GENERALLY

Repairs were made to the following works:—

Arisaig, wharves; Baddeck, wharf; Barrington Cove, wharf; Baxter's Harbour, wharf; Bayport, wharf; Bear River, wharf; Benoit's Cove, skidway; Brule, wharf; Burlington, wharf; Caldwell's Cove, breakwater; Canada Creek, wharf; Canning, wharf; Cap Rouge, breakwater-wharf; Cariboo Island, breakwater; Carr's Brook, wharf; Chebogue, breakwater protection; Chezzetcook, Hyatt's

wharf; Cow Bay Run, breakwater; Delap's Cove, breakwater-wharf; Devil's Island, breakwater; East End (Cripple Creek), protection; East Green Harbour, wharf; East Jordan, breakwater-wharf; East Port L'Hebert, landing pier; Forbes Point, wharf; Gabarus, breakwater; Goose Bay, wharf; Granville Centre, wharf; Great Village, wharf road; Hampton, breakwater-wharf; Harbour au Bouche, wharf; Indian Harbour, wharf; Indian Point, wharf; Jones Harbour, breakwater; Ketch Harbour, breakwater; Little Harbour (Shelburne-Yarmouth), breakwater; Livingstone Cove, wharf; Malignant Cove, pier; Margaree Island, wharf; Margaretville, breakwater; McKay's Point (Judique), breakwater; Middle West Pubnico, wharf; Neil's Harbour, breakwater; New Edinburgh, breakwater; North Ingonish, breakwater; North River, wharf; North Sydney, breakwater; North West Cove (Tancook), breakwater; Nyanza, wharf; Ogilvie, wharf; Parker's Cove, breakwater; Peggy's Cove, breakwater; Pembroke, wharf; Pictou, light-house beach protection; Porter's Cove, wharf; Port Greville, breakwater; Port Joli, wharf; Ross Ferry, wharf; Round Hill, wharf; St. Joseph du Moine, wharf and retaining wall; Sambro, wharf; Sandy Cove, breakwater; Sanford, harbour works; Seaforth, breakwater; Skinner's Cove, east and west piers; Smiley's Point, breakwater; Sonora, wharf; South Gut, wharf; Spry Bay, wharf; Tatamagouche, wharf; Tiverton, breakwater-wharf; Toney River, piers; Victoria Bridge, wharf; Vogler's Cove, wharf and breakwater; West Arichat, wharf; West Bay, wharf; Western Shore, wharf; Westport, wharf; Whitehaven, canal wall; Whycoomagh, wharf; Windsor, wharf; Yarmouth Bar, protection works.

The following works were also commenced, but were unfinished at the end of the fiscal year:—

Cape Negro, breakwater construction; Grass Cove, breakwater construction; King's Bay, breakwater construction; New Harbour, breakwater construction; Sydney, wharf construction.

PRINCE EDWARD ISLAND

BELFAST

The western end of the pierhead and approach of the wharf, which was in very bad condition owing to ice pressure and action of the teredo, was reconstructed. The pierhead was rebuilt for a length of 50 feet and a width of 18 feet, and the approach for a length of 70 feet and a width of 12 feet. General repairs were also made to various portions of the covering on the balance of the pierhead, and the whole roadway on the approach, 455 feet long was graded up with gravel.

GEORGETOWN

A contract was awarded for the construction of a frostproof potato warehouse on the wharf, together with some additional strengthening and improvements required to the western side of the pierhead. The warehouse, which has a maximum capacity of 60,000 bushels, is built on a creosoted pile foundation and has a length of 320 feet and a width of 66 feet. It has 13-foot posts and a tar and gravel roof, the sides being double boarded and battened. The inside is sheathed with tongued and grooved boards. The boiler house addition, which is of similar construction, is 20 by 26 feet and has 9-foot posts. Steam for heating purposes is supplied by a 20-horsepower boiler and two lines of 2-inch pipe are laid in a trench all around the inner walls, just below the floor level. The boiler house and warehouse are lighted by electricity.

The work of strengthening the wharf consisted in driving two rows of creosoted piles at 4-foot 8-inch centres for a length of 280 feet, between the

warehouse and west curb. These piles were cut off at the proper elevation, capped with 12- by 12-inch timber and longitudinal stringers placed thereon to carry the railway spur. The 6- by 12-inch stringers and 4-inch covering on this portion of the wharf were renewed as found required, and the pile bents cross-braced with 4- by 10-inch timber fastened with seven-eighths-inch screw bolts. Six new mooring posts were placed on the wharf and the water supply pipe laid from the railway tank to the boiler house. A small portion of the eastern side of the approach, which had been washed away by the very high tide of the fall of 1926, was rebuilt.

JUDE'S POINT

In order to provide adequate landing facilities for boats engaged in the fishing industry an additional block, 47 by 35 feet, was built on the north side of the pierhead of the wharf. It has a solid pole foundation with square timber superstructure, 3 feet in height, fully ballasted. The top is floor stringered and covered with 3-inch plank.

MIMINEGASH HARBOUR

The reconstruction of the outer portion of the north breakwater, which was described in last year's report, was completed.

NEW LONDON HARBOUR

The construction of the new breakwater, commenced in 1925, was completed. The work has a total length of 1,200 feet, the inner 900 feet being 14 feet wide and the balance or outer block 20 feet wide. It consists of a series of pile bents driven at 8-foot centres, which are waled with 12- by 12-inch timber and close-piled on faces and ends. The interior is excavated to a depth of 6 feet and filled with alternate layers of brush and stone. The piles in the bents are connected with 12- by 12-inch cross-head timbers. On the outer 300 feet, 6- by 12-inch stringers are placed between the cross-heads, and the top is covered with 4-inch plank. Repairs were made by day labour to the breakwater on the western side of the harbour. The southern face of the outer block, which has a length of 50 feet, was reconstructed, as well as the adjoining portion of the middle section for a length of 32 feet, the close-piling of the face of this portion being renewed. New cross-heads were also put in as required. Settlement was made up with brush and stone, and the top covered with 3-inch plank. The decayed longitudinals and cross-ties in the beach protection at the inner end, which has a length of 300 feet and a width of 11 feet, were also renewed where necessary, and all settlement in the filling was made up with brush and stone.

PINETTE

Owing to the action of the teredo and ice pressure, the extreme outer portion of this wharf was seriously damaged, necessitating reconstruction for the entire width of 30 feet and depth of 20 feet. The work involved the driving of twelve creosoted bearing piles, which were capped with 12- by 12-inch timber. Upon this 6- by 12-inch floor stringers were laid, and the top covered with 3-inch plank. The creosoted piles on the outer face were waled with 12- by 12-inch timber and close-piling of native timber was driven to form a solid face. The small freight shed, which was moved to a more convenient location on the wharf, was repaired, painted and a new sliding door placed in its outer or western end.

SOURIS

Repairs were made to the seaward face of the outer block of the breakwater which had been badly damaged by ice. The damaged timbers were removed as well as a large amount of ballast, and the cribwork was rebuilt with round timber from low water up to within $1\frac{1}{2}$ feet of the top. The interior of the new cribwork was then filled with ballast and 10- by 12-inch stringers laid at 5-foot centres. The deck was covered with 4-inch plank.

SOUTHPORT

The caps, stringers and covering were renewed on the inner portion of the pierhead of the wharf, which has a length of 100 feet and a width of 32 feet. The roadway approach, 540 feet in length, was graded up with gravel and small portions of the 12- by 12-inch wall timbers were renewed on both sides.

SUMMERSIDE

The outer end of the wharf was reconstructed for a length of 363 feet and a width of 108 feet, and two freight sheds, each 30 feet long by 26 feet wide, were built thereon, with a depression between them, 30 feet wide, for two railway spurs. The east side of the reconstructed portion of the wharf is built of creosoted piles, capped with 12- by 12-inch timbers, floor stringered and planked over. The west side is formed by a square timber crib, 26 feet wide, on a close-laid pole foundation, with an extension, 15 feet wide, built on creosoted piles, capped, floor-stringered and planked over. The outer end of the wharf, or the portion beyond the sheds, is constructed on creosoted piles. The outer face is waled and close-piled, while the western side has three walings and is fender-piled at 8-foot centres. The work was done under contract.

TIGNISH

The outer block of the south breakwater, 30 by 50 feet, was rebuilt from low water to the top, a height of 8 feet. New 12- by 12-inch wall timbers and cross-ties were put in, and the top was floor stringered and covered with 3-inch plank after the block had been fully ballasted. Another section of this breakwater, a short distance inward of the outer block, was entirely rebuilt for an average height of $6\frac{1}{2}$ feet and a length of 88 feet, and was floored stringered and covered with 3-inch plank. Three creosoted bearing piles were driven on the seaward face of the block of the north breakwater for a length of 30 feet. Walings were secured thereto with seven-eighths-inch screw bolts and the face was close-piled. Minor repairs were also effected to various portions of the covering on both breakwaters.

WEST POINT

A contract was awarded for the reconstruction of the outer block of the wharf. The reconstructed block has a total length of 103 feet and a width of 36 feet. Creosoted piles were first driven around the old block at 8-foot centres and three 12- by 12-inch walings secured thereto with seven-eighths-inch screw bolts. The piles were then connected with 12- by 12-inch caps, 6- by 12-inch stringers being placed between them. The whole top was covered with 4-inch plank and the sides and outer end were close fender piled.

GENERALLY

Repairs were made to the following works:—

Graham's Pond, north breakwater; Hurd's Point, wharf; Lambert's, pier; McArthur's, wharf shed; McAuley's Shore, wharf; McPherson's Cove, wharf; Murray Harbour, south wharf; Naufrage Harbour, bridge and breakwater; Fort Selkirk, wharf; Red Point, wharf; Victoria, wharf.

The following works were also commenced, but were unfinished at the end of the fiscal year:—

Egmont Bay, wharf; Rustico, breakwater repairs.

NEW BRUNSWICK

BAY DU VIN

The four smaller blocks and four spans of the wharf were rebuilt from 1 foot above low water. On the sides of the blocks, 10- by 10-inch fenders and 3-inch sheathing were placed. A freight shed and waiting-room, 10 by 17 feet and 7 to 10 feet high, was built at the outer end. The interior of the approach, 488 feet long, was filled with new stone ballast, 2 to 3 feet deep, and surfaced with gravel. The upper two tiers of face timbers on both sides were renewed for a length of 85 feet at the inner end. An extra cap timber was laid on chocks and a plank sidewalk, 4 feet wide, built along the easterly side. General repairs were made to the wire fence, a derrick was fitted up on the wharf, a small shelter built and railings and buildings were painted.

CAPE BALD

To fill a large hole in the concrete face near the outer corner of the breakwater, eighty-nine concrete blocks, each containing about one-half cubic yard, were made and placed in the cavity. On the outside of this section four concrete caissons, 20 feet long, 10 feet high, and 6 to 8 feet wide, which were made in the previous year, were placed on levelled foundations. The caissons, the spaces between them and the breakwater were filled with stone and covered with concrete, 12 to 18 inches thick. Two additional large caissons were built. The covering of the breakwater was repaired, about 4,000 feet b.m. of plank being used.

CARAQUET CHURCH

An old wharf property with a right of way was purchased and a new wharf constructed. The new work consists of an earth fill, 147 feet long by 15 feet wide, and a cribwork section, 170 feet long, making a total length of 317 feet. The cribwork is 15 feet wide for 75 feet, 15 to 30 feet for 15 feet, and 30 feet for 80 feet. The roadway approach, about 150 feet long, was graded. The sides of the earth-filled section were protected with stone riprap except the outer 40 feet which is sloped with concrete.

COCAGNE

In a distance of 80 feet along the southerly face of the wharf, nineteen creosoted piles were driven and secured to interior piles with 10-inch round longitudinals and 8-inch round cross-ties. Walings and 8- by 8-inch cap timber were placed along the new piles and the spaces between them sheathed with 3-inch plank. The section behind the piles, 17 feet wide, was refilled with stone

ballast, 1 to 4 feet deep, and surfaced with gravel. The adjoining sections of the northerly and easterly faces, 72 feet and 22 feet long, respectively, were rebuilt for a height of 3 feet. These sections were filled with stone ballast, 2 to 3 feet deep, and surfaced with gravel. New 8- by 8-inch stringers with 3-inch covering were laid on the ramp, 55 by 24 feet.

DALHOUSIE

Breakwater.—A section of the breakwater, 438 feet long by 9 to 12 feet high, was filled with stone, and a sidewalk, 350 feet long by 5 feet wide, laid along the harbour side.

Ferry Wharf.—The ramp on the upper side of the wharf was extended by building a stone-filled cribwork block, 12 feet long by 16 feet wide, equipped with three high-water fenders and two mooring posts. The fenders of the pierhead were retopped and a new cap laid on a section 56 feet long at the lower side. The depressions in the earth and stone covering were filled with gravel.

DAY'S LANDING

A triangular-shaped cribwork block extension, 6 feet and 22 feet long on the upper and lower sides, respectively, by 50 feet wide on the face, was built to the wharf. The lower side of the wharf, for a length of 61 feet, was straightened by continuing the new cribwork shoreward for a width of from 1 to 10 feet. The new work, which is 18 inches higher than the covering of the old wharf, has a slip and two high-water fender posts at the face and one fender post on the side. The slip and lower side are temporarily covered with old plank and the remainder is stone-filled. Riprap was placed along the sides of the approach.

HERON ISLAND

A stone-filled cribwork extension of irregular shape, 27.3 feet wide at the face by 39 feet long, sheathed with 3-inch plank and covered with 3- and 4-inch plank, was added to the northern side of the pierhead of the wharf. A new set of steps was built and face timbers were replaced at the southern corner. The covering was renewed on the original pierhead. New stringers were placed in the five outer spans and the old stringers levelled. Two-inch plank was laid on a strip, 10 feet wide, over the old covering for the entire length of the approach except on the outer block and span where it was laid over the full width.

HOPEWELL CAPE

The old and decayed trestle section, 125 feet long, of the approach to the upper wharf, including 11 bents, 8 to 17 feet high by 10 feet wide on top, was renewed. Over the old covering of the cribwork approach 2-inch plank was laid on a strip, 10 feet wide by 225 feet long, and on a turning area at the outer end, 33 by 40 feet. A new handrail, 3½ feet high, was placed on each side of the trestle work and extending 90 feet on the cribwork. The steps on the upper side were repaired and 16 fenders retopped. Repairs were also made to the covering of the lower wharf.

HUMPHREY'S

On the lower side and outer end of the wharf, two sections of the old and damaged cribwork faces, 51 and 30½ feet long, respectively, were torn down to L. W. O. S. T. and replaced with concrete walls supported partly on piles and partly on the original cribwork. A reinforced concrete floor, 16 feet wide, was laid on the outer 51 feet and one, 8 feet wide, for 110 feet along the lower side. The

area, 26 feet wide, adjacent to the concrete floor on the graded section was filled with earth and stone and surfaced with gravel. A concrete fender pier, 8 feet high at the lower corner, was built, three high-water wooden fender posts on the upper side were repaired, and hardwood fenders placed outside the concrete walls.

LOWER CARAQUET

The sheathing was refastened on the pierhead and 2-inch plank laid over the old covering. On the approach the old covering was removed for 1,198 feet shoreward and thirty-two additional stringers were placed. New 3-inch plank was laid on a width of 20 feet for 218 feet, and on a width of 15 feet for 980 feet, where the remaining 5 feet of the width was repaired with the best of the old plank. On the shore section of the approach, 727 feet of the cribwork repairs begun last year were completed and the stone and earth fill surfaced with gravel. Brush and stone riprap was placed on each side for lengths of 235 and 195 feet. In the outer ice-breaker block 25 cubic yards of ballast was placed.

MAIN RIVER

The old timber faces, 8 feet wide and from 3 to 4 feet deep, were removed from the two outer blocks of the wharf and replaced with new cribwork. A new hewn cap was placed around the face, three mooring posts were set and the interiors of the blocks were levelled with stone surfaced with gravel. The connecting span was renewed with eight new stringers and 3-inch plank.

MISPEC

The outer 50 feet of the square timber cribwork of the east breakwater was replaced and the adjoining 30 feet of the wave break rebuilt. On the outer side, extending from the top of the wave break to about low water mark, eight braces were renewed and seventy pieces of round log sheathing placed. The broken plank was replaced in the covering of the outer 60 feet, and the covering and 81 lineal feet of stringers were renewed in the adjoining 41 feet. Minor repairs were also made to the covering of the west breakwater.

NEGUAC

The depressions along the eastern side of the wharf approach, 1,080 feet in length, were filled with stone and the outer 20 by 20-foot block was rebuilt from low water level. The covering was removed from the inner adjoining span and replaced after inserting five new stringers. Over this old covering 2-inch plank was laid as well as on the outer span in strips, 12 and 14 feet wide, and on the pierhead, in a section, 40 by 20 feet. The face timbers in the upper 5 feet of the inner block of the pierhead were renewed and four new fenders placed.

OAK POINT

A reinforced concrete wall, 31 feet long by 3½ feet high, was built, and seven fenders were placed along the front of the wharf. The cap and upper face timbers on both sides of the outer section, 130 feet by 20 to 31 feet, were renewed with 10-by 10-inch timber. A reinforced concrete floor, 6 inches thick, was laid on this section and sixteen 10-by 10-inch fenders along the sides were renewed. Depressions in the gravel-covered portion, 145 by 20 feet, were filled with stone and the whole section was surfaced with gravel. Also on this section 4,700 feet b.m. of 3-inch plank was used to replace missing planks of the sheathing and sixteen 10-by 10-inch fenders were renewed. A reinforced concrete floor, 6 inches thick, was laid on a portion, 31 by 10 feet, of the ramp on the easterly side at the inner end of the wharf. The ramp on the westerly side was rebuilt and a 6-inch reinforced concrete floor, 15 feet wide by 28 to 32 feet long, laid.

PETIT ROCHER

The old and worn plank covering of the breakwater pierhead, 204 feet long, was removed, and the interior levelled with stone. A reinforced concrete floor, 6 inches thick, was then laid, five concrete mooring posts were built and 53 lineal feet of 10- by 10-inch cap timber was placed. On the protection block at the end of the pierhead, the pole covering was renewed, and the stone in the five centre bays, down to the upper ballast floor, was replaced with concrete. A section of the cribwork on the northern side of the approach, 42 feet long, 18 feet wide and averaging 4 feet high, was rebuilt and sheathed for the full height of the breakwater with 10- by 10-inch timber. The concrete wall along the shore section and the covering of the approach were repaired.

POINTE DU CHÊNE

A concrete wall, 5 to 8 feet high, 1 foot wide on top and with sides battered at the rate of 1 in 3, was built along the outer 385 feet of the inner breakwater to replace the old decayed cribwork, which was removed to from 1 to 5 feet above low water level. At the outer end of the breakwater twenty-two creosoted piles were driven and a cross wall of concrete, 22 feet long, was built.

RICHIBUCTO BEACH

The stone ballast of the pile section of the north breakwater was removed for a length of 60 feet. It was then filled with brush and the stone replaced. Additional ballast for a depth of 1 to 6 feet was put in the whole pile section and four short gaps in the timber breastworks at the beach were closed with 10- by 10-inch posts, sheathing and ballast.

RICHIBUCTO CAPE

The damaged slip of the guard pier was rebuilt and the inner 50 feet of the pierhead was refilled with stone ballast. A section, 180 feet long, of the harbour face of this pier was sheathed with 2-inch planks, and two sections of the north and east faces of the main pierhead, 14 and 29 feet long, respectively, were sheathed with 8- by 8-inch and 8- by 10-inch timber. Further along the east side old sheathing timbers, which had been broken or carried away were replaced. The whole of the pierhead of the main breakwater was refilled with new stone ballast, 1 to 3 feet deep. About 4,000 feet b.m. of 2- and 3-inch plank was used to level the stringers and replace worn and decayed planks of the covering. On the harbour face of the breakwater seven ladders were constructed.

ST. ANDREWS

A strip of 2-inch plank, 13 feet wide, was laid for a length of 472 feet over the old covering on the outer section of the approach of the wharf, and the span, 18 feet long, between this section and the pierhead was rebuilt. The old cribwork of the pierhead was removed to a depth of about 4 feet and the faces were reconstructed to within 1 foot of the original height. Except at the movable slip, the interior was filled with ballast and surfaced with a reinforced concrete floor, 6 inches thick. Around the pierhead fourteen hardwood fenders and five concrete mooring posts were placed. The sides of the movable slip were sheathed with 2-inch plank and the hoisting chains renewed. The pontoons were caulked, tarred and sheathed. The warehouse, handrail of the floating slip, etc., were painted, and the gravel-covered section of the approach was resurfaced.

ST. CROIX

A new international bridge was built across the St. Croix river, between the village of St. Croix, N.B. and Vanceboro, Maine. It consists of two reinforced concrete spans, 50 feet long in the clear, two abutments and one pier, also of concrete. The pier is 23 feet 6 inches by 4 feet 10 inches on top. The spans are 23 feet wide, outside to outside, providing a 20-foot clear roadway. They are composed of five reinforced concrete girders, 4 feet high, and an 8-inch reinforced concrete slab, the latter being surfaced with 10 inches of gravel. The graded approaches are 24 feet wide on top, crowned 1 foot at the centre line and gravelled to a depth of 12 inches for a width of 28 feet. The work was done by contract.

ST. JOHN HARBOUR

Courtenay Bay.—Dredging in the channel was fully completed, with the exception of a small area where the boulders were too large for the dredging equipment to handle. On account of St. John Harbour being turned over to the St. John Harbour Commissioners, and the Commissioners deciding to concentrate on a joint harbour development for the Canadian National and the Canadian Pacific Railways at West St. John, it was decided that no further work be done on the proposed first unit of ocean terminals in Courtenay Bay. The total amount of dredging removed during the fiscal year was 220,670 cubic yards.

ST. JOHN (WEST)

Maintenance.—General repairs were made to the departmental wharves, sheds, platforms, etc., in the harbour. In shed No. 15 a further extension of the floor was renewed in concrete. In the older portions of the cattle shed the timber floor was replaced with a cinder one and the outside loading platform rebuilt in concrete. As the outer row of the piling in shed No. 16 was decayed from the ground level up, it was replaced with concrete pedestals. New track hangers were put on the doors on the exposed side of the shed. The track side sill of extension No. 7 was renewed as well as the door hangers and main shed posts. Several of the main trestle bents of the grain conveyor galleries leading to berths Nos. 5 and 6 were also renewed. A 35-ton electric crane, having an 80-foot radius, and capable of taking heavy lifts from and to vessels, was erected at the outer end of berth No. 15. The crane is on a concrete foundation and has been tested up to 41 tons at a 70-foot radius.

Fort Dufferin Breastworks.—Old and decayed timbers in portions of the cribwork in the breastworks were renewed and a heavier stone filling added for the total length of the work, as storms during previous years had moved the filling out of the cribs.

Partridge Island.—As the approach from Partridge Island to the landing-wharf was in a dangerous condition, most of the timber work being in an advanced state of decay, it was replaced by a concrete retaining wall and solid fill brought up to the roadway. Decayed timbers in the wharves were renewed.

ST. STEPHEN

A new stone-filled cribwork wharf, 42 feet long by 20 feet wide, was constructed at the rear of the post office and customs building, and the adjoining old wharf on the upper side, 21 feet long on the side and 22 feet on the outer face, was repaired. Both wharves were filled with stone and surfaced with cinders, and some 200 feet below the post office, two new timber bulkheads were built for the full width of the public wharf to retain a proposed 36-foot extension of the stone and earth approach.

SHIPPIGAN

On the outer 317 feet of the wharf forty new creosoted corbels, 10- by 12-inches by 12 feet and sixty-one untreated stringers, painted with preservative paint, were placed. This section was covered with 3-inch creosoted hardwood plank. Shoreward of this, for a length of 397 feet, 2-inch untreated plank was laid over the old covering on a width of 16.3 feet, except on the outer 82 feet, where it was 21 feet wide. On a triangular area, 30 by 22 feet at the top of the old ferry ramp, 3-inch creosoted plank was laid. A shed, 20 by 15 feet, and a waiting room, 8 by 10 feet, were built on the wharf. A new ferry landing was built about 40 feet southerly from the wharf, consisting of an embankment, 110 feet long and 15 to 30 feet wide, a ramp, 48 feet long by 30 to 20 feet wide, and a guard pier, 29 by 8.4 feet. A frost-proof warehouse, 30 by 60 feet, was built on the wharf about 180 feet from the shore end. The foundations consist of a concrete wall and pedestals and a cribwork block at one corner. The warehouse is shingled and has a 10-foot wall and an 8-foot rise from wall plate to peak. The walls and floor are double and packed with sawdust.

SHIPPIGAN GULLY

Creosoted close piles were driven in a section, 79 feet long, on the seaward face of the western breakwater, with interior piles at 5-foot intervals. Between the rows of piles two sets of walings were placed. The brush and pole breastwork, 2,860 feet long, on the western beach was practically rebuilt, and beach grass planted in four rows between the breastworks and high water mark. On the eastern breakwater untreated piles were driven along the seaward side for lengths of 54.7 and 72.5 feet, and a section of the breakwater, 54.7 feet long by 13.4 feet wide, was rebuilt. The dam on the eastern beach was repaired for a length of 570 feet with two rows of piles, 11 to 12 feet wide outside measurement, secured with cross-ties and filled between with brush and stone. Beach grass was planted in four rows, each 200 feet long, in front of the breastworks on the eastern beach.

STONEHAVEN

A concrete wall, 30 feet long, 12 feet high, and 2 to 4 feet thick, was built to close a break in the seaward side of the breakwater approach. The wall is protected on the outside with 4-inch sheathing and 4- by 10-inch walings, and the space behind filled with ballast. To repair another damaged section at the north east corner, 19 feet long, six tiers of face timbers, 10-inch sheathing, vertical posts and braces were placed and the interior was filled with ballast.

WELCHPOOL

The old and decayed cap timbers, covering, stringers and three to five tiers of cribwork of the wharf were renewed, and eleven fenders, six mooring posts and a ladder placed. The old abandoned set of steps was removed from the lower side of the wharf and repairs were made to the movable and floating slips. The tops of the fenders and mooring posts were painted with wood preservative.

WHITE HEAD

The old and decayed cap timbers, covering, stringers, two to three tiers of cribwork and the upper portions of the fenders, from 6 to 8 feet in length, were removed from the wharf and replaced with new material. Two gallows frames and a floating slip, 6 by 12 feet, with a connecting gangway, were built and two ladders placed on the lower side. The tops of the stringers, fenders and mooring posts were painted with wood preservative.

WHITE'S COVE

The old and decayed cribwork faces, in lengths of 49 to 70 feet, were removed from the upper corner of the wharf to L.W.S.L. and replaced with concrete walls. A reinforced concrete floor, 6 inches thick by 20 feet wide, was laid between the slip and the upper side, and three concrete fender piers, averaging 6 feet high, were built, one on the lower side and two on the upper. A stone wall, 125 feet long, 2 to 6 feet high, was built, extending shoreward from the end of the concrete wall erected in 1926. The interior of the wharf was filled with stone and gravel.

GENERALLY

Repairs were made to the following works:—

Black River, wharf; Buctouche, wharf; Burn's, wharf; Burnt Church, wharf; Burton, wharf; Burton Court House, wharf; Campbellton, deep water wharf and ferry slip; Chockfish, breakwater; Cocagne Cape, wharf; Cocagne Church, wharf; Douglstown, wharf; Dover, wharf; Edmundston, bridge; Gardner's Creek, breakwater; Grand Anse, wharf; Great Salmon River, breakwater; Hampstead, wharf; Heustis Landing, wharf; Iron Bound Cove, wharf; Lameque, wharf; Leonardville, wharf; Little Lameque, wharf; Loggieville, wharf; Lower St. Louis, wharf; McDonald's Point, wharf; Mace's Bay, wharf; Mill Cove, wharf; Mill's Point, wharf; Miscou, wharf; North Head, breakwater; Palmer's, wharf; Port Elgin, wharf; Portage River, breakwater; Richardson, wharf; Richibucto, wharf; St. Leonard Bridge, road; St. Nicholas River, wharf; Scotchtown, wharf; Seal Cove, breakwater; Shediac, wharf; Spinney's Cove, wharf; Tabusintac, wharf; Upper Caraquet, wharf; Upper Maugerville, wharves; Wilson's Beach, breakwater-wharf; Woodward's Cove, breakwater.

The following works were also commenced, but were unfinished at the end of the fiscal year:—

Blue Cove, breakwater construction; Escuminac, breakwater extension; Green Point, breakwater construction; Point Sapin, breakwater extension; St. Simon, wharf construction; Tracadie Harbour, breastwork and breakwater construction.

QUEBEC

ANSE AUX GASCONS

The round timber cribwork which was built to close a gap in the old wharf was completed. It is filled with stone ballast and is 125 feet long, 15 feet high and 28 feet wide. On the new breakwater-wharf, the 3-inch flooring and stringers were renewed upon a length of 110 feet and a width of 30 feet.

ANSE À VALLEAU

On the northwest side of the mouth of the river, a jetty was built to divert the flow of the river out to the sea. It is a breastwork structure, 110 feet long, built with round timber, sheathed on the river side and filled in with stone ballast and gravel.

BAGOTVILLE

The repairs made to the wharf consisted in building a new movable slip and reconstructing about 1,500 cubic yards of cribwork which was damaged by fire on June 6, 1927. A temporary shed was built and 2,700 cubic yards of stone filling placed. Minor repairs were made to the wharf and a set of 25-ton hoisting chain blocks was purchased.

BAIE ST. PAUL

The surface of the wharf was graded with sand, clay and gravel. The cavities in the approach were filled with stone, and a roadway, 30 by 180 feet, was constructed with a bed of large flat stones surfaced with clay, sand and gravel.

BARACHOIS DE MALBAÏE

Along the inside face of the training pier two sections of sheet piling were replaced and the balance, for a length of 190 feet, was repaired and secured with drift bolts. The outside face was reinforced and 250 sheet piles were removed as the sand holding the foot of the piles had been washed away down to the rock. The flooring was also temporarily repaired upon a length of 200 feet.

BELCÉIL VILLAGE

The old crib structure and the stone filling of the wharf were removed to low water level for a sufficient thickness to permit the construction of a concrete wall, 4 feet 6 inches thick at the base, 12 inches thick at the top and 10 feet 11 inches high. To give more space on the wharf, the ice breaker was rebuilt on a slope of 1 in 12. The interior of the wharf was filled and levelled with stone and a 6-inch concrete floor laid on the whole surface. The work was done by contract.

BETSIAMITES (BERSIMIS)

An approach, 560 feet long, which is pile-sheathed on the seaward side, was built from the road to the wharf. It consists of fifty bents, each composed of three piles braced together with a cross cap piece, 12 feet long, over which are laid stringers and a 3-inch flooring.

BIC

The work done involved the rebuilding of four blocks of the wharf with 12- by 12-inch timber. The blocks are 25 by 21 feet and from 7 to 10 feet in height. A new sheathing of 3-inch deals was laid upon a 16- by 9-foot portion of the headlock, three ladders were placed and a span between the blocks was built in with a small cribwork construction, 28 by 16 feet. New 3-inch flooring was laid upon an area of 125 by 21 feet and 360 lineal feet of cap pieces were placed. The small shed was re-roofed, 2,420 lineal feet of cap pieces and sixty-six mooring posts were painted and three mooring posts replaced.

BONAVENTURE

Wharf.—The planking, stringers and upper ties of the wharf were renewed upon a length of 700 feet, and a store-shed was built at the shore end of the wharf.

Protection Work.—The protection work was repaired upon a length of 550 feet by replacing sheathing, planks and walings where necessary.

BONAVENTURE WEST

A landing-pier was built of round timber open-faced cribwork and filled with stone. It is 193 feet long, 15 feet wide and 11½ feet high at the outer end.

CACOUNA

A stone-filled close-faced crib, 50 by 12 by 18 feet, was built along the northeast side of the headblock of the wharf.

CAP À L'AIGLE

The shore end of the wharf approach, on a length of 116 feet, was repaired by constructing a concrete wall on both sides, backfilling with stone and surfacing with macadam. The cribwork was renewed from low water level and the flooring repaired on the balance of the approach, 50 feet long by 33 feet wide. The work was done by contract. Minor repairs were also made to the slip and wharf by day labour.

CAP DE LA MADELEINE

Wharf Construction.—A wharf was constructed under contract in the eastern channel of the river St. Maurice. It consists of an open-faced cribwork wharf approach, 120 feet long by 20 feet wide, and a headblock, 50 feet long by 25 feet wide, built to a depth of 10 feet below low water and 12 feet above. The cribwork is of square timber filled with one-man stone and floored with 3-inch deals. A wooden freight shed, 20 feet long by 12 feet wide, 10 feet high in front and 9 feet at the rear, was built on the headblock. The shed was given two coats of paint.

Wharf Extension.—A contract was awarded for the construction of an extension to the old wharf. After the crib seat had been dredged, involving the removal of 6,200 cubic yards, place measurement, close-faced cribwork of square timber was built for a total length of 512 feet 11 inches and to an elevation averaging 10 feet above low water level. The front crib is 200 feet 7 inches long, the downstream end crib, 90 feet 4 inches, and the shore crib, 222 feet. The cribs were practically filled with one-man stone, except the shore crib where only about one-half of the stone filling was completed. At the end of the year 13,900 cubic yards of crib fully ballasted with one-man stone, and 2,000 cubic yards not ballasted was built. Between the cribs 8,200 cubic yards of stone filling was placed.

CAPE COVE

A cribwork revetment was built along the shore eastward from the east face of the wharf. It is 115 feet in length and 8 feet in height, with an opening of 2 by 3 feet in its mid length for the passage of the brook.

CAP ST. IGNACE

The wooden culvert was removed from the right of way which was then regraded with gravel. The flooring and stringers, on a length of 380 feet of the wharf, as well as twenty fenders and three mooring posts, were renewed. Repairs were made to the sheathing.

CHAMPLAIN

The stone filling on the whole length of the wharf, 110 feet long and 6 feet wide, was removed to a depth of 10 feet and replaced after constructing a concrete slab at the bottom. On the surface of the headblock a 4-inch layer of crushed stone was spread and covered with an 8-inch concrete pavement. The mooring posts were removed and reset. The freight shed was given two coats of paint and roofed with corrugated galvanized iron sheets. The approach, on a total length of 131 feet, was macadamized with crushed stone and the interstices filled with stone dust and sand.

CHICOUTIMI BASIN

The reconstruction under contract of the downstream length of 180 feet of the wharf was completed. The work done consisted in driving 3,011 lineal feet of piles, placing 10,616 feet b.m. of braces, cap pieces and corbels, 265 square yards of flooring including stringers, 290 square yards of hardwood sheathing with walings, nine fenders, 156 lineal feet of 8- by 8-inch coping and 30 cubic yards of earth filling. The movable slip, hoisting apparatus, shelter and pontoon were painted and the flooring of the pontoon and gravel surface of the rear part of the wharf were repaired by day labour.

CLARKE CITY

The hardwood sheathing of the wharf was renewed and covered at the two outer corners with one-half-inch steel plates. The 650-foot sidewalk, 35,000 feet b.m. of 4-inch flooring and 5,000 feet b.m. of 10- by 12-inch floor joists were renewed. Some loose sheathing was respiked and a small freight shed, 18 by 20 feet, built on the wharf.

COLONIE DES GRÈVES

A contract was awarded for the construction of a wharf and approach. The wharf is a close-faced crib structure, 50 by 30 feet by 16 feet high, sunk in 9 feet of water, with a stone approach, 140 feet long and 12 feet wide on top, with both sides riprapped. A roadway, 400 feet long, was built to connect the wharf to the public road. A shelter was constructed on the wharf.

CRABTREE MILLS

The rock bottom around the ice breaker was cleaned and a double wall caisson, made watertight with sheet piles driven to the rock and further protected with a layer of gravel, was built. The space between the two walls of the caisson was filled with concrete deposited under water. The caisson was then emptied of water and the inner wall demolished. Defective concrete in the base of the ice breaker was removed and the space between the ice breaker and the outer wall of the caisson filled with concrete to form a new footing. The work is being done by contract.

D'AIGUILLON

A landing-pier, 120 feet long and 25 feet wide on top, was built with a batter of 1 in 8. There is a depth of 3 feet at L.W.S.T.

DESCHAILLONS (ST. JEAN)

The timber flooring, stringers, cap timbers and the old cribwork of the wharf to a depth of 2 feet, were removed. A 2-foot concrete wall, 2 feet 6 inches wide for a length of 210 feet, and 3 feet wide for a length of 95 feet, was built along the dock. The old cribwork was filled with ballast stone to within 1 foot of the top of the wharf, covered with a 4-inch layer of crushed stone and paved with an 8-inch concrete slab. The landing-slip was completely renewed, and a new wooden sidewalk, 760 feet long, was built from the wharf to the public road. The roadway was relevelled and gravelled, and ditches were deepened. The guardrailling and stone riprap were realigned and set in place. The work was done by contract.

FATHER POINT

About 4,955 lineal feet of 10- by 12-inch flooring and 10- by 10-inch stringers as well as 200 lineal feet of cross-ties of the wharf were renewed. The larger portion of the old 6-inch flooring was replaced with 3-inch material upon which was laid 3-inch longitudinal blocks placed over stringers. A total of 93,868 feet b.m. of new flooring was laid in place. Along the west face of the wharf 105 protection piles were driven. The work was done under contract. The road approach to the wharf was levelled and resurfaced with gravel by day labour.

FOX RIVER

The headblock of the wharf, from 15 feet below the flooring, was reinforced and partly rebuilt upon a length of 30 feet. The outside end was protected with a double row of sheet piling secured with rail, fenders, iron rods and turnbuckles. Some 100 feet further towards shore a length of 250 feet was rebuilt and strengthened from a depth of 9 feet below coping. The flooring was repaired and renewed for a length of 150 feet, twenty-eight heavy spruce fenders were placed along the inside face of the work and the whole was reballasted. The store-sheds near the wharf were repaired and the road approach to the wharf was put in good condition.

GASCONS OUEST (ANSE À LA BARBE)

An extension, 18 feet wide, was made inwards to the jetty on the west bank of the river. It is 272 feet long, 82 feet being in a straight direction with the jetty and 190 feet north-northwestward. This extension was built to close one of the channels through which the river was flowing out to sea. The construction is of round timber open-faced cribwork, sheathed on the east side and ballasted with stone.

GRINDSTONE, M.I.

A protection cribwork was built along the south face of the wharf. It is 570 feet long, 20 feet wide at the bottom and 15 feet at the top. The outside face was built with close-faced square timber. The work was done by contract.

GROSSE ISLE

A concrete wall, 100 feet long, was constructed at the west side of the shore end of the wharf, and 50 feet of the close-faced cribwork approach was rebuilt for a height of 5 feet on its whole width. The work was done under contract. The outer end of the wharf was reinforced by vertical posts and additional cross and longitudinal ties. The flooring and sheathing were repaired and a steel plate was placed on the eastern corner. The above work was done by day labour.

GROSSES ROCHES (RUISSEAU À LA LOUTRE)

An extension, 60 feet long by 24 feet wide, was built to the wharf located near the mouth of the brook. It is built of round timber open-faced cribwork filled with stone and covered and sheathed with 3-inch plank. Several large boulders lying about the vicinity of the wharf were blasted and used as ballast.

ISLE AUX COUDRES

The repairs made to the wharf consisted in renewing 12,000 feet b.m. of 3-inch flooring, 8,000 feet of 10- by 10-inch timber and 6,000 feet b.m. of 10- by 10-inch stringers. A mooring post was also renewed and a freight crane purchased and installed.

ISLE PERROT SUD

The roadway leading to the wharf was improved by lowering the slope of the hill and putting on a layer of gravel. The approach to the wharf was repaired, and the upstream part of the headblock down to the slip was rebuilt in concrete.

ISLE VERTE

The old wooden flooring of the approach was removed for a length of 200 feet. The crib was then filled with stone and surfaced with gravel. The flooring and stringers on another length of 300 feet were renewed, together with 600 lineal feet of 8- by 8-inch coping. The sheathing on the front of the headblock was repaired.

LAC MEGANTIC

A shore protection was built north of the wharf and adjacent to it, and consists of a riprap stone wall, 747 feet long by 5 feet high. It is 2 feet wide at the top and side-sloped 1 in 1 with a backfilling of earth between the wall and the street. A 6-inch gravel surface was laid over the whole area of the backfilling.

L'ANSE AU BEAUFILS

A breastwork, 440 feet in length, was built along the east bank of the river upwards from the highway bridge to protect the bank that was being washed away and filling in the lower portion of the harbour. On the west bank 100 feet of the breastwork was rebuilt and the outside 75-foot crib of the southwestern jetty temporarily repaired.

LE FILS

A small breakwater, 110 feet long by 15 feet wide, was built of open-faced round timber cribwork filled with stone.

MATANE

The superstructure of the older portion of the eastern breakwater was renewed upon a length of 345 feet and for heights of 4 and 5 feet. Cross and longitudinal ties, stringers, cap pieces and planking were replaced. Along the east side of the town wharf six mooring posts were placed.

MILLE VACHES

To enlarge the wharf the southwestern end of the headblock was torn down for a length of 44 feet on a width of 20 feet and replaced by a cribwork extension, 40 by 40 feet, and 14 feet high. Repairs were made to the flooring of the wharf approach.

MONTMAGNY

A contract was awarded for the construction of an extension to the inner wharf, 40 by 48 feet and 19½ feet high. It is of stone-filled open-faced cribwork with a 3-inch timber flooring together with railing, oak fenders, mooring posts and ladders. The work done by day labour consisted in constructing a freight shed, 12 by 24 feet and 12 feet high, renewing 15,000 feet b.m. of floor stringers and face timbers, and 20,900 feet b.m. of 3-inch floor deals. The approach was graded with stone and gravel.

NEW CARLISLE

The upper ties, stringers and flooring of the wharf were replaced upon the following areas: 36 by 15 feet, 40 by 12 feet, 276 by 30 feet, 99 by 50 feet, and 96 by 16 feet. Protection piles were driven upon a length of 78 feet on the east face of the wharf, loose piles refastened and mooring posts replaced.

NORWAY BAY

The wharf which had been badly damaged by ice was repaired by rebuilding ten cribs with from one to three rows of timber, renewing eighty-six stringers, replacing 6,000 feet b.m. of 3-inch flooring and repairing the remainder.

PAPINEAUVILLE

The high level wharf approach was widened 12 feet for a distance of 50 feet, two cribs, 12 by 16 feet, being rebuilt. A two-story freight shed, 50 by 20 feet, was constructed on a concrete foundation and the low level wharf approach graded.

PASPEBIAC

The cap pieces, flooring, stringers and top ties of the upper part of the superstructure of the wharf were removed upon a height varying from 2 to 5 feet and replaced by new timber.

PÉRIBONKA

The lower landing at the outer end of the wharf was raised to the wharf level, forty-eight piles being driven and decked with 10- by 12-inch stringers and 3-inch flooring. It was sheathed with 4-inch lumber and protected by 8- by 8-inch fenders and walings. Stone was placed around piles at the shore end of the wharf to prevent erosion.

PETITE RIVIÈRE AUX RENARDS

A breastwork was constructed on the west bank at the mouth of the river. It is 120 feet long, 20 feet wide and 10 feet high, sheathed on the river side with spruce planks and filled in to the top of the sheathing with stone ballast and gravel.

PETITS CAPUCINS

A pier, 40 by 24 feet, with a slip approach, 85 feet in length by 12 feet in width, was built of round timber open-faced cribwork. The structure was well ballasted with stone, sheathed and covered with 3-inch planks. Boulders in the mouth of the river were blasted and used to ballast the pier and slip.

POINTE AU PIC

The concrete wall of the wharf was repaired and involved the following work: 60 cubic yards of new concrete was placed; the cribwork at the shore end of the approach was rebuilt; the macadam surface which had been washed away by a heavy storm was regraded; the fenders and walings on the east side of the wharf were replaced; about 4,000 feet b.m. of 3-inch flooring was renewed; minor repairs were made to the electric light system; and the shed was repaired and painted.

POINTE BASSE, M.I.

The inside face of the wharf, upon a length of some 375 feet, was reinforced with clusters of three to four 10- by 10-inch piles secured to a double row of walings every 10 feet. On the outside face 315 feet of sheet piling and 1,333 cubic yards of heavy riprap were placed. In the wharf 1,104 cubic yards of stone ballast was placed and 125 feet of breastwork built.

RIMOUSKI

The wharf track foundation for a length of 750 feet was rebuilt upon a width of 12 feet and for a height of 3 feet, 12- by 12-inch timber being used. The railroad ties were placed 6 inches apart and the rails laid. Along the east face of the wharf where a break had occurred, 263 piles, 32 feet long, were driven 6 feet into the bottom and bolted to face timbers with drift and screw bolts. The sheds, two-story hangar and blacksmith shop were given one coat of paint.

RIVIÈRE AU TONNERRE (DUCK CREEK)

A stone-filled cribwork breakwater, 200 feet long, 10 feet wide at the base and 6 feet at the top, was built and sheathed on the seaward side with 4-inch lumber.

RIVIÈRE DU LIÈVRE

The lockmaster's house was reconstructed and consisted in building a 26- by 28-foot concrete foundation, 8 feet 10 inches high and 1 foot thick, a 4-inch concrete floor, 24 by 26 feet, and a ground floor of rough lumber with joists every 16 inches. The work also included the laying of 75 feet of tile drain pipe, 20 feet of 4-inch cast-iron sewer pipe and 150 feet of 6-inch vitrified clay pipe.

RIVIÈRE DU LOUP (EN BAS)

The north corner of the headblock of the wharf, which had been destroyed, was repaired. The coping, flooring, sheathing, fenders and the remaining cribwork were removed and a new open-faced cribwork, 60 by 20 feet, was constructed and decked with 3-inch flooring. Around the corner eighteen sheet piles were driven and hardwood fenders placed.

RIVIÈRE OUELLE

A wharf was built by contract having a frontage of 31 feet, a width at the back of 61 feet with an approach, about 7 feet long and 61 feet wide, to the public road. The depth of the wharf is 38 feet, and the height at the outer end 20 feet. It is a stone-filled open-faced cribwork construction, 20 feet wide at the base and 10 feet at the top, backfilled with earth and finished with a gravel surface.

RIVIÈRE VERTE (ÎLE VERTE)

The wharf was extended northward by driving a row of close piles on a length of 100 feet and bracing same with two other rows of piles driven about 10 feet centre to centre. One-half of the backfilling of stone and gravel was completed.

STE. ANGÈLE DE LAVAL (DOUCET'S LANDING)

A contract was awarded for the extension of the wharf which was transferred to this department by the Canadian National Railways. A portion of the old wharf was demolished and an "L" shape open-faced square timber cribwork structure constructed having a total length of 400 feet. The headblock is 125 feet long by 50 feet wide and the approach, 350 feet long, is 98 feet wide where it joins the headblock and 48 feet wide at 50 feet from that point and for the balance of the approach. About 90 per cent of the work was completed at the end of the year.

STE. ANNE DE BEAUPRÉ

A contract was entered into to replace the 478 feet of the trestle work of the wharf by a gravel-surfaced earth embankment protected by a stone revetment. The upper 4 feet of nine crib piers was reconstructed and the decayed

stringers and flooring were renewed over the whole wharf. The work is not yet completed. Under day labour minor repairs were made to the hoisting apparatus. Additional anchorage was placed for the mooring platform and a few deals were renewed in the flooring of the wharf.

STE. ANNE DE BELLEVUE

Part of the wharf was rebuilt in concrete. The old crib structure and the stone filling were removed down to extreme low water level and for a sufficient thickness to permit the construction of a concrete wall, 7 feet high, 3 feet thick at the base and 1 foot at the top. Owing to the high water last fall the work was not quite finished at the end of the year.

STE. ANNE DE CHICOUTIMI

The west slip of the wharf was rebuilt and 15,000 feet b.m. of 3-inch flooring and sheathing were renewed on the headblock and east side. The floating pontoon was caulked, painted and fitted with new fenders and walings.

STE. ANNE DES MONTS

The northwest corner of the wharf was strengthened with hardwood fenders. The outer 100 feet of the pierhead was covered with hardwood sheathing on the end and sides and fifty 10- by 12-inch fenders and 900 lineal feet of 12- by 12-inch cap timbers were replaced. In the 30-foot width of the wharf, 10,000 feet b.m. of planking was renewed.

ST. CHARLES

New caps were put on the piles in the wharf and the walings and sheathing renewed. The ice breaker was rebuilt and a new 3-inch plank flooring laid on the wharf. Holes in the approach were filled with gravel.

ST. CHARLES DE CAPLAN

The west side of the wharf, for a height of 25 inches and a length of 180 feet, was levelled upon one-half of the width. A new flooring was laid 24,000 feet b.m. of 3-inch deals being used. On the west side 100 pieces of 4-inch hardwood sheathing were replaced, and the defective sheathing on the east side was repaired with spruce. The cap pieces upon a length of 365 feet were renewed.

ST. DOMINIQUE DU LAC

Old Wharf.—The work done consisted in building a crib landing-slip, 35 by 55 feet, with an average height of 4 feet, on the northwest side of the wharf from the inner end of the headblock, and renewing 6,000 feet b.m. of 10- by 10-inch stringers, 8,000 feet b.m. of 3-inch flooring and 2,000 feet b.m. of 8- by 8-inch coping.

New Wharf.—The mooring pier was connected to the shore by a cribwork construction some 80 feet long, 16 feet wide with an average height of 10 feet, in order to protect boats against the prevailing winds.

ST. FÉLICIEN

The upper 3 feet of the cribwork was renewed for the whole depth of the wharf on a width of 40 feet, and the top decked with new stringers and 3-inch deals.

ST. FULGENCE

The stringers, flooring and sheathing on three piers and spans of the wharf approach were renewed. The chain of the derrick and some railing and fenders were also renewed and the shed was painted.

ST. GÉDÉON

The decayed cribwork and span wharf was replaced by a new structure, 81.6 feet long. It is of close-faced cribwork with a concrete wall superstructure backfilled with stone and surfaced with gravel. The wharf is 20 feet wide for 40 feet out from the approach and 50 feet wide on the headblock which has a depth of 19 feet of water at its outer end. The work was done by contract.

ST. GODFROY (NOUVELLE RIVER)

A training pier, 295 feet long by 15 feet wide, was built at the mouth of the river, and a protection work, 23 feet long, 4½ feet high and 4 feet wide, was constructed at the shore end of the pier. The training pier is an open-faced round timber cribwork structure filled with stone ballast, and the protection work a light timber open-faced cribwork also filled with stone.

ST. HILAIRE

The wharf was rebuilt in concrete from low water level. The old crib structure with the stone filling was removed for the necessary thickness to permit the construction of a concrete wall, 10 feet high, 4 feet wide at the base and 12 inches thick at the top. The stone filling was then put back in place and the whole surface of the wharf levelled, upon which was laid a 6-inch concrete floor. Concrete steps were built along the downstream face of the wharf to accommodate small navigation and the stone approach was widened on the upstream side.

ST. HUBERT

Airport.—The trees on the field were cut down, most of the stones gathered or dynamited on about one-half of the area and a portion, 2,000 by 2,000 feet, was levelled and graded. A macadam roadway, 1,659 feet long and 21 feet wide, was built to connect the temporary landing field to La Savanne road. The construction of another macadam road to connect the permanent hangar to this road was also started, the road-bed being prepared and the stone for the bottom course of the foundation put in place. A start was also made on the installation of the underground drainage system, 9,300 lineal feet of main drains being laid and about 9,000 feet of laterals. A temporary hangar was built near the temporary landing field. The concrete foundation for a permanent hangar was built. The structural steel frame of the building was supplied and erected by contract.

ST. IGNACE DE LOYOLA

The old crib structure of the wharf, as well as the stone filling, was removed down to 1 foot below the extreme low water level for the necessary thickness to permit the construction of a concrete wall, 4 feet thick at the base, 12 inches thick at the top and 9 feet 6 inches high. A new stone approach, 187 feet long and 12 feet wide at the top, was constructed and consists of a stone embankment protected on each side by a concrete wall. On the upstream side, the wall was built on a slope of 1 in 1 to act as an ice breaker. The two walls are anchored at every 25 feet with an iron bar 1½ inches in diameter. On the whole approach and headblock a 6-inch concrete flooring was laid as well as on 67 feet of the approach for a width of 12 feet. The work was done by contract.

ST. JEAN PORT JOLI

The repairs made to the wharf damaged by the storm of October 25, 1926, involved the replacing of 17,000 feet b.m. of 10- by 10-inch timber, 16,000 feet b.m. of 3-inch deals, 6,250 feet b.m. of 10- by 10-inch yellow birch fenders and 50 cubic yards of ballast stone. The crib foundation of the freight shed was renewed.

ST. LAMBERT

A contract was awarded for the reconstruction in concrete of the crib protection works. The new concrete wall has a mean thickness of 2 feet and is built to a depth of 1 foot below low water level. The work is some 655 feet long and 25 feet high with a 3-foot parapet wall. The foundation wall is built on a batter of 1 in 6 and the slanting face was constructed on a slope of 17 feet horizontal for a height of 19 feet.

ST. LAURENT, I.O.

The macadam surface of the headblock of the wharf was repaired and forty fenders were placed on the west side of the wharf. Several face timbers, 1,200 lineal feet of railing and the wooden structure of the hoisting apparatus were renewed. The slip and hoisting apparatus were painted.

ST. MATHIAS

The headblock of the wharf was rebuilt in concrete. The old crib structure was razed to 1 foot below the extreme low water level and a concrete structure, 10 feet high with walls $3\frac{1}{2}$ feet thick at the bottom and 12 inches thick at the top, was built. A 6-inch concrete flooring was laid on the whole surface of the wharf. Steps were built at the junction of the north side of the approach with the back face of the wharf to accommodate the small boats.

ST. MAJORIQUE (FONTENELLE)

A stone riprap was placed along the south side of the approach on both sides of the main bridge for a total length of 1,811 feet. One of the outlets of the river through the north embankment near the north shore was filled with stone, gravel and earth.

STE. MONIQUE (HONFLEUR)

The two lower landings were raised to the level of the wharf. Repairs were made to the freight shed and the wharf flooring, and ballast stone was placed in the wharf to protect the pilework against the action of the ice.

ST. OURS

Extensive repairs were made to the wharf and consisted in renewing two-thirds of the floor stringers and three-quarters of the flooring. The approach in front of the shed was riprapped with stone and cement.

ST. PAUL ILE AUX NOIX

The pile approach of the wharf was repaired by renewing some of the 12- by 12-inch coping and 3-inch plank flooring. The roadway was enlarged 4 feet on a length of 215 feet, necessitating a filling of from 2 to 6 feet deep. A layer of gravel was put on the whole road and it was then rolled.

STE. PÉTRONILLE, I.O.

The floating pontoon was painted and placed in operation and some ballast stone put in the wharf. The crib under the fixed slip was reconstructed and the sheathing of the southwestern corner completed. This corner and part of the front face was covered with half-inch steel plates. The shed and mooring posts were painted.

ST. PIERRE LES BECQUETS

The 630 feet of roadway on the hill from the wharf to the public road was regraded and gravelled. A new wooden fence was built on one side and a ditch made on the other. A wooden sidewalk, 2 feet 6 inches wide, was constructed along the fence for the whole length of the roadway. A wooden freight shed, 20 feet long, 12 feet wide and 9 feet 3 inches high, was built with double doors and given two coats of paint.

ST. ROCH DES AULNAIES

The improvements made to the wharf consisted in renewing some 7,000 feet b.m. of crib timber under the freight shed, placing some 300 yards of ballast stone in the outer leg of the wharf and widening the wharf at the angle by a stone masonry embankment. About 65 per cent of a basin, 140 by 60 feet, was dredged for a depth of 3 feet inside the outer-leg of the wharf. The shed and coping were painted and repairs made to the wooden flooring and cap pieces of the wharf and to the flooring of the freight shed.

ST. ROCH DE MEKINAC

An open-faced square timber stone-filled cribwork was constructed extending out from the shore a distance of 40 feet. It has an approach, 20 feet wide by 15 feet long, and a headblock, 50 feet long by 25 feet wide, with a total height at the front of 16½ feet in order to give a depth of 5½ feet at low water.

ST. SIMÉON DE BONAVENTURE

Breakwater.—An extension of round timber open-faced cribwork ballasted with stone was built. It is 95 feet long by 15 feet wide and 11½ feet high at the outer end.

Protection Work.—A shore protection, 1,176 feet long, starting at a point 200 feet west of the breakwater, was built along the highway. It is of close pilework filled in behind with brush and stone.

ST. SIMÉON (RIVIÈRE NOIRE)

A solid stone-filled open-faced cribwork extension, 78 feet 2 inches long by 10 feet wide at the top with an average height of 4 feet 3 inches, was made to the breakwater. The east side of the work is vertical while the west side has a batter of 1 to 4, and is sheathed with 4-inch yellow birch planks. The work was done by contract.

SABREVOIS

The right of way to the wharf was improved. For a length of 60 feet the road was widened 6 feet and a layer of gravel put on the whole roadway.

SENNETERRE

A wharf was constructed on the Belle river. The landing-head is 31 by 48 feet, made up of two round timber cribs, 16 by 31 feet, with a low water slip between them. The approach was built of stone and earth. A freight shed, 16 by 16 feet, was also constructed.

SILLERY (POINTE PIZEAU)

The repairs made to the wharf involved the replacing of some 30 cubic yards of macadam and renewing 3,500 feet b.m. of 8- by 8-inch railing and 10- by 11-inch face timbers, and 1,500 feet b.m. of 3-inch sheathing. The slip opening was filled with ballast stone and the coping and mooring posts were painted.

SOREL

High Level Wharf.—The old crib structure and stone filling were removed to 6 inches below extreme low water level on the necessary length and width to permit the construction of a concrete wall 311.4 feet long, 15½ feet high, 2 feet 3 inches thick at the top and 8 feet thick at the bottom. The wall is anchored at every 35 feet by 1½-inch rods to concrete anchor blocks, 5 by 5 by 6 feet. At the south end of the wharf a return concrete wall, 40 feet long, was built having the same height and thickness as the principal wall. Adjoining the front wall a concrete flooring, 1 foot thick and 12 feet 10 inches wide, was laid.

New Roadway.—The earth filling was completed on the roadway, 420 feet 4 inches long and 20½ feet wide, leading to the high level wharf. On top of this earth filling a 12-inch stone foundation was laid. A stone riprap was built on both sides of the roadway and the roadway and riprap were covered with 6 inches of concrete.

Protection works.—Along the west side of the Lanctot basin a stone riprap, 18 inches thick, was built to protect the filling of the high level wharf.

TADOUSSAC (ANSE À L'EAU)

The cribwork approach, 560 feet long by 15 feet wide, was graded with gravel and clay. The following renewals were made in repairing the wharf: 3,600 feet b.m. of rock elm fenders and walings; 10,200 feet b.m. of 10- by 12-inch floor stringers; 6,958 feet b.m. of 10- by 10-inch cross-ties and guardrail; 10,000 feet b.m. of 3-inch flooring and sheathing; and 5,123 feet b.m. of 6-inch yellow birch sheathing.

TADOUSSAC (ANSE TADOUSSAC)

The wharf approach was graded with gravel and clay. The cover joint of the movable slip, 6,000 feet b.m. of oak and rock elm fenders and walings, 10,043 feet b.m. of 3-inch flooring and 14,348 feet b.m. of 12- by 12-inch stringers and cross-ties on the headblock were renewed. A freight shed, 12 by 35 feet, was built on the approach. Repairs were made to the mooring posts and hoisting apparatus and some ballast stone was placed in the wharf.

TROIS PISTOLES

The repairs made to the old wharf consisted in renewing twelve pieces of 10- by 10-inch cross-ties, eighty pieces of 10- by 10-inch by 25-foot floor stringers, 58 lineal feet of 12- by 12-inch face timber, 100 feet of 8- by 10-inch coping and 15,000 feet b.m. of 3-inch flooring. On the new wharf 1,350 feet b.m. of 3-inch flooring and the 12- by 14-inch steps of the east stairs were also renewed.

YAMASKA

Part of the wharf, having an area of 750 square feet, was raised 3.3 feet with open-faced cribwork filled with stone. The 3-inch flooring and stringers were renewed on a total surface of 1,860 square feet. The inclined icebreaker was renewed with timber, 6 inches thick, and the front sheathing replaced with 3-inch

deals. The cap pieces were renewed where necessary. The upper part of the approach for a length of 70 feet and the rear of the wharf were protected with one-man stone riprap. The background was filled with earth to the level of the wharf and approach.

GENERALLY

Repairs were made to the following works:—

Anse aux Griffons, breastwork; Beloeil, piers and booms; Bois Brulé, wharf; Cabano, wharf; Cadillac River, wharf; Chandler, wharf; Choisy, wharf and approach; Contrecoeur, protection wall; Cross Point, wharf; D'Israeli, wharf; Dolbeau (Grosse Roche), wharf; Douglastown, wharf and shed; East Templeton, wharf; Fabre, wharf; Fort William, wharf; Garthby, wharf; Gaspé (Sandy Beach), wharf and shed; Gatineau Point, wharf; Georgeville, wharf; Glen Almond, wharf; Grande Baie (St. Alexis), wharf; Grande Rivière, wharf and cribwork; Hopetown, beach protection; Hull, wharf; Isle aux Grues, wharf; Kamouraska, wharf; Lachine, wharf; Lac Nominique, wharf; L'Anse St. Jean, wharf; Laprairie, protection wall; Les Eboulements, wharf; l'Islet, wharf; Louiseville, protection wall and approach; Magog, wharf; Makamik, wharf; Maria, wall jetty; Miguasha, wharf; Notre Dame de la Salette, wharf; Notre Dame du Portage, wharf; Perkins Landing, wharf and approach; Petit Cap, protection and training pier; Petite Rivière Ouest, roadway to beach; Pointe aux Loups, M.I., wharf; River Nicolet, roadway; Ruisseau LeBlanc, wharf; St. André, wharf; St. Andrews, wharf; Ste. Anne de Sorel, breakwater extension; St. Barthélemi, approach; St. Eloi (Pointe à la Loupe), wharf; Ste. Félicité, wharf; St. François Sud, I.O., wharf; St. Godfrey, shed; Ste. Irénée, wharf; St. Jean, I.O., wharf; Ste. Luce, wharf; St. Marc, wharf; St. Michel de Bellechasse, wharf; St. Nicholas, wharf; St. Roch, wharf; St. Sulpice, wharf; St. Zotique, approach; Shigawake, wharf; Squatteck, wharf; Valleyfield, wharf; Woodman's Beach, breakwater.

The following works were also commenced, but were unfinished at the end of the fiscal year:—

Cap Chat, wharf extension; Choisy, wharf reconstruction; Deschambault, wharf repairs; Doucet's Landing, wharf construction; Grande Rivière, wharf repairs; Hopetown West, breakwater construction; Isle aux Coudres, wharf construction; Isle aux Grues, wharf reconstruction; Lanoraie, construction of ice-breakers; Mal Bay, cribwork; Méchins, wharf extension; Petit Rivière St. François, breakwater construction; Petite Vallée, wharf extension; Roberval, reconstruction of breakwater; Ruisseau LeBlanc, breakwater construction; Trois Rivières, wharf construction; Tourelle (St. Joachim), headblock construction.

ONTARIO

BRACEBRIDGE

The damaged breakwater, 50 by 12 feet, was removed and replaced by four new stone-filled square timber cribs, three of them being 12 by 12 feet and the other 12 by 14 feet. The cribs vary in height from 6 to 11 feet. Repairs were made to the doors and windows of the freight shed and 320 lineal feet of the wharf waling, 6 by 8 inches, was renewed.

BRUCE MINES

The freight shed was repainted and a portion of the roof reshingled. The damaged section of the east side of the wharf was repaired by replacing broken and unsound timbers. The surface of the approach roadway was repaired with fine crushed rock, and about 20 per cent of the deck planking was renewed as well as the guard railings around the sides where required.

CHATHAM

Repairs were made to the revetment wall fronting St. Joseph's Hospital, in the Thames River, 57 lineal feet of face wall being renewed. Repairs were also made to one of the wing walls.

GODERICH

A 186-foot section of the superstructure of the south pier opposite the C.P.R. warehouse was reconstructed in concrete. Minor repairs were made to the decking of the outer end of the north and south piers, and a new safety chain was fitted along the south pier.

GRAND BEND

The decking and upper face timbers on the outer 216 feet of the north pier were replaced. Minor repairs were made to the sheet pile wall connecting the inner end of the north pier with the shore.

GRAVENHURST

Gull Lake Dock.—A crib and span timber wharf, 100 by 16 feet, with a maximum height of 8 feet at the outer end, and covered with a 3-inch deck, was constructed. It consists of four 8- by 16-foot cribs with 18-foot spans, and is built of 8- by 10-inch timber. From the inner crib to the concrete approach the span is 14 feet.

Town Dock.—The walings along the north and south sides of the wharf, as well as across the outer end, were renewed with 8- by 10-inch timber over a total length of 310 feet. Repairs were made to the road approach and four electric light standards were placed and wired. The shelter, 30 by 15 feet, was painted and forty mooring rings were placed.

HONLEY HARBOUR

A shelter, 33 feet long, 16 feet wide and 7 feet high to the eaves, was constructed on the old wharf. A small timber wharf, composed of nine 8- by 8-foot square timber stone-filled cribs with 12-foot spans, was constructed and connected to the shore by a short wharfage section, 30 by 8 feet.

HUNTSVILLE

The decking, waling and deck capping timbers were renewed on a portion of the wharf extending easterly for 161 lineal feet from the westerly end. Commencing at a point 269 feet easterly from the west end of the wharf, and extending easterly 308 lineal feet, new stringers, decking and deck capping were placed in position over the full 24-foot width of the structure. The shelter, 75 by 16 feet, was painted and the roof shingled. The handrailing at the east end of the Navigation Company's office was repaired and painted.

KAGAWONG

The wharf was repaired, the level being lowered by removing the flooring, cutting down the piles and replacing the flooring. The stone approach was reduced and the freight shed repaired and painted. A pile work extension, 32 feet long by 48 feet wide, was made to the wharf.

KENORA

New Wharf.—To provide additional accommodation a new wharf, 300 feet long by 24 feet wide, was constructed under contract at the foot of Matheson street. It has a timber pile foundation, a timber superstructure and is sheeted to below water level.

Main Street Wharf.—The decking was repaired and the sheeting on the outer face renewed where required. The shelter house and electric light standards were painted.

KINCARDINE

A contract was awarded to reconstruct the superstructure of the north pier for a length of 300 feet and the south pier for 174 feet. During the year a length of about 115 feet of the south pier and 92 feet of the north pier were completed. The work done by day labour consisted in strengthening the inner end of the north pier, placing front wales and securing them to anchor piles driven in the rear of the pier.

KINGSTON

La Salle Causeway.—A sheet asphalt pavement was laid under contract on La Salle causeway and involved removing the old surface, grading macadam foundation and laying a new 3-inch pavement on a total area of 4,509 square yards. The planking on the lift and cast spans was renewed by day labour, some 30,000 feet b.m. of 3- by 8-inch by 16-foot B.C. fir being used.

R.M.C. Grounds.—The boathouses and bathing houses were painted. The face timbers around Commandant's wharf were renewed and a 2-inch planking was laid over the old floor of the bathing houses.

KINGSVILLE

The outer end of the east pier which is of close-faced cribwork was reconstructed above water level. Minor repairs were also made throughout the whole of the pier. A scow, 16 feet long by 40 feet wide, was built for use in connection with repairs at this and other ports on Lake Erie. A concrete pavement, 18 by 244 feet, with a concrete sidewalk, 4 by 255 feet, was laid on the east pier approach.

MAIDEN'S CREEK

A wharf was constructed consisting of a landing-head, 46 feet long by 24 feet wide and two open-faced cribs, 24 by 16 feet, with a 14-foot slip in the centre. A freight shed, 16 by 20 feet, was erected along the stone and earth approach.

MATTAGAMI LANDING

A wharf was constructed composed of a pilework landing-head, 160 feet long by 16 feet wide. A one-story freight shed, 16 by 16 feet, was also built. The approach could not be completed on account of the early cold weather.

MEAFORD

The east revetment wall, for a length of 290 feet, extending southerly from the elevator site towards the road bridge, was reconstructed. New steel H. piles, 10 by 10 inches by 30 feet, were driven in position at 10-foot centres. They were securely anchored back with 1½-inch tie rods to 4- by 4-foot by 18-inch concrete blocks which were placed 50 feet back of the face line. On the face wall back of the H. piles new face timbers, averaging three courses, were put in where required and securely bolted in position. The timber line was

levelled off at 1 foot below zero level. A mass concrete face wall, 18 inches thick, was then constructed for a height of 7 feet, and two lines of steel rails were bolted horizontally to the steel H. piles and bedded in the mass concrete. A new timber waling, 10 by 12 inches, was securely bolted to the steel main piles for the full length of the work.

MIDLAND

The contract for the construction of a pilework and concrete wharf commenced in 1925-26 was completed. The work done during the year involved the placing in the wharf of 800 cubic yards of class "A" filling and constructing 33,666 feet b.m. of timber superstructure.

MUSKOKA NARROWS

A contract was awarded for the construction of a guide pier. The work consisted in constructing four cribs, each 10 by 8 feet with a height of 13 feet. The cribs after being sunk in position were anchored back to the solid rock shore with two tie rods, 1½ inches in diameter by 18 feet long. After the cribs had been completed four triple timber booms, each 26 feet long, 33 inches wide and 10 inches deep, were connected with double boom chains and anchored to each crib with two ¾-inch chains, 4 feet in length.

NIPIGON

The old wharf was removed and on the site a new one was constructed. It has a timber superstructure and decking on a timber pile substructure. The length is 185 feet and the width 16 feet, with a short return to the shore at the southern end.

OAKVILLE

As the south pier was considerably damaged by a severe storm on November 28, 1927, extensive repairs had to be made. Commencing at a point measured 300 feet northwesterly from the southeast end of the pier and extending northwesterly for a length of 110 feet, the broken cribwork of this section, as well as the next 50 feet of cribwork lying northwest, were completely removed. Two new cribs were constructed, one 110 by 18 feet, and the second, 50 by 18 feet. Both of these cribs were built to a height of 14 feet and placed in a crib trench dredged to 14 feet below water level. A new superstructure, 18 feet in width and 5 feet in height, was constructed over the new cribwork. A section of this superstructure, 5 feet in height and 12 feet in width, was extended northerly into the old work for a length of 10 feet in order to form a solid connection. At the north end of the 50-foot section, the old cribwork was cut off and two vertical binders were bolted to both the front and rear faces of the crib to bind the face timbers. From the front to the rear of the crib three tie rods were placed to bind the structure over the width of 12 feet.

OWEN SOUND

North of the elevator 90 lineal feet of harbour wall was constructed, 10-by 12-inch by 40-foot close sheet piling being driven and secured to timber anchor blocks placed 60 feet back of the front face. On the west side of the harbour and extending northerly from 10th Street bridge 1,138 lineal feet of 10-by 10-inch waling was renewed and four slip covers were constructed and placed in position. A total of twenty mooring piles were driven in position and anchored securely for the mooring of grain vessels. On the east side of the harbour north of C.P.R. shed No. 2 six piles, each 40 feet long, were driven,

and on the west side fourteen piles, each 30 feet long. The work done under contract consisted in driving in position 677 lineal feet of 10- by 12-inch by 40-foot tongued and grooved sheet piling and securely anchoring it to concrete blocks placed 60 feet back of the face line. The anchorage system on 180 lineal feet of sheet pilework previously constructed was lowered.

PELEE ISLAND

North Wharf.—The superstructure of cribs Nos. 3, 4, 5, 6, 7, 8 and 9 was rebuilt and planks were renewed on the ends of each span. Minor repairs were made to the warehouse.

West Wharf.—The face walls in the approach from the shore were rebuilt. On the north face the wall was rebuilt from the shore for a distance of 234 feet and on the south side for 198 feet. Minor repairs were made to the warehouse.

PENETANGUISHENE

The northwest corner of the wharf was reconstructed, new caps, stringers, decking and waling being placed in position over a length of 98 feet and a width of 18 feet.

PORT ARTHUR

A contract was awarded for the construction of a slip extension to the coal storage and paper handling docks of the Thunder Bay Paper Company, which is being built by them in front of their new plant in the north extension of the main harbour. This contract involved the removal of a considerable quantity of rock, and as the water at the inner end was very shallow, the greater part of the work was done behind a cofferdam. Before letting the contract, test piles were driven and as extensive borings as possible taken. Nevertheless, as the work proceeded it was found that the actual quantity of rock was considerably less than had been estimated and that the rock surface was much more uneven than had been supposed. Owing to this, the grade at the inner end was lowered from 20 feet and 21 feet to 23 feet to conform to the outer end. The width of this extension is 150 feet and the length, 950 feet. One-third of the cost of the work is being borne by the Thunder Bay Paper Company and when completed should give a dock providing exceptionally good shipping facilities.

PORT BURWELL

West Pier.—The inner end of the west pier above the turning basin, for a length of 40 feet, was reconstructed above water level. In addition to this a further 90 feet was dredged out and completely rebuilt. This section now comprises a close-faced double 4-inch front wall on round piles, which are tied back to those supporting the rear face timbers above water level. The close-faced timbers of both front and rear walls are connected together with cross-ties, the whole section having new stringers and decking. The work was done by day labour.

East Pier.—The reconstruction under contract of the outer end of the east pier was continued. The work done consisted in constructing a reinforced concrete superstructure on the old substructure which had been strengthened by means of round piles driven at certain intervals along both the front and rear faces. These faces are tied together at intervals by means of cross-ties and bolts.

PORT DOVER

The old warehouse on the west pier was demolished in order to give room for an approach to the landing place being used by the Nicholson Erie-Dover ferry line. Part of the west face of the old west pier was rebuilt and the area occupied by the warehouse filled in. A section of the east pier, approximately 60 feet in length, which had been damaged by a storm, was reconstructed above water level. A gravel roadway paralleling the outer part of the west approach was made for automobile traffic.

PORT ELGIN

In order to re-align the old sheet pile wall along the east side of the basin the piles, for a length of 87 feet, were pulled out and redriven. For the remaining length of the wall the old piles, including bearing and anchor piles, were cut off and new ones put in where required. A concrete face wall, 214 feet long, together with tie rods and wales, was constructed on the old substructure and the backfilling replaced. The work was done by contract.

PORT FINDLAY

Concrete walls, 3 feet wide by 4 feet high, were constructed around the side of the cribwork substructure of the wharf. The balance of the stone filling required was put in between the walls and the whole surfaced with gravel. The freight shed was lowered, repaired and painted.

PORT MAITLAND

Repairs were made, under contract, to 200 feet of the west pier and consisted in driving steel sheet piling along the east face, placing ballast stone between the sheeting and the old cribwork, constructing a concrete face wall over the new sheeting and resurfacing the concrete deck. A wooden sheet pile wall, 170 feet long, ballasted with stone, was constructed in the rear of the new wall.

PORT STANLEY

To strengthen the west pier a steel channel was placed as a wale over a part of the pier, and new timber waling over the 400-foot concrete section. The inner end of the pier, for a length of 400 feet, was also strengthened by driving anchor piles in the rear fronting the elevator. New sheet piling was driven for a total frontage of 55 feet, and decking laid at a few points north of the elevator. Repairs were made to the shore protection work at Orchard Beach.

RONDEAU

The decking of the west pier from the shore line to the concrete wall was repaired. The fender piles along the timber part of the pier were cut down and resecured, and 50 feet of the back wall was rebuilt. A 100-foot extension of open-faced cribwork was added to the shore protection work east of the east pier. The northeast corner of the west pier was reconstructed with a pile substructure and mass concrete superstructure, together with a heavy cluster of hardwood fender piles at the corner.

SAUGEEN RIVER

A landing block, 110 feet long, was constructed on the south side of the harbour, the fill of the existing south pier was replaced and a concrete face wall superstructure with a concrete slab in the rear of the face wall built. On

the north side of the harbour, the cutting down of the north pier for a length of 577 feet to water level, repairing the substructure and placing a concrete superstructure thereon was commenced, and at the close of the year about 40 per cent of the work was completed. The work is being done by contract. Repairs were made by day labour to the lighthouse foundation on the north pier and additional ballast was placed in the new crib portion built on the south side of the harbour in 1925-26.

SAULT STE. MARIE

Repairs to Freight Shed.—The corrugated iron sheeting was removed from the walls and ends of the building and replaced with pine drop siding. The doors were reconstructed, windows repaired and the building painted. The east face of the wharf was underpinned with concrete in bags, where a certain amount of undermining occurred due to the previous year's dredging operations.

Wharf Improvements.—A 6-inch cast-iron pipe was laid from the city water main for a distance of 420 feet along the foot of the street and under the stone approach and rock fill to a point near the freight shed where the standard fire hydrant was installed. From that point a 2-inch galvanized iron pipe was laid to the freight shed and along its west side for a distance of 300 feet and connected to the water system of the wharf.

Wharf Repairs.—On the face of the wharf two slipways, 5½ feet deep, 7½ feet wide and 30 feet long, were constructed in the concrete superstructure. They are surfaced and lined with concrete and provided with gas pipe guard railings. One is placed on the east side of the wharf, extending into the freight shed, and the other is on the west side.

SHOEPACK BAY

A wharf, 100 feet long by 16 feet wide, was constructed and connected to the shore by a stone-filled roadway approach. It is a rock-filled round timber cribwork structure with plank decking and extending into 18 feet of water. A small freight shed, 10 feet 9 inches wide by 20 feet long, was also built on a separate cribwork foundation.

SOUTHAMPTON

The work performed by day labour consisted in renewing and repairing the face timbers and decking of the breakwater for a length of 624 feet on the Chantry Island side of the harbour. The work involved the placing of 64,096 feet b.m. of hemlock timber.

STANLEY ISLAND

Around the face of the wharf 235 lineal feet of cribwork 8 feet wide and 4 feet above low water level was demolished and rebuilt. In order to give free access to the new landing face forty-one piles, which formed part of the old wharf, were removed.

THESSALON

Some 900 square feet of the concrete surface of the wharf was blasted and removed to a depth of 1 to 4 feet, and this area resurfaced with about 50 cubic yards of new concrete. The resulting ramp or slipway is 10 feet wide by the full width of the wharf, with slopes on each side, 24 feet long, making a gradient of 1 to 6. This will improve traffic accommodation. The freight shed was repaired and painted.

TRENTON

The old cribwork landing face of the public wharf was demolished and 385 lineal feet of close-faced cribwork was rebuilt on the old substructure, 8 feet wide and 5 feet above elevation 244.0 feet.

VERMILION BAY

A small timber wharf, 150 feet long by 8 feet wide, was taken over, and extended approximately 50 feet with a 40-foot "L" on the outer end in order to have a greater depth of water. The constructed work is of round timber cribwork filled with rock with a dimension timber superstructure.

WENDOVER

The icebreaker of the wharf, which is used as a high level landing, was reconstructed up from low water level. It has a length of 36 feet at the bottom and 17 feet on top by 23 feet wide. The slope of the icebreaker is covered with 6- by 6-inch sheeting while the face, which is used as a landing face, is sheeted with 3-inch plank and provided with proper walings and fenders. A 6-foot slip was also provided. Minor repairs were made to the flooring and sheeting of the low level landing and to the sheeting of the icebreakers located about 300 feet upstream from the wharf. The earth and stone approach was graded.

WHEATLEY

Sheet piling was driven at the outer end of the pier and repairs were made to the face timbers and decking.

WHITE CLOUD ISLAND

The entire superstructure of the wharf was reconstructed for a depth of $4\frac{1}{2}$ feet and involved placing in position ten new face timbers and renewing the stringers, decking and waling.

WINDSOR

The wharf was repaired by day labour and consisted in renewing three clusters of white oak fender piles including the waling, etc., fronting the wharf. In addition, three old clusters of piles were pulled out and the piles and sheeting of the wharf were painted above water.

GENERALLY

Repairs were made to the following works:—

Armitage Landing, wharf; Aultsville, wharf; Bayfield, piers; Beaumaris, wharf; Big Bay Point, wharf; Callander, wharf; Chute à Blondeau, wharf; Cobourg, wharf; Deseronto, wharf; Dyer's Bay, pier; Gananoque, wharf; Holland River, wharf; Keewatin, wharf; Lansdowne, wharf; Leamington, pier; Lefavre, wharf; L'Original, wharf; Minaki, wharf; North Bay, wharf; Orillia, wharf; Petewawa, wharf; Port Rowan, piers; Providence Bay, wharf; Rainy River, wharf; Richard's Landing, wharf; Rosspoint, wharf; Sheguiandah, wharf; Sparrow Lake, wharf; Thornbury, revetment wall; Tobermory, glance booms; Toronto, boathouse and plant; Two and Seven Mile Narrows, boom; Warton, pier; Windermere, wharf.

MANITOBA

ASSINIBOINE RIVER

The dykes near Ritchie's Island were reconstructed and repaired. Approximately 6,000 lineal feet of new work was constructed, most of it covering sections where the old work had been undermined and destroyed, and 1,670 lineal feet of old dykes were repaired. Further down the river repairs were also made to about 500 lineal feet of the old work.

GIMLI

During 1927 the extremely high waters of Lake Winnipeg destroyed a considerable portion of the pile protection breastwork, which was 6 feet wide, 4 feet high, and filled with sand bags. Approximately 530 lineal feet of cribwork was entirely renewed, and about 1,000 lineal feet repaired.

HECLA

The wharf was extended at an angle for a length of approximately 134 feet with a width of 24 feet on top. The new work is of solid timber cribwork filled with stone. The longitudinals and cross-ties are of 10-inch round spruce and the 8- by 10-inch stringers and the 3-inch decking are of British Columbia fir. Fender timbers and 12-inch tamarac mooring posts were placed. The work was done under contract.

PELICAN LAKE

An earth-filled dam was constructed across the channel or canal between the lake and Little Pembina river to control the height of the lake and thereby prevent flooding. In the dam, two 48-inch culverts were placed with gates for opening and closing. The dam will also serve as a permanent bridge across the canal.

RIVERTON

A pile wharf having a 200-foot frontage, parallel and close to the bank, was constructed on the north shore of the Icelandic river. The wharf, which is 8 feet wide, consists of pile bents, 7 and 14 feet long alternatively, spaced 5 feet centre to centre and extending transversely of the wharf. The 14-foot bents act as shore ties and all bents are braced on each side with 4- by 8-inch pieces. The bents are capped with 10- by 10-inch pieces on which is laid 3- by 12-inch British Columbia fir decking. A 6- by 10-inch waling was placed along the ends and front, and an 8- by 8-inch curb around the ends and outer edge of the flooring. A bulkhead of 3-inch fir was fastened along the shore side from the top to the ground to hold the cinder filling by which the wharf level was extended to the bank.

STEEP ROCK

To facilitate shipping a small wharf was constructed consisting of a rock approach, 70 feet long and 14 feet wide on top, and a rock-filled round timber cribwork pier, 60 feet long and 14 feet wide on top. It is built with a 3-inch decking and a 1 to 1 slope on the outer side, which is covered with a 4-inch sheathing.

WANIPIGOW OR HOLE RIVER

Owing to high water the dam, which was constructed in 1923-24, was damaged. Repairs were made and the work was extended some 30 or 40 feet on the north end. The entire structure was backfilled with sand bags and earth, and faced with rock. Minor repairs were made to the original dam.

WINNIPEGOSIS

A new wharf approach, 40 feet wide and 30 to 40 feet long, was constructed. It is a crib block and span structure, having three cribs which run crosswise of the approach. The road was also improved with gravel filling for a distance of 150 feet.

SASKATCHEWAN

REGINA BEACH

A square timber cribwork wharf, filled with stone, was constructed. The cribwork part of the approach is 100 feet long and 12 feet wide on top, and the pierhead, 35 by 15 feet. A 1 to 1 slope was made on the western side of the approach and pierhead. At the end of the season the stonework part of the approach was not entirely completed owing to ice and snow.

ALBERTA

LAKE WABAMUN

In order to control the level of the lake a small pilework dam was placed across the artificial outlet, which was made a number of years ago to a stream near the lake. The dam is 58 feet in length with a spillway 40 feet wide, and consists of some ten bearing piles with waling and a close sheet pile wall.

NORTHWEST TERRITORIES

FORT RESOLUTION

The round timber cribwork wharf was extended for a distance of 275 feet. For a length of 75 feet from the end of the former work three 15-foot spans and two 15-foot cribs were used. Beyond this point the work was of solid timber cribwork filled with stone, 16 feet wide on top with a 1 to 1 slope on the outer face.

BRITISH COLUMBIA

BOLD POINT

The float and approach, being badly decayed, were reconstructed. A new trestle approach, 201 feet long and 14 feet wide, was built in the same location as the old one. The float is 24 by 60 feet with an extension at one end, 22 by 24 feet, to carry the gangway 40 feet long and 6 feet wide. This float was constructed of cedar logs with 4- by 16-inch cross-ties, 2- by 12-inch planking, and three additional heavy stringers bolted to the logs with 1½-inch screw bolts. A new shed, 12 by 16 feet, was built and cable fastenings from the float to the shore were provided. A concrete landing, 30 feet long and 8 feet wide, was constructed to hold the shore end of the gangway.

COLUMBIA RIVER

A fascine mattress of irregular shape, 12,850 square feet in area, was constructed on the downstream inshore end of Cottonwood Point dam built during the year 1925-26. The inshore of the dam was also extended for a length of 40 feet on a width of 14 feet, and groyne No. 3 for a length of 20 feet. The

above work was done to prevent erosion behind the groynes and dam. The fascine mattress was formed by 1 foot of rock on 2 feet of brush, laid on 6-inch poles. In the inshore extensions the mattress was composed of 2 feet of rock on 1 foot of brush.

CROOKED RIVER WATERWAY

A series of cross groynes of brush weighted with rock, some 10 feet wide, 4 feet high and of varying lengths, were built at the various riffles in order to provide a minimum depth of 2.5 feet at low water stage. This is considered a sufficient depth for the type of flat bottom freight boat in use on the Crooked, Paek and Parsnip rivers, a waterway leading into the headwater of the Peace river. The water was also confined to the main channel by blocking all side channels with brush and rock dams. Rocks were removed from the boat channel and overhanging brush was cleared at points where it formed a hindrance to navigation.

DENMAN ISLAND

A triangular extension, 40 by 40 feet, was built at the west end of the wharf. The superstructure consists of 12- by 12-inch caps, 4- by 12-inch joists, 3- by 12-inch planking with an 8- by 8-inch guard, creosoted fender piles, and two cast iron mooring cleats. The extension was joined to the wharf by a 12- by 12-inch timber fitted on top of the piles. Sundry repairs were made to the float.

DEWDNEY

As the bank had silted up in front of the old wharf the structure was rebuilt 20 feet further out into the stream. The reconstructed wharf is 36 by 48 feet, with a slipway, 96 by 12 feet and an approach, 75 by 14 feet. The shed was moved to the new wharf and repaired.

EAST ARROW PARK

Three dolphin clusters on the outside of the landing face of the wharf were removed and replaced with two upright framed fenders, one at each end. The main float is held in place by anchor logs and dolphins on the inner face. The old 32-foot section adjacent to the main float was replaced with a truss section 16 feet wide by 32 feet long. The four adjoining 16-foot approach sections were consolidated into two 32-foot ones. To support the new truss span eight float logs, 24 feet long, were placed under the section of the approach next to it. Defective deck planking throughout the whole structure was replaced with 3-inch decking. The entire main float was covered with 2-inch cedar planking laid diagonally, and a 2-inch plank runway provided for the full length of the approach.

EAST ROBSON

After the defective planks on the main deck had been replaced with 3-inch fir material, 2-inch cedar planking was laid diagonally over the entire area of the wharf, 30 by 332 feet. One new bearing pile and 17 new fender piles were driven. A 6- by 8-inch guard was provided along the inner or shore side of the wharf and ten cavils were reset.

EDGEWOOD

The superstructure of the wharf was dismantled for a length of 310 feet or from the inner end of bent No. 32, and defective timbers were replaced. New 10- by 12-inch by 32-foot caps were put on twenty-four of the bents. On each side of the wharf two new courses of 10- by 12-inch by 22-foot stringers and a new 4- by 6-inch guardrail were placed. One-half of the 3- by 10-inch deck

planking was renewed, thirteen new intermediate stringers and forty-two new 4- by 10-inch joists were put in. From bents Nos. 8 to 32 two new courses of 10- by 12-inch by 22-foot waling and fifty new holding-down straps were placed, two straps to each bent. Ten new standard cavils were installed and eight new fender piles driven.

FAUQUIERS

The two approach sections adjoining the main float were replaced with a new 16- by 32-foot trussed section and from this span six 16- by 16-foot inshore sections were consolidated into three 32-foot ones and fitted with new type hinges. Three new standard cavils were installed on the main float, one at the centre of the landing face and one at each end, and general repairs made to the superstructure timbers and decking. The original 110-foot single shear boom was replaced by a double one and extended a further 454 feet.

FRASER RIVER

Annieville Bar, Dyke.—A contract was awarded to build a dyke to divert some of the water which flowed west of Annacis Island in order to keep more water in the main channel to induce scour and prevent the shoaling of this area. The total length of the dyke is 4,300 feet. The lower end was built straight for a length of 3,100 feet and 350 feet from the existing channel, while the upper portion, 1,200 feet long, was built on a 3-degree curve. The dyke consists of two rows of piles 2 feet apart, the piles being placed at 3-foot 6-inch centres in each row. The piles are staggered and fastened with drift bolts to a centre waling of poles 60 feet long with an 8-foot lap. On the channel side four rows of 4- by 12-inch planking, each 12 inches apart, were spiked to the piles with 10-inch spikes. On the other side of the dyke a 10- by 12-inch waling was placed about 5 feet below the top and bolted to alternate piles in the opposite row with 1-inch machine bolts. A mound of rock, 5 feet high, with a slope of about 1 to 1, was placed on each side of the dyke. The piles were driven to a penetration of 20 feet, the top of the dyke being 17 feet above zero at the Sandheads. A total of 116,154 feet b.m. of lumber, 126,429 lineal feet of piling and 10,427 tons of 150-pound rock were used in the work.

Steveston, North Dykes Nos. 2 and 3.—In order to improve navigation in the King Edward Cut in the main ship channel of the Fraser River near Steveston, two dykes, No. 2, 400 feet long, and No. 3, 550 feet long, were built on the north side of the channel. These dykes are of pile construction, two rows of piles being driven about 2 feet apart and the piles placed at 3-foot 6-inch centres in each row. The piles are staggered, and fastened with drift bolts to the centre waling of poles 60 feet long with an 8-foot lap. On the channel side four rows of 4- by 12-inch planking were placed 6 inches apart and spiked to the piles with 10-inch square spikes. In the opposite row 10- by 12-inch waling was bolted to alternate piles. The piles were driven to a 20-foot penetration, and the cut-off was 9 feet above zero at the Sandheads. A mattress of rock, 20 feet wide and 2 feet thick, was placed at the lower side of each dyke, and another, about 50 feet wide, 100 feet long and 2 feet thick, at each end. To mark the outer ends of the dykes seven-pile dolphins were driven. The work was done by contract.

Steveston, North Jetty.—A contract was awarded to construct an extension of 2,000 feet to the main jetty. It was built of close piling with a mattress of rock 20 feet wide and 2 feet deep on the channel side. A 6- by 12-inch waling was bolted at every fifth pile on each side with 1- by 28-inch screw bolts. In the apron on the channel side 1,465 piles and 6,602 tons of 200-pound rock were placed, and 450 tons of 400-pound rock used to make a fill between the existing rock mound jetty and the new pile extension.

Woodward's Island, Rock Embankment.—A rock embankment was constructed between Woodward's Island and Island No. 1 in Woodward's slough to prevent the diversion of the water to the channel which had been made between these islands by the freshet of 1927. The work consisted of a mattress of rock, 2 feet thick and 50 feet wide, at each end of the channel, and in the channel a mattress, 100 feet wide and 2 feet thick, below low tide. This additional 50 feet was put on to form an apron behind the embankment and to prevent scouring. The total amount of rock put in was 29,839 tons. The work was done by contract.

GABRIOLA ISLAND (CENTRE)

Owing to the penetration for piles being poor the front portion of the wharf, 20 by 60 feet, was removed, and an addition of 15 feet 6 inches made to the back. All the piling of the wharfhead was replaced with creosoted piles, the decking partially renewed, and a new slip built. The freight shed was reduced in size and repaired.

GIBSON'S LANDING

The rear portion of the wharf, 30 by 100 feet, was reconstructed. A triangular section, 30 by 24 feet, was built between the wharf and approach to facilitate vehicular traffic. The landing platform for the gangplank was reconstructed and six creosoted fender piles were driven along the front of the wharf. A new float, 8 by 80 feet, with the necessary anchorage was built, the shed painted and some minor repairs were made.

JEUNE LANDING

A contract was awarded for the construction of a new wharf to replace the old floating landing which was in poor condition. A wharfhead, 91 by 40 feet, with an approach, 273 by 12 feet, was built. Creosoted piling was used throughout with the exception of six bents of untreated piles in the approach above low water mark. A new freight shed, 16 by 26 feet, was also provided.

KEAT'S ISLAND

A float, 60 feet long and 30 feet wide, was constructed of cedar logs, 4- by 12-inch cross-ties and 2- by 12-inch planking. The approach has three floats, 40 feet long and 6 feet wide, and one float, 20 feet long and 6 feet wide, and is of the same construction as the main float. It is fastened by 1-inch galvanized wire cables to the shore on each side of the bay.

KOOTENAY BAY

A new wharf was constructed having a main float, 30 feet wide by 40 feet long, and an approach panel, 12 feet wide by 16 feet long, to which is attached a shore apron, 8 feet wide by 20 feet long. A shed, 12 by 16 feet, was built on the main float.

LANG BAY

The repairs made to the wharf consisted in driving two bearing piles, twenty-three fender piles and three brace piles, all creosoted. The posts under the approach were renewed and small repairs made to the deck planking.

MITCHELL'S BAY

In order to accommodate the settlers at the east end of Malcolm island, about 150 miles north of Vancouver, a float was built to land freight and passengers. The main float, which is 30 by 40 feet, with a shed 10 by 16 feet, is held in place with two concrete anchors connected with 1-inch galvanized

cable. The four sections of the approach are 6 by 50 feet and the gangway from the shore is 3 by 16 feet. The float and approach are of cedar logs, 40 feet long, with 4- by 14-inch cross-ties and 2- by 12-inch decking. A heavy cross-tie, to which the logs were fastened with 1-inch machine bolts, was placed at each end of the float.

NEW MASSETT

A new superstructure was built on the wharfhead which is 80 by 40 feet, and on the 14-foot approach for a length of 130 feet. A galvanized iron freight shed, 20 by 15 feet, was provided, and four untreated fender piles were driven at the south end of the wharf.

NEW WESTMINSTER

The approach and a portion of the wharf, an area of 60 by 50 feet, were repaired by replacing the caps, joists, stringers and decking, and putting underpinning beneath some of the wharf buildings, the foundations of which were decaying.

NOOTKA ISLAND

The superstructure of the wharfhead and approach was rebuilt. In the wharfhead 673 lineal feet of bearing piles and 459 lineal feet of brace piles, all creosoted, were renewed. The end portion of the wharf, 23 by 40 feet, was removed and nine untreated fender piles were driven. A galvanized iron freight shed, 24 by 16 feet, was built and new creosoted bearing piles, except two bents of untreated posts at the shore end, were driven throughout the approach. The work was done by contract.

PHIPP'S POINT

An extension, 80 feet long and 8 feet wide with an 8- by 10-inch timber waling on each side, was made to the concrete landing. It was built of mass concrete and had large boulders and stones placed in the middle as fillers where possible. There were ten mooring cleats embedded in the concrete, five on each side, and the 8- by 10-inch fender timbers were held in position with iron rods, 6 feet apart, running through the concrete.

PORT CLEMENTS

The repairs made to the wharf involved the placing of twenty-four new untreated fender piles, eleven untreated brace piles and five creosoted bearing piles in the wharfhead. New creosoted landing steps and eighty-five untreated bearing piles were put in the wharf approach, and 4,544 feet b.m. of untreated sway braces were placed.

PORT COQUITLAM

A float was built of cedar logs with 4- by 16-inch cross-ties and 2- by 12-inch planking. It is 50 feet long and 26 feet wide and anchored with two 3-pile dolphins. A trestle approach was built for a length of 224 feet and a width of 12 feet, and a gangway, 36 feet long and 6 feet wide, connects the end of the approach to the float.

PORT SIMPSON

A new wharf approach, 856 feet long and 12 feet wide, was built of creosoted piles, strengthened by 6- by 8-inch sway braces similarly treated. A 3-inch decking was laid on the stringers and joists which surmounted the 10- by 12-inch pile caps. Guardrails, 8 by 8 inches, and fences, with handrail 3 feet above the decking, were placed along the sides of the approach. The work was done by contract.

POWELL RIVER

Wharf Extension.—To give more accommodation for shipping, the wharf was extended towards shore along the breakwater by an addition 100 feet long with an average width of 25 feet. The extension is built of four rows of creosoted bearing piles with 3- by 12-inch bracing. The piles are capped with 10- by 12-inch pieces, on which are placed 4- by 10-inch joists and 3-inch decking. Dredging was done in front of the extension and part of the old wharf. The area which was dredged to a depth of 14 feet at low water is 170 feet long and 75 feet wide, 6,580 cubic yards of material being removed. The work was done by contract.

Breakwater.—A contract was awarded to construct a breakwater, 1,025 feet long. For 550 feet from the shore the construction is of rock mound. For the balance of the distance it consists of rock mound with side slopes of $1\frac{1}{2}$ to 1, on a gravel base with side slopes of 3 to 1. During the year, 29,915 cubic yards of gravel and 22,040 cubic yards of rock were placed.

QUATHIASKI COVE

A float, 10 feet wide and 80 feet long, and three sections of floating approach, having a total length of 100 feet, with a gangway from the shore, 4 feet wide and 20 feet long, were built. The float is constructed of cedar logs with 6- by 14-inch cross-ties and 2-inch planking. The floating approach is of similar construction and anchored with two concrete blocks and three-quarter-inch chains.

QUATSINO

A new superstructure was built on the wharfhead which is 100 feet long and 30 feet wide. New five-pile dolphins were driven at each end of the wharf, and a roadway of 2-inch plank was laid over the old deck of the 164-foot approach. The work was done by contract.

ROBERT'S CREEK

The repairs made to the wharf consisted in driving forty-four creosoted fir fender piles and three creosoted fir bearing piles. In the approach nine piles were driven and the truss at the shore end was removed and replaced by four posts. A new cleat was put on the wharf and a sliding door made for the shed.

RUSSELL'S LANDING

The wharf approach, which is composed of ten 8- by 32-foot sections, was reconstructed. Each section has five cedar float logs, 32 feet long, secured together with four one-half-inch cable wraps at intervals. There are eight rows of 6- by 12-inch bearing timbers bolted to the logs and supporting the 2-inch cedar deck planking. The approach sections are connected to each other by three-quarter-inch galvanized cable loops and held in place by anchor piles, two to each section.

SALMON ARM

The turn platform, 61 feet long by 64 feet wide, including the adjoining 16-foot wharf approach for a length of 91 feet, was reconstructed. A new incline boat slip, 8 feet wide by 52 feet long, was provided, running parallel with the approach from deck to a point 2.5 feet above low water level. An intermediate section of the 16-foot approach, for a length of 156 feet, was rebuilt. The inner end of the reconstructed section commenced at a point 428 feet from the shore end of the existing approach. The reconstructed portions of the wharf are of the standard pile bent type with 10- by 12-inch caps, 8- by 11-inch stringers, 4- by 10-inch joists and 3-inch decking.

SANDSPIT

New untreated corner dolphins of nine piles each were put in the wharf. Untreated fender piles in groups of three were placed at the front of the wharf, three piles at the side, and twelve creosoted bearing piles in the approach. Other minor repairs were made.

SHAW'S LANDING

A new float, 60 by 20 feet, was built and secured in place by means of boom logs and cables. Repairs were made to the gangway.

SOINTULA

The wharf repairs included driving twenty-four fender piles and two fir brace piles, pulling into position the existing bearing piles which were out of place and fastening them to the cap. Between the fenders thirteen new chocks were put in and repairs made to the existing stringers, caps, joists, guard and deck planking. The large shed on the wharf was reshingled and minor repairs were made to the smaller one. The guardrail on the float was repaired, two bollards were rebolted and four new boat cleats, for small boats to tie up to, were placed on the float.

SOOKE

Wharf.—New creosoted corner dolphin piles were put in, as well as 12- by 12-inch creosoted fender timbers at the front and sides of the wharfhead. New creosoted mooring piles were also placed for the float.

Whiffen Spit.—The entrance to Sooke harbour is protected by Whiffen Spit, a natural breakwater extending about two-thirds of the way across the entrance. Heavy gales eroded the spit at the westerly end for a distance of 350 feet and to a depth of 5.5 feet. As this erosion seemed likely to continue, thereby destroying the natural protection of the harbour, heavy chains, with logs attached to them by wire rope, were stretched across the breach.

STURDIES BAY

A new superstructure was built on the wharf approach for a length of 381 feet and a width of 15 feet. Three new creosoted piles were driven and eight concrete footings placed for piles on rock. The bearing piles were strengthened with 4- by 10-inch creosoted sway braces, 10- by 12-inch pile caps were used, on which were laid 6- by 11-inch stringers, and 3-inch decking, and 8- by 10-inch guardrails were placed along the sides. The damaged slip and landing steps in the old wharfhead were repaired.

UCLUELET

As the wharf was in a collapsed condition the old float was replaced by a new one, 65 by 14 feet. The approach was extended for a length of 18 feet, and the gangway replaced at the end of the extension to give access to the new float.

VANCOUVER

Immigration Wharf.—The work done consisted in placing 6,050 feet b.m. of 3- by 10-inch joists between the existing ones, and replanking the deck of the main wharf, an area of 6,713 square feet, with 20,140 feet b.m. of 3- by 12-inch planking. Around the outer sides of the wharf 300 lineal feet of 8- by 8-inch guardrail was put on to replace the old one.

Stanley Park Retaining Wall.—During the year 514 feet of the wall was built, 290 feet of which is close to Brockton Point and 224 feet at the west end of the Narrows starting at the waterworks pipe line. The wall is 2 feet thick on top and 4 feet at the bottom and varied in height from 6 to 8 feet, with a granite coping 8 by 15 inches on the upper face.

WEST BAY

A new float, 30 by 40 feet, was built of cedar logs with 4- by 16-inch cross-ties, 2- by 12-inch decking and a 10- by 12-foot shed in the centre. At each end of the float a 10- by 16-inch cross-tie was bolted down to the logs with 1¼-inch bolts.

WHALETOWN

Repairs to the wharf involved the replacing of twelve bearing piles, ten fender piles, and one supporting pile for the gangway leading down to the float. The anchorage for the small float, which is placed alongside the wharf, was renewed as well as three brace piles and one horizontal waling. Repairs were also made to the planking.

GENERALLY

Repairs were made to the following works:—

Ainsworth, wharf; Alberni, wharf; Alert Bay, float; Argenta, wharf; Balfour, wharf; Bamfield (West), float; Beaton, wharf; Bishops Landing, float; Boswell, wharf; Bowen Island (West), float; Burgoyne Bay, wharf approach; Campbell River, wharf; Churchouse, float; Coal Harbour (Quatsino Sound), float; Courtenay, wharf; Deer Park, wharf; Egmont, float; Fraser's Landing, wharf; Grace Harbour, wharf; Grantham's Landing, wharf; Haney, wharf; Heriot Bay, wharf; Hollyburn, wharf; Hope Bay, wharf; Kaslo, wharf; Kuskanook, wharf; Langley, wharf; Long Bay, float; Longbeach, wharf; Lund, wharf; Maples, wharf; Miller's Landing, wharf; Mirror Lake, wharf; Nanaimo, floats; Needles, wharf; Okanagan Centre, wharf; Penticton, wharf; Port Kells, wharf; Port Moody, wharf; Port Renfrew, wharf; Procter, wharf; Renata, wharf; Riodel, wharf; Royston, wharf; Snug Cove, wharf; Squirrel Cove, float; Stewart, wharf; Summerland, wharf; Sunshine Bay, wharf; Thetis Island, float; Van Anda, float; William Head, quarantine station retaining wall; Willow Point, wharf; Wilson Landing, wharf.

The following works were also commenced, but were unfinished at the end of the fiscal year:—

Bella Bella, renewal of wharf; Seton Lake, wharf construction.

DREDGING OPERATIONS

CONTRACT DREDGING AND DREDGING BY DAY LABOUR, 1927-1928

Amerst, M.I., Que.—Under contract No. 15544 with the Halifax Dredging Co. Quantity removed, 1,000 cubic yards, place measurement, at \$15 per cubic yard, class "A", submarine rock. Amount passed for payment, \$15,000. Object of work: deepening entrance channel.

Anderson's Cove, N.S.—Under day labour with District Engineer Locke, hand dredging. Quantity removed, 400 cubic yards, sand, gravel, boulder. Amount passed for payment, \$297.75. Work commenced December 16, completed January. Object of work: removing fresh material from harbour side of breakwater.

Anse à Mercier (Grande Vallée), Que.—Under day labour with District Engineer Amiot. Amount passed for payment, \$150. Work commenced, May, completed August. Object of work: removal of boulders.

- Anse à Vallcau, Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$592.62. Work commenced October, completed January. Object of work: blasting and removing rock ledge obstructing west side of river mouth and hampering construction of training breastwork.
- Anse aux Canards, Que.*—Under day labour with District Engineer Amiot, hand dredging. Quantity removed, 200 cubic yards, sand. Total expenditure, \$150. Work done in July. Object of work: removal of sand bank at mouth of river.
- Anse aux Griffons, Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$149.99. Work done in June. Object of work: removal of boulders.
- Anse des Trois Ruisseaux (Anse aux Griffons), Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$225.35. Work done in May. Object of work: removal of boulders from fishermen's harbours.
- Baie des Rochers, Que.*—Under day labour with District Engineer Sabourin. Quantity removed, 100 cubic yards, place measurement, boulders. Amount passed for payment, \$299.50. Work commenced August 27, completed September 13. Object of work: removing boulders dangerous to schooners approaching wharf.
- Batiscan River, Que.*—Under contract No. 15536 with the National Dock and Dredging Co., dredge *Capital*. Quantity removed, 22,003 cubic yards, place measurement, class "B", at 50 cents per cubic yard, and 2,773 cubic yards, castover, place measurement, class "B", at 33½ cents per cubic yard, sand, clay, mill refuse. Amount passed for payment, \$11,925.83. Work commenced September 3, completed November 23. Object of work: dredging a basin in front of Price Bros. wharf.
- Bay du Vin River, N.B.*—Under agreement with Miramichi Dredging Co., dredge *Peter England*. Quantity removed, 1,517.7 cubic yards, scow measurement, at 75 cents per cubic yard, class "B", hard sand. Amount passed for payment, \$1,138.28. Inspection \$52. Total expenditure \$1,202.91. Work commenced June 27, completed July 11. Object of work: to provide motor boats a more direct course at all tides from Bay du Vin to the shelter of the river channel.
- Beaupré, Que.*—Under contract No. 15522 with the Canadian Dredging Co., dredge Sydenham. Quantity removed, 70.4 cubic yards, place measurement, class "A", at \$4 per cubic yard, and 129,951 cubic yards, scow measurement, class "B", at 31½ cents per cubic yard, sand, clay, boulders. Amount passed for payment, \$41,216.16. Work commenced July 22, suspended for season November 12. Object of work: dredging channel Ste. Anne Paper Co's. proposed dock to deep water in St. Lawrence river.
- Belœil Station, Que.*—Under agreement with Department of Railways and Canals. Quantity removed, 1,430 cubic yards, scow measurement, at \$55 per day, class "B", clay, boulders. Amount passed for payment, \$1,489.10. Work commenced August 29, completed September 23. Object of work: dredging a channel in the Richelieu river to allow barges to load hay direct from the highway bridge.
- Bic, Que.*—Under day labour with District Engineer Amiot, hand dredging. Quantity removed, 1,700 cubic yards, place measurement. Amount passed for payment, \$2,499.25. Work commenced July, completed August. Object of work: dredging extension to channel.
- Bird River and Bee Creek, Man.*—Under day labour with District Engineer Goodspeed. Amount passed for payment, \$496.50. Work done in March. Object of work: removing overhanging willows and snags from streams to improve navigation into Slate Lake mining area.
- Blooming Point Pond, P.E.I.*—Under day labour with District Engineer Hyndman, hand dredging. Quantity removed, 6,148 cubic yards, place measurement, class "B", clay, sand, silt, muskeg. Amount passed for payment, \$4,312.32. Work commenced July 19, completed December 21. Object of work: providing channel for fish to spawning ponds.
- Campbellton, N.B.*—Under agreement with Felix Michaud, dredge *Excavator*. Quantity removed, 2,000.9 cubic yards, scow measurement, at 65 cents per cubic yard, class "B", mud, logs. Amount passed for payment, \$1,300.59. Inspection, \$62. Total Expenditure, \$1,362.59. Work commenced June 2, completed June 18. Object of work: dredging at market wharf to allow schooners to and from wharf at low tide.
- Campbellton, N.B.*—Under contract No. 15613 with Felix Michaud, dredge *Excavator*. Quantity removed, 11,738.4 cubic yards, scow measurement, class "B", at 60 cents per cubic yard, and 4,556 cubic yards, scow measurement, class "B", at 55 cents per cubic yard, mud, gravel, stones, logs. Amount passed for payment, \$9,548.84. Work commenced 7th August, completed November 5. Object of work: dredging berths at deep water wharf.

Campbellton, N.B.—Under agreement with Felix Michaud, dredge *Excavator*. Quantity removed, 1,973.7 cubic yards scow measurement, at 70 cents per cubic yard, mud, gravel. Amount passed for payment, \$1,381.59. Inspection \$74.31. Total expenditure \$1,455.90. Work commenced August 12, completed September 1. Object of work: dredging ferry approach and slip to facilitate movement of ferry at low tide.

Cap à la Baleine (Anse à Dufour), Que.—Under day labour with District Engineer Amiot. Amount passed for payment, \$204. Work done in June. Object of work: blasting and removing boulders impeding beaching of fishing boats.

Cap au Renard (Ruisseau Vallée), Que.—Under day labour with District Engineer Amiot. Amount passed for payment, \$50.53. Work done in June. Object of work: removal of boulders.

Cap des Rosiers, Que.—Under day labour with District Engineer Amiot. Amount passed for payment, \$631.22. Work commenced June, completed September. Object of work: removal of boulders.

Charlemagne, Que.—Under contract No 15537 with the National Dock and Dredging Corporation, dredge *New Welland*. Quantity removed, 34,093 cubic yards, scow measurement, at 43 cents per cubic yard, class "B", clay, sawdust. Amount passed for payment, \$14,659.99. Work commenced September 30, completed October 15. Object of work: dredging alongside St. Maurice Pulp and Paper Company's wharf.

Cheverie, N.S.—Under day labour with District Engineer Locke, hand dredging. Quantity removed, 592 cubic yards, place measurement, class "B", and 24 cubic yards, place measurement, solid rock. Amount passed for payment, \$574.28. Work commenced July, completed October. Object of work: improving berth along wharf.

Cobourg, Ont.—Under contract No. 15507 with J. P. Porter and Sons, dredge *Delver*. Quantity removed, 42,055 cubic yards, scow measurement, at 55 cents per cubic yard, class "B", sand, sewage, silt. Amount passed for payment, \$23,130.25. Work commenced July 20, completed September 20. Object of work: to deepen the area between the outer end of the entrance piers and removing crib.

Cocagne Island, N.B.—Under day labour with District Engineer Stead, dredge, M. J. O. LeBlanc's plant. Quantity removed, 1,561 cubic yards, scow measurement, at \$27 per day, class "B", sand, mud. Amount passed for payment, \$1,029.82. Work commenced July, completed February. Object of work: dredging channel southwards toward Cocagne Harbour to allow access to old dredged channel at all tides.

Collingwood, Ont.—Under contract No. 15490 with C. S. Boone Dredging Co., dredge *General Meade*. Quantity removed, 12,534 cubic yards, scow measurement, at \$1.85 per cubic yard, class "B", broken rock, boulders, hardpan, clay. Amount passed for payment, \$23,187.90. Survey, \$165.67. Inspection, \$1,183.75. Total expenditure, \$24,537.32. Work commenced August 11, completed December 5. Object of work: dredging a section of main channel in harbour.

Courtenay River, B.C.—Under day labour with District Engineer Forde. Amount passed for payment, \$100. Work commenced May, completed December. Object of work: removal of snags from navigable channel.

Courtenay River, B.C.—Under contract No. 15644 with Northwestern Dredging Co. Ltd. Quantity removed, 1,152 cubic yards, place measurement, class "B", at 48 cents per cubic yard, 11,653 cubic yards, place measurement, class "B", at 33 cents per cubic yard, snags at \$15 per hour, plant hire at \$15 per hour, boulders, snags. Amount passed for payment, \$5,239.80. Inspection, \$175. Total expenditure, \$5,414.80. Work commenced October 10, completed November 6. Object of work: improving channel at and above mouth of river.

Courville River, Que.—Under day labour with District Engineer St. Laurent. Amount passed for payment, \$500. Work commenced August 25, completed October 5. Object of work: cleaning a 10-mile stretch of the river by removing log jams, brush and overhanging trees.

Cowan Lake, Sask.—Under day labour with District Engineer Goodspeed. Quantity removed, 264 snags at \$1.25 per snag. Amount passed for payment, \$330. Work done in June. Object of work: to improve navigable channel of lake.

Cow Bay Run, N.S.—Under day labour with District Engineer Locke, hand dredging. Quantity removed, 350 cubic yards, place measurement, class "B", sand, gravel. Amount passed for payment, \$200. Object of work: to improve depth in front of breakwater.

Deep Brook, N.S.—Under contract No. 15470 with St. John Dry Dock and Shipbuilding Co., dredge *Leconfield*. Quantity removed, 19,738.4 cubic yards, place measurement, at \$1.25 per cubic yard, class "B", clay, gravel, sand, stone. Amount paid by department, \$10,106.40. Work commenced May 9, completed May 24. Object of work: dredging berth along proposed shipping pier of the Canadian Gypsum Co. Ltd. (The Department assumed the responsibility of 8,000 cubic yards of excavation.)

Desbarats or Walker River, Ont.—Under contract No. 15505 with A. B. McLean and Sons, dredge *McLean No. 3*. Quantity removed 16,000 cubic yards, castover, place measurement, at \$15 per hour, class "B", silt, sunken logs, driftwood. Amount passed for payment, \$2,385. Inspection, etc., \$595.36. Total expenditure, \$2,980.36. Work commenced June 21, completed July 9. Object of work: deepening channel at mouth of Desbarats or Walker river.

Doucet's Landing or Ste. Angèle de Laval, Que.—Under agreement with National Dock and Dredging Corporation Ltd., dredge *New Welland*. Quantity removed, 12,300 cubic yards, scow measurement, at 40 cents per cubic yard, class "B", clay, sand. Amount passed for payment, \$4,920. Work commenced October 21, completed October 27. Object of work: dredging a basin on the eastern side of wharf.

Eel River (Hardwicke), N.B.—Under agreement with Miramichi Dredging Co., dredge *Peter England*. Quantity removed, 4,527.8 cubic yards, scow measurement, at 68 cents per cubic yard, class "B", mud. Amount passed for payment, \$3,078.90. Inspection, \$112.80. Total expenditure, \$3,191.70. Work commenced May 31, completed June 22. Object of work: deepening channel through shoal at mouth of Eel river, for vessels at all but extreme low tides.

Ellis Bay—Anticosti Island—Port Menier, Que.—Under contract No. 15523 with the Canadian Dredging Co., dredge *Fundy*. Quantity removed, 13,038.8 cubic yards, place measurement, at \$5.50 per cubic yard, class "A", rock, and 230,504 cubic yards, scow measurement, at 50 cents per cubic yard, class "B", clay, gravel, boulders. Amount passed for payment, \$186,965.40. Inspection, \$1,315. Total expenditure, \$188,310.40. Work commenced July 12, suspended for season November 14. Object of work: dredging channel to Anticosti Corporation wharves, deepening berths at company's commercial wharf and dredging turning basin.

Fame Point, Que.—Under day labour with District Engineer Amiot. Amount passed for payment, \$1,800.35. Object of work: removal of boulders.

Five Islands, N.S.—Under day labour with District Engineer Locke, hand dredging. Quantity removed, 100 cubic yards, place measurement, class "B", gravel, mud. Amount passed for payment, \$104.17. Object of work: cleaning vessel beds at sides and end of wharf.

Fort William, Ont.—Under contract No. 15289 with the Great Lakes Dredging and Contracting Co., dredge *Dominion*. Quantity removed, 1,789 cubic yards, place measurement, at 35½ cents per cubic yard, class "B", sand, clay. Amount passed for payment, including overtow, \$675.35. Object of work: removal of shoal formed by cave-in of south bank of the Kaministikwia river at downstream end of the Quinn Stone Co. loading plant.

Fort William, Ont.—Under agreement with Canadian Dredging Co., dredge *Leland* at \$500 per day. Amount passed for payment, \$1,000. Work commenced October 13, completed October 15. Object of work: removing shoals along faces of Paterson and Empire elevators, Kaministikwia river.

Fox River, Que.—Under day labour with District Engineer Amiot. Amount passed for payment, \$175. Work commenced May, completed August. Object of work: removal of boulders.

Fraser River, B.C.—Under day labour with District Engineer Worsfold. Amount passed for payment, \$5,552.22. Work commenced April, completed March. Object of work: surveying and sounding river channel and the North Arm near its mouth.

Fraser River (lower), B.C.—Under day labour with District Engineer Worsfold. Amount passed for payment, \$2,398.58. Work commenced June 1, completed August 16. Object of work: removal of snags in upper navigable channel of Lower Fraser river near Chilliwack.

Fraser River (McBride), B.C.—Under day labour with District Engineer Doncaster. Amount passed for payment, \$452.99. Work commenced March 1, completed March 10. Object of work: clearing and widening by-pass of Fraser river to check erosion of adjacent farm lands on main channel.

French River, N.S.—Under day labour with District Engineer Locke, hand dredging, logs, roots, snags, gravel. Amount passed for payment, \$298.58. Work commenced July, completed November 30. Object of work: cleaning area below wharf.

Godbout, Que.—Under contract No. 15530 with National Dock and Dredging Corporation Ltd., dredge New Welland. Quantity removed, 20,000 cubic yards, scow measurement, at 90 cents per cubic yard, class "B", sand. Amount passed for payment, \$18,000. Inspection, \$62.50. Advertising, \$65.76. Total expenditure, \$18,128.26. Work commenced July 18, completed July 25. Object of work: dredging on downstream side of St. Regis Paper Co's. wharf.

Goderich, Ont.—Under contract No. 15511 with Kilmer and Barber, dredges *P. S. Carey, Menesetung, and Dragon Rouge*. Quantity removed, 2,658.5 cubic yards, scow measurement, at \$3 per cubic yard, class "A", and 107,010 cubic yards, scow measurement, class "B", at 39 cents per cubic yard, clay, sand, silt, hardpan, gravel, rock. Amount passed for payment, \$49,709.40. Inspection, \$1,145.50. Total expenditure, \$50,854.90. Work commenced June 27, suspended for season December 1. Object of work: deepening and widening entrance channel and enlarging turning basin.

Grande Grève, Que.—Under day labour with District Engineer Amiot. Amount passed for payment, \$250. Work commenced June, completed September. Object of work: removal of boulders.

Grande Rivière, Que.—Under day labour with District Engineer Amiot, hand dredging. Quantity removed, 300 cubic yards, place measurement, sand, gravel. Amount passed for payment, \$200. Work commenced July, completed August. Object of work: cleaning channel.

Hilton Beach, Ont.—Under contract No. 15478 with A. B. McLean and Sons, dredge *McLean No. 3*. Quantity removed, 2,240 cubic yards, place measurement, at 80 cents per cubic yard, class "B", sand, mud, mill refuse. Amount passed for payment, \$1,792. Inspection, \$70.62. Advertising, \$14.44. Total expenditure, \$1,877.06. Work commenced June 6, completed November. Object of work: deepening an area in harbour.

Iberville, Que.—Under private agreement with Department of Railways and Canals. Quantity removed, 1,000 cubic yards, place measurement, at \$55 per hour, class "B", sand, clay, stone. Amount passed for payment, \$1,592. Inspection, \$29.30. Total expenditure, \$1,621.30. Work commenced October 11, completed November 5. Object of work: to provide easier access to Thuot wharf.

Jersey Cove, Que.—Under day labour with District Engineer Amiot. Total expenditure, \$99.50. Work commenced June, completed July. Object of work: removal of sand at river mouth and boulders from fishing harbours.

Kincardine, Ont.—Under contract No. 15477 with Kilmer and Barber, dredge *Menesetung*. Quantity removed, 50,029 cubic yards, scow measurement, at 37 cents per cubic yard, class "B", silt, sand, clay, gravel, stones. Amount passed for payment, \$18,510.73. Inspection, \$486.75. Total expenditure, \$18,997.48. Work commenced May 31, completed August 29. Object of work: dredging entrance channel and inner harbour.

Kinojévis River, Que.—Under day labour with District Engineer St. Laurent. Amount passed for payment, \$196. Work commenced August 1, completed August 6. Object of work: removal of boulders.

L'Anse à Louise, Que.—Under day labour with District Engineer Amiot. Total expenditure, \$198. Work commenced June, completed June. Removal of boulders.

LaHave River-Bridgetown, N.S.—Under contract No. 15492 with Beacon Dredging Co. dredges *New Brunswick and Beacon Bar*. Quantity removed, 49,620.24 cubic yards, scow measurement, at 72½ cents per cubic yard, class "B", 1,094 cubic yards, place measurement, at \$5.34 per cubic yard, class "A", and 65,302.73 cubic yards, scow measurement, at 55 cents per cubic yard, class "B", clay, mud, sand, gravel, mill refuse, loose rock. Amount passed for payment, including overtime, \$83,157.52. Work commenced June 10, completed December 8. Object of work: widening and deepening channel at Couquerrell bank and channel to Canadian National Railway wharf.

Lake St. Louis, Que.—Under contract No. 15506 with Les Chantiers Manseau, dredges *Bruzelles, Clam No. 1, B.S.L., and Drill*. Quantity removed, 15,660 cubic yards, scow measurement, at 63 cents, class "B", 24,148 cubic yards, place measurement, overcast at 42 cents per cubic yard, class "B", and 3,243.3 cubic yards, place measurement, at \$7 per cubic yard, class "A", clay, boulders, rock. Amount passed for payment, \$42,711.29. Work commenced August 4, suspended for season November 29. Object of work: removal of shoals from main channel of Lake St. Louis, upstream from Dorval Island to Windmill Point.

- La Petite Rivière St. François, Que.*—Under day labour with District Engineer Sabourin. Quantity removed, 400 cubic yards, blasted. Amount passed for payment, \$651.35. Work commenced June 20, completed July 16. Object of work: removing boulders from harbour and channel.
- Luncenburg, N.S.*—Under contract No. 15424 with Beacon Dredging Co., dredge *New Brunswick No. 1*. Quantity removed, 18,691.6 cubic yards, scow measurement, at 50 cents per cubic yard, class "B", clay, mud, sand. Amount passed for payment, \$9,345.80. Work commenced April 16, completed May 14. Object of work: dredging at eastern dock of Canadian National Railways and at Robin, Jones and Whitman piers.
- Maitland, N.S.*—Under day labour with District Engineer Locke, hand dredging. Quantity removed, 170 cubic yards, place measurement, class "B", mud. Amount passed for payment, \$99.95. Work commenced June 1, completed June 14. Object of work: improving vessel berth at end of wharf.
- Midland, Ont.*—Under contract No. 15503 with Randolph Macdonald Co., dredge *R.M.C. No. 10*. Quantity removed, 159,731 cubic yards, scow measurement, at 53 cents per cubic yard, class "B", and 21,850 cubic yards, scow measurement, at 58 cents per cubic yard, class "B", clay, mud, sand, silt and stones. Amount passed for payment, \$97,330.43. Inspection, \$1,367.78. Total expenditure, \$98,698.21. Work commenced May 30, suspended for season December 6. Object of work: dredging in front of Midland elevators and deepening and widening area in front of New Simcoe elevator.
- Mitchell's Bay, Ont.*—Under contract No. 15476 with Chatham Dredging and General Contracting Co., dredge *St. Clair No. 1*. Quantity removed, 16,034.4 cubic yards, place measurement, at 33 cents per cubic yard, class "B", clay, sand. Amount passed for payment, \$5,772.38. Inspection, \$250.50. Total expenditure, \$6,022.88. Work commenced June 16, completed August 4. Object of work: dredging channel from Mitchell's Bay to Chenal Ecarte.
- Murphy's Pond, N.S.*—Under contract No. 15725 with R. McDougall. Quantity removed, 11,995 cubic yards, place measurement, at 50 cents per cubic yard, class "B", sand, gravel, mud. Amount passed for payment, \$5,997.50. Work commenced August 9, suspended for season December 2. Object of work: dredging channel through bar to pond from Port Hood harbour, and basin in pond to 4 feet below low water.
- Newport, Que.*—Under day labour with District Engineer Amiot, hand dredging. Amount passed for payment, \$350.63. Work commenced September, completed September. Object of work: removing sand shoal at river entrance.
- Nicolet River, Que.*—Under contract No. 15539 with National Dock and Dredging Corporation Ltd., dredge *Stephen D.* Quantity removed, 26,256 cubic yards, place measurement, at 52 cents per cubic yard, class "B", clay, sand, boulders. Amount passed for payment, \$13,653.12. Work commenced July 6, completed August 24. Object of work: deepening river channel from outlet to lower wharf.
- North West Miramichi River, N.B.*—Under day labour with District Engineer Stead. Quantity removed, 105 snags. Amount passed for payment, \$52.50. Work commenced June, completed September. Object of work: removing obstructions to navigation.
- Notre Dame des Sept Douleurs, Que.*—Under day labour with District Engineer Sabourin. Quantity removed, 155 cubic yards, place measurement, mud, clay. Amount passed for payment, \$200. Work commenced July 15, completed July 23. Object of work: dredging small cut to landing.
- Ogden's Pond, N.S.*—Under day labour with District Engineer Locke, hand dredging. Amount passed for payment, \$450. Work commenced September 26, completed October 17. Object of work: deepening portion of entrance channel to 2 feet.
- Oliphant, Ont.*—Under agreement with T. H. McKenzie. Quantity removed, 1,746 cubic yards, place measurement, at 35 cents per cubic yard, class "B". Amount passed for payment, \$611.10. Work commenced June 10, completed June 28. Object of work: to complete channel to pier.
- Owen Sound, Ont.*—Under contract No. 15502 with C. S. Boone Dredging and Construction Co., dredge *General Meade*. Quantity removed, 18,411.3 cubic yards, place measurement, at 68 cents per cubic yard, class "B", sand, silt, logs. Amount passed for payment, \$12,519.68. Inspection, \$318.51. Total expenditure, \$12,838.19. Work commenced June 6, completed August 5. Object of work: enlarging and deepening area in harbour.
- Petite Anse (Chlorodyormes), Que.*—Under day labour with District Engineer Amiot. Total expenditure, \$395.46. Work commenced June, completed August. Object of work: removal of boulders.

- Petit Cap, Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$450. Work commenced June, completed June. Object of work: removing boulders.
- Petit Chlorydormes, Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$150.60. Work done in June. Object of work: removing boulders and rocks from main fishing harbour.
- Petite Madeleine, Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$50. Work commenced September 12, completed September 19. Object of work: removal of sand bar and few boulders obstructing the mouth of river Petite Madeleine.
- Petite Rivière aux Renards, Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$77. Work done in May. Object of work: removing boulders, etc.
- Petite Rivière Ouest, Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$100. Work done in June. Object of work: removing boulders.
- Petite Tourelle, Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$100. Work done in June. Object of work: removing boulders.
- Point Edward, Ont.*—Under day labour with District Engineer Craig. Total expenditure, \$4,454.91. Work commenced March 27, completed December 5. Object of work: inspection and survey of sand and gravel dredging.
- Pointe Frégate, Que.*—Under day labour with District Engineer Amiot. Total expenditure, \$198.10. Work commenced June, completed August. Object of work: removing boulders.
- Pointe Jaune, Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$101.32. Work commenced July, completed July. Object of work: removing rocks and boulders.
- Port Alberni, B.C.*—Under agreement with Island Tug and Barge Co. Quantity removed, 2,308 cubic yards, place measurement, at \$75 per day, class "B", sand, silt, mill refuse. Amount passed for payment, \$2,965.11. Inspection, \$124.51. Total expenditure, \$3,089.62. Work commenced September 6, completed November 5. Object of work: increasing depth for ocean going vessels at loading wharf of the Alberni Pacific Lumber Co.
- Port Arthur, Ont.*—Under contract No. 15289 with Great Lakes Dredging and Contracting Co., dredge *Dominion*. Quantity removed, 199,266 cubic yards, place measurement, at 35½ cents per cubic yard, class "B", sand, clay, and 91 cubic yards, place measurement, at \$6.25 per cubic yard, class "A", rock. Amount passed for payment (including overtime), \$71,237.60. Inspection, \$402. Total expenditure, \$71,639.60. Work commenced May 18, completed August 3. Object of work: dredging to 25 feet in front of Richardson and Saskatchewan Co-operative elevators, at Parish and Heimbecker slip, and at south gap of the harbour.
- Port Arthur, Ont.*—Under contract No. 15528 with Chambers, McQuigge and McCaffrey. Quantity removed, 3,600 cubic yards, place measurement, class "B". Object of work: dredging in connection with construction of Thunder Bay Paper Co. slip extension.
- Port Arthur, Ont.*—Under contract No. 15521 with Canadian Dredging Co. Ltd., dredge *Leland*. Quantity removed, 115,000 cubic yards, place measurement, at 29 cents per cubic yard, class "B", 2½ cubic yards, place measurement, at \$6 per cubic yard, class "A", sand, clay, boulders. Amount passed for payment, \$33,365. Inspection, \$563. Total expenditure, \$33,928.7. Work commenced July 14, suspended for season October 31. Object of work: dredging an irregular area in Main harbour centre, to a standard depth of 25 feet from C.P.R. dock to the north side of C.N.R. elevator. Dredging joint slip Main harbour south to 25 feet for Dominion Government elevator and Pool Terminal No. 1 and removing a small shoal at the mouth of McIntyre river.
- Port Dover, Ont.*—Under contract No. 15513 with A. W. Robertson, Ltd., dredge *Kingsford*. Quantity removed, 18,610 cubic yards, seow measurement, at 39 cents per cubic yard, class "B", and 3,244 cubic yards, place measurement, at 26 cents per cubic yard, class "B", sand, stone, logs. Amount passed for payment, \$8,101.34. Inspection, \$193.50. Total expenditure, \$8,294.84. Work commenced July 30, completed September 10. Object of work: deepening channel and slip west of west pier.
- Port Hope, Ont.*—Under contract No. 15497 with J. P. Porter and Sons, dredge *Delver*. Quantity removed, 23,834 cubic yards, place measurement, at 55 cents per cubic yard, class "B", sand, silt. Amount passed for payment, \$13,108.70. Inspection, \$195.28. Total expenditure, \$13,303.98. Work commenced August 17, completed September 8. Object of work: deepening entrance channel and dredging at east side of Sanitary Co.'s dock and at north end of west harbour.

Port Maitland, Ont.—Under contract No. 15464 with A. W. Robertson Ltd., dredge *King Edward*. Quantity removed, 16,593 cubic yards, scow measurement, at 33 cents per cubic yard, class "B", sand, muck. Amount passed for payment, \$5,973.48. Inspection, \$171.33. Total expenditure, \$6,144.81. Work commenced June 10, completed July 14. Object of work: deepening area outside harbour line.

Port Stanley, Ont.—Under contract No. 15465 with A. W. Robertson Ltd., dredge *King Edward*. Quantity removed, 64,034 cubic yards, scow measurement, at 39 cents per cubic yard, class "B", clay, sand. Amount passed for payment, \$24,984.96. Inspection and survey, \$796.80. Total expenditure, \$25,781.76. Work commenced July 21, completed November 10. Object of work: to improve harbour and maintain its navigable depth.

Powell River, B.C.—Under contract No. 15488 with Vancouver Pile Driving and Contracting Co., dredge *Burrard No. 2*. Quantity removed, 6,192 cubic yards, place measurement, at 95 cents per cubic yard, sand, gravel, clay. Amount passed for payment, \$5,882.40. Work commenced July 23, completed August 3. Object of work: to provide sufficient depth of water for craft to lay alongside new wharf extension.

Prescott, Ont.—Under contract No. 15418, with Randolph Macdonald Co., dredge *St. Lawrence* and Drill boat *No. 1*. Quantity removed, 1,646 cubic yards, place measurement, at \$7.25 per cubic yard, class "A", and 242 cubic yards, place measurement, at 80 cents per cubic yard, class "B", mud, rock. Amount passed for payment, \$12,127.10. Inspection, \$387.25. Total expenditure, \$12,514.35. Work commenced June 20, completed September 10. Object of work: to facilitate approach to ferry landing.

Presqu'île, Ont.—Under contract No. 15510 with Randolph Macdonald Co., dredge *R.M.C. No. 7*. Quantity removed, 57,568.7 cubic yards, scow measurement, at 38 cents per cubic yard, class "B", sand, silt. Amount passed for payment, \$21,876.10. Inspection, \$935.91. Total expenditure, \$22,812.01. Work commenced July 4, suspended for season October 20. Object of work: removal of three shoals at western entrance to Murray Canal, dredging to Presqu'île Hotel Company's wharf.

Providence Bay, Ont.—Under agreement with A. B. McLean and Sons, dredge *McLean No. 3*. Quantity removed, 3,560 cubic yards, scow measurement, at \$245 per day, class "B", stones, boulders, sand. Amount passed for payment, \$5,606.75. Inspection, \$289.65. Total expenditure, \$5,896.40. Work commenced July 23, completed August 17. Object of work: improvement of navigation in vicinity of wharf.

Rimouski, Que.—Under contract No. 15473 with National Dock and Dredging Corporation Ltd., dredge *New Welland*. Quantity removed, 86,858 cubic yards, scow measurement, at 47 cents per cubic yard, class "B", clay, hardpan, mud, sand, stones. Amount passed for payment, \$40,823.26. Work commenced May 24, completed July 15. Object of work: dredging entrance channel and wharf basins.

Rivière à la Marte, Que.—Under day labour with District Engineer Amiot. Amount passed for payment, \$50.95. Work done in July. Object of work: removing boulders.

Rivière Blanche (St. Didace), Que.—Under day labour with District Engineer Dansereau, hand dredging. Amount passed for payment, \$389. Work commenced October, completed November 16. Object of work: removal of two sand bars impeding navigation of small craft and log driving.

Rivière du Loup (en bas), Que.—Under contract No. 15546 with National Dock and Dredging Corporation Ltd., dredge *New Welland*. Quantity removed, 15,510 cubic yards, scow measurement, at 65 cents per cubic yard, class "B", sand, mud. Amount passed for payment, \$10,081.50. Inspection, \$64.81. Total expenditure, \$10,146.31. Work commenced August 8, completed August 12. Object of work: deepening areas at the wharf on both sides of headblock.

Rivière du Loup (en haut), Que.—Under contract No. 15540 with Les Chantiers Manseau, dredges *Bruzelles* and *Clam No. 2*. Quantity removed, 11,000 cubic yards, place measurement, at 41 cents per cubic yard, class "B", 55,005 cubic yards, place measurement, at 35 cents per cubic yard, class "B", 13,000 cubic yards, place measurement, at 27 cents per cubic yard, class "B", and 67,422 cubic yards, place measurement, at 18 cents per cubic yard, class "B", clay, sand. Amount passed for payment, \$39,407.71. Work commenced August 6, suspended for season November 26. Object of work: to provide a 9-foot channel from deep water in Lake St. Peter to Tourville Mill in Rivière du Loup.

Rivière Ouelle, Que.—Under day labour with District Engineer Sabourin, hand dredging. Amount passed for payment, \$98.40. Work done in September. Object of work: levelling berth in front of wharf.

- Rivière St. François, Que.*—Under agreement with A. Laperrière, dredge *W. Robidoux*. Quantity removed, 2,182 cubic yards, cast over, place measurement, at 35 cents per cubic yard, class "B", clay, gravel. Amount passed for payment, \$763.70. Work commenced September 17, completed September 22. Object of work: cleaning channel between Pierreville and St. François.
- Rivière St. François-Point Maquereau, Que.*—Under contract No. 15469 with A. Laperrière, dredge *W. Robidoux*. Quantity removed, 57,978 cubic yards, cast over, place measurement, at 30 cents per cubic yard, class "B", clay, gravel, sand, quicksand. Amount passed for payment, \$17,393.40. Work commenced May 20, completed November 26. Object of work: deepening channel from Pointe Maquereau to Notre Dame de Pierreville wharf.
- Ruisseau Jacquot Hughes, Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$300.25. Work done in November. Object of work: removing boulders from fishing boat channel.
- St. Antoine, Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$9.55. Work done in July. Object of work: cleaning rocks and boulders from fishing harbour.
- St. Félicité, Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$600.02. Work commenced July, completed October. Object of work: removing boulders and cleaning channel along west face of wharf.
- St. Félicité (Anse à la Croix), Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$249.90. Work done in June. Object of work: removing boulder obstructions from pass to beach where boats are grounded.
- St. Hêler or Grand Étang (Ruisseau Echaloitte), Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$75. Work done in July. Object of work: removing boulders and rock from harbour.
- St. Jeanne He Perrot, Que.*—Under day labour with District Engineer Dansereau. Total expenditure, \$4,327.13. Work commenced July, completed October. Object of work: drilling and blasting rock in entrance channel to wharf.
- St. John River and Tributaries, N.B.*—Under day labour with District Engineer Stead. Quantity removed 179 snags. Amount passed for payment, \$154. Work commenced July 22, completed August 8. Object of work: removing obstructions to navigation in navigable channels.
- St. John West, N.B.*—Under contract No. 15512 with St. John Dry Dock and Shipbuilding Company, dredges *Leonfield* and *Keta*. Quantity removed, 50,002.1 cubic yards, scow measurement, at 50 cents per cubic yard, class "B", mud. Amount passed for payment, \$25,091.05. Work commenced July 9, completed August 16. Object of work: deepening berths at wharves on western side of harbour.
- St. Louis River, Que.*—Under private agreement with Cummins and Robinson. Quantity removed, 4,230 cubic yards, place measurement, at \$300 per day, class "B". Amount passed for payment, \$3,900. Work commenced November 14, completed November 28. Object of work: dredging section of channel.
- St. Mary's river (Narrows), N.S.*—Under agreement with William McFatridge. Quantity removed, 378 cubic yards, scow measurement, at \$95 per 10-hour working day, boulders and gravel. Amount passed for payment, \$3,533. Inspection, \$176. Total expenditure, \$3,709. Work commenced September 20, completed November 8. Object of work: dredging channel through Narrows to 12 feet at L.W.O.S.T.
- St. Maurice de l'Échourie, Que.*—Under day labour with District Engineer Amiot. Total expenditure, \$411.02. Work commenced June, completed February. Object of work: removing boulders.
- St. Michel de Bellechasse, Que.*—Under contract No. 15531 with the National Dock and Dredging Corporation, dredge *New Welland*. Quantity removed, 11,173 cubic yards, scow measurement, at 60 cents per cubic yard, class "B", sand, boulders. Amount passed for payment, \$6,705.60. Inspection, \$73.21. Total expenditure, \$6,778.81. Work commenced November 16, completed November 22. Object of work: cleaning and widening channel.
- St. Nicholas Bay, Que.*—Under contract No. 15535 with the National Dock and Dredging Corporation, dredge *New Welland*. Quantity removed, 12,400 cubic yards, scow measurement, at \$1 per cubic yard, class "B", sand, clay, boulders. Amount passed for payment, \$12,400. Inspection, \$61.50. Advertising, \$65.79. Total expenditure, \$12,527.29. Work commenced July 27, completed August 3. Object of work: improving entrance channel.

- St. Nicholas River—South Branch, N.B.*—Under day labour with District Engineer Stead, dredge, V. L. Warren's plant. Quantity removed, 2,432 cubic yards, scow measurement, at \$22 per day, class "B", mill refuse. Total expenditure, \$2 013.11. Work commenced August 17, completed October 25. Object of work: dredging channel to permit passage of scows at ordinary low water.
- St. Pierre les Becquets, Que.*—Under agreement with National Dock and Dredging Corporation, dredge *New Welland*. Quantity removed, 622 cubic yards, place measurement, at 40 cents per cubic yard, class "B", clay, sand. Amount passed for payment, \$248.80. Work commenced and discontinued November 7. Object of work: deepening channel to wharf.
- St. Yvon, Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$200. Work commenced June, completed July. Object of work: removal of boulders.
- Sarnia, Ont.*—Under contract No. 15582 with National Dock and Dredging Corporation Ltd., dredges *Sanford No. 1, Stephen D.* and *Niagara*. Quantity removed 470,367 cubic yards, place measurement, at 24 cents per cubic yard, class "B", sand, gravel, silt. Amount passed for payment, \$112,888.08. Inspection, \$1,796.92. Total expenditure, \$117,685. Work commenced August 11, completed December 19. Object of work: dredging channel and slip at elevator.
- Sault au Mouton, Que.*—Under day labour with District Engineer Sabourin, hand dredging. Quantity removed, 2,220 cubic yards, mud, sand, boulders. Amount passed for payment, \$1,819.88. Work commenced June 23, completed July 30. Object of work: dredging basin along south side of wharf cutting through a sand bar and removing 60 large boulders in channel.
- Sault Ste. Marie, Ont.*—Under day labour with District Engineer Fuller. Amount passed for payment, \$1,978.02. Object of work: repairs to Departmental floating plant.
- Sault Ste. Marie, Ont.*—Under day labour with District Engineer Fuller, dredge, Departmental floating plant. Amount passed for payment, \$1,927.88. Work commenced September 1, completed October 15. Object of work: removing obstructions to navigation in harbour and Canadian portion of river in front of Sault Ste. Marie.
- Sault Ste. Marie, Ont.*—Under contract No. 15541 with A. B. McLean and Sons, dredge Derrick boat *McLean No. 4*. Quantity removed, 2,451 cubic yards, solid rock, loose rock, gravel, sand, at \$14 per hour. Amount passed for payment, \$15,256.50. Work commenced July 11, suspended for season December 13. Object of work: deepening channel approaching Government wharf.
- Sault Ste. Marie, Ont.*—Under contract No. 15549 with Soo Dredging and Construction Co., dredge *LS No. 3*. Quantity removed, 56,675 cubic yards, place measurement, dredge, tug and scows at \$65 per hour and derrick boat *No. 24*, etc., at \$13 per hour, rock, gravel, boulders, mill refuse. Amount passed for payment, \$84,280.10. Inspection, \$8,087.63. Total expenditure, \$92,367.73. Work commenced July 16, suspended for season December 12. Object of work: deepening channel approach to New Ontario and Algoma Central Railway wharves.
- Sault Ste. Marie, Ont.*—Under contract No. 15549 with Soo Dredging and Construction Co., dredge derrick scow *E.B. No. 3*. Quantity removed, 1,000 cubic yards, place measurement, at \$8 per cubic yard, class "A", rock. Total expenditure, \$8,000. Work suspended for season December. Object of work: cleaning and extending berth between Government wharf and Sault Ste. Marie Coal and Wood Company's wharf.
- Selma, N.S.*—Under day labour with District Engineer Locke, hand dredging. Quantity removed, 1,200 cubic yards, place measurement, class "B", gravel. Amount passed for payment, \$618.74. Work commenced April, completed September 30. Object of work: improving berth alongside of wharf.
- Sheet Harbour, N.S.*—Under contract No. 15436 with Halifax Dredging Co., dredge *No. 2*. Quantity removed, 20,689.4 cubic yards, place measurement, at \$1 per cubic yard, class "B", mud, gravel, stone, bark, sawdust, slabs. Amount passed for payment, \$20,689.40. Inspection, \$376. Total expenditure, \$21,065.40. Work commenced June 14, completed October 7. Object of work: to deepen the main channel and also the area in front of the A.P.W. Pulp and Power Company's wharf.
- Sorel, Que.*—Under contract No. 15423 with Les Chantiers Manseau, dredge *Bruxelles*. Quantity removed, 347,524 cubic yards, scow measurement, at 26 cents per cubic yard, class "B", clay, sand, and removing wreck of schooner at \$58.50 per hour. Amount passed for payment, \$96,674.24. Work commenced April 19, completed August 5. Object of work: making new harbour.

- Stikine River, B.C.*—Under day labour with District Engineer Forde. Amount passed for payment, \$2,998.09. Work commenced July 15, completed August 24. Object of work: removal of snags from navigable channel.
- Stokes Bay, Ont.*—Under agreement with T. H. McKenzie, dredge at \$3.50 per hour, 601 hours removing 5,046 cubic yards, place measurement, class "B", sand, clay. Amount passed for payment, \$2,103.50. Inspection, \$9. Total expenditure, \$2,112.50. Work commenced June, completed November 17. Object of work: dredging at mouth of Big river.
- Sturgeon River, Sask.*—Under day labour with District Engineer Goodspeed. Amount passed for payment, \$2,328.99. Work commenced July, completed August. Object of work: improving canoe channel between Beaver Lake and Sturgeon Landing by removing large boulders and straightening course.
- Sydenham River, Ont.*—Under day labour with District Engineer Craig. Quantity removed, 486 snags. Total expenditure, \$1,899.95. Work commenced July 20, completed September 17. Object of work: removal of snags and obstructions from navigable portion of river.
- Thames River, Ont.*—Under day labour with District Engineer Craig. Quantity removed, 1,315 snags. Total expenditure, \$2,564.28. Work commenced May 7, completed July 19. Object of work: removal of snags and obstructions from navigable section.
- The Hawk, N.S.*—Under day labour with District Engineer Locke, hand dredging. Quantity removed, 150 cubic yards, place measurement, class "B", boulders. Amount passed for payment, \$597.60. Work commenced November 1, completed November 30. Object of work: dredging passage from The Hawk inlet to Clarke's harbour.
- Three Rivers (River St. Maurice, West Channel), Que.*—Under contract No. 15538 with National Dock and Dredging Corporation Ltd., dredge *New Welland*. Quantity removed, 22,840 cubic yards, scow measurement, at 37 cents per cubic yard, class "B", sand, mill refuse. Amount passed for payment, \$8,450.80. Work commenced September 14, completed September 23. Object of work: dredging a basin in western channel of river St. Maurice, in front of the Canadian International Company's wharves.
- Toronto, Ont.*—Under contract No. 15507 with J. P. Porter and Sons, dredge *Delver*. Quantity removed, 4,299 cubic yards, place measurement, at 55 cents per cubic yard, and 29,293 cubic yards, scow measurement, at 37 cents per cubic yard, class "B", sand, silt. Amount passed for payment, \$13,202.86. Inspection, \$553.73. Total expenditure, \$13,756.59. Work commenced June 6, completed July 15. Object of work: to deepen between piers at the entrance of the western channel and to deepen the entrance of the eastern channel.
- Trois Pistoles, Que.*—Under day labour with District Engineer Sabourin, hand dredging. Quantity removed 666 cubic yards, place measurement. Amount passed for payment, \$800. Work commenced June 1, completed July 16. Object of work: to give greater depth to schooners along the east face of the wharf.
- Troy Pond, N.S.*—Under day labour with District Engineer Locke, hand dredging. Amount passed for payment, \$399.86. Work commenced July 1, completed August 31. Object of work: deepening channel between training walls.
- Valleyfield Que.*—Under contract No. 15589 with Les Chantiers Manseau, dredge *B.S.L. No. 1*. Quantity removed, 39,857.3 cubic yards, place measurement, at 80 cents per cubic yard, class "B", earth, and 2,537.8 cubic yards, place measurement, at \$3 per cubic yard, class "A", boulders, rock. Amount passed for payment, \$47,112.54. Work commenced September 6, completed November 7. Object of work: deepening entrance channel.
- Varennnes, Que.*—Under contract No. 15493 with Les Chantiers Manseau, dredge *B.S.L.* Quantity removed, 77,532.9 cubic yards, place measurement, at 60 cents per cubic yard, and 2,490.1 cubic yards, place measurement, at \$6 per cubic yard, **hardpan, clay**, boulders. Amount passed in part payment, \$47,333.40. Work commenced May 23, completed October 31. Object of work: deepening entrance channel and basin.
- Verchères, Que.*—Under contract No. 15588 with Les Chantiers Manseau, dredge *Bruxelles*. Quantity removed, 14,000 cubic yards, scow measurement, at 45 cents per cubic yard, and 5,745 cubic yards, place measurement, at 50 cents per cubic yard, class "B", clay. Amount passed for payment, \$9,172.50. Work commenced September 3, completed December 3. Object of work: deepening channel in front of wharf and basin downstream of wharf.

- Victoria, B.C. (Hospital Rock).*—Under contract No. 15509 with the Northwestern Dredging Co., dredges *Burrard No. 2* and *Burrard No. 4*. Quantity removed, 6,394.4 cubic yards, place measurement, at \$5.75 per cubic yard, class "A", and 1,986.23 cubic yards, place measurement, at 44 cents per cubic yard, class "B", rock. Amount passed for payment, \$41,900.25. Inspection, \$800. Total expenditure, \$42,700.25. Work commenced August 15, completed March 13. Object of work: removal of Hospital Rock to improve navigation. NOTE: Payment includes 1,040.61 cubic yards, place measurement, class "A", at \$5.75 per cubic yard, overbreak on contract No. 15176, 1925.
- Victoria Harbour, B.C.*—Under contract No. 15508 with the Northwestern Dredging Co., dredges *Burrard No. 2* and *Burrard No. 4*. Quantity removed, 18,373 cubic yards, place measurement, at 42 cents per cubic yard, class "B", clay silt. Amount passed for payment, \$7,716.66. Inspection, \$250. Total expenditure, \$7,966.66. Work commenced August 19, completed January 17. Object of work: Dredging in front of Murdie and Company's shipbuilding and repair plant and providing additional depth in front of Sidney Roofing and Paper Company.
- Wanipigow or Hole River, Man.*—Under day labour with District Engineer Goodspeed. Amount passed for payment, \$870. Work done in June. Object of work: clearing banks of trees and snags to facilitate transportation of mining supplies.
- West Templeton, Que.*—Under contract No. 15443 with Randolph Macdonald Co., dredge *R.M.C. No. 8*. Quantity removed, 71,636 cubic yards, place measurement, class "B", at 48 cents per cubic yard, and 12.5 cubic yards, place measurement, class "A", at \$10 per cubic yard, clay, gravel, sand, sawdust, rock. Amount passed for payment, \$34,510.28. Inspection, etc., \$1,294.19. Total expenditure, \$35,804.47. Work commenced June 30, completed November 4. Object of work: dredging a channel to 9 feet in the Ottawa river between Kettle Island and the mainland, Quebec side.
- Wilson Channel, Ont.*—Under contract No. 15542 with A. B. McLean and Sons, dredge *Derrick McLean No. 4*. Quantity removed, 510 cubic yards, place measurement, at \$15 per hour, class "A", boulders, rock. Amount passed for payment, \$2,400. Inspection, \$286.94. Advertising, \$14.46. Total expenditure, \$2,701.40. Work commenced August 22, completed September 8. Object of work: removal of dangerous shoal from middle of Wilson channel and boulder obstructions from channel nearby, opposite Bamford Island.
- Windsor, N.S.*—Under day labour with District Engineer Locke, hand dredging. Quantity removed, 850 cubic yards, place measurement, class "B", mud. Amount passed for payment, \$547.54. Work commenced September 16, completed December. Object of work: improving vessel bed in front of wharf.
- Yarmouth, N.S.*—Under contract No. 15406 with Beacon Dredging Co., dredge *Beacon Bar*. Quantity removed, 78,702.1 cubic yards, scow measurement, at 64½ cents per cubic yard, class "B", clay, mud, stone. Amount passed for payment, \$50,762.86. Work commenced April 6, completed September 13. Object of work: dredging in upper end of harbour at Evangeline wharf, Yarmouth Cold Storage, Cedar Lake Timber Company and marine slip.

SUMMARY FISCAL YEAR REPORT DEPARTMENTAL DREDGES, 1927-28

MARITIME PROVINCES

Dredge	Date	Locality	Material	Cubic yards removed	Cost Locality	Total Expenditure	Cost per cubic yard
					\$ cts.	\$ cts.	\$ cts.
"No. 1"	April 28-30	Chatham, N.B.—Morrison's Mill wharf.	Soft mud	1,510	1,177 22		-78
	May 2-4	Douglstown, N.B.—Miramichi Lumber Co.—Wharf.	Soft mud, sawdust and hard fine sand	6,000	2,223 63		-37
	May 5—Nov. 17	Yarmouth, N.S.—Harbour	Small rocks and boulders.	122,060	87,114 01		-71
"No. 2"	May 27—Oct. 17	Mabou, N.S.—Channel	Sand, gravel, clay, stones and rock.	129,570		90,511 86	-70
	Oct. 18—Nov. 17	Antigonish, N.S.—Bar	Sand and gravel	85,240	69,095 39		-81
"No. 5"	June 7—Nov. 17	Antigonish, N.S.—Channel	Sand, gravel, clay, stones, mud, and hard red clay.	10,475	4,611 48		-44
				95,715		73,706 87	-77
"No. 9"	May 3, 7, 9 and 10-12	Souris, P.E.I.—Rly. wharf.	Brick, clay, stones and sand.	215,850		66,947 5	-31
	May 9-13, 14-20, 28, 30 and 31	Souris, P.E.I.—Breakwater	Sand, silt, stones, sticks, brick, clay, shell rock.	2,190	3,407 92		1-556
"No. 9"	May 16-19, 31 and June 1-8	Souris, P.E.I.—Mathew & McLean's wharf.	Sand, silt, sticks, stones and shell rock.	8,439	3,850 17		-456
	June 9-19	Newport, P.E.I.—Wharf	Sticks, stones, brick, clay and silt.	3,350	2,107 19		-629
"No. 9"	June 20—Sept. 14	Pinette, P.E.I.—Bar	Mud and sand	3,060	2,133 20		-697
	Sept. 15—Oct. 8 and Oct. 27—Nov. 18	Hurd's Point, P.E.I.—Wharf	Sand, mud and silt	27,192	10,509 92		-386
"No. 9"	Oct. 10-27	Summerside, P.E.I.—Railway wharf.	Silt, brick, clay, old logs and sticks.	24,230	9,651 44		-398
				75,798		36,212 40	-477
"No. 11"	Dismantled					680 75	
"No. 12"	June 15—Nov. 3	Buctouche, N.B.—Channel	Mud, oyster shells, clay and stone.	92,917	32,964 76		-354
	Nov. 4—Dec. 21	Charlottetown, P.E.I.—Railway wharf.	Sand and mud	13,642	3,962 74		-290
"No. 13"	May 12-26	North Sydney, N.S.—Salter's wharf.	Ledge rock, mud and clay.	106,559		36,927 50	-346
	May 27—June 7	North Sydney, N.S.—Dunn's wharf.	Ballast, gravel, sand, rock and mud.	3,690	4,008 73		1-086
"No. 13"	June 8-9	North Sydney, N.S.—Harrington's wharf.	Ballast and mud	5,440	4,222 53		-776
	June 10-14	North Sydney, N.S.—Leonard Bros' wharf.	Clay, gravel and rock.	2,170	1,977 64		-911
"No. 13"	June 15	North Sydney, N.S.—Moulton's wharf	Clay and rock	2,755	3,206 98		1-164
	June 16—July 13 and Aug. 9-20 and 23	Ingonish, N.S.—Burks Head	Sand and rock	485	748 30		1-541
"No. 13"	July 14-15 and 30 and Aug. 3-6 and 8	Ingonish, N.S.—McLeod's Cove.	Sand, gravel, clay and rock.	3,080	3,688 03		1-197
	July 16, 18 and 19	Ingonish, N.S.—Dunphy's wharf.	Mud	1,155	1,175 89		1-054
"No. 13"	July 19-20	Ingonish, N.S.—Government wharf.	Mud and gravel	1,280	908 65		-710
	July 20 and 21-23	Ingonish, N.S.—Middle Head Trap wharf.	Mud and gravel	2,570	1,977 64		-770
"No. 13"	July 25-29	Ingonish, N.S.—Gypsum pier	Soft mud	960	1,220 34		1-281
	Aug. 1	Ingonish, N.S.—Capt. McInnis wharf.	Mud	490	855 20		1-745
"No. 13"	Aug. 2	Ingonish, N.S.—Capt. Brewer's wharf.	Mud	1,000	320 70		-321
	Aug. 22-24	Ingonish, N.S.—McKinnon's wharf.	Sand and gravel	1,820	1,336 24		-734
"No. 13"	Aug. 25—Nov. 17	Glace Bay, N.S.—Channel	Mud, ballast, sand and gravel.	34,602	24,426 53		-706
				62,612		52,594 54	-840
"No. 11"	May 27—July 12	Savage Harbour, P.E.I.—Channel.	Sand, clay, gravel and mud.	7,542	3,015 49		-399
	July 13-25	Morell River, P.E.I.—Channel	Mud	1,114	430 78		-386
"No. 11"	July 26—Sept. 14	Naufrage Harbour, P.E.I.—Breakwater and channel.	Mud, clay, sand and stones.	4,194	2,223 78		-530
	Sept. 15—Nov. 2	Nine Mile Creek, P.E.I.—Turning basin and channel.	Mud, clay and rock	4,072	1,338 93		-328
				16,922		7,008 98	-414

SUMMARY FISCAL YEAR REPORT DEPARTMENTAL DREDGES, 1927-28—Continued

MARITIME PROVINCES—Concluded

Dredge	Date	Locality	Material	Cubic yards removed	Cost Locality	Total Expenditure	Cost per cubic yard
"No. 15"	April 6-June 6	West Dublin, N.S.—Channel to fish stands.	Mud	7,419	\$ cts. 1,794 19		\$ cts. .241
	June 7-Nov. 24	LaHave Islands, N.S.—Wolf's Gut and side channels.	Mud and gravel	19,520	4,721 43		.241
"No. 16"	April 20-May 21	Lower Wedgeport, N.S.—Channel and basin at wharf.	Clay, mud and rocks	26,939 2,507	884 78	6,515 62	.241 .352
	May 23-July 13	Goose Bay, N.S.—Channel and berth at wharf.	Clay, mud and boulders.	2,983	1,213 84		.406
	July 14-Sept. 13	West Baccaro, N.S.—Harbour.	Gravel, boulders, sand and roots.	607	1,023 72		1.686
	Sept. 14-Nov. 19	Barrington Passage, N.S.—Berth and turning basin at Ferry wharf.	Gravel, boulders, sand and roots.	4,197	2,902 97		.691
	Nov. 21-Dec. 17	West Head, N.S.—Breakwater.	Stone, mud, boulders and sand.	185	329 05		1.778
	Dec. 19-Jan. 7	Shag Harbour, N.S.—Wharf.	Clay and mud	1,040	617 89		.594
				11,519		6,972 25	.605
"No. 115"	May 2-13	Cape Tormentine, N.B.—Wharf.	Mud	12,505	6,872 15		.549
	May 14-June 2 and June 10-14	Pictou Landing, N.S.—Coal pier.	Mud, sand, ballast, timber and rock.	10,752	7,138 17		.663
	June 3-9	Pictou, N.S.—Railway wharf.	Mud	3,230	1,950 80		.604
	June 14-15	Pictou, N.S.—Ferry dock	Mud, ballast and spiles.	152	310 36		2.042
	June 16-July 23	Cheticamp, N.S.—Gypsum wharf.	Sand	4,575	2,571 51		.562
	July 25-30	Cheticamp, N.S.—Harbour.	Sand	6,832	3,679 93		.538
	Aug. 1-Oct. 4	Charlottetown, P.E.I.—Railway wharf.	Mud, hard clay, sandstone, rock and boulders.	52,438	24,917 09		.475
	Oct. 5-Nov. 18	Georgetown, P.E.I.—Railway wharf.	Hard clay, stone and boulders.	24,766	16,448 82		.664
				115,250		63,888 83	.554
	Lobnitz Rock Breaker No. 3		Laid up at Dartmouth, N.S.			311 26	
Stone Lifter No. 1		Laid up at St. John, N.B.			366 00		
Scow No. 107		Repairs			3,341 00		
Scow No. 161 (Cadeco)		Repairs			4,642 35		
Stationery					60 00		
						450,690 73	

Credits not deducted from different items of expenses or total—

Dredge No. 115—British Empire Steel Co.	\$ 934 17
Dredge No. 115—British Empire Steel Co.	93 41
Tug <i>Canso</i> —St. John Dry Dock Co.	654 38

\$1,681 96

ONTARIO AND QUEBEC

"No. 4"	June 8-Nov. 15	Amherst, Magdalen Islands, Que.—Harbour.	Sand, mud, stone, rock, gravel and sandstone.	50,809		34,634 76	.681
"No. 109"		Laid up at Goderich, Ont.				2,158 05	
"No. 110"	May 30-Nov. 3	Saguenay River, Que.—Channel.	Sand, stone and clay	111,928		69,200 42	.6182
"No. 116"	May 11-28	Laizon, Que.—Champlain Dry Dock.	Rock, sand and boulders.	5,160	4,993 03		.9676
	May 30-July 2 and July 11-18 and July 22-Oct. 15	Matane, Que.—Channel and Turning Basin & Hammerhill Co. Log Pond	Clay, gravel, boulders and silt.	108,540	45,148 80		.4159
	July 4-8 and July 19-21	Meclins, Que.—Wharf	Sand, stone and wood.	5,400	3,215 85		.5955
	Oct. 17-28	Rimouski, Que.—East basin.	Soft clay	7,980	3,469 73		.4348
"No. 117"	April 13-Dec. 3	Port Burwell, Ont.—Harbour.	Silt, sand, gravel, clay, stone and slough.	127,080		56,827 41	.4471
				169,614		47,452 35	.2797

SUMMARY FISCAL YEAR REPORT DEPARTMENTAL DREDGES, 1927-28—Continued

ONTARIO AND QUEBEC—Concluded

Dredge	Date	Locality	Material	Cubic yards removed	Cost Locality		Total Expenditure		Cost per cubic yard	
					\$	cts	\$	cts		
"No. 121".....	May 4—Aug. 11.	St. Ours, Que.—Entrance channel.	Clay, sand, stones and quicksand.	15,433	12,438	90			\$ 8059	
	Aug. 12—Oct. 26.	Colonie des Grèves, Que.—Basin.	Clay, sand and stones.	15,026	8,250	57			-5490	
	Oct. 27—Nov. 28.	St. Sulpice, Que.—Channel	Clay.....	7,316	3,431	73			-4690	
"No. 123".....	May 4-18	Sorel, Que.—Basins	Clay and mud	37,775	9,600	2,706	07	24,121	20	-6385
	May 19-28	Ile Perrot, Que.—Entrance channel and basin.	Clay, sand, stone and mud.	2,200	902	03				-4100
	May 30—Aug. 9.	Beauharnois, Que.—Channel and basin.	Clay, mud, boulders and rock.	45,775	13,464	90				-2941
	Aug. 10—Sept. 19.	Dorval, Que.—Yacht Club.	Clay, sand and stone	39,300	8,234	61				-2095
	Sept. 20—Nov. 15	Lachine, Que.—Channel.....	Hardpan and boulders.	19,000	9,674	94				-5092
	Nov. 16—Dec. 1	Colonie des Grèves, Que.—Basin.	Hard sand.....	5,300	1,658	56				-3129
					121,175			36,641	11	-3023
"Harricana".....	May 24—June 10	Amos, Que. (3 miles south) Channel.	Clay.....	3,428	1,983	01				-5784
	June 11—27.	St. Mathien, Que.....	Clay.....	3,033	2,134	05				-7036
	June 28—Sept. 1	Kewagami Portage, Que.—Channel.	Clay and roots.....	8,879	5,817	48				-6551
	Sept. 2—Oct. 29.	Kewagami, Que.—Creek outlet.	Clay, sods and grass	10,214	8,302	34				-8128
"Q. & R. No. 1".....	May 2-11.....	Rondeau, Ont.—West pier	Stone cribfill, concrete and timber.	25,554	3,860	32		18,236	88	-7136
	May 12—June 29.	Thames River, Ont.—Mouth entrance channel.	Clay and silt.....	43,569	15,551	55				-3509
	June 30—Oct. 8.	Thames River, Ont.—Chatham channel.	Sand and clay.....	62,201	26,084	69				-4193
	Oct. 10—Dec. 2.	Sarnia, Ont.—Elevator.....	Hard sand	79,541	35,459	74				-4458
					187,536			80,956	30	-4316
"No. 126".....	June 17-25	Grand Barachois, Magdalen Islands, Que.	Mud, roots and sand.	1,261	538	89				-4273
	June 27—Aug. 24 and Sept. 19—Oct. 18.	Narrows, Magdalen Islands, Que.—Channel.	Roots, sand, quicksand and cel grass.	13,532	5,846	95				-4320
	Aug. 25—Sept. 17	Grand Entry, Magdalen Isl. Que.—Muck Cove.	Hard ground.....	1,550	898	16				-5794
	Oct. 19—Nov. 23.	Red Cape, Magdalen Islands, Que.	Red clay.....	2,324	1,912	06				-8227
"No. 127".....	May 24—Aug. 6 and Aug. 26—Oct. 15.	Barachois, Que.—Basin	Clay, sand, rock, boulders and gravel.	18,667	4,908	29		9,196	06	-4926
	Aug. 8-25	Fox River, Que.....	Loose rock.....	364	363	82				-9905
	Oct. 17—Nov. 9.	Lobster Cove, Que.....	Clay.....	1,218	638	27				-5240
	Nov. 10-23.....	Gaspé Basin, Que.....	Sand and gravel....	971	529	76				-5455
					14,889			6,440	14	-4325
Construction of two sews for Dredge "No. 126".....							1,834	91		
Construction of two sews for Dredge "No. 127".....							1,296	75		
Construction of a Tug for Dredge "No. 127".....							773	28		
Purchase of Coal Slew "No. 582".....							4,950	00		
Hanleybury Shipyard.....							24	00		
Pattern Warehouse, Ottawa							2,232	99		
Messages.....							499	08		
Printing.....							20	54		
							397,496	23		

Credits Dredging "Ontario and Quebec," not deducted from different items of expenses or total—

Dredge "No. 116", Rental, Hummermill Paper Co. \$2,129 87

Dredge "No. 4," Half of expenses blasting at Amherst, N.S. Halifax Dredging Co. 200 77

\$2,330 64

SUMMARY FISCAL YEAR REPORT DEPARTMENTAL DREDGES, 1927-28—Continued
 MANITOBA, SASKATCHEWAN AND ALBERTA

Dredge	Date	Locality	Material	Cubic yards removed	Cost Locality	Total Expenditure	Cost per cubic yard
"No. 202"	June 3-July 2	Birch Point, Man.—Wharf	Hard clay	5,005	\$ cts. 4,167 06	\$ cts.	\$ cts. -832
	July 4-5	Snake Island, Man.—Wharf	Boulders and clay	425	272 85	.....	-642
	July 6-18	St. Andrews Lock and Dam, Man.—Channel	Clay	2,420	1,091 37	.....	-450
	July 19-30	Selkirk, Man.—Marine Rly.	Clay and sand	2,125	1,649 46	.....	-776
	Aug. 1-6	Winnipeg, Man.—Lake Bar Sand & Gravel Co. wharf	Clay and sand	1,650	806 13	.....	-488
	Aug. 8-16	Winnipeg, Man.—Brown & Rutherford's wharf.	Clay and sand	3,050	1,389 02	.....	-450
	Aug. 17-Oct. 15	Selkirk Slough, Man.—Shelter Basin.	Clay	17,930	9,890 57	.....	-551
					32,635	19,266 46	-590
"No. 204"	Laid up at Selkirk, Man.					837 71	.....
"No. 205"	June 6-Oct. 3	Georges Island, Man.—Harbour, Lake Winnipeg.	Sand and boulders.	11,653	.....	22,997 32	1-923
"No. 208"	Laid up at Cumberland House, Sask.					1,007 17	.....
"Red River"	June 6-18	Red River, Mouth, Man.—Entrance Channel.	Sand and silt.	7,800	1,559 38	.....	-199
	June 20-Sept. 7	Icelandic Bay, Man.—Channel.	Clay and boulders.	25,062	9,806 12	.....	-391
	Sept. 8-13	Riverton, Man.—Wharf	Whf. construction	.....	1,499 41	.....	.....
	Sept. 14-17	Icelandic Bay, Man.	Driving piles for range lights.	.....	1,199 52	.....	.....
	Sept. 19-21 and Sept. 24-Oct. 4	Icelandic River, Man.—Entrance Channel.	Hard clay	7,745	1,829 27	.....	-236
Sept. 22-23	Grassy Narrows, Man.	Driving piles	.....	599 76	.....	.....
Oct. 10-19	Red River, Man.—Protection works.	Soft clay	650	179 93	.....	-276	
				41,257	.....	16,673 39	-404
"Winnipegosis"	May 27-June 11	Adams Landing, Man.	Clay and boulders.	2,027	1,913 12	.....	-943
	June 13-30	Waterhen River, Man.—Bars.	Mud	4,083	2,857 25	.....	-699
	July 1-Aug. 6	Fox Bay, Man.—Channel	Soft clay	3,299	2,260 95	.....	-685
	Aug. 8-Sept. 17	Moose Island, Man.—Channel	Clay and hardpan.	5,174	4,720 67	.....	-912
	Sept. 19-Oct. 29	Winnipegosis, Man.—Entrance channel to Mossy River.	Clay	5,418	3,593 24	.....	-646
				20,001	.....	15,255 23	-762
"Plamondon" machinery.						75 00	.....
Tug "Parkdale"	Laid up at Selkirk, Man.					451 26	.....
Tug "Vaughan"	General work					3,296 84	.....
Construction of Dump Scows Nos. 212 and 213.						1,359 57	.....
Construction of Coal Barge M. 4.						406 90	.....
						\$81,626 85	.....

Credits not deducted from different items of expenses or total:
 Dredge "Red River"—Rental—Manitoba Telephone System..... \$ 200 00
 Tug "Peguis"—Rental—Dept. Marine and Fisheries..... 37 00
 Tug "Vaughan"—Rental—Dept. Indian Affairs..... 200 00
 \$ 437 00

BRITISH COLUMBIA

"No. 301"	Laid up at Victoria, B.C.					3,493 26	.....
"No. 302"	Laid up at Nelson, B.C.					687 41	.....
"No. 303"	April 1 to various dates June 20-Aug. 30.	Sand Heads—Fraser River, B.C.—Main channel.	Sand and clay	475,200	39,796 17	.....	-0837
		Woodwards Cut — Fraser River, B.C.—Main channel.	Sand	171,864	15,081 51	.....	-0877
	Aug. 31-Oct. 1.	Annieville Bar—Fraser River, B.C.—Main channel.	Sand	93,456	7,166 75	.....	-0766
				740,520	.....	62,044 43	-0837

SUMMARY FISCAL YEAR REPORT DEPARTMENTAL DREDGES, 1927-28—*Concluded*BRITISH COLUMBIA—*Concluded*

Dredge	Date	Locality	Material	Cubic yards removed	Cost Locality	Total Expenditure	Cost per cubic yard
					\$ cts.	\$ cts.	\$ cts.
"No. 305"	April 1-15	New Westminster, B.C.—Fraser River Duck Co.	Sand and boulders	25,546	4,168 44		1632
	April 18-28 and May 6-10	North Arm, Fraser River, B.C.—Channel International Wood Products.	Sand and silt	20,150	4,265 00		2116
	April 29-May 5	North Arm, Fraser River, B.C.—Channel Canadian National Ry's.	Sand and silt	9,033	2,060 08		2250
	May 27-June 1	Squamish, B.C.—Channel P. G. E. Ferry Slip.	Sand	7,986	1,223 17		1531
	June 2	Squamish, B.C.—Channel P. G. E. Passenger Wharf.	Sand	3,333	337 98		1014
	June 28-30	New Westminster, B.C.—Log Pond Penitentiary Wharf.	Sand	998	740 34		7418
	July 1-Sept. 26	Ladner, B.C.—Channel for Provincial Govt. Ferry.	Sand	101,789	14,983 85		1472
	Sept. 27-Oct. 8	New Westminster, B.C.—Timberland Co. Wharf.	Sand, silt and debris	22,522	3,218 87		1429
	Oct. 10-22	New Westminster, B.C.—Can. Western Co. Wharf.	Sand, silt and debris	8,873	1,770 38		1995
	Oct. 24-29	New Westminster, B.C.—United Mill Co. Log pond.	Sand, silt and debris	4,067	1,046 13		2572
	Feb. 22-Mar. 2	Nth. Vancouver, B.C.—Vancouver Creosoting Co. Works.	Sand and gravel	14,470	2,285 40		1579
	May 11 and various dates.	North Arm, Fraser River, B.C.—Channel 14 miles below New Westminster.	Sand	288,826	34,458 00		1193
				507,593		70,557 64	1390
"No. 306"	Laid up at Vancouver, B.C.					8,444 00	
"No. 309"	May 6-17	Anglemont, B.C.—Public Wharf.	Clay and gravel	2,800	353 57		126
	May 18-June 11	Sicamous, B.C.—Channel mouth of Shuswap river.	Clay, gravel and sand	6,350	778 96		122
	June 13-Aug. 27	Salmon Arm, B.C.—Main Channel.	Clay	21,600	2,941 82		136
	Aug. 27-31	Canoe, B.C.—Public Wharf.	Sand	1,220	151 93		124
	Sept. 1-Nov. 19	Little River, B.C.—Channel.	Sand, gravel and boulders.	19,525	2,697 36		133
	Sept. 15-17	Sorrento, B.C.—Berth	Sand and clay	860	138 12		130
				52,355		7,061 76	134
"No. 311"	April 1-6	Deer Rock, B.C.—Lower end of old cut.	Boulders and gravel	4,050	648 00		160
	April 20-23 and Mar. 3-6	Graham's Landing, B.C.—Wharf.	Silt, snags and debris	275	826 20		3-044
	April 25-30 and Jan. 16-24	East Arrow Park, B.C.—Wharf.	Silt, snags and debris.	2,351	1,506 60		638
	Dec. 24-Jan. 14	Arrowhead, B.C.—Channel to dock.	Sand and clay	7,265	1,620 00		222
	Jan. 25-Mar. 2	Yinglings, B.C.	Sand and clay	28,010	4,033 82		143
	Mar. 7	Carrolls Landing, B.C.—Wharf	Crew employed removing debris with dredge tackle.		115 80		
	Mar. 8-24	Cottonwood Dam, B.C.	Gravel	2,855	1,830 60		641
	Mar. 25-31	Cottonwood Cut, B.C.	Gravel and boulders	1,610	810 00		503
				46,454		11,421 02	245
Rock Breaker No. 1.	Laid up at Vancouver, B.C.					3,638 15	
Rock Breaker No. 2.	Laid up at Vancouver, B.C.					2,139 23	
Tug "Point Grey".	Laid up at Vancouver, B.C.					1,971 63	
Tug "Petrel".	Laid up at Vancouver, B.C.					340 93	
Construction of Dredge "Arrow Lakes".						23,607 77	
Printing						7 80	
						195,415 03	

Credits Dredging British Columbia not deducted from different items of expenses or total:—

Dredge "No. 305"—International Woods Products Co	900 00
Dredge "No. 305"—Can. National Railways	996 11
Dredge "No. 305"—Vancouver Creosoting Co	3,150 00
Dredge "No. 305"—Justice Dept. Penitentiary Branch	600 00

\$ 5,646 41

DRY DOCKS

CHAMPLAIN DRY DOCK

The general works of operation and maintenance were carried out by the regular staff and the following works executed: repairs were made to the brickwork, arches, baffle-plates, water-fronts, clinker breakers, etc., of the steam boilers, to the asbestos covering of the steam and water feed pipe lines and drums of boilers, to one of the armatures of the electric motors of the capstans, to feed water lines, to the concrete flooring and side walls of the dock, and to the sidewalk; the fire grate bars of the mechanical stokers of the steam boilers were repaired and renewed; the fire and general service pump was repaired and overhauled; the steam exhaust and feed water pipe lines in the generator room were cleaned and painted; the structural steel works of the elevator shaft and tunnel doors, capstans, bollards, lamp posts and the structural steel and ceiling of the generator room were scraped and painted; and general repairs were made to the buildings and steam-electric hydraulic mechanical equipment.

The dock was occupied for 251 days by twenty-five ships of a total tonnage of 56,243 tons.

Five Canadian Government vessels occupied the dock for thirty days during the season of navigation, and three during the winter.

ESQUIMALT NEW DRY DOCK

Portions of the fresh water main, roadway and standard gauge track, which were delayed awaiting the building of the foundations for the travelling crane, were completed. A boundary fence was erected and enclosed the Graving Dock and Naval Barracks properties. The erection of the Colby 5- to 25-ton travelling electric crane was completed and is operating very satisfactorily. The 100-ton stationary derrick was erected and tested. The roads to and around the dock were tarviated. Two dolphins of creosoted piles were driven. A work boat for use at the dry dock was provided. To prevent seepage between the meeting face and the caissons, a rubber insertion was set in the caissons. Owing to the continued sliding and slipping of the clay bank on the east, north and south sides of the dock, a hand-laid riprap protection was built, including underdrainage and sewer pipe. To stop the erosion of the embankment in the vicinity of the Yarrow's machine shop on the south side of the dock, a protection was built of random riprap and rubble. A lavatory building, lumber shed, carpenter shed, rope shed, lunch room, blacksmith's shop and oil house are being built under contract. The installation of a ship's lighting system on the landing-wharf was partially completed.

During the year the following work was also carried out: two cowl ventilators were fitted in the upper decks of each caisson to ventilate the chamber below, and lighter hatch covers were made in the upper decks in place of the heavy steel doors, to give easier access to the deck below; the upper chambers of both caissons were thoroughly cleaned by sandblast and painted; automatic tide gauges were fitted in each caisson for recording the height of water and to assist in the safer handling of the caissons when opening or closing the dock; and rubber gaskets were fitted on one meeting face of each caisson to overcome the leakage. Throughout the year the equipment was kept in good order, and considerable clearing up and grading done in the dockyard and grounds.

Fifteen vessels were docked for repairs, cleaning and painting, the dock being occupied sixty-five days exclusive of Sundays and holidays when no work was performed and no charges made.

DEPARTMENT OF PUBLIC WORKS

ESQUIMALT OLD DRY DOCK

The dock was pumped out and the blocks removed. The caisson was docked in the inner section of the Esquimalt New Dock and thoroughly chipped, sealed and painted throughout, with the exception of those plates above water which require renewing. The roofs of the two dwellings occupied by the steam power plant operator and the foreman carpenter, as well as that of the blacksmith's shop, were reshingled. A high board fence was erected from the carpenter's shop to the west side of the approach to the naval coaling wharf. The pumping plant and other equipment was opened up and all working parts thoroughly greased and oiled.

Five vessels were docked for repairs, cleaning and painting, the dock being occupied seventeen days.

LORNE DRY DOCK

The general works of operation and maintenance were carried on by the regular staff and the following works were executed: repairs were made to the steam and water feed pipe lines and their asbestos covering, to the brickwork and arches of the steam boilers, to the macadam road and the toilet building; the pipe lines were cleaned and painted; the joints in the stone masonry of the dock were cleaned, refilled and pointed; and general maintenance repairs were made to the buildings and steam hydraulic mechanical equipment.

The dock was occupied for 313 days by twenty-six ships of a total tonnage of 45,150 tons.

Six Canadian Government vessels occupied the dock for forty-three days during the season of navigation and one during the winter.

FERRIES

STATEMENT of Ferry Licenses in Force during Fiscal Year ended March 31, 1928

Name of Ferry	Annual Fee
Kingston, Ont.—Cape Vincent, N.Y.	\$ 25 00
Port Lambton, Ont.—Robert's Landing, Mich.	1 00
Walkerville, Ont.—Detroit, Mich.	1 00
Windsor, Ont.—Detroit, Mich.	1 00
Calumet, Que.—L'Original, Ont.	107 00
Buckingham, Que.—Cumberland, Ont.	200 00
Montebello, Que.—Alfred, Ont.	10 00
Point Albino, Ont.—Buffalo, N.Y.	50 00
Gananoque, Ont.—Clayton, N.Y.	25 00
Cross Point, Que.—Campbellton, N.B.	10 00
Brockville, Ont.—Morristown, N.Y.	1 00
Fassett, Que.—St. Thomas d'Alfred, Ont.	10 00
Morrisburg, Ont.—Wadlington, N.Y.	25 00
Courtwright, Ont.—St. Clair, Mich.	10 00
Pembroke, Ont.—Allumette Island, Que.	150 00
Sault Ste. Marie, Ont.—Sault Ste. Marie, Mich.	100 00
Fitzroy, Ont.—Onslow, Que.	200 00
La Passe, Ont.—Fort Coulonge, Que.	204 00
Rainy River, Ont.—Towns of Beaudette and Spooner, Minn.	50 00
Rockcliffe, Ont.—Gatineau Point, Que.	50 00
Erie Beach, Ont.—Buffalo, N.Y.	50 00
Prescott, Ont.—Ogdensburg, N.Y.	1 00
Rockport, Ont.—Alexandria Bay, N.Y.	25 00
Sombra, Ont.—Marine City, Mich.	1 00
Walpole, Ont.—Algonac, Mich.	1 00
Aultsville, Ont.—Louisville, N.Y.	1 00
Froomfield, Ont.—Mayssville, Mich.	10 00
Norway Bay, Que.—Sand Point, Ont.	10 00
Buffalo, N.Y.—Fort Erie, Ont.	50 00

GOVERNMENT TELEGRAPH SERVICE

J. E. Gobeil, General Superintendent

Location of Lines	Year constructed	Length of Lines			Number of Offices	Messages sent	
		Miles of Pole line	Miles of Wire	Cables		1927	1928
<i>Newfoundland</i>	1883	14	14	-	2	-	-
<i>Nova Scotia</i>	1880-1916	828½	990½	64½	95	24,233	27,203
<i>New Brunswick</i> —							
<i>Chatham-Escuminac</i>	1885-1919	86½	109¾	-	6	9,865	9,854
<i>Bay of Fundy</i>	1880-1916	36	65	50½	30	5,813	5,725
<i>Quebec</i> —							
<i>Magdalen Islands</i>	1880-1910	91½	244½	36	3	4,275	3,833
<i>Anticosti</i>	1881-1890	251½	251½	44½	8	-	-
<i>North Shore St. Lawrence</i>	1881-1915	1,038	1,041½	9½	71	45,867	45,744
<i>Chicoutimi District</i>	1881-1912	162	172	-	11	15,365	14,960
<i>Quarantine—Orleans Island System</i>	1885-1912	51¼	152½	25¼	8	13,099	14,822
<i>Quebec County</i>	1909-1914	73	97½	-	9	9,758	10,742
<i>Timiskaming</i>	1910-1912	104	104	-	18	-	-
<i>Ontario</i> —							
<i>Pelee Island</i>	1889-1927	-	-	33½	-	677	2,126
<i>Manitoulin Island</i>	1914	7½	7½	2¼	-	-	-
<i>Cockburn Island</i>	1914	5¼	5¼	-	-	-	-
<i>Saskatchewan</i> —							
<i>Assiniboia-Willow Bunch</i>	1885-1919	84	84	-	4	8,856	8,846
<i>North Battleford-Ile la Crosse</i>	1912	343	365	-	11	-	-
<i>Lloydminster-Onion Lake</i>	1883-1913	42	42	-	2	-	-
<i>Alberta</i> —							
<i>Edmonton-Hudson, Loops and Branches</i>	1883-1913	792	819½	-	19	24,005	30,522
<i>Athabasca—Ft. McMurray and Branches</i>	1914-1919	323	323	-	6	-	-
<i>Onion Lake-Mooswa</i>	1883-1919	37	37	-	2	-	-
<i>British Columbia</i> —							
<i>Mainland</i>	1899-1922	1,638	3,340½	13½	240	147,360	128,843
<i>Vancouver Island</i>	1896-1914	1,335½	1,736½	99½	174	141,136	142,314
<i>Yukon</i> —							
<i>Ashcroft-Dawson-Boundary and Branches</i>	1899-1916	3,321½	3,818	2¼	306	86,533	90,071
<i>Queen Charlotte Island</i>	1913-1914	96	96	-	15	-	-
		10,764½	13,917½	381½	1,040	536,842	535,605

TELEGRAPH SYSTEMS OF THE DOMINION

As a matter of general interest, pursuant to the statement submitted last year the latest figures to hand showing the extent of telegraph lines in operation in the Dominion are given hereunder:—

Canada	Length of Miles				Length of Conductors in Miles				Number of Offices
	Aerial	Under-ground	Sub-marine	Total	Aerial	Under-ground	Sub-marine	Total	
Canadian National Telegraphs.....	23,674	15	17	23,706	127,763	1,141	134	129,038	1,937
Government Telegraph Service.....	10,764½	-	381½	11,146 ⁷ / ₁₂	13,917½	-	381½	14,299 ⁵ / ₂₄	1,040
Canadian Pacific Telegraphs.....	15,686	5¼	106½	15,847	138,650	2,122	260	141,032	1,510

CONSTRUCTION

The Government Telegraph System on March 31, 1928, comprised 10,764½ miles of pole line, 13,917½ miles of wire, 381½ knots of cable and 1,040 offices.

During the year 158 miles of new lines were constructed, as follows:—

	Miles	Miles
<i>Nova Scotia</i> —		
Pipers Glen Extension.....	8	
Roseburn Extension.....	5	
St. Colomba Extension.....	3	
Arichat Line.....	14	
	<hr/>	30
<i>Quebec</i> —		
Magdalen Islands.....		6¼
<i>Saskatchewan</i> —		
Meadow Lake to Loon Lake.....		45
<i>British Columbia</i> —		
Mainland—		
Barriere Junction—Blucher Hall Section.....	7	
Monte Creek Line.....	1	
	<hr/>	8
Vancouver Island—		
Lasqueti Island Line.....	12¼	
Granite Bay Branch.....	11	
Green Bay Branch.....	3	
Cortez Island Line.....	5	
Beaver Cove Extension.....	1½	
Hopkins Landing Extensions.....	1½	
Others.....	1	
	<hr/>	35¼
Asheroft-Dawson Boundary—		
Likely-Keithley Creek Section.....	20	
Alexandra Ferry Extension.....	2	
Junior Farm-Big Horn Extension.....	3½	
Spatsum Ranch leg.....	4½	
Weetman's Ranch leg.....	3½	
	<hr/>	33½
Total increase in pole mileage.....		<hr/> 158

The reduction in pole mileage due to abandoning and rearrangement of the routes is as follows:—

	Miles	Miles
<i>British Columbia</i> —		
Mainland—		
Sale of Nelson-Trail Section.....	75¼	
Sale of Slocan Junction-Slocan City Section.....	35	
Abandonments.....	7	
	<hr/>	117¼
Vancouver Island—abandonments—		
Powell River-Lang Bay Section.....	2	
Salt Springs Island Section.....	4½	
	<hr/>	6½
Queen Charlotte Islands—		
Due to straightening the route.....		6
Total reduction.....		<hr/> 129¾

Making the pole mileage for 1927-28 as follows:—

Mileage 1926-27.....	10,736½
Plus new construction.....	158
	<hr/>
	10,894½
Less abandonments.....	129¾
	<hr/>
On March 31, 1928.....	10,764¾

The difference in wire mileage submitted in 1926-27 and 1927-28 is accounted for by additions due to new construction and deductions due to sale and abandonments, as follows:—

	Miles	Miles
Wire mileage 1926-27.....		13,817¾
Plus new construction:		
<i>Nova Scotia</i>		54½
<i>Quebec</i> —		
Magdalen Islands.....		30¼
<i>Saskatchewan</i> —		
Meadow Lake-Loon Lake Line.....		45

British Columbia—			
Mainland—		Miles.	Miles.
Barriere-Mount Olie Section.....	28		
Invermere—Windermere Section.....	10½		
Blucher Hall-Barriere Jct. Section.....	7		
Barriere-Lowes Creek.....	5		
Others.....	6		
			56½
Vancouver Island—			
Granite Bay Branch.....	11		
Lasqueti Island Line.....	12½		
Stillwater Line.....	15½		
Salt Spring Island Section.....	17½		
Others.....	11½		
			68
Yukon and Northern British Columbia—			
Likely-Keithley Creek Line.....	20		
Other small extensions.....	13½		
			33½
			14,106½
On March 31st, 1928.....			
Less—sale and abandonments—			
British Columbia—			
Mainland—			
Sale of Nelson-Trail Section.....	77½		
Sale of Slocan Section.....	52		
Removal—Kelowna-Vernon wire.....	34		
Others.....	11		
		174½	
Vancouver Island—			
Victoria Loop.....	2		
Powell River-Lang Bay.....	2		
Salt Spring Island, shortening route.....	4½		
		8½	
Queen Charlotte Island, straightening route.....		6	
			188½
			13,917½

REVENUE AND EXPENDITURE

The revenue and expenditure for each of the Government lines in the several districts hereinbefore mentioned are given in the following table:—

Telegraph and Telephone Lines	Expenditure, 1927-28				Revenue 1927-28
	Construction and Improvements	Repairs	Staff and Maintenance	Total	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Cape Ray-Newfoundland (Subsidy).....			250 00	250 00	.....
<i>Maritime Provinces—</i>					
Bay of Fundy Lines.....			4,263 78	4,263 78	2,221 49
Cape Breton Lines.....	4,777 12	6,776 41	31,476 54	43,030 07	8,897 10
Chatham-Escominac Lines.....	1,613 93		2,390 11	4,004 04	2,119 35
Prince Edward Island and Mainland.....			7,141 41	7,141 41	.....
<i>Quebec Mainland—</i>					
Cabano-Squatteck Cable.....	2,550 43			2,550 43	.....
Ile Verte (Notre Dame des Sept Dou- leurs) Telephone Line.....	495 88			495 88	.....
North Shore East of Bersimis Line.....			32,290 79	32,290 79	18,502 53
North Shore West of Bersimis Line.....			15,401 49	15,401 49	2,994 83
Quebec County Lines.....	936 11		2,759 24	3,695 35	2,057 28
Timiskaming Lines.....			2,000 00	2,000 00	.....
<i>Quebec Islands—</i>					
Anticosti System.....			3,949 00	3,949 00	.....
Grosse Isle, Ile aux Coudres and Ile d'Orleans System.....			3,116 66	3,116 66	1,029 41
Magdalen Islands System.....	1,956 80		9,772 52	11,729 32	3,094 13
Maritime Provinces and Gulf Gener- ally.....			4,858 65	4,858 65	.....
Cable Ship "Tyrian".....		20,970 80	58,880 99	79,851 79	.....
<i>Ontario—</i>					
Manitoulin-Cockburn Island System.....		84 94		84 94	.....
Pelee Island System.....	4,303 13		243 43	4,546 56	212 40

REVENUE AND EXPENDITURE—*Concluded*

Telegraph and Telephone Lines	Expenditure 1927-28				Revenue 1927-28
	Construction and Improvements	Repairs	Staff and Maintenance	Total	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Alberta and Saskatchewan</i>	7,988 64	16,060 05	108,977 26	133,025 95	22,485 74
<i>British Columbia</i> —					
<i>B.C. Mainland System</i>	1,613 73	16,009 65	82,917 91	100,541 29	67,336 09
<i>Vancouver Island System</i>	17,762 06	21,862 78	129,182 36	168,807 20	68,593 26
<i>Yukon</i> —					
<i>British Columbia Northern District System</i>	4,027 32	4,807 37	71,654 71	80,489 40	97,054 46
<i>Yukon System (Main Line)</i>			132,047 07	132,047 07	
<i>Telegraph Service Generally</i>			2,279 59	2,279 59	
Net Revenue.....					296,598 07
CASUAL REVENUE COLLECTED—					
<i>Alberta-Saskatchewan</i> —					
Sale of equipment and old material.....					281 30
<i>B.C. Mainland</i> —					
Pole rentals and sale of material.....					181 06
<i>Vancouver Island</i> —					
Pole rental and sale of old material and old launch at Coal Harbour, B.C.					113 25
<i>Yukon</i> —					
Rental of building at Forty Mile, B.C., and sale of old material.....					81 33
<i>S.S. "Tyrian"</i> —					
Service rendered the Department of Health repairing Lawlors Island Cable.....					633 33
Service rendered The Department of Marine and Fisheries repairing Alexander-Point Brulé Cable.....					550 00
Ship tolls on wireless messages.....					4 04
<i>Miscellaneous</i>					220 56
Totals.....	48,025 15	86,572 00	705,853 51	840,450 66	298,662 94

NOTE.—In addition to the above an Excise Tax of \$6,313.56 was collected and paid over to the Department of National Revenue.

MAINTENANCE

The cost of staff and maintenance of the Government Telegraph and Telephone Service in the Maritime Provinces, Quebec and Lower St. Lawrence during the fiscal year 1927-28 was \$178,551.18.

This is an increase of \$11,918.29 compared with the preceding year, and is made up as follows:—

Bay of Fundy.....	\$ 521 75	
Cape Breton.....	2,920 42	
Prince Edward Island.....	68 55	
North Shore East of Bersimis.....	534 46	
North Shore West of Bersimis.....	1,561 35	
Grosse Isle, Ile aux Coudres, and Ile d'Orleans.....	416 10	
Magdalen Islands.....	1,839 73	
Maritime Provinces and Gulf Generally.....	344 07	
Cables "Tyrian".....	3,913 50	
Total Increase.....		\$12,120 23
Less Decreases:—		
Chatham-Escuminac.....	\$ 12 17	
Quebec County.....	106 29	
Anticosti Island.....	83 48	
		201 94
Net Increase.....		\$ 11,918 29

The cost of staff and maintenance of the Government Telegraph and Telephone Service in the divisions west of the Maritime Provinces and Quebec during the fiscal year 1927-28 was \$527,302.33.

This is a decrease of \$8,466.01 compared with the preceding year, and is made up as follows:—

Pelee Island.....	\$ 1,081 78	
British Columbia Mainland.....	9,030 95	
British Columbia Northern.....	2,215 05	
Yukon (Main Line).....	196 25	
	<hr/>	
Total decrease.....		\$12,524 03
Less increase—		
Saskatchewan-Alberta.....	\$ 1,813 36	
Vancouver Island.....	1,537 61	
Telegraph Service Generally.....	707 05	
	<hr/>	
		\$ 4,058 02
Net decrease.....		\$ 8,466 01

The increase in cost of staff and maintenance of the whole system is \$3,452.28, made up as follows:—

Increase Quebec and East.....	\$11,918 27	
Decrease West of Quebec.....	8,466 01	
	<hr/>	
Increase.....		\$ 3,452 28

The increase of \$37,955.94 in the total expenditure is made up as follows:—

Increase in repairs Quebec and East.....	\$ 5,528 88	
Increase in repairs West of Quebec.....	58,824 79	
	<hr/>	
Total increase in repairs.....	\$64,353 67	
Total increase in staff and maintenance.....	3,452 28	
	<hr/>	
Total increase in expenditure.....		\$67,805 95
Less decrease in construction.....		\$29,850 01
	<hr/>	
Net increase in expenditure.....		\$37,955 94

REVENUE

The operating revenue for 1927-28 as compared with that of the preceding year shows an increase of \$184.32. The number of messages shows a decrease of 1,237 due to a decrease in number of offices operated, which in 1926-27 was 1,082 and in 1927-28 was 1,040, a decrease of 42.

DEPARTMENTAL TELEPHONE SERVICE 1927-28

Department	Number of Telephones						Total	Yearly Amount \$ cts.	Temporary		Amount \$ cts.	
	P. B. X.			Office					Residence	Desk		Extn.
	Direct	Extn.	Total	Direct	Extn.	Total							Direct	Extn.
									Direct	Extn.		Total
Agriculture.....	85	72	3	2	11	3	176	4,031 10	2	10 11		
Archives.....	8	2			1	1	12	326 31				
Auditor General.....	29	1			1	1	32	646 04				
Can. Govt. Patriotic Fund.....	1						1	22 08				
Chief Electoral Officer.....	1	3					4	82 20				
Civil Service Commission.....	29	21			4	2	56	1,145 54				
Commission of Conservation.....	2	1					3	60 12				
Exchequer Court.....	5				1		6	180 60				
External Affairs.....	24	3			10	2	39	815 36	2	108 02		
Finance.....	40	2			2	1	49	804 05	1	3 41		
Govt. Contract Supervision Committee.....	5	6					7	165 84				
Government House.....	22	1					23	367 15				
Governor General's.....	4	2	3	2	9	4	24	789 60				
Health.....	23	7			2	2	34	770 84				
House of Commons (Sessional).....	60	28	2	1	1		92	1,477 77	1	2 75		
Immigration and Colonization.....	31	14	2		3	1	51	1,205 73	12	897 98		
Indian Affairs.....	15	2			2	1	20	568 29	1	6 16		
Insurance.....	8	1			1	1	11	239 16				
Interior.....	195	65			4	3	267	6,461 87				
Justice.....	25	10	1		8	3	47	1,070 65	1	62 49		
Laboratory of Geology.....	1						1	22 08				
Labour.....	19	6	1	1	6	4	37	797 54				
Library of Parliament.....					2	1	3	88 80				
Marine and Fisheries.....	74	14			5	2	95	1,921 01				
Mines.....	79	16	5	3	1	1	105	2,018 37				
National Defence.....	209	54	8	3	3	1	278	5,303 54	11	425 47		
National Research Council.....	8						8	503 52				
National Revenue.....	75	14	2		4		95	1,777 03	1	16 48		
Patents.....	11	4					15	389 43	1	29 16		
Post Office.....	74	15	3		5	3	100	2,825 35	7	126 57		
Printing and Stationery.....	44	7					51	821 24				
Privy Council.....	6	1	1		4	1	13	313 50	4	78 94		
Public Works.....	70	20	2	1	6	3	102	2,017 84	2	1 50		
Railway Commission.....	20	11			1	1	33	717 96				
Railways and Canals.....	27	16	6		10	2	61	1,578 22				

Royal Canadian Mounted Police.....	40	14	5	1	2	2	64	1,358 04	2	163 02
Secretary of State.....	18	9			2	1	30	514 70		
Senate.....	25	8			1	1	35	583 32		
(Sessional).....									68	485 80
Soldiers' Civil Re-Establishment.....	108	14			4	3	129	2,214 94		31 83
Soldiers' Settlement Board.....	17	11					28	740 99		14 44
Solicitor General's Office.....	3	2				1	5	79 80		
Supreme Court.....	12	2			1	1	16	407 86		
Tariff Commission.....					1		1	42 35		
Trade and Commerce.....	45	17	1		3	2	68	1,582 31	1	6 30
	1,597	496	45	14	121	54	2,327	49,930 04	296	2,470 43

Yearly telephones.....	2,327	\$ 49,930 04
Temporary telephones.....	341	2,470 43
Total number of telephones paid for in the course of fiscal year 1927-28.....	2,668	\$ 52,400 47
Private Branch Exchange Equipment.....		25,584 07
Private Branch Exchange Operators' Salaries.....		22,134 51
Government Telephone Directories.....		732 35
Total expenditure.....		\$ 100,851 40

SYSTEMS

NEWFOUNDLAND

The line from Port au Basque to Cape Ray continues to be operated as heretofore under an arrangement with the Anglo-American Telegraph Company.

CAPE BRETON

The lines were given the usual annual overhauling and weather conditions permitted a continuous service on all sections. The placing of the new standard type of insulator was continued this year on the sections between St. Peters and Hawkesbury, also between Inverness and Eastern Harbour. This improved insulation affords better transmission over the lines, particularly in damp or wet weather. A new telegraph line of 14 miles was built to Arichat, which has been deprived of direct telegraphic communication since the withdrawal three years ago of the company supplying this means of communication. This recently reopened office is the centre of an important section of Richmond County and is of great assistance to the fishing industry on Isle Madame. Other smaller line extensions were made to Pipers Glen, 8 miles, to Roseburn, 5 miles and to Ste. Colomba, 3 miles, making a total increase of 30 miles in the pole line mileage. There was also an increase in the rented telephone installations.

The revenue for the past year shows an increase of \$812.44 over that of the preceding year. This resulted from the improved business conditions in the mining and fishing industry. The cost of operation for 1927-28, as compared with that of 1926-27, shows an increase of \$2,920.42. The number of messages handled was increased by 2,970. There were thirty-five telephone subscribers added to the list, whereas the telephones removed numbered sixteen, leaving a net increase of nineteen for the year.

BAY OF FUNDY

The telegraph and telephone circuits of this system have given satisfactory service during the year. The cost of operation was \$4,263.78, which is \$521.75 more than the previous years. There was an increase of \$131.84 in the revenue although there was a decrease of eighty-eight in the number of messages handled. The number of offices remains unchanged.

CHATHAM-ESCUMINAC

A continuous and satisfactory service was maintained during the year. The cost of operation for 1927-28, compared with that of the previous year, shows a decrease of \$12.17. The revenue decreased by \$23.21 and the number of messages transmitted decreased by eleven. There was no change in the number of telephone subscribers, the number remaining at fifty. This system extends for a distance of 86 miles adjacent to the northeast coast of New Brunswick in the vicinity of Chatham.

MAGDALEN ISLANDS

The telephone lines on these islands functioned satisfactorily during the year. The number of telephone subscribers, which last year was 131, has increased to 167, divided amongst the three exchanges as follows: Amherst Harbour, thirty-two, Grosse Isle, thirty-two, and Grindstone 103. The lines on the several islands were extensively repaired and in addition 30 $\frac{3}{4}$ miles of new wire was strung to accommodate the increased number of telephone sub-

scribers. This work necessitated the building of 6¼ miles of new pole line. The operation of this system for the past year cost \$1,839.73 more than the previous year. There was an increase in revenue of \$198.07, and a decrease of 442 in the number of messages handled.

ANTICOSTI ISLAND

The telegraph service on this island, which since 1924 has been under lease to the Administration of Anticosti, is now operated by the Anticosti Corporation, the present owners of the island. This corporation has taken over the lease of the telegraph service subject to its original terms and conditions. The telegraph service by way of the 45-mile cable from Gaspé to Jupiter River has been very satisfactory throughout the year.

NORTH SHORE ST. LAWRENCE AND CHICOUTIMI DISTRICT

Owing to the over-production of pulp wood and newsprint paper, which has been general throughout Ontario and Quebec during the past year, many of the large pulp and paper interests engaged in plant building and logging operations along the north shore of the St. Lawrence suspended or curtailed activities. For this reason there was a decrease of 528 in the number of messages handled. The revenue for the year, however, was increased by \$492.03. The main line from Murray Bay, Quebec, to Red Bay, Labrador, a distance of 1,014 miles, continues to be the sole means of wire communication over this long stretch of territory. The cost of operation for 1927-28, as compared with that of the previous year, shows an increase of \$2,095.81.

ISLAND OF ORLEANS AND QUARANTINE SYSTEM

These lines have given uninterrupted and satisfactory service during the year. The service of communication to the quarantine station on Grosse Isle, formerly participated in by the Marconi Wireless Company, is now being entirely handled by the Government system through its land lines and cables. A two-wire telephone circuit affords a very satisfactory telephone service with Quebec city, and an alternative route by way of Crane island furnishes communication facilities to the south shore by way of Montmagny. The cost of operation for 1927-28, as compared with that of the previous year, shows an increase of \$416.10. There was an increase of 1,723 in the number of messages handled. The revenue increased \$12.88.

QUEBEC COUNTY

These telephone lines continued to furnish a very satisfactory service to the villages in the Laurentian Hills to the north of Quebec city. Apart from a very valuable toll line service to the public there are eighty-three subscribers served by these lines. The cost of operation for 1927-28, as compared with that of the previous year, shows a decrease of \$106.29. There was a decrease of \$12.85 in the revenue.

TIMISKAMING

La Compagnie du Téléphone du Nord, Limitée, continues to operate these lines under lease.

PELEE ISLAND, ONTARIO

During the year a second cable was laid from Kingsville to Pelee Island to function as an alternate route in case of interruption to the older and larger cable between Leamington and the island. The cost of operation for 1927-28, as compared with the previous year, shows a decrease of \$1,081.78, and the number of messages handled was increased by 1,449. The revenue was correspondingly increased by \$144.70.

SASKATCHEWAN AND ALBERTA

The lines comprised in this combined division were kept in very good working order during the year, in spite of the fact that there was an extensive flood in the neighbourhood of Grouard and Slave Lake which did a great deal of damage. There was also a few very serious windstorms which considerably damaged the lines. Notwithstanding these adverse conditions there was very little delay in the transmission of telegrams. The volume of business was very good and showed a steady growth, with the result that there was an increase in revenue of \$3,186.12. The number of messages transmitted shows an increase of 6,507. The only new construction was in Northern Saskatchewan where a line, 45 miles long, was built from Meadow Lake to Loon Lake affording telegraphic communication between these places and giving a telephone service to the two intermediate offices, Makwa and Pegasus. The cost of operation for 1927-28, as compared with that of the preceding year, shows an increase of \$1,813.36.

BRITISH COLUMBIA MAINLAND

The telephone service on this division continues to function very satisfactorily. The pole line mileage is now 1,638 miles which is a decrease of 109½ miles as compared with that of last year. This reduction was mainly brought about by the sale of two sections of line, one from Slocan to Slocan Junction and the other from Nelson to Trail, a total of 117¼ miles. There were 8 miles of new construction completed during the year. There are 240 offices located in this division and 913 subscribers attached to the different telephone exchanges. The cost of operation for 1927-28, as compared with that of the previous year, shows a decrease of \$9,030.95. There was likewise a decrease in revenue of \$6,596.95 caused largely by the decrease of 18,517 in the number of messages handled, mainly due to the sale of lines.

VANCOUVER ISLAND DISTRICT

All lines comprising this district were maintained in good condition during the past year. The lumber and fish industries on the island have been very active and an increased volume of business is looked for owing to the establishment of many fish reduction plants at various points on the west coast of the island. The Provincial Government is also constructing a highway from Victoria to Bamfield to which this telegraph line can be moved, thereby reducing to a great extent the cost of maintenance and increasing the revenue, by virtue of the increased traffic to this portion of the island.

The cost of operation for the year, as compared with that of the preceding one, shows an increase of \$1,537.61. The revenue was increased by \$1,748.94 and an increase of 1,178 in the messages handled was shown. The pole line mileage, which this year is 1,335¾ miles, shows an increase of 28¾ miles partly due to the new construction on Lasqueti Island service. This also required the laying of 9 miles of submarine cable. The number of offices in this division is 174, an increase of three over the number in operation during the previous year. There are 304 telephone subscribers connected to the various exchanges. This is an increase of thirty-nine over last year.

YUKON SYSTEM AND BRANCHES

The main line and branches comprising the Northern British Columbia and Yukon telegraph and telephone systems were operated during the past year very satisfactorily. There were quite a few interruptions of short duration at various points due to forest fires in the summer, and snow and wind-

storms during the winter months, but these were promptly repaired with the minimum amount of delay to traffic. General repairs were made on all sections by the resident agent-lineman and the sections kept in good order.

On the Hazleton-Prince Rupert and Stewart Branch the line functioned well during the past year. Few interruptions occurred, these being caused by the usual winter storms. Traffic was heavy due mainly to increased mining operations around Stewart and a further increase is expected next season.

On Queen Charlotte Island traffic showed an increase during the past year principally due to a greater activity in the fishing industry.

On the Ashcroft-Lillooet Branch there was an increase in traffic owing to the greater influx of tourists over the new Cariboo highway, and the increased mining operations and power development in the Bridge River district.

The cost of operation for 1927-28, as compared with that of the previous year, shows a decrease of \$196.25. There was an increase of 3,538 in the number of messages handled.

The total pole mileage is now 3,417½ miles, an increase of 27½ over that of last year. This increase represents five small extensions to the line, the principal of these being the Likely-Keithley Creek section of 20 miles built to serve the settlers and mining operations in this region.

C.G.S. "TYRIAN"

The following covers the operations of the cableship *Tyrian* during the fiscal year 1927-28, together with a list of repairs effected:—

1927

April	1 to 18.....	At Halifax.
	19.....	Repaired Devils Island cable.
	20 to 28.....	At Halifax.
	29.....	Coaling at pier 9.
	30.....	At Halifax.
May	1 to 9.....	At Halifax.
	10.....	Taking supplies aboard.
	11 to 22.....	At Halifax.
	23.....	Coaling at pier 9.
	24 to 31.....	At Halifax.
June	1.....	At Halifax.
	2.....	Left for Barrington Passage.
	3.....	Repaired Barrington Passage cable. Left for Scaterie.
	4.....	Called at Canso.
	5.....	Repaired Scaterie cable. Left for Sydney.
	6.....	Took insulators aboard at North Sydney. Left for Charlottetown.
	7.....	Arrived at Charlottetown. Left for Pictou.
	8 to 10.....	Repairing Caribou-Woods Island cable.
	11 and 12.....	Repairing Tormentine cable. Left for Charlottetown.
	13.....	At Charlottetown.
	14.....	Went to Shippegan.
	15.....	Repaired Shippegan cable. Left for Pictou Island.
	16 and 17.....	Repairing Pictou Island cable.
	18.....	Arrived at Grindstone Island.
	19.....	Went to Amherst Island.
	20.....	Left for Anticosti.
	21 and 22.....	At sea.
	23.....	Called at Rimouski. Proceeded to Green Island cable.
	24.....	Repaired Green Island cable. Left for Rivière du Loup. Laid cable at Témiscouata Lake.
	25.....	Left for Orleans Island.
	26 to 28.....	Repairing Ile aux Reaux cable.
	29 and 30.....	Repairing Grosse Isle (St. Lawrence) cable.
July	1 and 2.....	Repairing Marguerite-Crane Island cable.
	3 and 4.....	Repairing L'Ange Gardien cable. Left for Quebec.
	5.....	Taking coal and water at Quebec.
	6.....	Went to L'Ange Gardien and landed cable.
	7.....	Landed lineman and supplies at Green Island, and cable boxes at Rivière du Loup. Sailed for Egg Island.
	8.....	Repaired Egg Island cable. Left for Campbellton, N.B.
	9.....	At sea.
	10 to 12.....	At Campbellton.
	13 and 14.....	Overhauling and repairing cable aboard.
	15.....	Loading poles.

1927

July	16	Left for Tormentine.
	17 and 18	Repairing Tormentine cable. Left for Port Hood.
	19	Repaired Port Hood cable. Left for Magdalen Islands.
	20	Landed poles at Aurigny Cove. Worked on Amherst cable. Went to Grindstone and landed poles.
	21	Landed poles at Amherst Island and repaired cable.
	22	Landed poles at Old Harry Head and picked up cable.
	23 to 26	Repairing Brion Island cable and installing new telephone switchboard at Grosse Isle central.
	27	Inspecting Port Hood cable.
	28 to 30	At North Sydney. Repairing cable aboard.
	31	Inspected Scaterie cable. Laid new cable at Lennox Passage.
Aug.	1 to 3	At Halifax.
	4	Coaling at pier 9. Left for Bay of Fundy.
	5	Arrived at Whale Cove, Grand Manan.
	6 to 8	Repairing Whale Cove cable.
	9	Repaired Eastport cable.
	10 and 11	Repaired Three Island and Whitehead cables. Left for Halifax.
	12	At sea.
	13 to 17	At Halifax.
	18	Surveying cable location at Salvages and Shag Harbour.
	19	Inspecting Salvages cable.
	20 to 29	Anchored at Cape Negro Harbour.
	30 and 31	At Halifax.
Sept.	1 to 7	At Halifax.
	8 to 13	In dry dock for repairs and painting.
	14 to 25	At Halifax.
	26	Coaling at pier 9.
	27 to 30	At Halifax.
Oct.	1 to 4	At Halifax.
	5 and 6	Coaling at pier 9.
	7 to Dec. 14	At Halifax.
Dec.	15	Commenced complete overhaul and repair of all cable aboard.

1928

Jan.	15	Completed overhaul of cable.
Feb.	21 and 22	Coaling at pier 9. Left for Coffin Island.
	23	Anchored at LaHave River. Heavy gale.
	24 to 26	Anchored at Liverpool harbour. Gales.
	27	Inspecting Coffin Island cable. Moved to Shelburne harbour.
	28	Anchored at Cape Negro harbour.
	29	Repaired Salvages cable. Went to Tusket Islands to inspect cables.
March	1	Surveying for new cable location (Ellenwood-John's Islands).
	2	Connected John's Island to Ellenwood cable.
	3	Proceeded to St. John.
	4 to 6	At St. John.
	7	Working on Gannet Roek cable.
	8	Repair Little and Big Wood Islands cables.
	9	Went to Gannet Rock. Proceeded to Herring Bay. Worked on Long Eddy cable.
	10	Working on Long Eddy cable. Repaired Eastport cables.
	11	Repaired Gannet Roek cable.
	12 to 14	Repairing Long Eddy cable.
	15	Proceeded to Halifax.
	16 to 31	At Halifax.

REPORT OF THE ACCOUNTS BRANCH

A. G. Kingston, Chief Accountant

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1928

Name of Building	Con- struction and Improve- ments	Repairs and Furniture	Rents	Salaries of Caretakers	Supplies for Caretakers	Heating	Lighting	Water	Power	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
PUBLIC BUILDINGS										
<i>Buildings beyond Canada</i>										
London, England, Canadian Building.....	477,754 35	7,056 13	18,439 18	8,436 77	484 47	1,465 17	2,136 23	2,194 26	1,368 01	41,530 22
Washington, U.S.A., Canadian Legation.....										477,754 35
Totals, Buildings beyond Canada.	477,754 35	7,056 13	18,439 18	8,436 77	484 47	1,465 17	2,136 23	2,194 26	1,368 01	519,284 57
<i>Nova Scotia</i>										
Amherst, post office, etc.....		245 02		1,166 00	51 50	623 36	448 60	18 88		2,553 96
Annapolis Royal, post office, etc.....		184 71		900 00	37 15	560 25	224 84	20 00		1,926 95
Antigonish, post office, etc.....		263 16		1,166 00	52 00	564 07	285 94			2,331 17
Arichat, post office.....		64 94		1,130 00	61 02	267 00	105 00			650 96
Baddeck, post office, etc.....		37 68		1,203 97	38 55	285 00	87 35			1,969 55
Bridgewater, post office, etc.....		206 97		1,016 00	76 69	341 15	203 15			1,843 90
Canso, post office, etc.....		435 07		1,130 00	37 22	447 00	576 13			2,625 42
Clark's Harbour (Nickerson building), post office.....		262 00	260 38		0 55		11 88			534 81
Dartmouth (old Park School), armoury.....		223 37	75 00	830 00	81 10	439 50	530 35	60 00		2,224 32
Digby post office.....		1,200 00		1,130 00	42 85	426 67	692 48	80 00		3,372 00
" (Warne Block) fisheries inspector's office.....		177 68	116 67	1,397 40	95 65	694 69	773 87	33 00		294 35
Glace Bay, post office, etc.....		1,529 20		229 92	96 38	446 00	157 27			4,523 81
Guy-sborough, post office, etc.....		153 63								1,083 20
Halifax, (Bauld Bldg.), Department of Health.....		115 85	1,800 00		6 85	62 40				1,985 10
" (Bellevue Bldg.) Archives.....		1,925 84	378 51		158 75	2,004 86	1,158 09	177 57		5,803 62
" Camp Hill, military hospital.....	8,216 42							400 00		8,616 42
" (Cragg Bldg.), Dept. of Marine and Fisheries.....										1,364 83
" custom house, etc.....	3,174 46	14 83	1,350 00	26 01	158 42	1,672 55	976 96	594 22	274 85	6,877 47

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1928.—Continued

Name of Building	Con- struction and Improve- ments	Repairs and Furniture	Rents	Salaries of Caretakers	Supplies for Caretakers	Heating	Lighting	Water	Power	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Public Buildings										
Nova Scotia—Concluded										
Halifax, examining warehouse, etc.					13 35		49 15			71 72
" immigration building, pier No. 2		9 22	25,000 00				0 75			25,000 75
" post office, etc.	2,712 03	1,407 90		52 17	134 66	1,716 23	2,367 85	636 61	594 71	9,622 17
" post office site at north end		290 72								290 72
" quarantine station, Laylor's Island										
" quarantine station, Rockhead Hospital		5,200 15				1,162 50	258 73			6,681 38
" R.C.N. Barracks and H.M.C. Dockyard		2,017 06				1,623 00	446 15	260 00		4,346 21
" (Stevens Bldg.), weights and measures office.		17,496 74								17,496 74
" generally.		40 75	1,350 00	26,403 12	1 75		515 73			1,350 00
Inverness, post office.		104 45		1,010 00	72 45	392 00	330 57	50 00		26,961 35
Kentville, experimental farm.	4,268 40	3,116 76				619 82	240 47			6,237 87
" post office, etc.		96 84				456 50	392 32	50 00	66 10	4,043 15
Lunenburg, post office, etc.		431 09		1,130 00	10 35	379 17	291 45	19 00		2,136 01
Nappan, post office, etc.		414 76		1,352 18	70 55	419 87	486 17	53 00		2,543 44
Nappan, experimental farm.		2,446 44		1,070 00	63 63	326 75	282 74			2,487 43
New Glasgow (Maritime Bldg.), Dept. National Defence.			150 00						111 85	5,355 36
" post office, etc.		307 81		1,080 00	49 85	608 50	619 44	100 00		150 00
North Sydney, immigration building.							42 41			2,765 60
Naval Air Station (see Airports at end of report).										42 41
" post office, etc.		728 45		1,080 00	66 80	37 10	652 87	32 00		2,597 22
" quarantine station (Point Edward)		20 05				208 75				228 80
" (Sutherland Bldg.), Dept. Marine and Fisheries.			180 00							180 00
" (Terminal Bldg.), Dept of Immigration, etc.			5,591 25							5,591 25
Parrsboro, post office.		196 00		1,020 00	81 70	564 00	547 20	52 00		2,460 90

Pictou, custom house, etc.	532 72	1,287 70	39 00	368 00	37 12	12 00	2,276 54
" post office	160 95	561 00	37 65	338 63	192 09	18 66	1,308 98
Point Edward quarantine station, see North Sydney.							
Shelburne, post office, etc.	144 60	1,130 00	17 60	357 63	215 34		1,865 17
Springhill, post office, etc.	117 95	1,130 00	46 03	503 01	560 21		2,357 20
Stellarton (Hayman Bldg.), Dept. National Defence.		1,500 00					1,500 00
" post office, etc.	110 55	290 00	73 85	422 70	123 00	23 50	1,043 60
Sydney, post office, etc.	552 66	1,339 15	71 75	981 94	1,324 03	178 50	4,448 03
" (Royal Chambers), Dept. Marine and Fisheries.	54 98	1,012 51					1,067 49
Sydney Mines, (McDonald Bldg.), Dept. National Defence.		780 00					780 00
" post office, etc.	285 49	450 00	53 80	401 00	519 20	45 00	1,754 49
Trenton (Clayton Bldg.), post office.	11 65	900 00			64 92		976 57
Truro (C.N.R. Station), Dept. Agriculture, Seeds Branch.		1,000 00					1,070 00
" post office.	447 49	1,002 00	141 55	841 75	593 05	32 00	5,155 25
" post office (site).	215 47						215 47
Westville, post office.	82 72	1,367 75	17 95	246 00	212 12	25 00	1,951 54
Weymouth (Hankinson Bldg.), armoury post office.	4 49						240 00
Windsor post office, etc.	474 14	1,130 00	71 80	454 0	400 42	50 00	2,580 38
Wolfville post office.	88 04	1,130 00	36 59	443 00	218 38	41 00	1,957 01
Yarmouth (Exhibition Bldg.), Dept. National Defence.		700 00					700 00
" post office, etc.	352 02	1,106 00	131 15	806 61	955 06	100 00	4,482 64
Minor offices throughout the Province.	869 00			107 71	1 75		1,348 27
Nova Scotia generally.	893 43				1,011 18		1,904 61
Totals, Nova Scotia.	46,824 09	56,536 37	2,318 49	23,620 69	20,164 88	3,161 95	220,135 11
<i>Prince Edward Island</i>							
Charlottetown (Cameron Bldg.), Supt. of Dredges, Dept. Public Works.	2,061 88	180 00		961 10	13 04	45 25	193 04
" experimental farm.					97 28		5,169 76
" (Old Bank Bldg.), custom house, marine offices, etc.	2,264 42	94 00	61 95	384 33	127 92	34 00	4,641 25
" post office, etc.	1,971 21	3,565 80	150 30	1,567 53	3,027 41	225 00	11,852 31
" (Riley Bldg.), Dept. National Revenue.	25 50	584 68	47 45	366 00	16 18		626 36
Georgetown, post office, etc.	809 45	519 96			130 56		1,873 42
Kensington post office, etc.		6 45					12,006 04
Montague (Masonic Temple), Dept. National Defence.	50 00	56 25					106 25

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1928.—Continued

Name of Building	Con- struction and Improve- ments	Repairs and Furniture	Rents	Salaries of Caretakers	Supplies for Caretakers	Heating	Lighting	Water	Power	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Public Buildings</i>										
<i>Prince Edward Island—Concluded</i>										
Montague (Wightman Bldg.), Dept. Na- tional Defence.....		1,140 00	135 00	566 90	45 67	325 76	178 92			135 00 2,257 25
" post office, etc.....										
Port Borden (Old School House), Masters and Mates examiners' office.....			125 00	1,014 00	77 45	389 15	168 35			125 00 2,498 66
Souris, post office, etc.....	26 00	1,279 71		1,236 65	68 96	236 36	32 55		266 48	960 25
Summerside, experimental fox farm.....		3,560 65		939 50	177 15	622 51	815 64	73 00		6,377 38
" post office, etc.....	94 25	1,644 63	1 00			437 00	218 60			3,512 13
Tignish, post office.....		8 10								8 10
Minor offices throughout the Province.....		430 36				53 86	0 40			484 62
Prince Edward Island, generally.....										
Totals, Prince Edward Island.....	15,526 78	15,587 11	1,175 93	9,523 89	628 93	5,343 70	4,826 85	332 00	311 73	53,256 82
<i>New Brunswick</i>										
Bathurst, post office, etc.....		710 90	120 00	1,194 27	64 85	334 25	208 80	33 00		2,546 07
" (Skating Rink) armory.....			225 00							120 00
Campbellton (McKenzie Bldg.) armory.....		140 00								365 00
" post office, etc.....		290 60		980 00	34 65	617 08	423 65	39 00		2,384 98
Campobello Island (Batson Bldg.), fishes office.....			120 00							
Chatham, post office, etc.....		2,106 28		1,005 00	23 25	565 72	533 52	40 00		120 00 4,273 77
" quarantine station (Middle Is- land).....		665 00				53 50				718 50
Chipman, post office, etc.....		60 27		495 00	20 54	90 23	96 07		6 70	708 81
Dalhousie, post office.....		160 86		1,080 00	6 50	277 72	281 83	26 00		1,832 91
Edmundston, customs and immigration building.....						118 89	121 45			202 34
" post office.....	3,894 12			1,417 50	78 50	1,029 23	234 68	60 00		6,714 03
Fairville, post office.....		235 04		1,184 00	39 64	340 27	65 33	17 10		1,881 38
Fredericton, custom house.....		1,222 75		1,000 50	38 74	549 89	195 45	39 26		3,046 59
" experimental farm.....	3,971 59	1,035 73				1,148 34	222 11		316 37	6,694 14

" military hospitals Nos. 1 and 2	5 80	2,451 00	44 22	48 94	65 90	2,549 96
" post office, etc.	1,579 20	2,239 50	771 88	594 44	5,299 71	50 00
" generally	50 00					1,893 65
Grand Falls, post office, etc.	94 86	1,130 00	363 52	226 99	33 00	1,480 76
Hampton, post office	86 15	996 00	27 90	54 81	290 90	949 37
Hartland, post office, etc.	75 65	658 30	5 00	163 50	29 25	1,404 15
Hillsborough, post office	124 99	945 00	150 25	153 85		586 99
Marysville, post office, etc.	35 75	170 00	179 58	108 40	12 00	1,955 14
Middle Island, see Chatham.						
Milltown, post office, etc.	74 90	1,184 00	394 50	244 19	44 90	
Moncton Service Dept. National Revenue						
" nuc.						80 00
" (Pant Co. Bldg.), armoury		80 00				2,000 00
" post office, etc.		2,000 00				6,019 29
" (Ryan Bldg.), examining warehouse.	3,531 08	1,365 00	150 00	746 18	167 50	1,158 67
" (Wilbur Bldg.), post office addition, etc.	267 11	833 32	52 00	6 24		4,044 90
Nelson (South), post office	5 00	3,265 00	617 50	157 40		7,157 77
Newcastle, post office, etc.	101 31	475 00	98 16	6 20	5 25	2,611 06
Perth (Stewart Bldg.), Dept. National Defence.	257 60	1,180 00	437 81	659 50	35 00	120 00
Richibucto, post office	1,670 96	1,225 00	334 38	503 38		3,511 41
St. George (Masonic Temple Bldg.), Dept. National Defence, workshop.		250 00				250 00
St. John, C.N.R. Station, mail room	392 26	120 00				512 26
" custom house, etc.	11,307 60	22 00	2,166 96	522 31	856 67	21,289 94
" Dept. S.C.R. Vetreair Workshop		25 99				
" Albion Street						
" (Furlong Bldg.), R.C.N.V.R.		1,100 00				1,100 00
" (Hann Bldg.), Fisheries Office.		1,000 00				1,000 00
" (Holden Bldg.), Fisheries Office.	26 00	187 77				237 77
" post office, etc. (new)		15 00				15 00
" post office (old), Marine and Fisheries, Dept. Public Works, etc.	2,060 56	120 30	3,666 99	1,290 05	613 78	13,675 02
" quarantine station, Partridge Island.	108 54	202 82	966 53	849 57	42 51	4,061 34
" Savings Bank Bldg.	3,658 88	26 10	4,087 93		2,602 60	10,349 41
" Generally	1,045 57		456 55	169 45	46 08	1,725 90
" West, immigration building.	70 26	29,039 44	452 61			29,562 31
" " Lancaster Military Hospital.	3,585 03	1 00	2,851 84	244 70	302 35	6,984 92
" " Makinney Bldg., Dept. Marine and Fisheries	443 85					443 85
" " (Radio Insp. Office)		20 00				20 00
" " Martello Hotel, Caretaker's quarters.	1 60	54 00		0 18		57 38

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1928.—Continued

Name of Building	Con- struction and Improve- ments	Repairs and Furniture	Rents	Salaries of Caretakers	Supplies for Caretakers	Heating	Lighting	Water	Power	Total
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
PUBLIC BUILDINGS										
<i>New Brunswick—Concluded</i>										
St. John, West, post office.....		242 95		399 92	15 77	252 81	101 08	9 98		1,022 51
" " Shed No. 4, Immigration		190 15	2,105 32	945 00	64 62	590 48	203 23	27 45		2,105 32
St. Stephen, post office, etc.										2,025 93
(Ste. Croix Rink), Dept. National Defence.....			200 00							200 00
" (Toal Bldg.), immigration office.....			350 00			90 80				440 80
Sackville (Curling Rink), armoury post office.....		190 72	120 00	1,006 45	54 15	416 40	258 17	36 30		1,962 19
Shediac post office.....		332 69		1,005 00	56 92	312 28	101 00	50 00		1,857 89
Shippigan (Trudel Bldg.), post office.....			25 00							25 00
Sussex post office.....		450 76		1,143 97	16 97	30 00	107 96	50 00		1,799 66
Tracadie, Lazaretto.....		1,495 06		3,054 50		4,488 45	487 43			9,525 44
Woodstock, post office, etc.....		84 38		1,184 00	19 35	655 50	449 94	54 72		2,447 89
Minor offices throughout the Province.....		695 67				107 72	80			696 47
New Brunswick, Generally.....		860 74					1,138 68			2,107 14
Totals, New Brunswick.....	25,265 75	36,952 36	12,507 23	60,379 74	1,617 32	30,156 06	11,686 41	5,356 30	1,835 52	185,756 69
<i>Quebec</i>										
Actonvale, post office.....		1,335 90		1,171 25	86 65	291 10	311 89	150 00		3,346 79
Armstrong, custom and immigration bldg.		138 25		950 00	88 30	105 00	9 07			252 32
Arthabaska, post office.....		656 90				311 28	161 91	100 00		2,268 39
Asbestos, post office.....		74 82	500 00	99 96	19 10	336 44	216 00	167 75		500 00
Aylmer, post office.....										914 07
Baie St. Paul, public building.....	14,639 46			180 00				26 52		14,639 46
Beauharnois (Huot Bldg.), post office.....			474 96					15 00		681 48
Bedford (Many Bldg.), post office.....			200 00					44 00		215 00
Berthierville, post office.....		335 84		75 00	84 10	311 00	57 88			907 82
Bromplonville (Paquin Bldg.), post office.....			246 00							246 00
Brownburg (McAllister Bldg.), post office.....			99 96							99 96
Buckingham, post office.....	173 50	195 69		209 92	41 85		126 00	34 97		781 93

Cap de la Madeleine (Fortin Bldg.), post office.....	402 80	16 50	660 00	.....	1,522 91	.....	.....	.....	.....	676 50
Cap Rouge, experimental farm.....	23,487 55	5,046 72	.....	1,255 00	25 05	703 62	785 49	300 00	.....	6,972 43
Chicoutimi, post office, etc.....	.....	2,814 17	.....	1,121 25	106 90	486 16	258 65	60 00	.....	26,749 91
Cocaticook, post office, etc.....	.....	.....	180 00	.....	.....	.....	.....	.....	.....	4,347 13
Compton, post office.....	.....	346 90	.....	1,080 00	24 30	403 75	192 41	40 00	.....	180 00
Cookshire, post office.....	.....	.....	369 96	.....	.....	.....	.....	.....	.....	2,087 36
Danville, post office.....	.....	4 62	210 00	.....	.....	.....	.....	.....	.....	2,370 64
D'Issraeli (Champoux Bldg.), post office.....	13,000 00	117 10	.....	1,088 75	107 82	86 98	296 00	135 00	.....	14,831 65
Drummondville, post office, etc.....	.....	192 05	.....	.....	38 96	231 38	77 90	.....	.....	540 29
Dundee, custom house.....	.....	270 90	.....	1,171 25	71 30	535 37	391 02	.....	.....	2,439 84
East Angus, post office.....	.....	2,247 95	.....	.....	.....	347 00	88 92	.....	.....	4,189 95
Farnham, experimental farm.....	1,505 08	836 79	.....	.....	71 51	213 50	102 17	37 50	.....	2,341 47
" post office.....	.....	.....	.....	1,080 00	.....	.....	.....	.....	.....	.....
Father Point, quarantine station, medical officer's residence.....	.....	1,007 36	.....	.....	.....	150 00	87 30	.....	.....	1,214 66
Fraserville, see Rivière du Loup.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gaspé (Carier Bldg. post office " public building.....	304 00	52 50	.....	.....	.....	258 00	376 35	.....	.....	686 85
Granby, armory.....	.....	.....	750 00	.....	.....	.....	.....	.....	.....	304 00
" post office.....	.....	552 66	.....	.....	66 10	585 96	568 00	150 00	.....	750 00
Grand Mère (Banque Canadienne Nationale Bldg.), post office.....	.....	2 00	524 00	.....	.....	.....	.....	.....	.....	3,093 97
Grosse Isle, quarantine station.....	16,130 58	1,856 62	.....	.....	.....	1,525 00	10 00	.....	.....	526 98
Hull (Fortin & Gravelle Bldg.), armory " post office.....	1,937 74	20 97	1,800 00	150 00	.....	215 80	199 93	406 55	.....	19,522 20
" research laboratory.....	12 40	.....	.....	.....	.....	2,443 93	.....	.....	.....	1,800 00
Huntingdon (O'Connor Bldg.), post office.....	.....	775 00	.....	.....	.....	.....	.....	.....	.....	2,930 99
Iberville, post office.....	.....	175 05	.....	.....	.....	.....	.....	.....	.....	2,456 33
Joliette, post office, etc.....	.....	729 88	.....	549 96	.....	317 33	43 22	28 50	.....	775 00
Jonquières, post office.....	.....	148 52	.....	1,051 25	108 76	602 61	647 25	111 00	.....	1,114 06
Kenogami, post office, etc.....	.....	.....	.....	900 00	67 30	308 15	129 20	23 04	.....	3,250 75
Knowlton, post office, etc.....	26,021 23	.....	.....	.....	.....	.....	.....	.....	.....	1,576 21
Lachine, post office.....	.....	227 07	.....	330 15	56 75	545 72	229 90	21 00	.....	26,141 58
Laculte (Campbell Bldg.), armory.....	341 50	131 29	.....	149 96	9 90	393 78	484 57	86 26	.....	1,410 59
" post office.....	.....	.....	300 00	.....	.....	.....	.....	.....	.....	1,597 26
Lac Mégantic, post office.....	.....	153 53	.....	1,436 22	13 00	438 97	137 33	37 50	.....	300 00
La Ferme, experimental farm.....	1,738 52	339 38	.....	1,115 98	98 95	368 20	488 03	23 06	.....	2,216 55
La Malbaie, post office.....	.....	2,293 61	.....	.....	.....	792 25	6 40	.....	.....	4,173 06
Laprairie, post office.....	.....	108 22	.....	1,130 06	41 95	667 90	291 85	.....	.....	3,092 26
L'Assomption post office.....	210 00	90 06	.....	.....	31 20	343 74	112 24	45 00	.....	2,239 92
Lennoxville, experimental farm.....	220 00	778 85	.....	300 00	50 79	55 50	56 28	65 00	.....	890 15
Lévis, Can., National Railway Station, mail room.....	.....	1,521 93	137 50	.....	.....	962 16	152 85	150 78	.....	1,526 42
" Fort No. 1, " post office, etc.....	10,529 70	746 67	.....	1,500 50	78 64	825 30	587 15	250 00	.....	2,787 72
Limoilou, see Quebec City.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	137 50
Longueuil, post office.....	183 00	96 83	.....	1,080 00	52 70	294 10	58 84	62 70	.....	10,529 70
Loretteville, post office.....	.....	127 78	.....	.....	36 30	372 05	98 14	60 00	.....	3,988 26
Louiseville, post office.....	365 50	208 65	.....	1,036 25	139 07	73 50	222 13	25 00	.....	1,838 17
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,070 40

" (Gazette Bldg.), temporary old examining warehouse.....	2,044 36	19,469 17	4 50	2,847 07	1,749 50	698 40	240 95	27,054 04
" (Grant Garage), ordinance stores immigration building (172 St. Antoine Street).....	21,377 00							21,377 00
" immigration and colonization offices, (353-55 Craig St. West) inspection and fumigation station (14 Sauvegarde Bldg.), Dept. Marine and Fisheries.....	2,492 67	2,754 54		2,619 61	1,047 97	1,235 74	49 92	10,200 45
" (Old Inland Revenue building), Dept. Public Works.....	610 85			48 85	103 13	87 30		1,739 28
" Place Vigier station, mail room post office, etc. (Main).....		1,500 00		653 25				1,264 10
" postal station "A".....		475 00						481 98
" " "B".....		292 13	114 13	671 15	103 27	236 80	74 88	2,639 33
" " "C".....	1,359 40	1,146 97						1,543 90
" " "D".....	29,724 21	29,512 24	979 21	9,113 90	10,790 35	7,162 54	4,196 78	91,800 92
" " "E".....	636 71	459 60	247 93	1,565 04	1,281 35	483 36	748 80	5,424 61
" " "F".....		179 52	14 75	495 91	589 31	700 40		1,979 89
" " "G" (Javrut Bldg.).....		1,164 74	15 29	761 91	377 16	406 37		2,707 07
" " "H".....		514 66	41 60	549 86	335 85	196 21		1,625 78
" " "I".....		271 59	29 20	714 22	309 59	91 20		1,395 20
" " "J".....		247 35	5 00	669 17	275 34	194 41		1,396 97
" " "K" (Javrut Bldg.).....	12,961 53	175 35	8 60	1,079 31	302 25	234 80	187 20	14,949 04
" " "L" (Westmount).....	3,121 13	718 05	393 64	2,672 72	1,482 86	1,654 06	2,071 68	9,435 61
" " "M".....		3 15	53 12	1,067 23	288 90	172 00		4,702 38
" " "N".....		484 00		221 18	31 07	30 00		1,110 40
" " "O" (Bldg.).....	6,790 95			62 53	62 53		45 00	1,341 53
" " "P" (St. Laurent).....		19,165 65	22 50	188 93	827 16	843 90	374 14	28,213 23
" " "Q".....		2,633 63	77 33	361 86	142 60	143 08		2,758 50
" " "R".....		237 70	8 60	472 77	369 30	96 86		1,185 23
" " "S".....		2,579 26	12 20	447 70	103 23	121 40		3,263 79
" postal station Delorimier (1023-1025 Mount Royal Avenue).....		11 76	8 60	284 24	251 63	176 60		4,332 83
" postal station Hochelaga.....		92 67	15 80	276 71	164 56	151 68		701 45
" postal station Notre Dame de Grâce (5623 Sherbrooke St. West).....	20,507 23							
" postal station Outremont.....		183 89	8 60	295 23	182 53	139 68		4,809 93
" " St. Henri.....		1,425 28	5 00	442 16	175 43	24 70		23,416 32
" " Verdun.....		95 50	11 00	603 03	274 44	57 33		2,210 21
" West (Foster Bldg.), Dept. National Defence.....		350 00	73 85		92 33	201 00		1,065 71
" Westmount, armory.....	12,830 40							1,615 00
" Windsor station, mail room, etc. Generally.....	4,202 71	3,702 77	1 80				138 06	12,830 40
" Nicolet, post office, etc.....	580 48	5,546 78	5,085 49		3,215 79			8,212 68
" Pierreville, post office, etc.....		131 04	75 52	466 80	359 03	70 00		2,354 89
" Plessisville, post office.....		52 59	25 95	381 42	75 62	15 00		700 58
" Quebec (Carrel Bldg.), Dept. Agriculture.....		627 37	117 63	84 16	99 77	62 50		2,091 08
		3 05	20 00		106 06			3,249 11

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1928.—Continued

Name of Building	Con- struction and Improve- ments	Repairs and Furniture	Rents	Salaries of Caretakers	Supplies for Caretakers	Heating	Lighting	Water	Power	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
PUBLIC BUILDINGS										
<i>Quebec</i> —Concluded										
Trois Pistoles, post office.....	1,445 00		265 00							265 00
Trois Rivières, post office, etc.....		5,634 77	122 40	4,844 71	554 01	2,675 50	652 15	1,200 00	153 84	16,682 38
Trout River (Huntingdon), immigration office.....		80 55		1,224 40	253 28	693 88	352 94	115 00		80 55
Valleyfield, post office.....		4,320 10		300 00	20 35	371 68	187 02	100 00		6,959 00
Victoriaville, post office.....		365 80	1 00							1,345 85
Warwick (Kirouac Bldg.), post office.....			300 00							300 00
Waterloo, public building.....	7,804 51									7,804 51
Westmount, armoury, see Montreal.										
" " postal station "L", see Mont- real.										
Weedon Centre, post office (site).....	21 85	195 00	786 00							21 85
Windsor (I'ye Bldg.), post office.....		1,304 75	308 33			393 96	48 36			981 00
Minor offices throughout the Province.....		2,344 98				454 55	670 75			2,115 40
Quebec Province, Generally.....										3,470 28
Totals, Quebec.....	551,134 68	127,413 09	106,808 09	310,639 20	14,597 50	96,004 66	56,220 52	38,870 78	13,883 82	1,315,572 34

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1928.—Continued

Name of Building	Con- struction and Improve- ments	Repairs and Furniture	Sundry Maintenance	Rents	Salaries	Heating	Lighting	Water	Power	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
PUBLIC BUILDINGS										
<i>Ottawa—Concluded</i>										
Parliament Building, grounds and Major's Hill Park.....	9,670 98	870 92			1,527 80	1,682 71	357 56	2,523 98	6,623 41	14,119 97
Printing Bureau.....		178,569 43			461,578 17	14,580 08				23,737 47
Repairs and furniture (all buildings).....	52,422 06	9,347 14			30,237 64			1,728 23		640,087 60
Rideau Hall.....	814 50	4,351 82			16,549 63					93,735 07
“ grounds, green houses, etc.....										21,715 95
“ guard-room.....						58 69				58 69
“ fuel and light.....			19,000 00							19,000 00
Rockcliffe, old rifle range.....								224 01		224 01
R.C.M.P. “A” Division (Old Public Works Workshop, Queen St.).....						177 24	611 63	229 61		1,018 48
Royal Mint.....						12,350 38	182 92	1,203 26		13,736 16
Steel fittings (all buildings).....	55,110 33									55,110 33
Sundry rented buildings.....	25,025 00			720,608 79	51,252 71	22,083 94	29,659 81	3,964 96	7,703 22	860,308 43
Supreme Court.....					2,993 55	13 28	759 68	50 75		3,817 26
Telephone service.....			99,978 97							99,978 97
Victoria Island (old shipyard).....								241 54		241 54
Victoria Memorial Museum.....								488 25	1,015 00	29,512 53
War Trophies building.....										7 30
Wellington St. between Connaught Place and Bank St., paving.....	43,433 33									43,433 33
Western departmental building.....					6,745 20	188 59	3,908 16	3,282 38	1,170 00	15,294 33
Totals—Ottawa Buildings.....	726,437 25	198,891 42	149,738 56	720,628 79	1,128,215 08	251,050 35	93,042 55	42,474 73	37,018 97	3,347,527 40

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1928.—Continued

Name of Building	Con- struction and Improve- ments	Repairs and Furniture	Rents	Salaries of Caretakers	Supplies for Caretakers	Heating	Lighting	Water	Power	Total
PUBLIC BUILDINGS										
<i>Ontario (exclusive of Ottawa)—Continued</i>										
Campbellford, armoury.....			120 00							120 00
Cardinal, post office.....		97 86			41 35	285 50	50 35	23 00		498 06
Carleton Place, post office, etc.....		109 11		1,010 00	45 19	356 25	303 62	39 68		1,863 85
Cayuga, post office.....		64 02		300 00	13 74	153 31	163 54			694 61
Chatham, post office, etc.....		437 84		1,134 00	78 07	347 90	228 45	36 70		2,262 96
Chapleau (Bernier Bldg.), post office.....		26 00	270 00							296 00
" (Collinson Bldg.), post office.....		110 11	270 00	950 00	27 36	293 58	177 81	31 25		270 00
Clinton, armoury.....		996 27	60 00	1,166 00	45 50	467 10	182 05	20 77		60 00
Cobalt, post office.....		4 00					76 64			2,877 69
Cohoureg, post office, etc.....		1,656 48	2,100 00	1,107 00	44 35	374 14	166 77	54 27		2,180 64
Collingwood (Board of Education Bldg.), armoury.....			60 00			1 00				61 00
" " post office, etc.....		195 10		1,470 00	62 79	662 50	250 18	149 43		2,790 00
" (Town Hall), armoury.....		125 00	63 33							188 33
Cornwall, armoury.....			399 99							399 99
" post office.....	8,409 37			1,224 25	167 20	730 53	363 25	75 00		10,969 60
Deseronto, post office, etc.....		132 16		1,130 00	23 10	663 10	212 13	39 00		2,199 49
Dresden, post office, etc.....	81 70	47 07		1,130 00		207 00	76 25	21 00		1,563 02
Dryden, armoury.....			300 00							300 00
Dundas, armoury.....	1,375 00									1,375 00
" post office.....		171 20	240 00	1,130 00	29 26	219 54	154 04	54 08		1,758 12
Dunnville, armoury.....							0 40			240 40
" post office (site).....	241 50									241 50
Durham, post office.....	20,000 00	148 00		146 61		166 72				20,461 33
Dutton (Memorial Hall), post office.....			500 00							500 00
Eganville, post office, etc.....		1,587 74		1,130 00	48 65	532 64	176 16	34 00		3,509 19
Elmira, post office.....		188 70		1,130 00	31 45	242 58	167 58	23 16		1,783 47
Elora, post office.....	185 58	723 52		1,130 00	8 75	264 19	67 95			2,380 00
Essex, post office.....		86 18		1,175 00	33 05	567 64	65 94	45 00		1,972 81
Fergus, post office.....		1,189 25		1,010 00	35 11	226 80	70 52	24 80		2,556 48
Forest, public building (site).....	149 16									149 16
Fort Frances (Masonic Bldg.), Dept. Pub- lic Works, Dist. Engi- neer's Office.....		23 90	1,670 00				2 60			1,696 50

DEPARTMENT OF PUBLIC WORKS

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1928.—Continued

Name of Building	Con- struction and Improve- ments	Repairs and Furniture	Rents	Salaries of Caretakers	Supplies for Caretakers	Heating	Lighting	Water	Power	Total
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
PUBLIC BUILDINGS										
<i>Ontario (exclusive of Ottawa)—Continued</i>										
Pontypool, Dept. National Defence.....		253 61	198 00	5,628 39	344 68	1,774 64	428 42	157 22		198 00
Port Arthur, examining warehouse, etc.....		279 92	65 25	915 00	187 58	708 73	256 21	142 46	575 08	9,227 29
" " generally.....		64 78		960 00	51 06	335 68	30 11	30 00		2,489 90
Port Colborne, post office.....	14,789 51						185 68			1,627 20
" " public building (new).....										14,789 51
Port Credit, armory.....		719 97	300 00	1,180 00	45 40	512 43	160 76	17 01		300 00
Port Hope, post office, etc.....		50 55		1,130 00	32 60	213 00	197 26	33 00		2,635 57
Port Perry, post office, etc.....			40 00							1,656 41
Powassin, armory.....		159 64			144 67	14 74	37 17	60 00		40 00
" " post office.....		74 10		1,366 45	148 93	392 85	118 44	60 00		416 22
Preston, post office, etc.....		372 72		1,186 00	54 80	443 64	207 54	33 12		2,160 77
Princeton, post office.....			289 80				18 00			2,297 82
Renfrew, post office, etc.....		202 28		995 00	72 20	303 85	174 21	38 87		307 80
Ridgeway, post office.....			300 00							1,786 41
Rockland, post office.....	21,841 79					64 41				300 00
St. Catharines, armory.....	554 50			9 67						21,915 87
" " post office.....		372 17		1,155 00	64 96	567 87	189 29	113 30		554 50
St. Mary's, Dept. National Defence.....		194 52	550 00		34 50	405 15	231 00			2,462 59
" " post office.....				970 00						550 00
St. Thomas, armory.....	1,132 27									1,859 99
" " post office.....		685 61		1,206 00	29 50	538 03	165 52	35 45		1,167 72
Sandwich, post office, etc.....		59 30		1,110 00	16 75	385 57	67 15	109 74		2,734 40
Sarnia, armory.....	5,794 71									1,638 77
" " (Boys Brigade Hall), Dept. Na- tional Defence.....	84 05							5 02		5,805 50
" " post office.....		1,651 23		1,073 00	61 83	482 14	170 97	107 19		84 05
Sault Ste. Marie, Dept. National Defence (69 East St.).....			780 00							780 00
" " post office.....		309 39	103 80	2,274 60	111 06	1,343 00	442 13	79 83	416 81	5,080 62
" " (Wade Garage), armory.....		264 31	1,920 00							1,920 00
Seaforth, post office.....				1,275 00	57 59	270 50	89 31	12 00		1,968 71
Shelburne, post office, etc.....		68 55		1,170 00	44 13	374 28	152 82	36 00		1,845 78

Simcoe, post office, etc.	177 02	1,380 00	52 85	429 00	106 65	27 00	2,172 52
Smith's Falls, post office, etc.	98 15	1,130 00	85 26	466 81	449 24	85 00	2,314 46
Southampton, public building (site)	7 15						7 15
Stouffville, post office	426 58	240 00	87 88	264 00	72 23	5 96	1,096 65
Stratford, armory	78 00				0 83		78 83
Strathroy, post office, etc.	1,013 81	1,033 31	47 75	740 96	256 51	50 78	3,143 12
Sturgeon Falls, post office	326 17	1,166 00	19 52	273 75	94 12	22 50	1,902 06
Sudbury, post office, etc.	2,369 64	966 66	181 25	821 96	101 05	73 80	1,067 71
Sydenham, public building (site)	9 00	1,773 42			2,865 23		8,085 30
Tara, Dept. National Defence		180 00					9 00
Tilbury, post office	1,151 49	1,160 00	27 33	446 90	109 88	14 00	180 00
Tiltsonton, post office, etc.	1,305 17	1,130 00	28 45	197 82	132 05	47 50	2,909 60
Toronto, armory (35 College)		11,260 57					2,840 99
" " custom house (temporary), (52-56 Wellington St.)	35 60	21,600 00	358 03		1,116 30	175 84	11,260 57
" " Dept. of Agriculture, Seeds Branch (84 Collier St.)	2,394 78		113 18	745 04	373 81	61 01	25,841 39
" " Dept. National Defence (Navy League Bldg.), R.C.N.V.R.	79 95	1,500 00					3,687 82
" " Dept. National Defence (48 University St.)		600 00					1,579 95
" " Dept. National Defence (St. Paul's Hall)	5 21	2,491 63					600 00
" " Dept. National Defence, Mount Denis		540 00			0 68		2,496 84
" " Dept. National Revenue (Old Inland Revenue Bldg.)	2,317 52		118 95	1,218 70	471 47	44 24	540 68
" " Drill Hall (185 Spadina Avenue)	560 35		75 53	2,015 44	871 55	168 67	4,185 64
" " examining warehouse (Eckart Bldg.), temporary	1,615 50		291 88	1,243 10	158 08	85 65	5,914 90
" " examining warehouse, (276 King St. West)	5,891 75	15,166 63				93 32	22,930 41
" " examining warehouse (Yonge St.)	436 02	10,083 37	144 03	896 78	356 15	95 03	12,295 15
" " (Keene Bldg.), ordinance stores (Lumsden Bldg.), Insurance Dept.	492 18	1,424 91	203 70	1,424 91	516 75	158 89	3,112 74
" " Meteorological Observatory (Otis Fensom Bldg.), 170 Bay St., District Superintendent	213 43	23,904 56		1,563 43	472 14	107 79	26,542 90
" " postal service	281 74	540 00					540 00
" " postal office (main)	302 95	8,348 00					281 74
" " postal station "A" (old Canadian National Ry. Station)	4,187 61	685 54	1,105 74	6,961 70	3,063 69	723 29	8,650 95
" " " "A" (Union Station)	93 50	1,500 42	20 63	21 49	315 67		39,453 24
" " " "B" (")	10,265 10	23,608 37	1,937 20	14,466 80	8,009 98	1,580 41	1,951 71
" " " "C" (")	58 00	1,980 00	47 47	12 79	113 36	8 79	137,469 78
" " " "D" (")	810 54		123 30	389 62	201 15	27 63	2,220 41
" " " "D" (")	361 28		124 30	419 25	272 18	22 40	1,199 41

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1928.—Continued

Name of Building	Con- struction and Improve- ments	Repairs and Furniture	Rents	Salaries of Caretakers	Supplies for Caretakers	Heating	Lighting	Water	Power	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Ontario (exclusive of Ottawa)—Concluded</i>										
Toronto postal station "E".....	14 51	750 22	2,400 00		82 45	34 72	185 47	15 37		3,482 74
" " " " "F".....		1,493 07			142 53	820 62	334 57	106 06		2,896 85
" " " " "G".....		1,841 77	3 92		123 10	959 25	335 61	20 63		3,284 28
" " " " "H".....		86 05	1,200 00		48 48	8 88	84 97			1,437 68
" " " " "I".....		56 75	3,300 00		66 45		145 37			3,508 57
" " " " "K".....	2,472 20	347 36			70 97	417 18	142 91	26 28		3,476 90
" " " " "L".....		168 75	2,200 00		62 45	11 60	160 38			2,603 18
" " post office garage (Richmond St.).....		413 61	122 54		142 52	994 37	333 12	60 52	333 56	2,400 24
" " (North) Christie St. Hospital (University Bldg.), Officers' training corps.....	7,055 29		355 00							7,410 29
" " generally.....		4,267 47	2,512 50	165,395 97	2 91		2,014 13			2,512 50
Trenton, armoury.....		120 13	225 00							171,680 48
" " post office.....		345 78		1,071 45	59 47	371 13	345 99	75 00		345 13
Walkerton, post office.....		564 44		1,130 00	28 46	369 34	139 62			2,268 82
Walkerton, post office.....		407 21		2,000 00	21 38	450 86	410 55	46 50		2,231 86
Walkerville, post office.....	1,463 84	802 33		2,109 11	203 02	681 89	270 04	43 39		2,236 50
Waterloo, post office.....		130 86		1,050 77	38 94	432 99	175 94	74 08		1,903 58
Watford, public building (site).....	50 00		250 00							50 00
Welland, armoury.....		451 85		1,080 00	66 71	308 30	367 38	37 08		250 00
" " post office, etc.....		6 00								2,311 32
West Lorne, public building (site).....		92 99		1,041 50	54 95	358 64	164 75	31 63		6 00
Whitby, post office, etc.....	707 40	103 39		494 25	55 05	303 37	72 44	29 00		1,744 46
Warton, post office, etc.....										1,704 90
Windsor (Palace Theatre Bldg.), Dept. Soldiers' Civil Re-establish- ment.....		759 00	480 00							1,209 00
" " post office.....		1,345 49	40 00	4,023 00	127 15	1,137 34	388 46	136 06		7,197 50
Wingham, post office.....		153 83		350 00	23 63	388 37	193 00	47 84		1,156 67
Woodstock, post office, etc.....	184 47	1,139 91		1,587 20	85 73	626 72	208 82	39 20		3,872 05
Minor offices throughout the Province.....		3,897 60					35 65			3,933 25
Ontario, generally.....		2,076 22				420 52	2,069 85			4,566 59
Totals, Ontario.....	289,693 09	115,238 26	204,570 47	335,556 08	14,269 59	107,266 56	53,356 02	10,691 37	10,334 93	1,140,976 37

Manitoba

Brandon, examining warehouse.....	5 50	1,875 00				212 30	15 00		2,107 80
" experimental farm.....	1,474 59					1,121 66	305 02	92 39	9,278 43
" post office, etc.....	207 51				32 80	1,626 30	961 21	83 15	4,367 63
Carberry (Marvin Bldg.) Dept. of Interior		216 00							216 00
Carman, Dept. National Defence.....		202 50				363 91	290 34		202 50
" post office.....	162 78								1,976 53
Dauphin (G.W.V.A. Bldg.), armoury.....	390 28	990 00							1,548 25
" post office, etc.....						687 06	595 06	50 40	2,753 03
Emerson (Alexandria Block), immigration office.....		360 00							617 79
" post office, etc.....	231 73					257 79	472 19	6 70	2,647 42
Gimli, post office.....		140 00				693 05			140 00
Grand View, armoury.....		400 00							625 20
Killarney, Dept. National Defence.....	25 00								85 00
Le Pas, lands office.....		900 00							900 00
" post office.....		600 00				335 72			935 72
Melita, Dept. National Defence.....		300 00							300 00
" post office.....	2 00	297 00							299 00
Minnedosa, post office, etc.....	243 80					603 88	389 40	11 13	2,465 53
Morden, armoury.....		300 00							300 00
" experimental farm.....	3,009 48								300 00
" post office, etc.....	8,180 46					796 20	159 51		12,145 65
Neebawa, post office, etc.....	1,037 24					800 00	333 88		3,254 46
Portage la Prairie, armoury, etc.....	135 27					701 10	335 85	26 92	2,533 44
" " (Miller Bldg.), Dept. National Defence.....	339 95					750 51	136 40	45 10	1,897 41
" " post office.....		650 00							1,076 60
St. Boniface, Dept. National Defence, R.C.N.V.R.....	360 82					985 95	939 60	44 55	3,650 84
" " post office.....		1,500 00							1,500 00
Selkirk, post office.....	530 59					540 18	81 33	24 07	2,285 22
Shoal Lake, post office.....	1,336 25					493 24	84 23	34 08	3,170 72
Souris, armoury.....		240 00							240 00
" post office, etc.....		420 00							420 00
Stonewall, post office.....	97 25					535 44	173 67	77 50	2,045 46
Swan River, forestry office.....	70 85					291 51	68 55		1,036 95
Transcona, post office.....	90 42	720 00							810 42
" " public building (site). Winnipeg, (Bible House), weights and measures office.....	24 32	470 00							470 00
" (Commercial Bldg.), Dept. of Interior, D.S.C.R., Taxation office, etc.....		900 00							24 32
Winnipeg, custom house, etc.....	1,718 90	30,589 96							2,455 08
" (Deer Lodge), military hospital	4,854 07	315 35							9,928 50
	43 81	3,266 48				3,108 08	928 27	131 40	3,310 29

DEPARTMENT OF PUBLIC WORKS

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1928.—Continued

Name of Building	Con- struction and Improve- ments	Repairs and Furniture	Rents	Salaries of Caretakers	Supplies for Caretakers	Heating	Lighting	Water	Power	Total
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
PUBLIC BUILDINGS										
Saskatchewan—Concluded										
Regina (Modern Motor Garage), Dept. Marine and Fisheries, garage for Radio car			52 00							52 00
"			991 67							991 67
"	4,500 00	3,024 78	63 00	6,650 00	424 13	2,397 62	1,518 48	370 00	540 75	19,468 76
"	159 65		3,426 75		60 04					3,646 44
"		300 67		1,380 00		827 09	794 13	46 99	176 19	3,651 07
"			1,225 00							1,225 00
"			1 00							1 00
"			6,000 00		5 45					6,000 00
"			240 00			1,011 15				240 00
Rosetown, Dept. National Defence.		3,073 69								4,084 84
Rouleau, armoury			180 00							180 00
Saltcoats, Dept. National Defence.			180 00							180 00
Saskatoon (Bank of Montreal Bldg.), tax- ation office, etc.			1,707 00							1,707 00
" (Canada Bldg.), Dept. National Revenue		0 75	5,011 91				143 90			5,156 56
" Canadian National Railway Station, mail room	224 31									224 31
" (Caswell Bldg.), armoury	3,071 40	1,375 00								4,446 40
" (Commercial Bldg.), weights and measures office			1,320 00				141 73			1,320 00
" (Connaught Bldg.), land office.		917 46	8,720 00			953 95	1,892 30	81 55	118 00	9,779 19
" post office		578 31		3,363 00	204 73					6,691 84
" public building (site).	84 63									84 63
" (York Bldg.), examining ware- house.			240 00				12 00			252 00
" generally		4 98			0 50		3 90			9 38
Scott, experimental farm	100 58	3,874 06				813 26	450 45			5,238 35
Shamavon, armoury		491 35	250 00							741 35
Sutherland, forest nursery station.		3,619 72				469 57				4,089 29

DEPARTMENT OF PUBLIC WORKS

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1928.—Continued

Name of Building	Con- struction and Improve- ments	Repairs and Furniture	Rents	Salaries of Caretakers	Supplies for Caretakers	Heating	Lighting	Water	Power	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
PUBLIC BUILDINGS										
<i>Alberta—Concluded</i>										
Calgary Ordnance stores (10th Avenue, 7th St.)	33 47		8,400 00							8,400 00
" post office (site), cleaning debris.										33 47
" (Southern Block), post office	1,499 22	877 61	70,000 00	10,312 08	22 01	4,162 24	3,236 94	389 45	855 94	91,355 49
" generally		27 45			1,046 46					1,073 91
Carstairs (West Calgary), armoury			120 00							120 00
Chauvin, Dept. National Defence			180 00							180 00
Clareholm, Dept. National Defence			180 00				0 60			180 60
Courts, immigration building			7 02							7 02
Edmonton, armoury		1,500 00								1,500 00
" (Blowey-Henry Bldg.), cus- tom examining warehouse	752 46		20,925 00	3,969 95	109 35		1,230 51		154 19	27,141 46
" Canadian National Railway Station, mail room	510 98		42 90				84 01			637 89
" immigration building		379 61	1 00		6 50	479 24	195 26	110 38		1,171 99
" (McLeod Bldg.), Dept. Sol- diers' Civil Re-establish- ment										71 68
" (Mortlake Bldg.), Post Office Dept.		491 20	3,678 66				939 95			5,109 81
" post office	5,628 29	295 20	60 60	11,995 63	398 68	1,198 09	4,571 88	450 60	523 98	24,827 75
" South (Strathcona), post office				2,007 20	65 94	455 19	494 80	74 34		3,392 67
" South (Strathcona), Univer- sity of Alberta, Officers' Training Corps										
" (Williamson Block), Dept. Soldiers' Civil Re-establish- ment			3,674 43							3,674 43
" generally		2 00	420 00				7 60			427 60
Edson, immigration building						198 16	54 12			252 28
Entrance (West Edmonton), forestry office			144 00							144 00
Gleichen, armoury			120 00							120 00
Grande Prairie, immigration building		84 51	28 05			93 00				205 56
" post office, etc.	155 80			424 96	60 55	710 33	257 91	33 50		1,643 05

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1928.—Continued

Name of Building	Construction and Improvements	Repairs	Staff and Maintenance	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
PUBLIC BUILDINGS				
<i>Yukon Territory</i>				
Heating, lighting, water, etc., for all buildings in Yukon.....			27,941 30	27,941 30
Total, Yukon Territory.....			27,941 30	27,941 30
<i>Generally</i>				
Advertising coal tenders for Dominion Public Buildings.....			789 50	789 50
Flags for Dominion Public Buildings.....			2,569 52	2,569 52
Post Office fittings and supplies, stock stored at Toronto for distribution throughout the provinces.....	12,673 56			12,673 56
Printing, stationery, instruments, travelling, etc.....			12,625 26	12,625 26
Salaries of resident clerks of works, etc.....			71,846 62	71,846 62
Totals, Generally.....	12,673 56		87,830 90	100,504 46

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1928—Continued

Name of Work	Dredging		Construction and Improvements		Repairs		Staff and Maintenance		Total	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
HARBOURS AND RIVERS										
<i>Nova Scotia—Continued</i>										
Cripple Creek (see East End, Cape Sable Island).										
Dartmouth, pier.....			1,363	21					1,363	21
Deep Brook.....	10,106	40							10,106	40
Delap's Cove, breakwater.....					387	34			387	34
Devil's Island, breakwater.....					1,098	07			1,098	07
Digby, pier.....					3,991	11			3,991	11
" wharf.....			2,490	90					2,490	90
Diligent River, wharf.....			1,002	91					1,002	91
Dingwall (Aspy Bay), breakwater.....			27,119	50					27,119	50
Donald's Head (see South Side).										
Duncan's Cove, breakwater.....						29	70			29 70
East End-Cape Sable Island (Cripple Creek), breakwater.....					649	66			649	66
Eastern Harbour (Cheticamp), wharf, etc.....	6,314	34			312	19			6,626	53
East Ferry, wharf.....					52	35			52	35
East Green Harbour, wharf.....					288	68			288	68
East Jordan, breakwater-wharf.....					499	00			499	00
East Port L'Hebert, wharf.....					650	00			650	00
East Port Medway, wharf.....					209	84			209	84
Ecum Secum (Halifax Co.), wharf.....					151	38			151	38
Englishtown, wharf.....					98	79			98	79
Falls Point (Woods Hr.), wharf extension.....			7,935	97					7,935	97
Feltzen South, breakwater.....					7,401	44			7,401	44
" wharf.....					1,290	48			1,290	48
Finlay Point, breakwater-wharf.....			289	64					289	64
Five Islands, wharf.....					154	81			154	81
Forbes Point (Shelburne-Yarmouth Co.), wharf.....						453	45			453 45
Fourchu, protection works.....			1,042	71					1,042	71
" wharf.....					189	56			189	56
French River (Pictou Co.).....	298	58							298	58
Friar's Head, roadway.....			717	50					717	50
Gabarous, breakwater.....					395	60			395	60
Glace Bay.....	24,426	53							24,426	53
Goose Bay, wharf, etc.....	1,213	84			459	91			1,673	75
Grand Desert, beach protection.....			1,300	45					1,300	45
Grand Etang, piers, etc.....			39	55	1,896	89			1,936	44
Grand Narrows, wharf.....					44	99			44	99
Granville Centre, wharf.....					347	45			347	45
Grass Cove, breakwater-wharf.....			7,374	10					7,374	10
Great Village, wharf.....					300	00			300	00
Guysborough.....	97	25							97	25
Halifax, pier No. 2.....					4,153	11			4,153	11
" pier No. 3.....					3,350	15			3,350	15
" Lawlor's Island, quarantine station, wharf.....					1,112	95			1,112	95
Hall's Harbour, breakwater.....					1,448	61			1,448	61
Hampton, breakwater-wharf.....					396	48			396	48
Harbour au Bouche, wharf.....					331	91			331	91
Harbourview (Seaside), wharf.....					148	66			148	66
Herring Cove, breakwater.....					1,592	04			1,592	04
Hunt's Point, breakwater.....					1,699	27			1,699	27
Indian Harbour, wharf (shed).....			288	53					288	53
Indian Point, wharf.....					499	95			499	95
Inverness, harbour works, etc.....					4,058	68			4,058	68
Iona, wharf.....					59	90			59	90
Jersey Cove, wharf.....			2,798	50					2,798	50
Joggins, wharf.....					109	75			109	75
Jones Harbour, shore protection.....			497	60					497	60
Judique, see McKay's Point.										
Kempt Head, wharf.....					199	70			199	70
Ketch Harbour, breakwater.....					796	71			796	71
King's Bay, breakwater.....			8,907	05					8,907	05
Kraut Point, wharf.....			2,781	56					2,781	56

AMOUNTS expended by the Department of Public Works of Canada during the
fiscal year ended March 31, 1928—Continued

Name of Work	Dredging		Construction and Improvements		Repairs		Staff and Maintenance		Total		
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	
HARBOURS AND RIVERS											
<i>Nova Scotia—Continued</i>											
La Have Island	4,721	43							4,721	43	
La Have River	35,000	00							35,000	00	
Larry's River, breakwater					2,529	85			2,529	85	
Lawlor's Island, quarantine station (see Halifax)											
Ledge Harbour (West Pubnico), break- water			7,629	83					7,629	83	
Litchfield, breakwater and groyne			1,799	81	300	25			2,100	06	
Little Anse (Richmond West), break- water					1,399	79			1,399	79	
Little Bras d'Or, breakwater						149	55			149	55
Little Harbour (Pictou Co.), wharf						23	00			23	00
“ “ (Richmond Co.), wharf						219	51			219	51
“ “ (Shelburne-Yarmouth Co.), breakwater						299	75			299	75
Little Judique Ponds (Inverness Co.), breakwater-wharf					1,011	80			1,011	80	
Little Narrows South (Cape Breton Victoria Co.), wharf						124	18			124	18
Little River Harbour, wharf extension			1,424	60					1,424	60	
Livingstone Cove, wharf						896	20			896	20
Lockeport, wharf				500	00					500	00
Lowland Cove (Pleasant Bay District) removal of boulders	500	09							500	09	
Lower East Pubnico, wharf			5,166	25					5,166	25	
Lower Kingsburg, skidway				275	16					275	16
Lower L'Ardoise, breakwater						2,406	52			2,406	52
Lower Selmah	618	74							618	74	
Lower Wedgeport	884	78							884	78	
Lower West Ship Harbour, wharf						2,179	46			2,179	46
Lunenburg	9,510	45							9,510	45	
Mabou Harbour, groyne, etc.	69,219	37				204	19		69,423	56	
McKay's Point (Judique), breakwater						400	61			400	61
McNair's Cove. See Ballantyne's Cove											
Main à Dieu, wharf			1,143	47					1,143	47	
Maitland (Hants-Kings Co.)	99	95							99	95	
Malagash re claim of Fraser Paving & Construction Co., Ltd.			2,930	69					2,930	69	
Malagash, wharf, etc.	372	50			1,898	45			2,270	95	
Malignant Cove, east pier						498	59			498	59
Margaree Harbour, breakwater, etc.	16	80	5,592	65					5,609	45	
Margaree Island, wharf						379	13			379	13
Margaretville, wharf, etc.						250	30			250	30
Meat Cove, skidway, etc.				592	36					592	36
Melford (Antigonish-Guysborough Co.) wharf						224	30			224	30
Meteghan, wharf extension			6,500	00					6,500	00	
Middle West Pubnico, wharf						349	73			349	73
Mill Creek, flume			3,388	77					3,388	77	
Monk's Head, Dunn's Canal Bridge						24	75			24	75
Morden, wharf						224	25			224	25
Murphy's Pond (Port Hood), harbour improvements			10,505	61					10,505	61	
Musquodoboit, wharf						1,598	50			1,598	50
Necum Teuch, wharf						3,488	72			3,488	72
Neil's Harbour (Victoria Co.), break- water						799	67			799	67
New Campbellton, wharf						1,392	45			1,392	45
New Edinburgh, breakwater						439	60			439	60
Newellton, wharf						3,269	62			3,269	62
New Harbour (Antigonish-Guys- borough), breakwater extension, etc.			5,145	50	197	41			5,342	91	
Newport Landing, wharf extension			2,798	15					2,798	15	
Noel, wharf					2,999	22			2,999	22	
North East Harbour, wharf				76	87					76	87
North Ingonish, breakwater, etc.	6,200	17				349	76		6,549	93	
North River (Victoria Co.), wharf						588	29			588	29

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1928—Continued

Name of Work	Dredging		Construction and Improvements		Repairs		Staff and Maintenance		Total	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.		
HARBOURS AND RIVERS										
<i>Nova Scotia—Continued</i>										
North Sydney, breakwater, etc.	13,509	80			337	50			13,847	30
North West Cove, Tancook, breakwater					1,199	31			1,199	31
North West Harbour, to purchase and reconstruct wharf			3,308	72					3,308	72
Nyanza, wharf					296	71			296	71
Ogden's Pond	450	00							450	00
Ogilvie, wharf					479	51			479	51
Parker's Cove, breakwater					888	20			888	20
Parrsboro, beach protection			3,249	95					3,249	95
" (Riverside), pier					296	07			296	07
Peggy's Cove, breakwater			499	79					499	79
Pembroke, wharf approach			468	73					468	73
Pereaux, wharf					200	11			200	11
Petite Rivière (Annapolis-Digby Co.), breakwater			4,681	68					4,681	68
Petit de Grat	845	53							845	53
Phinney's Cove, breakwater-wharf					500	00			500	00
Pictou, Lighthouse, beach protection					700	09			700	09
" C.N.R. dock	1,950	80							1,950	80
" Ferry Dock	310	36							310	36
" Island, wharf					3,635	79			3,635	79
" Landing, coal pier	7,138	17							7,138	17
Piper's Cove, wharf					100	45			100	45
Pleasant Bay, wharf					199	43			199	43
Porter's Cove, boat landing			600	09					600	09
Port George, breakwater					1,497	48			1,497	48
Port Greville, protection work			348	75					348	75
Port Hawkesbury, wharf					72	00			72	00
Port Hilford, wharf					84	80			84	80
Port Hood (see Murphy's Pond)										
Port Hood Island (see Smith's Cove)										
Port Joli, wharf					999	55			999	55
Port Wade, pier			6,685	44	3,487	33			10,172	77
Port Williams, wharf			13,530	25					13,530	25
River Hébert, wharf					181	38			181	38
Ross Ferry, wharf					299	30			299	30
Round Hill, wharf					599	95			599	95
St. Joseph du Moine (Inverness Co.), wharf					550	00			550	00
St. Mary's River	3,709	00							3,709	00
Salmon River, channel protection work					3,045	77			3,045	77
Sambro, wharf					248	52			248	52
Sandy Cove (Annapolis-Digby Co.), breakwater					472	49			472	49
Sandy Cove (Halifax Co.), skidway			302	75					302	75
Sanford (Cranberry Head), breakwater-wharf					604	07			604	07
Scott's Bay, south breakwater			7,762	47					7,762	47
Seaforth, breakwater					599	84			599	84
Seal Island, breakwater			3,542	46					3,542	46
Seaside (see Harbourview)										
Shag Harbour, wharf, etc.	617	89			1,221	00			1,838	89
Sheet Harbour (West River)	20,316	28							20,316	28
Short Beach, pier extension			6,148	63					6,148	63
Skinner's Cove, pier					999	01			999	01
Smiley's Point, breakwater					499	95			499	95
Smith's Cove (Port Hood Island), breakwater, etc.			298	60					298	60
Sonora (Antigonish-Guysborough), mooring pier			596	91					596	91
South Gut (Victoria Co.), wharf					494	02			494	02
South Ingonsh, ferry wharf, etc.	6,776	08			87	50			6,863	58
South Lake (Lakevale), south pier					102	18			102	18
South Side (Donald's Head), breakwater					2,907	71			2,907	71
Spanish Ship Bay, wharf					110	86			110	86

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1928—Continued

Name of Work	Dredging		Construction and Improvements		Repairs		Staff and Maintenance		Total	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
HARBOURS AND RIVERS										
<i>Nova Scotia—Concluded</i>										
Spencer's Island, wharf.....						1,999 98				1,999 98
Spry Bay, wharf.....						493 03				493 03
Stoney Island, breakwater-wharf.....						2,500 26				2,500 26
Summerville, wharf.....						2,485 54				2,485 54
Sydney, wharf, etc.....				18,105 59						18,105 59
Tatamagouche, wharf.....						847 63				847 63
Tenecape, breakwater extension.....				4,500 00						4,500 00
The Hawk (Shelburne-Yarmouth Co.)	597 60									597 60
Three Fathom Harbour, south breakwater.....				719 23						719 23
Tiverton, breakwater-wharf.....				394 88						394 88
Toney River, channel piers.....						599 08				599 08
Trout Cove, East, breakwater.....						11,483 47				11,483 47
Troy Pond.....	399 86									399 86
Upper Port Latour, wharf.....						97 67				97 67
Victoria Bridge (Richmond West), wharf.....						580 40				580 40
Vogler's Cove, breakwater.....						147 83				147 83
" " wharf.....						400 02				400 02
Wallace Bridge, wharf.....						351 25				351 26
Wedge Point, wharf.....						327 33				327 33
West Advocate, wharf.....						30 00				30 00
West Arichat, wharf.....						400 25				400 25
West Baccaro.....	1,023 72									1,023 72
West Bay, wharf (Shed).....				396 03						396 03
West Berlin, breakwater.....						54 10				54 10
West Dublin.....	1,794 19									1,794 19
Western Shore, wharf.....						440 95				440 95
West Head, breakwater, etc.....	329 05					61 50				390 55
Westport, wharf.....						545 62				545 62
West Pubnico. See Ledge Harbour.										
Whitehaven, canal, cribs.....				443 74						443 74
Whycocomagh, wharf, etc.....						800 15				800 15
Windsor, wharf, etc.....	598 89			1,028 86						1,627 75
Wine Harbour (Antigonish-Guysborough), breakwater.....				2,590 30						2,590 30
Woods Harbour. See Falls Point.										
Yarmouth Bar, beach protection.....						266 30				266 30
Yarmouth Harbour.....	137,114 01									137,114 01
Generally.....								5,870 99		5,870 99
Totals, Nova Scotia.....	442,920 15		245,053 57		157,404 86			5,870 99		851,249 57
<i>Prince Edward Island—</i>										
Belfast, wharf.....						2,672 74				2,672 74
Blooming Point Pond (Queen's Co.).....	4,318 33									4,318 33
Bonshaw, wharf.....								100 00		100 00
Charlottetown Railway Wharf, etc.....	28,879 83		512 61							29,392 44
Egmont Bay, wharf.....			3,958 16							3,958 16
Georgetown, C.N.R. wharf and shed.....	16,448 82		54,957 58							71,406 40
Graham's Pond, north breakwater.....						1,199 50				1,199 50
Hurd's Point, wharf, etc.....	9,651 44					79 00				9,730 44
Jude's Point, wharf extension.....			1,362 63							1,362 63
Lambert's pier.....						991 28				991 28
McArthur's (Queen's Co.), wharf shed.....			528 41							528 41
McAuley's Shore, wharf.....						700 31				700 31
McPherson's Cove, wharf.....						232 50				232 50
Miminegash Harbour, breakwater.....			5,691 07							5,691 07
Morell River, channel.....	430 78									430 78
Murray Harbour, south wharf.....						856 03				856 03
Naufrage Harbour, breakwater, etc.....	2,223 78					662 94				2,886 72
New London, harbour improvements.....			9,791 99							9,791 99
Newport (North Cardigan).....	2,133 20									2,133 20
Nine Mile Creek (Queen's Co.).....	1,338 93									1,338 93
Pinette Harbour, wharf, etc.....	10,509 92					1,490 22				12,000 14
Port Selkirk, brush wharf.....						167 25				167 25

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1928—Continued

Name of Work	Dredging		Construction and Improvements		Repairs		Staff and Maintenance		Total	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
HARBOURS AND RIVERS										
<i>Prince Edward Island—Concluded</i>										
Red Point, wharf.....						158 00				158 00
Rustico Harbour, breakwater.....						106 35				106 35
Savage Harbour.....	3,015	49								3,015 49
Souris Harbour, breakwater, etc.....	9,365	28	1,524	93						10,890 21
Southport, wharf.....						1,487 36				1,487 36
Stanley Bridge, to purchase wharf.....				4,042 05						4,042 05
Summerside, wharf.....	4,552	56	58,497	49						63,050 05
Tignish Harbour, breakwater.....						5,362 07				5,362 07
Victoria, wharf, etc.....						66 60				66 60
West Point, wharf.....						6,800 00				6,800 00
Generally.....								1,186 34		1,186 34
Totals, Prince Edward Island.....	92,868	36	140,866	92	23,032	15	1,286	34	258,053	77
<i>New Brunswick—</i>										
Albert, wharf (bed for vessels).....			101	00						101 00
Back Bay (Charlotte Co.), wharf.....						102 33				102 33
Barker's, wharf.....			1,533	31						1,533 31
Bathurst, wharf.....						211 95				211 95
Bay du Vin, wharf, etc.....	1,202	91			4,146	36				5,349 27
Bayside, wharf.....						12 50				12 50
Bayswater, ferry landing.....						130 21				130 21
Belas Basin. See Mace's Bay.										
Black River (St. John-Albert Co.), wharf.....						645 44				645 44
Black's Harbour, pontoon.....						78 30				78 30
Blue Cove, breakwater.....			1,337	84						1,337 84
Brown's Flats (Royal Co.), wharf.....						29 25				29 25
Buctouche, wharf, etc.....	33,174	04			1,202	18				34,376 22
Burn's (Belle Isle Bay, Royal Co.), wharf.....			770	17						770 17
Burnt Church, wharf.....						387 67				387 67
Burton Court House, wharf.....					1,187	34				1,187 34
Burton, wharf.....						714 78				714 78
Campbellton, deep water wharf.....	9,835	01				237 05				10,072 06
" ferry wharf.....	1,432	61				722 55				2,155 16
" market wharf.....	1,362	59								1,362 59
Cape Bald, breakwater.....						4,999 86				4,999 86
Cape Tormentine.....	6,872	15								6,872 15
Caraquet Church, wharf.....			7,997	00						7,997 00
Cassilis (Northumberland Co.), wharf.....						99 91				99 91
Chamberlain's (Stonehaven), wharf.....			299	61						299 61
Chatham.....	1,177	22								1,177 22
Chockfish, breakwater.....					1,068	28				1,068 28
Chocolate Cove, wharf.....						214 70				214 70
Cocagne Bar.....	1,029	82								1,029 82
Cocagne, bridge wharf.....					2,000	00				2,000 00
Cocagne Cape, wharf.....						405 25				405 25
Cocagne Church, wharf.....						304 95				304 95
Cumming's Cove, wharf.....						160 10				160 10
Dalhousie, breakwater.....			1,633	70						1,633 70
Dalhousie, ferry wharf.....				648 42						648 42
Day's Landing, wharf.....			2,454	73						2,454 73
Dipper Harbour, breakwater-wharf.....						117 84				117 84
Douglas Harbour, wharf.....						73 57				73 57
Douglstown, wharf, etc.....	2,223	63	596	64						2,820 27
Dover, wharf.....						499 41				499 41
Earle's Landing, wharf.....						101 25				101 25
Eel River. See Hardwicke.										
Escuminac, breakwater extension.....			393	79						393 79
Evandale, wharf.....						27 84				27 84
Fairhaven, wharf.....						164 93				164 93
Gagetown, high water wharf.....						27 09				27 09
Gardner's Creek (St. John-Albert Co.), breakwater.....						289 54				289 54
Gautreau Village, wharf.....						152 40				152 40
Gerow's (Royal Co.), wharf.....						8 00				8 00

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1928—Continued

Name of Work	Dredging		Construction and Improvements		Repairs		Staff and Maintenance		Total	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
HARBOURS AND RIVERS										
<i>New Brunswick—Continued</i>										
Grand Anse, breakwater.....						543 12				543 12
Grand Harbour (Charlotte Co.), wharf						174 70				174 70
“ “ (Ingall's Head), breakwater, etc.....			10,434	08						10,434 08
Great Salmon River, breakwater.....						381 03				381 03
Green Point (Gloucester Co.), breakwater.....				1,190 05						1,190 05
Hampstead, wharf.....						757 16				757 16
Hardwicke (El River).....	3,191	70								3,191 70
Hatfield Point, wharf.....						4 00				4 00
Heron Island, wharf addition.....				3,506 51						3,506 51
Heustis Landing, wharf.....						1,112 10				1,112 10
Hopewell Cape, wharf.....						2,225 65				2,225 65
Humphrey's, wharf reconstruction.....				2,136 86						2,136 86
Ingall's Head. See Grand Harbour.										
Iron Bound Cove (Royal Co.), wharf.....						247 85				247 85
Jenkin's Cove (Royal Co.), wharf.....						125 95				125 95
Lameque (Gloucester Co.), wharf.....						340 07				340 07
Leonardville, wharf.....						359 25				359 25
L'Etang (Charlotte Co.), wharf.....						199 67				199 67
Little Lameque (Gloucester Co.), wharf.....						1,073 17				1,073 17
Loggieville, wharf.....						738 79				738 79
Lord's Cove (Deer Island), wharf.....						96 08				96 08
Lower Caraquet, wharf.....						4,562 28				4 562 28
Lower St. Louis (Kent Co.), wharf.....						220 01				220 01
McDonald's Point (Royal Co.), wharf.....						877 80				877 80
Mace's Bay (Belas Basin), wharf.....				580 32						580 32
Main River (Kent Co.), wharf.....						1,401 18				1,401 18
Mill Cove, wharf.....						82 60				82 60
Mill's Point, wharf enlargement.....				9,165 43		24 45				9,189 88
Miramichi River, northwest branch.....	52	50								52 50
Miscou, wharf.....						699 91				699 91
Mispec, breakwater.....						1,522 31				1,522 31
Mizenette, wharf.....						72 75				72 75
Mount Carmel. See St. Mary's.										
Neguac, wharf.....						1,399 57				1,399 57
Newcastle, wharf.....						9 00				9 00
North Head, breakwater-wharf.....						397 98				397 98
Oak Point (Northumberland Co.), wharf.....						3,715 91				3,715 91
Oromocto (York-Sunbury Co.), wharf.....						199 62				199 62
Palmer's, wharfs.....						600 09				600 09
Petit Rocher, breakwater.....						2,855 79				2,855 79
Pointe du Chêne, breakwater-wharf.....						8,976 83				8,976 83
Point Sapin (Kent Co.), breakwater.....				457 43						457 43
Portage River, breastworks.....						643 69				643 69
Port Elgin, Gaspereau River, wharf, etc.....				1,893 32						1,893 32
Public Landing (Royal Co.), wharf.....						26 15				26 15
Quaco. See St. Martin's.										
Renforth, wharf.....						178 00				178 00
Richardson (Charlotte Co.), wharf and slip.....				1,428 86		142 40				1,571 26
Richibucto Beach, breakwaters.....						1,811 86				1,811 86
Richibucto Cape, breakwater pier.....						2,932 74				2,932 74
Richibucto River at Methodist Point, removal of old cribwork.....				49 00						49 00
Richibucto, wharf.....						549 54				549 54
River St. John, snagging.....	154	00								154 00
St. Andrew's, wharf.....						4,992 91				4,992 91
St. George, wharf.....						24 45				24 45
St. John Harbour improvements:—										
Courtenay Bay.....				85,110 46						85,110 46
Dry Dock subsidy.....							247,500 00			247,500 00
Fort Dufferin, breastworks.....						4,859 64				4,859 64
Negro Point, breakwater.....								824 74		824 74

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1928—Continued

Name of Work	Dredging		Construction and Improvements		Repairs		Staff and Maintenance		Total		
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	
HARBOURS AND RIVERS											
<i>New Brunswick—Concluded</i>											
<i>St. John Harbour improvements—Conc.</i>											
Partridge Island, wharf.....					4,203	17			4,203	17	
West piers, shed, etc.....	25,032	75	16,006	31	34,011	70			75,050	76	
Generally (Staff, etc.).....							11,575	67	11,575	67	
St. Martin's (Quaco), eastern breakwater.....						49	27			49	27
St. Mary's (Mount Carmel), wharf.....					234	54			234	54	
St. Nicholas River, wharf, etc.....	2,013	11			299	48			2,312	59	
St. Simon, wharf.....			124	21					124	21	
St. Stephen, new wharf.....			966	45					966	45	
“ public wharf.....					495	97			495	97	
Scotchtown, wharf.....					875	64			875	64	
Seal Cove, breakwater.....					772	55			772	55	
Shediac, wharf.....					5,095	12			5,095	12	
Shippigan Gully, breakwater, etc.....					7,951	75			7,951	75	
Shippigan, wharf, etc. (Warehouse).....			3,418	06	3,322	30			6,740	36	
Spinney's Point, wharf.....					398	22			398	22	
Stonehaven, breakwater.....			1,487	21					1,487	21	
“ wharf. See Chamberlain.											
Summerville, ferry landing.....					130	21			130	21	
Tabusintac, wharf.....					550	26			550	26	
Tracadie Harbour, breastworks, etc.....			124	05					124	05	
Trynor's Cove, wharf.....					46	00			46	00	
Upper Caraquet, wharf.....					500	04			500	04	
Upper Jemseg, wharf.....					203	77			203	77	
Upper Maugerville, high water wharf.....					292	72			292	72	
“ low water wharf.....					12	83			12	83	
Village Bay (Kent Co.), wharf.....					40	50			40	50	
Washademoak, wharf.....			1	00					1	00	
Waterboro (Royal Co.), wharf.....					163	00			163	00	
Welchpool, wharf.....					4,514	72			4,514	72	
West Quaco, cribwork.....			196	43					196	43	
White Head, wharf.....					1,258	87			1,258	87	
White's Cove, wharf.....					4,499	90			4,499	90	
Wilmot's, wharf.....					4	00			4	00	
Wilson's Beach, breakwater-wharf.....					595	98			595	98	
Woodward's Cove, breakwater.....					394	95			394	95	
Young's Cove (Royal Co.), wharf.....					15	00			15	00	
Generally.....							5,103	43	5,103	43	
Totals, New Brunswick.....	88,754	04	156,062	25	143,613	34	265,003	84	653,433	47	
<i>Quebec—</i>											
Amherst Harbour (Magdalen Islands).....	48,081	79							48,081	79	
Amos, wharf.....					18	61			18	61	
Angliers, wharf.....			3,721	35					3,721	35	
Anse à Beaufile, jetties, etc.....			2,199	05					2,199	05	
Anse à la Barbe, harbour improvements.....			2,691	41					2,691	41	
Anse à la Croix. See Ste. Félicité.											
Anse à l'Eau. See Tadoussac.											
Anse à l'Îlot. See Chandler.											
Anse à Louisic.....	198	00							198	00	
Anse à Mercier.....	150	00							150	00	
Anse aux Canards.....	175	00							175	00	
Anse aux Gascons, wharf.....			5,014	57					5,014	57	
Anse aux Griffons, breastworks, etc.....	149	99			508	34			658	33	
Anse à Valteau (Gaspé), training jetty.....	592	62	967	38					1,560	00	
Anse des Trois Ruisseaux.....	234	10							234	10	
Anse St. Jean, wharf.....					688	34			688	34	
Anse Tadoussac. See Tadoussac.											
Anticosti Island. See Ellis Bay.											
Bagotville (St. Alphonse), wharf, etc.....			19,755	89					19,755	89	
Baie des Rochers (Charlevoix-Saguenay).....											
Baie Richard. See Lac Nominingue.	299	50							299	50	

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1928—Continued

Name of Work	Dredging		Construction and Improvements		Repairs		Staff and Maintenance		Total		
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	
HARBOURS AND RIVERS											
<i>Quebec—Continued</i>											
Baie St. Nicholas (Charlevoix-Saguenay)	12,527	29								12,527	29
Baie St. Paul <i>re claim of T. Lacouline.</i>			1,020	00						1,020	00
Baie St. Paul, wharf					1,892	68				1,892	68
Barachois de Malbaie, breakwater, etc.	4,908	29			4,394	24				9,302	53
Batiscan, channel protection			2,350	00						2,350	00
Batiscan, wharf, etc.					50	75				50	75
Beauharnois	13,583	55								13,583	55
Beaupré (including \$12,364.85 contributed by Ste. Anne Paper Co., Ltd.)	38,508	28								38,508	28
Beloil, booms					407	47	110	38		517	85
Beloil Station	1,515	24								1,515	24
Beloil Village, wharf			3,801	08						3,801	08
Bersimis, wharf approach, etc.			2,919	24						2,919	24
Berthier (en bas), wharf					26	90				26	90
Berthierville, wharf, etc.	1,015	26			120	40				1,135	66
Bic, wharf, etc.	2,499	25	2,491	04						4,990	29
Bois Brulé, breakwater					548	63				548	63
Boisvenu Landing, float					155	00				155	00
Bonaventure, protection works					413	03				413	03
Bonaventure, wharf					250	50	2,432	45		2,682	95
Bonaventure West, breakwater			3,995	05						3,995	05
Bèche à Manon, descent to beach					97	00				97	00
Bromptonville, wharf					26	88				26	88
Bryant's Landing, wharf					149	00				149	00
Cabano, wharf					473	50				473	50
Cacouna, wharf extension			2,030	65						2,030	65
Cacouna East, wharf					29	40				29	40
Cadillac River. <i>See Kewagami Portage.</i>											
Cap à la Baleine	204	00								204	00
Cap à l'Aigle, wharf					9,905	34				9,905	34
Cap au Renard (Ruisseau Vallée)	50	53								50	53
Cap Chat, wharf extension			3,957	33						3,957	33
Cape Cove (Anse du Cap), shore protection			1,273	34						1,273	34
Cap de la Madeleine, wharf (west)			11,964	87	61	10				12,025	97
“ “ wharf extension			74,974	26						74,974	26
Cap des Rosiers, training pier	631	22			172	94				804	16
Cap Rouge (Magdalen Islands)	1,912	06								1,912	06
Cap St. Ignace, wharf					3,694	98				3,694	98
Carleton, protection works					208	07				208	07
Champlain, wharf					1,681	78				1,681	78
Chandler (Anse à l'Îlot), wharf extension			8,468	15	384	69				8,852	84
Chandler (Anse à l'Îlot), <i>re claim of Farley & Grant.</i>			5,938	05						5,938	05
Charlemagne	14,994	25								14,994	25
Chateau Richer, wharf					122	34				122	34
Chicoutimi Basin, wharf, etc.					2,549	24				2,549	24
Chicoutimi, wharf							152	76		152	76
Chlorydormes. <i>See Petite Anse.</i>											
Choisy, wharf reconstruction			3,914	43						3,914	43
Clarke City, wharf					3,599	74				3,599	74
Colonie des Grèves, wharf, etc.	10,031	57	9,526	35						19,557	92
Contrecoeur, wharf, etc.					460	42	110	52		570	94
Crabtree Mills, ice breaker reconstruction			5,188	14						5,188	14
Cross Point, wharf					471	55				471	55
D'Aiguillon, breakwater			3,592	28						3,592	28
Day's Creek, protection work			153	08						153	08
Deschailions (St. Jean), wharf					8,017	19	72	50		8,089	69
Deschambault, wharf					121	82				121	82
D'Israeli, wharf					397	91				397	91
Dolbeau (Grosse Roche), wharf					1,139	39				1,139	39
Dorval	8,333	61								8,333	61

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1928—Continued

Name of Work	Dredging		Construction and Improvements		Repairs		Staff and Maintenance		Total	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
HARBOURS AND RIVERS										
<i>Quebec—Continued</i>										
Doucet's Landing (Ste. Angèle de Laval), wharf reconstruction, etc....	5,068	50	34,822	97					39,891	47
Douglastown, wharf, etc.....					998	02			998	02
Duck Creek. See Rivière au Tonnerre.										
East Templeton, wharf.....					1,130	23			1,130	23
Ellis Bay (Anticosti Island).....	150,000	00							150,000	00
Étang du Nord (Magdalen Islands), breakwater wharf.....			470	12					470	12
Fabre, wharf.....					1,160	94			1,160	94
Fame Point.....	1,800	35							1,800	35
Fassett, wharf.....					99	23			99	23
Father Point, wharf, etc.....			10,954	07	618	87	958	73	12,531	67
Fort Coulonge, wharf.....					24	45			24	45
Fort William, wharf.....					1,018	82			1,018	82
Fox River. See Rivière aux Renards.										
Garthby, wharf.....					790	62			790	62
Gaspé Basin (Sandy Beach), wharf....					278	60			278	60
Gaspé (Lobster Bay).....	1,168	03							1,168	03
Gatineau Point, wharf.....					336	05			336	05
Georgeville, wharf.....					514	00			514	00
Glen Almond, float.....					370	22			370	22
Godbout (Charlevoix-Saguenay).....	18,128	26							18,128	26
Grand Barachois (Magdalen Islands), Grande Entrée (Magdalen Islands), wharf, etc.....	538	89							538	89
Grande Grève (Gaspé Co.).....	898	16					15	00	913	16
Grande Grève (Gaspé Co.).....	250	00							250	00
Grande Rivière (Gaspé Co.), reconstruction of wharf, etc.....	200	00	6,560	33			100	00	6,860	33
Grandes Bergeronnes.....	1,532	65							1,532	65
Grand' Mère, landing.....			10	00					10	00
Grand Nord. See St. Barthélemi.										
Grindstone (Magdalen Islands), wharf.			39,195	08					39,195	08
Grosse Isle, Quarantine station, wharf, etc.....			7,434	29	2,324	69			9,758	98
Grosse Roche. See Dolbeau.										
Honfleur. See Ste. Monique.										
Hopetown (Miller-Mann Road), breakwater.....			1,761	21					1,761	21
House Harbour (Havre aux Maisons), Magdalen Islands, wharf.....					1,599	83			1,599	83
Hudson, wharf.....					124	46			124	46
Hull, wharf.....					487	40			487	40
Iberville (Thuot Wharf).....	1,621	30							1,621	30
Isle aux Coudres (North), wharf.....					3,368	63			3,368	63
Isle aux Coudres (South), wharf.....			2,414	09					2,414	09
Isle aux Grues, wharf (new).....			3,128	34					3,128	34
Isle aux Grues, wharf (old).....					94	46			94	46
Isle Perrot South, wharf reconstruction, etc.....	5,229	16	1,948	44					7,177	60
Isle Verte, Notre Dame des Sept Douleurs.....	200	00							200	00
Isle Verte (Village), wharf.....					4,409	98			4,409	98
Jersey Cove (Gaspé Co.).....	149	50							149	50
Kamouraska, wharf, etc.....					769	47			769	47
Kewagami Portage (Cadillac River), wharf.....					318	80			318	80
Lachine, wharf, etc.....	10,124	48			610	92			10,735	40
Lac Mégantic, shore protection.....			3,014	87					3,014	87
Lac Nomingue (Baie Richard), wharf					573	62			573	62
Lac St. Louis.....	47,029	72							47,029	72
Lake St. Francis, Sherwood & Aubrey outlets.....	399	65							399	65
La Motte (Pontiac Co), wharf.....					47	47			47	47
Lanoraie, ice breakers.....			2,741	58					2,741	58
Lanoraie, wharf, etc.....							113	24	113	24
Laprairie, protection wall.....			516	60					516	60

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1928—Continued

Name of Work	Dredging		Construction and Improvements		Repairs		Staff and Maintenance		Total	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
HARBOURS AND RIVERS										
<i>Quebec</i> —Concluded										
St. Zotique, wharf.....						579 38				579 38
Sabrevois, wharf.....						2,218 62				2,218 62
Sault au Mouton.....	1,819 88									1,819 88
Seal Rock (Gaspé Co.), wharf approach.....				400 00						400 00
Senneterre, wharf.....				2,797 10						2,797 10
Shigawake, wharf.....						799 78				799 78
Sillery (Pointe à Pizeau), wharf.....						1,488 39				1,488 39
Sorel, harbour improvements.....	106,579 85									106,579 85
“ high level wharf.....				17,961 80						17,961 80
“ new deep water wharf.....				59,854 75						59,854 75
“ new roadway leading to high level wharf.....				7,775 91						7,775 91
“ Pontbriand wharf, reconstruction.....				12,667 47						12,667 47
“ protection works along basin.....	2,706 07			2,350 00						5,056 07
“ purchase of land.....				22,155 40						22,155 40
Squatteck, wharf.....						534 16				534 16
Tadoussac (Anse à l'Eau), wharf.....						4,464 25				4,464 25
“ (Anse Tadoussac), wharf.....						4,322 91				4,322 91
The Narrows (Magdalen Islands).....	5,846 95									5,846 95
Thurso, wharf.....						84 85				84 85
Trois Pistols, wharf, etc.....	800 00					2,399 71				3,199 71
Trois Rivières, wharf reconstruction, etc.....	9,548 57		353 21							9,901 78
Valleyfield, wharf, etc.....	48,074 56					508 07				48,582 63
Varennas.....	44,674 95									44,674 95
Vaudreuil, wharf.....						130 05				130 05
Verdun.....	780 26									780 26
Verchères, wharf, etc.....	9,932 10		1,863 11				63 55			11,858 76
Ville-Marie, wharf.....						596 32				596 32
Victoria Bay (Marsboro), wharf.....						196 19				196 19
West Templeton.....	36,126 24									36,126 24
Woburn, wharf.....						150 00				150 00
Woodman's Beach, breakwater.....						300 33				300 33
Yamachiche, wharf.....							50 00			50 00
Yamaska, lock and dam.....							720 00			720 00
“ wharf.....						2,438 67				2,438 67
Generally.....	1,777 61						13,475 56			15,253 17
Totals, Quebec.....	1,030,048 99		678,228 12		160,996 16		230,373 66			2,099,646 93
<i>Ontario</i> —										
Armitage Landing, wharf.....						208 36				208 36
Arnprior, wharf.....							22 50			22 50
Aultsville, wharf.....						192 65				192 65
Barrie (Bayfield St.), wharf.....							90 00			90 00
Bayfield, piers.....						1,002 99				1,002 99
Baysville, wharf.....						74 29				74 29
Beaumaris, wharf.....						149 63	89 00			238 63
Belle River, rebuilding wall.....			15 00							15 00
Big Bay Point, wharf.....						571 32	98 00			669 32
Blind River, wharf, etc.....	7,696 20					8 55				7,704 75
Bracebridge, breakwater reconstruction.....				2,999 30						2,999 30
“ wharf, etc.....						159 24				159 24
Brockville, wharf.....						431 00				431 00
Bruce Mines, wharf.....						1,476 88				1,476 88
Burk's Falls, wharf.....						148 75				148 75
Burleigh Falls, booms.....							100 00			100 00
Burlington channel bridge.....							7,320 61			7,320 61
Byng Inlet.....	13,669 71									13,669 71
Callander, wharf.....						711 41				711 41
Chatham (St. Joseph's Hospital), re- treatment wall.....						1,752 13				1,752 13
Chute à Blondeau, wharf.....				610 22						610 22

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1928—Continued

Name of Work	Dredging		Construction and Improvements		Repairs		Staff and Maintenance		Total	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
HARBOURS AND RIVERS										
Ontario—Continued										
✓ Cobourg, harbour improvements.....	24,344	05			146	21			24,490	26
✓ Collingwood, harbour improvements.....	22,353	20							22,353	20
" graving dock No. 2 (subsidy).....							9,208	96	9,208	96
Craigie Lea, wharf approach.....					98	20			98	20
Cumberland, wharf.....					34	22			34	22
Desbarats River.....	2,994	80							2,994	80
Deseronto, wharf.....					490	00			490	00
Dyer's Bay, wharf.....					1,136	73			1,136	73
Fitzroy Harbour, wharf.....					118	00			118	00
Five Mile Narrows, Parry Sound, channel.....			258	27					258	27
✓ Fort William, harbour improvements.....	1,000	00					1,756	03	2,756	03
French River, dams.....							3,852	87	3,852	87
Gananoque, wharf.....			412	27					412	27
✓ Goderich, harbour improvements.....	47,635	63	16,945	56					64,581	19
Grand Bend, pier and approach.....			1,500	00	1,302	82			2,802	82
Gravenhurst, Town dock-wharf.....					991	51			991	51
Gravenhurst, Gull Lake, wharf.....			1,513	90					1,513	90
Hiltonbeach.....	1,877	06							1,877	06
Holland River, wharf.....					829	80			829	80
Honey Harbour, shelter, etc.....	203	26	1,999	78					2,203	04
Huntsville, wharf.....					4,718	41			4,718	41
Kagawong, wharf.....			3,285	49					3,285	49
Keewatin, wharf.....					829	81			829	81
Kenora, wharf (new), Matheson St.....			10,900	00					10,900	00
" wharf (old), Main St.....					1,173	73			1,173	73
" wharf, temporary platforms.....			294	01					294	01
✓ Kincardine, piers, etc.....	19,173	62			14,671	09			33,844	71
Kingston, maintenance and operation of combined railway wharf and bridges.....							9,004	67	9,004	67
" R.M.C., wharves and boat houses.....					1,079	83			1,079	83
Kingsville, piers, approach, etc.....	37	75	1,221	53	3,076	56			4,335	84
Lake Nipissing (Big Rock Cut), Glance Booms.....					174	65			174	65
Lansdowne, wharf.....					211	70			211	70
La Passe, wharf.....					176	72			176	72
Leamington, pier.....					622	75			622	75
Lefaivre, wharf.....					407	37			407	37
Lion's Head, wharf.....			81	97					81	97
Little Current, wharf, etc.....	761	11	39	50					800	61
L'Orignal, wharf.....					542	88			542	88
Magnetawan, wharf.....					99	00			99	00
Maiden's Creek, wharf.....			2,192	49					2,192	49
Mattagami Landing, wharf.....			3,818	07					3,818	07
Meaford, revetment wall.....			9,886	56					9,886	56
✓ Midland, wharf, etc.....	99,394	79	9,982	68					109,377	47
Minaki, wharf (floating platforms).....			546	72					546	72
Mitchell's Bay.....	6,575	29							6,575	29
Montreal River (Latchford dam).....							3,277	62	3,277	62
Muskoka Narrows, guide pier.....			3,392	58					3,392	58
Nipissing, wharf.....					47	00			47	00
Nipigon, wharf.....			3,015	31					3,015	31
North Bay, wharf.....					940	73			940	73
Oakville, pier, etc.....			13,000	00					13,000	00
Oliphant (Bruce North).....	611	10							611	10
Orillia, wharf.....					597	96			597	96
✓ Owen Sound, new harbour, wall, etc.....			70,014	32	2,975	98			72,990	30
Pelee Island, piers, etc.....					4,240	44			4,240	44
✓ Pembroke, wharf, etc.....	3,399	41					195	73	3,595	14
✓ Penetanguishene, wharf.....			1,483	20					1,483	20
Petewawa, wharf.....					338	30			338	30
Point Edward.....	4,454	91							4,454	91
Port Arthur, dry dock (subsidy).....							37,741	50	37,741	50

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1928—Continued

Name of Work	Dredging		Construction and Improvements		Repairs		Staff and Maintenance		Total	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
HARBOURS AND RIVERS										
<i>Ontario</i> —Concluded										
Port Arthur, harbour improvements...	98,998	45					2,208	01	101,206	46
“ “ slip extension including \$40,941.16 contributed by Thunder Bay Paper Co., Ltd.			107,995	02						
Port Bruce, west pier.					58	80				58 80
Port Burwell, harbour works.	47,505	10	23,060	06					70,565	16
Port Colborne, west breakwater.			55	00						55 00
Port Dover, harbour improvements.	8,294	84			4,399	19			12,694	03
Port Elgin, harbour works.					4,015	01			4,015	01
Port Findlay, wharf.					1,244	83			1,244	83
Port Hope, harbour improvements.	13,442	73							13,442	73
Portland, wharf.					96	19				96 19
Port Maitland, piers, etc.	6,333	57	27,012	31					33,345	88
Port Rowan, pier.					1,014	71			1,014	71
Port Stanley, harbour works.	25,679	86	15,135	53					40,815	39
Prescott.	12,534	38							12,534	38
Presqu'Île (Northumberland Co.)	23,463	57							23,463	57
Providence Bay, wharf, etc.	5,895	40			242	03			6,137	43
Rainy River, wharf.					226	55			226	55
Richard's Landing, wharf.					251	66			251	66
River Sydenham, Kent Co.	1,946	20							1,946	20
River Thames, lighthouse wharf, etc.	44,150	99			15	00			44,165	99
Rosspoint, wharf.					886	75			886	75
Rondeau, cribwork, piers, etc.	3,972	32	2,490	41	12,536	09			18,998	82
St. Williams, wharf.					18	00			18	00
Sand Point (Ottawa River), wharf.					111	00			111	00
Sarnia.	158,624	01							158,624	01
Saugeen River, harbour works.					21,612	73			21,612	73
Sault Ste. Marie, harbour works.	119,189	50	1,993	15	3,270	16			124,452	81
Severn Bridge, wharf.					200	00			200	00
Shegundah, wharf.					479	85			479	85
Shoepack Bay, wharf, etc.			3,666	35					3,666	35
Sioux Lookout, wharf.			113	40					113	40
Southampton, breakwater.					3,399	99			3,399	99
Sparrow Lake, wharf approach.			250	63			13	00	263	63
Stanley Island, wharf reconstruction.			2,244	54					2,244	54
Stokes Bay.	2,112	50							2,112	50
Thessalon, wharf, etc.	200	00	1,927	78					2,127	78
Thornbury, revetment wall.					324	01			324	01
Tobermory, glance booms.					598	53			598	53
Toronto, harbour improvements.	13,909	14							13,909	14
“ Canadian Stewart Contract.			1,787	88					1,787	88
“ Island, boat house					597	85			597	85
“ Staff and working expenses.							12,921	22	12,921	22
Trenton wharf.					3,867	91			3,867	91
Treadwell, wharf.					193	68			193	68
Two and Seven Miles Narrows, Parry Sound, glance booms.					503	72			503	72
Vermilion Bay, wharf.			1,534	16					1,534	16
Wabigoon, wharf.			48	01					48	01
Washago, Quetton St., wharf.					194	31			194	31
Wendover, wharf.					3,561	60			3,561	60
Wheatley, pier.					2,520	65			2,520	65
White Cloud Island (Grey Co.), wharf			1,994	20					1,994	20
Warton, pier.					569	31			569	31
Wilson Channel (Algoma West)	2,701	40							2,701	40
Windsor, wharf, etc.					2,566	70	1,200	00	3,766	70
Windermere, wharf.					373	87			373	87
Generally.	1,777	61					8,805	96	10,583	57
Totals, Ontario.	846,913	46	350,717	16	118,910	28	97,905	68	1,414,446	58
<i>Manitoba</i> —										
Adams Landing (Nelson Co.)	1,913	12							1,913	12
Assiniboine River, excavation of Long Lake drains.			1,491	80					1,491	80

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1928—Continued

Name of Work	Dredging		Construction and Improvements		Repairs		Staff and Maintenance		Total	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
HARBOURS AND RIVERS										
<i>Manitoba—Concluded</i>										
Assiniboine River, reconstruction of dykes.....			2,964	53					2,964	53
Birch Point.....	4,167	06							4,167	06
Bird River and Bee Creek.....	496	50							496	50
Fox Bay, channel.....	2,260	95							2,260	95
George Island.....	22,997	32							22,997	32
Gimli, pier.....						65	75			65 75
Gimli, protection works.....					1,399	53			1,399	53
Grassy Narrows, channel.....	399	76							399	76
Hecla, wharf extension.....			11,930	37					11,930	37
Hole River. <i>See</i> Wanipigow River.										
Icelandic Bay, channel.....	11,005	64							11,005	64
Icelandic River, entrance channel.....	1,829	27							1,829	27
Lake Killarney, compensation land damages, etc.....			1,869	18			50	00	1,919	18
Moose Point, channel.....	4,720	67							4,720	67
Pelican Lake, dam.....			4,787	95					4,787	95
Red River at mouth, jetties.....	1,559	38				40	00		1,599	38
“ at Winnipeg, Brown and Rutherford wharf.....	1,389	02							1,389	02
“ at Winnipeg, Lake Bar Sand & Gravel Co.'s wharf.....	769	13							769	13
“ protection works.....	179	93							179	93
Riverton (Selkirk Co.), wharf, etc.....	1,499	41	2,078	20					3,577	61
Roseau River, control works.....			5,875	88					5,875	88
St. Andrew's Rapids, lock and dam.....	1,091	37	967	75			15,657	16	17,716	28
Selkirk, repair slip.....	1,649	46					2,870	73	4,520	19
Selkirk Slough, shelter basin.....	9,890	57							9,890	57
Snake Island.....	272	85							272	85
Steep Rock, wharf.....			2,604	76					2,604	76
Victoria Beach, pier and approach.....					1,046	06			1,046	06
Wanipigow River (Hole River), clearing debris.....	875	00							875	00
Wanipigow River (Hole River), dam.....			2,755	98					2,755	98
Wanipigow River (Hole River), fender rail.....			98	52					98	52
Waterhen River, channel.....	2,857	25							2,857	25
Winnipegosis, entrance channel.....	3,503	24							3,503	24
“ wharf approach.....			1,447	24					1,447	24
Generally.....							1,629	61	1,629	61
Totals, Manitoba.....	75,326	90	38,872	16	2,551	34	20,207	50	136,957	90
<i>Saskatchewan, Alberta and North West Territories—</i>										
Athabasca River, Alta., improvements.....			275	39					275	39
Cowan Dam, Sask.....					833	05			833	05
Cowan Lake, Sask., channel.....	330	00							330	00
Craven Dam, Sask., land damages.....			985	50					985	50
“ reconstruction of dam.....			527	94					527	94
Fort McMurray, Alta., floating wharves, etc.....					349	02	425	00	774	02
Fort Resolution, N.W.T., wharf.....			8,564	61					8,564	61
Lac La Biche, Alta., wharf.....			535	70					535	70
Lake Wabamun, Alta., pilework.....			624	20					624	20
Regina Beach, Sask., wharf.....			4,383	20					4,383	20
Sturgeon River, Sask.....	2,328	99							2,328	99
Generally.....							25	60	25	60
Totals, Saskatchewan, Alberta and North West Territories.....	2,658	99	15,896	54	1,182	07	450	60	20,188	20

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1928—Continued

Name of Work	Dredging		Construction and Improvements		Repairs		Staff and Maintenance		Total	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
HARBOURS AND RIVERS										
<i>British Columbia—</i>										
<i>Agassiz, wing dam. See Fraser River.</i>										
Ainsworth, wharf.....						531 22				531 22
Alberni, wharf.....						1,215 85				1,215 85
Alert Bay, float.....						758 50				758 50
Anderson Bay, float.....				222 50						222 50
Anglemont (Cariboo).....		353 57								353 57
Annieville Bar. <i>See Fraser River.</i>										
Argenta, wharf.....						1,029 86				1,029 86
Arrowhead, channel to dock.....		1,620 00								1,620 00
Arrow Lakes.....								456 45		456 45
Arrow Park, wharf.....						45 00				45 00
Balfour, wharf.....						305 95				305 95
Bamfield East, wharf.....						68 48				68 48
“ West, wharf extension, etc.....				1,258 29						1,258 29
Beaton, wharf.....						534 46				534 46
Bella Bella, wharf reconstruction.....				2,100 38						2,100 38
Bishop's Landing, float.....						373 68				373 68
Bold Point, float.....						3,451 00				3,451 00
Boswell, wharf.....						571 93				571 93
Bowen Island (West side), float.....						270 12				270 12
Brighton Beach, float.....						100 04				100 04
Buckley Bay, ferry slip.....				460 50						460 50
Burdwood Bay, float.....				982 73						982 73
Burgoyne Bay, wharf approach.....						298 10				298 10
Burrard Dry Dock. <i>See North Vancouver.</i>										
Campbell River, wharf.....						838 55				838 55
Canoe, wharf, etc.....		151 93				88 59				240 52
Carrols Landing, wharf, etc.....		145 80				53 80				199 60
Carrs Landing, wharf.....						65 40				65 40
Churchouse, float.....						847 30				847 30
Coal Harbour (Quatsino Sound), float.....						428 96				428 96
Columbia River, below Burton, bank protection.....				4,653 96						4,653 96
“ Cottonwood Cut.....		2,640 60								2,640 60
“ Deer Rock Cut.....		648 00								648 00
“ Narrows.....		271 92								271 92
Comox, wharf.....				327 50						327 50
Courtenay River, wharf, etc.....		5,656 40				248 84				5,905 24
Cowan's Cove, wharf.....						86 19				86 19
Cowichan Bay, wharf.....						35 28				35 28
Crooked, Park and Parsnip Rivers, channel improvements.....				3,387 94						3,387 94
Daisy Bay, float.....						34 20				34 20
Deer Park, wharf.....						589 57				589 57
Denman Island, wharf extension, etc.....				1,859 23		95 65				1,954 88
Dewdney, wharf replacement, etc.....				2,359 41		17 04				2,376 45
Donley's Landing. <i>See Pender Hr.</i>										
East Arrow Park, wharf, etc.....		1,506 60				1,781 18				3,287 78
East Robson, wharf.....						1,679 06				1,679 06
Edgewood, wharf.....						2,696 17				2,696 17
Egmont, float.....						240 73				240 73
Enterprise Landing, wharf.....						121 01				121 01
Esquimalt H.M.C. Dockyards, new float.....				930 12						930 12
“ new dry dock.....				143,291 25				58,090 40		201,381 65
“ old dry dock.....								14,776 51		14,776 51
Ewing's Landing, wharf.....						53 95				53 95
False Bay, Lasqueti Island, wharf, etc.....						81 78				81 78
False Creek. <i>See Vancouver.</i>										
Fauquier, wharf.....						2,019 60				2,019 60
Ford's Cove (Hornby Island), float.....				870 71						870 71
Fraser River:—										
Agassiz, contribution <i>re</i> wing dam.....				1,000 00						1,000 00
Annieville Bar, dyke, etc.....		7,166 75		52,139 77						59,306 52

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1928—Continued

Name of Work	Dredging	Construction and Improvements	Repairs	Staff and Maintenance	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
HARBOURS AND RIVERS					
<i>British Columbia—Continued</i>					
<i>Fraser River—Concluded</i>					
Chilliwack.....	2,398 58				2,398 58
McBride.....	452 99				452 99
North Arm, channel.....	41,638 17				41,638 17
Sand Heads.....	42,547 68				42,547 68
Steveston Jetty, dykes 2 and 3.....		13,757 53			13,757 53
Steveston North Jetty extension.....		32,486 39	3,931 87		36,418 26
Woodwards Slough, dam reinforcement.....	15,081 51	11,681 24			26,762 75
Woodwards Island, rock embankment.....		35,560 00			35,560 00
Fraser River (Lower) maintenance and operation of snagboat "Samson".....				22,655 99	22,655 99
Fraser's Landing, wharf.....			331 55		331 55
Gabriola Island (Centre), wharf.....			2,596 71		2,596 71
Gibson's Landing, wharf.....			3,121 23		3,121 23
Goose Harbour, float.....		27 94			27 94
Gower Point, float.....			55 00		55 00
Grace Harbour, wharf.....			991 44		991 44
Graham's Landing.....	826 20				826 20
Granite Bay, float.....			64 47		64 47
Grantham's Landing, wharf.....			1,047 24		1,047 24
Gray Creek, wharf.....			158 15		158 15
Half Moon Bay, float.....		779 80			779 80
Haney, wharf.....			343 60		343 60
Harrop, wharf.....			139 36		139 36
Haysport, wharf.....			1 00		1 00
Heriot Bay, wharf.....			1,199 25		1,199 25
Holberg, float.....			181 89		181 89
Hollyburn, wharf.....			380 53		380 53
Hope Bay, wharf.....			560 18		560 18
Hornby Island. See Phipps Point.					
Irvine's Landing. See Pender Hr.					
Jeune Landing, wharf.....		7,994 85			7,994 85
Johnson's Landing, wharf.....			108 85		108 85
Kaslo, wharf.....			224 24		224 24
Keat's Island, float.....		1,810 09			1,810 09
Kokane, wharf.....			73 40		73 40
Kootenay Bay, reconstruction of float.....		1,937 51			1,937 51
Kootenay Lake, mooring piles.....		613 45			613 45
Kuskanook, wharf.....			327 34		327 34
Ladner, Bridge investigation. See under Miscellaneous.					
Ladner, channel.....	14,119 25				14,119 25
Lang Bay, wharf.....			1,609 40		1,609 40
Langley, wharf.....			600 59		600 59
Little River (Cariboo).....	2,697 36				2,697 36
Long Bay, float.....			322 79		322 79
Long Beach, wharf.....			322 99		322 99
Lund, wharf.....			1,385 40		1,385 40
Lyall Harbour (Saturna Island), wharf.....		810 18			810 18
Magna Bay, wharf.....			32 00		32 00
Manson's Landing, wharf.....			26 11		26 11
Maples, wharf.....			1,119 75		1,119 75
Mayne Island, wharf.....			180 00		180 00
Miller's Landing, wharf.....			249 18		249 18
Mirror Lake, wharf.....			569 60		569 60
Mitchell's Bay, float.....		1,644 87			1,644 87
Morte Lake Landing, float.....				150 35	150 35
Musgraves, wharf.....		298 08			298 08
Nanaimo, new float.....		400 90			400 90
Nanaimo, wharf.....		77 40			77 40
Needles, wharf.....			214 28		214 28
Nelson, store yard.....		396 41			396 41
New Massett, wharf.....			2,271 26		2,271 26
New Westminster, Can. Western Lumber Co.....	1,770 38				1,770 38

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1928—Continued

Name of Work	Dredging		Construction and Improvements		Repairs		Staff and Maintenance		Total	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
HARBOURS AND RIVERS										
<i>British Columbia—Continued</i>										
New Westminster, dock	4,168	44								4,168 44
“ Timber and Lum- ber Co.	3,218	87								3,218 87
“ United Mills, Ltd. wharf	1,186	47								1,186 47
“ wharf					1,501	76				1,501 76
Nootka Island, wharf					3,692	47				3,692 47
North Vancouver, Burrard Dry Dock (subsidy)								112,500	00	112,500 00
Okanagan Centre, wharf					571	41				571 41
Okanagan Control dam								1,017	65	1,017 65
Okanagan River, reconstruction of dam			150	00						150 00
Pender Harbour, Donley's Landing, float			854	76						854 76
Pender Harbour, Irvine's Landing, float					106	45				106 45
Penticton, reconstruction of wharf			1,549	54				138	90	1,688 44
Phipp's Point (Hornby Island), exten- sion to landing			1,399	06						1,399 06
Pope's Landing, float					122	20				122 20
Poplar Island, wharf					941	70				941 70
Port Alberni	3,089	62								3,089 62
“ Assembly wharf			127	35						127 35
“ float					125	00				125 00
Port Clements, wharf					2,998	39				2,998 39
Port Coquitlam, float			1,726	20						1,726 20
Port Kells, wharf					491	00				491 00
Port Moody, wharf					236	20				236 20
Port Renfrew, wharf					560	50				560 50
Port Simpson, wharf approach			8,602	02						8,602 02
Powell River, breakwater (including contribution of \$28,194 from Powell River Co., Ltd.			47,566	89						47,566 89
“ wharf			9,592	78						9,592 78
Prince Rupert, floating dock (subsidy)							76,970	88		76,970 88
Procter, wharf, etc.					228	40				228 40
Quathiaski Cove, float			1,125	00						1,125 00
“ wharf					252	29				252 29
Quatsino, wharf					1,490	50				1,490 50
Queens Bay, wharf					191	63				191 63
Renata, wharf					345	48				345 48
Riondel, wharf					735	20				735 20
Robert's Creek, wharf					2,843	93				2,843 93
Roy, float					1	40				1 40
Royston, wharf					273	99				273 99
Ruskin, wharf					17	04				17 04
Russell's Landing, wharf					1,992	75				1,992 75
Salmon Arm, wharf, etc.	2,941	82			5,560	47				8,502 29
Sandheads. See Fraser River.										
Sandspit, wharf					2,512	19				2,512 19
Savary Island, wharf					51	70				51 70
Seaford, float			646	25						646 25
Seaside Park (Howe Sound), float approach					251	50				251 50
Seton Lake, wharf			3,482	10						3,482 10
Shaw's Landing, float			1,800	00						1,800 00
Sicamous, wharf, etc.	778	96			178	70				957 66
Sidney, auto ferry, slip							2,700	00		2,700 00
“ wharf					705	84				705 84
Skeena River, maintenance and opera- tion of snag boat "Bobolink"							15,651	91		15,651 91
Snug Cove, wharf					226	17				226 17
Sointula, wharf					1,705	00				1,705 00
Sooke, wharf					1,400	23				1,400 23
Sooke (Whiffen Spit), restoring spit					792	96				792 96
Sorrento (Shuswap Lake), berth	138	12								138 12
South Gabriola Island, wharf					57	75				57 75

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1928—Continued

Name of Work	Dredging	Construction and Improvements	Repairs	Staff and Maintenance	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
HARBOURS AND RIVERS					
Squamish wharf, etc.	1,561 15		709 60		2,270 75
Squirrel Cove, float.			36 75		36 75
Stag Bay, float.				190 82	190 82
Steveston jetty. <i>See Fraser River.</i>					
Stewart, wharf.			584 76		584 76
Stikine River improvements.	2,998 09				2,998 09
Sturdie's Bay (Galiano Island), wharf.			2,531 67		2,531 67
Summerland, wharf.			1,324 24		1,324 24
Sunshine Bay, wharf.			771 92		771 92
Surge Narrows, float.			63 00		63 00
Syringa Creek, wharf.			31 20		31 20
Thetis Island, float.			322 99		322 99
Tofino, wharf.			36 00		36 00
Trout Lake, removal of debris.		557 53			557 53
Ucluelet East, wharf.		1,336 49			1,336 49
Ucluelet West, wharf (shed).		249 20			249 20
Union Bay, float.			71 06		71 06
Van Anda, float.			259 47		259 47
Vancouver, False Creek.	11,389 68				11,389 68
" North (Burrard dry dock). <i>See North Vancouver.</i>					
" Stanley Park, foreshore protection.		7,994 24			7,994 24
" wharf.			1,211 75		1,211 75
Victoria Harbour.	50,817 35				50,817 35
West Bay (Gambier Island), float.		980 43			980 43
West Demars, wharf.			354 99		354 99
Whaletown, wharf.			1,449 50		1,449 50
Whiffen Spit. <i>See Sooke.</i>					
White Rock, wharf.			3 00	230 09	233 09
William Head, quarantine station, retaining wall.		550 00			550 00
Willow Point, wharf.			478 88		478 88
Wilson Landing, wharf.		683 67			683 67
Woodwards Slough. <i>See Fraser River.</i>					
Wyatt Bay, float.			45 00		45 00
Yinglings (West Kootenay).	4,033 82				4,033 82
Generally.				10,309 20	10,309 20
Totals, British Columbia.	228,016 08	417,887 40	89,052 71	315,839 15	1,050,795 34

Name of Work	Construction and Improvements	Repairs	Staff and Maintenance	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
HARBOURS AND RIVERS				
<i>Yukon Territory—</i>				
Stewart and Yukon Rivers, improvements.	5,000 00			5,000 00
Totals, Yukon Territory.	5,000 00			5,000 00
HARBOURS AND RIVERS, GENERALLY				
General expenses of Staff, etc.			13,627 04	13,627 04
Salaries of district engineers, assistants, etc.			487,388 97	487,388 97
Test borings for sundry projected works.	15,624 70			15,624 70
Totals, Generally.	15,624 70		501,016 01	516,640 71

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1928—Continued

Name of Work	Construction and Improvements		Repairs		Staff and Maintenance		Total	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
DREDGING PLANT								
Maritime Provinces.....			9,474	86			9,474	86
Ontario and Quebec.....	8,854	94	2,158	05			11,012	99
Manitoba, Saskatchewan and Alberta.....	1,841	47	5,392	98			7,234	45
British Columbia.....	23,607	77	20,722	41			44,330	18
Totals, Dredging Plant.....	34,304	18	37,748	30			72,052	48
AIRPORTS								
North Sydney, N.S.....			54	10	2,626	86	2,680	96
St. Hubert, Que.....	81,570	17					81,570	17
Totals, Airports.....	81,570	17	54	10	2,626	86	84,251	13
ROADS AND BRIDGES								
<i>Maritime Provinces—</i>								
Edmundston, N.B., International Bridge.....			504	50			504	50
St. Croix, N.B., International Bridge.....	7,654	68					7,654	68
St. Leonard, N.B., International Bridge.....			740	80			740	80
<i>Quebec and Ontario—</i>								
Kingston, LaSalle causeway.....			10,997	24			10,997	24
Matapedia, Interprovincial Bridge.....			599	97			599	97
Ottawa City, bridges and streets maintained by Government.....			954	53	5,975	43	6,929	96
Ottawa City, lighting above.....					1,455	77	1,455	77
Pembroke-Allumette Island, proposed bridge.....	57	42					57	42
Portage du Fort, bridge.....			24	67			24	67
St. Majorique, bridge approaches.....			3,988	88			3,988	88
<i>Manitoba, Saskatchewan, Alberta—</i>								
Killarney Bridge, Manitoba.....	3,000	00					3,000	00
Shellmouth bridge, Manitoba.....			1,801	54			1,801	54
<i>British Columbia—</i>								
Digby Island, bridge.....			873	39			873	39
Totals, Roads and Bridges.....	10,712	10	20,485	52	7,431	20	38,628	82
TELEGRAPH AND TELEPHONE LINES								
Cape Ray, Newfoundland.....					250	00	250	00
<i>Maritime Provinces—</i>								
Bay of Fundy lines.....					4,263	78	4,263	78
Cape Breton lines.....	4,777	12	6,776	41	31,476	54	43,030	07
Chatham-Escuminac lines.....	1,613	93			2,390	11	4,004	04
Prince Edward Island and Mainland.....					7,141	41	7,141	41
<i>Quebec Mainland—</i>								
Cabano-Squatteck, cable.....	2,550	43					2,550	43
Isle Verte (Notre Dame des Sept Douleurs) Telephone line.....	495	88					495	88
North shore east of Bersimis.....					32,290	79	32,290	79
North shore west of Bersimis.....					15,401	49	15,401	49
Quebec County lines.....	936	11			2,759	24	3,695	35
Timiskaming lines.....					2,000	00	2,000	00
<i>Quebec Islands—</i>								
Anticosti system.....					3,949	00	3,949	00
Grosse Isle, Ile aux Coudres and Ile d'Orléans system.....					3,116	66	3,116	66
Magdalen Islands system.....	1,956	80			9,772	52	11,729	32
Maritime Provinces and Gulf generally.....					4,858	65	4,858	65
Cable ship <i>Tyrian</i>			20,970	80	58,880	99	79,851	79

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1928—*Continued*

Name of Work	Construction and Improvements		Repairs	Staff and Maintenance		Total	
	\$	cts.		\$	cts.	\$	cts.
TELEGRAPH AND TELEPHONE LINES—Concluded							
<i>Ontario—</i>							
Manitoulin-Cockburn Island system.....			84	94			84 94
Pelee Island system.....	4,303	13			243	43	4,546 56
<i>Saskatchewan and Alberta.....</i>	7,988	64	16,060	05	108,977	26	133,025 95
<i>British Columbia—</i>							
Mainland system.....	1,613	73	16,009	65	82,917	91	100,541 23
Vancouver Island system.....	17,762	06	21,862	78	129,182	36	168,807 20
<i>Yukon—</i>							
British Columbia Northern District system.....	4,027	32	4,807	37	71,654	71	80,489 40
Yukon system (main line).....					132,047	07	132,047 07
Telegraph Service, generally.....					2,279	59	2,279 59
Totals, Telegraph and Telephone Lines.....	48,025	15	86,572	00	705,853	51	840,450 66
MISCELLANEOUS							
<i>Surveys—</i>							
Maritime Provinces.....					25,830	91	
Quebec.....					35,867	81	
Ontario.....					25,955	13	
Manitoba.....					6,981	18	
Saskatchewan and Alberta.....					68	88	
British Columbia.....					12,185	88	
Generally.....					6,169	90	113,059 69
<i>Upper Ottawa Storage Dams—</i>							
Land damages.....	1,036	30					1,036 30
Quinze dam.....			15,380	78			15,380 78
Timiskaming dam.....	69,414	09					69,414 09
“ Young’s Creek, protection works.....	2,265	84					2,265 84
Accounts Branch, salaries and travelling expenses of agents, clerks of outside service.....					23,532	58	23,532 58
Gratuities to widows of representatives of 37 deceased employees under Civil Service Amendment Act.....					7,511	47	7,511 47
Ladner, B.C., bridge investigation.....					910	05	910 05
Monument to the late Sir Wilfrid Laurier.....	19,147	39					19,147 39
National Monument on Connaught Place.....	10,000	00					10,000 00
Operation and maintenance of inspection boats.....					13,868	90	13,868 90
River gauging and metering.....					16,633	79	16,633 79
Collection of Public Works revenues.....					2,131	20	2,131 20
Compassionate allowance to Flossie King Laflamme, widow of J. K. Laflamme, who was drowned while on duty, 15th October, 1926.....					2,500	00	2,500 00
Compassionate allowance to the father of Napoleon Bellemare, Jr., drowned 21st September, 1925.....					1,200	00	1,200 00
Gratuity to Adrien Philion, seriously injured in 1913, while working on foundation of new customs building, Ottawa.....					1,000	00	1,000 00
To cover award for disability, also medical and hospital expenses in the case of Horace S. Mitchell, etc.....					2,577	50	2,577 50
Totals, Miscellaneous.....	101,863	62	15,380	78	184,925	18	302,169 58
CIVIL GOVERNMENT							
Salaries of Minister, Deputy Minister and permanent staff.....					650,078	95	650,078 95
Salaries of temporary clerks.....					15,053	95	15,053 95
Travel of Minister and Ottawa staff.....					24,104	22	24,104 22
Printing, stationery, telegrams and sundry minor expenditures.....					23,727	02	23,727 02
Totals, Civil Government.....					712,964	14	712,964 14

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1928—*Concluded*

—	Dredging		Construction and Improvements		Repairs		Staff and Maintenance		Total	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
RECAPITULATION										
<i>Totals, Public Buildings—</i>										
Buildings beyond Canada.....			477,754	35	7,056	13	34,474	09	519,284	57
Nova Scotia.....			23,687	50	46,824	09	149,623	52	220,135	11
Prince Edward Island.....			15,526	78	15,587	11	22,142	93	53,256	82
New Brunswick.....			25,265	75	36,952	36	123,538	58	185,756	69
Quebec.....			551,134	68	127,413	09	637,024	57	1,315,572	34
Ottawa.....			726,437	25	198,891	42	2,422,198	73	3,347,527	40
Ontario (excluding Ottawa).....			289,693	09	115,238	26	736,045	02	1,140,976	37
Manitoba.....			97,775	05	35,702	61	196,956	46	330,434	12
Saskatchewan.....			42,303	91	40,811	82	149,385	84	232,501	57
Alberta.....			24,462	38	17,799	55	243,064	97	285,326	90
British Columbia.....			189,709	95	59,060	09	244,461	09	493,231	13
Yukon.....							27,941	30	27,941	30
Public buildings, generally.....			12,673	56			87,830	90	100,504	46
<i>Totals, Harbours and Rivers—</i>										
Nova Scotia.....	442,920	15	245,053	57	157,404	86	5,870	99	851,249	57
Prince Edward Island.....	92,868	36	140,866	92	23,032	15	1,286	34	258,053	77
New Brunswick.....	88,754	04	156,062	25	143,613	34	265,003	84	653,433	47
Quebec.....	1,030,048	99	678,228	12	160,996	16	230,373	66	2,099,646	93
Ontario.....	846,913	46	350,717	16	118,910	28	97,905	68	1,414,446	58
Manitoba.....	75,326	90	38,872	16	2,551	34	20,207	50	136,957	90
Saskatchewan, Alberta and North-west Territories.....	2,658	99	15,896	54	1,182,	07	450	60	20,188	20
British Columbia.....	228,016	08	417,887	40	89,052	71	315,839	15	1,050,795	34
Yukon.....			5,000	00					5,000	00
Harbours and Rivers, generally.....			15,624	70			501,016	01	516,640	71
<i>Totals—</i>										
Dredging plant.....			34,304	18	37,748	30			72,052	48
Airports.....			81,570	17	54	10	2,626	86	84,251	13
Roads and Bridges.....			10,712	10	20,485	52	7,431	20	38,628	82
Telegraph and Telephone lines.....			48,025	15	86,572	00	705,853	51	840,450	66
Miscellaneous.....			101,863	62	15,380	78	184,925	18	302,169	58
Total of all works.....	2,807,506	97	4,817,108	29	1,558,320	14	7,413,478	52	16,596,413	92
Total Civil Government.....							712,964	14	712,964	14
Grand total of expenditures.....	2,807,506	97	4,817,108	29	1,558,320	14	8,126,442	66	17,309,378	06

*The above funds were derived from the following sources:—

	\$	cts.	\$	cts.
Capital.....			1,374,412	74
Income.....			13,414,533	95
Revenue.....			942,544	08
Civil Government.....			712,964	14
Statute—(Graving Docks).....	588,	921	34	
Statute Unappropriated moneys:—Port Colborne P.B., Ont.	10,	940	18	
Statute Unappropriated moneys:—Gratuities.....	7,	511	47	
Contributions from private firms.....			607,372	99
Voted under other Departments:—			81,500	01
Vote 103, Dept. National Defence.....	81,	570	17	
Vote 303, Dept. National Defence.....	24,	035	00	
Vote 535, For all Departments.....	60,	248	43	
Vote 319, For all Departments.....	7,	325	62	
Department of Interior (Ottawa Laboratory).....		990	00	
Department of Indian Affairs (Bella Bella, B.C.).....	1,	880	93	
			176,050	15
Grand total.....			17,309,378	06

REVENUE received by the Department of Public Works of Canada during the fiscal year ended March 31, 1928.

Source of Revenue

PUBLIC BUILDINGS

	Amount Received
Rents from public buildings and related properties not presently in use for public purposes.....	\$ 67,187 21
Sales of public buildings or related properties no longer required for public purposes.....	15,089 04
Sale of old furniture, fittings, building material, etc.....	14,655 58
Water collections, William Head pipe line, B.C.....	113 62
Commissions from telephone booths in public buildings.....	3,722 64
Refunds against expenditure reported in accounts of previous years (from public building accounts).....	4,444 48
Total from public buildings.....	\$ 105,212 57

ENGINEERING WORKS

Operation of Dry Docks, etc.—	
Champlain dock, Lévis, Que.....	\$26,937 14
Lorne dock, Lévis, Que.....	33,450 25
Esquimalt new dock, Esquimalt, B.C.....	19,745 24
Esquimalt old dock, Esquimalt, B.C.....	4,285 99
Selkirk repair slip, Selkirk, Man.....	2,886 50
Burleigh Falls, Ont., timber slide.....	16 79
	\$ 87,321 91
Rents derived from works and plant leased to private parties—	
Ferry privileges.....	\$ 1,361 00
Kingston, Ont., graving dock.....	10,000 00
Earnings of dredges and plant.....	7,704 11
	19,065 11
Sale of sundry engineering works including lands pertaining thereto.....	50,400 00
Sale of vessels, plant, old materials, etc.....	3,090 70
Rents from water lots etc., under control of Engineer's Branch.....	16,680 25
Refunds against expenditure reported in accounts of previous years (engineering works).....	1,112 43
Total from engineering works.....	\$ 177,670 40

TELEGRAPH AND TELEPHONE LINES

Operation of Sundry Lines—	
Maritime Provinces—	
Bay of Fundy.....	\$ 2,221 49
Cape Breton.....	8,897 10
Escuminac.....	2,066 33
	\$ 13,184 92
Quebec—	
Grosse Is. and Orleans.....	\$ 1,029 41
Magdalen Islands.....	3,147 15
Quebec County.....	2,057 28
North Shore, east of Bersimis.....	18,502 53
North Shore, west of Bersimis.....	2,994 83
	27,731 20
Ontario—Pelee Island.....	212 40
Saskatchewan and Alberta lines.....	22,500 58
British Columbia mainland lines.....	67,352 92
Vancouver Island lines.....	68,428 91
Yukon System.....	97,207 14
	\$ 296,598 07
Rent of sundry lines and offices to commercial companies, &c.....	\$ 161 80
Sale of disused material and equipment.....	514 96
Rental SS. "Tyrian" repairing cables for commercial companies.....	554 04
Refunds against expenditure reported in accounts of previous years (telegraph lines).....	834 07
Total from telegraph and telephone lines.....	\$ 298,662 94

REVENUE received by the Department of Public Works of Canada during the fiscal year ended March 31, 1928—*Concluded*

MISCELLANEOUS REVENUE

Fines and forfeitures.....	\$	700 00
Conscience money from Cape Breton.....		15 06
Received from photo work done in this department for other departments.....		5,091 37
	\$	<u>5,806 37</u>

RECAPITULATION OF REVENUES

Public buildings.....	\$	105,212 57
Engineering works.....		177,670 40
Telegraph and telephone works.....		298,662 94
Miscellaneous.....		5,806 37
	\$	<u>587,352 28</u>

CONTRACTS, DEEDS, LEASES, ETC.

T. J. CARTER, Departmental Solicitor

STATEMENT No. I.—Contracts let by the Department of Public Works of Canada
from April 1, 1927 to March 31, 1928

Place and Description of Work	Name of Contractor	Date of Contract	Amount
PUBLIC BUILDINGS			
<i>Prince Edward Island</i>			
Kensington Installation of interior fittings in public building.	Major Schurman.....	Feb. 4, 1928	\$ 1,050 00
Construction of public building.....	Major Schurman and Ambrose McInnis.	Oct. 5, 1927	9,223 00
<i>New Brunswick</i>			
St. John— Alterations to toilet rooms in custom house	W. E. Emerson & Sons, Ltd.....	June 23, 1927	\$11,289 00
<i>Quebec</i>			
Baie St. Paul— Construction of public building and additional work.	Joseph Dorval.....	Sept. 12, 1927	\$18,200 00
Chicoutimi— Additions and alterations to public building	Joseph Gauthier & Fils.....	April 18, 1927	\$21,500 00
Drummondville— Additions and alterations to public building	Stewart Construction Co., Ltd....	July 28, 1927	\$11,550 00
Grosse Isle— Construction of a shelter shed for disinfecting plant.	Henri Lemelin.....	Oct. 8, 1927	\$17,000 00
Kenogami— Construction of public building.....	Thomas Noel and Joseph Savard..	April 5, 1927	\$22,200 00
Installation of interior fittings in post office	The Canadian Office and School Furniture Co., Ltd.	Nov. 28, 1927	\$1,300 00
Lévis— Construction of a laboratory at No. 1 Fort	Paquet & Roberge, Ltd.....	Aug. 17, 1927	\$9,200 00
Limouilou— Installation of interior fittings in public building.	The Interior Hardwood Co., Ltd.	Nov. 16, 1927	\$1,850 00
Mont Laurier— Construction of public building.....	J. B. Reid & Cie.....	June 4, 1927	\$16,200 00
Installation of interior fittings in public building.	The Canadian Office and School Furniture Co., Ltd.	Nov. 15, 1927	\$1,210 00
Montreal— Reconstruction of roof and fourth floor of old examining warehouse.	Munn & Shea Limited.....	Oct. 31, 1927	\$36,000 00
Quebec— Additions and alterations to the Governor General's Quarters, Citadel.	A. Deslauriers Limitée.....	July 26, 1927	\$64,833 00
Alterations and additions to heating system in Governor General's Quarters.	Napoléon Ferkand.....	Jan. 30, 1928	\$7,428 00
Rawdon— Installation of interior fittings in post office	R. A. Sproule & Son.....	July 28, 1927	\$900 00
Ste. Anne de Bellevue— Painting exterior of military buildings....	Johnston & Lamarre Limited.....	Sept. 5, 1927	\$4,611 00
St. Jacques de l'Acadian— Installation of interior fittings in public building.	The Interior Hardwood Co., Ltd..	Jan. 29, 1928	\$1,185 00
<i>Ontario</i>			
Durham— Construction of public building.....	Britnel Contracting Co., Ltd.....	Aug. 25, 1927	\$17,401 00
Installation of interior fittings in public building.	The Interior Hardwood Co., Ltd..	Dec. 23, 1927	\$1,275 00
Guelph— Installation of electric wiring and fittings in public building.	Patterson Electric Company.....	June 18, 1927	\$2,480 00
Hamilton— Installation of interior fittings in public building.	The Interior Hardwood Co., Ltd..	Jan. 25, 1928	\$3,960 00
Installation of interior fittings in public building.	Kennedy Connor.....	Feb. 27, 1928	\$5,300 00
Kenora— Additions and alterations to public building	Adrian Lindstrom and Alfred Nil- son.	June 18, 1927	\$13,400 00
Alterations and additions to post office fittings.	The J. T. Schell Co.....	Oct. 4, 1927	\$925 00
Kingston— Relaying pavement on La Salle Causeway and additional work.	The Construction Service Co., Ltd.	Oct. 15, 1927	\$7,190 00

STATEMENT No. I.—Contracts let by the Department of Public Works of Canada from April 1, 1927 to March 31, 1928—Continued

Place and Description of Work	Name of Contractor	Date of Contract	Amount
PUBLIC BUILDINGS—Concluded			
<i>Ontario—Concluded</i>			
London— Laying of new 6-inch water main from power house of Westminster Hospital to connect with city service on Thompson road.	The Public Utilities Commission of the City of London.	Dec. 14, 1927	\$6,830 00
New London— Laying of new roofing on armoury.....	A. B. Ormsby Co., Ltd.....	Aug. 3, 1927	\$ 4,497 00
Napanee— Installation of interior fittings in post office	The Canadian Office and School Furniture Co., Ltd.	June 7, 1927	\$1,947 00
Ottawa— Construction of a clock vault at Dominion Observatory.	Taylor & Lackey.....	May 2, 1927	\$3,716 00
Construction of verandah, etc. at Rideau Hall.	Edouard Monette.....	May 20, 1927	\$3,150 00
Installation of 25 Lamoureux Stamp Cancelling Machines for Post Office Dept.	George H. Robert.....	June 10, 1927	\$62,500 00
Repairing and resurfacing of Wellington Street roadway between Bank Street and old Perley Home.	O'Leary's Limited.....	June 13, 1927	\$,7000 00 (approx.)
Laying of pavement with guard rails on Connaught Place.	Standard Paving Limited.....	June 16, 1927	\$24,203 30
Construction of a flax building at the Central Experimental Farm.	Norman O. Cuthbertson and Arthur W. Clark.	June 21, 1927	\$9,750 00
Construction and installation of booths in main entrance vestibule of Victoria Memorial Museum.	R. A. Srpoule & Son.....	July 12, 1927	\$2,985 00
Purchase of ten mechanical pick-up tables for Post Office Dept.	Interprovincial Equipment Company.	Aug. 5, 1927	\$35,000 00
Laying of concrete sidewalks on Parliament Hill.	Grant Brothers Construction Co., Ltd.	Sept. 2, 1927	\$9,500 00
Construction of new offices in Supreme Court Building.	Thos. C. James.....	Sept. 19, 1927	\$2,550 00
Construction of a laboratory building at the fuel testing plant.	Alex. I. Garvock.....	Nov. 16, 1927	\$48,659 00
Rockland— Construction of public building.....	Ferdinand Houle and Edouard Brunet.	Oct. 7, 1927	\$16,990 00
Installation of interior fittings in public building.	The J. T. Schell Company.....	Feb. 9, 1928	\$1,021 00
Toronto— Installation of belt distributors in Postal Station "A".	Mathews Conveyor Co., Ltd.....	June 9, 1927	\$18,500 00
Installation of line conveyers in Terminal Postal Station "A".	The Robert Mitchell Co., Ltd.....	Oct. 22, 1927	\$28,100 00
Erection of conveyers and chutes in Postal Station "A".	Mathews Conveyor Co., Ltd.....	Mar. 8, 1928	\$55,395 00
<i>Manitoba</i>			
Winnipeg— Heating alterations and additions in Fort Osborne Barracks.	The James Ballantyne Co. Ltd....	Sept. 6, 1927	\$35,397 00
Installation of fittings in Minto Street armoury.	Robert N. Wyatt.....	Dec. 13, 1927	Unit prices.
<i>Saskatchewan</i>			
North Battleford— Addition and alterations to public building	Alex Ferguson Ltd.....	Oct. 11, 1927	\$4,400 00
Prince Albert— Constructing new roofing on armoury.....	William George.....	Sept. 1, 1927	\$4,200 00
<i>Alberta</i>			
Calgary— Installation of elevator in Colonel Belcher Hospital, (Blow Building).	Electrical Engineers Ltd.....	Dec. 23, 1927	\$4,725 00
<i>British Columbia</i>			
Esquimalt— Renewal and repairs of roads, paths, etc., at dock yard and barracks.	Gordon T. Rant and Robert G. Ker.	Sept. 28, 1927	\$7,089 68
Vancouver— Alterations to heating equipment in examining warehouse.	Barr and Anderson Limited.....	Sept. 2, 1927	\$13,950 00
Alterations and additions to interior fittings in post office.	C. F. Perry Contracting Co., Ltd.	Dec. 28, 1927	\$4,130 00
Alterations to post office building including freight elevator, hoist and mastic basement floor.	Nye Construction Company.....	Feb. 6, 1928	\$26,066 00
William Head— Construction of Customs and Quarantine offices and a residence.	James Macdonald Construction Co., Ltd.	June 20, 1927	\$13,785 00

STATEMENT No. I.—Contracts let by the Department of Public Works of Canada from April 1, 1927 to March 31, 1928—Continued

Place and Description of Work	Name of Contractor	Date of Contract	Amount
HARBOURS AND RIVERS			
<i>Nova Scotia</i>			
Amherst Harbour— Drilling and blasting as part of dredging operations for deepening channel entrance.	The Halifax Dredging Co., Ltd...	Sept. 1, 1927	\$15.00 for each cu. yd. (place meas.)
Deep Brook— Dredging excavation of berth along proposed shipping pier of Canadian Gypsum Co., Ltd.	St. John Dry Dock and Shipbuilding Co., Ltd.	June 9, 1927	\$1.25 per cu. yd. class B. (place meas.)
Grass Cove— Construction of breakwater.....	Thos. P. Charleson.....	Nov. 24, 1927	Unit prices.
La Have River— Dredging channel giving access to C.N.R. wharf and channel at Conquerell bank in La Have river.	Beacon Dredging Co., Ltd.....	July 5, 1927	\$0.72½ per cu. yd. for area No. 1 and \$0.55 per cu. yd. for area No. 2 class B. (scow meas.)
Lunenburg— Dredging areas at C.N.R. pier and at Robin Jones and Whitman's piers.	Beacon Dredging Co., Ltd.....	April 29, 1927	\$0.50 per cu. yd. class B. (scow meas.)
Meteghan— Construction of an extension to public wharf.	Sifiroi F. Comeau, Eddie Gaudet and Joseph W. Comeau.	Sept. 14, 1927	Unit prices.
New Harbour— Construction of an extension to breakwater.	Thos. P. Charleson.....	Aug. 1, 1927	Unit prices.
Port Hood— Dredging channel and basin at Murphy's Pond.	Roderick McDougall.....	Feb. 10, 1928	\$0.50 per cu. yd. (place meas.)
Scotts Bay— Rebuilding of part of south breakwater....	Halle B. Bigelow.....	Sept. 26, 1927	Unit prices.
Sheet Harbour— Dredging area No. 1 at main channel and area No. 2 in front of A.P.W. Pulp & Power Co's. wharf.	The Halifax Dredging Co., Ltd...	May 19, 1927	\$9.00 per cu. yd. class A. \$1.00 per cu. yd. class B. (place meas.)
Sydney, N.S.— Construction of wharf.....	Cooke Construction Corporation...	Oct. 21, 1927	Unit prices.
Yarmouth— Dredging upper end of harbour.....	Beacon Dredging Co., Ltd.....	April 2, 1927	\$0.62½ per cu. yd. class B. (scow meas.)
<i>Prince Edward Island</i>			
Egmont Bay— Construction of wharf.....	Henry J. Phillips.....	Aug. 1, 1927	Unit prices.
Georgetown— Construction of a warehouse and wharf improvements at railway wharf.	H. J. Phillips and P. G. Clark....	Aug. 8, 1927	Unit prices.
Rustico Harbour— Repair of outer portion of breakwater on northern side of entrance to harbour.	Andrew Martin.....	Sept. 8, 1927	Unit prices.
Summerside— Reconstruction of portion of wharf and construction of freight sheds at railway wharf.	Farley & Grant.....	June 16, 1927	Unit prices.
<i>New Brunswick</i>			
Blue Cove— Construction of wharf.....	Cooke Construction Corporation...	Oct. 21, 1927	Unit prices.
Campbellton— Dredging inner berth at deep water wharf.	Felix Michaud.....	Oct. 17, 1927	\$0.55 per cu. yd. (scow meas.) when tow is within one mile and \$0.60 when tow is over one mile.
Eseuminac— Construction of an extension to breakwater.	Kenneth McLaggan and John R. Young.	Sept. 6, 1927	Unit prices.
Green Point— Construction of breakwater.....	E. F. Powers Construction Co.....	Aug. 31, 1927	Unit prices.
Point Sapin— Construction of breakwater extension.....	Kenneth McLaggan and John R. Young.	Sept. 10, 1927	Unit prices.
Ste. Croix River— Construction of international bridge over Ste. Croix river between Vanceboro, Maine and Ste. Croix, N.B.	C. A. Noyes.....	July 11, 1927	\$14,797 65
St. John (West)— Supplying at berth No. 15 one electric hoist and boom swinger.	Mussens Limited.....	May 17, 1927	\$ 6,480 00
Dredging water berths at wharves on western side of St. John harbour.	St. John Dry Dock and Shipbuilding Co., Ltd.	July 25, 1927	\$0.50 per cu. yd. class B. (scow meas.)
St. Simon— Construction of wharf.....	John W. McManus.....	Oct. 15, 1927	Unit prices.
Tracadie Harbour— Construction of breakwaters and breast-works.	J. Willard McMulkin and Fraser R. Fox.	Oct. 11, 1927	Unit prices.

STATEMENT No. I.—Contracts let by the Department of Public Works of Canada from April 1, 1927 to March 31, 1928—Continued

Place and Description of Work	Name of Contractor	Date of Contract	Amount
HARBOURS AND RIVERS—Continued			
<i>Quebec</i>			
Bagotville— Reconstruction of shed and part of wharf.	Henri Lemelin.....	Dec. 16, 1927	Unit prices.
Batiscan— Dredging channel and basin in front of Price Bros. wharf.	National Dock & Dredging Corp'n. Limited.	Aug. 18, 1927	\$0.50 per cu. yd. class B. (place meas.)
Beauprés— Dredging channel at outer end and turning basin at new wharf of Ste. Anne Paper Co.	Canadian Dredging Co., Ltd.....	Aug. 6, 1927	\$4.00 per cu. yd. class A. (place meas.) \$0.31½ per cu. yd. class B (scow meas.)
Beloeil Village— Reconstruction of wharf.....	Moise Guertin.....	July 8, 1927	Unit Prices.
Cap-à-l'Aigle— Repairs to wharf.....	Joseph Beaumont & Philippe Tétu.	April 20, 1927	Unit prices.
Cap Chat— Extension to wharf.....	Ludger Lemieux, Limitée.....	Oct. 8, 1927	Unit prices.
Cap de la Madeleine— Construction of an extension to wharf.....	Munn & Shea, Limited.....	May 14, 1927	Unit prices.
Construction of wharf.....	Napoléon Trudel & Fils.....	Oct. 15, 1927	Unit prices.
Charlemagne— Dredging entrance channel to wharf and basin in front of wharf.	National Dock & Dredging Corp'n. Limited.	Aug. 18, 1927	\$6.50 per cu. yd. class A. \$0.43 per cu. yd. class B. (scow meas.)
Choisy— Reconstruction of wharf.....	Hormidas Gravel.....	Aug. 29, 1927	Unit prices.
Colonie des Grèves— Construction of wharf and additional work.	François de Sales Gervais.....	Sept. 22, 1927	Unit prices for wharf and \$2,056.00 for additional work.
Crabtree Mills Partial reconstruction of Government ice breaker in the Ouareau river.	Munn & Shea, Limited.....	Oct. 25, 1927	Unit prices.
Deschailions— Repairs to wharf.....	Albert Giguire.....	Oct. 14, 1927	\$ 6,800 00
Deschambault— Repairs to wharf.....	Dave Devito.....	Nov. 2, 1927	Unit prices.
Doucets Landing— Construction of wharf.....	Farley & Grant.....	Oct. 29, 1927	Unit prices.
Ellis Bay— Dredging channel, turning basin and berths at Anticosti Corp'n. Commercial wharf.	Canadian Dredging Co., Ltd.....	Aug. 6, 1927	\$5.50 per cu. yd. class A. (place meas.), \$0.50 per cu. yd. class B. (scow meas.)
Father Point— Repairs to landing wharf.....	Emile Cloutier and Philéas Gaudreau.	Sept. 13, 1927	Unit prices.
Godbout— Dredging downstream side of St. Regis Paper Co's. wharf.	National Dock & Dredging Corp'n. Ltd.	July 17, 1927	\$4.50 per cu. yd. class A. \$0.90 per cu. yd. class B. (scow meas.)
Grande Rivière— Repairs and improvements to and reconstruction of portion of wharf.	Arthur Nadeau.....	Oct. 16, 1927	Unit prices.
Grindstone— Magdalen Islands. Construction of protection cribwork.	Ludger Lemieux, Limitée.....	Sept. 13, 1927	Unit prices.
Grosse Isle— Repairs to western wharf.....	Ludger Lemieux, Limitée.....	April 12, 1927	Unit prices.
Hopetown West— Construction of breakwater.....	Arthur Nadeau and J. Edgar Nadeau.	Sept. 24, 1927	Unit prices.
Ile-aux-Coudres— Construction of wharf.....	Aristide Maltais and Adjutor Simard.	Oct. 22, 1927	Unit prices.
Ile aux Grues— Wharf replacement.....	Napoléon Fournier.....	Dec. 12, 1927	Unit prices.
Lake St. Louis— Dredging in main channel of Lake St. Louis	Les Chantiers Manseau.....	July 15, 1927	\$7.00 per cu. yd. class A \$0.63 per cu. yd. class B (scow meas.)
Lanoraie— Construction of two ice breakers on shore of St. Lawrence River.	Munn & Shea, Limited.....	Oct. 25, 1927	Unit prices.
Méchins— Construction of wharf extension.....	Cloutier & Gaudreau.....	Sept. 10, 1927	Unit prices.
Montmagny— Construction of an extension wharf.....	J. Elzéar Boulanger.....	June 21, 1927	Unit prices.
Nicolet— Dredging channel from outlet to lower wharf.	National Dock & Dredging Corp'n. Ltd.	Aug. 18, 1927	\$0.52 per cu. yd. class B. (place meas.)
Petite Rivière St. François— Construction of breakwater wharf.....	Aristide Maltais and Adjutor Simard.	Oct. 21, 1927	Unit prices.

STATEMENT NO. I.—Contracts let by the Department of Public Works of Canada from April 1, 1927 to March 31, 1928—*Continued*

Place and Description of Work	Name of Contractor	Date of Contract	Amount
HARBOURS AND RIVERS— <i>Continued</i>			
<i>Quebec—Continued</i>			
Petite Vallée— Construction of an extension to wharf.....	Ludger Lemieux, Limitée.....	Sept. 16, 1927	Unit prices.
Quebec Harbour— Construction of a passenger elevator at Champlain dry dock.	Turnbull Elevator Co., Ltd.....	Sept. 22, 1927	\$ 4,517 00
Rimouski— Dredging basin at southwest and north sides of wharf and entrance channel to wharf.	National Dock and Dredging Corp. Limited.	June 14, 1927	\$6.50 per cu. yd. class A. \$0.47 per cu. yd. class B. (scow meas.)
Rivière du Loup (en haut)— Dredging channel between Government wharf at Louisville and Tourville Mill (Area No. 1.) Dredging channel from Tourville Mill to Lake St. Peter. (Area No. 2.) Dredging channel at entrance in Lake St. Peter. (Area No. 3.)	Les Chantiers Manseau.....	Aug. 19, 1927	\$0.40 per cu. yd. classes A and B. (Area No. 1.) \$0.35 per cu. yd. classes A and B. (Area No. 2.) \$0.27 per cu. yd. classes A and B. (Area No. 3.) (All place meas.)
Rivière du Loup—(en bas)— Dredging areas at wharf on both sides of head block.	National Dock & Dredging Corp'n. Limited.	Aug. 31, 1927	\$4.50 per cu. yd. class A. \$0.65 per cu. yd. class B. (scow meas.)
Rivière St. François— Dredging channel from Pointe Maquereau to Notre Dame de Pierreville wharf.	Aimé Laperrière.....	June 14, 1927	\$0.30 per cu. yd. class A. \$0.30 per cu. yd. class B. (place meas.)
Roberval— Reconstruction of breakwater.....	Cyprien Gagnon.....	Nov. 4, 1927	Unit prices.
Ruisseau Leblanc— Construction of breakwater.....	Arthur Nadeau.....	Sept. 14, 1927	Unit prices.
Sorel— Dredging Areas "A", "B" and "C" in harbour.	Les Chantiers Manseau.....	May 5, 1927	\$0.26 per cu. yd. for Area "A" and \$0.27 per cu. yd. for Areas "B" and "C", class B (scow meas.)
Reconstruction of the Pontbriand wharf... Construction of pier and quay in harbour..	Jackson Construction Co., Ltd.... Dufresne Construction Co., Ltd....	Oct. 10, 1927 Dec. 15, 1927	Unit prices. Unit prices.
St. Anne de Beaupré— Reconstruction of wharf—	E. Cloutier and P. Gaudreau.....	Aug. 23, 1927	Unit prices.
St. Hubert— (Montreal Air Harbour) Construction of hangar No. 1.	Canadian Vickers, Ltd.....	Dec. 30, 1927	\$8,400 00
St. Ignace de Loyola— Reconstruction of wharf and approach in concrete.	Munn & Shea Limited.....	July 5, 1927	Unit prices.
St. Joachim de Toulle— Construction of a head block (wharf).....	Joachim J. Leclere.....	Nov. 26, 1927	Unit prices.
St. Lambert— Reconstruction in concrete of actual crib protection wall down stream from Victoria Bridge.	Hormidas Gravel.....	May 17, 1927	Unit prices.
St. Louis River— Dredging bed of St. Louis river.....	Cummins and Robinson.....	June 21, 1927	\$1.74 per cu. yd. class A, \$0.21 per cu. yd. class B (place meas.)
St. Maurice River— Dredging western channel in St. Maurice river at Trois-Rivières.	National Dock & Dredging Corpn. Ltd.	Aug. 18, 1927	\$4.50 per cu. yd. class A, \$0.37 per cu. yd. class B (scow meas.)
St. Michel de Bellechasse— Dredging channel to wharf.....	National Dock & Dredging Corpn. Ltd.	July 27, 1927	\$0.60 per cu. yd. class B (scow meas.)
St. Nicholas Bay— Dredging bar at entrance of harbour.....	National Dock & Dredging Corpn. Ltd.	July 17, 1927	\$4.50 per cu. yd. class A, \$1.00 per cu. yd. class B (scow meas.)
St. Siméon— Construction of an extension to breakwater.	Joseph Beaumont and Philippe Tétu.	Aug. 29, 1927	Unit prices.
Trois-Rivières— Reconstruction of coal wharf.....	Dufresne Construction Co., Ltd....	Feb. 9, 1928	Unit prices.
Valleyfield— Dredging entrance channel.....	Les Chantiers Manseau.....	Sept. 28, 1927	\$6.00 per cu. yd. class A, \$0.80 per cu. yd. class B (place meas.)
Varennes— Dredging entrance channel and basin....	Les Chantiers Manseau.....	July 8, 1927	\$0.60 per cu. yd. class B (place meas.)

STATEMENT No. I.—Contracts let by the Department of Public Works of Canada from April 1, 1927 to March 31, 1928—Continued

Place and Description of Work	Name of Contractor	Date of Contract	Amount
<i>PUBLIC BUILDINGS—Continued</i>			
<i>Quebec—Concluded</i>			
Verchères— Dredging channel in front of Government wharf (Area A), deepening basin downstream of Government wharf (Area B), dredging area for diversion of brook (Area C).	Les Chantiers Manseau.....	Sept. 27, 1927	\$0.45 per cu. yd. class B (Areas A. and B) (scow meas.), \$0.50 per cu. yd. class B (place meas.) (Area C).
West Templeton— Dredging channel in Ottawa River between Kettle Island and mainland, Quebec side.	The Randolph Macdonald Co., Ltd.	May 26, 1927	\$10.00 per cu. yd. class A, \$0.48 per cu. yd. class B (place meas.).
<i>Ontario</i>			
Collingwood— Dredging main entrance to harbour and at grain elevator.	The C. S. Boone Dredging and Construction Co., Ltd.	June 30, 1927	\$1.85 per cu. yd. class B (scow meas.).
Desbarats River (Walker River)— Dredging channel at mouth of Desbarats river.	A. B. McLean & Sons.....	July 12, 1927	\$15.00 per hour for us of plant and operating expenses.
Goderich— Dredging entrance channel and enlarging turning basin.	Kilmer & Barber Limited.....	July 22, 1927	\$3.00 per cu. yd. class A, \$0.39 per cu. yd. class B (scow meas.).
Ifilton Beach— Dredging area in harbour.....	A. B. McLean & Sons.....	June 22, 1927	\$0.80 per cu. yd. class B (place meas.).
Kenora— Construction of wharf in Portage bay.....	Gordon H. Hudson.....	April 11, 1927	\$9,928 00
Kincardine— Repairs to portions of north and south piers	Ernest A. Henry and David G. Ross.	June 15, 1927	Unit prices.
Dredging entrance channel and inner harbour, and additional dredging.	Kilmer & Barber Ltd.....	June 21, 1927	\$4.50 per cu. yd. class A, \$0.37 per cu. yd. class B (scow meas. and \$1,110.00 for additional dredging).
Midland— Dredging area at the elevators, (area No. 2); Dredging area in front of new elevator of the Great Lake Transportation Co. (Area No. 1 and additional dredging).	The Randolph Macdonald Co., Ltd.	July 13, 1927	\$8.00 per cu yd. (Areas Nos. 1 and 2) (class A; \$0.58 per cu. yd. (area No. 1), \$0.53 per cu. yd (Area No. 2) class B. (All scow meas. and \$3,741.80 for additional dredging.)
Mitchell's Bay— Removing shoal spots, deepening and widening of channel leading to wharf from Mitchell's Bay to Chenal Ecarté and of second Channel at Mitchell's Bay.	The Chatham Dredging and General Contracting Co., Ltd.	June 16, 1927	\$0.36 per cu. yd. class B (place meas.).
Muskoka Narrows— Construction of a guide pier.....	Walter C. Brough.....	Oct. 20, 1927	Unit prices.
Owen Sound— Dredging area at harbour.....	The C. S. Boone Dredging & Construction Co., Ltd.	July 13, 1927	\$0.68 per cu. yd. class B. (place meas.).
Extension to harbour wall, etc.....	J. E. Woolrich and R. H. Brigham	Aug. 11, 1927	Unit prices.
Port Arthur— Redredging main harbour centre.....	Canadian Dredging Co., Ltd.....	Aug. 6, 1927	\$0.29 per cu. yd. class B (place meas.).
Construction of extension to slip in main harbour (North extension).	Chambers, McQuigge and McCaffrey Co., Ltd.	Aug. 15, 1927	Unit prices.
Port Burwell— Harbour improvements.....	Port Arthur Construction Co., Ltd	Dec. 28, 1927	Unit prices.
Port Dover— Dredging channel and slip west of west pier.	A. W. Robertson Limited.....	July 28, 1927	\$6.50 per cu. yd. class A, \$0.39 per cu. yd. class B (scow meas.).
Port Elgin— Repairs to harbour works along east side of basin.	Robert M. Hunter.....	June 11, 1927	Unit prices.
Port Hope— Dredging at entrance channel (Area A), dredging at east side of Port Hope Sanitary Co.'s dock and at north end of west harbour (Area B).	J. P. Porter & Sons.....	July 7, 1927	\$0.55 per cu. yd. class B (place meas.).

STATEMENT NO. I.—Contracts let by the Department of Public Works of Canada from April 1, 1927 to March 31, 1928—*Continued*

Place and Description of Work	Name of Contractor	Date of Contract	Amount
HARBOURS AND RIVERS—Continued			
<i>Ontario—Concluded</i>			
Port Maitland— Dredging area outside harbour line.....	A. W. Robertson Limited.....	June 15, 1927	\$6.50 per cu. yd. class A, \$0.36 per cu. yd. class B (scow meas.).
Repairs to west pier and construction of wooden sheet pile wall on east side of harbour.	Vivian T. Bartram.....	July 8, 1927	Unit prices.
Port Stanley— Removal of shoals at outer entrance channel and outside of west and east breakwater, widening and deepening turning basin and deepening area at inner harbour.	A. W. Robertson Ltd.....	June 15, 1927	\$6.50 per cu. yd. class A, \$0.39 per cu. yd. class B (scow meas.).
Prescott— Dredging area in front of ferry dock.....	The Randolph Macdonald Co., Ltd.	April 21, 1927	\$7.25 per cu. yd. class A, \$0.24 per cu. yd. class B (place meas.).
Presqu'Île— Dredging three shoals at areas Nos. 1, 2, and 3 at Western entrance to Murray Canal.	The Randolph Macdonald Co., Ltd.	July 28, 1927	\$0.38 per cu. yd. class B (scow meas.).
Sarnia— Dredging channel and slip at elevator.....	National Dock & Dredging Corpn. Ltd.	Sept. 23, 1927	\$4.50 per cu. yd. class A, \$0.24 per cu. yd. class B (place meas.).
Saugeen River— Repairs to harbour works.....	Robert M. Hunter.....	Sept. 13, 1927	Unit prices.
Sault Ste. Marie— Dredging channel approach to Government wharf.	A. B. McLean & Sons.....	Aug. 25, 1927	\$14.00 per hour for use of plant and operating expenses.
Dredging channel approach to New Ontario and Algoma Central Railway wharves and between ferry wharf and Soo Falls Brewing Co.'s wharf (Area No. 2). Cleaning and extending berth on west side of Government wharf and at Sault Ste. Marie Coal and Wood Co.'s wharf. (Area No. 3).	The Soo Dredging and Construction Co., Ltd.	Aug. 29, 1927	\$8.00 per cu. yd. class A (Area No. 3), \$1.00 per cu. yd. class B (Area No. 3) (place meas.), \$65.00 per hour for hire of dredge and two scows, \$13.00 per hour for hire of other plant (Area No. 2).
Timiskaming Dam— Construction of a concrete apron adjoining Ontario Sluices of Timiskaming Dam (downstream side).	Farley and Grant.....	Aug. 12, 1927	Unit prices.
Toronto— Dredging between piers at entrance of western channel (Area No. 1) Dredging entrance at eastern channel (Area No. 2). Dredging area between outer end of entrance piers at Cobourg, Ont.	J. P. Porter & Sons.....	July 18, 1927	\$4.50 per cu. yd. class A (place meas.) (Toronto, Area No. 1); \$4.50 per cu. yd. class A (scow meas.) (Toronto, Area No. 2); \$4.50 per cu. yd. class A (scow meas.), near Cobourg; \$0.55 per cu. yd. class B (place meas.) (Toronto, Area No. 1); \$0.37 per cu. yd. class B (scow meas.) (Toronto Area No. 2); \$0.55 per cu. yd. class B scow meas.) at Cobourg.
Wilson Channel— Dredging, removal of shoal.....	A. B. McLean & Sons.....	Aug. 25, 1927	\$15.00 per hour for use of plant and all operating expenses.
<i>Manitoba</i>			
Hecla— Construction of an extension to wharf.....	La Cour & Schioler.....	Aug. 11, 1927	Unit prices.
Roseau River— Construction of dykes and control dam....	G. B. Wood Limited.....	Nov. 22, 1927	Unit prices.
<i>British Columbia</i>			
Bella Bella— Renewal of wharf.....	John Currie.....	Feb. 3, 1928	Unit prices.
Courtenay River— Dredging areas A, B, C, D and E.....	North Western Dredging Co., Ltd.	Oct. 24, 1927	\$0.48 per cu. yd. (Area A.) \$0.36 per cu. yd. areas B, C and D. \$0.78 per cu. yd. (Area E.) (All place meas.) and \$15.00 per hour for removal of snags.

STATEMENT No. I.—Contracts let by the Department of Public Works of Canada from April 1, 1927 to March 31, 1928—*Concluded*

Place and Description of Work	Name of Contractor	Date of Contract	Amount
HARBOURS AND RIVERS—Concluded			
<i>British Columbia—Concluded</i>			
Esquimalt— Erecting fence around boundaries of Songhees dry dock of Royal Canadian Naval Barracks.	The Peerless Wire Fence Co., Ltd.	May 20, 1927	\$12,466 00
Repairing, reconditioning and erection of a one hundred ton electrically operated derrick at the Songhees dry dock.	The Pacific Construction Co., Ltd.	June 27, 1927	\$13,665 00
Construction of a gasoline power work boat for dry dock.	Bertram Foster.....	Dec. 27, 1927	\$ 4,460 00
Erection of buildings at dry dock.....	Parfitt Brothers, Limited.....	Feb. 13, 1928	Unit prices.
Construction of additional buildings at the dry dock.	Parfitt Brothers, Limited.....	Mar. 19, 1928	Unit prices.
Fraser River— (Steveston)—Construction of north dykes Nos. 2 and 3.	The Vancouver Pile Driving & Contracting Co., Ltd.	June 13, 1927	Unit prices.
Jeune Landing— Construction of wharf.....	McDonald Pile Driving Co., Ltd.	Sept. 16, 1927	Unit prices.
New Westminster— Construction of a dyke at Annieville Bar (Fraser River).	William Greenlees.....	April 26, 1927	Unit prices.
Construction of 4th section North Jetty...	The Vancouver Pile Driving and Contracting Co., Ltd.	April 27, 1927	Unit prices.
Port Simpson— Repairs to wharf.....	John Currie.....	Nov. 21, 1927	Unit prices.
Powell River— Construction of a wharf addition and dredging.	The Vancouver Pile Driving and Contracting Co., Ltd.	June 27, 1927	Unit prices.
Construction of breakwater No. 2.....	Stuart Cameron & Co., Ltd.....	Dec. 23, 1927	Unit prices.
Quatsino— Repairs to wharf.....	McDonald Pile Driving Co., Ltd.	June 27, 1927	Unit Prices.
Victoria Harbour— Dredging in front of Sydney Roofing & Paper Co's. property Industrial Reserve (Area No. 1). Dredging in front of C. B. Murdie & Co's. property Industrial Reserve. (Area No. 2).	North Western Dredging Co., Ltd.	July 11, 1927	\$0.42 per cu. yd. class B, (place meas.)
Victoria Harbour— (Hospital Rock)—Dredging channel.....	North Western Dredging Co., Ltd.	July 11, 1927	\$5.75 per cu. yd. class A. \$0.44 per cu. yd. class B (place meas.)
Woodwards Island— Construction of rock embankment and additional extension work.	The Fraser River Pile Driving Co., Ltd.	Oct. 19, 1927	Unit prices for rock embankment and \$1.58 per ton for extension work.
DREDGES, VESSELS AND PLANT			
Dredge P.W.D.— Arrow Lakes—Construction of a wooden hull, housing, etc., for dredge.	McCharles and McDougall.....	June 22, 1927	\$ 7,875 00
Dredge P.W.D. No. 1—(Fielding)— Docking, repairing and painting of dredge..	St. John Dry Dock and Shipbuilding Co., Ltd.	Jan. 30, 1928	\$26,000 00
Dredge P.W.D. No. 303—(Fruhling)— Docking, painting and repairing of dredge..	B.C. Marine Engineers & Shipbuilders, Limited.	April 26, 1927	\$12,989 00
Dredge P.W.D. No. 305—(King Edward)— Docking, cleaning, painting and repairing of dredge.	Burrard Shipyard & Engineering Works, Ltd.	Oct. 11, 1927	\$ 7,875 00
Tug "Storm King"— Repairs to boiler.....	Alex. McKay Co., Ltd.....	April 25, 1927	\$ 5,470 00

STATEMENT No. 2—Properties purchased or sold by the Department of Public Works of Canada, from April 1, 1927, to March 31, 1928

Place and Description of Property	Vendor	Purchaser	Date of Conveyance	For what Purpose	Price
<i>Nova Scotia</i>					
Bailey's Brook— Certain Crown land.....	Dominion Government of Canada.	Provincial Government of Nova Scotia.	June 15, 1927	Provincial Government purposes.	Transfer.
Certain parcel of land.....	Catholic Episcopal Corporation of Antigonish.	His Majesty....	June 25, 1927	Approach to public wharf.	\$150 00
Chapel Cove— Wharf property.....	William F. Sampson and wife.	His Majesty....	Nov. 26, 1927	Government purposes.	100 00
Cheggogin Point— Land containing 0.27 acres.....	Notice of Expropriation (Charles M. Seaman).	His Majesty....	Aug. 18, 1927	Government purposes.	
Cook's Cove— Land containing 0.107 acres....	Roland Myers and wife.	His Majesty....	Aug. 31, 1927	Government purposes.	50 00
Dartmouth— Lot on Mott Street.....	E. H. McElmon and Sarah McElmon.	His Majesty....	Dec. 21, 1927	Government purposes.	1 00
Friar's Head— Certain land.....	John Cormier <i>et al.</i>	His Majesty....	June 25, 1927	Government purposes.	1 00
Grand Etang— Certain land.....	David J. Doucette..	His Majesty....	Sept. 1, 1927	Government purposes.	1,770 00
Grass Cove— Certain land.....	John D. McNeil and Lucy McNeil.	His Majesty....	Jan. 14, 1927	Government purposes.	50 00
Lockeport— Land containing 0.06 acres.....	Veron MacKay <i>et ux. et al.</i>	His Majesty....	Sept. 26, 1927	Government purposes.	1 00
North West Harbour— Certain land.....	Jasper L. Greenwood and wife.	His Majesty....	July 18, 1927	Government purposes.	1,000 00
Port Hood— Land containing 11½ acres.....	Roderick MacDougall and wife.	His Majesty....	Oct. 5, 1927	Government purposes.	1 00
Port Williams— Certain land.....	Charles H. Wright and wife and Roy A. Jodrey and wife.	His Majesty....	Oct. 15, 1927	Government purposes.	13,500 00
<i>Prince Edward Island</i>					
Charlottetown— Control and management of 11.722 acres of Crown land together with Railway wharf and shed.	Department of Railways and Canals.	Department of Public Works.	Oct. 19, 1927	Government purposes.	Transfer.
Kensington— Certain land.....	The Town of Kensington.	His Majesty....	May 13, 1927	Government purposes.	\$ 1 00
Stanley Bridge— Certain land.....	William A. T. Weir.	His Majesty....	Undated.....	Government purposes.	4,000 00
Summerside— Outer portion C.N.R. wharf property together with site and approach thereto.	Department of Railways and Canals.	Department of Public Works.	May 18, 1927	Government purposes.	Transfer.
<i>New Brunswick</i>					
Caraquet— Land containing 4.10 acres.....	Marie I. Blanchard and J. L. Blanchard.	His Majesty....	Sept. 13, 1927	Government purposes.	\$100 00
Wickham— Certain land.....	Henry Peacock and wife.	His Majesty....	June 14, 1927	Government purposes.	1 00
<i>Quebec</i>					
Angers— Part of lot 23-93 containing 26,450 sq. ft. also a roadway on the east of said lot containing an area of 118,500 sq. ft.	His Majesty.....	Alfred Maisonneuve..	April 7, 1927	Retransfer.....	.....
Bugotville— Grant of lot No. 131.....	Provincial Government of Quebec.	Dominion Government of Canada.	Mar. 10, 1928	Government purposes.	

STATEMENT No. 2—Properties purchased or sold by the Department of Public Works of Canada, from April 1, 1927, to March 31, 1928—Continued

Place and Description of Property	Vendor	Purchaser	Date of Conveyance	For What Purpose	Price
<i>Quebec—Concluded</i>					
Chicoutimi— Government telegraph pole line and system.	His Majesty.....	The Great North Western Telegraph Co.	Jan. 13, 1928	Transfer.....	Conditional.
Colonie des Grèves— Portion of lot 4.....	Colonies de Vacances des Grèves, Inc.	His Majesty....	Sept. 16, 1927	Right-of-way wharf. to	Free transfer.
La Petite Rivière St. François— Parts of lots 275, 276, 277 and 281.	Notice of expropriation.	His Majesty....	Dec. 28, 1927	Wharf site.....	.....
Outremont— Lots 195 and 196.....	Wolfe Simon.....	His Majesty....	Sept. 21, 1927	Government purposes.	\$ 19,200 00
Port Daniel— Part of Lot 194.....	John Langlois.....	His Majesty....	Jan. 20, 1928	Government purposes.	75 00
Roberval— Grant of part of cadastral lot No. 139.	His Majesty.....	A. J. Brassard..	Sept. 9, 1927	Private enterprise...	200 00
Control and management of certain Crown land.	Department of Public Works.	Department of Railways and Canals.	Dec. 9, 1927	Government purposes.	Transfer.
St. Joachim de Tourelle— Certain land.....	J. Therrien.....	His Majesty....	Jan. 30, 1928	Government purposes.	Donation.
Verchères— Part of lot 62.....	Octavien Grenier...	His Majesty....	Nov. 14, 1927	Government purposes.	\$ 270 00
Waterloo— Lots 470 and 471 together with building thereon.	George H. Whitehead and Wm. Edgar Hills.	His Majesty....	Nov. 29, 1927	Government purposes.	7,500 00
<i>Ontario</i>					
Bosanquet— Lot No. 1 on Lake Road. West Concession.	Charles A. Gibbs and Anna L. Gibbs.	His Majesty....	Mar. 16, 1928	Government purposes.	1 00
Keewatin— Lot 1 in Block 50.....	Edwin G. Sweet....	His Majesty....	May 5, 1927	Public Building site.	400 00
Kenora— Parts of lots 176 and 177 in Block 2.	S. S. Scovil.....	His Majesty....	April 2, 1927	Government purposes.	2,000 00
Water lot in Portage Bay in front of Matheson street south.	Certificate of ownership.	His Majesty....	Mar. 30, 1928	Government purposes.	1 00
Ottawa— Control and management of certain Crown land on Booth street.	Department of Public Works.	Department of Mines.	June 6, 1927	Government purposes.	Transfer.
Purchase and removal of buildings on Crown property bounded by Sparks, Elgin and Wellington streets.	His Majesty.....	Betcherman Iron and Metal Co., Ltd.	Nov. 26, 1927	Demolition of buildings.	\$ 8,311 00
Lot 9 on north side of Sussex street.	Notice of Expropriation.	His Majesty....	Mar. 30, 1928	Government purposes.	.....
Owen Sound— Part of lot 13 on east side of West street.	His Majesty.....	Great Lakes Elevator Co., Ltd.	June 6, 1927	Private enterprise...	Conditional Grant.
Part of lot 13 on east side of West street.	John Harrison and Sons Company.	His Majesty....	Dec. 1, 1927	Government purposes.	\$ 1 00
Port Arthur— Part of water lot 1006, parcel 1270, containing 4.6 acres.	Certificate of Ownership (Thunder Bay Paper Co., Ltd.).	His Majesty....	July 28, 1927	Government purposes.	.....
Parcel of land described as parcel No. 1442.	Certificate of Ownership (Canadian Co-operative Wheat Producers Ltd.).	His Majesty....	Oct. 25, 1927	Government purposes.	.....
Port Colborne— Lot No. 1 on north side of Clarence street.	Job. F. Shibley as Trustee for himself and Job. H. Shibley, Anthony H. Shibley, Edward J. Shibley and Francis J. Shibley.	His Majesty....	July 7, 1927	Government purposes.	\$ 9,900 00

STATEMENT No. 2—Properties purchased or sold by the Department of Public Works of Canada, from April 1, 1927, to March 31, 1928—Continued

Place and Description of Property	Vendor	Purchaser	Date of Conveyance	For What Purpose	Price
<i>Ontario—Continued</i>					
Rockland— Parts of lots 2 and 3 on south side of Laurier street.	Félix Rochon and wife.	His Majesty....	Nov. 3, 1927	Government purposes.	\$1.00 and exchange of certain property.
Part of lot 3 on south side of Laurier street.	P. S. Hudon.....	His Majesty....	Nov. 4, 1927	Government purposes.	\$ 4,000 00
Grant of part of lot 3 on south side of Laurier street.	His Majesty.....	Félix Rochon...	Nov. 17, 1927	Transfer.....	Exchange of land.
Toronto— Easterly 45 ft. of lot 90 and westerly 48 ft. of lot 89 on south side of Douglas Drive. St. Andrews College property.	His Majesty.....	Samuel Robertson.	April 21, 1927	Private enterprise...	Grant under S u y d a m Realty Co. Agreement.
Easterly 2 ft. 6 inches of lot 39 and all of lot 40 on north side of Ridge Drive. Casualty Clearing Station property.	His Majesty.....	James A. Gordon and Frederick J. Gordon.	April 30, 1927	Private enterprise...	Grant under S u y d a m Realty Co. Agreement.
Lot 15 on south side of Rosedale Heights Drive. Casualty Clearing Station property.	His Majesty.....	William T. Bennett.	May 11, 1927	Private enterprise...	Grant under S u y d a m Realty Co. Agreement.
Part of lot 76 on south side of Ridge Drive. Casualty Clearing Station property.	His Majesty.....	William C. Sancto.	June 6, 1927	Private enterprise...	Grant under S u y d a m Realty Co. Agreement.
Part of lot 77 on south side of Ridge Drive. Casualty Clearing Station property.	His Majesty.....	Davidson Construction Co. Ltd.	June 6, 1927	Private enterprise...	Grant under S u y d a m Realty Co. Agreement.
Easterly 42 ft. of lot 50 on north side of Ridge Drive. Casualty Clearing Station property.	His Majesty.....	Davidson Construction Co. Ltd.	June 7, 1927	Private enterprise...	Grant under S u y d a m Realty Co. Agreement.
Parts of lots 68 and 69 on north side of Douglas Drive. St. Andrews College property.	His Majesty.....	Norman J. Spence.	June 7, 1927	Private enterprise...	Grant under S u y d a m Realty Co. Agreement.
Southerly 34 ft. of lot 25, all of lot 26 and northerly 6 ft. of lot 27 on east side of Leone Ave. Casualty Clearing Station property.	His Majesty.....	Mabel A. Kennedy.	June 9, 1927	Private enterprise...	Grant under S u y d a m Realty Co. Agreement.
Parts of lots 71 and 72 on south side of Ridge Drive. Casualty Clearing Station property.	His Majesty.....	Thos. E. Robinson.	June 13, 1927	Private enterprise...	Grant under S u y d a m Realty Co. Agreement.
Parts of lots 74 and 75 on north side of Douglas Drive. St. Andrews College property.	His Majesty.....	George H. Houston.	June 16, 1927	Private enterprise...	Grant under S u y d a m Realty Co. Agreement.
Northerly 10 ft. of lot 79, all of lot 80 and southerly 20 ft. of lot 81 on west side of Leone Avenue. Casualty Clearing Station property.	His Majesty.....	Byron B. Kennedy.	June 18, 1927	Private enterprise...	Grant under S u y d a m Realty Co. Agreement.
Part of lot 70 on north side of Douglas Drive. St. Andrews College property.	His Majesty.....	James A. Gordon and Frederick J. Gordon.	June 24, 1927	Private enterprise...	Grant under S u y d a m Realty Co. Agreement.
Easterly 33 ft. of lot 32 on north side of Whitehall Road. St. Andrews College property.	His Majesty.....	Harry E. McRobb and Bertha I. McRobb.	July 4, 1927	Private enterprise...	Grant under S u y d a m Realty Co. Agreement.
Parts of lots 88 and 89 on south side of Douglas Drive. St. Andrews College property.	His Majesty.....	Samuel Robertson.	July 4, 1927	Private enterprise...	Grant under S u y d a m Realty Co. Agreement.
Parts of lots 87 and 88 on south side of Douglas Drive. St. Andrews College property.	His Majesty.....	Samuel Robertson.	July 4, 1927	Private enterprise...	Grant under S u y d a m Realty Co. Agreement.
Easterly 35 ft. of lot 78 and westerly 10 ft. of lot 79 on north side of Douglas Drive. St. Andrews College property.	His Majesty.....	William A. Charlton and Louis Chettle.	July 4, 1927	Private enterprise...	Grant under S u y d a m Realty Co. Agreement.
Part of lot 29 on north side of Ridge Drive. Casualty Clearing station property.	His Majesty.....	Arthur Sheard..	July 4, 1927	Private enterprise...	Grant under S u y d a m Realty Co. Agreement.

STATEMENT No. 2—Properties purchased or sold by the Department of Public Works of Canada, from April 1, 1927, to March 31, 1928—Continued

Place and Description of Property	Vendor	Purchaser	Date of Conveyance	For What Purpose	Price
<i>Ontario—Concluded</i>					
<i>Toronto—</i>					
Easterly 41 ft. of lot 58 and westerly 5 ft. of lot 59 on north side of Douglas Drive. St. Andrews College property.	His Majesty.....	Harry W. Knight	Aug. 17, 1927	Private enterprise...	Grant under S u y d a m Realty Co. Agreement.
Parts of lots 86 and 87 on south side of Douglas Drive. St. Andrews College property.	His Majesty.....	Samuel Robert-son.	Aug. 20, 1927	Private enterprise...	Grant under S u y d a m Realty Co. Agreement.
Westerly 20 ft. of lot 70 on south side of Ridge Drive. Casualty Clearing Station property.	His Majesty.....	Byron B. Ken-nedy.	Sept. 15, 1927	Private enterprise...	Grant under S u y d a m Realty Co. Agreement.
Easterly 10 ft. of lot 70 and westerly 30 ft. of lot 69 on south side of Ridge Drive. Casualty Clearing Station property.	His Majesty.....	Byron B. Ken-nedy.	Sept. 23, 1927	Private enterprise...	Grant under S u y d a m Realty Co. Agreement.
Part of lot 71 on north side of Douglas Drive. St. Andrews College property.	His Majesty.....	James A. Gordon and Freder-ick J. Gordon.	Oct. 4, 1927	Private enterprise...	Grant under S u y d a m Realty Co. Agreement.
Lot 67 and parts of lots 66 and 68 on north side of Douglas Drive. St. Andrews College property.	His Majesty.....	Davidson Con-struction Co. Ltd.	Oct. 6, 1927	Private enterprise...	Grant under S u y d a m Realty Co. Agreement.
Lot 22 and easterly 49 ft. of lot 21 on north side of Whitehall Road. St. Andrews College property.	His Majesty.....	David J. Lauder	Oct. 25, 1927	Private enterprise...	Grant under S u y d a m Realty Co. Agreement.
Parts of lots 76 and 77 on north side of Douglas Drive. St. Andrews College property.	His Majesty.....	Peter Y. L. Speirs.	Oct. 25, 1927	Private enterprise...	Grant under S u y d a m Realty Co. Agreement.
Lots 84 and 85 and parts of lots 83 and 86 on south side of Douglas Drive. St. Andrews College property.	His Majesty.....	Samuel Robert-son.	Nov. 5, 1927	Private enterprise...	Grant under S u y d a m Realty Co. Agreement.
Lot 50 on north side of Ridge Drive. Casualty Clearing Station property.	His Majesty.....	Davidson Con-struction Co. Ltd.	Nov. 9, 1927	Private enterprise...	Grant under S u y d a m Realty Co. Agreement.
Part of lot 81 and all of lot 82 on west side of Leone Ave. Casualty Clearing Station property.	His Majesty.....	Mabel A. Ken-nedy.	Nov. 24, 1927	Private enterprise...	Grant under S u y d a m Realty Co. Agreement.
Parts of lots 77 and 78 on north side of Douglas Drive. St. Andrews College property.	His Majesty.....	Peter Y. L. Speirs.	Dec. 30, 1927	Private enterprise...	Grant under S u y d a m Realty Co. Agreement.
Lot 24 and ungranted portion of lot 25. Casualty Clearing Station property.	His Majesty.....	Charles R. Gundy.	Jan. 14, 1928	Private enterprise...	Grant under S u y d a m Realty Co. Agreement.
All the ungranted part of lands and premises mentioned and described in Agreement of Sale between His Majesty and Suydam Realty Co. Ltd. dated May 1, 1925. Casualty Clearing Station property.	His Majesty.....	Suydam Realty Co. Ltd.	Jan. 16, 1928	Private enterprise...	Grant under S u y d a m Realty Co. Agreement.
Parts of lots 91 and 92 on south side of Douglas Drive. St. Andrews College property.	His Majesty.....	Gordon Bro-thers.	Mar. 5, 1928	Private enterprise...	Grant under S u y d a m Realty Co. Agreement.
<i>Manitoba</i>					
<i>Riverton—</i>					
Portion of river lot 5.....	Certificate of Title. (S. Thorvaldson).	His Majesty....	Sept. 17, 1927	Right-of-way for wharf.	.....
<i>St. Andrews—</i>					
Portion of river lot 164.....	Certificate of Title. (H. G. Gunn).	His Majesty....	May 19, 1927	Government purposes.	.....
Portion of river lot 163.....	Certificate of Title. (John Gunn Est-ate).	His Majesty....	June 28, 1927	Government purposes.	.....
<i>Saskatchewan</i>					
<i>Saskatoon—</i>					
Lot 5 in Block 148.....	Certificate of Title.	His Majesty....	Feb. 3, 1928	Government purposes.	.....

STATEMENT No. 2—Properties purchased or sold by the Department of Public Works of Canada, from April 1, 1927, to March 31, 1928—Continued

Place and Description of Property	Vendor	Purchaser	Date of Conveyance	For What Purpose	Price
<i>British Columbia</i>					
Kootenay District— Lots 5, 6 and 7 in Block 7, District lot 1358.	Certificate of Title.	His Majesty....	Jan. 31, 1928	Government purposes.	.....
Penticton— Lot 1, Block 12.....	Certificate of Title.	His Majesty....	Oct. 29, 1927	Government purposes.	.....
<i>Dredges, Vessels and Plant</i>					
Tug Aylmer— Bill of Sale.....	His Majesty.....	Andrew D. MacLean.	Aug. 10, 1927	Private enterprise...	\$1.00 and other considerations.

THE FOLLOWING ITEMS WERE RECEIVED TOO LATE FOR INSERTION IN LAST YEAR'S ANNUAL REPORT, 1926-27

Place and Description of Property	Vendor	Purchaser	Date of Conveyance	For What Purpose	Price
<i>Nova Scotia</i>					
Lower East Pubnico— Certain land covered with water and wharf property.	Sophie L. D'Entremont.	His Majesty....	Mar. 28, 1927	Wharf purposes.....	\$ 1,000 00
Sydney— Certain land.....	Sydney Foundry and Machine Works Ltd.	His Majesty....	Mar. 8, 1927	Wharf site.....	1 00
<i>New Brunswick</i>					
Port Elgin— Wharf property.....	Amanda Trenholm and Charles Trenholm.	His Majesty....	Aug. 11, 1925	Government purposes.	800 00
<i>Quebec</i>					
Gaspé— Part of lot 33 on north side of Main street.	Estate of A. T. Carter.	His Majesty....	Mar. 10, 1927	Government purposes.	20,000 00
<i>Ontario</i>					
Midland— Part of water lot No. 35770 C.L.S. containing 1796.4 sq. ft.	Canadian National Railways Co.	His Majesty....	Feb. 3, 1926	Government purposes.	1 00
Owen Sound— Part of lot 13.....	The Municipal Corporation of the the City of Owen Sound.	His Majesty....	May 9, 1925	Government purposes.	1 00
Toronto— Parts of lots 4 and 5 on Spadina avenue.	Walter J. Keens....	His Majesty....	Nov 15, 1918	Government purposes.	231,000 00
Westerly 10 ft. of lot 77 and all of lot 78 South side of Ridge Drive Casualty Clearing Station property.	His Majesty.....	Oscar C. Connors.	Dec. 20, 1926	Private enterprise...	Grant under S u y d a m Realty Co. agreement.
Easterly 44 ft. of lot 71 on south side of Ridge Drive Casualty Clearing Station property.	His Majesty.....	Henry J. Jenkins	Dec. 28, 1926	Private enterprise...	Grant under S u y d a m Realty Co. agreement.
Lot 16 on south side of Rosedale Heights Drive Casualty Clearing Station property.	His Majesty.....	William T. Bennett.	Jan. 5, 1927	Private enterprise...	Grant under S u y d a m Realty Co. agreement.
Parts of lots 34 and 35 on north side of Ridge Drive Casualty Clearing Station property.	His Majesty.....	W. Rayfield Limited.	Jan. 24, 1927	Private enterprise...	Grant under S u y d a m Realty Co. agreement.
Easterly 20 ft. of lot 47 and westerly 22 ft. 6 inches of lot 48 on north side of Ridge Drive Casualty Clearing Station property.	His Majesty.....	Howard S. Price	Jan. 26, 1927	Private enterprise...	Grant under S u y d a m Realty Co. agreement.

STATEMENT No. 2—Properties purchased or sold by the Department of Public Works of Canada, from April 1, 1927, to March 31, 1928—*Concluded*

THE FOLLOWING ITEMS WERE RECEIVED TOO LATE FOR INSERTION IN LAST YEAR'S ANNUAL REPORT, 1926-27—*Concluded*

Place and Description of Property	Vendor	Purchaser	Date of Conveyance	For What Purpose	Price
<i>Ontario—Concluded</i>					
<i>Toronto—Concluded</i>					
Easterly 27 ft. 6 inches of lot 48 and westerly 16 ft. of lot 49 on north side of Ridge Drive Casualty Clearing Station property.	His Majesty.....	Paul G. Hinder.	Jan. 29, 1927	Private enterprise...	Grant under S u y d a m Realty Co. agreement.
Easterly 40 ft. of lot 33 on north side of Ridge Drive Casualty Clearing Station property.	His Majesty.....	Arthur A. Mitchell and William H. Raine	Feb. 9, 1927	Private enterprise...	Grant under S u y d a m Realty Co. agreement.
Lot 28 and westerly 4 ft. 6 inches of lot 29 on north side of Ridge Drive Casualty Clearing Station property.	His Majesty.....	Edgar B. Reid..	Mar. 14, 1927	Private enterprise...	Grant under S u y d a m Realty Co. agreement.
Part of lot 69 on south side of Ridge Drive Casualty Clearing Station property.	His Majesty.....	Edgar B. Reid..	Mar. 14, 1927	Private enterprise...	Grant under S u y d a m Realty Co. agreement.
Easterly 30 ft. of lot 32 and westerly 10 ft. of lot 33 on north side of Ridge Drive Casualty Clearing Station property.	His Majesty.....	Ephram C. Finch.	Mar. 15, 1927	Private enterprise...	Grant under S u y d a m Realty Co. agreement.
Easterly 20 ft. of lot 31 and westerly 20 ft. of lot 32 on north side of Ridge Drive Casualty Clearing Station property.	His Majesty.....	Ephram C. Finch.	Mar. 15, 1927	Private enterprise...	Grant under S u y d a m Realty Co. agreement.

STATEMENT No. 3—Properties leased to and from the Department of Public Works of Canada, from April 1, 1927, to March 31, 1928

Place and Description of Property	Lessor	Lessee	Date and Duration of Lease	For what Purpose	Rental
<i>Nova Scotia</i>					
Clark's Harbour— Portion of building. Renewal of lease No. 13732-A.	James L. Nickerson.	His Majesty....	Oct. 7, 1927. Term: 5 years from July 1, 1927.	Post Office Department.	\$325 per annum.
Halifax— Space on first and second floors of building at foot of George street. Renewal of lease No. 15028.	Henry G. Bauld....	His Majesty....	Aug. 16, 1927. Term: 3 years from Jan. 1, 1928	Department of Health.	\$1,800.00 per annum.
Space on ground and first floors with vault in building at 14 Prince street. Renewal of lease No. 14850.	E. F. Stevens.....	His Majesty....	Sept. 29, 1927. Term: 3 years from Dec. 1, 1927.	Department of Trade and Commerce.	\$1,350.00 per annum.
North Sydney— Space in C.N.R. Terminal Building with right to use landing stage.	Canadian National Railway Co.	His Majesty....	Nov. 30, 1927. Term: 3 years from Oct. 19, 1925.	Departments of Immigration and Colonization and National Revenue.	\$2,280.00 per annum.
Sydney— Rooms Nos. 2, 3, 4, 5 and 6 on first floor of building at 192 Charlotte street.	Richard J. Logue...	His Majesty....	April 25, 1927. Term: 5 years from Feb. 28, 1927.	Department of Marine and Fisheries.	\$950.00 per annum.
Room No. 1 on first floor of building at 192 Charlotte street.	Richard J. Logue...	His Majesty....	Dec. 27, 1927. Term: from Nov. 1, 1927 to Feb. 28, 1932.	Departments of Immigration and Colonization and Marine and Fisheries.	\$150.00 per annum.
Sydney Mines— McDonald Property.....	Edward A. McDonald and Elizabeth J. McDonald, wife.	His Majesty....	Dec. 30, 1927. Term: 5 years from Oct. 1, 1927.	Department of National Defence.	\$960.00 per annum.

STATEMENT No. 3—Properties leased to and from the Department of Public Works of Canada, from April 1, 1927, to March 31, 1928—*Continued*

Place and Description of Property	Lessor	Lessee	Date and Duration of Lease	For what Purpose	Rental
<i>Nova Scotia—Concluded</i>					
Truro— License to occupy certain Crown property.	His Majesty.....	George L. Brenton.	June 2, 1927. Term: during pleasure.	Private enterprise.	\$10.00 per month.
Yarmouth— Main floor and 4 rooms of building corner Parade and Pleasant streets. Renewal of lease No. 14866.	Yarmouth County Agricultural Society.	His Majesty....	April 5, 1927. Term: 3 years from Sept. 1, 1927.	Department of National Defence.	\$700.00 per annum.
<i>Prince Edward Island</i>					
Charlottetown— Rooms Nos. 1 and 2 on second floor of Riley Building.	Daniel J. Riley....	His Majesty....	June 8, 1927. Term: from Nov. 15, 1926 to Feb. 1, 1929.	Department of National Revenue.	\$325.00 per annum.
Two rooms on first floor of Cameron Block. Renewal of lease No. 14393.	Trustees of Estate of Horace Haszard.	His Majesty....	Aug. 3, 1927. Term: 1 year from Oct. 23, 1927.	Department of Public Works.	\$180.00 per annum.
Offices Nos. 15 and 16 on third floor of Riley Building, Queen street.	Daniel J. Riley, Executor of Estate of the late T. B. Riley.	His Majesty....	Sept. 16, 1927 Term: 1 year from May 20, 1927.	Soldiers' Settlement Board.	\$300.00 per annum.
Rooms 15 and 16 in Riley Building. Renewal of lease No. 15733.	Daniel J. Riley....	His Majesty....	Feb. 28, 1928. Term: 1 year from May 20, 1928.	Soldiers Settlement Board.	\$300.00 per annum.
Montague— Building on lot fronting on Main street and bounded on north by School street. Renewal of lease No. 14501-A.	Warren Wightman..	His Majesty....	April 25, 1927. Term: 1 month from March 1, 1927 and thereafter from month to month.	Department of National Defence.	\$15.00 per month.
Basement in Masonic Building.	St. Andrews Lodge No. 13. A. F. & A. M. Montague.	His Majesty....	Mar. 5, 1928. Term: 5 years from Jan. 1, 1928.	Department of National Defence.	\$225.00 per annum.
<i>New Brunswick</i>					
Campbellton— Second floor of "McKenzie Block."	Henry R. Smith....	His Majesty....	Dec. 15, 1927. Term: 1 year from April 6, 1927, with option of renewal.	Department of National Defence.	\$300.00 per annum.
Fredericton— License to use Crown land.....	His Majesty.....	Riverside Tennis Club.	April 14, 1927. Term: during pleasure.	Private enterprise.	\$1.00 per annum.
Ingall's Head— Grand Manan. License to occupy portion of Crown property near the breakwater.	His Majesty.....	Milledge B. Ingalls.	April 8, 1927. Term: during pleasure.	Private enterprise.	\$5.00 per annum.
Moncton— Space on ground floor of building at 565 Main street. Renewal of lease No. 14203.	Flewelling Wilbur...	His Majesty....	April 20, 1927. Term: 1 year from June 15, 1927.	Post Office Department.	\$1,200.00 per annum.
Two rooms on second floor of Wilbur Building. Renewal of lease No. 14972-3.	Flewelling Wilbur...	His Majesty....	Nov. 2, 1927. Term: 1 year from Dec. 15, 1927.	Post Office Department.	\$700.00 per annum.
Space on ground floor of building at 558 Main street.	J. W. Tilly Ryan...	His Majesty....	Nov. 15, 1927. Term: 2 years from Aug. 1, 1927.	Department of National Revenue.	\$2,000.00 per annum.
Government building at 1045 Main street.	His Majesty.....	Joseph H. Arthur.	Nov. 25, 1927. Term: 1 year from May 10, 1927.	Private dwelling.	\$510.00 per annum.
Rooms Nos. 5 and 6 in building at 733 Main street.	Philias A. Belliveau	His Majesty....	Jan. 4, 1928. Term: 1 year from Dec. 1, 1927.	Department of National Revenue.	\$240.00 per annum.
Sackville— Room in Curling Rink on northwest side of Main street. Renewal of lease No. 15280.	The Sackville Rink Co. Ltd.	His Majesty....	May 20, 1927. Term: 1 year from July 1, 1927.	Department of National Defence.	\$120.00 per annum.

STATEMENT No. 3—Properties leased to and from the Department of Public Works of Canada, from April 1, 1927, to March 31, 1928—Continued

Place and Description of Property	Lessor	Lessee	Date and Duration of Lease	For what Purpose	Rental
<i>New Brunswick—Concluded</i>					
Shippegan— Building on eastern corner of road leading from Shippegan Highway to wharf.	Alfred J. Trudel....	His Majesty....	Mar. 21, 1928. Term: 1 year from Feb. 1, 1928.	Post Office Department.	\$150.00 per annum.
St. John— Building and storage buildings on Albion street. Renewal of lease No. 14880-A.	James L. McAvity...	His Majesty....	May 9, 1927. Term: 1 year from April 1, 1927.	Department of Soldiers' Civil Re-establishment.	\$1,100.00 per annum.
Two story building on Sheriff street.	R. Parker Hamm...	His Majesty....	May 25, 1927. Term: 1 year from March 16, 1927.	Department of Marine and Fisheries.	\$180.00 per annum.
Two story building on Sheriff street. Renewal of lease No. 15448.	R. Parker Hamm...	His Majesty....	Oct. 28, 1927. Term: 1 year from March 16, 1928.	Department of Marine and Fisheries.	\$180.00 per annum.
St. Stephen— Second floor in front end of St. Croix Skating Rink. Renewal of lease No. 14132-A.	St. Croix Rink Ltd..	His Majesty....	March 23, 1928. Term: 3 years from May 1, 1928.	Department of National Defence.	\$200.00 per annum.
Welchpool (Campobello Island)— One room on first floor of building on lot bounded on the north and east by the highway road. Renewal of lease No. 14336.	Sarah A. Batson....	His Majesty....	Nov. 28, 1927. Term: 1 year from Dec. 31, 1927.	Department of Marine and Fisheries.	\$120.00 per annum.
<i>Quebec</i>					
Bromptonville— Part of first floor of building, corner of Bridge and St. Lambert streets. Renewal of lease No. 14130.	L. Ernest Paquin...	His Majesty....	Dec. 1, 1927. Term: 5 years from May 1, 1928.	Post Office Department.	\$396.00 per annum.
Government Scows Nos. 30 and 100.	His Majesty.....	Les Chantiers Manseau.	Oct. 26, 1927. Term: from date taken over until return to Sorel.	Private enterprise.	\$4.50 per day for Scow No. 30 and \$6.00 per day for Scow No. 100.
Grand'Mère— Part of first floor, vault and basement of building at corner St. Catherine and Laurier streets.	La Banque Canadienne Nationale.	His Majesty....	March 7, 1928. Term: 5 years from Oct. 7, 1928.	Post Office Department.	\$1,000.00 per annum for first two years and \$1,100.00 for remaining three years.
Hull— Two upper stories of building together with vacant land at 29 Main street. Renewal of lease No. 13699-A.	Fortin & Gravelle...	His Majesty....	Dec. 23, 1927. Term: 1 year from May 1, 1927.	Department of National Defence.	\$1,800.00 per annum.
Kenogami— License for construction of windows in building adjoining post office.	His Majesty.....	Hector and Alderic Ranger.	Nov. 3, 1927. Term: during pleasure.	Private enterprise.	Conditional.
Levis— Space in C.N.R. Station.....	Canadian National Railways Co.	His Majesty....	Sept. 10, 1927. Term: 3 years from July 1, 1927.	Post Office Department.	\$150.00 per annum.
Montreal— Third floor of Labelle building, 141 St. Catharines street East.	H. P. Labelle & Cie. Limitée.	His Majesty....	May 6, 1927. Term: 5 years from May 1, 1927 with option of renewal.	Department of Soldiers' Civil Re-establishment.	\$10,408.00 per annum.
Building in C.N.R. Station yard. Renewal of lease No. 12595-A.	Canadian National Railways Co.	His Majesty....	June 20, 1927. Term: 5 years from Sept. 1, 1927.	Post Office Department.	\$144.00 per annum.
Building at 38 St. Antoine street	Stephens Estate Realities Limited.	His Majesty....	Oct. 11, 1927. Term: from June 20, 1927, to April 30, 1928.	Department of National Revenue.	\$30,000.00 per annum.
Room on second floor of Cha-teau de Ramesay.	The Antiquarian and Numismatic Society.	His Majesty....	Oct. 24, 1927. Term: 1 year from July 1, 1927.	Dominion Archives.	\$600.00 per annum.

STATEMENT No. 3—Properties leased to and from the Department of Public Works of Canada, from April 1, 1927, to March 31, 1928—Continued

Place and Description of Property	Lessor	Lessee	Date and Duration of Lease	For what Purpose	Rental
<i>Quebec—Continued</i>					
Montreal— <i>Concluded</i> Part of first floor and basement of building at 50 Westminster avenue north.	John W. Foster.....	His Majesty....	Nov. 11, 1927. Term: 3 years from May 1, 1927.	Department of National Defence.	\$1,380.00 per annum.
Space in building at 706 Gabriel street.	La Chambre de Commerce du District de Montreal.	His Majesty....	Feb. 24, 1928. Term: 5 years from May 1, 1927.	Department of Trade and Commerce.	\$1,500.00 per annum.
Room on second floor of Chateau de Ramesay. Renewal of lease No. 15626.	The Antiquarian and Numismatic Society.	His Majesty....	Mar. 3, 1928. Term: 1 year from July 1, 1928.	Dominion Archives.	\$600.00 per annum.
Quebec— Building at 10 Dauphine street.	Stuart S. Oliver....	His Majesty....	May 10, 1927. Term: from May 14, 1926 to April 30, 1931.	Department of National Defence.	\$1,020.00 per annum.
Two rooms on third floor of building at corner Fabrique street and Chauveau avenue.	Frank Carrel Limited.	His Majesty....	May 17, 1927. Term: 18 months from Nov. 1, 1926.	Department of Agriculture.	\$720.00 per annum.
Quebec— House and two sheds on lot 2427, Parish of St. Sauveur. Renewal of lease No. 14431-A.	Elzéar Savard.....	His Majesty....	May 18, 1927. Term: 5 years from May 1, 1927.	Department of Health.	\$600.00 per annum.
Southerly half of ground floor of building at corner D'Auteuil and Elgin streets. Renewal of lease No. 14670.	W. McWilliam, Incorporated.	His Majesty....	May 31, 1927. Term: 1 year from Sept. 1, 1927.	Department of National Defence.	\$780.00 per annum.
Part of ground floor in building at 419 St. Jean street with additional space in building adjoining at rear. Renewal of lease No. 14008-A.	Jean O. Dussault....	His Majesty....	March 24, 1928. Term: 5 years from May 1, 1928 with option of renewal.	Post Office Department.	\$1,800.00 per annum.
Quinze-Lake— License to cut timber on Provincial Crown land. Renewal of lease No. 8809-A.	Provincial Government of Quebec.	Dominion Government of Canada.	June 2, 1927. Term: during year 1927-1928.	Government purposes.	\$8.00 per annum.
Quinze— License to occupy certain Crown land known as Quinze Storage Dam.	His Majesty.....	Canadian Pacific Railway Company	Feb. 9, 1928. Term: during pleasure.	Private enterprise.	\$1.00 per annum.
Sherbrooke— Space on first floor of building at 130 Wellington street north.	Joseph W. Grégoire.	His Majesty....	May 27, 1927. Term: 5 years and one month from April 1, 1927.	Department of Trade and Commerce.	\$600.00 per annum.
Four rooms on third floor and space in sub-basement in Oliver Block. Renewal of lease No. 14852.	Jacob Nicol.....	His Majesty....	Feb. 29, 1928. Term: 1 year from May 1, 1928.	Soldiers' Settlement Board.	\$1,400.00 per annum.
License to occupy part of ground floor in baggage room in C.P.R. Station.	Canadian Pacific Railway Company.	His Majesty....	March 5, 1928. Term: 1 month from Oct. 1, 1927 and thereafter from month to month.	Post Office Department.	\$96.00 per annum.
Ste. Anne de Bellevue— First floor and three dwellings on second floor in building at 84 Ste. Anne street. Renewal of lease No. 14054-A.	La Succession de Madame Isaie Pilon.	His Majesty....	March 19, 1928. Term: 1 year from May 1, 1928.	Post Office Department.	\$420.00 per annum.
St. Joseph de Beauce— Part of first floor of building at 106 Main street. Renewal of lease No. 14695-A.	Jean T. O. Cliche...	His Majesty....	March 15, 1928. Term: 5 years from Jan. 1, 1928.	Post Office Department.	\$600.00 per annum.
St. Lambert— Building at 636-638 Notre Dame street.	L. E. Kimpton.....	His Majesty....	Oct. 3, 1927. Term: 5 years from March 15, 1927 with option of renewal.	Department of National Defence.	\$1,050.00 per annum for first two years and \$1,350.00 per annum for remaining three years.
Trois-Pistoles— Space on ground floor in Town Hall Building.	The Town of Trois-Pistoles.	His Majesty....	Dec. 27, 1927. Term: 1 year from July 1, 1927.	Post Office Department.	\$360.00 per annum.

STATEMENT No. 3—Properties leased to and from the Department of Public Works of Canada, from April 1, 1927, to March 31, 1928—Continued

Place and Description of Property	Lessor	Lessee	Date and Duration of Lease	For what Purpose	Rental
<i>Quebec—Concluded</i>					
Verdun— Building known as No. 2 Fire Station. Renewal of lease No. 14408.	City of Verdun.....	His Majesty....	Oct. 22, 1927. Term: 1 year from Dec. 8, 1927.	Department of National Defence.	\$1,000.00 per annum.
Warwick— Part of first floor of two story residence at corner of St. Louis and Albert streets. Renewal of lease No. 15296-A.	Onésime F. X. Kirouac.	His Majesty....	Feb. 29, 1928. Term: 1 year from April 1, 1928.	Post Office Department.	\$360.00 per annum.
Windso— Portion of first floor of building on lot 823 and part of lot 822, Main street. Renewal of lease No. 15378.	Michael Pye.....	His Majesty....	August 23, 1927. Term: 1 month from Nov. 1, 1927 and thereafter from month to month.	Post Office Department.	\$786.00 per annum.
<i>Ontario</i>					
Belleville— One room on first floor in Standard Bank Building. Renewal of lease No. 14059.	The Standard Bank of Canada.	His Majesty....	April 11, 1927. Term: 1 year from June 23, 1927.	Department of Health.	\$17.50 per month.
Two stores in front of building and two rooms in rear thereof at 27-29 Campbell street. Renewal of lease No. 14863.	Daniel V. Doyle....	His Majesty....	April 12, 1927. Term: 1 year from June 1, 1927.	Department of National Revenue.	\$1,826.72 per annum.
Ground floor store of building at 33 Campbell street. Renewal of lease No. 14995-A.	Daniel V. Doyle....	His Majesty....	Dec. 11, 1927. Term: 1 year from June 1, 1927.	Department of Trade and Commerce.	\$590.00 per annum.
Bowmanville— Space on ground floor of building on parts of lots 19 and 20, Block K. Renewal of lease No. 14830-A.	Clayton S. Hallman	His Majesty....	Feb. 27, 1928. Term: 1 year from April 1, 1928.	Department of National Defence.	\$360.00 per annum.
Bridgeburg— First floor and front part of basement of building at 28-30 Jarvis street.	Anna M. A. Teal....	His Majesty....	May 27, 1927. Term: 5 years from July 16, 1927.	Post Office Department.	\$1,800.00 per annum.
Brighton— Rear portion of second floor of building on lot 4.	Edward O. Butler and Malcolm L. Butler.	His Majesty....	May 21, 1927. Term: 3 years from April 1, 1927.	Department of National Defence.	\$225.00 per annum.
Caledonia— Frame building on Caithness street. Renewal of lease No. 14957.	Milen F. Culp.....	His Majesty....	Jan. 16, 1928 Term: 2 years from March 1, 1928.	Department of National Defence.	\$180.00 per annum.
Collingwood— Frame building on lots 5 and 6.	Board of Education of the City of Collingwood.	His Majesty....	Dec. 7, 1927. Term: 1 year from Oct. 10, 1927.	Department of National Defence.	\$240.00 per annum.
Dunnville— Second floor of building on south side of Lock street. Renewal of lease No. 14904.	John P. Harrison and Margaret P. Harrison, Executors of the Harrison Estate.	His Majesty....	Feb. 1, 1928. Term: 3 years from March 1, 1928.	Department of National Defence.	\$240.00 per annum.
Dutton— Space on ground floor in Memorial Hall. Renewal of lease No. 14133.	The Municipality of Dutton.	His Majesty....	March 10, 1928. Term: 5 years from Aug. 1, 1928.	Post Office Department.	\$500.00 per annum.
Fort Frances— Two rooms in Masonic Hall. Renewal of lease No. 14218.	Fort Frances Masonic Building Association Limited.	His Majesty....	Aug. 6, 1927 Term: 1 year from Oct. 1, 1927.	Department of Public Works.	\$420.00 per annum.
Government Scows Nos. 14 and 15.	His Majesty.....	Roger Miller & Sons, Ltd.	April 19, 1927. Term: from date taken over until return to Toronto.	Private enterprise.	\$227.50 per week each scow.
Government Scows Nos. 14 and 15.	His Majesty.....	Roger Miller & Sons, Ltd.	June 10, 1927. Term: 5 weeks from May 13, 1927.	Private enterprise.	\$227.50 per week each scow.

STATEMENT No. 3—Properties leased to and from the Department of Public Works of Canada, from April 1, 1927, to March 31, 1928—Continued

Place and Description of Property	Lessor	Lessee	Date and Duration of Lease	For what Purpose	Rental
<i>Ontario—Continued</i>					
Government Deck Scows Nos. 89 and 91.	His Majesty.....	Roger Miller & Sons, Ltd.	Oct. 5, 1927. Term: 10 days from Sept. 24, 1927.	Private enterprise.	\$5.00 per day for each scow.
Grimsby— Part of second floor in Independent Block. Renewal of lease No. 14919.	Universal Garage Co., Ltd.	His Majesty....	March 12, 1928. Term: 2 years from June 1, 1928.	Department of National Defence.	\$354.00 per annum.
Hamilton— Building at 469 Bay street north. Renewal of lease No. 14500.	Navy League of Canada.	His Majesty....	Sept. 6, 1927. Term: 1 year from May 1, 1928.	Department of National Defence.	\$1,200.00 per annum.
Space on second floor of building at 16-22 King street east.	James Chisholm and Thomas B. McQuesten, Executors of estate of John Lennox.	His Majesty....	Dec. 2, 1927. Term: from Oct. 8, 1927 to Feb. 28, 1931.	Department of National Revenue.	\$2,400.00 per annum.
Two four story brick buildings on southeast corner of Jackson and John streets.	William S. Duffield.	His Majesty....	March 31, 1928. Term: 5 years from March 31, 1928.	Post Office Department.	\$20,000.00 per annum.
Harriston— Second story of building on northeast side of Elora street. Renewal of lease No. 13989-A.	Thomas Johnston...	His Majesty....	Nov. 19, 1927. Term: 3 years from Nov. 10, 1927.	Department of National Defence.	\$300.00 per annum.
Kenora— Building known as Garfield Hall.	Charles Pope.....	His Majesty....	June 10, 1927. Term: 3 years from Aug. 1, 1927.	Department of National Defence.	\$600.00 per annum.
Kitchener— Room on third floor of building at 14 Ontario street south.	The Royal Bank of Canada.	His Majesty....	Oct. 13, 1927. Term: 1 year from July 1, 1927.	Department of Marine and Fisheries.	\$25.00 per month.
Mount Dennis— Building at 1283 Fifth avenue. Renewal of lease No. 14853-A.	Benjamin Boylen....	His Majesty....	June 20, 1927. Term: 1 year from July 1, 1927.	Department of National Defence.	\$540.00 per annum.
New Toronto— Part of two story building at 263 Seventh avenue.	Alan Browns' Limited.	His Majesty....	March 2, 1928. Term: 3 years from June 1, 1927.	Department of National Defence.	\$420.00 per annum.
North Bay— Two rooms on second floor of McCool Block on Main street. Renewal of lease No. 14361.	Patrick McCool.....	His Majesty....	Nov. 17, 1927. Term: 1 year from Jan. 1, 1928.	Department of Interior.	\$40.00 per month.
Oshawa— Building at 17 Ontario street...	Arthur J. Carnegie..	His Majesty....	Dec. 17, 1927. Term: 3 years from Oct. 1, 1927.	Post Office Department.	\$1,200.00 per annum.
Ottawa— Space in basement and second, third, fourth and fifth floors in Royal Bank Building. Renewal of Lease No. 14050.	The Royal Bank of Canada.	His Majesty....	April 13, 1927. Term: 1 year from May 1, 1927.	Various Federal Government Departments.	\$15,050.25 per annum.
O.A.A.A. Building at corner Elgin and Laurier avenue west. Renewal of Lease No. 14514-A.	Ottawa Amateur Athletic Association.	His Majesty....	May 4, 1927. Term: 1 year from April 15, 1927.	Department of National Defence.	\$8,227.33 per annum.
Ground floor stores, 3 upper floors and basement of La Belle Building, corner Dalhousie and George streets. Renewal of lease No. 14515.	Patrick La Belle....	His Majesty....	May 4, 1927. Term: 3 years from April 15, 1927.	Department of Interior.	\$24,200.00 per annum.
Space on ground floor and basement of old La Belle Building. Renewal of lease No. 14516.	Patrick La Belle....	His Majesty....	May 4, 1927. Term: 3 years from April 15, 1927.	Department of National Defence.	\$3,000.00 per annum.
Garage in rear of building at corner of Dalhousie and York streets. Renewal of lease No. 14517.	Patrick La Belle....	His Majesty....	May 4, 1927. Term: 3 years from April 15, 1927.	Public Printing and Stationery.	\$2,448.00 per annum.

STATEMENT No. 3—Properties leased to and from the Department of Public Works of Canada, from April 1, 1927, to March 31, 1928—Continued

Place and Description of Property	Lessor	Lessee	Date and Duration of Lease	For what Purpose	Rental
<i>Ontario—Continued</i>					
<i>Ottawa—Continued</i>					
Three stores on ground floor, first and second floors and space in basement of old La Belle Building. Renewal of lease No. 14518.	Patrick La Belle....	His Majesty....	May 4, 1927. Term: 3 years from April 15, 1927.	Various Federal Government Departments.	\$11,500.00 per annum.
Agreement for lease of one-story brick building, steel clad building and garage, corner Metcalfe and Isabella streets.	Norlite Realty Co. Ltd.	His Majesty....	May 10, 1927. Term: 5 years from date of occupation with option of renewal.	Department of Interior.	\$24,016.92 per annum.
Seven upper floors and portion of basement of Transportation Building. Renewal of lease No. 14890-A1.	C. Jackson Booth....	His Majesty....	May 10, 1927. Term: 1 month from March 1, 1927 and thereafter from month to month.	Various Federal Government Departments.	\$3,539.57 per month.
Space in basement of Bryson Building. Renewal of lease No. 13198-A1.	Bryson Realty Limited.	His Majesty....	May 12, 1927. Term: 3 years from Dec. 15, 1926.	National Research Council.	\$60.00 per annum.
Space on third floor of Robinson Building at 72 Queen street.	Estate of Hiram Robinson per Dr. J. S. McKay and Toronto General Trusts Corporation.	His Majesty....	May 16, 1927. Term: from Feb. 25, 1927 to June 18, 1928.	Department of Interior.	\$1,594.80 per annum.
Third floor of building at 104 Wellington street.	The Ottawa Building Co. Ltd.	His Majesty....	May 20, 1927. Term: 1 year from May 1, 1927.	Department of Trade and Commerce.	\$1,200.00 per annum.
Building together with one-story building adjoining at rear, also two stables and garage at 358 Frank street. Renewal of lease No. 15085.	J. Thorp Blyth....	His Majesty....	June 16, 1927. Term: 1 year from Oct. 1, 1927.	Department of Mines.	\$3,600.00 per annum.
First, second, third and fourth floors of Stephen Building Queen street. Renewal of lease No. 13589-A.	The Sovereign Realty Co. Ltd.	His Majesty....	June 16, 1927. Term: 5 years from May 1, 1927.	Department of Interior.	\$7,500.00 per annum.
Norlite Building, Wellington street. Renewal of lease No. 13597.	Norlite Realty Co. Ltd.	His Majesty....	July 8, 1927. Term: 5 years from Oct. 15, 1927.	Department of Interior.	\$30,000.00 per annum.
Bate Building, north side of Slater street. Renewal of lease No. 13745-A.	H. N. Bate & Sons Ltd.	His Majesty....	Sept. 6, 1927. Term: 5 years from Aug. 24, 1927.	Department of National Revenue.	\$17,000.00 per annum.
Regal Building, corner of O'Connor and Queen streets. Renewal of lease No. 14762-A.	James E. Hanna....	His Majesty....	Nov. 17, 1927. Term: 5 years from Sept. 12, 1927.	Department of Labour.	\$16,500.00 per annum.
Second floor and rooms 305 and 309 on third floor of Plaza Building, corner Rideau and Sussex Streets.	Robert L. Blackburn.	His Majesty....	Nov. 21, 1927. Term: 2 years from Oct. 21, 1927.	Post Office Department.	\$4,555.08 per annum.
Rooms 403 and 409 in Union Bank Building. Renewal of lease No. 14844-A.	Robert L. Blackburn and Russell Blackburn.	His Majesty....	Dec. 3, 1927. Term: 3 years from Jan. 1, 1928.	Post Office Department.	\$297.30 per annum.
Space in Union Bank Building. Renewal of lease No. 14844.	Robert L. Blackburn and Russell Blackburn.	His Majesty....	Dec. 3, 1927. Term: 3 years from Jan. 1, 1928.	Various Federal Government Departments.	\$67,023.16 per annum.
Room No. 311 on third floor of Plaza Building.	Robert L. Blackburn.	His Majesty....	Jan. 3, 1928. Term: 2 years from Dec. 1, 1927.	Post Office Department.	\$264.00 per annum.
Third floor of building at 104 Wellington street. Renewal of lease No. 15437.	The Ottawa Building Co. Ltd.	His Majesty....	Jan. 20, 1928. Term: 1 year from May 1, 1928.	Department of Trade and Commerce.	\$1,200.00 per annum.
Lot and building at 134-136 Lyon street. Renewal of lease No. 14497.	The Earls court Realty Co. Ltd.	His Majesty....	Feb. 27, 1928. Term: 1 year from May 1, 1928.	Department of Interior.	\$3,500.00 per annum.
Three floors and basement in building at 174, 176, 178 Wellington street.	Annie J. Martin....	His Majesty....	March 8, 1928. Term: 1 year from Dec. 1, 1927.	Department of Immigration and Colonization.	\$6,500.00 per annum.

STATEMENT No. 3—Properties leased to and from the Department of Public Works of Canada, from April 1, 1927, to March 31, 1928—Continued

Place and Description of Property	Lessor	Lessee	Date and Duration of Lease	For what Purpose	Rental
<i>Ontario—Continued</i>					
Ottawa— <i>Concluded</i> Second, third, fourth and fifth floors and space in basement of Royal Bank Building. Renewal of lease No. 14080.	The Royal Bank of Canada.	His Majesty....	March 21, 1928. Term: 1 year from May 1, 1928.	Department of Justice.	\$15,050.25; per annum.
Owen Sound— License to use part of Government dock on west side of harbour.	His Majesty.....	The William Kennedy & Sons, Ltd.	July 11, 1927. Term: during pleasure.	Private enterprise.	\$25.00 per annum.
Perth— Third floor of building on north side of Foster street. Renewal of lease No. 14587-A1.	Robert A. Brown...	His Majesty....	Oct. 4, 1927. Term: 1 month from July 1, 1927 and thereafter from month to month.	Department of National Defence.	\$10.42 per month.
Peterboro— License to use certain Crown land.	His Majesty.....	Board of Education for the City of Peterboro.	June 23, 1927. Term: during pleasure.	School ground purposes.	Free.
Room on second floor of building corner Charlotte and Water streets.	J. J. Duffus Limited	His Majesty....	March 2, 1928. Term: 1 year from Feb. 1, 1928.	Department of National Revenue.	\$360.00 per annum.
Port Dover— Ferry slip in harbour, passageway and right of passage	The Marquette Bessemer Dock & Navigation Co. of State of New Jersey.	His Majesty....	Sept. 21, 1927. Term: from Sept. 21, 1927 to Dec. 31, 1927 and thereafter from year to year.	Government purposes.	\$1.00 per annum.
Sault Ste. Marie— One-story garage building at 118-120 Brock street. Renewal of Lease No. 15257-A.	Kirstin-Hase Co., Ltd.	His Majesty....	Feb. 29, 1928. Term: 1 year from April 1, 1928.	Department of National Defence.	\$1,920.00 per annum.
St. Catherines— License to instal and maintain an underground cable in Post office yard.	His Majesty.....	The Bell Telephone Co. of Canada.	Aug. 5, 1927. Term: during pleasure.	Private enterprise.	\$1.00 per annum.
Tara— Second floor of building on lot 7. Renewal of lease No. 14717-A.	Charles E. Start....	His Majesty....	Dec. 20, 1927. Term: 5 years from Jan. 1, 1928.	Department of National Defence.	\$180.00 per annum.
Toronto— License to occupy dock property at foot of Spadina avenue.	His Majesty.....	British American Fuel Corporation, Ltd.	June 9, 1927. Term: during pleasure.	Private enterprise.	\$2,000.00 per annum.
Ground floor and basement of building on southwest corner of Bloor and Markham streets. Renewal of lease No. 14958.	Alexander Mullin....	His Majesty....	June 27, 1927. Term: 1 year from Aug. 1, 1927.	Post Office Department.	\$2,400.00 per annum.
Old Bishop Strachan School and grounds, 35 College street. Renewal of lease No. 13035-A1.	Business Properties Limited.	His Majesty....	July 20, 1927. Term: 1 year from June 1, 1927.	Department of National Defence.	\$10,333.55 per annum.
Room 210 on second floor of Lumsden Building, 6 Adelaide street east.	Kate Cummings and Dora L. Stewart.	His Majesty....	Nov. 8, 1927. Term: 1 year from July 1, 1927.	Department of Insurance.	\$720.00 per annum.
Eckardt Building, No. 3 Church street.	National Grocers Co. Ltd.	His Majesty....	Nov. 12, 1927. Term: 3 years from Sept. 1, 1927.	Department of National Revenue.	\$36,000.00 per annum.
Room No. 210 in Lumsden Building. Renewal of lease No. 15656.	Kate Cummings and Dora L. Stewart.	His Majesty....	March 10, 1928. Term: 1 year from July 1, 1928.	Department of Insurance.	\$720.00 per annum.
First and sixth floors in Otis-Fensom Building. Renewal of lease No. 15335.	Otis-Fensom Elevator Co. Ltd.	His Majesty....	March 19, 1928. Term: 2 years from July 1, 1928.	Post Office Department.	\$3,348.00 per annum.
Trenton— Building on part of lot 20, together with one story frame building at rear.	The Town of Trenton.	His Majesty....	Oct. 15, 1927. Term: 5 years from July 1, 1927.	Department of National Defence.	\$300.00 per annum.
Vermilion Bay— Certain land.....	Canadian Pacific Railway Company.	His Majesty....	June 1, 1927. Term: 1 year from April 1, 1927.	Government purposes.	\$1.00 per annum.

STATEMENT No. 3—Properties leased to and from the Department of Public Works of Canada, from April 1, 1927, to March 31, 1928—Continued

Place and Description of Property	Lessor	Lessee	Date and Duration of Lease	For what Purpose	Rental
<i>Ontario—Concluded</i>					
Wabigoon— Portion of station grounds containing 0.046 acres.	Canadian Pacific Railway Company.	His Majesty....	April 1, 1927. Term: 1 year from April 1, 1927 with option of renewal.	Government purposes.	\$1.00 per annum.
Windsor— Room No. 21 on second floor of Palace Theatre Building.	Executors of Estate of Gordon M. McGregor.	His Majesty....	May 2, 1927. Term: 1 year from March 1, 1927.	Department of Soldiers' Civil Re-establishment.	\$480.00 per annum.
Room 21 on second floor of Palace Theatre Building. Renewal of lease No. 15125.	Executors of Estate of Gordon M. McGregor.	His Majesty....	Sept. 30, 1927. Term: 1 year from March 1, 1928.	Department of Soldiers' Civil-Re-establishment.	\$480.00 per annum.
<i>Manitoba</i>					
Brandon— Two adjoining rooms on main floor and space in basement of Kirchkofer Building. Renewal of lease No. 13672.	Clara Kirchkofer..	His Majesty....	July 27, 1927. Term: 5 years from Aug. 15, 1927.	Department of National Defence.	\$1,875.00 per annum.
Carberry— Space in northwest corner of main story of building on Lot 7, Block 42. Renewal of lease No. 14339-A.	Reginald John Marvin.	His Majesty....	Sept. 30, 1927. Term: 2 years from Oct. 1, 1927.	Department of National Defence.	\$216.00 per annum.
Carman— Four rooms on top floor of building on lot 68, Block 3. Renewal of lease No. 15247-A.	Henry Bolt.....	His Majesty....	Dec. 10, 1927. Term: 1 year from Jan. 1, 1928.	Department of National Defence.	\$270.00 per annum.
Dauphin— G.W.V.A. Building except one office on main floor.	The Dauphin Veterans' Associations.	His Majesty....	Dec. 28, 1927. Term: 1 year from July 1, 1927, with option of renewal.	Department of National Defence.	\$1,320.00 per annum.
G.W.V.A. Building except one room on main floor. Renewal of lease No. 15697-A.	The Dauphin Veterans' Association.	His Majesty....	Feb. 27, 1928. Term: 2 years from July 1, 1928.	Department of National Defence.	\$1,320.00 per annum.
Emerson— Ground floor store in Alexandria Block. Renewal of lease No. 14018.	The Alexandria Realty Co., Ltd.	His Majesty....	Feb. 7, 1928. Term: 1 year from April 1, 1928.	Department of Immigration and Colonization.	\$360.00 per annum.
Melita— Space on ground floor of building on lot 18 Block 4. Renewal of lease No. 13257.	Melita Lodge No. 20 I.O.O.F.	His Majesty....	Dec. 17, 1927. Term: 1 year from April 1, 1928.	Post Office Department.	\$400.00 per annum.
Souris— Basement, first and second floors of building on east side of First street. Renewal of lease No. 13662.	Maud A. Sowden....	His Majesty....	Feb. 28, 1928. Term: 3 years from March 18, 1928.	Department of National Defence.	\$420.00 per annum.
Steep Rock— Roadway extending from public road allowance to pier on shore of Lake Manitoba.	Canada Cement Co. Ltd.	His Majesty....	June 1, 1927. Term: 5 years from May 15, 1927.	Government purposes.	\$1.00 per annum.
Swan River— Building at corner Fifth avenue and First street. Renewal of lease No. 14588.	Swan Valley Masonic Temple, Limited.	His Majesty....	Feb. 10, 1928. Term: 1 year from June 2, 1928.	Department of Interior.	\$720.00 per annum.
The Pas— Rear portion of main floor in Union Bank Building. Renewal of lease No. 15251.	The Royal Bank of Canada.	His Majesty....	Feb. 10, 1928. Term: 1 year from Feb. 1, 1928.	Department of Interior.	\$900.00 per annum.
Part of main floor of building on east side of Edwards avenue and north side of Second street. Renewal of lease No. 15254-B.	The Royal Bank of Canada.	His Majesty....	March 23, 1928. Term: 1 year from Feb. 1, 1928.	Department of Interior.	\$900.00 per annum.
Transcona— Ground floor and basement of Central portion of building on lots 22, 23, 24, Block 22. Renewal of lease No. 14538.	Surviving Executors of the Estate of the late Samuel S. Sharpe.	His Majesty....	April 4, 1927. Term: 1 year from May 1, 1927.	Post Office Department.	\$720.00 per annum.

STATEMENT No. 3—Properties leased to and from the Department of Public Works of Canada, from April 1, 1927, to March 31, 1928—Continued

Place and Description of Property	Lessor	Lessee	Date and Duration of Lease	For What Purpose	Rental
<i>Manitoba</i>					
Transcona—Concluded Ground floor and basement of central portion of building on lots 22, 23, 24, Block 22. Renewal of lease No. 14538.	Executors of the Estate of late Samuel S. Sharpe.	His Majesty....	Feb. 29, 1928. Term: 1 year from May 1, 1928.	Post Office Department.	\$720.00 per annum.
Winnipeg (St. James Parish)— Deer Lodge Hotel property on south easterly portion of lot 21. Renewal of lease No. 14849.	John S. Vassar and Charles G. K. Nourse. Trustees of Estate of the late Roderick J. MacKenzie.	His Majesty....	May 6, 1927. Term: 1 year from May 1, 1927.	Department of Soldiers' Civil Re-establishment.	\$1,800.00 per annum.
Winnipeg— Rooms 501 and 502 on fifth floor of Avenue Block.	Sir Daniel H. McMillan.	His Majesty....	Oct. 14, 1927. Term: 1 year from June 1, 1927 and thereafter as a yearly tenancy.	Department of Marine and Fisheries.	\$480.00 per annum.
Easterly shop on main floor and basement of building 637 Portage avenue.	Virginia Persichini..	His Majesty....	Nov. 11, 1927. Term: 1 year from May 15, 1927 and thereafter from year to year.	Post Office Department.	\$1,000.00 per annum.
Ground floor of building at 103 Osborne street. Renewal of lease No. 14452.	Sir Rodmond P. Roblin.	His Majesty....	Jan. 10, 1928. Term: 1 year from Feb. 1, 1928.	Post Office Department.	\$150.00 per month.
Part of main floor and basement of building at 637 Portage ave. Renewal of lease No. 15653.	Virginia Persichini..	His Majesty....	Jan. 30, 1928. Term: 1 year from May 15, 1928.	Post Office Department.	\$1,000.00 per annum.
Rooms 501, 502 in Avenue Block. Renewal of lease No. 15618.	Sir Daniel H. McMillan.	His Majesty....	Feb. 14, 1928. Term: 1 year from June 1, 1928.	Department of Marine and Fisheries	\$480.00 per annum.
One-story building at 959 Portage avenue. Renewal of lease No. 14769.	Arthur Congdon....	His Majesty....	Mar. 2, 1928. Term: 1 year from Mar. 3, 1928.	Post Office Department.	\$1,200.00 per annum.
Winnipeg (St. James Parish)— Deer Lodge Hotel property on south easterly portion of Lot 21. Renewal of lease No. 14849-G.	John S. Vassar and Charles G. Nourse. Trustees of the Estate of the late Roderick J. MacKenzie.	His Majesty....	Mar. 7, 1928. Term: 1 year from May 1, 1928.	Department of Soldiers' Civil Re-establishment.	\$1,800.00 per annum.
<i>Saskatchewan</i>					
Biggar— Three room building on lot 5, Block 16.	William G. Dunbar.	His Majesty....	Feb. 15, 1928. Term: 3 years from Jan. 1, 1928.	Department of National Defence.	\$240.00 per annum.
Canora— Building on lot 5. Renewal of lease No. 15244.	Sydney L. Waterman.	His Majesty....	Oct. 25, 1927. Term: 1 year from Dec. 23, 1927.	Department of National Defence.	\$180.00 per annum.
Ground floor of Zeeben Block on northwest corner of Main street and First ave. Renewal of lease No. 14836-A.	Empire Lumber Co. Ltd.	His Majesty....	Dec. 19, 1927 Term: 3 years from Jan. 10, 1928.	Post Office Department.	\$1,020.00 per annum.
Fort Qu'Appelle— Old Town Hall Building. Renewal of lease No. 15225.	Town Hall Company of Fort Qu'Appelle.	His Majesty....	Dec. 22, 1927. Term: 1 year from Feb. 2, 1928.	Department of National Defence.	\$180.00 per annum.
Kerrobert— Building on lots 9 and 10 Block 10. Renewal of lease No. 14815.	Great War Veterans Association.	His Majesty....	Dec. 6, 1927. Term: 1 year from Jan. 1, 1928.	Department of National Defence.	\$300.00 per annum.
Kindersley— Space on ground floor of building on Second avenue. Renewal of lease No. 14903-A.	Kindersley Lodge No. 86, A.F. & A.M.	His Majesty....	Oct. 22, 1927. Term: 1 month from July 1, 1927 and thereafter from month to month.	Department of National Defence.	\$15.00 per month.
Prince Albert— Space on third floor of building at 1311 Central avenue.	O'Connor & Mahon Limited.	His Majesty....	Nov. 19, 1927. Term: 1 year from June 24, 1927.	Department of Interior.	\$600.00 per annum.

STATEMENT No. 3—Properties leased to and from the Department of Public Works of Canada, from April 1, 1927, to March 31, 1928—Continued

Place and Description of Property	Lessor	Lessee	Date and Duration of Lease	For What Purpose	Rental
<i>Saskatchewan—Concluded</i>					
Regina— Space on fourth floor of G.W.V.A. Building. Renewal of lease No. 15214-F1.	Canadian Legion British Empire Service League.	His Majesty....	April 9, 1927. Term: 1 year from May 1, 1927.	Department of Soldiers' Civil Re-establishment.	\$3,390.00 per annum
Building on lots 11 and 12, Block 145. Renewal of lease No. 14149.	Saskatchewan Co-Operative Creameries Limited.	His Majesty....	June 7, 1927. Term: 1 year from Aug. 1, 1927.	Department of National Defence.	\$2,100.00 per annum.
Space in rear part of first floor of G.W.V.A. Building. Renewal of lease No. 15214.	Great War Veterans Association.	His Majesty....	Sept. 2, 1927. Term: 1 year from Nov. 1, 1927.	Department of Trade and Commerce.	\$1,078.00 per annum.
Two rooms on tenth floor of McCallum Hill Building.	McCallum Hill Building Limited.	His Majesty....	Nov. 8, 1927. Term: 1 year from May 15, 1927.	Department of Agriculture.	\$480.00 per annum.
Three rooms on third floor of Darke Block.	Francis N. Darke...	His Majesty....	Nov. 8, 1927. Term: 1 year from June 1, 1927.	Department of Marine and Fisheries.	\$840.00 per annum.
Fairbanks-Morse Building together with 2 sheds corner Osler street and Sixth avenue.	The Canadian Fairbanks-Morse Co. Ltd.	His Majesty....	Nov. 8, 1927. Term: 2 years from Sept. 20, 1927.	Department of National Defence.	\$6,000.00 per annum.
Laird Warehouse and shed. Renewal of lease No. 13834-A.	City of Regina.....	His Majesty....	Nov. 24, 1927. Term: from Aug. 1, 1927 to Dec. 31, 1928.	Department of National Defence.	\$6,000.00 per annum.
Three rooms on third floor of Darke Block. Renewal of lease No. 15647.	Francis N. Darke...	His Majesty....	Jan. 20, 1928. Term: 1 year from June 1, 1928.	Department of Marine and Fisheries.	\$840.00 per annum.
Third floor of G.W.V.A. Building. Renewal of lease No. 15214-H1.	Canadian Legion British Empire Service League.	His Majesty....	Jan. 20, 1928. Term: 1 year from March 1, 1928.	Department of Soldiers' Civil Re-establishment.	\$4,000.00 per annum.
Space on fourth floor in Veteran Block. Renewal of lease No. 15214-F.	Canadian Legion British Empire Service League.	His Majesty....	Feb. 2, 1928. Term: 1 year from May 1, 1928.	Department of Soldiers' Civil Re-establishment.	\$3,390.00 per annum.
Rouleau— Building on lot 5, Block 2. Renewal of lease No. 15239-A.	Adam Johnston.....	His Majesty....	Dec. 22, 1927. Term: 1 year from Feb. 1, 1928.	Department of National Defence.	\$180.00 per annum.
Sultcoats— Building on lots portion of Block 13. Renewal of lease No. 14100.	John E. Parrott.....	His Majesty....	June 7, 1927. Term: 1 year from July 1, 1927.	Department of National Defence.	\$180.00 per annum.
Saskatoon— Suites Nos. 601, 602 and 606, 607 in Canada Building. Renewal of lease No. 15155-A.	The Imperial Canadian Trust Co.	His Majesty....	July 12, 1927. Term: 1 year from Sept. 20, 1927.	Post Office Department.	\$3,242.40 per annum.
Room 514 in Canada Building. Renewal of lease No. 15187.	The Imperial Canadian Trust Co.	His Majesty....	Aug. 23, 1927. Term: 1 year from Nov. 16, 1927.	Post Office Department.	\$300.00 per annum.
Three rooms in building on lots 24 and 25 Block 156. Renewal of lease No. 14376-A.	John H. Cameron...	His Majesty....	Sept. 27, 1927. Term: 1 year from Nov. 1, 1927.	Department of Trade and Commerce.	\$1,320.00 per annum.
Shaunavon— Building situate on Third avenue east.	Gardner I. Greenluy.	His Majesty....	April 11, 1927. Term: 3 years from March 10, 1927 with option of renewal.	Department of National Defence.	\$300.00 per annum.
Swift Current— Portion of ground floor and basement of building on lots 18 and 19, Block 50. Renewal of lease No. 14228-A.	The Western Trust Co. Trustees for James A. Yager.	His Majesty....	Aug. 23, 1927. Term: 1 year from Nov. 20, 1927.	Post Office Department.	\$2,000.00 per annum.
Front portion of basement (two rooms) in Lyric Theatre. Renewal of lease No. 15226.	General Financial Corporation of Canada.	His Majesty....	Nov. 26, 1927. Term: 1 year from Jan. 1, 1928.	Department of National Defence.	\$600.00 per annum.
Weyburn— Building on Lot 4, Block 25, west side of Fifth street. Renewal of lease No. 14921-A.	City of Weyburn ...	His Majesty....	April 25, 1927. Term: 1 year from June 10, 1927.	Department of National Defence.	\$600.00 per annum.

STATEMENT No. 3—Properties leased to and from the Department of Public Works of Canada, from April 1, 1927, to March 31, 1928—Continued

Place and Description of Property	Lessor	Lessee	Date and Duration of Lease	For what Purpose	Rental
<i>Alberta</i>					
Athabasca— North store on first floor of building on lot 7, Block 1.	James H. Taylor....	His Majesty....	Nov. 28, 1927. Term: 1 year from May 1, 1927.	Post Office Department.	\$240.00 per annum.
Banff— First floor of Brewster Hall. Renewal of lease No. 14788-A1.	Brewster Transport Co. Ltd.	His Majesty....	Dec. 20, 1927. Term: 3 years from Dec. 1, 1927.	Department of National Defence	\$750.00 per annum.
Calgary— Building at 1115 Eighth avenue. Renewal of lease No. 14854-A.	Incorporated Synod of Diocese of Huron.	His Majesty....	May 4, 1927. Term: 1 year from April 1, 1927.	Department of National Defence.	\$1,020.00 per annum.
Two stable buildings on Block A.	City of Calgary....	His Majesty....	May 27, 1927. Term: 3 years from April 15, 1927.	Department of National Defence.	\$480.00 per annum.
Building at 807 Tenth avenue west and building at 801 Tenth avenue west. Renewal of lease No. 14657.	Calgary Paint and Glass Co. Ltd.	His Majesty....	June 11, 1927. Term: 1 year from June 1, 1927.	Department of National Defence.	\$700.00 per month.
Enclosed and unenclosed space on ground floor of garage building on lots 31 and 32, block 25.	William J. Gourley..	His Majesty....	July 20, 1927. Term: 1 year from Mar. 15, 1927.	Department of National Defence.	\$600.00 per annum.
Portion of ground floor of west wing of C.P.R. station.	Canadian Pacific Railway Co.	His Majesty....	Sept. 9, 1927. Term: 5 years from Sept. 25, 1926 with option of renewal.	Post Office Department.	\$7,500.00 per annum.
Suite No. 313 on third floor of MacLean Building, 109 Eighth avenue east.	Wendell MacLean...	His Majesty....	Nov. 11, 1927. Term: 1 year from Sept. 1, 1927.	Department of Marine and Fisheries.	\$540.00 per annum.
Premises at 1115 Eighth avenue. Renewal of lease No. 14854-A.	Incorporated Synod of Diocese of Huron.	His Majesty....	Mar. 29, 1928. Term: 1 year from April 1, 1928.	Department of National Defence.	\$1,020.00 per annum.
Claresholm— Ground floor less one room of G.W.V.A. Building. Renewal of lease No. 15156.	Trustees, Great War Veterans' Association.	His Majesty....	Mar. 8, 1928 Term: 2 years from June 30, 1928.	Department of National Defence.	\$180.00 per annum.
Edmonton— East basement of Williamson Building at 9813 Jasper avenue east.	Williamson Brothers	His Majesty....	June 10, 1927. Term: 1 year from Dec. 1, 1926.	Department of Interior.	\$420.00 per annum.
East basement of Williamson Building, 9813 Jasper avenue east. Renewal of lease No. 15471.	Williamson Brothers	His Majesty....	Nov. 24, 1927. Term: 1 year from Dec. 1, 1927.	Department of Interior.	\$420.00 per annum.
Lethbridge— Garage at corner of Sixth avenue and Sixth street south. Renewal of lease No. 14874-A.	Margaret Henderson	His Majesty....	April 6, 1927. Term: 2 years from April 30, 1927.	Department of National Defence.	\$1,800.00 per annum.
Medicine Hat— Building known as No. 1 Fire Hall. Renewal of lease No. 14099-A.	The Corporation of the City of Medicine Hat.	His Majesty....	Mar. 19, 1928. Term: 1 year from April 1, 1928.	Department of National Defence.	\$2,000.00 per annum.
Nanton— Three rooms in Rex Theatre Building.	James Cuthbertson.	His Majesty....	July 8 1927. Term: from May 1, 1927 to May 15 1928.	Department of National Defence.	\$90.00 per annum.
Okotoks— Building on lots 15, 16 and 17 Block 3.	George C. S. Paterson.	His Majesty....	May 25, 1927. Term: 3 years from Mar. 26, 1927.	Department of National Defence.	\$180.00 per annum.
Peace River— Townsite—Lots Nos. 28, 29 and 30 in Block 10 River lot 7. Renewal of lease No. 13811.	The Edmonton, Dunvegan and British Columbia Railway Co.	His Majesty....	Aug. 4, 1927. Term: 5 years from Oct. 1, 1927.	Department of Immigration and Colonization.	\$5.00 per annum.
Building at corner Main street and Third avenue north.	Charles William Frederick.	His Majesty....	Nov. 28, 1927. Term: 3 years from Sept. 14, 1927.	Post Office Department.	\$720.00 per annum.

STATEMENT No. 3—Properties leased to and from the Department of Public Works of Canada, from April 1, 1927, to March 31, 1928—Continued

Place and Description of Property	Lessor	Lessee	Date and Duration of Lease	For what Purpose	Rental
<i>Alberta—Concluded</i>					
Redcliff— Ground floor and basement of building on lot 36, Block 86. Renewal of lease No. 14883.	Harold O. Wheeler..	His Majesty....	May 13, 1927. Term: 1 year from June 1, 1927.	Department of National Defence.	\$240.00 per annum.
Rocky Mountain House— Buildings on lots 21, 22, 23 and 24, block 12.	Mary C. Green.....	His Majesty....	July 7, 1927. Term: 5 years from June 28, 1927.	Department of Interior.	\$420.00 per annum.
Vermilion— Immigration Hall. Renewal of lease No. 14424.	His Majesty.....	Canadian National Railway Employees' Community Club of Vermilion.	May 21, 1927. Term: 5 years from Oct. 1, 1927.	Community purposes.	\$5.00 per annum.
<i>British Columbia</i>					
Kelowna— Space on upper story of building on part of lot 5, Barnard avenue.	Ormonde S. Aitkens	His Majesty....	June 16, 1927. Term: 1 year from May 15, 1927.	Department of National Defence.	\$150.00 per annum.
One room and hall in Casorso Block on Barnard avenue.	John Casorso.....	His Majesty....	Oct. 25, 1927. Term: 1 year from May 12, 1927.	Department of National Defence.	\$150.00 per annum.
New Westminster— License to occupy northerly 10 foot strip of lots 1 and 2.	His Majesty.....	Corporation of the City New Westminster.	Feb. 11, 1928. Term: During pleasure.	Municipal purposes.	Free.
Penticton— Space in building at corner of Nanaimo avenue and Ellis street.	Penticton Badminton Hall Ltd.	His Majesty....	Oct. 19, 1927. Term: 5 years from Aug. 15, 1927.	Department of National Defence.	\$300.00 per annum.
Lots 1 and 2 and ground floor of building thereon.	Penticton Masonic Holding Co. Ltd.	His Majesty....	Jan. 10, 1928. Term: 3 years from Nov. 12, 1927.	Post Office Department.	\$1,200.00 per annum.
Powell River— Portion of foreshore adjoining the approach to public wharf.	His Majesty.....	George E. McFall.	June 14, 1927. Term: 15 years from April 14, 1925.	Private enterprise.	\$75.00 per annum.
Prince Rupert— Building and site forming part of block 21, section 1. Renewal of lease No. 14158-A.	Provincial Government of British Columbia.	Dominion Government of Canada.	Sept. 21, 1927. Term: 1 month from May 1, 1927 and thereafter from month to month.	Department of National Defence.	\$50.00 per month.
Salmon Arm— Two-story building on part of lot 2. Renewal of lease No. 15241.	The Corporation of the District of Salmon Arm.	His Majesty....	Feb. 16, 1928. Term: 1 year from Feb. 28, 1928.	Department of National Defence.	\$200.00 per annum.
Vancouver— Rooms Nos. 21, 22, 23, 24 and 25 on third floor Holland Block.	Edward J. McFeely	His Majesty....	May 26, 1927. Term: 1 year from Feb. 1, 1927.	Department of National Defence.	\$2,880.00 per annum.
License to use crown land known as Drill Hall site.	His Majesty.....	City of Vancouver.	Aug. 5, 1927. Term: during pleasure.	Municipal purposes.	\$10.00 per annum.
Rooms Nos. 903, 904 and 904½ in building at 16 Hastings street.	William Holden....	His Majesty....	Nov. 1, 1927. Term: 1 year from Nov. 1, 1927.	Department of Marine and Fisheries.	\$882.00 per annum.
Rooms Nos. 1, 2 and 5 on second floor and rooms Nos. 21, 22, 23, 24 and 25 on third floor in Holland Block. Renewal of lease No. 15450.	Edward J. McFeely.	His Majesty....	Feb. 7, 1928. Term: 1 year from Feb. 1, 1928.	Department of National Defence.	\$2,880.00 per annum.
Vernon— Space on ground floor of Megaw Building. Renewal of lease No. 14494.	The Hudson's Bay Co.	His Majesty....	Jan. 12, 1928. Term: 1 year from Mar. 15, 1928.	Soldiers' Settlement Board.	\$1,500.00 per annum.

STATEMENT No. 3—Properties leased to and from the Department of Public Works of Canada, from April 1, 1927, to March 31, 1928—*Concluded*

Place and Description of Property	Lessor	Lessee	Date and Duration of Lease	For what Purpose	Rental
<i>British Columbia—Concluded</i>					
Yale— Property known as Government Reserve, Section 14 in Township 7, Range 26, West of 6th Meridian. <i>Yukon Territory</i>	His Majesty.....	Francis H. Creighton.	Feb. 2, 1928. Term: 10 years from Oct. 1, 1927.	Private enterprise.	\$5.00 per annum.
Forty Mile— Lot 5, Block 1 and buildings thereon.	His Majesty.....	Frances J. Schulze.	Jan. 31, 1928. Term: 3 years from Jan. 1, 1927.	Privatedwelling	\$12.00 per annum.
Mayo Landing— Cabin, sheds and toilet building on lot 30, block 6. Renewal of lease No. 14725.	Isaac Malette.....	His Majesty....	July 23, 1927. Term: 1 year from Sept. 1, 1927.	Post Office Department.	\$25.00 per month.

THE FOLLOWING ITEMS WERE RECEIVED TOO LATE FOR INSERTION IN LAST YEARS' ANNUAL REPORT. 1926-1927

<i>Quebec</i>					
Montreal— Drill shed property, bearing cadastral No. 33 of St. Louis Ward.	Municipal Corporation of the City of Montreal.	His Majesty....	Sept. 6, 1882. Term: as long as required for Militia purposes.	Militia purposes.	\$1.00 per annum.
Quinze Lake— License to cut timber on Provincial Crown land.	Provincial Government of Quebec.	Dominion Government of Canada.	May 23, 1924. Term: during year 1924-1925.	Government purposes.	\$8.00 per annum.
License to cut timber on Provincial Crown land. Renewal of license No. 8809.	Provincial Government of Quebec.	Dominion Government of Canada.	May 1, 1925. Term: during year 1925-1926.	Government purposes.	\$8.00 per annum.
License to cut timber on Provincial Crown land. Renewal of lease No. 8809-A.	Provincial Government of Quebec.	Dominion Government of Canada.	May 1, 1926. Term: during year 1926-1927.	Government purposes.	\$8.00 per annum.

STATEMENT No. 4—Miscellaneous Conveyances and Documents by and to the Department of Public Works of Canada, from April 1, 1927, to March 31, 1928

Place and Description of Conveyance	By	To	Date of Conveyance	For what Purpose	Amount
<i>Nova Scotia</i>					
Grass Cove— Agreement re construction of breakwater wharf and license to use said wharf.	His Majesty.....	Iona Gypsum Products Ltd.	Sept. 23, 1927	Construction of breakwater-wharf.	Conditional.
Malagash— Release re claim in connection with dredging contract.	His Majesty.....	Fraser Paving and Construction Co., Ltd.	May 27, 1927	Settlement of claim.	\$2,930.69.
<i>New Brunswick</i>					
Campbellton— Release of lease dated November 16, 1923, of two rooms in New Town Hall Building.	Town of Campbellton.	His Majesty....	Dec. 20, 1927	Cancelling of lease..	
<i>Quebec</i>					
Baie St. Paul— Release re claim in connection with contract.	Théodore Lacouline.	His Majesty....	June 10, 1927	Settlement of claim.	\$1,020.00.
Caupré— Agreement re dredging of channel.	His Majesty.....	Ste. Anne Paper Co., Ltd.	June 7, 1927	Re Dredging operations.	Conditional.

STATEMENT No. 4—Miscellaneous Conveyances and Documents by and to the Department of Public Works of Canada, from April 1, 1927, to March 31, 1928—Continued.

Place and Description of Conveyance	By	To	Date of Conveyance	For what Purpose	Amount
<i>Quebec—Concluded</i>					
Beaupré— <i>Concluded</i> Bond in connection with agreement <i>re</i> dredging of channel.	Stc. Anne Paper Co., Ltd. and Fidelity Insurance Co.	His Majesty....	Aug. 31, 1927	Re Dredging operations.	Security Bond \$75,000.00.
Chandler— Release of all claims in connection with contract for construction of extension to landing wharf.	Farley and Grant...	His Majesty....	April 23, 1927	Settlement of claim.	\$5,938.05.
Fabre Township—(Lake Timiskaming)— Release of all claims <i>re</i> damages caused by flooding of land.	Joseph Manseau, Joseph Beaudoin and Achille Verhelst.	His Majesty....	May 12, 1927	Settlement of claim.	\$390.00.
Lachine— Release of all claims in connection with contract for reconstruction of the upstream part of Grand Trunk Railway wharf.	Leger and Charlton, Ltd.	His Majesty....	April 28, 1927	Settlement of claim.	\$3,143.23.
Lauzon— Agreement to complete and instal pumps, motors and machinery in dry dock as required under items 51 and 52 of contract No. 9655.	M. P. and J. T. Davis.	His Majesty....	March 5, 1928	Completion of works	As per schedule in agreement.
Montreal— Assignment of subsidy granted by the Crown for operation of the dry dock.	Canadian Vickers, Ltd.	Montreal Trust Co.	July 29, 1927	Payment of subsidy.	\$105,000.00 per annum.
Reassignment of subsidy granted by the Crown for operation of dry dock.	Prudential Trust Co., Ltd.	Canadian Vickers, Ltd.	Mar. 13, 1928	Payment of subsidy.	\$105,000.00 per annum.
Westmount— Deed of release of mortgage <i>re</i> lot 1416.	Jean B. Péloquin...	His Majesty....	Jan. 23, 1928	Completion of title..	Under Grant Garage Ltd. agreement.
Deed of release of mortgage <i>re</i> lot 1416.	Grant Garage Ltd..	His Majesty....	Jan. 23, 1928	Completion of title..	Under Grant Garage Ltd. agreement.
Deed of discharge and acquittance of lot No. 1416.	Crown Trust Co....	His Majesty....	Jan. 27, 1928	Completion of title..	Under Grant Garage Ltd. agreement.
Deed of release of mortgage <i>re</i> lot 1416.	La Société Nationale de Fiducie.	His Majesty....	Jan. 27, 1928	Completion of title..	Under Grant Garage Ltd. agreement.
<i>Ontario</i>					
Goderich— Release of all claims in connection with injury to horse on Government dock.	William Brindley...	His Majesty....	Mar. 28, 1928	Settlement of claim.	\$150.00.
Kipawa Lake— Release of all claims <i>re</i> damages caused by government water storage works.	McLachlin Brothers Ltd.	His Majesty....	Sept. 22, 1927	Settlement of claim.	\$550.00.
Ottawa— Release of all claims and damages in connection with injuries sustained while working on New Customs Building.	Adrien Fillion.....	His Majesty....	May 11, 1927	Settlement of claim.	\$1,000.00.
Supplementary agreement <i>re</i> purchase of stamp cancelling machines.	George H. Robert..	His Majesty....	June 21, 1927	Supplement to first agreement.	
Insurance on miniature model of Dominion Parliament Buildings while in custody of the Grolier Society Ltd. for exhibition purposes.	Saint Paul Fire and Marine Insurance Co.	His Majesty....	July 20, 1927	Insurance.....	\$500.00 Insurance policy.
Insurance on awnings stored in warehouse.	Guardian Assurance Co., Ltd.	His Majesty....	Oct. 3, 1927	Insurance.....	\$15,000.00 Insurance policy.
Release of all claims <i>re</i> termination of lease in connection with the expropriation of property between Elgin street and post office.	Chauncey W. Bangs.	His Majesty....	Oct. 27, 1927	Settlement of claim.	\$3,829.43.

STATEMENT No. 4—Miscellaneous Conveyances and Documents by and to the Department of Public Works of Canada, from April 1, 1927, to March 31, 1928—Continued.

Place and Description of Conveyance	By	To	Date of Conveyance	For What Purpose	Amount
<i>Ontario—Concluded</i>					
Ottawa— <i>Concluded</i> Release of all claims <i>re</i> termination of lease in connection with the expropriation of property between Elgin street and post office.	C. A. Olmsted.....	His Majesty....	Oct. 28, 1927	Settlement of claim.	\$18,854.00.
Release of all claims <i>re</i> termination of lease in connection with the expropriation of property between Elgin street and post office.	Osmond F. Howe and Frederick J. Hanna.	His Majesty....	Oct. 28, 1927	Settlement of claim.	\$2,040.00.
Release of all claims <i>re</i> termination of lease in connection with the expropriation of property between Elgin street and post office.	Harold B. McGivern, Andrew Haydon and John T. Ebbs.	His Majesty....	Nov. 8, 1927	Settlement of claim.	\$5,588.80.
Release of all claims <i>re</i> termination of lease in connection with the expropriation of property between Elgin street and post office.	Canadian Pacific Express Co.	His Majesty....	Jan. 18, 1928	Settlement of claim.	\$467.32.
Port Arthur— Agreement <i>re</i> excavating slip, etc.	His Majesty.....	Thunder Bay Paper Co., Ltd.	May 9, 1927	Excavating slip.....	Conditional.
Bond in connection with agreement <i>re</i> construction of slip dock and warehouse.	Thunder Bay Paper Co., Ltd. and Fidelity Insurance Co.	His Majesty....	May 9, 1927	<i>Re</i> Construction of works.	Security Bond \$50,000.00
Release of all claims <i>re</i> possible damages in connection with dredging operations along certain land covered with water.	Canadian Co-Operative Wheat Producers Ltd.	His Majesty....	Sept. 19, 1927	Protection against claims.	
<i>Manitoba</i>					
Killarney— Release of all claims <i>re</i> damages caused by flooding of land.	Harriet David.....	His Majesty....	May 25, 1927	Settlement of claim.	\$1,569 18
St. Andrews— Release of all claims <i>re</i> damage caused by flooding of lots 164 and 168.	Henry G. Gunn.....	His Majesty....	July 18, 1927	Settlement of claim.	\$550 00
<i>Saskatchewan</i>					
Last Mountain Lake— Release of all claims <i>re</i> damages caused by flooding of land.	Ralph A. Saylor....	His Majesty....	April 28, 1927	Settlement of claim.	\$970 50
<i>Alberta</i>					
Calgary— Agreement <i>re</i> installation of an elevator in Blow Building.	T. H. Blow.....	His Majesty....	June 25, 1927	Elevator accommodation for leased premises.	Conditional.
<i>British Columbia</i>					
Powell River— Agreement to convey right-of-way to breakwater.	Powell River Co., Ltd.	His Majesty....	Oct. 23, 1927	Right-of-way to breakwater.	\$1.00
Agreement to construct a breakwater.	His Majesty.....	Powell River Co., Ltd.	Oct. 24, 1927	Construction of breakwater.	Conditional.
Bond in connection with agreement <i>re</i> construction of breakwater.	Powell River Co., Ltd. and Guarantee Company of North America.	His Majesty....	Oct. 24, 1927	<i>Re</i> Construction of works.	Security bond \$100,000.00
Vancouver— Agreement to construct and maintain a tunnel under and across land between lots 12 and 13, Block 15.	City of Vancouver..	His Majesty....	Jan. 9, 1928	Connecting Government Buildings.	Conditional.
<i>Miscellaneous</i>					
C.G.S. "Tyrian"— Agreement <i>re</i> purchase and delivery of provisions and to supply meals to crew and passengers.	His Majesty.....	A. W. LeBlanc.	April 1, 1927	Providing food and serving of meals on board ship.	Rates as per schedule.

STATEMENT No. 4—Miscellaneous Conveyances and Documents by and to the Department of Public Works of Canada, from April 1, 1927, to March 31, 1928—*Concluded.*

Place and Description of Conveyance	By	To	Date of Conveyance	For what Purpose	Amount
Washington, D.C.— Agreement for sale of parts of original lots 15 and 16 in square 153 and premises thereon and furniture.	Mabelle Swift Wiehfeld.	His Majesty....	April 26, 1927	Re purchase of premises.	

THE FOLLOWING ITEM WAS RECEIVED TOO LATE FOR INSERTION IN LAST YEAR'S ANNUAL REPORT. 1926-27

<i>Quebec</i>					
Beauharnois (St. Louis)— Assignment of interest in certain land.	Dame Sarah Robert, widow of the late Joseph R. Robert, <i>et al</i> and The Beauharnois Light, Heat and Power Co.	His Majesty....	Mar. 26, 1910	Government purposes.	

THE NATIONAL GALLERY OF CANADA

Eric Brown, Director

During the past year the progress of the National Gallery in its endeavour to build up the finest possible collection of works of art, both ancient and modern, in Ottawa, and to promote interest in the fine arts in Canada generally, has been fully maintained. The collections at the National Gallery in Ottawa, which must be the foundation upon which all its other possible activities are based, have been growing rapidly both in quantity and quality. The past year has seen the most important and valuable additions ever made to it since its institution, while generally speaking the artistic activities and art exhibitions throughout the country have been maintained at an increasingly high level.

It is extremely gratifying to know that the purchases recently made are fully equal to those made for any of the greatest art galleries in the world. These acquisitions have been made without the expenditure of any large sums of money such as are continually being expended by private collections and many of the more wealthy public galleries.

The care which has been exercised in this direction can best be proved by a recent valuation made of the collection, which was found by competent assessors to have made steady, and in some cases, very large increases.

Details of these new accessions are listed below, but special attention is called to the following outstanding acquisitions as indications of the high standard maintained.

"The Christ Child and St. John", by Sandro Botticelli (1444-1510), is an exquisite and rare example of the work of one of the greatest artists of the Florentine Renaissance, exhibiting therein qualities which are to be found in examples of the artist's most distinguished works such as the "Primavera" and the "Venus Rising from the Sea" in the Uffizi Gallery. "The Repentant Magdalen", a large and brilliantly coloured picture by Paolo Veronese, the most able decorative painter of 16th Century Venice, is one of the artist's most famous and important single figure pictures. This, together with the earlier purchase, "The Christ with Angels", forms one of the best representations of this artist outside the most renowned European galleries.

The "Portrait of a Merchant", painted by an artist of the French Primitive School of Fouquet, towards the end of the 15th century, is another acquisition of the greatest value and fills a most important gap in the early history of French painting, at the same time being a consummate piece of character delineation.

Another work of importance is a large and finely painted "Offering to Pan" by the 17th century Genoese artist, Benedetto Castiglione. Modern French painting is strengthened by an extremely outstanding seascape by the late Charles Cottet, and Italian by a large and finely designed picture called "The Apple".

The Canadian school continues to be strengthened by the acquisition of a number of outstanding works chosen from the Annual Exhibition of Canadian Art held at the National Gallery, at which are exhibited the works of art chosen by the trustees from the annual exhibitions held by the various art societies during the year.

An occasion extremely important to Canada was the exhibition of Canadian art held at the Galleries of the Jeu de Paume in Paris under the auspices of the French and Canadian Governments.

The exhibition composed of much of the work which was so well received at the two British Empire Exhibitions of 1924-25, was opened by His Excellency the Marquis of Crewe, the British Ambassador, who, accompanied by the Honourable Philippe Roy, Canadian Commissioner in Paris, received M. Doumergue, the President of France, and conducted him around the exhibition. The expert and general reception of the exhibition was as favourable and generous as that at Wembley in England, and was signalled by the purchase of one of the most interesting pictures in the exhibition, "The Open Stream", by Albert H. Robinson, R.C.A., for the national collection in the Luxembourg Galleries. The exhibition opened on April 11 and closed on May 11.

Canadian art has undoubtedly received a great and desired impetus from these exhibitions in France and England, and its favourable reception abroad will go far towards stimulating a greater interest in it at home.

The following are the principal accessions made during the year:—

OIL PAINTINGS

Repentant Magdalen.....	Paolo Veronese (Paolo Cagliari) (1528-1588).
Christ Child and St. John.....	Sandro Botticelli (1444-1510).
A Merchant.....	French School of Fouquet (1450-1475).
An Offering to Pan.....	Giovanni Benedetto Castiglione (1616-1670).
The Apple.....	Guiseppi Montanari.
Portrait of Charles G. D. Roberts, M.A., LL.D.....	Allan Barr.
Evening Breeze.....	F. S. Challener, R.C.A.
Huy on the Meuse.....	Maurice G. Cullen, R.C.A.
Midwinter.....	L. A. C. Pantou.
Waning Winter.....	Homer R. Watson, R.C.A.
Coast of Brittany.....	Charles Cottet (1863-1925).
Quebec Village.....	Clarence A. Gagnon, R.C.A.
Chief Shot in Both Sides.....	James Henderson.
Midwinter.....	Peter C. Sheppard.
Anna.....	Prudence Howard.
Batchewana Rapid.....	J. E. H. MacDonald, A.R.C.A.
Maligne Lake.....	Lawren Harris.
Sir John A. MacDonald.....	J. Colin Forbes, R.C.A. (1846-1925).

WATER COLOURS AND PASTELS

Two Girls Reading (water colour).....	William Brymner, C.M.G., R.C.A.
Tanoo (water colour).....	M. Emily Carr.
Gitwangak (water colour).....	M. Emily Carr.
Alert Bay (water colour).....	M. Emily Carr.

SCULPTURE

Totem Pole (Argilite).....	Indian Sculpture.
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DIPLOMA WORKS

Design for Extension of Sun Life Assurance Building, Montreal (drawing).....	Hugh A. Vallance, R.C.A.
Willow Creek in May (water colour).....	C. W. Jefferys, R.C.A.
Pavilion Tower, Harbour Bridge (water colour).....	Hugh G. Jones, R.C.A.
The Bank of Nova Scotia, Ottawa (drawing).	John M. Lyle, R.C.A.
Residence at Knowlton (drawing).....	J. Melville Miller, R.C.A.

A number of prints and drawings were acquired, including work by E. L. Griggs, E. H. Holgate, S. H. Maw and A. deFoy Suzor-Coté, R.C.A.

Loan exhibitions were held at the following centres:—

Fort William, Ont.....	The Public Library (20 pictures).
Guelph, Ont.....	The Ontario Agricultural College (20 pictures).
Ottawa, Ont.....	The Parliament Buildings (17 pictures, 4 engravings, 33 Medici prints).
	The Public Archives (9 pictures).
Stratford, Ont.....	The Public Library (9 pictures).
Walkerville, Ont.....	Willistead Library (20 pictures).
Winnipeg, Man.....	Winnipeg Art Gallery (20 pictures).
Moose Jaw, Sask.....	The Public Library (20 pictures).
Edmonton, Alta.....	Museum of Art (22 pictures).
Victoria, B.C.....	Island Arts & Crafts (20 pictures).

FINANCIAL STATEMENT

Appropriation	\$100,000 00	
Accessions		\$ 74,146 59
Salaries		6,397 97
General maintenance		19,341 49
Unexpended		113 95
	<u>\$100,000 00</u>	<u>\$100,000 00</u>

DOMINION OF CANADA

ANNUAL REPORT
OF THE
DEPARTMENT OF RAILWAYS
AND CANALS

For the Fiscal Year from April 1, 1927,
to March 31, 1928

Submitted in accordance with the provisions of the Revised Statutes of Canada,
Chapter 35, Section 33



OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1929

*To His Excellency the Right Honourable Viscount Willingdon, G.C.S.I.,
G.C.M.G., G.C.I.E., G.B.E., Governor General and Commander in Chief
of the Dominion of Canada.*

MAY IT PLEASE YOUR EXCELLENCY:

The undersigned has the honour to present to Your Excellency the Annual Report of the Department of Railways and Canals, of the Dominion of Canada, for the fiscal year ending March 31, 1928.

C. A. DUNNING,
Minister of Railways and Canals.

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REPORT
OF THE
DEPUTY MINISTER OF RAILWAYS AND CANALS
FOR THE FISCAL YEAR ENDED MARCH 31, 1928

To the Hon. C. A. DUNNING,
Minister of Railways and Canals.

SIR,—I have the honour to submit herewith the annual report of the Department of Railways and Canals for the fiscal year ended March 31, 1928. In so far as the report deals with the operation of the Canadian National Railways the record is for the calendar year 1927. This year, the Canadian National report is submitted in two parts—the eastern lines being separately dealt with, as required by the Maritime Freight Rates Act, 1927. This Act became effective on July 1, 1927, from which date the revenues and expenses of the lines east of Levis and Diamond Junction have been separately recorded. The change is in accounting only, and does not affect either the management or the operation of the system as a whole. The eastern lines thus separately dealt with total 3,108·04 miles of main track; the balance of the system comprises 19,090·99 miles of line, so that the total system steam mileage at December 31 last was 22,199·03.

The year 1927 was a year of expansion in Canadian railway business, of which increase the Canadian National lines secured reasonable share. There was a general increase in operating revenue from all sources, which increase totalled \$3,199,069, notwithstanding certain reductions in rates. The revenues for 1927 were adversely affected also by the early harvest of 1926, and by the late harvest of 1927. Operating expenses were increased by \$8,989,097, principally in two departments—maintenance of ways and structures, and transportation. An increase of \$3,046,750 in maintenance of ways and structures was due partly to increased wages and partly to a higher standard of maintenance. The increase of \$4,563,602 in the item of transportation was due partly to increased wages and partly to higher fuel costs, and also to the increased business handled. The result was a decrease of \$5,790,028 in net earnings from operation, and an increase in operating ratio from 81·09 per cent to 83·59 per cent.

NINE YEARS OF GOVERNMENT OPERATION AND CONTROL

The net earnings from operation for the year were \$42,113,976, as compared with \$47,904,004 for 1926. These figures were exclusive of eastern lines during the final half of each year. Nine years have elapsed since it became necessary for the Government to safeguard, in the national interests, the railway situation in Canada by taking over the privately-owned lines which had fallen into difficulties during the war. The transition period may, so far as the physical properties are concerned, be said to have occupied three years, and was not completed until 1921. In 1922 the management was reorganized, and control of the consolidated system established under a single board and a unified management, with most encouraging results. During the first three years of the nine-year period referred to, the Government had to meet operating deficits amounting to \$60,299,794. Since the reorganization in 1922 operating surplusses have replaced operating deficits, and these operating surplusses at December 31 last totalled \$162,844,008 for the six-year period subsequent to the change

of management. Setting the operating deficits of the first three years against the operating surplusses of the last six gives a favourable balance of more than 102 million dollars. From year to year, the record has been as follows:—

1919.....	\$14,223,713 00 (deficit)
1920.....	34,532,703 00 "
1921.....	11,543,378 00 "
1922.....	2,886,711 55 (surplus)
1923.....	20,430,649 08 "
1924.....	17,244,251 48 "
1925.....	32,264,414 79 "
1926.....	47,904,004 66 "
1927.....	42,113,976 45 "

From the foregoing, it will be seen that twice during the period of surplusses there has been a falling away from the general trend of increase. This was the case in 1924, as compared with 1923, and again in 1927, as compared with 1926. The first break was followed in 1925 by a notable increase, resulting in the establishment of a new high in the record of operating surplusses, and there is every reason to believe that 1928 will establish a similar showing over 1927 and go well beyond the peak established by the exceptional results achieved in 1926.

Lest it be objected that the results of operation alone afford no proper criterion by which to determine the success or failure of government ownership and operation of these railways, it is well to set up also the total deficit after fixed or interest charges which, during the nine-year period, have been as follows:

1919.....	\$55,358,075 00
1920.....	80,478,828 00
1921.....	69,866,589 00
1922.....	57,960,097 78
1923.....	51,697,674 94
1924.....	54,860,419 22
1925.....	41,444,764 42
1926.....	27,247,740 98
1927.....	34,373,027 22

During the first three years of government operation these figures included the deficits on operation as well as on interest account, and at that time the item of interest due the Government was less than half the sum of the interest due the public. After three years, operating deficits ceased, and from that time on the final figure has related to interest charges only, which position improved each year until, in 1926, the railway for the first time was able to provide from its own revenues the entire interest charges due the public, which amounted to \$39,119,410. Thus, in recent years, the total deficit figure has consisted principally of interest due the Government. For instance, in 1927, the total deficit, after fixed charges, was \$34,473,027, and the item of Government interest alone, \$32,190,648.

The deficit figure is, of course, obtained from the income statement from which the net income deficit is carried to profit and loss account where certain debits and credits are taken into consideration. From profit and loss account the debit balance is carried into the balance sheet where corporate surplusses or deficits further affect the situation. Thus, while the total of the deficits, after fixed charges, given above, amounts to \$493,287,216, the total accumulated deficit, as shown in the balance sheet at December 31 last, has, by reason of credits and income surplusses, been reduced to \$438,413,818.

Included in this sum is the unpaid interest on loans and advances from the Dominion Government, amounting at the same date to \$226,142,005. In addition to swelling the deficit, this item of government interest also goes to swell each year the amount of the railway indebtedness to the Government, an aspect of the railway situation which will be dealt with in a subsequent paragraph.

FINANCIAL REQUIREMENTS OF THE NINE-YEAR PERIOD

Loans from the Dominion of Canada dating back, in some instances to 1911, are outstanding to the amount of \$595,538,349. The cash interest of the investing public is represented by the unmatured funded debt, amounting to \$981,381,736, \$657,181,329.89 of which is guaranteed by the Dominion Government and \$93,574,380.26 by the various provinces. The total of this government and private financing now outstanding is \$1,576,920,085.

In the nine years under review—April 1, 1919, to March 31, 1928—it has been necessary to provide new funds to meet Canadian National requirements to the extent of \$878,884,053.94.

These funds were, over the same period, utilized as follows:—

Income deficits.....	\$206,142,969 42
Retiring maturing obligations.....	297,678,068 76
Additions and betterments.....	375,063,015 76
	<u>\$878,884,053 94</u>

These funds have been provided from the following sources:—

Dominion cash loans.....	\$429,237,595 89
Bond and note issues guaranteed by Dominion.....	\$381,488,279 86
Unguaranteed issues.....	76,375,000 00
Less discounts, etc., on above.....	8,216,821 81
	<u>449,646,458 05</u>
	<u>\$878,884,053 94</u>

The provision of these funds does not mean that the debt of the National Railways has been increased to the extent of \$878,884,053.94 during this nine-year period. To find the net increase in debt it is necessary to deduct the sum of \$297,678,068.76 which went to meet maturing obligations already forming part of the debt of the railways. In that way, one obligation merely cancelled another, and the actual increase in debt over the nine years referred to was, therefore, \$581,205,985.18, and of that sum, as already shown, three hundred and seventy-five millions went into the property in the shape of additions and betterments.

The interest of the Dominion of Canada is not represented solely by cash loans and advances. Interest which has accrued on these loans, and remains unpaid, has gone to swell the obligations of the railways to the Dominion to the extent of \$226,142,005. In addition, there must be considered the appropriations on account of the original Canadian Government lines, amounting to \$436,416,387, on which appropriations no interest is accrued.

Including cash loans, unpaid interest, and moneys contributed on account of the original Government lines, the interest of the Dominion in the Canadian National Railways as shown in the balance sheet of the company at December 31, 1927, was \$1,258,096,742.03, while the investment of the general public at the same date was, as already stated, \$981,381,736.52. The interest of the Canadian taxpayer in the Canadian National Railways is, therefore, the preponderating interest.

WAR-TIME DIFFICULTIES RECALLED

In reviewing the results of nine years of government ownership and operation, it may be of assistance at this time to restate briefly the circumstances that led to the nationalization of three out of the four principal privately-owned railways in Canada a decade ago. While the nationalization of these Canadian railways followed in part the recommendations of the majority finding of a Royal Commission appointed to study the problem, it was not the result

of deliberate public policy. It was, rather, the outcome of a situation which arose largely as a result of the war. Originally, the Canadian Government lines consisted of the former Intercolonial Railway between the Maritime Provinces and Montreal. With the Intercolonial Railway was associated for operation the Prince Edward Island line. The Transcontinental Railway, between Moncton and Winnipeg, was constructed by the Government, not with a view to operation as a Government line, but to be leased by the Grand Trunk Pacific for operation as the eastern section of the Company's Transcontinental project, under an agreement which was repudiated by the Grand Trunk Pacific in 1915, at which time the Government, while reserving its legal rights in the premises, took over the Transcontinental for operation in the interests of the struggling colonists who had gone into the territory served by the railway. In 1917, the Canadian Northern Railway, after some years of difficult financing, passed under government control, following the purchase by the Government of the common stock outstanding. The formal transfer to government ownership took place late in 1918, when the Canadian Northern Board took charge of the operation, for the Government, of the original Government lines and the Transcontinental, as well as the Canadian Northern lines. From the date of this new operating alignment, the Canadian Northern Railway Company was authorized to use the collective and description designation, "Canadian National Railways."

In 1919, the Grand Trunk Pacific, unable to get further support from the parent organization—the Grand Trunk—was obliged to cease operation, and the service, which was important to many struggling communities in Western Canada, was continued under the receivership of the Minister of Railways. Actual operation, however, was under the direction of the new Canadian National Board.

The Grand Trunk had little, if any, choice in the matter of abandoning the Grand Trunk Pacific. The unforeseen conditions arising out of the war had entirely altered for the time being the railway outlook in Canada, and had greatly weakened the financial position of the parent organization, which, in 1920, also concluded an arrangement by which the Grand Trunk was, in 1921, acquired by the Government and included in the Canadian National system for operation.

CASH LOANS AND GUARANTEES DIMINISH

The financial requirements of the railways during this period of difficulty were very great, money being needed for the completion of partially constructed lines, for maintenance which had been unavoidably deferred, for refinancing and for the meeting of deficits on both income and operation account. The uncertainty of outlook made for dear money in financing from private sources, and largely upon the Government fell the task of providing the immense sums necessary to tide the railways over the lean years until reorganization could be effected and the railways placed in a more satisfactory position. The heavy burden of financing which fell upon the Government during the reconstruction period is reflected in the following statement, showing the situation as it developed from year to year during the period of greatest difficulty:—

Fiscal Year	Dominion Cash Loans
1919-20.....	\$ 71,739,107 66
1920-21.....	110,329,351 52
1921-22.....	111,940,957 42
1922-23.....	80,678,179 29
1923-24.....	24,550,000 00
1924-25.....	10,000,000 00
1925-26.....	10,000,000 00
1926-27.....	10,000,000 00
1927-28.....	Nil

\$429,237,595 89

It may be urged that in this connection there should be included a statement also of the guarantees given by the Government on the bond issues put out by the railway. As to that, it may be stated that during all but two of the nine years under review bond issues were put out carrying the guarantee of the Government, as will be seen from the following statement:—

GUARANTEED BOND ISSUES

1919-20.....	\$ 17,109,027 00
1920-21.....	50,000,000 00
1921-22.....	61,000,000 00
1922-23.....	Nil
1923-24.....	72,500,000 00
1924-25.....	81,000,000 00
1925-26.....	Nil
1926-27.....	34,879,252 86
1927-28.....	65,000,000 00
	<hr/>
	\$381,488,279 86

The guarantee of thirty-four million odd in 1926-27 was not a matter of ordinary railway financing, but was required in consequence of the settlement effected with the holders of Grand Trunk Pacific 4 per cent debentures and was a compromise arrangement under which 2 per cent of the guaranteed 4 per cent interest became available for a sinking fund which will of itself redeem the entire issue in thirty-two years. The Grand Trunk Pacific was, of course, in receivership, there was no guarantee of the original issue, and in effecting the settlement in question it became possible to write off arrears of interest amounting to \$8,138,492, which the property had been unable to earn.

The statement of guarantees does not indicate any tendency on the part of the Government to avoid railway financial responsibilities by resorting unduly to the market on strength of guarantee, as, aside from the adventitious Grand Trunk Pacific guarantee above referred to, the guarantees of the last three fiscal years consisted only of the sixty-five million issue of 4½ per cent thirty-year bonds of July 1, 1927.

The guarantees above referred to have to do with both principal and interest, and it should perhaps be added that there were also, in 1920, guarantees in perpetuity of interest on Grand Trunk stocks and debentures totalling \$216,-207,141. This was a condition of the Grand Trunk acquisition agreement.

THE ITEM OF GOVERNMENT INTEREST

Reference was made in a previous paragraph to the rapidly mounting item of interest due the Government which, appearing as a deficit, also appears as an addition to the obligations of the railways under Dominion of Canada account. This interest is not compounded, but the item grows quickly, the yearly accrual now being more than double that of a decade ago. This item had accumulated to \$226,142,005.41 at December 31 last, and by the end of the current year will have passed the quarter billion mark. This matter of unpaid interest, therefore, becomes of increasing importance with each succeeding year. In the early stages of the financial complications of the railways this situation was dealt with for the time being by the expedient of adding the item to the debt of the railway to the Government. This procedure was somewhat in the nature of a promissory note. However, the obligation has reached such proportions as to call for early consideration on the part of both the railway management and the Government. The Government loaned to certain railways large sums which became a charge on the physical properties of the companies. It also guaranteed many bond issues on which private moneys were raised. To that extent the Government backed the notes of the railways. Finally, as chief

creditor and principal endorser, the Government found it necessary to take over the lines in order to protect its position and the interests of the Canadian public dependent upon the railways. In ordinary business, that would have ended any question of further interest on the loans, the properties being accepted in satisfaction of claims. Owing, however, to bookkeeping requirements and the necessity to preserve an absolute statement of corporate financing and the Government's part therein, the record of these obligations was continued after the Government took control, and from year to year was augmented as fresh financial requirements had to be met. In this way, the old obligations were, from the standpoint of record, merged with the newer, until to-day the railways are carrying not only the financial load that proved too much for private ownership, but the additional financing of the intervening years since reorganization. Had the affairs of the railways been liquidated by court process when the roads went under, financial reorganization would have taken place at that time, and the problem would, to that extent, have been less complicated. The taking over by the Government of the railways as going concerns when they were virtually insolvent, and the necessity to deal first with more insistent questions connected with the co-ordination of the physical properties and the reorganization of their management, postponed for a time the possibility of giving effective consideration to the position of the financial structure, which consideration now becomes a matter of prime importance.

WHERE THE MONEY WENT

The \$562,490,349.30 represented by the cash loans to the railways—and here we are not discussing the nine-year period only, but loans dating back to 1911—did not all go to meet operating and income deficits. Of the foregoing sum, \$245,341,700.36 went to meet such deficits, largely in the earlier years following the taking over of the roads. The remainder of the loans were used for the following purposes: Redemption of debt to the public, \$86,605,038.54; investment in road and equipment, \$202,014,616.74; working capital, \$28,528,993.66. From this it will be seen that a considerable sum went to the retirement of the debt to the public. That decreased to the extent of eighty-six million dollars the stake of the investing public in the railways, and increased to the same extent the interest of the Government. At the same time, more than two hundred millions of Government money went into investment in road and equipment. There would seem to be no reason why those sums should be regarded as other than an investment capable of eventual return.

Lest in any quarter the supposition that Canada obtained these formerly privately-owned railways at little cost still obtains, it will do no harm to state that up to December 31 last the former Canadian Northern Railway had required and received in cash loans and advances, \$344,799,978.66; the Grand Trunk, \$118,582,182.33; and the Grand Trunk Pacific, \$96,878,806.56. These moneys were used by the several corporations for the following purposes:—

	Operation and income deficits		Redemption of public debt		Capital expenditure		Working capital	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Canadian Northern Railway.....	149,973,731	60	60,754,580	32	130,884,200	18	3,187,466	56
Grand Trunk Railway.....	30,788,886	75	25,564,392	78	44,126,863	98	18,102,038	82
Grand Trunk Pacific Railway.....	64,579,082	01			25,060,236	27	7,239,488	28

It must not be supposed that the foregoing represents the complete financial requirements of these railways since their assumption by the Government.

Since April 1, 1919, the Government has as well guaranteed bond issues of Canadian National railways to the extent of \$381,488,279.86, the proceeds of which, amounting to \$375,537,637.14, were utilized as follows:—

Operating and income deficits.....	\$35,820,702 54
Redemption of debt to public.....	190,071,325 16
Redemption of debt to Government.....	3,394,707 95
Capital expenditure.....	132,351,760 65
Working capital.....	11,652,963 62
Unused balances (December 31, 1927).....	2,246,177 22
	\$375,537,637 14

A complete list of the issues guaranteed by the Dominion as well as by the various provinces, and also the unguaranteed issues, will be found in the statement of the unmatured funded debt appearing in the Canadian National Railway report incorporated elsewhere in this publication.

SUBSTANTIAL IMPROVEMENT IN EVERY DIRECTION

The analysis and review of the results of nine years of Government operation and control of the National lines—six of which years are to the credit of the present management—discloses substantial improvement in every conceivable direction. The property has grown greatly in value and importance. Its mileage has been extended into potentially valuable territory. Its rolling stock and motive power have kept pace with the requirements of increasing traffic and more ardent competition. So much for the physical side. On the financial side, operating deficits have given place to surplusses that may now be expected to take care of the interest charges of the public investors and provide something for other requirements. The net deficit after fixed charges is now largely a matter of interest due the Government on loans to properties it now owns, loans definitely indicated as “non-active” in the Dominion Public Accounts, but remaining active on the books of the railways. In that connection, it may be remarked that interest on appropriations connected with the original Government lines has never been accrued. Those railways were regarded as public works and the moneys provided from consolidated revenues.

New capital requirements of the national lines tend to grow less, and there being no longer necessity to provide for operating deficits, and the railways having reached the point where they may be expected to provide their own interest charges to the investing public, such new funds as are required go either into refunding or to the betterment and extension of the property. Without desire to deal extravagantly with the situation, nor to make invidious comparison with private ownership and operation, so successfully demonstrated in competition with Canadian National lines, it is nevertheless a satisfaction to be able to point to such substantial improvement in a situation which, a short ten years ago, was admittedly a matter of grave national concern. The present financial structure must be brought into line with the changed situation as affecting the properties. It is understood that the management has for some time been making a very careful study of all the considerations involved and that before long definite recommendations may be looked for. Once the financial structure has had attention it is felt that the Canadian National lines may look forward with confidence to even greater progress and freer and untrammelled usefulness to the public it seeks to serve.

CANADIAN NATIONAL RAILWAYS—EASTERN LINES

The Maritime Freight Rates Act, 1927, is chapter 44 of the Statutes of Canada for 1927.

Section 6 of the Act is as follows:—

“For accounting purposes, but without affecting the management and operation of any of the Eastern Lines, the revenues and expenses of the Eastern Lines (including the reductions herein authorized which shall be borne by the Eastern Lines) shall be kept separately from all other accounts respecting the construction, operation and management of the Canadian National Railways. In the event of any deficit occurring in any railway fiscal year in respect of the Eastern Lines the amount of such deficit shall be included in a separate item in the estimates submitted to Parliament for or on behalf of the Canadian National Railways at the first session of Parliament following the close of such fiscal year.”

The Act became effective as of July 1, 1927. For that reason the comparative earnings shown elsewhere in this report cover the six months' periods in the years 1926 and 1927 from July 1 to December 31 in each year.

—	1927		1926		—	
	\$	cts.	\$	cts.		\$	cts.
Revenue.....	12,128,570	21	12,811,171	00	Dec.	682,600 79
Expenses.....	14,713,852	43	14,231,983	11	Inc.	481,869 32
Net earnings. (Deficit).....	2,585,282	22	1,420,812	11		1,164,470 11
Operating ratio.....	121.32%		111.03%			

The above figures include actual receipts only.

But for the “20 per cent” reduction in freight rates the above 1927 revenue figure would have been increased by approximately \$931,809.89, with the result that the deficit in net earnings would have been reduced by this amount to \$1,653,472.33, so that for the six months' period the 1927 deficit would have exceeded the 1926 deficit by \$232,660.22 only.—

The Maritime Freight Rates Act also provides that companies other than the Canadian National, operating in the affected territory, shall be reimbursed the amount of the difference between normal tolls and the preferred rates under the 20 per cent reduction arrangement. As provided by this legislation, the following payments were made to privately-owned railways east of Levis and Diamond Junction for losses of revenues due to the operation of the Act during the six months ended December 31, 1927:—

Atlantic, Quebec and Western Railway Co.....	\$ 9,974 20
Canada and Gulf Terminal Railway Co.....	890 39
Canadian Pacific Railway, including Fredericton and Grand Lake Coal and Railway Company, New Brunswick Coal and Railway Company.....	130,962 64
Cumberland Railway and Coal Company.....	13,597 03
Dominion Atlantic Railway Company.....	86,971 71
Maritime Coal, Railway and Power Company.....	10,980 96
Quebec Oriental Railway Company.....	4,905 52
Sydney and Louisburg Railway Company.....	150,408 00
Témiscouata Railway Company.....	12,964 11
	<u>\$421,654 56</u>

CANADIAN NORTHERN INCOME DEBENTURE STOCK SETTLEMENT

During the year the unsatisfactory position of the Canadian Northern Railway Company's 5 per cent income charge convertible debenture stock was terminated by an arrangement reached with the stockholders whereby the principal of the stock outstanding, amounting to \$24,137,846.08, was to

become due and payable at 94 per cent of par on May 6, 1928. This was in accordance with a scheme of arrangement and compromise effected with the holders of the stock in question which was approved by the shareholders by unanimous consent at a meeting held in London on November 15, 1927, and afterwards ratified by the Canadian Parliament by chapter 11, 18-19 George V, assented to on March 30, 1928. By the same Act, authority was given the railway to issue securities sufficient to realize \$22,689,575.32, the amount required by the compromise arrangement, or its equivalent in sterling money. No interest has been earned on the security thus retired since the Canadian Northern fell into difficulties in 1914, and it was the desire of the shareholders themselves that they should be paid out as proposed in order that they might be in a position to reinvest their capital and secure a return. The capital, reinvested, would, in the two years the issue otherwise would have had to run, more than earn the difference between the 94 per cent which was paid for the stock and the full 100 per cent which would have been called for at the latter date.

A "YARD-STICK" OF RAILWAY PERFORMANCE

In view of the references occasionally made to the greater volume of traffic and higher rates enjoyed by United States railways, the following summarized contrast of operating results obtained by Class I American roads and similar lines on the Canadian side of the border during 1927 will, no doubt, be of interest. Canadians generally, will also be interested in the comparative statement of the Canadian National and Canadian Pacific operating results for the same period. The figures affecting the United States lines are taken from summaries published by the United States Bureau of Railway Economics, Washington, D.C.; those affecting Canadian roads as a whole are compiled by the Transportation Branch, Dominion Bureau of Statistics, The figures relating to Canadian National and Canadian Pacific lines are compiled from the annual reports of those companies. "Eastern lines" are the maritime province lines of the Canadian National System.

OPERATING REVENUES, 1927

United States railways—\$6,138,725,622, a decrease of \$248,222,585, or 3.88 per cent under 1926.
 Canadian railways—\$493,574,322, an increase of \$5,414,075, or 1.1 per cent.
 Canadian National—\$256,575,724, an increase of \$3,199,069, or 1.26 per cent.
 Eastern Lines—\$12,128,570, a decrease of \$682,600, or 5.33 per cent.
 Canadian Pacific—\$201,145,752, an increase of \$3,120,160, or 1.57 per cent.

OPERATING EXPENSES

United States railways—\$4,575,882,651, a reduction of \$96,294,002, or 2.06 per cent.
 Canadian railways—\$402,759,965, an increase of \$18,144,900, or 4.7 per cent.
 Canadian National—\$214,461,748, an increase of \$8,989,098, or 4.37 per cent.
 Eastern Lines—\$14,713,852, an increase of \$481,869, or 3.38 per cent.
 Canadian Pacific (including taxes)—\$161,630,180, an increase of \$8,549,715, or 5.58 per cent.

OPERATING RATIOS

	1927	1926
United States railways.....	74.6 p.c.	74.54 p.c.
Canadian railways.....	81.60 "	78.79 "
Canadian National.....	83.59 "	81.09 "
Eastern Lines.....	121.32 "	111.09 "
Canadian Pacific.....	77.87 "	74.41 "

NET EARNINGS FROM OPERATION

United States railways—\$1,562,842,971, a decrease of \$151,928,583, or 8.85 per cent under 1926.
 Canadian railways—\$90,814,357, a decrease of \$2,720,825, or 3 per cent.
 Canadian National—\$42,113,976, a decrease of \$5,790,028, or 12.09 per cent.
 Eastern Lines (deficit)—\$2,585,282, an increase of \$1,164,470, or 4.50 per cent.
 Canadian Pacific—\$39,515,571, a decrease of \$5,429,555, or 12.08 per cent.

FREIGHT REVENUE

United States railways—\$4,634,141,531, a decrease of \$166,803,046, or 3·47 per cent.
 Canadian railways—\$355,513,784, an increase of \$2,917,084, or 0·83 per cent.
 Canadian National—\$193,541,353, an increase of \$1,753,887, or 0·91 per cent.
 Eastern Lines—\$7,633,573, a decrease of \$582,510, or 7·09 per cent.
 Canadian Pacific—\$144,155,931, an increase of \$2,950,312, or 2·08 per cent.

TONS OF FREIGHT CARRIED

United States lines—2,364,899,801, a decrease of 102,211,987 tons or 4·14 per cent.
 Canadian railways—121,616,686, an increase of 1,120,521 tons, or 1·8 per cent.
 Canadian National—60,531,058, an increase of 1,290,540, or 2·18 per cent.
 Eastern Lines—3,060,615, an increase of 206,287 tons, or 7·22 per cent.
 Canadian Pacific—34,374,152, an increase of 780,655 tons, or 2·32 per cent.

REVENUE TON MILES

United States railways—443,848,629,000, a decrease of 15,055,662,000, or 3·39 per cent.
 Canadian railways—34,800,203,879, an increase of 750,834,070 ton miles, or 2·2 per cent.
 Canadian National Railways—18,587,960,341, an increase of 157,006,325, or 0·85 per cent.
 Eastern Lines—876,890,066, an increase of 65,269,249, or 8·04 per cent.
 Canadian Pacific—14,514,230,389, an increase of 671,649,603, or 4·85 per cent.

AVERAGE FREIGHT REVENUE PER TON MILE (CENTS)

	1927	1926
United States railways.....	1·081	1·082
Canadian railways.....	1·022	1·036
Canadian National.....	1·041	1·041
Eastern Lines.....	0·871	1·012
Canadian Pacific.....	0·982	1·009

PASSENGER EARNINGS

United States railways—\$974,778,739, a decrease of \$67,105,499, or 6·44 per cent.
 Canadian railways—\$81,102,501, an increase of \$992,728, or 1·2 per cent.
 Canadian National—\$36,080,488, an increase of \$509,817, or 1·43 per cent.
 Eastern Lines—\$1,793,864, an increase of \$3,730, or 0·208 per cent.
 Canadian Pacific—\$34,763,973, an increase of \$613,545, or 1·79 per cent.

REVENUE PASSENGERS CARRIED

United States railways—830,178,937, a decrease of 32,511,279, or 3·76 per cent.
 Canadian railways—39,581,565, a decrease of 1,154,597, or 2·8 per cent.
 Canadian National Railways—18,843,962, a decrease of 1,048,936, or 5·27 per cent.
 Eastern Lines—1,793,864, an increase of 3,730, or 0·208 per cent.
 Canadian Pacific Railway—13,602,337, an increase of 96,474, or 0·71 per cent.

REVENUE PASSENGERS CARRIED ONE MILE

United States railways—33,657,499,000, a decrease of 1,831,326,000 or 5·16 per cent.
 Canadian railways—3,015,555,759, an increase of 52,842,737 revenue passenger miles, or 1·8 per cent.
 Canadian National—1,374,893,080, an increase of 48,641,911 revenue passenger miles, or 3·67 per cent.
 Eastern Lines—108,190,727, a decrease of 3,105,856 revenue passenger miles, or 2·79 per cent.
 Canadian Pacific—1,270,090,493, an increase of 15,640,142 revenue passenger miles, or 1·25 per cent.

HUDSON BAY RAILWAY AND TERMINALS

In 1926, the work of completing the Hudson Bay Railway was actively resumed by the department. Before the shut-down in 1918, track had been laid to Mile 332, the second crossing of the Nelson river at Kettle rapids, about 90 miles from Nelson. Although track had been laid to Mile 332, the railway had been in operation only to Mile 214. During the eight-year interval between the closing down of the work and the resumption of construction, nature had rendered useless much of the work that had gone into the line. The ties had

rotted and required replacing; the right of way had been badly heaved by successive frosts, and embankments had settled. Before additional construction could be undertaken it was necessary, therefore, to rehabilitate the entire mileage as formerly constructed. This was done by the construction forces of the Canadian National Railways, at the instance of the department. The resumption of work on the railway made it necessary either to confirm the choice of Nelson as the terminus of the road or reconsider the situation. In that connection, a special committee of the Senate had recommended that before making further important expenditures at Nelson, a new and thorough examination into the relative merits of Churchill and Nelson should be made. No authority on harbour development had previously been consulted in relation to Hudson Bay ports, and Mr. Frederick Palmer, of Rendel, Palmer and Tritton, London, England, was engaged by the Government to investigate the respective merits of the two ports. Concurrently, steps were taken to ascertain whether it was physically possible to construct a line to Churchill, doubt having been thrown on that possibility by engineers who had favoured the selection of Nelson. After close investigation by competent engineers, it was found that it would be no more difficult to construct a line of railway to Churchill than to Nelson. In August, 1927, Mr. Palmer, together with the Minister of Railways and Canals and the chief officials of the department, visited both places, and on their return Mr. Palmer reported that Churchill was undoubtedly the port to be selected as affording a real harbour in which shipping facilities could be provided in calm water, protected from all storms by the surrounding rocky cliffs. His report has been separately printed and is available in the department. In it, Mr. Palmer has supplied estimated costs of corresponding accommodation at Nelson and Churchill which show that, including interest during the period of construction, the cost at Churchill will be less than one-third of what would be required to complete at Nelson. Even after adding the cost of the extra 87 miles of railway to Churchill, the cost of developing a port at the latter point would be only about one-half of the Nelson estimate. It was stated also that the time for the completion of the works at Churchill, namely, three years, was one-half of the time that would be required to provide the necessary works at Nelson; also, the annual charges, including interest, operation and maintenance, would be about a million dollars greater at Nelson than at Churchill. An important consideration was the fact that approach to Nelson of vessels of 28 feet draught would be limited to a brief period around high water at neap tides, unless much expenditure were incurred in dredging, whereas at Churchill accommodation could readily be provided to admit of 28-foot draught vessels during twenty-four hours of each day.

Mr. Palmer estimated the cost, including interest, of the necessary works at Nelson at \$26,155,550, and at Churchill at \$8,450,159, and the annual charges \$1,474,594 at Nelson and \$413,980 at Churchill. The latter item includes interest on the extra capital cost of 87 miles of railway construction to Churchill.

In consequence of this recommendation by such an acknowledged authority on harbour problems, it was decided to extend the railway to Churchill and establish the Hudson Bay Railway terminal at that point, which, as a matter of fact, was the terminus named in the instructions to the engineers in charge of the original surveys of twenty years ago.

During the year, good progress has been made in the construction of the railway to Churchill, which leaves the original line at Mile 356. The mileage at Churchill is 510, as against 422 at Nelson. The grading and ditching of the Churchill extension has been let to contract, while the track and station work is being taken care of by Canadian National construction forces. To March 31, 1928, \$20,780,247.91 has been expended on the line. It is estimated that when the expenditures on the line to Churchill are completed, the total cost will be about twenty-eight and one-half million dollars. This last named

figure does not, of course, include the cost of the ocean terminals already referred to. As this summary is written, track has been laid to Mile 437, which means that 81 miles of new line have been constructed and that the end of steel is now 73 miles from Churchill. At the peak of operations during the year, 2,200 men were employed on Hudson Bay Railway work.

As soon as a decision had been reached regarding the establishment of the terminus at Churchill, active preparations were made to transfer from Nelson such equipment and material as could be usefully employed on the new location. Much of this was transported by lighters and tugs during the latter part of the 1927 season, and also during the recent season of navigation. Considerable material was also hauled during the winter months from Nelson to Churchill by tractors operating along the shore. During the past summer, about 16,000 tons of material have been sent in by sea from Halifax and Sydney, and unloaded at Churchill. Two dipper dredges—*Churchill No. 1* and *Churchill No. 2*, built at Montreal especially for the work—were delivered at Fort Churchill late in September. A hopper barge—the *Chesterfield*, built at Collingwood, Ont.—was also delivered at Churchill late in September, and is now available, with the other equipment, for an early start on the work next year. A second hopper barge—acquired by the Department of Marine and Fisheries last year, and taken to Port Nelson—has been towed to Fort Churchill, and is now available, with the other equipment, for next season's operations. On the operations at Churchill, 349 men were employed during the season, and the work was materially expedited by the use of airplanes between Churchill and the end of steel. About 3,000 tons of coal are now available, and the establishment is well supplied with materials for prosecuting the work during the coming year.

THE CANALS

During the fiscal year, the departmental expenditure chargeable to canals was \$16,720,404.20, of which \$13,722,925.75 was capital expenditure connected with the construction of the Welland Ship canal and \$2,938,154.45 general expenditure, including \$1,345,244.64 on staff account. Revenue received from canals during the year amounted to \$1,355,677.46, the largest single item, \$614,466.25, representing the earnings of the Port Colborne elevator. As is generally known, tolls are no longer charged for the use of the canals by shipping, and the revenue referred to is from elevator charges, leases, hydraulic rentals, etc.

Navigation in 1927 opened approximately two weeks earlier than in 1926 and closed somewhat later than the previous season. Traffic through the Welland and St. Lawrence canals was by far the heaviest carried, exceeding the previous record made in 1925 by 1,607,161 tons, or 28.5 per cent, for the Welland canal, and by 1,705,964 tons, or 27.5% for the St. Lawrence canals. The increase over the 1926 traffic on the Welland canal was, 2,032,945 tons, or 39 per cent, the chief increase being in grain, especially wheat, which was heavier by 1,265,759 tons, or 42,191,960 bushels. Cargoes up the St. Lawrence canals from salt water continue to increase, amounting, during the 1927 season, to 196 boats, with a total of 306,890 tons of freight. These included 57 cargoes of scrap iron from New York to Detroit, 92 cargoes of pulpwood from Newfoundland, Nova Scotia, New Brunswick and gulf ports, principally for Ogdensburg, Cornwall and Oswego, 14 cargoes of iron and steel and their products from Sydney to the head of the lakes and 3 cargoes to other points, 10 cargoes of coal from the United Kingdom to Toronto, Ogdensburg and Cardinal, 3 cargoes of china clay from England to lake Michigan ports, 7 cargoes of sugar from St. John and Halifax, 2 cargoes of sugar and 2 cargoes of sulphur from Philadelphia, and 6 miscellaneous cargoes. During 1926, only 131 such cargoes, totalling 177,679 tons, passed up the canals. The 1927 tally, however, included 23 cargoes of 52,212 tons of pulpwood from gulf ports, which territory was not included in the 1926 figures.

During the fiscal year, the Government elevator at Port Colborne received 77,621,713 bushels of grain, an increase over the record of the previous year of 15,086,14 bushels, which established the highest record in the history of the elevator. Of the total grain received 60 per cent was from Canadian ports and 40 per cent from United States ports.

The canal system of Canada comprises a series of canals and canalized waters by which a total waterway of 1,831 miles has been opened to navigation. These canals may be considered under two main classes: the through St. Lawrence and Great Lakes route and the subsidiary canals or branches. By the former, communication with seaports is made possible for vessels of not more than 14 feet draught which navigate the Great Lakes. The latter or branch system of canals serves for the most part the requirements of local traffic.

The through water route between Montreal, at the head of ocean navigation, and Fort William, and Port Arthur, on the west shore of lake Superior, comprises 74 miles of canal, with forty-nine locks and 1,140 miles of river and lake waters, or a total of 1,214 miles. The minimum depth of water on this route, at normal low water level, is 14 feet. From Montreal to Duluth, at the southwest end of lake Superior, the total distance of 1,337 miles, and to Chicago 1,244 miles.

Work on the Welland Ship canal, which, with interruptions due to the war, has been in progress since the latter part of the year 1913, is now well advanced. The total distance traversed from lake to lake by this new canal will be 25 miles. The difference in level between the two lakes, 325½ feet, will be overcome by seven lift locks, all of which are now well advanced towards completion, each having a lift of 46½ feet. There will also be one guard lock of variable lift. The locks are 829 feet long and 80 feet wide in the clear, and will provide a depth of 30 feet of water over the mitre sills. The width of the canal prism at bottom is to be 200 feet. A new breakwater now practically completed at Port Colborne extends 2,000 feet farther into the lake at right angles to the existing structure. At Port Weller, the lake Ontario entrance, the necessary harbour works have now been practically completed.

For the past six years work on the canal which, during the war years and for some years after, was greatly retarded or entirely at a standstill, has progressed in a very satisfactory manner, and the estimated quantities of the principal items of work involved in the construction of the entire canal, with percentages of each now completed, are as follows:—

Rock excavation.....	8,750,000 cu. yds.	86 p.c.
Earth excavation.....	50,657,000 "	79 "
Watertight embankments.....	5,434,000 "	67 "
Concrete, all classes.....	3,411,000 "	88 "
Reinforcing steel.....	26,000,000 pounds	97 "
Steel sheet piling.....	37,162,000 "	87 "

It is expected that construction will be completed during 1930.

BRANCH LINE CONSTRUCTION

At the 1927 session of Parliament sixteen branch line projects were authorized for a total mileage of 510.4 and a total expenditure of \$20,400,000 spread over a three-year period. During the calendar year 1927, \$3,191,604.63 was expended on this program, which is the second to be authorized by Parliament since the reorganization of the Canadian National management. In 1924, and 1925, proposals involving 652.3 miles of branch line construction were authorized at an estimated cost of \$18,002,000. Work on one line was not proceeded with, a joint arrangement having been made with the Canadian Pacific Railway instead, but, otherwise, all construction incidental to that program was completed during 1927, at a final cost of \$15,615,515. On the present program, it is expected that an expenditure of \$10,725,000 will be made during 1928, which would leave about \$7,533,396 for 1929 operations.

CANADIAN NATIONAL RAILWAYS

TABULAR SUMMARY OF REPORTS OF WORK DONE AND EXPENDITURES MADE DURING THE CALENDAR YEAR 1927 ON THE VARIOUS BRANCH LINES OF THE CANADIAN NATIONAL RAILWAYS, AUTHORIZED TO BE CONSTRUCTED UNDER CHAPTERS 12 TO 26, INCLUSIVE, OF IT, GEORGE V.

17 George V Chapter	Name of Branch	Authorized in schedule		Expenditure in year 1927		Work done during year 1927			Estimated expenditure year 1928
		Miles	Amount \$	\$	cts.	Grading Percentage	Track- laying Miles	Ballast- ing Miles	
12 (2)	St. "a" "b" Pelicien—Mistassini River	27-5	1,463,000	1,236,385	98	100	26-6	26-6	\$ 100,000
13 (1)	Hebertville—Savanne Falls	34-5	2,132,000		Nil				Nil
14 (1)	Grand'More—East Burrills	7-9	1,683,000	459,034	25	30			1,000,000
15 (2)	Pilkington—Niagara Junction	16-7	1,164,000	5,437	28				800,000
16 (2)	Weyburn—Radville	22-7	570,000	194,487	28	91	7-01		250,000
17 (2)	Willowbrook, NW	22-0	616,000	43,338	88	12			500,000
	Sturgis—Peesane	100-0	3,335,000	200,636	54	Mile 0-21-95 " " 21-100-1			2,000,000
18 (2)	Peesane Northerly	19-0	570,000	10,564	44				400,000
19 (2)	Shellbrook Westerly	77-0	2,480,000	279,888	71	20	5-83		1,700,000
20 (2)	Turtleford SE. (From Mile 6-7)	35-6	1,130,000	107,056	15	30			900,000
21 (1)	Kindersley—Glidden	18-0	1,640,000	9,319	91				525,000
22 (2)	Spruce Lake Westerly—(Sask.)	29-5	990,000	227,498	97	59			350,000
23 (3)	Hudson Bay Junction Southerly	32-0	1,088,000	18,164	85				600,000
24 (2)	Elk Point Easterly—(Alta.)	19-0	745,000	166,143	46	76			350,000
25 (2)	Ashmont—Bonnyville	38-0	1,415,000	225,881	32	66			1,000,000
26 (1)	Bretoma—Clover Bar	11-0	319,000	7,766	61				250,000
	Total	510-4	20,400,000	3,191,604	63		39-44	26-6	10,725,000

MONTREAL, QUE., February 22, 1928.

OPERATING RESULTS—UNITED STATES LINES AND CANADIAN LINES SEPARATELY SHOWN

The following statement gives the division of the Canadian National system's income account as between lines in Canada and lines in the United States, from which it will be seen that while the gross operating revenues of the United States lines were considerably greater than in 1926, the operating expenses increased proportionately, and the net operating revenue was, therefore, less in 1927 than in the previous year. In the same way, there was a slight reduction in the final figure of net income after fixed charges. This net on the American lines, 1927, amounted to \$1,512,683.30.

	1927	1926
	\$ cts	\$ cts.
<i>Gross Operating Revenues—</i>		
Canadian National Railway Lines in Canada.....	215,432,356 99	212,736,681 16
Canadian National Railway Lines in United States.....	41,143,367 03	40,639,973 38
Total.....	256,575,724 07	253,376,654 54
<i>Gross Operating Expenses—</i>		
Canadian National Railway Lines in Canada.....	183,932,853 24	175,941,287 89
Canadian National Railway Lines in United States.....	30,528,894 38	29,531,361 99
Total.....	214,461,747 62	205,472,649 88
<i>Net Revenue from Railway Operations—</i>		
Canadian National Railway Lines in Canada.....	31,499,503 75	36,795,393 27
Canadian National Railway Lines in United States.....	10,614,472 70	11,108,611 39
Total.....	42,113,976 45	47,904,004 66
<i>Tax Accruals, Uncollectible Revenues and Miscellaneous Operations—</i>		
Canadian National Railway Lines in Canada.....	3,001,161 74	3,058,102 94
Canadian National Railway Lines in United States.....	1,591,296 94	1,594,890 60
Total.....	4,592,458 68	4,652,993 54
<i>Total Operating Income—</i>		
Canadian National Railway Lines in Canada.....	28,498,342 01	33,737,290 33
Canadian National Railway Lines in United States.....	9,023,175 76	9,513,720 79
Total.....	37,521,517 77	43,251,011 12
<i>Non-Operating Income or Charges, Net—</i>		
Canadian National Railway Lines in Canada.....	7,382,072 40	7,387,308 28
Canadian National Railway Lines in United States.....	6,637,694 18	6,962,269 43
Total.....	744,378 22	425,038 85
<i>Total Income or Deficit Before Fixed Charges—</i>		
Canadian National Railway Lines in Canada.....	35,880,414 41	41,124,598 61
Canadian National Railway Lines in United States.....	2,385,481 58	2,551,451 36
Total.....	38,265,895 99	43,676,049 97
<i>Fixed Charges—</i>		
Canadian National Railway Lines in Canada—		
Interest due Public.....	39,575,476 16	38,233,647 27
Interest due Government.....	32,190,648 77	31,804,380 40
Canadian National Railway Lines in United States—		
Interest due Public.....	872,798 28	885,763 28
Total.....	72,638,923 21	70,923,790 95
<i>Net Income or (Deficit)—</i>		
Canadian National Railway Lines in Canada.....	35,885,710 52	28,913,439 06
Canadian National Railway Lines in United States.....	1,512,683 30	1,665,688 08
Total.....	34,373,027 22	27,247,740 98

The foregoing statement has to do with lines other than the lines east of Levis and Diamond Junction, in connection with which separate accounts are kept, as provided by the Maritime Freight Rates Act. The following statement sets out the results of the operation of these Eastern Lines in the same manner as the Canadian-United States operation is shown in the preceding set-up. The fixed charges referred to have to do with the former privately-owned line, the Halifax and South-Western, now included for operation with the former Government lines in the Maritime Provinces. No interest is accrued on the latter lines, money for the construction of which was provided by the Dominion from consolidated revenues:—

CANADIAN NATIONAL RAILWAYS

INCOME ACCOUNT—EASTERN LINES—SIX MONTHS ENDING DECEMBER 31,
1927 AND 1926

	1927		1926	
	\$	cts.	\$	cts.
Gross operating revenues.....	12,128,570	21	12,811,171	00
Gross operating expenses.....	14,713,852	43	14,231,983	11
Net revenue from railway operations.....	2,585,282	22	1,430,812	11
Tax accruals, uncollectible revenues and miscellaneous operations...	128,051	01	501,109	65
Total operating income.....	2,713,333	23	1,921,921	76
Non-operating income or charges, net.....	158,953	84	167,886	41
Total income or deficit before fixed charges.....	2,872,287	07	2,089,808	17
Fixed charges—				
Interest due public.....	77,822	50	77,822	50
Interest due Government.....	314,584	93	286,073	26
Net income or (deficit).....	3,264,694	50	2,453,703	93

CANADIAN GOVERNMENT RAILWAYS, ORIGINAL LINES

In the present publication will be found not only the annual report of the Canadian National system as well as the separate statement concerning Eastern Lines, but a report dealing with the former Canadian Government Railways as a whole and not as restricted by the dividing line at Levis and Diamond Junction established for accounting purposes by the Maritime Freight Rates legislation. These original Government Railways are still vested in the Crown as represented by the Minister of Railways. They extend from Halifax and St. John, on the east, to Winnipeg, and include the Intercolonial and Prince Edward Island lines and eastern branch lines as well as the Transcontinental, from Moncton to Winnipeg, and the former Grand Trunk Pacific Lake Superior branch, which connects the Transcontinental with Fort William and Port Arthur, making a total operated mileage of 4,498.71.

The capital account of these original Government lines, that is, the investment in road and equipment, at December 31, 1927, was \$414,768,512.99. In addition, there are improvements on leased properties and other physical property, such as hotels, etc., representing a further investment of \$1,419,289.57. For all purposes connected with these railways, the Dominion had appropriated to December 31, 1927, \$136,416,387.32. The operating revenues of these original Government lines, expressed as a whole, were \$46,437,217.27, and the operating expenses, \$44,630,826.02, leaving a net revenue from railway operations of \$1,806,391.25. Tax accruals and miscellaneous operations reduced this operating net to a total operating income of \$1,501,940.17. Non-operating income, rentals, etc., of \$1,241,750.22 bring the gross income from these lines up to \$2,743,690.39. Deductions from gross income, debit rentals, etc., but not including any interest charges, amount to \$2,154,905.14, leaving a final total net income of \$588,785.25. The corresponding figure for 1926 operations

was \$1,908,235. Operation of the St. John and Quebec Railway—a leased line—resulted, in 1927, in a net deficit of \$214,246.54. In addition, a rental of \$108,116.84—40 per cent of operating revenues—had to be paid, which brought the total loss on the operation of this line for the year in question to \$332,362.38.

ACCOUNTANT'S REPORT

Included in the report, will be found the customary statement by the departmental accountant of the total expenditure and revenue of the department prior to and since Confederation, to March 31, 1928. During that lengthy period, the grand total expenditure of the department has been \$1,363,460,879.14, of which sum \$935,905,584.80 was expended on railways, \$272,385,797.85 on canals, \$78,785,471.09 on railway subsidies, \$54,473,429.34 on miscellaneous departmental expenditure, and \$21,910,596.06 on the Quebec bridge. Including the Quebec bridge and railway subsidies, the department paid on railway account during the period in question no less than \$1,036,601,651.95.

The total departmental expenditure for the fiscal year ended March 31, 1928, was \$26,608,706.47, of which \$4,636,643.13 was on railway account, \$16,720,404.20 on canals, and \$5,251,659.14 general expenditure.

During the entire period prior to and since Confederation a grand total revenue was received amounting to \$416,731,725.33, of which \$391,866,392.09 was from railways and \$24,865,333.24 from canals. The revenue received from canals during the last fiscal year was \$1,355,677.46. This was entirely from rentals, elevator charges, etc., and not from tolls—which were abolished a quarter of a century ago.

GOVERNMENT EMPLOYEES' COMPENSATION ACT

The Department of Railways and Canals is in charge, for all departments, of the administration of the Government Employees' Compensation Act (chapter 30, Revised Statutes of Canada, 1927). The concentration of this work with the Department of Railways and Canals—which had to maintain a considerable staff for the work as related to Canadian Government railways and canals—renders it unnecessary to maintain duplicate staffs in other departments.

From 1918, when the law was enacted, to March 31, 1928, a total of \$2,364,797.24 had been paid out in compensation, pensions, administration, etc. Of this sum, including amounts advanced, there has been received by:—

New Brunswick.....	\$594,436 31
Ontario.....	574,572 75
Manitoba.....	388,901 13
Quebec.....	356,066 30
Nova Scotia.....	277,203 49
British Columbia.....	100,859 79
Alberta.....	55,952 97
Prince Edward Island.....	3,015 74
Saskatchewan.....	1,115 00

Details of the items, by provinces, will be found in the accountant's report.

I have the honour to be, sir,
Your obedient servant,

G. A. BELL

Deputy Minister.

November 22, 1928.



CANADIAN NATIONAL RAILWAYS

MONTREAL, P.Q., March 31, 1928.

To the Hon. CHARLES A. DUNNING, M.P.,
Minister of Railways and Canals,
Ottawa.

SIR,—On behalf of the Board of Directors I have the honour to submit the report of the operation and affairs of the Canadian National Railway System for the year ended December 31, 1927. The Maritime Freight Rates Act, 1927, having become effective on July 1 the results of the Eastern Lines as described in that Act are eliminated from the Canadian National Railways accounts and are published separately. Due to receivership proceedings the accounts and mileages of the Central Vermont Railway System have been excluded from this report. The Canadian National Railways 1926 accounts have been restated in order to permit an accurate comparison with the year 1927.

MILEAGES

—	Miles owned by constituent companies	Miles under lease or contract	Miles under trackage rights	Total mileage
Central Region (Lines west of Levis and Diamond Jct.).....	6,919.61	443.29	22.57	7,385.47
Grand Trunk Western Lines.....	841.81	121.12	27.78	990.71
Western Region.....	10,232.83	427.57	54.41	10,714.81
Total.....	17,994.25	991.98	104.76	19,090.99

Certain details are shown at the end of this report.

OPERATING RESULTS

The operating results for the year are shown in the following summary, which compares the principal items of revenue and expenses with the corresponding items for the previous year:—

REVENUE

—	1927		1926		Increase	
	\$	cts.	\$	cts.	\$	cts.
Freight.....	193,541	352 73	191,787	465 76	1,753	886 97
Passenger.....	36,080	488 49	35,570	671 22	509	817 27
Express.....	13,163	925 34	12,774	453 93	389	471 41
Mail.....	3,147	755 27	3,142	219 50	5	535 77
Miscellaneous.....	10,642	202 24	10,101	844 13	540	358 11
Total.....	256,575	724 07	253,376	654 54	3,199	069 53

EXPENSES

—	1927	1926	Increase
	\$ cts.	\$ cts.	\$ cts.
Maintenance of way and structures.....	46,075,178 06	43,028,428 62	3,046,749 44
Maintenance of equipment.....	47,447,253 16	47,321,602 60	125,650 56
Traffic.....	7,124,864 67	6,440,087 63	684,777 04
Transportation.....	105,166,760 58	100,603,158 02	4,563,602 56
Miscellaneous operations.....	2,414,842 34	2,121,607 17	293,235 17
General.....	7,226,199 60	6,970,244 08	255,955 52
Transportation for investment <i>Credit</i>	993,350 79	1,012,478 24	Dec. 19,127 45
Total.....	214,461,747 62	205,422,649 88	8,989,097 74
Net earnings.....	42,113,976 45	47,904,004 66	Dec. 5,790,028 21
Operating ratio.....	83.59%	81.09%	

GENERAL REMARKS

Having regard for the various factors relating to the system the general results of the year's operations may be considered satisfactory. Although the net earnings were less by \$5,790,000 than those for 1926, they were much higher than in any previous year.

GROSS EARNINGS

Gross earnings exceeded those of 1926 by \$3,199,069 (1.26%). This increase was not in proportion to the increase in operating expenses, partly on account of reduced rates, the early harvest in 1926 and the late harvest in 1927.

OPERATING EXPENSES

Operating expenses exceeded those of 1926 by about \$8,989,000 (4.37%) represented substantially by increases in wages and in maintenance of way and structures.

MAINTENANCE OF WAY AND STRUCTURES

The increase of \$3,046,750 (7%) is due partly to increased wages and partly to a higher standard of maintenance. Part of the work involved in the extension of stone ballast and the introduction of heavier rails was responsible for a share of the increase. The balance of these two items is charged to capital account. While due economy is essential, it is felt that the introduction of a higher standard of maintenance has been wise.

Special items included \$136,000 for the widening of Victoria Bridge roadway, Montreal, also \$236,371 written off account changes involved in the Toronto Viaduct scheme. The work of replacing wooden trestles and culverts with permanent structures has been continued.

MAINTENANCE OF EQUIPMENT

The expenditures under this heading were only \$125,000 (.27%) more than those for the previous year. That the increased traffic did not require a larger increase in this item was largely due to increased efficiency in shops and yards and in shop operations. During the year a new class of locomotives—the 6100 class—was introduced. These locomotives serve both passenger and freight purposes and have given very satisfactory results. They were designed mainly by our own officers to meet our own requirements. As an instance of their capabilities they are operated without change between Sarnia and Montreal (511 miles), with consequent reduction in roundhouse and terminal expense and appreciable saving in other ways.

TRANSPORTATION EXPENSES

The increase of \$4,563,602 (4.5%) was to a great extent due to higher wages and to some extent to higher fuel costs; also partly to increased business.

BETTERMENTS

Work on the following items was included under this heading:—

New immigration facilities at the Halifax ocean terminals (now nearly completed); new train shed at Saint John (finished);

New stations at Summerside and Carleton, P.E.I., and at St. Fabien, P.Q.; car repair plant at Jonquiere;

Freight transfer yard at Oshawa; west bound freight yard at Niagara Falls; additional yard tracks at Mimico; 69 miles of automatic block signals for double track main line on Cornwall and Dundas subdivisions; 300 ton main line mechanical coaling plants at Paris and Belleville;

Various items in connection with the Toronto Viaduct scheme, including new engine facilities; also bridge over Spadina avenue; new through freight tracks to the south of the viaduct and retaining wall along Fleet street;

Tunnel yard extension at Port Huron; additional work on enlarged train yard at Pontiac;

2.74 miles of the Pontiac Belt Line; continuation of grade separation projects at Chicago, South Bend, Lansing and Detroit; various improvements at Flint, including passenger station and additional trackage;

New station at Edmonton and car shop at Prince Rupert; 6 mile loop line at Saskatoon.

TRAFFIC MOVEMENT

While the general business enjoyed by the company has been satisfactory, it is felt that a field exists for further and more intensive traffic solicitation together with the continued mobilization of every individual in the service of the company in the attraction of traffic to the company's lines. No aspect of the company's affairs is more important than continuous and vigorous activity in this direction.

The system revenue ton miles during 1927 show an increase of .85 per cent over the 1926 figure. The western grain crop totalled 996,510,000 bushels, an increase of 85,534,000 bushels (9.4%) over 1926. Due to adverse weather conditions both in the spring and fall harvesting was delayed, with the result that deliveries of grain during 1927 as compared with those of 1926 were 4.4 per cent lower to the head of the lakes and 1.7 per cent lower to Vancouver and Prince Rupert. The portion of the 1927 crop which did not move during that year will be handled in the first six months of this year.

Our passenger revenues were increased approximately 1.43 per cent. The average distance each passenger was carried during 1927 was 72.96 miles, as compared with 66.67 miles in 1926. The number of passengers ticketed ex-transatlantic steamers increased by 3.9 per cent over those ticketed in 1926. Chinese passenger traffic decreased 24 per cent, due to the disturbed situation in China.

Our express business showed a general increase, as compared with the previous year and resulted in an increase in revenue of 3.05 per cent.

TRAFFIC ITEMS

Freight revenues have been adversely affected during the year as a result of certain rate adjustments.

Under General Order No. 448 of the Board of Railway Commissioners, effective September 12, 1927, grain rates from all points in Western Canada to the head of the lakes were reduced appreciably; and grain rates to Vancouver

and Prince Rupert for export were reduced to the lakehead rate basis. Up to the end of 1927 the relative earnings were over \$600,000 less than they would have been but for the above order.

Freight and passenger revenues were seriously affected by floods in New England and the Mississippi valley.

Increased passenger train miles on new lines and new steam and motor car services amounted to 879,400 train miles.

Elimination of unprofitable and unnecessary steam trains to the extent of 194,500 train miles and the substitution of motor cars for steam services to the extent of 163,300 train miles resulted in a saving of about \$301,000 in operating expenses.

Our revenues continue to be adversely affected by competition of water carriers; also by motor truck and bus competition.

In order to offset competition by motor trucks and parcel post, a decrease in express rates on parcels weighing 15 pounds and less was put into effect on January 1, 1928.

FINANCE

In the Appropriation Act for 1927 \$22,500,000 was voted for Canadian National purposes covering the nine months' period to December 31, 1927.

As of July 1, 1927, an issue of \$65,000,000 4½ per cent Thirty-Year Guaranteed Gold Bonds was made for the following purposes:—

Refunding Three Year Guarantee Gold Notes, due July 1, 1927.....	\$20,000,000
Funding a temporary loan made in connection with the 1926-27 Budget requirements.....	15,000,000
Various expenditures under the above mentioned nine months' Budget.....	16,600,000
Expenditures for branch line construction and the Toronto Viaduct scheme.....	13,400,000
	\$65,000,000

The balance of the requirements under the nine months' Budget will be provided from an issue of securities to be made during 1928.

As of May 1, 1927, an issue was made of \$15,000,000 of 4½ per cent Equipment Trust Certificates, Series "J", in connection with new equipment costing over \$20,000,000.

The Funded Debt Retirements during the year were:

Canadian National 4 p.c. Three Year Guaranteed Gold Notes, due July 1, 1927.....	\$20,000,000 00
Bay of Quinte Railway 5 p.c. First Mortgage Bonds, due January 2, 1927.....	730,000 00
Equipment Trust Certificates of various issues.....	5,291,400 00
Payments under various Sinking Funds and otherwise.....	1,473,107 97
	\$27,494,507 97

On November 15 last a Scheme of Arrangement and Compromise was approved at a meeting held in London, England, of the holders of the Canadian Northern Railway Company 5 per cent Income Charge Convertible Debenture Stock, under which, subject to ratification by the Parliament of Canada, payment of the stock will be made on May 6, 1928, at 94 per cent of the par value. An act ratifying the scheme has been passed by the Parliament of Canada.

CONSTRUCTION

During the year 88 miles of line were graded in Saskatchewan and 43 miles in Alberta, in addition to which some track laying was completed as well as ballasting, fencing, telegraph facilities and buildings.

In the province of Quebec the St. Felicien to Mistassini line, 26.6 miles, was practically speaking completed and was opened for traffic in November.

HUDSON BAY LINE

On behalf of the Government considerable work towards rehabilitating this line was undertaken and preparations were started for the continuation of the line to Fort Churchill.

MANITOBA

Arrangements with the province of Manitoba were made under which a line about 88 miles in length will be constructed by the Manitoba Northern Railway Company from the Hudson Bay line to the Flin Flon Mines, which are controlled and will, it is expected, be developed by United States interests, as a result of which there should be opened up a new mining district which promises to afford substantial traffic.

The bonds of the Manitoba Company will be guaranteed by the Canadian National Railway Company, which will in consideration of such guarantee obtain the capital stock of the Manitoba Company and thus control it.

WAGE ADJUSTMENTS

Increases in pay were granted during the year to practically all classes of employees. Satisfactory agreements were reached by friendly negotiations. Boards of conciliation were applied for in two instances. These increases and other adjustments showed an operating payroll increase of about \$3,771,000.

HOTEL DEPARTMENT

The gross revenues amounted to about \$2,573,000, an increase of about \$278,000 over 1926; with a reduction in operating losses to about \$15,000, as compared with a loss of \$35,000 for 1926. Over \$211,000 of special maintenance expenses were charged against operating account as compared with about \$165,000 so charged in 1926.

The capacity of Jasper Park Lodge was increased. It is proposed to increase the accommodation of Pictou Lodge during the present year.

Our operation of the Highland Inn and of Nominigan and Minesing Camps will be discontinued this year.

The extension to the Chateau Laurier is well under way. The operating profits from this hotel show an appreciable increase as compared with those of the previous year.

TERMINALS

An arrangement was made with the city of Vancouver under which a settlement was reached covering various long outstanding matters in connection with the developments and expenditures required under the agreement made in 1910. This included the construction of a first class hotel, work on which will be started during the present year.

After prolonged investigation plans have been prepared for central terminal facilities in the city of Montreal. These plans if carried out will result in the consolidation of the passenger train services now operated into and out of the Bonaventure, the Tunnel, the Moreau Street and the Montreal and Southern Counties Stations. Until the suggestions have been approved by the city of Montreal, the Harbour Commissioners, the Board of Railway Commissioners and the Dominion Parliament, nothing in this respect can be considered as final.

Substantial progress was made during the year in connection with the Toronto Viaduct scheme. In August the New Union Station was opened by the Prince of Wales accompanied by Premier Baldwin. On account of the magnitude of the work involved and the necessity for settlement by way of

arbitration or otherwise in regard to the acquisition of certain properties considerable work still remains to be done before the permanent trackage can be completed; but in the meantime the passenger tracks on the ground level, extended and rearranged, are still in use.

INDUSTRIAL DEPARTMENT

During the year just passed, 456 new manufacturing establishments of various sorts were located on the lines of this railway in Canada, involving a capital expenditure of \$44,213,030, and 103 concerns already located on our lines in Canada made additions to their plants at an estimated expenditure of \$29,000,000. This is indicative of a healthy business condition and also affords ample justification for the establishment of the Industrial Department, the activities of which contributed much towards the location of the various enterprises on the lines of the railway.

CENTRAL VERMONT

In November very serious floods occurred in the New England States and the Eastern Townships, resulting in a partial tie-up in train movements and a loss in earnings resulting from traffic having to be detoured over foreign lines. In this connection arrangements were made to broadcast daily from Ottawa various news bulletins and reports of relief measures undertaken. This service was much appreciated by the people affected by the floods.

The damage to the Central Vermont properties was so great that in order to enable the raising of the moneys required to rehabilitate the line an application was made to the United States courts by the Canadian National Railways for the appointment of receivers for the Central Vermont System. The reasons for this application were so obvious that it was immediately granted by the appointment of Messrs. George A. Gaston and John W. Redmond as receivers. It was made in order to enable the Central Vermont to obtain advances (and give security therefor) to provide the funds required to restore its line to working conditions. The rehabilitation was undertaken without delay and has been carried on in the face of great difficulties, with the result that on February 4, 1928, the line was reopened as far as White River Junction.

Satisfactory arrangements have been made for the sale of Receivers' Certificates up to not exceeding \$5,000,000; also for the payment at par and accrued interest of Central Vermont bonds in New York on demand of the holders. These bonds mature in 1930. They were guaranteed by the Grand Trunk Railway Company, whose liability to pay is now that of its successor, the Canadian National Railway Company.

The receivership and the various matters ensuing therefrom have been of an amicable character. It may safely be said that a most friendly relationship exists between the Central Vermont and the Canadian National Railways on the one hand and the people of the state on the other.

ROUYN LINE

As of December 23, 1927, an issue of \$3,396,000 of National Transcontinental Railway Branch Lines Company First Mortgage 4½ per cent Thirty-Year Sinking Fund Gold Bonds dated October 1, 1925, was made for the purpose of funding loans obtained for the construction of that company's line from Rouyn to Taschereau, a distance of about forty-five miles.

WEST INDIES TRADE AGREEMENT

During the year contracts were placed by the Canadian National (West Indies) Steamships, Limited, for the construction of five twin screw, steam turbine vessels required for the services under the above agreement. All these

vessels will be approximately 430 feet long and 60 feet wide. It is expected that three of them will be in commission before the end of 1928 and will be operated all the year round from Saint John and Halifax to Bermuda and the Windward Islands as far south as Demerara. They will have accommodation for 103 first class passengers and 132 second and third class; and cargo capacity of about 283,000 cubic feet, deadweight tonnage 6,400 each.

The remaining two vessels will be operated to Bermuda, Nassau and Jamaica, in summer from Montreal, in winter from Saint John and Halifax. They should be available for service at the commencement of the 1929 St. Lawrence navigation season. They will have accommodation for 103 first class passengers and for 243,000 cubic feet of cargo, mostly bananas; deadweight tonnage 4,400 each.

COLONIZATION

In territory tributary to our lines about 190,000 acres of new land were broken in Saskatchewan and about 410,000 in Alberta. These lands should produce crops this year. 38,685 European settlers were brought out under our auspices in 1927 as compared with 31,536 in the previous year. About 9,000 were British. The balance came from other European countries.

Our work in connection with immigration has been considerably extended during the year and satisfactory relations with the Dominion and provincial Governments have been maintained.

Valuable work has been done by our station agents at many points in the western provinces in developing farm help applications and in meeting and directing newcomers. Their co-operation and assistance is much appreciated.

The Department of National Resources has been active in every province, more particularly in the Maritime Provinces, as a result of which much new development is under way.

LAND SALES

Seventy-four thousand two hundred and sixty-seven acres of land were sold during the year for \$994,231, representing an average price of \$13.39, as compared with 115,445 acres sold in 1926 for \$1,697,327, representing \$14.70 per acre. Cancellations of purchase contracts covered 20,797 acres in 1927 and 94,006 acres in 1926. As a result of the marked decrease in cancellations it will be seen that the net increase in land sales during the year amounted to 32,031 acres.

TELEGRAPH MATTERS

The operations under this heading show continued expansion and progress during the year. Our advocacy of the use of telegrams for ordinary business made it necessary to materially increase our facilities in order to handle growing business.

Improved automatic equipment have been installed on the following circuits: Toronto—Hamilton—Buffalo; Toronto—Montreal—Ottawa; also Winnipeg—Edmonton—Saskatoon.

The carrier current system, by which a number of messages may be transmitted simultaneously on one circuit is now in operation between Montreal and Toronto and between Toronto and Winnipeg. This system has substantially increased traffic owing to its reliability through not being affected by earth currents. It has enabled the Canadian National private long distance telephone system to be extended from the East to Winnipeg. Telephone and telegraph services can be carried on simultaneously, without interference of one with the other.

The net income from telegraph service increased from \$241,249 in 1926 to \$403,967 in 1927.

INSURANCE

The Insurance Reserve applicable to Canadian Government Merchant Marine has been transferred to the separate balance sheet of that company. The Canadian National Railways' Insurance Reserve increased during the year by \$1,285,421 and at the end of the year stood at \$7,494,400. The losses on property insured in the Railway Fund during the year were \$556,000. There was no large fire loss.

PURCHASING AND STORES DEPARTMENTS

At the end of the year there was some increase of coal in stock as compared with the corresponding amount in December, 1926. This was due to an extra supply having been put in to provide for possible emergencies resulting from the strike in the Pittsburgh and Ohio districts. This strike made it necessary for our mines in Ohio to be closed down and forced us to get our American coal largely from other fields. Our purchases of coal from Canadian mines during the year were nearly the highest on record. It is expected that imports of American coal will be very materially reduced in 1928. The stocks of general stores showed a substantial reduction during the year. There is no present indication of any great variation from last year in the price of railway materials.

PENSION

The following employees, with fifty or more years of service, were placed on pension during the year, and their records furnish a fine testimonial to the fidelity and loyalty with which they have served the company for more than half a century. The best wishes of the management are extended to them for a long and well-merited period of retirement:

	Service		Service		Service
Ackman, G. C.....	52	Ferguson, H.....	55	Reiffenstein, C. E....	52
Bell, J.....	52	Griffin, J.....	51	Ryan, F.....	56
Caron, F. X.....	51	Healey, P. J.....	55	Stone, G. M.....	54
Charters, S. C.....	52	Holmes, H. S.....	56	True, B.....	55
Clark, A.....	50	Jehu, L.....	53	Turnbull, D.....	54
Crowe, E.....	51	King, G. H.....	52	Turner, H.....	54
Desjardins, E. L.....	51	McCormack, J.....	52	Vandenberg, J.....	55
Dillon, M.....	57	Norton, R. S.....	51		
Ellis, W.....	51	Parsley, W. H.....	53		

Mr. J. Henderson was also retired on pension after fifty years' honourable service; but, we regret to note, he died shortly after retirement.

The board records with pride and admiration that the following employees deserve honourable mention for life-saving acts and efforts:—

Berry, Alonzo; Bundy, Charles S.; Candline, John; Gagne, Joseph E.; Ramsay, James; Robinson, Lucius A.; Smith, Henry E.

HALIFAX HOTEL

In 1926 a plan, which had been privately promoted for the erection of a modern hotel at Halifax, was presented to the Board of Directors for consideration. The plan was found to be unsatisfactory in its method of finance and was rejected. The need of more modern hotel facilities at Halifax was, however, apparent to the board, and it was recognized that, with the establishment in the winter of 1928-1929 of the new and important services of the Canadian National Steamships between Halifax and the West Indies, this need would become still more pressing. Protracted negotiations ensued between Halifax financiers and the National Railways in an effort to arrive at a satisfactory plan whereby such railways might participate in the promoters' under-

taking, although the inclination of the board was that the National Railways should itself construct and own a hotel at Halifax. After these negotiations had been in progress for some time the Canadian Pacific Railway was invited by the promoters to participate in their enterprise, but no decision was reached by the board of that company until September 26, 1927, when it decided to take up \$350,000 of the preferred stock in such enterprise. On July 14, 1927—more than two months prior to this action by the Canadian Pacific—Col. J. L. Ralston, Minister of National Defence, had announced that the possibility of the Canadian National Railways participating financially in the building of a hotel by Halifax promoters had been considered by the Cabinet and that approval would not, without the direct authority of Parliament, be forthcoming for the purchase by the National Railways of minority shares in a privately financed hotel.

On July 20, 1927, the National Railways announced that an appropriate amount for the provision of hotel facilities at Halifax would be included in its annual Budget to be submitted to Parliament. On September 23, 1927, further representations that the National Railways should purchase preferred shares in the privately promoted Halifax hotel were considered by the Cabinet; and Colonel Ralston immediately notified the president of the hotel company that the Cabinet had adhered to the decision reached on July 14 and emphasized the announcement of the intention of the National Railways management to include in the 1928 Budget a railway terminal hotel at Halifax. The decision of the Canadian Pacific to take up the preferred stock of the hotel company was made by the Executive Committee of that railway company three days later.

The site for the new combined station and hotel of the National Railways at Halifax, upon which foundation work is proceeding, is admirably situated to serve the transportation needs of the community being on the ocean terminals, and immediately adjoining the present station of the National System. Ample land was available without additional cost. The hotel is to have one hundred and sixty rooms with an ultimate capacity of three hundred rooms. Authority is asked in the railway estimates for the expenditure of \$1,250,000. The board believes that it has acted with wisdom and has followed that course which was essential for the protection of the interests of the National Railways.

EXECUTIVE COMMITTEE

On June 30 approval by Order in Council was given to the appointment of an Executive Committee consisting of six directors. This committee usually meets weekly except in a week when a meeting of the directors is held, and its existence has facilitated directoral functions.

GENERAL

The results for the year testify to the continued healthy economic condition of the country and are indicative of continued and improving opportunities for the investment of capital and settlement. No country offers more attractive field for hands and brains than the Dominion.

In closing this report the board again desires to express to all officers and employees its gratitude for the fine spirit and enthusiasm which has characterized the service of all in the employ of the company.

H. W. THORNTON,
Chairman and President.

CONSOLIDATED BALANCE SHEET AT DECEMBER 31, 1927

ASSETS

<i>Investments—</i>			
701	Investments in road and equipment.....	\$ 1,914,939,182	63
702	Improvements on leased railway property.....	3,198,263	90
703	Sinking funds:		
	System securities at par.....	\$9,422,666	79
	Other assets at cost.....	4,183,218	16
			13,605,884 95
704	Deposits in lieu of Mortgaged Property sold.....	5,196,173	04
705	Miscellaneous physical property.....	53,488,465	10
706	Investments in Affiliated Companies:		
	“A” stocks.....	\$ 1,516,785	91
	“B” Bonds.....	16,456,591	80
	“C” Notes.....	8,041,905	52
	“D” Advances.....	14,098,303	16
			40,113,586 39
707	Other investments.....	4,580,097	51
			\$2,037,121,653 52
<i>Current Assets—</i>			
708	Cash.....	22,348,866	14
711	Special deposits.....	10,089,677	40
712	Loans and Bills receivable.....	14,803	93
713	Traffic and Car Service balances receivable.....	1,644,516	73
714	Net balances receivable from agents and conductors.....	6,006,066	50
715	Miscellaneous accounts receivable.....	7,520,235	49
	Dominion Government Operating deficit on Eastern Lines...	3,049,746	31
716	Material and supplies.....	40,990,224	65
717	Interest and dividends receivable.....	289,857	64
718	Rents receivable.....	143,866	64
719	Other Current assets.....	28,617	50
			92,126,478 93
<i>Deferred Assets—</i>			
720	Working fund advances.....	266,047	46
721	Insurance and other funds.....	7,941,346	23
722	Other Deferred assets.....	9,469,989	62
			17,677,383 31
<i>Unadjusted Debits—</i>			
723	Rents and insurance premiums paid in advance.....	45,633	36
724	Discount on capital stock.....	189,500	00
725	Discount on funded debt.....	7,004,553	28
727	Other Unadjusted debits.....	4,752,995	21
			11,992,681 85
			\$2,158,918,197 61

NOTE.—(a) The title of the Canadian Northern Ontario Railway and the Canadian Northern Quebec Railway Companies to lands carried in “Miscellaneous Physical Property” has been questioned by the Ontario and Quebec Provincial Governments.

(b) The investments in the Central Vermont Railway Company, now in receivership, are carried in “Investments in Affiliated Companies” at cost including interest unpaid to date of receivership.

LIABILITIES

<i>Stocks—</i>			
751	Capital stock.....	\$ 270,222,748	70
752	Stock liability for conversion.....	10,600	00
			\$270,233,348 70
<i>Governmental Grants—</i>			
754	Grants in aid of construction.....		16,603,115 19
<i>Long term debt—</i>			
755	Funded debt unmatured.....	981,381,736	52
<i>Dominion of Canada Account—</i>			
	Funded debt unmatured.....	\$33,048,000	00
	Loans from Dominion of Canada.....	562,490,349	30
	Interest on above Accrued but unpaid.....	226,142,005	41
	Appropriations account Can. Govt. Rys.....	436,416,387	32
		1,258,096,742	03
			2,239,478,478 55

LIABILITIES—*Concluded*

<i>Current Liabilities—</i>		
758 Loans and bills payable.....	500 00	
759 Traffic and car service balances payable.....	4,503,552 55	
760 Audited Accounts and Wages payable.....	19,075,545 87	
761 Miscellaneous accounts payable.....	4,983,709 74	
762 Interest matured unpaid.....	7,243,020 37	
764 Funded Debt matured unpaid.....	425,216 47	
766 Unmatured interest accrued.....	8,163,705 81	
767 Unmatured rents accrued.....	412,235 31	
768 Other current liabilities.....	188,124 43	
		44,995,610 55
<i>Deferred Liabilities—</i>		
769 Liability for Provident funds.....	31,139 41	
770 Other deferred liabilities.....	4,520,087 79	
		4,551,227 20
<i>Unadjusted Credits—</i>		
771 Tax liability.....	1,618,639 94	
773 Insurance and casualty reserves.....	7,762,659 14	
775 Accrued depreciation—Road.....	2,286,851 22	
776 Accrued depreciation—Equipmeny.....	6,518,409 96	
777 Accrued depreciation—Miscellaneous physical property.....	861,959 59	
778 Other unadjusted credits.....	2,421,716 09	
		21,470,235 94
<i>Corporate Surplus or Deficit—</i>		
779 Additions to property through income and surplus.....	1,729,890 53	
780 Funded debt retired through income and surplus.....	986,000 00	
781 Sinking fund reserves.....	636,343 69	
783 Appropriated surplus.....	2,146,605 09	
784 Profit and Loss balance— <i>Deficit</i>	443,912,657 83	438,413,818 52
		<u>\$2,158,918,197 61</u>

J. M. ROSEVEAR,
General Comptroller.

We have examined the books and records of the companies comprising the Canadian National Railway System for the twelve months ended December 31, 1927. The investments in Road and Equipment appearing in the books of the companies as at January 1, 1923, were accepted by us.

We certify that, in our opinion, the above Consolidated Balance Sheet is properly drawn up so as to exhibit a true and correct view of the affairs of the system as at December 31, 1927, and we further certify that, in our opinion, the attached Income and Profit and Loss Accounts for the year ended December 31, 1927, are correctly stated.

GEORGE A. TOUCHE & Co.,
Chartered Accountants, Auditors.

March 31, 1928.

PROFIT AND LOSS ACCOUNT, 1927

<i>Debits—</i>		
611 Debit balance Canadian National Railway System at January 1, 1927.....	\$414,320,294 09	
Deduct Central Vermont Railway System debit balance at January 1, 1927.....	5,408,813 04	
		\$408,911,481 05
612 Debit balance transferred from Income.....		34,373,027 22
613 Surplus applied to sinking and other reserve funds.....		2,444 00
615 Surplus appropriated for investment in physical property.....		1,266 18
618 Miscellaneous appropriations of surplus.....		88,232 90
619 Loss on retired road and equipment.....		1,525,598 50
		<u>444,902,049 85</u>
<i>Credits—</i>		
603 Profit on road and equipment sold.....		277,070 59
605 Unrefundable overcharges.....		17,025 67
606 Donations.....		57,933 65
607 Miscellaneous credits and debits net.....		514,573 61
622 Adjustment of land surplus account.....		122,788 50
Debit balance for ward to Balance Sheet.....		443,912,657 83
		<u>\$444,902,049 85</u>

NOTE.—The above figures do not include those of the Central Vermont Railway for twelve months, nor of the Eastern Lines for six months ended December 31, 1927.

DEPARTMENT OF RAILWAYS AND CANALS

INCOME STATEMENT

	Year ending December 31, 1927	Year ending December 31, 1926
	\$ cts.	\$ cts.
501 Railway operating revenues.....	256,575,724 07	253,376,654 54
531 Railway operating expenses.....	214,461,747 62	205,472,649 88
Net revenue from railway operations.....	42,113,976 45	47,904,004 66
532 Railway tax accruals.....	4,532,656 88	4,561,075 86
533 Uncollectable railway revenues.....	44,866 89	46,168 94
Railway operating income.....	37,536,472 68	43,296,759 86
502 Revenues from miscellaneous operations.....	2,573,144 32	2,294,815 79
534 Expenses of miscellaneous operations.....	2,519,581 67	2,274,852 57
535 Taxes on miscellaneous operating property.....	68,517 56	65,711 96
Miscellaneous operating deficit.....	14,954 91	45,748 74
Total operating income.....	37,521,517 77	43,251,011 12
504 Rent from locomotives.....	333,363 51	333,794 72
505 Rent from passenger train cars.....	397,123 56	353,432 73
506 Rent from floating equipment.....	355 00	150 00
507 Rent from work equipment.....	461,619 68	349,669 20
508 Joint facility rent income.....	1,114,664 73	1,033,843 62
509 Income from lease of road.....	32,211 97	77,124 88
510 Miscellaneous Rent income.....	1,022,351 65	589,009 99
511 Miscellaneous non-operating physical property.....	296,807 98	203,086 60
512 Separately operated properties—Profit.....	1,456,151 87	1,606,279 99
513 Dividend income.....	470,527 49	413,227 50
514 Income from funded securities.....	865,903 69	848,697 41
515 Income from unfunded securities and accounts.....	1,694,200 81	1,769,641 36
516 Income from sinking and other reserve funds.....	740,453 36	736,906 86
519 Miscellaneous income.....	56,686 23	83,271 39
Total non-operating income.....	8,942,451 53	8,398,136 25
Gross income.....	46,463,969 30	51,649,147 37
536 Hire of freight cars—Debit balance.....	3,599,650 52	3,771,560 57
537 Rent for locomotives.....	92,330 79	96,343 34
538 Rent for passenger train cars.....	291,485 13	303,419 09
539 Rent for floating equipment.....	13,354 65	9,224 29
540 Rent for work equipment.....	44,180 36	40,439 00
541 Joint facility rents.....	1,083,207 19	923,860 40
542 Rent for leased roads.....	1,212,587 52	1,222,583 85
543 Miscellaneous rents.....	82,091 78	83,435 47
544 Miscellaneous tax accruals.....	175,116 65	150,974 55
545 Separately operated properties—Loss.....	712,087 62	646,746 73
546 Interest on funded debt.....	40,448,274 44	39,119,410 55
546A Interest on Dominion Government advances.....	32,190,648 77	31,804,380 40
547 Interest on unfunded debt.....	297,862 23	129,752 41
548 Amortization of discount on funded debt.....	488,331 56	503,392 47
551 Miscellaneous income charges.....	42,148 17	30,797 39
Miscellaneous appropriations of income.....	63,639 14	60,567 84
Total deductions from gross income.....	80,836,996 52	78,896,888 35
Net income deficit.....	34,373,027 22	27,247,740 98

RAILWAY OPERATING REVENUES AND EXPENSES

	Year ending December 31, 1927	Year ending December 31, 1926
	\$ cts.	\$ cts.
<i>Railway Operating Revenues—</i>		
101 Freight.....	193,541,352 73	191,787,465 76
102 Passenger.....	36,080,488 49	35,570,671 22
103 Excess baggage.....	212,083 24	217,129 61
104 Sleeping car.....	2,100,347 22	1,985,812 77
105 Parlour and chair car.....	285,118 71	268,584 76
106 Mail.....	3,147,755 27	3,142,219 50
107 Express.....	13,163,925 34	12,774,453 93
108 Other passenger—Train.....	91,259 85	48,670 85
109 Milk.....	421,437 53	417,549 20
110 Switching.....	2,439,325 49	2,376,715 82
111 Special service train.....	124,886 71	137,488 97
113 Water transfers—Freight.....	8,040 88	
114 Water transfers—Passenger.....	25,728 25	9,406 80
115 Water transfers—Vehicles and live stock.....	24,783 32	9,422 18
116 Water transfers—Other.....	6,586 72	1,721 50
131 Dining and buffet.....	1,495,020 72	1,355,864 27
132 Restaurant.....	57,108 37	56,920 76
133 Station, train and boat privileges.....	176,347 69	165,658 62
134 Parcel room.....	102,135 92	112,554 11
135 Storage—Freight.....	183,206 08	186,353 04
136 Storage—Baggage.....	50,457 06	50,367 57
137 Demurrage.....	736,035 25	794,676 81
138 Telegraph and telephone.....	2,405 87	2,507 28
139 Grain elevator.....	326,070 57	373,898 76
141 Power.....	21,235 08	14,711 86
142 Rent of buildings, etc.....	318,795 79	300,417 72
143 Miscellaneous.....	1,405,952 60	1,409,914 56
151 Joint facility—Credit.....	113,452 92	18,992 23
152 Joint facility—Debit.....	85,619 60	116,154 22
Total operating revenues.....	256,575,724 07	253,376,654 54
<i>Railway Operating Expenses—</i>		
Maintenance of Way and structures.....	46,075,178 06	43,028,428 62
Maintenance of equipment.....	47,447,253 16	47,321,602 60
Traffic.....	7,124,864 67	6,440,087 63
Transportation.....	105,166,760 58	100,603,158 02
Miscellaneous operations.....	2,414,842 34	2,121,607 17
General.....	7,226,199 60	6,970,244 08
Transportation for investment—Credit.....	993,350 79	1,012,478 24
Total operating expenses.....	214,461,747 62	205,472,649 88

RAILWAY OPERATING EXPENSES

	Year ending December 31, 1927	Year ending December 31, 1926
	\$ cts.	\$ cts.
<i>Maintenance of Way and Structures—</i>		
201 Superintendence.....	3,321,349 39	2,902,790 14
202 Roadway maintenance.....	4,304,133 29	3,663,204 48
206 Tunnels and subways.....	20,791 24	24,029 30
208 Bridges, trestles and culverts.....	3,281,695 10	2,744,143 56
212 Ties.....	7,502,178 05	7,653,561 93
214 Rails.....	3,319,128 02	2,550,795 72
216 Other track material.....	2,257,104 52	1,901,791 34
218 Ballast.....	844,387 62	620,155 54
220 Track laying and surfacing.....	12,591,013 38	12,100,305 18
221 Right of Way fences.....	422,022 48	376,397 16
223 Snow and sand fences and snow sheds.....	86,338 91	45,882 84
225 Crossings and signs.....	497,663 52	460,927 47
227 Station and office buildings.....	1,853,016 11	1,569,320 96
229 Roadway buildings.....	195,339 94	196,010 31
231 Water stations.....	510,507 47	559,552 24
233 Fuel stations.....	197,073 02	188,235 74
235 Shops and enginehouses.....	1,524,983 01	1,271,322 70
237 Grain elevators.....	56,832 94	58,149 76
241 Wharves and docks.....	117,086 40	129,879 49
243 Coal and Ore wharves.....	2,522 92	8,508 19
245 Gas producing plants.....	89 02	328 91
247 Telegraph and telephone lines.....	448,407 43	465,172 21
249 Signals and interlockers.....	469,793 17	399,962 67
253 Power plant buildings.....	11,140 21	30,270 50
255 Power substation buildings.....	405 57	110 74
257 Power transmission systems.....	11,871 59	4,239 57
259 Power distribution systems.....	21,414 65	25,729 13
261 Power line poles and fixtures.....	13,221 43	3,080 89
265 Miscellaneous structures.....	1,430 75	2,142 14
267 Paving.....	12,842 26	817 40
269 Roadway machines.....	292,563 69	246,826 92
271 Small tools and supplies.....	644,359 85	585,719 79
272 Removing snow, ice and sand.....	1,741,699 40	2,289,331 98
273 Assessments for public improvements.....	29,703 04	6,784 99
274 Injuries to persons.....	303,763 73	264,419 13
275 Insurance.....	373,045 57	380,081 45
276 Stationery and printing.....	69,194 12	66,043 79
277 Other expenses.....	33,678 70	18,327 99
278 Maintaining joint tracks, Yards and other facilities, Dr.....	369,038 37	333,027 36
279 " " " " " " " " Cr.....	1,745,800 33	1,190,704 40
Depreciation—U.S. lines only.....	68,148 51	71,751 41
Total.....	46,075,178 06	43,028,428 62

RAILWAY OPERATING EXPENSES—Continued

	Year ending December 31, 1927		Year ending December 31, 1926	
	\$	cts.	\$	cts.
<i>Maintenance of Equipment—</i>				
301 Superintendence.....	1,805,302	97	1,761,117	11
302 Shop machinery.....	1,272,055	58	1,240,013	69
304 Power plant machinery.....	76,124	75	86,378	08
306 Power substation apparatus.....	1,470	16	1,030	23
308 Steam locomotives—Repairs.....	15,607,412	17	15,266,660	83
310 Steam locomotives—Retirements.....	950,017	59	604,254	28
311 Other locomotives—Repairs.....	38,833	77	32,087	53
314 Freight train cars—Repairs.....	16,241,183	23	17,000,738	89
316 Freight train cars—Retirements.....	1,331,408	69	1,108,823	17
317 Passenger train cars—Repairs.....	6,142,603	60	6,077,494	03
319 Passenger train cars—Retirements.....	71,896	54	190,452	00
320 Motor equipment of cars—Repairs.....	133,409	58	158,217	75
322 Motor equipment of cars—Retirements.....			18,867	23
323 Floating equipment—Repairs.....	147,149	68	73,191	88
325 Floating equipment—Retirements.....	20,068	56		
326 Work equipment—Repairs.....	1,537,939	17	1,754,078	57
328 Work equipment—Retirements.....	109,026	26	95,486	11
329 Miscellaneous equipment—Repairs.....	17,027	61	16,792	26
331 Miscellaneous equipment—Retirements.....	3,040	59	3,270	64
332 Injuries to Persons.....	287,424	26	310,645	34
333 Insurance.....	449,066	10	424,124	17
334 Stationery and printing.....	66,473	10	79,227	46
335 Other expenses.....	28,378	53	31,215	69
336 Maintaining joint equipment at terminals, Dr.....	74,287	96	69,009	26
337 Maintaining joint equipment at terminals, Cr.....	194,675	03	196,655	24
Depreciation—U.S. lines only.....	1,230,327	74	1,115,081	64
Total.....	47,447,253	16	47,321,602	60
<i>Traffic expenses—</i>				
351 Superintendence.....	2,039,930	98	1,862,291	07
352 Outside agencies.....	2,507,686	63	2,342,500	17
353 Advertising.....	1,198,477	54	1,023,315	14
353 Radio.....	266,535	04	235,728	36
354 Traffic associations.....	88,744	98	80,031	82
356 Industrial and immigration bureaus.....	102,123	54	72,707	17
356 Colonization, agriculture and natural resources.....	546,729	03	460,077	06
357 Insurance.....	664	80	663	48
358 Stationery and printing.....	367,523	05	343,650	76
359 Other expenses.....	6,449	08	19,122	60
Total.....	7,124,864	67	6,440,087	63

DEPARTMENT OF RAILWAYS AND CANALS

RAILWAY OPERATING EXPENSES—Continued

	Year ending December 31, 1927	Year ending December 31, 1926
	\$ cts.	\$ cts.
<i>Transportation Rail Line—</i>		
371 Superintendence.....	3,634,642 69	3,736,599 35
372 Despatching trains.....	1,393,587 33	1,321,045 66
373 Station employees.....	15,545,083 29	15,069,985 40
374 Weighing, inspection and demurrage bureaus.....	80,198 85	74,535 66
375 Coal and ore wharves.....		46,991 53
376 Station supplies and expenses.....	1,307,106 12	1,298,054 17
377 Yardmasters and yard clerks.....	2,720,650 88	2,585,759 35
378 Yard conductors and brakemen.....	5,343,141 58	5,052,438 13
379 Yard, switch and signal tenders.....	683,649 40	648,949 26
380 Yard enginemen.....	3,851,683 45	3,697,953 70
381 Yard motormen.....	33,125 93	32,909 25
382 Fuel for yard locomotives.....	4,585,283 18	4,483,183 95
383 Yard switching power produced.....	17,323 06	17,572 58
384 " " purchased.....	55,941 28	55,307 62
385 Water for yard locomotives.....	203,224 23	190,412 74
386 Lubricants for yard locomotives.....	46,701 38	49,267 10
387 Other supplies for yard locomotives.....	44,562 26	45,227 12
388 Enginehouse expenses—Yard.....	1,446,072 96	1,394,721 85
389 Yard supplies and expenses.....	121,477 58	114,498 05
390 Operating joint yards and terminals, Dr.....	988,792 94	813,144 75
391 " " " " Cr.....	1,387,034 96	1,362,068 86
392 Train Enginemen.....	10,613,852 35	9,982,471 39
393 Train motormen.....	89,608 68	85,616 86
394 Fuel for train locomotives.....	19,058,874 19	18,567,805 86
395 Train power produced.....	9,403 51	13,859 01
396 " " purchased.....	44,752 08	46,861 65
397 Water for train locomotives.....	1,000,256 82	1,022,699 16
398 Lubricants for train locomotives.....	243,752 90	266,457 83
399 Other supplies for train locomotives.....	183,055 33	187,902 92
400 Enginehouse expenses—Train.....	3,438,212 04	3,360,730 22
401 Trainmen.....	11,863,007 03	10,848,228 78
402 Train supplies and expenses.....	5,044,548 10	4,720,782 46
403 Operating sleeping cars.....	1,040,044 10	946,110 64
404 Signal and interlocker operation.....	569,862 50	555,537 31
405 Crossing protection.....	673,041 51	678,131 60
406 Drawbridge operation.....	105,490 75	103,945 12
407 Telegraph and telephone operation.....	47,668 83	49,902 13
408 Operating floating equipment.....	1,033,709 61	788,907 36
409 Express service.....	5,973,716 86	5,721,569 28
410 Stationery and printing.....	655,658 24	665,153 39
411 Other expenses.....	263,748 12	316,791 19
412 Operating joint tracks and facilities, Dr.....	217,270 61	211,031 76
413 " " " " Cr.....	515,275 83	508,812 13
414 Insurance.....	364,870 16	402,194 43
415 Clearing wrecks.....	436,196 55	431,763 03
416 Damage to property.....	63,838 96	145,723 06
417 Damage to live stock on right of way.....	59,263 01	51,441 67
418 Loss and damage—Freight.....	1,038,241 10	972,302 46
419 " " " " Baggage.....	2,992 01	3,441 41
420 Injuries to persons.....	741,887 03	598,119 81
Total.....	105,166,760 58	100,603,158 02

RAILWAY OPERATING EXPENSES—*Concluded*

	Year ending December 31, 1927		Year ending December 31, 1926	
	\$	cts.	\$	cts.
<i>Miscellaneous Operations—</i>				
441 Dining and buffet service.....	2,137,398	73	1,825,054	14
442 Restaurants.....	52,252	87	64,722	68
443 Grain elevators.....	152,862	85	179,242	14
445 Producing power sold.....	33,439	82	26,689	37
446 Other miscellaneous operations.....	38,888	07	25,898	84
Total.....	2,414,842	34	2,121,607	17
<i>General Expenses—</i>				
451 Salaries and expenses of general officers.....	871,922	31	903,853	54
452 Salaries and expenses of clerks and attendants.....	3,581,051	63	3,488,123	33
453 General office supplies and expenses.....	407,203	47	412,133	90
454 Law expenses.....	458,753	85	479,771	76
455 Insurance.....	2,687	04	2,671	74
456 Relief Department Expenses.....	21,500	00	21,500	00
457 Pensions.....	1,106,074	07	951,262	66
458 Stationery and printing.....	166,912	48	173,321	27
459 Valuation expenses.....	34,613	69	41,296	77
460 Other expenses.....	572,977	06	498,963	81
461 General joint facilities, Dr.....	14,645	41	6,989	54
462 " " Cr.....	12,141	41	9,644	24
Total.....	7,226,199	60	6,970,244	08

EXPENDITURES, LESS RETIREMENTS, DURING THE YEAR 1927, APPLICABLE TO INVESTMENT IN ROAD AND EQUIPMENT

<i>Road—</i>	C.N.R. Eastern Lines		Canadian National System	
	\$	cts.	\$	cts.
1 Engineering.....	3,639	34	736,573	20
2 Land for transportation purposes.....	7,228	26	2,673,627	79
3 Grading.....	61,677	60	5,215,023	57
5 Tunnels and subways.....	4,242	74	33,246	94
6 Bridges, trestles and culverts.....	52,175	39	3,017,208	38
8 Ties.....	17,446	38	755,073	32
9 Rails.....	133,439	46	1,416,662	65
10 Other track material.....	158,941	06	2,433,027	83
11 Ballast.....	43,682	25	1,583,619	63
12 Tracklaying and surfacing.....	70,080	55	1,146,243	38
13 Right of way fences.....	17,214	13	101,739	41
14 Sand and snow fences and snow sheds.....	2,353	52	25,950	31
15 Crossings and signs.....	5,152	37	205,860	20
16 Station and office buildings.....	471,429	75	1,626,335	92
17 Roadway buildings.....	1,160	95	298,297	43
18 Water stations.....	26,573	45	420,125	23
19 Fuel stations.....	435	08	122,533	93
20 Shops and enginehouses.....	123,834	83	843,084	84
21 Grain elevators.....			66,547	97
23 Wharves and docks.....	5,890	58	208,788	95
24 Coal and ore wharves.....			47	17
26 Telegraph and telephone lines.....			61,360	01
27 Signals and interlockers.....	7,742	46	355,734	61
29 Power plant buildings.....			86,426	56
30 Power substation buildings.....			218	44
31 Power transmission systems.....			23,847	30
32 Power distribution systems.....	437	54	97,459	41
33 Power line, poles and fixtures.....			86,750	59
34 Underground conduits.....			5,184	41
35 Miscellaneous structures.....			15,136	12
36 Paving.....			2,661	91
37 Roadway machines.....	5,835	62	22,434	05
38 Roadway small tools.....	227	65	15,225	37
39 Assessments for public improvements.....			190,737	04
40 Revenues and operating expenses during construction.....	2,268	99	212,920	60
41 Cost of road purchased.....			1,278,201	89
43 Other expenses—Road.....	285	21	150,057	93
44 Shop machinery.....	60,059	36	238,238	85
45 Power plant machinery.....	650	38	16,569	69
46 Power substation apparatus.....			3,678	79
47 Unapplied construction material and supplies.....			82,350	61
	1,279,111	72	22,887,393	43

EXPENDITURES, LESS RETIREMENTS, DURING THE YEAR 1927, APPLICABLE TO INVESTMENT IN ROAD AND EQUIPMENT—*Concluded*

	C.N.R. Eastern Lines	Canadian National System
<i>Equipment—</i>	\$ cts.	\$ cts.
51 Steam locomotives.....		5,836,383 92
52 Other locomotives.....		314,067 83
53 Freight train cars.....		6,738,342 00
54 Passenger train cars.....		5,696,616 40
55 Motor equipment of cars.....		239,869 53
56 Floating equipment.....		509,634 70
57 Work equipment.....		1,070,351 07
58 Miscellaneous expenses.....		29,612 14
		20,434,877 59
<i>General—</i>		
71 Organization expenses.....		6,418 56
72 General officers and clerks.....		12,288 17
73 Law.....		18,960 47
74 Stationery and printing.....		6,655 18
76 Interest during construction.....	7,950 44	362,232 15
77 Other expenses—General.....	2,063 87	4,148 39
	10,014 31	402,406 14
Total.....	1,269,097 41	43,724,677 16
Total Canadian National System including Eastern Lines.....		44,993,774 57
Investment expenditures under suspense appropriations.....		374,771 11
Investment expenditures by separately operated properties.....		1,587,168 29
Total expended during year.....		46,196,171 75
Transfers between balance sheet accounts not applicable to year's expenditures.....		5,137,702 96
Balance at January 1, 1927.....	1,886,449,586 30	
Central Vermont Railway System.....	22,844,278 38	1,863,605,307 92
Balance at December 31, 1927, as per balance sheet.....		1,914,939,182 63

A/C 702—IMPROVEMENTS ON LEASED RAILWAY PROPERTY DURING YEAR 1927

	C.N.R. Eastern Lines	Canadian National System
<i>Road—</i>	\$ cts.	\$ cts.
1 Engineering.....		3,679 16
2 Land for transportation purposes.....		34,902 90
3 Grading.....	7,909 39	839 97
6 Bridges, trestles and culverts.....	3,784 46	18,423 68
8 Ties.....		9,351 98
9 Rails.....	4,925 10	22,391 62
10 Other track material.....	746 00	28,114 78
11 Ballast.....		11,540 98
12 Track laying and surfacing.....	9,399 08	14,462 90
13 Right of way fences.....		5,582 25
14 Sand and snow fences and snow sheds.....	2,689 70	212 46
15 Crossings and signs.....		150 13
16 Station and office buildings.....	5,988 46	18,044 91
17 Roadway buildings.....		344 96
18 Water stations.....	5,058 67	9,101 71
19 Fuel stations.....		1,844 33
20 Shops and engine houses.....		15,562 93
21 Grain elevators.....		2,668 02
23 Wharves and docks.....		49,822 83
24 Coal and ore wharves.....		2,718 08
26 Telegraph and telephone lines.....		482 91
27 Signals and interlockers.....		27,315 78
32 Power distribution systems.....		1,930 97
33 Power line poles and fixtures.....		127 10
35 Miscellaneous structures.....		579 70
37 Roadway machines.....		647 27
39 Assessments for public improvements.....		17,374 62
44 Shop machinery.....		2,176 70
	40,500 86	171,444 93

A/C 702—IMPROVEMENTS ON LEASED RAILWAY PROPERTY DURING YEAR 1927
—Concluded

	C.N.R. Eastern Lines	Canadian National System
<i>Equipment—</i>	\$ cts.	\$ cts.
57 Work equipment.....		10,793 85
Total.....	40,500 86	160,651 08
Total Canadian National System including Eastern Lines.....		201,151 94
Investment expenditure under suspense appropriations.....		65,297 50
Investment expenditures by separately operated properties.....		921 00
Total expenditures during year.....		267,370 44
Transfers between Balance Sheet Accounts not applicable to year's expenditures.....		2,321,788 63
Balance at January 1, 1927.....	5,964,867 63	
Central Vermont Railway System.....	712,185 54	5,252,682 09
Balance at December 31, 1927, as per Balance Sheet.....		3,198,263 90

STATEMENT SHOWING DETAILS OF EQUIPMENT OWNED DECEMBER 31, 1926,
ADDITIONS, RETIREMENTS AND POSITION AT DECEMBER 31, 1927

	December 31, 1926 Ex. C.V.	Additions during Year	Retirements during Year	December 31, 1927
<i>Locomotives—</i>				
Passenger—Freight.....	2,561	56	91	2,526
Switching.....	503	22	6	519
Electric locomotives.....	12	3		15
Total locomotives.....	3,076	81	97	3,060
<i>Freight Equipment—</i>				
Box cars.....	84,143	2,736	1,455	85,424
Flat cars.....	10,267	30	680	9,617
Stock cars.....	5,710	1	107	5,604
Coal cars.....	16,713	241	330	16,624
Tank cars.....	181		1	180
Refrigerator cars.....	3,079	200	26	3,253
Caboose cars.....	1,758	70	28	1,800
Other cars in freight service.....	1,722	102	330	1,494
Total freight equipment.....	123,573	3,380	2,957	123,996
<i>Passenger Equipment—</i>				
First Class cars.....	954	35	15	974
Second class cars.....	251	1	5	247
Combination cars.....	414	12	9	417
Immigrant cars.....	327	1	1	327
Dining cars.....	84	12		96
Parlor cars.....	133	5	1	137
Sleeping cars.....	251	55	4	302
Postal cars.....	83		6	77
Baggage and express cars.....	949	14	11	952
Unit cars.....	41	7	1	47
Other cars in passenger service.....	101	12		113
Total passenger equipment.....	3,588	154	53	3,689
<i>In Company's Service—</i>				
Business and pay cars.....	67			67
All other cars in Company's service.....	7,233	737	237	7,733
Total in Company's service.....	7,300	737	237	7,800
Total cars.....	134,461	4,271	3,247	135,485
<i>Floating Equipment—</i>				
Motor ship.....		1		1
Car ferries.....	9	1		10
Barges.....	5	1		6
Tugs.....	3	1	1	3
Work.....	4			4

DEPARTMENT OF RAILWAYS AND CANALS

COMPARATIVE STATEMENT OF OPERATING REVENUE PAID IN LABOUR AND THE AVERAGE NUMBER OF EMPLOYEES

	1927	1926	Increase or Decrease	Per cent Increase or Decrease
	\$ cts.	\$ cts.	\$ cts.	
Gross earnings.....	256,575,724 07	253,376,654 54 I.	3,199,069 53	1.26
Operating labour.....	128,248,553 84	123,863,197 21 I.	4,385,356 63	3.54
Ratio of labour to gross earnings.....	49.98	48.88 I.	1.10	2.25
*Comparison of payroll (including betterments).....	155,529,857 00	148,475,896 00 I.	7,053,961 00	4.75
*Average number of employees.....	100,485	100,123 I.	362	0.36

* Includes Eastern lines.

COMPARATIVE STATEMENT SHOWING DISTRIBUTION OF OPERATING RATIO AS BETWEEN LABOUR, FUEL AND OTHER EXPENSES

	1927	1926	Increase or Decrease	Per cent Increase or Decrease
Labour.....	49.98	48.88 I.	1.10	2.25
Fuel.....	9.21	9.10 I.	0.11	1.21
Other expenses.....	24.40	23.11 I.	1.29	5.58
Total.....	83.59	81.09 I.	2.50	3.08

COMPARATIVE STATEMENT SHOWING DISTRIBUTION OF OPERATING RATIO OVER GENERAL ACCOUNTS

	1927	1926
Maintenance of way and structures.....	17.96	16.98
Maintenance of equipment.....	18.40	18.68
Traffic.....	2.78	2.54
Transportation—Rail.....	40.99	39.70
Miscellaneous operations.....	0.94	0.84
General.....	2.82	2.75
Transportation for investment—Credit.....	0.39	0.40
Total.....	83.59	81.09

COMPARATIVE STATEMENT SHOWING DISTRIBUTION OF DOLLAR SPENT AS BETWEEN LABOUR, FUEL AND OTHER EXPENSES

	1927	1926
	Cents	Cents
Labour.....	60	60
Fuel.....	11	11
Other expenses.....	29	29
Total.....	\$1 00	\$1 00

COMPARATIVE STATEMENT SHOWING DISTRIBUTION OF DOLLAR SPENT OVER GENERAL ACCOUNTS

	1927	1926
	Cents	Cents
Maintenance of way and structures.....	22	21
Maintenance of equipment.....	22	23
Traffic.....	3	3
Transportation—Rail.....	49	49
Miscellaneous.....	1	1
General.....	3	3
Transportation for investment—Cr.....	-	-
Total.....	\$1 00	\$1 00

LOANS FROM DOMINION OF CANADA

	Principal outstanding at Dec. 31, 1927		Interest accrued 1927		Interest accrued 1926	
	\$	cts.	\$	cts.	\$	cts.
<i>Canadian National Railway—</i>						
6% Loan—Vote 478, appropriation 4, 1920.....	25,000,000	00	1,500,000	00	1,500,000	00
6% loan—Vote 126, appropriation 2, 1921.....	55,293,435	18	3,317,606	10	3,317,606	10
6% loan—Vote 137, appropriation 2, 1922.....	23,288,747	15	1,397,324	82	1,397,324	82
5% loan—Vote 377, Appropriation Act, 1925.....	2,149,381	75	107,469	09	89,714	61
4% loan to G.T.P. Rly., Chap. 23, Acts of 1913....	15,000,000	00	600,000	00	600,000	00
Sundry items.....	80,000	00	33,706	99	23,125	30
<i>Grand Trunk Pacific—</i>						
6% loan—Chap. 4, Acts of 1915.....	6,000,000	00	360,000	00	360,000	00
6% loan—Appropriation Act. No. 2, Acts of 1916....	4,555,843	45	273,350	60	273,350	60
6% loan—Appropriation Act No. 4, Acts of 1917....	4,196,073	72	251,764	42	251,764	42
6% loan—Appropriation Acts of 1919.....	5,787,439	93	347,246	40	347,246	40
Advances to pay guaranteed interest (1916 to 1927)	24,357,907	47				
Advances during receivership 5% and 6% (1919 to 1927).....	51,981,541	99	3,059,527	58	3,142,394	68
3% G.T.P. Rly. bonds held by the Dominion Government.....	33,048,000	00	991,440	00	991,440	00
<i>Canadian Northern Railway: (Note)—</i>						
3½% loan—Chap. 6, Acts of 1911.....	2,396,099	68	83,863	48	83,863	48
4% loan—Chap. 20, Acts of 1914.....	5,294,000	02	211,760	00	211,760	00
5% loan—Chap. 4, Acts of 1915.....	10,000,000	00	500,000	00	500,000	00
6% loan—Chap. 29, Acts of 1916.....	15,000,000	00	900,000	00	900,000	00
6% Loan—Chap. 24, Acts of 1917.....	25,000,000	00	1,500,000	00	1,500,000	00
6% loan—Act No. 1, Acts of 1918.....	25,000,000	00	1,500,000	00	1,500,000	00
6% loan—War Measure Act of 1918.....	1,887,821	16	113,269	26	113,269	26
6% equipment loans—Chap. 38, Acts of 1918.....	13,951,328	28	837,079	70	837,079	70
6% loan—Vote 103, Appropriation 4, Acts of 1919....	35,000,000	00	2,100,000	00	2,100,000	00
6% equipment loan—Vote 96, Acts of 1919.....	23,362,212	73	1,401,732	76	1,401,732	76
6% loan—Vote 127, Appropriation 4, 1920.....	48,611,077	00	2,916,664	62	2,916,664	62
6% equipment loan—Vote 115, Acts of 1920.....	15,503,426	34	930,205	58	930,205	58
6% equipment loans—Vote 113, Acts of 1921.....	1,725,723	30	103,543	40	103,543	40
6% loan—Vote 126, Appropriation 2, 1921.....	44,419,806	42	2,665,188	38	2,665,188	38
6% loan—Vote 136, Appropriation 1, 1922.....	42,800,000	00	2,568,000	00	2,568,000	00
6% equipment loans—Vote 115, 1922-1923.....	2,315,805	79	138,948	34	138,948	34
6% loan—Vote 139, Appropriation Act, 1923.....	12,655,019	57	759,301	17	759,301	17
5% loan—Vote 137, Appropriation Act, 1924.....	1,318,315	86	65,915	79	65,915	79
5% loan—Vote 377, Appropriation Act, 1925.....	9,496,718	21	474,835	91	396,380	41
5% loan—Vote 372, Appropriation Act, 1926.....	9,062,624	30	495,489	31	150,874	44
Less interest chargeable to Eastern Lines.....			314,584	93	286,073	26
	595,538,349	30	32,190,648	77	31,804,380	40

NOTE.—In respect of the advances under this heading the Government has security by guarantee, mortgage or otherwise, in accordance with the conditions under which said advances were made.

A/C 546—"INTEREST ON FUNDED DEBT"

A/C 755—"UNMATURED FUNDED DEBT"

Name of security	Issuing company	Date of maturity	Principal outstanding at Dec. 31, 1927	Interest accrued 1927	Interest accrued 1926
			\$ cts.	\$ cts.	\$ cts.
<i>Guaranteed by Dominion Government—</i>					
5% perpetual debenture stock	G. T. R.	Perpetual	20,782,491 67	1,039,124 58	1,039,124 58
5% G.W. perpetual debenture stock and bonds	G. T. R.	Perpetual	13,252,322 67	662,616 12	662,616 12
4% perpetual debenture stock	G. T. R.	Perpetual	119,839,014 33	4,793,550 56	4,793,550 56
4% Nor. Rly. perpetual debenture stock	G. T. R.	Perpetual	1,499,979 67	59,999 18	59,999 18
4% perpetual guaranteed stock	G. T. R.	Perpetual	60,833,333 33	2,433,333 33	2,433,333 33
7% sinking fund gold debenture bonds	G. T. R.	Oct. 1, 1940.	24,743,000 00	1,732,010 00	1,732,010 00
6% sinking fund gold debenture bonds	G. T. R.	Sept. 1, 1936.	25,000,000 00	1,500,000 00	1,500,000 00
3% 1st mortgage bonds (ex. Govt. holdings).	G. T. P.	Jan. 1, 1962.	34,992,000 00	1,049,760 00	1,049,760 00
4% sterling bonds, due 1962.	G. T. P.	Jan. 1, 1962.	8,440,848 00	337,633 92	337,633 92
3% 1st mortgage debenture stock	Can. Nor.	July 10, 1953.	9,359,996 72	280,799 86	280,799 86
3% 1st mortgage debenture stock	Can. Nor.	July 20, 1958.	7,896,573 31	276,380 08	276,380 14
4% debenture stock and bonds	Can. Nor.	Sept. 1, 1934.	17,060,333 33	682,413 34	682,413 34
7% sinking fund debenture bonds	Can. Nor.	Dec. 1, 1940.	24,793,000 00	1,735,510 00	1,735,510 00
6% sinking fund debenture bonds	Can. Nor.	July 1, 1946.	25,000,000 00	1,625,000 00	1,625,000 00
4% 10 year gold bonds	Can. Nor.	Feb. 15, 1935.	17,000,000 00	765,000 00	765,000 00
3% 1st mortgage debenture stock	C. N. A.	May 4, 1960.	3,149,998 66	110,249 94	110,249 94
3% 1st mortgage debenture stock	C. N. O.	May 19, 1961.	34,229,996 87	1,198,049 84	1,198,049 84
5% Equipment trust—Series "G"	Can. Nat.	Serially 1/8/1938.	16,500,000 00	850,000 00	925,000 00
5% 30 year bonds	Can. Nat.	Feb. 1, 1954.	50,000,000 00	2,500,000 00	2,500,000 00
4% 3 year guaranteed gold notes	Can. Nat.	July 1, 1927.	400,000 00	800,000 00	800,000 00
4% 30 year guaranteed gold bonds—1954.	Can. Nat.	Sept. 15, 1954.	26,000,000 00	1,170,000 00	1,170,000 000
4% 5 year gold bonds	Can. Nat.	Feb. 15, 1930.	18,000,000 00	810,000 00	810,000 000
4% 30 year guaranteed gold bonds—1957.	Can. Nat.	July 1, 1957.	65,000,000 00	1,309,406 89	.....
2% 1927 guaranteed debenture stock	Can. Nat.	By tenders or drawings.	33,808,441 33	684,346 62	348,792 53
<i>Guaranteed by Province of Ontario—</i>					
3% 1st mortgage debenture stock	C. N. O.	1936 and 1938.	7,859,997 59	276,099 90	275,099 90
<i>Guaranteed by Province of Manitoba—</i>					
4% consolidated debenture bonds	Can. Nor.	June 30, 1930.	10,785,993 31	431,439 73	431,943 73
4% Sifton branch bonds	Can. Nor.	Feb. 1, 1929.	1,137,340 00	45,493 60	45,493 60
4% Gilbert Plains branch bonds	Can. Nor.	Nov. 1, 1930.	2,433 33	97 32	97 32
4% Man. and South Eastern bonds	Can. Nor.	Feb. 1, 1929.	510,513 34	20,420 53	20,420 53
4% Ontario division bonds	Can. Nor.	June 30, 1930.	5,683,293 33	227,292 80	227,205 19
*4% Ontario division bonds	Can. Nor.	June 30, 1930.	61,320 00	2,803 20	2,801 75
4% Winnipeg terminal bonds	Can. Nor.	July 1, 1939.	3,000,000 00	120,000 00	120,000 00
4% 1st mortgage debenture stock	Can. Nor.	June 30, 1930.	2,859,998 87	114,339 92	114,339 92
4% Province of Manitoba bonds	Can. Nor.	Oct. 1, 1930.	349,000 00	13,960 00	13,960 00
<i>Guaranteed by Province of Saskatchewan—</i>					
4% 1st mortgage bonds	G. T. P. B. L.	Jan. 22, 1939.	9,874,062 00	394,962 48	394,962 48
4% 1st mortgage debenture stock	Can. Nor.	Jan. 23, 1939.	8,029,999 99	321,200 00	321,200 00
<i>Guaranteed by Province of Alberta—</i>					
4% 1st mortgage bonds—1942.	G. T. P. B. L.	Feb. 15, 1942.	1,153,764 00	46,150 56	46,150 56
4% 1st mortgage bonds—1939.	G. T. P. B. L.	Feb. 25, 1939.	2,430,000 00	97,200 00	97,200 00
4% 1st mortgage debenture stock	Can. Nor.	Feb. 25, 1939.	5,586,665 64	223,466 62	223,466 62
4% 1st mortgage debenture stock and bonds—1943.	C. N. W.	Oct. 22, 1943.	2,799,997 73	125,999 90	125,999 90
4% 1st mortgage debenture stock and bonds—1942.	C. N. W.	Feb. 16, 1942.	6,424,000 00	289,080 00	289,080 00
<i>Guaranteed by Province of British Columbia—</i>					
4% 1st mortgage debenture stock	C. N. P.	April 2, 1950.	16,412,001 13	656,480 07	65,480 07
4% terminal debenture stock	C. N. P.	April 2, 1950.	8,614,000 00	387,630 00	387,630 00
Carried forward			750,755,710 15	31,798,370 89	30,628,420 91

*These securities are not guaranteed but may be exchanged for 4% Ontario Division bonds.

A/C 546—"INTEREST ON FUNDED DEBT"—Continued

A/C 755—"UNMATURED FUNDED DEBT"—Continued

Name of security	Issuing company	Date of maturity	Principal outstanding at Dec. 31, 1927		Interest accrued 1927		Interest accrued 1926	
			\$	cts.	\$	cts.	\$	cts.
Brought forward.....			750,755,710	15	31,798,370	89	30,628,420	91
<i>Unguaranteed (by Provinces or Dominion)—</i>								
4% Canada Atlantic 1st mortgage bonds.....	G. T. R.....	Jan. 1, 1955 ..	16,000,092	00	640,003	68	640,003	68
7% Wellington, Grey and Bruce bonds.....	G. T. R.....	By drawings.....	207,806	67	27,918	27	27,738	85
6% Northern Railway 3rd preferred bonds.....	G. T. R.....	Indeterminable.....	70,566	66	4,234	00	4,234	00
5% equipment trust—Series "D".....	G. T. R.....	Aug. 1, 1927.....			4,166	67	16,666	66
6% equipment trust notes "U.S.R.A.".....	G. T. R.....	Ser. 15/1/1935 ..	479,200	00	28,752	00	32,346	00
6½% equipment trust certificates "F".....	G. T. R.....	Feb. 1, 1936 ..	11,230,000	00	729,950	00	729,950	00
3½% 1st mortgage bonds.....	N.E. Elev.....	Serially 1/7/1941.....	140,000	00	5,437	50	5,812	50
4% 1st mortgage bonds.....	Port. Elev.....	Serially 1/1/1937.....	50,000	00	2,000	00	2,200	00
4% 1st mortgage bonds.....	Pem. Southern.....	Sept. 1, 1956 ..	150,000	00	6,000	00	6,000	00
4% 2nd mortgage Prairie "A".....	G. T. P.....	April 1, 1955 ..	10,206,000	00	408,240	00	408,240	00
4% 2nd mortgage Mountain "B".....	G. T. P.....	April 1, 1955 ..	9,963,000	00	398,520	00	398,520	00
4% 1st mortgage Lake Superior.....	G. T. P.....	April 1, 1955 ..	7,533,000	00	301,320	00	301,320	00
4% perpetual con. debenture stock.....	Can. Nor.....	Perpetual.....	44,943,019	40	1,797,720	74	1,797,720	74
4½% Prince Albert branch bonds.....	Can. Nor.....	June 30, 1930 ..	300,000	00	13,500	00	13,500	00
6% equipment trust—Series "A".....	Can. Nor.....	Serially 1/7/1928.....	400,000	00	36,000	00	61,500	00
6% equipment trust—Series "B".....	Can. Nor.....	Serially 1/1/1929.....	1,125,000	00	78,750	00	123,750	00
6% equipment trust—Series "C".....	Can. Nor.....	Serially 1/5/1929.....	1,125,000	00	93,700	00	138,750	00
6% equipment trust—Series "D".....	Can. Nor.....	Serially 1/12/1929.....	1,500,000	00	120,000	00	165,000	00
7% equipment trust—Series "E".....	Can. Nor.....	May 1, 1935 ..	14,000,000	00	980,000	00	980,000	00
4% Perpetual con. debenture stock.....	C. N. O.....	Perpetual.....	8,724,113	20	348,964	50	348,964	50
5% 1st mortgage bonds.....	C. O. R.....	Jan. 1, 1934 ..	769,906	66	38,490	33	38,908	99
5% 1st mortgage bonds.....	Bay of Quinte.....	Jan. 2, 1927 ..					36,500	00
4% perpetual con. debenture stock.....	C. N. Q.....	Perpetual.....	5,250,369	26	210,014	76	210,014	76
4% 1st mortgage gold bonds.....	G. N. of C.....	Oct. 1, 1934 ..	3,510,250	00	140,410	00	140,410	00
4% 1st mortgage perpetual debenture stock.....	Q. & L. St. J.....	Perpetual.....	4,252,503	06	170,100	14	170,100	14
3½% 1st mortgage bonds.....	H. & S. W.....	Sept. 30, 1942 ..	4,447,000	00	77,822	50	77,822	50
4% 1st mortgage debenture stock.....	Q. L. L. & S. R. R.....	July 1, 1936 ..	5,020,546	77	200,819	30	200,784	16
5% 1st mortgage rent charge bonds.....	M. R. Tnl. & Tml.....	April 15, 1970 ..	1,595,293	34	81,340	88	85,960	55
5% 1st mortgage bonds.....	C. N. C. & O. Dock.....	Jan. 1, 1936 ..	1,375,000	00	68,750	00	68,750	00
4% 1st mortgage debenture stock.....	D. W. & P.....	June 1, 1939 ..	7,004,997	27	280,199	89	280,199	89
4% 1st mortgage bonds.....	G. T. W.....	July 1, 1950 ..	10,964,416	00	438,576	64	438,576	64
6% equipment trust notes "U.S.R.A.".....	G. T. W.....	Serially 15/1/1935.....	1,652,000	00	99,636	25	112,026	25
5% 1st mortgage bonds.....	G. T. Jct.....	Jan. 1, 1934 ..	938,960	00	46,948	00	46,948	00
4½% equipment trust—Series "H".....	Can. Nat.....	Serially 1/7/1939.....	7,500,000	00	351,562	50	379,687	50
4½% equipment trust—Series "J".....	Can. Nat.....	Serially 1/5/1942.....	15,000,000	00	420,000	00		
Interest on securities retired in 1926.....	Can. Nor.....						2,083	33
Fixed charges due public per income A/C 546.....					40,448,274	44	39,119,410	55
<i>Int. charged to A/C 512 or 545</i>								
4% Montreal Warehousing Co. firsts.....		April 1, 1936 ..	111,000	00	do	do	do	do
5% Rail & River Coal Co. firsts.....		April 1, 1938 ..	1,446,000	00	do	do	do	do
5% Niagara, St. Catharines & Toronto Ry. Co. firsts.....		Nov. 1, 1929 ..	1,098,000	00	do	do	do	do
4½% Toronto Suburban debenture stock.....		July 15, 1961 ..	2,628,000	00	do	do	do	do
Canadian National Realities Ltd. outstanding mortgages.....		Various.....	381,140	00	do	do	do	do
4½% National Transcontinental Ry. Branch Lines gold bonds.....		Oct. 1, 1955 ..	3,396,000	00	Interest charged to A/C 701.			
5% Canadian Northern income charge debenture stock.....		May 6, 1930 ..	24,137,846	08	Interest not earned.			
Total debt held by public (including bonds held in sinking fund) as per balance sheet A/C 755.....			981,381,736	52				

*6 months' interest charged to Eastern Lines.

STATISTICS OF RAIL-LINE OPERATION
TRAIN AND LOCOMOTIVE MILEAGE

Class of Service	Train mileage		Locomotive mileage						Total locomotive mileage	
	1927	1926	Principal		Helper		Light		1927	1926
			1927	1926	1927	1926	1927	1926		
Freight.....	31,744,709	30,800,219	31,763,845	30,817,169	677,172	811,301	558,556	486,988	32,999,573	32,115,458
Passenger.....	22,389,609	21,502,914	22,389,621	21,502,922	113,052	119,492	390,998	407,526	22,893,671	22,029,940
Mixed.....	3,169,220	3,025,934	3,169,622	3,026,112	13,800	20,641	38,450	29,274	3,221,881	3,076,027
Special.....	36,527	37,448	36,533	37,448	2,218	2,689	1,089	1,026	39,840	41,166
Unit cars.....	984,107	986,860								
Train switching.....										
Yard switching—Freight.....										
“ Passenger.....										
Total transportation.....	58,324,172	56,353,375							76,833,546	74,725,349
Work.....	2,465,344	2,531,242							2,959,858	2,969,439
Grand total.....	60,789,516	58,884,617							79,793,407	77,694,838

FREIGHT TRAIN CAR MILEAGE

Class of service	Loaded		Empty		Total loaded and empty		Caboose		Total freight train car mileage	
	1927	1926	1927	1926	1927	1926	1927	1926	1927	1926
Mixed train.....	19,415,753	19,377,919	7,616,075	7,833,219	27,031,828	27,211,138	1,372,052	1,238,436	28,403,880	28,469,574
Special train.....	361,453	327,555	2,164	2,046	363,617	329,601	36,549	33,996	400,166	363,597
Other transportation.....	13,273,064	13,715,377	8,463,666	8,441,752	21,736,730	22,157,129	1,013,681	762,140	22,752,411	22,919,269
Total transportation.....	841,806,702	828,170,775	437,791,135	427,063,095	1,279,597,837	1,255,233,870	34,157,647	32,739,680	1,313,755,484	1,287,973,550
Work.....	9,207,847	7,927,284	7,962,471	6,728,690	17,170,318	14,655,974	1,604,003	1,520,542	18,774,321	16,176,516
Grand total.....	851,014,549	836,098,059	445,753,606	433,791,785	1,296,768,155	1,269,889,844	35,761,650	34,260,222	1,332,529,805	1,304,150,066

PASSENGER TRAIN CAR MILEAGE

Class of Service	Passenger		Sleeping, Parlor and Observation		Dining		Other		Total Passenger Train car mileage	
	1927	1926	1927	1926	1927	1926	1927	1926	1927	1926
	Freight train.....	3,542,713	4,321,203	125,655	128,378	25,654	16,071	3,711,701	3,114,744	7,405,723	7,580,396
Passenger train.....	54,902,392	52,150,009	41,912,705	39,471,530	6,734,447	5,888,206	50,931,822	49,120,041	154,481,366	146,338,790
Mixed train.....	4,580,216	4,304,122	23,438	37,981	1,632	2,304	1,705,481	1,653,760	6,310,787	5,998,167
Special train.....	123,979	111,037	22,203	27,116	1,180	3,048	19,750	45,728	167,112	186,929
Unit cars and trailers.....	1,427,991	1,219,433	.....	.....	.....	.....	.....	.....	1,427,991	1,219,433
All transportation services..	64,577,291	62,114,804	42,084,021	39,365,005	6,762,913	5,909,629	56,368,754	53,934,277	169,702,979	161,323,715
Work service.....	66,204	53,558	20,430	48,854	2,332	9,474	81,953	66,803	170,919	178,689
Grand total.....	64,643,495	62,168,362	42,104,451	39,413,859	6,765,245	5,919,103	56,450,707	54,001,080	169,963,898	161,502,404

STATISTICS OF RAIL-LINE OPERATION

Item No.	Year 1927	Year 1926	Item No.	Year 1927	Year 1926
<i>1. Average mileage of road operated.</i>					
<i>Freight service—</i>					
91 Tons—Revenue freight.....	60,531,058	59,240,518	131 Loaded freight car miles—Freight trains.....	25-89	26-25
92 Tons—Non-revenue freight.....	11,041,260	9,924,176	132 Loaded freight car miles—Mixed trains.....	6-13	6-40
93 Tons—Total.....	71,572,318	69,164,694	133 Empty freight car miles—Freight trains.....	13-52	13-61
94 Ton miles—Revenue freight.....	18,587,960,341	18,430,954,016	134 Empty freight car miles—Mixed trains.....	2-40	2-39
95 Ton miles—Non-revenue freight.....	2,328,254,535	2,060,822,644	135 Ton miles—Revenue freight.....	538-33	551-09
96 Ton miles—Total.....	20,916,214,876	20,491,776,660	136 Ton miles—All freight.....	606-19	612-98
<i>Passenger service—</i>					
97 Passengers carried—Revenue.....	18,843,962	19,892,898	137 Passenger train car miles—passenger trains.....	6-99	6-90
98 Passenger miles—Revenue.....	1,374,893,080	1,326,251,169	138 Passenger train car miles—Mixed trains.....	1-99	1-98
<i>Revenues and expenses—</i>					
101 Freight revenue.....	\$193,541,352.73	\$191,787,465.76	139 Revenue Passenger miles.....	57-41	57-62
102 Passenger revenue.....	36,080,488.49	35,570,671.22	140 Freight revenue.....	\$5.64	\$5.76
103 Passenger service train revenue.....	55,502,415.65	54,327,750.14	141 Passenger service train revenue.....	\$2.32	\$2.36
104 Operating revenues.....	256,573,724.07	253,376,654.54	142 Operating revenue.....	\$4.40	\$4.50
105 Operating expenses.....	214,461,747.62	205,472,649.88	143 Operating expenses.....	\$3.68	\$3.65
106 Net operating revenue.....	42,111,976.45	47,904,004.66	144 Net operating revenues.....	\$0.72	\$0.85
<i>Averages per mile of road—</i>					
111 Freight train miles.....	1,538	1,502	Averages per locomotive mile—		
112 Passenger train miles.....	1,133	1,090	151 Train miles—Freight trains.....	.96	.96
113 Mixed train miles.....	154	148	152 Car miles—Freight trains.....	38-94	39-21
114 Special Train miles.....	2	2	153 Train miles—Passenger trains.....	.98	.98
115 Transportation service train miles.....	2,826	2,747	154 Car miles—Passenger trains.....	7-0	6-99
116 Work Train miles.....	119	114	155 Train miles—Mixed trains.....	.98	.98
117 Locomotive miles—Transportation.....	3,793	3,643	156 Car miles—Mixed trains.....	10-77	11-21
118 Freight service car miles.....	63,654	62,793	157 Train miles—Special trains.....	.92	.91
119 Passenger service car miles.....	8,227	7,865	158 Car miles—Special trains.....	14-24	13-37
120 Freight revenue.....	9,435.74	9,350.24	Averages per loaded freight car mile—		
121 Passenger service train revenue.....	2,689.20	2,648.65	161 Ton miles—Revenue freight.....	21-97	22-17
122 Operating revenue.....	12,431.60	12,352.90	162 Ton miles—All freight.....	24-74	24-66
123 Operating expenses.....	10,391.10	10,017.43	163 Freight revenue.....	\$0-23001	\$0-23167
124 Net operating revenues.....	2,040.50	2,335.47	Averages per car mile—Passenger—		
125 Ton miles—Revenue freight.....	895,735	894,674	171 Passenger miles—Revenue.....	12-91	13-09
126 Ton miles—All freight.....	1,008,543	995,145	172 Passenger revenue.....	\$0-33874	\$0-35100
127 Passenger miles—Revenue.....	66,616	64,659	<i>Miscellaneous averages—</i>		
			181 Miles hauled—Revenue freight.....	307-08	311-12
			182 Miles hauled—Non-revenue freight.....	210-87	207-66
			183 Miles hauled—All freight.....	292-23	290-28
			184 Miles carried—Revenue passengers.....	72-96	66-67
			185 Revenue per ton of freight.....	\$3-19734	\$3-23744
			186 Revenue per ton mile of freight.....	\$0-01041	\$0-01041
			187 Revenue per passenger.....	\$1-78811	\$1-78811
			188 Revenue per passenger mile.....	\$0-02624	\$0-02682
			189 Operating ratio.....	83-59%	81-09%

COMPARATIVE STATEMENT OF REVENUE TONNAGE BY COMMODITIES

	Year 1927	Year 1926	Increase Decrease
	Tons	Tons	Tons
<i>Products of Agriculture—</i>			
Wheat.....	6,071,381	6,211,845	140,464
Corn.....	573,999	495,236	78,763
Oats.....	686,210	883,894	197,684
Barley.....	547,356	529,990	17,366
Rye.....	291,904	95,458	196,446
Flax (seed).....	53,498	64,685	11,187
Other grain.....	52,724	84,464	31,740
Flour.....	1,023,439	1,113,634	90,195
Other mill products.....	974,234	958,458	15,776
Hay and straw.....	359,124	477,362	118,238
Cotton.....	55,970	54,600	1,370
Apples (fresh).....	96,455	113,110	16,655
Other fresh fruits.....	328,653	339,684	11,031
Potatoes.....	282,016	257,342	24,674
Other fresh vegetables.....	174,178	160,796	13,382
Other products of agriculture.....	537,209	544,048	6,839
Total.....	12,108,350	12,384,606	276,256
<i>Products of Animals—</i>			
Horses and mules.....	48,357	48,287	70
Cattle and calves.....	427,712	424,277	3,435
Sheep and goats.....	45,455	38,230	7,225
Hogs.....	222,405	212,462	9,943
Dressed meats (fresh).....	209,545	205,229	4,316
Dressed meats (cured or salted).....	67,065	79,202	12,137
Other packing house products.....	128,035	149,012	20,977
Poultry.....	19,932	22,461	2,529
Eggs.....	57,076	51,405	5,671
Butter and cheese.....	137,014	158,146	21,132
Wool.....	21,467	18,032	3,435
Hides and leather.....	89,130	84,455	4,675
Other products of animals.....	35,333	41,853	6,520
Total.....	1,508,526	1,533,051	24,525
<i>Products of Mines—</i>			
Anthracite coal.....	2,549,943	2,747,710	197,767
Bituminous coal.....	7,007,150	7,013,980	6,830
Lignite coal.....	1,972,679	1,881,334	91,345
Coke.....	635,703	782,045	146,342
Iron ores.....	494,558	566,581	72,023
Other ores and concentrates.....	368,555	335,054	33,501
Bullion and matte.....	32,606	54,608	22,022
Clay, gravel, sand and crushed stone.....	6,235,562	5,762,952	472,610
Slate, stone, granite (dimension or block).....	160,842	195,872	35,030
Crude petroleum.....	187,175	184,160	3,015
Asphaltum.....	166,334	102,136	64,198
Salt.....	424,359	420,663	3,696
Other products of mines.....	184,404	184,935	531
Total.....	20,419,870	20,232,030	187,840
<i>Products of Forests—</i>			
Logs, posts, poles and cordwood.....	2,337,239	2,151,616	185,623
Ties.....	96,079	119,697	23,618
Pulpwood.....	3,069,078	2,595,460	473,618
Sawed lumber, timber, box shooks, staves and headings.....	4,283,094	4,517,471	234,377
Other products of forests.....	219,412	208,463	10,949
Total.....	10,004,902	9,592,707	412,195
Carried forward.....	44,041,648	43,742,394	299,254

COMPARATIVE STATEMENT OF REVENUE TONNAGE BY COMMODITIES—*Concluded*

	Year 1927	Year 1926	Increase Decrease
	Tons	Tons	Tons
Brought forward.....	44,041,648	43,742,394	299,254
<i>Manufactures and Miscellaneous—</i>			
Refined petroleum and its products.....	1,632,487	1,477,506	154,981
Sugar, syrup, glucose and molasses.....	302,159	349,859	47,700
Iron, pig and bloom.....	325,527	296,092	29,435
Rails and fastenings.....	72,132	58,841	13,291
Bar and sheet iron, structural iron and iron pipe.....	813,424	814,067	643
Castings, machinery and boilers.....	550,491	419,779	130,712
Cement.....	1,007,083	1,010,657	3,574
Brick and artificial stone.....	528,418	496,952	31,466
Lime and plaster.....	348,631	343,040	5,591
Sewer pipe and drain tile.....	66,824	115,816	48,992
Agricultural implements and vehicles other than autos..	240,255	198,538	41,717
Automobiles and auto trucks.....	1,424,447	1,225,786	198,661
Household goods and second-hand furniture.....	45,560	44,564	996
Furniture (new).....	53,005	59,038	6,033
Liquor and beverages.....	131,865	116,575	15,290
Fertilizer.....	267,318	165,766	101,552
Paper, printed matter and books.....	1,147,927	1,091,758	56,169
Wood pulp.....	990,439	1,081,027	90,588
Fish (fresh, frozen, smoked or salted).....	70,733	71,965	1,232
Canned meats.....	2,654	838	1,816
Canned goods (all canned food products other than meat)	202,281	171,032	31,249
Other manufactures and miscellaneous.....	3,830,149	3,529,025	301,124
Merchandise.....	2,435,601	2,359,603	75,998
Total.....	16,489,410	15,498,124	991,286
Grand total.....	60,531,058	59,240,518	1,290,540

SCHEDULE OF COMPANIES COMPRISING THE CANADIAN NATIONAL RAILWAY SYSTEM

Name of issuing company	Capital stock		Held by system		Held by Government and others	
	\$	cts.	\$	cts.	\$	cts.
<i>Canadian National Railway Company</i>	180,424,327	70	†14,796,589	00	†165,627,738	70
Bay City Terminal Railway Company.....	15,000	00	15,000	00		
*Canada Atlantic Transit Company.....	219,000	00	219,000	00		
*Canada Atlantic Transit Company of U.S.....	250,000	00	250,000	00		
The Canadian Express Company.....	1,768,800	00	1,768,800	00		
The Champlain and St. Lawrence Railroad Company.....	50,000	00	50,000	00		
The Chicago, Detroit and Canada Grand Trunk Junction Railroad Company.....	1,095,000	00	1,095,000	00		
Chicago, New York and Boston Refrigerator Company.....	1,129,400	00	1,129,400	00		
Detroit, Grand Haven and Milwaukee Railway Company.....	1,500,000	00	1,500,000	00		
Grand Rapids Terminal Railroad Company.....	50,000	00	50,000	00		
The Grand Trunk Junction Railway Company.....	500,000	00	500,000	00		
Grand Trunk Western Railway Company.....	6,000,000	00	6,000,000	00		
International Bridge Company.....	1,500,000	00	1,500,000	00		
The Lachine, Jacques Cartier and Maisonneuve Railway Company.....	1,200	00	1,200	00		
The Michigan Air Line Railway.....	300,000	00	300,000	00		
*Montreal and Southern Counties Railway Company.....	500,000	00	310,500	00	189,500	00
The Maganetawan River Railway Company.....	30,000	00	30,000	00		
*The Montreal Warehousing Company.....	236,000	00	221,100	00	14,900	00
National Transcontinental Railway Branch Lines Company.....	500	00	500	00		
New England Elevator Company.....	400,000	00	400,000	00		
*The Oshawa Railway Company.....	40,000	00	40,000	00		
The Ottawa Terminals Railway Company.....	250,000	00	250,000	00		
The Pembroke Southern Railway Company.....	107,800	00	90,500	00	17,300	00
Portland Elevator Company.....	50,000	00	50,000	00		
*Rail and River Coal Company.....	2,000,000	00	2,000,000	00		
St. Clair Tunnel Company.....	700,000	00	700,000	00		
*The Terminal Warehousing Company, Limited.....	1,000,000	00	1,000,000	00		
*The Thousand Islands Railway Company.....	60,000	00	60,000	00		
Toledo, Saginaw and Muskegon Railway Company.....	1,600,000	00	1,600,000	00		
The Toronto Belt Line Railway Company.....	50,000	00	26,000	00	24,000	00
The United States and Canada Rail Road Company.....	219,400	00	218,925	00	475	00
Vermont and Province Line Railroad Company.....	200,000	00	200,000	00		
*Prince Charles, Limited.....	10,000	00	10,000	00		
Canadian National Land Settlement Association.....						
The Pontiac, Oxford and Northern Railroad Company.....	1,000,000	00	1,000,000	00		
The Detroit and Huron Railway Company.....	148,000	00	148,000	00		
The Chicago and Kalamazoo Terminal Railroad Company.....	100,000	00	100,000	00		
Grand Trunk-Milwaukee Car Ferry Company.....	200,000	00	200,000	00		
Whipple Car Company.....	1,400,000	00	1,400,000	00		
Total Canadian National Railway Group.....	205,104,427	70	39,230,514	00	165,873,913	70
<i>The Canadian Northern Railway Company</i>	101,000,600	00	1,000,000	00	100,000,600	00
The Bay of Quinté Railway Company.....	1,395,000	00	1,395,000	00		
The Bessemer and Barry's Bay Railway Company.....	125,000	00	125,000	00		
The Canadian Northern Alberta Railway Company.....	3,000,000	00	3,000,000	00		
The Canadian Northern Railway Express Company, Limited.....	1,000,000	00	1,000,000	00		
Canadian Northern Manitoba Railway Company.....	250,000	00	250,000	00		
The Canadian Northern Ontario Railway Company.....	10,000,000	00	10,000,000	00		
Canadian Northern Pacific Railway Company.....	25,000,000	00	25,000,000	00		
**The Canadian Northern Quebec Railway Company.....	9,550,000	00	5,700,800	00	3,849,200	00
*Canadian National Realities, Limited.....	40,000	00	40,000	00		
Canadian Northern Steamships, Limited.....	2,000,000	00	2,000,000	00		
The Canadian Northern Coal and Ore Dock Company, Limited.....	500,000	00	500,000	00		
Canadian Northern Rolling Stock, Limited.....	50,000	00	50,000	00		
Canadian National Rolling Stock Limited.....	50,000	00	50,000	00		
Carried forward.....	153,960,600	00	50,110,800	00	103,849,800	00

SCHEDULE OF COMPANIES COMPRISING THE CANADIAN NATIONAL RAILWAY
SYSTEM—*Continued*

Name of issuing company	Capital stock		Held by system		Held by Government and others	
	\$	cts.	\$	cts.	\$	cts.
Brought forward.....	153,960,600	00	50,110,800	00	103,849,800	00
*Canadian National Electric Railways.....	1,750,000	00	1,750,000	00		
Canadian National Express Company.....	1,000,000	00	1,000,000	00		
Canadian Northern System Terminals Limited.....	2,000,000	00	2,000,000	00		
*Canadian National Telegraph Company.....	500,000	00	500,000	00		
*Canadian National Transfer Company.....	500,000	00	500,000	00		
Canadian Northern Western Railway Company.....	2,000,000	00	2,000,000	00		
The Central Ontario Railway.....	3,331,000	00	3,329,000	00	2,000	00
Continental Realty & Holding Company Limited..	90,000	00	90,000	00		
The Dalhousie Navigation Company, Limited.....	50,000	00	50,000	00		
Duluth, Winnipeg and Pacific Railroad Company..	100,000	00	100,000	00		
Duluth, Winnipeg and Pacific Railway Company...	6,000,000	00	6,000,000	00		
*Duluth and Virginia Realty Company.....	45,000	00	45,000	00		
Duluth, Rainy Lake & Winnipeg Railway Company	2,000,000	00	2,000,000	00		
*The Great North Western Telegraph Company of Canada.....	373,625	00	34,850	00	7,275	00
The Great North Western Telegraph Company of Canada (held in escrow).....			331,500	00		
The Halifax and South Western Railway Company..	1,000,000	00	1,000,000	00		
The Irondale, Bancroft and Ottawa Railway Com- pany.....	53,500	00	53,000	00	500	00
The James Bay and Eastern Railway Company....	1,250,000	00	1,250,000	00		
The Lake Superior Terminals Company Limited...	500,000	00	500,000	00		
Market Gardens Limited.....	15,000	00	15,000	00		
The Marmora Railway and Mining Company.....	128,600	00	128,600	00		
The Minnesota and Manitoba Railroad Company...	400,000	00	400,000	00		
The Minnesota and Ontario Bridge Company.....	100,000	00	100,000	00		
Mount Royal Tunnel and Terminal Company, Limited.....	5,000,000	00	5,000,000	00		
*The Niagara, St. Catharines and Toronto Railway Company.....	925,000	00	924,900	00	100	00
*The Niagara, St. Catharines and Toronto Navigatio Company (Limited).....	100,000	00	100,000	00		
The Quebec and Lake St. John Railway Company..	4,508,300	00	4,019,140	00	489,160	00
The Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company.....	201,000	00	201,000	00		
St. Boniface Western Land Company.....	250,000	00	250,000	00		
The St. Charles and Huron River Railway Com- pany.....	10,000	00	10,000	00		
The Toronto, Niagara and Western Railway Com- pany.....	125,000	00	125,000	00		
The Winnipeg Land Company Limited.....	100,000	00	100,000	00		
The Canadian Northern Railway Group.....	188,366,625	00	84,017,790	00	104,348,835	00
<i>The Grand Trunk Pacific Railway Company.....</i>	24,942,000	00	24,942,000	00		
The Grand Trunk Pacific Branch Lines Company..	1,002,000	00	1,002,000	00		
The Grand Trunk Pacific Saskatchewan Railway Company.....	200,000	00	200,000	00		
*The Grand Trunk Pacific Development Company, Limited.....	3,000,000	00	3,000,000	00		
*Canadian National Steamship Company, Limited..	15,000	00	15,000	00		
*Grand Trunk Pacific Alaska Steamship Company..	50,000	00	50,000	00		
*Grand Trunk Pacific Terminal Elevator Company, (Limited).....	501,000	00	501,000	00		
*The Grand Trunk Pacific Telegraph Company.....	100,000	00	100,000	00		
*Grand Trunk Pacific Dock Company, of Seattle....	150,000	00	150,000	00		
Total Grand Trunk Pacific Railway Group.....	29,960,000	00	29,960,000	00		

SCHEDULE OF COMPANIES COMPRISING THE CANADIAN NATIONAL RAILWAY
 STSYEM—Concluded

Name of issuing company	Capital stock		Held by system		Held by Government and others	
	\$	cts.	\$	cts.	\$	cts.
SUMMARY						
Canadian National Railway Group.....	205,104,427	70	39,230,514	00	165,873,913	70
Canadian Northern Railway Group.....	188,366,625	00	84,017,790	00	104,348,835	00
Grand Trunk Pacific Railway Group.....	29,960,000	00	29,960,000	00		
	423,431,052	70	153,208,304	00	270,222,748	70‡
*Canadian National Railways (France).....	fr. 30,000,000	00	fr. 30,000,000	00		

The accounts of companies indicated () are taken up in the System Income Account as "Separately Operated Properties."

**\$5,144,600 C.N.Q. stock is held by the Northern Consolidated Holding Company. The Canadian Northern Railway owns 44,467 shares in that company out of a total issue of 61,815. For the purpose of this statement the holding company is ignored and the proportion of the C.N.Q. stock thus owned by the Canadian Northern Railway is shown as held by the latter company.

†One certificate for \$180,424,327.70 of the company's capital stock is issued in the name of His Majesty as representing \$165,627,738.70 of Grand Trunk stock previously held by the public and \$14,796,589 previously held in that company's treasury.

‡\$265,628,338.70 of this amount is owned by the Dominion of Canada.

A/C 706—INVESTMENTS IN AFFILIATED COMPANIES

Company	Amount outstanding		Amount owned by Can. Nat. System		Book value	
	\$	cts.	\$	cts.	\$	cts.
"A"—Stocks—						
Atlantic and St. Lawrence Rail Road company...	5,484,000	00	224	33		
The Belt Railway Company of Chicago.....	3,120,000	00	240,000	00		
Central Vermont Railway Company.....	3,000,000	00	2,191,100	00		
Chicago and Western Indiana Railroad Company.	5,000,000	00	1,000,000	00		
The Detroit and Toledo Shore Line Railroad Company.....	1,428,000	00	714,000	00		
The Ontario Car Ferry Company (Limited).....	500,000	00	250,000	00		
The Ontario Terminals Railway Company.....	50,000	00	25,000	00		
The Toledo Terminal Railroad Company.....	4,000,000	00	387,200	00		
Detroit Terminal Railroad Company.....	2,000,000	00	1,000,000	00		
Canadian Government Merchant Marine, Limited	460,900	00	900	00		
	25,042,900	00	5,808,424	33	1,516,785	91
"B"—Bonds—						
Atlantic and St. Lawrence Rail Road Company...	3,000,000	00	3,000,000	00		
Central Vermont Railway Company 5 p.c. Gold Bonds.....	12,838,300	00	4,229,300	00		
Chicago & Western Indiana Railroad Consolidated Bonds.....	49,298,666	67	2,187,000	00		
The Detroit and Toledo Shore Line R.R. Co. First Mortgage Bonds.....	3,000,000	00	587,000	00		
The Muskegon Railway & Navigation Co. First Mortgage Gold Bonds.....	571,200	00	55,300	00		
The Toledo Terminal Railroad Company.....	5,241,000	00	137,000	00		
The Toronto Terminals Railway Co. 5 p.c. First Mortgage Bonds.....	12,582,100	00	6,291,100	00		
	86,531,266	67	16,486,700	00	16,456,591	80
"C"—Notes—						
Central Vermont Railway Company.....					8,041,905	52
"D"—Advances—						
Canadian Government Merchant Marine, Limited					565,760	57
Central Vermont Railway Company.....					12,850,343	15
Chicago and Western Indiana Railroad Company.					638,114	66
The Muskegon Railway and Navigation Company					44,084	78
					14,098,303	16
Total Balance Sheet Account No. 706.....					40,113,586	39

OPERATED MILEAGE, DECEMBER 31, 1927—Continued
(SYSTEM LINES (EXCLUDING "EASTERN LINES" AND CENTRAL VERMONT RY.)

Territory	Mileage owned by Constituent Companies				Mileage of Lines under Lease or Contract		Mileage of Trackage Rights		Total Road Mileage				Spurs, Sidings and Yard Tracks	Inactive Mileage				
	1st Main Track	2nd Main Track	3rd Main Track	4th Main Track	1st Main Track	2nd Main Track	1st Main Track	2nd Main Track	1st Main Track	2nd Main Track	3rd Main Track	4th Main Track	Miles	1st Main Track	2nd Main Track	Miles	Spurs, Sidings and Yard Tracks	Miles
CENTRAL REGION																		
<i>Quebec District—</i>																		
Levis Division, (lines west of Levis and Dia- mond Jet),.....	292.62	21.66						3.28		295.90	21.66						115.72	
Saguenay Division	467.89				5.48					473.37							136.31	4.30
Cochrane Division	710.71				0.95					710.71							202.87	0.49
Montreal Division	429.44									430.39							87.41	5.66
<i>Montreal District—</i>																		
Portland Division (excluding New England lines)	123.63	28.61								123.63	28.61						51.28	
Portland Division New England lines—																		
Atlantic and St. Lawrence R.R.					165.37	0.99				165.37	0.99						92.02	
Lewiston & Au- burn R.R.					5.43					5.43							1.74	
Norway Branch R.R.					1.41					1.41							0.71	
Montreal Termi- nals.....	35.59	16.35			5.82	5.82				41.41	22.17						212.60	
St. Lawrence Division.....	409.87	142.75			78.09					497.72	142.83						145.32	
Ottawa Division..	421.40	2.13	0.28		21.09			9.76	0.08	442.58	2.13	0.28					84.93	
<i>Northern Ontario District—</i>																		
Allandale Division	436.14	1.29								436.14	1.29						142.73	
Capreol Division..	579.80	0.15						1.88		581.18	0.15						182.75	
Hornepayne Divi- sion.....	587.70									587.70							91.75	

OPERATED MILEAGE, DECEMBER 31, 1927—Continued
(SYSTEM LINES (EXCLUDING "EASTERN LINES", AND CENTRAL VERMONT RY.)

Territory	Mileage owned by Constituent Companies				Mileage of Lines under Lease or Contract		Mileage of Trackage Rights		Total Road Mileage				Spurs, Sidings and Yard Tracks			Inactive Mileage				
	1st Main Track	2nd Main Track	3rd Main Track	4th Main Track	1st Main Track	2nd Main Track	1st Main Track	2nd Main Track	1st Main Track	2nd Main Track	3rd Main Track	4th Main Track	Miles	Yard Tracks	Sidings	Spurs, and Yard Tracks	1st Main Track	2nd Main Track	Miles	
Brought Forward.																				
GRAND TRUNK WESTERN LINES— <i>Concluded</i>																				
Pontiac, Oxford & Northern Railroad	99-89																			
Detroit & Huron Railway	18-58																			
Chicago, Detroit & Canada Gr. Trunk Junction Railroad.					59-55	11-19														
Michigan Air Line Railway	105-92																			
Cincinnati, Saginaw & Mackinaw Railroad.					50-56															
Bay City Terminal Railway	1-17																			
Grand Trunk Milwaukee Car Ferry (85-9 miles)																				
Total Grand Trunk Western Lines	841-81	338-33	10-56		121-12	11-19		27-78	4-85	990-71	354-37	10-56		741-65						
WESTERN REGION																				
Manitoba District—Lakehead Division	16-68	10-11						2-08	1-97		12-08			162-79						
Port Arthur Division	952-33	30-29			43-88						30-29			243-82		26-71				2-10
D.W. and P. Division	169-00				7-38						176-38			53-77						

Winnipeg Terminal Division.....	30-15	12-24	12-72	4-75		42-87	16-99	168-30		
Portage Division.....	898-56		242-10			1,140-66		198-45		
Brandon Division.....	554-49		94-04			648-53		88-05		
Dauphin Division.....	690-23					690-23		113-03		
<i>Saskatchewan District</i>										
Prince Albert Division.....	760-56					760-56		89-50		
Melville Division.....	770-58					770-58		166-15		
Regina Division.....	935-65			1-25		936-90		164-50		
Saskatoon Division.....	778-82					778-82		181-07		
<i>Alberta District</i>										
Calgary Division.....	860-34	19-91			4-30	864-64	19-91	186-91	3-80	
Edmonton Division.....	985-08	4-27				985-08	4-27	225-57		0-73
Edson Division.....	422-01		34-83		0-38	437-22		143-21	30-15	1-92
<i>British Columbia District</i>										
Smithers Division.....	676-73					676-73		129-65		
Kamloops Division.....	624-12				39-02	663-14	17-96	141-45	11-65	0-15
Vancouver Island Division.....	167-50					107-50		26-70		
Total Western Region.....	10,232-83	76-82	427-57	4-75	54-41	19-93	101-50	2,432-92	72-31	4-90

SUMMARY

SYSTEM LINES												
Central Region (line west of Lewis and Diamond Jct.)....	6,919-61	732-47	7-42	12-49	22-57	8-21	7,385-47	757-86	7-42	12-49	57-35	0-60
Grand Trunk Western lines.....	841-81	338-33		10-56	27-78	4-85	990-71	354-37		10-56	741-65	
Western Region....	10,232-83	76-82			54-41	19-93	10,714-81	101-50			2,482-92	4-90
Total mileage steam operated lines referred to as "System mileage".....	17,994-25	1,147-62	7-42	23-05	104-76	32-99	19,090-99	1,213-73	7-42	23-05	125-86	0-60
												10-11

SUMMARY OF FIRST MAIN TRACK MILEAGE BY REGIONS AND DISTRICTS

SYSTEM LINES (EXCLUDING EASTERN LINES AND CENTRAL VERMONT RAILWAY)

<i>Central Region—</i>	Miles
Quebec District (lines west of Levis and Diamond Junction).....	1,910.37
Montreal District.....	1,277.55
Northern Ontario District.....	1,605.02
Southern Ontario District.....	2,592.53
<i>Grand Trunk Western Lines</i>	990.71
<i>Western Region—</i>	
Manitoba District.....	3,713.64
Saskatchewan District.....	3,246.86
Albert District.....	2,306.94
British Columbia District.....	1,447.37
Total first main track mileage steam operated lines referred to as "System mileage".....	19,090.99

MILEAGE OF LINES CONTROLLED BY CANADIAN NATIONAL RAILWAYS NOT INCLUDED IN OPERATING FIGURES

<i>Steam operated Lines—</i>	Miles
Thousand Islands Railway.....	4.60
ELECTRIC LINES:	
Canadian National Electric Railway (Toronto (Suburban District).....	49.36
Niagara, St. Catharines and Toronto Railway.....	68.59
Montreal & Southern Counties Railway..... (a)	56.02
Oshawa Railway.....	11.92
	190.49

(a) Includes 0.88 mile Montreal & Southern Counties Railway running rights over Canadian National Railways (duplicate mileage).

STATEMENT OF THE REVENUES AND EXPENSES (AND CERTAIN STATISTICS) *RE* EASTERN LINES

As defined in the Maritime Freight Rates Act, 1927

FOR THE SIX MONTHS ENDING DECEMBER 31, 1927

The Maritime Freight Rates Act, 1927, is chapter 44 of the Statutes of Canada for 1927.

Section 6 of the Act is as follows:—

“For accounting purposes, but without affecting the management and operation of any of the Eastern Lines, the revenues and expenses of the Eastern Lines (including the reductions herein authorized which shall be borne by the Eastern Lines) shall be kept separately from all other accounts respecting the construction, operation and management of the Canadian National Railways. In the event of any deficit occurring in any railway fiscal year in respect of the Eastern Lines the amount of such deficit shall be included in a separate item in the estimates submitted to Parliament for or on behalf of the Canadian National Railways at the first session of Parliament following the close of such fiscal year.”

The Act became effective as of July 1, 1927. For that reason the comparative earnings shown in this statement cover the six months' periods in the years 1926 and 1927 from July 1 to December 31 in each year.

	1927	1926		
Revenue.....	\$12,128,570 21	\$12,811,171 00	Dec.	\$682,600 79
Expenses.....	14,713,852 43	14,231,983 11	Inc.	481,869 32
Net earnings.....	\$2,585,282 22	\$1,420,812 11		\$1,164,470 11
Operating ratio.....	121·32%	111·09%		

The above figures include actual receipts only.

But for the “20 per cent” reduction in freight rates the above 1927 revenue figure would have been increased by approximately \$931,809.89, with the result that the deficit in net earnings would have been reduced by this amount to \$1,653,472.33, so that for the six months' period the 1927 deficit would have exceeded the 1926 deficit by \$232,660.22 only.

In the following pages are shown the Income Statement and Profit and Loss Account; also particulars of operating revenues and expenses; also of certain statistics and of the lines of railway forming the Eastern Lines.

DEPARTMENT OF RAILWAYS AND CANALS

INCOME STATEMENT

	Six months ending Dec. 31, 1927		Six months ending Dec. 31, 1926	
	\$	cts.	\$	cts.
501 Railway operating revenues.....	12,128,570	21	12,811,171	00
531 Railway operating expenses.....	14,713,852	43	14,231,983	11
<i>Net deficit</i> from railway operations.....	2,585,282	22	1,420,812	11
532 Railway tax accruals.....	129,302	88	495,066	31
533 Uncollectible railway revenues.....	581	12	2,814	81
<i>Railway operating deficit</i>	2,715,166	22	1,918,693	23
502 Revenues from miscellaneous operations.....	12,879	58	6,731	61
534 Expenses of miscellaneous operations.....	11,439	59	9,460	14
535 Taxes on miscellaneous operating property.....	393	00	500	00
<i>Miscellaneous operating income</i>	1,832	99	3,228	53
<i>Total operating deficit</i>	2,713,333	23	1,921,921	76
504 Rent from locomotives.....	49,119	75	59,686	74
507 Rent from work equipment.....	31,437	50	27,503	94
508 Joint facility rent income.....	23,756	08	24,754	74
509 Income from lease of road.....	11,650	00	11,650	00
510 Miscellaneous rent income.....	32,361	13	38,908	16
511 Miscellaneous non-operating physical property.....	6,593	19	479	94
515 Income from unfunded securities and accounts.....	20,482	43	22,462	88
519 Miscellaneous income.....	24	66	66	28
<i>Total non-operating income</i>	175,424	74	185,380	12
<i>Gross income (deficit)</i>	2,537,908	49	1,736,541	64
536 Hire of freight cars—Debit balance.....	4,006	54	19,228	30
538 Rent for passenger train cars.....	139,959	71	138,127	38
541 Joint facility rents.....	36,111	64	36,522	81
542 Rent for leased roads.....	61,429	92	62,055	41
543 Miscellaneous rents.....	1,677	07	645	84
544 Miscellaneous tax accruals.....	4,732	84	11,209	20
546 Interest on funded debt.....	77,822	50	77,822	50
546A Interest on Dominion Government advances.....	314,584	93	286,073	26
547 Interest on unfunded debt.....	58,405	35	1,475	00
551 Miscellaneous income charges.....	28,053	51	84,002	59
<i>Total deductions from gross income</i>	726,786	01	717,162	29
<i>Net income (deficit)</i>	3,264,694	50	2,453,703	93

PROFIT AND LOSS ACCOUNT, 1927

<i>Debits—</i>		
612 Debit balance transferred from income.....		\$3,264,694 50
619 Loss on retired road and equipment.....		203,876 60
		<u>\$3,468,571 10</u>
<i>Credits—</i>		
603 Profit on road and equipment sold.....		\$190 00
605 Unrefundable overcharges.....		849 12
607 Miscellaneous credits.....		9,998 60
Debit Balance—		
Recharged against Dominion of Canada A/C.....	\$ 407,787 07	
Payable in cash by Government.....	3,049,746 31	
		<u>3,457,533 38</u>
		<u>\$3,468,571 10</u>

We have examined the above Income and Profit and Loss Accounts of the Eastern Lines for the six months ended the 31st December, 1927, and we certify that in our opinion these accounts fairly state the results of the working of such lines, as authorized by the Maritime Freight Rates Act, 1927.

GEORGE A. TOUCHE & Co.,
Chartered Accountants, Auditors.

March 31, 1928.

RAILWAY OPERATING REVENUES AND EXPENSES

	Six months ending Dec. 31, 1927	Six months ending Dec. 31, 1926
	\$ cts.	\$ cts.
<i>Railway Operating Revenues—</i>		
101 Freight.....	7,633,572 57	8,216,083 00
102 Passenger.....	2,495,471 85	2,528,440 00
103 Excess baggage.....	18,001 86	18,716 29
104 Sleeping car.....	237,956 63	218,257 76
105 Parlor and chair car.....	18,187 05	21,725 11
106 Mail.....	406,420 49	403,944 28
107 Express.....	875,610 16	999,797 54
108 Other passenger train.....	6,341 09	2,747 39
109 Milk.....	18,356 00	18,649 73
110 Switching.....	63,138 49	60,423 61
111 Special service train.....	6,444 33	8,131 86
114 Water transfers—Passenger.....	7,101 41	.....
115 Water transfers—Vehicles and live stock.....	20,513 68	15,896 58
116 Water transfers—Other.....	1 35	.....
131 Dining and buffet.....	137,923 82	131,021 25
132 Restaurant.....	2,876 63	2,859 42
133 Station, train and boat privileges.....	14,887 32	13,213 39
134 Parcel room.....	.....	0 30
135 Storage—Freight.....	8,345 84	7,286 54
136 Storage—Baggage.....	1,704 24	1,747 90
137 Demurrage.....	28,989 11	15,243 09
139 Grain elevator.....	23,374 41	17,510 11
142 Rents of buildings, etc.....	32,865 42	34,998 96
143 Miscellaneous.....	70,486 46	74,477 49
Total operating revenues.....	12,128,570 21	12,811,171 00
<i>Railway Operating Expenses—</i>		
Maintenance of way and structures.....	3,794,940 64	3,800,025 39
Maintenance of equipment.....	2,445,504 78	2,473,951 91
Traffic.....	374,452 60	379,200 54
Transportation.....	7,227,285 71	6,799,526 39
Miscellaneous operations.....	219,327 07	191,460 56
General.....	673,183 62	611,317 65
Transportation for investment—Cr.....	20,841 99	23,499 33
Total operating expenses.....	14,713,852 43	14,231,983 11

RAILWAY OPERATING EXPENSES

	Six months ending Dec. 31, 1927		Six months ending Dec. 31, 1926	
	\$	cts.	\$	cts.
<i>Maintenance of Way and Structures—</i>				
201 Superintendence.....	259,063	43	264,150	19
202 Roadway maintenance.....	413,869	52	389,548	50
206 Tunnels and subways.....	729	53	1,025	95
208 Bridges, trestles and culverts.....	156,959	12	176,725	73
212 Ties.....	634,178	13	732,453	26
214 Rails.....	439,107	91	306,427	28
216 Other track material.....	145,939	20	130,684	95
218 Ballast.....	43,958	18	74,029	11
220 Track laying and surfacing.....	1,001,898	32	923,378	70
221 Right of way fences.....	45,808	81	26,327	49
223 Snow and sand fences and snow sheds.....	6,164	00	3,123	05
225 Crossings and signs.....	35,747	36	30,568	49
227 Station and office buildings.....	110,216	22	174,248	51
229 Roadway buildings.....	6,168	90	3,060	07
231 Water stations.....	24,021	02	43,526	14
233 Fuel stations.....	9,489	94	8,704	83
235 Shops and enginehouses.....	125,758	26	133,290	22
237 Grain elevators.....	2,806	64	2,348	12
241 Wharves and docks.....	50,167	70	71,705	14
243 Coal and ore wharves.....	148	76	1,692	74
245 Gas producing plants.....	83	19	226	14
247 Telegraph and telephone lines.....	37,336	58	54,492	57
249 Signals and interlockers.....	21,272	89	22,988	34
253 Power plant buildings.....	.....	.....	638	46
257 Power transmission systems.....	3,325	72	5,337	04
259 Power distribution systems.....	1,644	64	2,448	23
261 Power line poles and fixtures.....	1,524	12	648	80
269 Roadway machines.....	16,721	32	13,554	68
271 Small tools and supplies.....	34,340	24	39,830	72
272 Removing snow, ice and sand.....	69,318	63	75,313	98
273 Assessments for public improvements.....	121	64	.....	.....
274 Injuries to persons.....	36,522	77	22,592	06
275 Insurance.....	37,134	71	37,639	17
276 Stationery and printing.....	7,355	24	7,442	94
277 Other expenses.....	4,474	75	2,939	34
278 Maintaining joint tracks, yards, etc., Dr.....	19,454	56	24,808	80
279 " " " " " " Cr.....	7,593	79	7,924	55
Total.....	3,794,940	64	3,800,025	39
<i>Maintenance of Equipment—</i>				
301 Superintendence.....	80,135	37	75,407	12
302 Shop machinery.....	61,907	43	57,272	83
304 Power plant machinery.....	3,173	58	3,989	94
306 Power substation apparatus.....	.....	.....	188	87
308 Steam locomotives—Repairs.....	909,173	27	850,354	74
310 " " Retirements.....	63,205	58	25,733	75
314 Freight train cars—Repairs.....	630,307	83	659,749	02
316 " " Retirements.....	69,337	58	60,400	18
317 Passenger train cars—Repairs.....	461,304	28	477,083	28
319 " " Retirements.....	6,811	22	29,475	64
320 Motor equipment of cars—Repairs.....	7,372	54	21,680	11
322 " " Retirements.....	.....	.....	2,384	23
323 Floating equipment—Repairs.....	28,869	43	51,357	06
326 Work equipment—Repairs.....	66,015	81	103,283	93
328 " " Retirements.....	6,964	96	4,552	98
329 Miscellaneous equipment—Repairs.....	715	80	833	22
331 " " Retirements.....	170	95	172	96
332 Injuries to persons.....	11,559	33	11,718	17
333 Insurance.....	36,838	62	36,838	62
334 Stationery and printing.....	2,526	91	2,944	88
335 Other expenses.....	1,603	04	1,683	27
336 Maintaining joint equipment at terminals, Dr.....	1,930	69	1,861	20
337 " " " " " " Cr.....	4,419	44	4,686	55
Total.....	2,445,504	78	2,473,951	91

RAILWAY OPERATING EXPENSES—Continued

	Six months ending Dec. 31, 1927	Six months ending Dec. 31, 1926
	\$ cts.	\$ cts.
<i>Traffic Expenses—</i>		
351 Superintendence.....	104,229 68	103,404 57
352 Outside agencies.....	142,085 10	142,226 41
353 Advertising.....	70,988 34	80,114 19
353 Radio.....	19,069 26	17,334 15
354 Traffic associations.....	3,877 98	3,812 69
356 Industrial bureaus.....	4,451 18	3,339 11
356 Colonization, agriculture and natural resources.....	13,306 64	10,606 99
357 Insurance.....	17 28	23 20
358 Stationery and printing.....	15,802 96	17,016 69
359 Other expenses.....	624 18	1,322 54
Total.....	374,452 60	379,200 54
<i>Transportation Rail Line—</i>		
371 Superintendence.....	286,174 66	265,623 44
372 Despatching trains.....	120,865 40	112,657 76
373 Station employees.....	1,143,228 10	1,074,210 55
374 Weighing, inspection and demurrage bureaus.....	2,368 82	2,268 19
376 Station supplies and expenses.....	114,120 21	116,550 93
377 Yardmasters and yard clerks.....	84,812 61	79,196 41
378 Yard conductors and brakemen.....	281,059 62	256,273 36
379 Yard, switch and signal tenders.....	51,628 28	50,391 56
380 Yard enginemen.....	189,501 81	170,937 78
382 Fuel for yard locomotives.....	221,211 87	206,242 00
385 Water for yard locomotives.....	6,082 70	5,592 94
386 Lubricants for yard locomotives.....	1,504 58	1,810 80
387 Other supplies for yard locomotives.....	1,639 44	1,884 23
388 Enginehouse expenses—Yard.....	86,498 73	83,133 48
389 Yard supplies and expenses.....	11,214 26	10,993 61
390 Operating joint yards and terminals, Dr.....	6,947 55	9,933 39
391 " " " " Cr.....	50,119 92	54,256 06
392 Train enginemen.....	750,698 33	673,379 36
393 Train motormen.....	11,486 39	11,178 86
394 Fuel for train locomotives.....	1,398,329 01	1,338,532 16
396 Train power purchased.....	5,510 55	7,512 50
397 Water for train locomotives.....	52,397 79	48,928 84
398 Lubricants for train locomotives.....	18,936 34	19,198 48
399 Other supplies for train locomotives.....	13,411 76	16,746 01
400 Enginehouse expenses—Train.....	297,071 53	294,888 38
401 Trainmen.....	885,494 13	793,126 76
402 Train supplies and expenses.....	274,238 75	264,959 34
403 Operating sleeping cars.....	117,598 84	101,906 54
404 Signal and interlocker operation.....	6,524 88	5,695 20
405 Crossing protection.....	18,656 48	18,822 53
406 Drawbridge operation.....	3,113 33	3,625 41
407 Telegraph and telephone operation.....	200 95	12,173 52
408 Operating floating equipment.....	200,674 02	165,371 79
409 Express service.....	412,316 52	461,617 46
410 Stationery and printing.....	39,232 38	41,843 25
411 Other expenses.....	9,157 57	8,519 22
412 Operating joint tracks and facilities, Dr.....	5,441 67	5,919 34
413 " " " " Cr.....	1,800 00	1,800 00
414 Insurance.....	19,326 00	18,843 74
415 Clearing wrecks.....	28,327 51	20,268 44
416 Damage to property.....	5,184 40	2,861 84
417 Damage to live stock on right of way.....	4,560 32	4,535 54
418 Loss and damage—Freight.....	43,580 97	32,972 01
419 " " " " Baggage.....	302 08	543 32
420 Injuries to persons.....	48,574 49	33,912 18
Total.....	7,227,285 71	6,799,526 39

DEPARTMENT OF RAILWAYS AND CANALS

RAILWAY OPERATING EXPENSES—Concluded

	Six months ending Dec. 31, 1927		Six months ending Dec. 31, 1926	
	\$	cts.	\$	cts.
<i>Miscellaneous operations—</i>				
441 Dining and buffet service.....	205,251	30	178,054	04
442 Restaurants.....	2,494	22	4,021	62
443 Grain elevators.....	10,698	65	9,311	32
446 Other miscellaneous operations.....	882	90	73	58
Total.....	219,327	07	191,460	56
<i>General Expenses—</i>				
451 Salaries and expenses of general officers.....	68,062	00	55,141	95
452 Salaries and expenses of clerks and attendants.....	250,456	03	235,108	36
453 General office supplies and expenses.....	25,997	09	24,673	98
454 Law expenses.....	33,161	23	35,900	51
455 Insurance.....	51	84	82	57
456 Relief Department expenses.....	6,000	00	6,000	00
457 Pensions.....	226,691	34	218,124	71
458 Stationery and printing.....	11,480	35	10,628	34
460 Other expenses.....	51,283	74	25,657	23
Total.....	673,183	62	611,317	65

COMPARATIVE STATEMENT OF OPERATING REVENUE PAID IN LABOUR AND
THE AVERAGE NUMBER OF EMPLOYEES—JULY 1 TO DECEMBER 31

	1927		1926		Increase or Decrease	Per cent Increase or Decrease	
	\$	cts.	\$	cts.			
Gross earnings.....	12,128,570	21	12,811,171	00	D. 682,600	79	5.33
Operating labour.....	8,771,447	94	8,300,078	66	I. 471,369	28	5.68
Ratio of labour to gross earnings.....	72.32		64.79		I. 7.53		11.62

COMPARATIVE STATEMENT SHOWING DISTRIBUTION OF OPERATING RATIO
AS BETWEEN LABOUR, FUEL AND OTHER EXPENSES

Labour.....	72.32	64.79	I.	7.53	11.62
Fuel.....	13.36	12.06	I.	1.30	10.78
Other expenses.....	35.64	34.24	I.	1.40	4.09
Total.....	121.32	111.09	I.	10.23	9.21

COMPARATIVE STATEMENT SHOWING DISTRIBUTION OF OPERATING RATIO
OVER GENERAL ACCOUNTS

	1927	1926
Maintenance of way and structures.....	31.29	29.66
Maintenance of equipment.....	20.17	19.31
Traffic.....	3.09	2.96
Transportation—Rail.....	59.58	53.08
Miscellaneous operations.....	1.81	1.49
General.....	5.55	4.77
Transportation for investment—Cr.....	0.17	0.18
Total.....	121.32	111.09

COMPARATIVE STATEMENT SHOWING DISTRIBUTION OF DOLLAR SPENT AS
BETWEEN LABOUR, FUEL AND OTHER EXPENSES

	1927	1926
	Cents	Cents
Labour.....	60	58
Fuel.....	11	11
Other expenses.....	29	31
Total.....	\$1.00	\$1.00

COMPARATIVE STATEMENT SHOWING DISTRIBUTION OF DOLLAR SPENT OVER
GENERAL ACCOUNTS

	1927	1926
	Cents	Cents
Maintenance of way and structures.....	26	27
Maintenance of equipment.....	17	17
Traffic.....	02	03
Transportation—Rail.....	49	48
Miscellaneous.....	01	01
General.....	05	04
Transportation for investment—Cr.....		
Total.....	\$1.00	\$1.00

STATISTICS OF RAIL-LINE OPERATION—JULY 1 TO DECEMBER 31

TRAIN AND LOCOMOTIVE MILEAGE

Class of service	Train mileage		Locomotive mileage						Total locomotive mileage	
	1927	1926	Principal		Helper		Light		1927	1926
			1927	1926	1927	1926	1927	1926		
Freight.....	1,765,000	1,631,513	1,771,089	1,636,685	31,482	31,508	38,710	33,888	1,841,331	1,702,081
Passenger.....	1,737,329	1,603,699	1,737,329	1,603,699	7,780	7,215	42,272	35,149	1,787,381	1,646,063
Mixed.....	462,396	455,786	462,396	455,786	1,360	1,650	9,981	9,443	473,737	466,879
Special.....	2,660	1,108	2,660	1,108	1,061	144	152	23	3,873	1,275
Unit cars.....	127,243	125,337	.....	.....	.....	.....	.....	.....	.....	.....
Train switching.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Yard switching—Freight.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
“ — Passenger.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total transportation.....	4,094,628	3,817,443	.....	.....	.....	.....	.....	.....	4,937,942	4,618,547
Work.....	153,461	159,807	.....	.....	.....	.....	.....	.....	184,981	190,359
Grand total.....	4,248,089	3,977,250	.....	.....	.....	.....	.....	.....	5,122,923	4,808,906

FREIGHT TRAIN CAR MILEAGE

Class of service	Loaded		Empty		Total loaded and empty		Caboose		Total freight train car mileage	
	1927	1926	1927	1926	1927	1926	1927	1926	1927	1926
Mixed train.....	1,997,450	1,990,804	753,919	695,169	2,751,369	2,685,973	11,688	7,715	2,763,057	2,693,688
Special train.....	2,583	13,846	583	.....	3,166	13,846	2,545	993	5,711	14,839
Other transportation.....	80,779	140,545	60,729	95,772	141,508	236,317	56,833	47,692	198,341	284,009
Total transportation.....	41,056,642	39,033,069	13,707,255	12,533,455	54,763,897	51,566,524	1,556,956	1,393,522	56,320,853	52,960,046
Work.....	449,751	618,578	433,510	574,550	873,261	1,193,128	101,010	105,632	974,271	1,298,780
Grand total.....	41,506,393	39,651,647	14,130,765	13,108,005	55,637,158	52,759,652	1,657,966	1,499,174	57,295,124	54,258,826

PASSENGER TRAIN CAR MILEAGE

Class of service	Passenger		Sleeping, parlour and observation		Dining		Other		Total passenger train car mileage	
	1927	1926	1927	1926	1927	1926	1927	1926	1927	1926
	Freight train.....	610,523	645,003	11,765	20,702	35	312	123,083	154,979	746,006	820,996
Passenger train.....	4,159,234	4,050,239	2,875,335	2,548,926	633,093	538,002	4,059,321	3,924,976	11,726,983	11,062,143
Mixed train.....	783,282	788,582	6,370	472	.....	.....	225,929	222,469	1,015,581	1,011,523
Special train.....	2,707	5,405	3,697	.....	.....	.....	17,448	.....	23,852	5,405
Unit cars and trailers.....	152,446	135,684	.....	.....	.....	.....	.....	.....	152,446	135,684
All transportation service.....	5,708,192	5,624,913	2,897,167	2,570,100	633,128	538,314	4,426,381	4,302,424	13,604,868	13,035,751
Work.....	3,001	3,730	356	.....	374	.....	2,261	3,332	5,992	7,062
Grand total.....	5,711,193	5,628,643	2,897,523	2,570,100	633,502	538,314	4,428,642	4,305,756	13,670,860	13,042,813

STATISTICS OF RAIL-LINE OPERATION—JULY 1 TO DECEMBER 31—Concluded

Item No.	Year 1927	Year 1926	Item No.	Year 1927	Year 1926
1. Average mileage of road operated.....	3, 108.00	3, 108.81	Averages per train mile—		
<i>Freight service—</i>			131 Loaded freight car miles—Freight trains..	22.70	22.70
91 Tons—Revenue freight.....	3, 060.615	2, 854.328	132 Loaded freight car miles—Mixed trains..	4.37	4.37
92 Tons—Non-revenue freight.....	622.602	571.963	133 Empty freight car miles—Freight trains..	7.34	7.26
93 Tons—Total.....	3, 683.217	3, 426.291	134 Empty freight car miles—Mixed trains..	1.63	1.53
94 Ton miles—Revenue freight.....	876, 890.065	811, 620.817	135 Ton miles—Revenue freight.....	415.64	412.22
95 Ton miles—Non-revenue freight.....	89, 621.143	71, 007.643	136 Ton miles—All freight.....	457.97	448.39
96 Ton miles—Total.....	965, 911.209	882, 628.460	137 Passenger train car miles—Passenger trains	6.77	6.95
<i>Passenger service—</i>			138 Passenger train car miles—Mixed trains..	2.20	2.22
97 Passengers carried—Revenue.....	1, 793, 864	1, 790, 134	139 Revenue passenger miles.....	54.40	60.05
98 Passenger miles—Revenue.....	108, 190, 727	111, 296, 583	140 Freight revenue.....	\$3.63	\$4.19
<i>Revenue and expenses—</i>			141 Passenger service train revenue.....	\$2.05	\$2.27
101 Freight revenue.....	\$7, 633, 572.57	\$8, 216, 083.00	142 Operating revenues.....	\$2.96	\$3.36
102 Passenger revenue.....	2, 495, 471.85	2, 528, 440.00	143 Operating expenses.....	\$3.59	\$3.73
103 Passenger service train revenue.....	4, 076, 345.13	4, 212, 278.10	144 Net operating revenues.....	\$0.63	\$0.37
104 Operating revenues.....	12, 128, 570.21	12, 811, 171.00	Averages per locomotive mile—		
105 Operating expenses.....	14, 713, 852.43	14, 231, 983.11	151 Train miles—Freight trains.....	0.96	0.96
106 Net operating revenue.....	2, 585, 282.22	1, 430, 812.11	152 Car miles—Freight trains.....	29.08	29.52
<i>Averages per mile of road—</i>			153 Train miles—Passenger trains.....	0.97	0.97
111 Freight train miles.....	568	555	154 Car miles.....	6.98	7.22
112 Passenger train miles.....	600	556	155 Train miles—Mixed trains.....	0.98	0.98
113 Mixed train miles.....	149	147	156 Car miles—Mixed trains.....	7.98	7.94
114 Special train miles.....	1	0	157 Train miles—Special trains.....	0.69	0.87
115 Transportation service train miles.....	1, 317	1, 228	158 Car miles—Special trains.....	7.63	15.88
116 Locomotive miles—Transportation.....	1, 589	1, 486	Averages per loaded freight car mile—		
118 Freight service car miles.....	18, 121	17, 035	161 Ton miles—Revenue freight.....	21.29	20.74
119 Passenger service car miles.....	4, 397	4, 193	162 Ton miles—All freight.....	23.46	22.56
120 Freight revenue.....	\$2, 431.40	\$2, 642.84	163 Freight revenue.....	\$0.18594	\$0.21056
121 Passenger service train revenue.....	\$1, 811.57	\$1, 354.95	Averages per car mile—Passenger—		
122 Operating revenues.....	\$3, 902.37	\$4, 120.92	171 Passenger miles—Revenue.....	12.58	13.59
123 Operating expenses.....	\$4, 734.19	\$4, 577.95	172 Passenger revenue.....	\$0.29021	\$0.30874
124 Net operating revenues.....	\$831.82	\$457.03	Miscellaneous averages—		
125 Ton miles—Revenue freight.....	281, 254	260, 268	181 Miles hauled—Revenue freight.....	286.51	284.35
126 Ton miles—All freight.....	309, 897	283, 109	182 Miles hauled—Non-revenue freight.....	142.98	124.15
127 Passenger miles—Revenue.....	34, 810	35, 800	183 Miles hauled—All freight.....	262.25	257.60
			184 Miles carried—Revenue passengers.....	60.31	62.17
			185 Revenue per ton of freight.....	\$2.46905	\$2.87846
			186 Revenue per ton mile of freight.....	\$0.00871	\$0.01012
			187 Revenue per passenger.....	\$1.39112	\$1.41243
			188 Revenue per passenger mile.....	\$0.02307	\$0.02272
			189 Operating ratio.....	121.32%	111.09%

COMPARATIVE STATEMENT OF REVENUE TONNAGE BY COMMODITIES

	Year 1927	Year 1926	Increase Decrease
	Tons	Tons	Tons
<i>Products of Agriculture—</i>			
Wheat.....	109,247	86,788	22,459
Corn.....	8,929	10,370	1,441
Oats.....	25,137	29,231	4,094
Barley.....	14,980	9,551	5,429
Rye.....	34,987	6,456	28,531
Flax (seed).....	80	151	71
Other grain.....	785	1,002	217
Flour.....	121,706	106,374	15,332
Other mill products.....	50,551	73,872	23,321
Hay and straw.....	22,364	22,422	58
Cotton.....	633	772	139
Apples (fresh).....	12,453	13,449	996
Other fresh fruits.....	9,275	9,172	103
Potatoes.....	131,144	134,822	3,678
Other fresh vegetables.....	8,212	7,075	1,137
Other products of agriculture.....	15,817	15,378	439
Total.....	566,300	526,885	39,415
<i>Products of Animals—</i>			
Horses and mules.....	2,278	2,577	299
Cattle and calves.....	6,612	8,016	1,404
Sheep and goats.....	6,355	5,890	465
Hogs.....	2,948	2,454	494
Dressed meats (fresh).....	7,231	6,264	967
Dressed meats (cured or salted).....	1,704	3,538	1,834
Other packing house products.....	3,743	5,169	1,426
Poultry.....	508	564	56
Eggs.....	745	955	210
Butter and cheese.....	3,400	3,206	194
Wool.....	782	845	63
Hides and leather.....	1,102	983	119
Other products of animals.....	679	512	167
Total.....	38,087	40,973	2,886
<i>Products of mines—</i>			
Anthracite coal.....	13,093	12,219	874
Bituminous coal.....	536,586	565,995	29,409
Lignite coal.....			
Coke.....	18,027	21,009	2,982
Iron ores.....		89	89
Other ores and concentrates.....	205	371	166
Bullion and matte.....	2,636	4,258	1,622
Clay, gravel, sand and crushed stone.....	138,527	61,563	76,964
Slate, stone granite (dimension or block).....	2,728	4,074	1,346
Crude petroleum.....	81	600	519
Asphaltum.....	1,938	919	1,019
Salt.....	9,711	7,947	1,764
Other products of mines.....	7,079	7,382	303
Total.....	730,611	686,426	44,185
<i>Products of Forests—</i>			
Logs, posts, poles and cordwood.....	73,543	54,190	19,353
Ties.....	8,820	10,618	1,798
Pulpwood.....	203,096	220,239	17,143
Sawed lumber, timber, box shooks, staves and headings.....	705,947	622,887	83,060
Other products of forests.....	35,697	24,976	10,721
Total.....	1,027,103	932,910	94,193
Carried forward.....	2,362,101	2,187,194	174,907

COMPARATIVE STATEMENT OF REVENUE TONNAGE BY COMMODITIES—*Concluded*

	Year 1927	Year 1926	Increase Decrease
	Tons	Tons	Tons
Brought forward.....	2,362,101	2,187,194	174,907
<i>Manufactures and Miscellaneous—</i>			
Refined petroleum and its products.....	70,568	64,437	6,131
Sugar, Syrup, Glucose and molasses.....	25,528	40,566	15,038
Iron, pig and bloom.....	27,314	17,519	9,795
Rails and fastenings.....	3,669	6,160	2,491
Bar and sheet iron, structural iron and iron pipe.....	18,117	20,143	2,026
Castings, machinery and boilers.....	6,110	5,857	253
Cement.....	31,560	19,796	11,764
Brick and artificial stone.....	23,698	15,846	7,852
Lime and Plaster.....	30,067	34,473	4,406
Sewer pipe and drain tile.....	5,806	7,432	1,626
Agriculture implements and vehicles other than autos...	3,207	1,661	1,546
Automobiles and auto trucks.....	5,826	8,554	2,728
Household goods and second-hand furniture.....	1,781	2,032	251
Furniture (new).....	1,226	958	268
Liquor beverages.....	7,714	5,713	2,001
Fertilizer.....	6,326	3,692	2,634
Paper, printed matter and books.....	15,282	13,789	1,493
Wood pulp.....	75,070	79,779	4,709
Fish (fresh, frozen, smoked or salted).....	25,135	31,377	6,242
Canned meats.....	25	53	28
Canned goods (all canned food products other than meat)	10,926	9,798	1,128
Other manufactures and miscellaneous.....	130,474	114,830	15,644
Merchandise.....	173,085	162,669	10,416
Total.....	698,514	667,134	31,380
Grand total.....	3,060,615	2,854,328	206,287

OPERATED MILEAGE DECEMBER 31, 1927

Territory	Mileage Owned				Mileage of Lines under Lease or Contract		Mileage of Trackage Rights		Total Road Mileage				Spurs, Sidings and Yard Tracks		Inactive Mileage	
	1st Main Track	2nd Main Track	3rd Main Track	4th Main Track	1st Main Track	2nd Main Track	1st Main Track	2nd Main Track	1st Main Track	2nd Main Track	3rd Main Track	4th Main Track	Miles	Miles	1st Main Track	2nd Main Track
	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles
Halifax Division.....	512.00	21.09					1.02	513.02	21.09				149.45			
New Glasgow Division.....	354.56	1.93						420.88	1.93				124.27			
Island Division.....	276.32		66.32					276.32					43.16			1.30
Moncton Division.....	390.08	25.96						390.08	25.96				189.42			
Campbellton Division.....	475.08							475.08					145.61			
Edmundston Division.....	563.77				158.46			803.82					113.03			
Levis Division (part).....	228.84				224.78			228.84					53.83			
Total mileage.....	2,800.65	48.98			224.78		82.61	3,108.04	48.98				818.27			1.30

NOTE.—The lines of the Levis Division included in the Eastern Lines are those east of Levis and Diamond Junction.

CANADIAN GOVERNMENT RAILWAYS

BALANCE SHEET AS AT DECEMBER 31, 1927

		ASSETS	
A/C			
701	<i>Investment in road and equipment—</i>		
	Investment in road and equipment.....	\$ 412,250,907 70	
	Branch lines' purchases.....	70,000 00	
	Capital suspense—Overseas rail.....	569,539 67	
	"B" Abandoned Lines.....	597,855 39	
			412,349,223 42
702	<i>Improvements on leased railway property—</i>		
	Lake Superior Branch.....	1,314,609 93	
	Vale Railway.....	49,885 69	
	Van Buren bridge.....	28,223 27	
			1,392,718 89
705	<i>Miscellaneous physical property—</i>		
	Minaki Inn.....	979,242 53	
	Malagash spur.....	29,290 75	
	Halifax Ocean Terminal Hotel.....	17,094 77	
	Sioux Lookout Tramway.....	942 63	
			1,026,570 68
722	<i>Canadian National Railways—</i>		
	Advances A/C Working capital.....	17,030,369 97	
	" " Surplus (guaranteed issues).....	2,870,606 69	
	" " Telegraph Department, capital expenditures.....	154,233 81	
	" " Capital expenditures (guaranteed issues).....	2,072,534 32	
	" " N.B. & P.E.I. Bond Redemption Account.....	5,068 08	
			17,977,558 07
			<u>432,746,071 06</u>

LIABILITIES

755	<i>Branch Lines' purchases.....</i>		70,000 00
757	<i>Dominion of Canada Account—</i>		
	Advances for road and equipment.....	\$ 412,775,094 40	
	" working capital.....	17,030,369 97	
	" deficits.....	4,924,434 90	
	" Workmen's Compensation payments.....	1,400,678 44	
	" Pension payments.....	285,809 61	
			436,416,387 32
784	<i>Profit and Loss Account.....</i>		3,740,316 26
			<u>\$ 432,746,071 06</u>

Certified correct:
T. H. COOPER,
General Auditor.

C. E. FRIEND,
Asst. General Comptroller.
J. M. ROSEVEAR,
General Comptroller.

CANADIAN GOVERNMENT RAILWAYS

PROFIT AND LOSS ACCOUNT AS AT DECEMBER 31, 1927

		DEBITS	
611	Debit balance at January 1, 1927.....	\$ 6,638,582 25	
619	Loss on retired road and equipment.....	103,136 44	
	Total debits.....	\$ 6,741,768 69	
		CREDITS	
602	Credit balance transferred from income.....	\$ 588,785 25	
603	Profit on road and equipment sold.....	191 75	
605	Unrefundable overcharges.....	2,983 50	
606	Donations.....	14,329 08	
607	Miscellaneous credits.....	11,268 18	
	C. G. Railways' proportion of amount contributed by Government under Maritime Freight Rates Act, July 1, 1927.....	2,383,894 67	
	Total credits.....	\$ 3,001,452 43	
	Debit balance at December 31, 1927.....	\$ 3,740,316 26	

CANADIAN GOVERNMENT RAILWAYS, INCLUDING ST. JOHN AND
QUEBEC RAILWAY

INCOME STATEMENT YEAR ENDED DECEMBER 31, 1927

I. OPERATING INCOME		Year ended Dec. 31, 1927
501	Railway operating revenues.....	\$ 46,437,217 27
531	Railway operating expenses.....	44,630,826 02
	Net revenue from railway operations.....	<u>1,806,391 25</u>
532	Railway tax accruals.....	270,870 79
533	Uncollectible railway revenues.....	3,181 43
	Railway operating income.....	<u>1,532,339 03</u>
502	Revenues from miscellaneous operations.....	36,165 09
534	Expenses of miscellaneous operations.....	66,563 95
	Net revenue from miscellaneous operations.....	<u>30,398 86</u>
	Total operating income.....	<u>1,501,940 17</u>

II. NON-OPERATING INCOME

503	Hire of freight cars—Credit balance.....	159,877 14
504	Rent from locomotives.....	277,863 96
505	Rent from passenger train cars.....	299,053 93
507	Rent from work equipment.....	153,462 76
508	Joint facility rent income.....	110,889 51
509	Income from lease of road.....	23,300 00
510	Miscellaneous rent income.....	169,341 22
511	Miscellaneous non-operating physical property.....	21,242 19
515	Income from unfunded securities and accounts.....	25,331 04
519	Miscellaneous income.....	1,388 47
	Total non-operating income.....	<u>\$ 1,241,750 22</u>
	Gross income.....	<u>\$ 2,743,690 39</u>

III. DEDUCTIONS FROM GROSS INCOME

537	Rent for locomotives.....	75,453 18
538	Rent for passenger train cars.....	761,213 71
540	Rent for work equipment.....	41,016 90
541	Joint facility rents.....	459,849 66
542	Rent for leased roads.....	713,400 60
543	Miscellaneous rents.....	3,228 08
544	Miscellaneous tax accruals.....	14,513 30
547	Interest on unfunded debt.....	51,985 35
551	Miscellaneous income charges.....	4,244 36
	Total deductions from gross income.....	<u>2,154,905 14</u>
	Net income.....	<u>\$ 588,785 25</u>

DEPARTMENT OF RAILWAYS AND CANALS
CANADIAN GOVERNMENT RAILWAYS

CAPITAL ACCOUNT—YEAR ENDED DECEMBER 31, 1927

<i>Intercolonial Railway—</i>			
To cost to December 31, 1926.....	\$ 149,109,347 73		
Construction and betterments during year.....	1,655,661 75		
			\$ 150,765,009 48
<i>Prince Edward Island Railway—</i>			
To cost to December 31, 1926.....	13,639,309 60		
Construction and betterments during year.....	319,373 61		
Equipment retirements during year.....	16,516 84		
			13,942,166 87
<i>New Brunswick and Prince Edward Island—</i>			
To cost to December 31, 1926.....	915,174 41		
Construction and betterments during year.....	94,709 02		
			1,009,883 43
<i>International Railway—</i>			
To cost to December 31, 1926.....	3,140,078 82		
Construction and betterments during year.....	26,029 56		
			3,166,108 38
<i>National Transcontinental Railway—</i>			
To cost to December 31, 1926.....	172,414,516 13		
Construction and betterments during year.....	732,023 82		
Transfer of prior year's expenditure—Lake Superior Branch.....	689,718 87		
Transfer of prior year's expenditure—Van Buren Bridge.....	28,223 27		
			172,428,597 81
<i>Moncton and Buctouche Railway—</i>			
To cost to December 31, 1926.....	519,935 57		
Construction and betterments during year.....	17,571 45		
			537,507 02
<i>Salisbury and Albert Railway—</i>			
To cost to December 31, 1926.....	626,336 96		
Construction and betterments during year.....	7,500 38		
			633,837 34
<i>St. Martin's Railway—</i>			
To cost to December 31, 1926.....	367,088 66		
Construction and betterments during year.....	5,480 36		
			372,569 02
<i>Elgin and Havelock Railway—</i>			
To cost to December 31, 1926.....	182,605 72		
Construction and betterments during year.....	13,700 27		
			196,305 99
<i>York and Carleton Railway—</i>			
To cost to December 31, 1926.....	64,135 41		
Construction and betterments during year.....	52 00		
			64,083 41
<i>Quebec and Saguenay Railway—</i>			
To cost to December 31, 1926.....	7,822,310 13		
Construction and betterments during year.....	54,984 75		
			7,877,294 88
<i>Caraquet and Gulf Shore—</i>			
To cost to December 31, 1926.....	1,015,457 93		
Construction and betterments during year.....	55,576 09		
			1,071,034 02
<i>Lotbiniere and Megantic Railway—</i>			
To cost to December 31, 1926.....	353,836 16		
Construction and betterments during year.....	25,599 40		
			328,236 76
<i>Cape Breton Railway—</i>			
To cost to December 31, 1926.....	103,521 94		
Construction and betterments during year.....	10,675 84		
			114,197 78
<i>Vale Railway—</i>			
To additions and betterments to December 31, 1926.....	49,234 31		
To additions and betterments during year.....	651 38		
			49,885 69
<i>Quebec Bridge—</i>			
To cost of bridge to December 31, 1924.....			22,640,228 46
<i>Van Buren Bridge—</i>			
To additions and betterments to December 31, 1926.....	28,223 27		
To additions and betterments during year.....			28,223 27
<i>Long Lac Cut-off—</i>			
To cost to December 31, 1926.....	2,847,547 01		
Construction and betterments during year.....			2,847,547 01

CAPITAL ACCOUNT—YEAR ENDED DECEMBER 31, 1927—*Concluded*

<i>Lake Superior Branch—</i>			
To additions and betterments to December 31, 1926.....	594,331 08		
Transfer of prior year's expenditure.....	689,718 87		
To additions and betterments during year.....	30,559 98		
			1,314,609 93
<i>Lawlor Building, Toronto—</i>			
To cost to December 31, 1926.....	1,229,912 87		
Additional expenditure during year.....	13,921 72		
			1,243,834 59
<i>Canadian Government Railways—</i>			
Cost of equipment to December 31, 1926.....	34,261,609 60		
Expenditure during year.....	283,070 17		
Less: Equipment retired.....	1,005,494 22		
	33,539,185 55		
Add: Additions to S.S. "Northumberland" to December 31, 1927...	40,362 74		
			33,579,548 29
Capital Suspense—Branch line aid.....	36,485 95		
Branch lines purchased—Balance of purchase of Moncton and Buctouche Railway.....	70,000 00		
	106,485 95		
<i>Deduct—</i>			
Capital Suspense—Overseas Rail.....	\$ 569,539 67		
Moncton and Buctouche Railway....	5,713 40		
	575,253 07		468,767 12
<i>Minaki Inn—</i>			
To cost to December 31, 1926.....	517,016 11		
Additions and betterments during year.....	462,226 42		
			979,242 53
<i>Malagash Spur—</i>			
Expenditure during year.....			29,290 75
<i>Halifax Ocean Terminal Hotel—</i>			
Expenditure during year.....			17,094 77
<i>Sioux Lookout Tramways—</i>			
Expenditure during year.....			942 63
			<u>\$ 414,768,512 99</u>

ST. JOHN AND QUEBEC RAILWAY

EARNINGS, EXPENSES AND RENTAL ACCOUNT—YEAR ENDED DECEMBER 31,
1927

Railway operating revenues.....	\$ 270,292 10
Railway operating expenses.....	445,803 41
	<u>175,511 31</u>
Railway operating deficit.....	38,735 23
Other income items net debit.....	
	<u>\$ 214,246 54</u>
Net deficit.....	
In addition to the above, 40 p.c. of operating revenues has been paid as rental.....	108,116 84
	<u>322,363 38</u>
Total loss.....	

DEPARTMENT OF RAILWAYS AND CANALS
CANADIAN GOVERNMENT RAILWAYS

STATEMENT OF AVERAGES—YEAR ENDED DECEMBER 31, 1927

Miles of road operated.....	4,498.71
Total engine mileage.....	15,557,806
Total train mileage.....	12,631,998
Total car mileage.....	276,297,019
<i>Earnings—</i>	
Transportation—Rail (Accounts 101 to 112).....	\$ 45,366,731 77
Incidentals (Accounts 113 to 152).....	1,070,485 50
Total.....	\$ 46,437,217 27
<i>Operating Expenses—</i>	
Rail.....	\$ 44,630,826 02
<i>Ratio of Earnings to gross Earnings—</i>	
Earnings from transportation—Rail.....	97.69%
Earnings from incidentals.....	2.31%
Earnings per mile of road operated.....	\$ 10,322 34
Earnings per engine mile.....	\$ 2 98
Earnings per train mile.....	\$ 3 68
Earnings per car mile.....	cts. 16.80
<i>Ratio of Expenses to Gross Earnings—</i>	
Rail.....	96.11%
Expenses per train mile.....	\$ 3 53
Expenses per mile of road operated.....	9,920 80
Repairs of locomotives.....	2,948,941 30
Repairs of freight cars.....	2,743,369 89
Repairs of passenger cars.....	1,775,897 70
Cost of repairs per locomotive.....	5,164 52
Cost of repairs per freight car.....	129 86
Cost of repairs per passenger car.....	2,779 18
Freight traffic.....	33,425,332 83
Passenger traffic.....	8,609,796 78
Mails and express.....	2,115,750 72
Miscellaneous (A/ Cs. 103, 104, 105, 108 to 112).....	1,215,851 44
Incidental.....	1,070,485 50
Total.....	\$ 46,437,217 27
Hire of equipment—Credit.....	\$ 12,574 00
Rentals leased roads—Debit.....	690,100 60
All other income—Debit.....	540,079 40

LOCOMOTIVE AND CAR EQUIPMENT AS AT DECEMBER 31, 1927

—	On hand January 1, 1927	Added during year	Retired during year	On hand December 31, 1927
<i>Locomotives</i>	589	.....	18	571
<i>Freight—</i>				
Box.....	13,297	16	208	13,105
Automobile.....	496	.....	2	494
Stock.....	2,246	1	19	2,226
Poultry.....	2	.....	.....	2
Refrigerator.....	287	.....	12	275
Eastman heater.....	191	.....	3	188
Potato.....	199	.....	3	196
Flat.....	1,735	6	165	1,576
Ballast.....	987	.....	35	952
Coal and coke.....	1,120	27	43	1,104
Pulpwood.....	797	38	233	602
Oil tanks.....	65	.....	.....	65
Caboose.....	350	.....	10	340
Total.....	21,772	86	733	21,125

LOCOMOTIVE AND CAR EQUIPMENT AS AT DECEMBER 31, 1927—*Concluded*

	On hand January 1, 1927	Added during year	Retired during year	On hand December 31, 1927
<i>Passenger—</i>				
Parlor.....	2			2
Cafe parlor.....	13			13
Cafe coaches.....	4			4
Observation, buffet parlor.....	4		1	3
Mountain observation.....	4	1	2	3
Comb. cafe, parlor, sleeping.....	1			1
Buffet sleeping.....	8	2	1	9
Compartment.....	2		1	1
Dining.....	15			15
Sleeping.....	57		4	53
Colonist.....	41	1	1	41
First class.....	152	1	2	151
Second class.....	49	1	5	45
Passenger and baggage.....	103		3	100
Passenger and mail.....	3		3	
Mail and express or baggage.....	19			19
Baggage or express.....	89		3	86
Box baggage.....	24			24
Postal.....	15			15
Refrigerator express.....	32			32
Milk.....	3			3
Stockmen's.....	7			7
Lunch counter.....	6			6
Trailers.....	6			6
Total.....	659	6	26	639
<i>Work—</i>				
Business.....	18			18
Photographers.....				
Instruction.....	2			2
Vision test.....	2			2
Stores supply.....	6			6
Dynamometer.....	1			1
Lidgerwood.....	8			8
Gas.....	8			8
Cranes and derricks.....	46	2		48
Flangers.....	90	16	2	104
Ditchers.....	8	1		9
Ballast spreaders and trimmers.....	9			9
Pile drivers.....	3			3
Steam shovels.....	16		1	15
Snow ploughs.....	115		8	107
Boarding.....	1,273	87	51	1,309
Engineer.....	4			4
Store.....	1		1	
Auxiliary.....	141	6	6	141
Cabin and idler.....	17	2		19
Cinder.....	53	4	8	49
Road repair.....	13		1	12
Air dump.....	38			38
Transfer Flat.....	17	2	1	18
Water tank.....	2	6		8
Fire fighting tank.....	15	1		16
Concrete mixer.....	4			4
Sand blast.....	1			1
Well boring.....	1			1
Test weight and scale test.....	1			1
Centrifugal pump.....				
Ice.....	3	5		8
Shop service.....	11			11
Rail saw.....	1			1
Oil tank.....	1			1
Paint.....				
Dump.....	16	1	1	16
Bridge tanks.....	1			1
Work flat.....		7		7
Radio repair car.....		1		1
Total.....	1,946	141	80	2,007

CANADIAN GOVERNMENT RAILWAYS EMPLOYEES' RELIEF AND INSURANCE ASSOCIATION

STATEMENT OF RECEIPTS AND EXPENDITURES FROM JANUARY 1, TO
DECEMBER 31, 1927

RECEIPTS

Credit balance on December 31, 1926.....	\$ 134,045 92	
Amount of premiums collected from Canadian National Railways' pay lists.....	\$ 224,677 85	
Premiums collected from railways' vouchers.....	1,886 68	
Contribution from Canadian National Railways.....	15,000 00	
		241,564 53
Cash members not on duty, refunds, etc.....	2,968 68	
Premiums from S. & A. vouchers.....	3,110 49	
Premiums from retired members.....	5,983 71	
Annual fees.....	1,411 25	
Examination fees.....	110 00	
Interest on monthly balances and bonds.....	25,206 24	
		38,790 37
Total receipts.....		\$ 414,400 82

EXPENDITURES

Sick and accident indemnity.....	\$ 97,447 93	
Medical and surgical attendance.....	51,812 91	
		149,260 84
Temporary employees' accident fund.....	24,304 66	
Death and total disability claims.....	69,250 00	
Examination fees.....	109 00	
		\$ 242,924 50

OPERATING EXPENSES

Sick and accident fund, temporary employees' accident fund, retired employees, death and total disability fund.....	20,600 21	
		263,524 71
" Difference.....		150,876 11
Less outstanding liabilities.....		14,000 00
		136,876 11
Estimated net surplus December 31, 1927.....		\$ 136,876 11

SICK AND ACCIDENT FUND (REGULAR AND TEMPORARY)

This fund shows a surplus December 31, 1927.....\$ 78,753 50

DEATH AND TOTAL DISABILITY FUND

The statement shows an expenditure on account of death and total disability claims of.....	\$ 61,250 00
This statement shows that one hundred and seventy-four death and total disability claims were assessed and paid during the year, one hundred and five death claims, due to natural causes aggregating.....	47,750 00
Ten death claims due to accidental injuries aggregating.....	7,250 00
Nine total disability claims, aggregating.....	55,000 00
	6,250 00
Six temporary death claims, due to accidental injuries, aggregating.....	1,500 00
	61,250 00
	1,500 00
	\$ 62,750 00

INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS
EMPLOYEES' PROVIDENT FUND

STATEMENT OF RECEIPTS AND EXPENDITURES DURING THE YEAR
ENDED DECEMBER 31, 1927

Balance to credit of the fund on December 31, 1926.....	Nil
The contributions made by employees during the year, being one and one-half per cent of their monthly salary and wages, were.....	\$ 281,603 46
The contributions made by the railways were.....	100,000 00
Special contribution made by the railways to offset deficit, year ended December 31, 1927.....	379,104 68
Amounts received to increase retiring allowances of all retired employees receiving less than \$30 per month, in order that the minimum allowance now paid under the Act, viz.: \$20, might be increased to \$30 per month, in accordance with Vote No. 473, whereby an amount was placed in the estimates to supplement retiring allowances payable under the provisions of the I.C. and P.E.I. Railways Employees' Provident Fund, including from January 1 to December 31, 1927.....	38,398 47
Amounts received from refunds, etc.....	436 37
	\$ 799,542 98

The Expenditures were:—

For retiring allowances.....	717,542 07
For allowances made to retired employees receiving less than \$30 per month, to increase the minimum allowance in accordance with Vote No. 473, whereby an amount was placed in the estimates to supplement retiring allowances payable under the provisions of the I.C. and P.E.I. Railways Employees' Provident Fund, including from January 1 to December 31, 1927.....	38,398 47
For contributions refunded in cases of deceased employees.....	19,991 16
For contributions refunded which were deducted in error.....	1,560 62
For contributions refunded to discharged employees, etc.....	5,291 94
Medical examinations for probationers entering the service, etc.	700 00
Medical examinations for employees retiring from the service..	94 22
For election expenses.....	1,178 84
For salaries and travelling expenses, Secretary's office, and proportion of salary of Chief Medical Officer.....	14,204 95
For stationery, printing, postage, etc.....	580 71
	799,542 98
Balance to the credit of the Fund on the 31st December, 1927.....	Nil

C. C. MacDONALD,
Secretary.

W. U. APPLETON,
Chairman.

CANADIAN NATIONAL RAILWAYS

STATEMENT SHOWING THE AMOUNT CREDITED TO THE CANADIAN GOVERNMENT
RAILWAYS EMPLOYEES' RELIEF AND INSURANCE ASSOCIATION BY THE
CANADIAN NATIONAL RAILWAYS DURING THE YEAR ENDED
DECEMBER 31, 1927

Amount of premiums collected from the Canadian National Railway pay lists.....	\$ 224,677 85
Premium collected from railway vouchers.....	1,886 68
Annual contribution from the Canadian National Railways.....	15,000 00
Total.....	\$ 241,564 53

C. C. MacDONALD,
Secretary.

W. F. SEARS,
Auditor.

CANADIAN NATIONAL RAILWAYS

STATEMENT SHOWING MILEAGE OF CANADIAN GOVERNMENT RAILWAYS AS AT
DECEMBER 31, 1927

	Main Line		Yard track and sidings	Total
	First track	Secondtrack		
Atlantic Region.....	2,213.50	48.98	706.36	2,968.84
Central Region.....	1,441.76	20.93	427.95	1,890.64
Western Region.....	390.17	4.89	137.80	532.86
Leased Lines—Atlantic Region.....	164.25	.....	16.20	180.45
“ Central Region.....	5.48	.....	1.68	7.16
“ Western Region.....	159.16	.....	88.90	248.06
Running Rights—Atlantic Region.....	81.59	.....	.....	81.59
“ Central Region.....	42.80	37.94	.....	80.74
“ Western Region.....	.....	.....	.....	.....
	4,498.71	112.74	1,378.89	5,990.34

REPORT OF THE DEPARTMENTAL ACCOUNTANT

TOTAL EXPENDITURE and Revenue of the Department of Railways and Canals prior to and since Confederation to March 31, 1928.

	\$	cts.	\$	cts.
Grand total expenditure.....			1,363,460,879	14
Expenditure on railways.....	935,905,584	80		
" Quebec bridge.....	21,910,596	06		
" railway subsidies.....	78,785,471	09		
" canals.....	272,385,797	85		
" Miscellaneous.....	54,473,429	34		
Total expenditure.....			1,363,460,879	14
<i>Classification of expenditure in general—</i>				
Capital account.....	727,441,241	68		
Revenue account.....	498,605,094	18		
Income account.....	58,629,072	19		
Consolidated Fund—Railway subsidies.....	78,785,471	09		
Total expenditure.....			1,363,460,879	14
<i>Classification of expenditure in detail—</i>				
<i>Railways—</i>				
Capital.....	480,686,221	41		
Income.....	10,268,238	40		
Revenue.....	444,951,124	99		
<i>Quebec Bridge—</i>				
Capital.....	21,706,664	49		
Income.....	203,931	57		
Total expenditure on railways.....			21,910,596	06
<i>Railway subsidies.....</i>			78,785,471	09
Total expenditure on railways.....			1,036,601,651	95
<i>Canals—</i>				
Capital.....	203,420,904	41		
Income.....	15,387,635	30		
Revenue, staff.....	29,788,940	25		
Revenue, repairs.....	23,788,317	89		
Total expenditure.....			272,385,797	85
<i>Miscellaneous expenditure—</i>				
Capital.....	21,627,451	37		
Income.....	32,769,266	92		
Revenue.....	76,711	05		
Total expenditure.....			54,473,429	34
Grand total expenditure.....			1,363,460,879	14

GENERAL SUMMARY of the Expenditure and Revenue for Fiscal Year ending March 31, 1928

Grand total expenditure to March 31, 1928.....			1,363,460,879	14
This expenditure is divided as follows—				
Railways, including Quebec bridge.....	1,036,601,651	95		
Canals.....	272,385,797	85		
General expenditure.....	54,473,429	34		
Total expenditure.....			1,363,460,879	14
Total expenditure for the year ending March 31, 1928—				
This expenditure is divided as follows—				
Railways.....	4,636,643	13		
Canals.....	16,720,404	20		
General expenditure.....	5,251,659	14		
Total expenditure.....			26,608,706	47
REVENUE RECEIVED				
Grand total of revenue received from July 1, 1927, to March 31, 1928:				
Railways.....	391,866,392	09		
Canals.....	24,865,333	24		
Total revenue.....			416,731,725	33
Revenue received from Canals during fiscal year.....			1,355,677	46

REVENUE

GENERAL STATEMENT of the Revenue received during the year ending
March 31, 1928

<i>Canals—</i>	
Welland canal.....	\$ 346,289 07
Welland canal, Port Colborne elevator.....	614,466 25
Welland Ship canal.....	2,013 32
Beauharnois canal.....	15,075 31
Soulanges canal.....	4,203 89
Cornwall canal.....	26,164 80
Williamsburg canal.....	2,006 50
Lachine canal.....	234,381 27
Chambly canal.....	1,015 74
Carillon and Grenville canal.....	637 00
Chats Falls canal.....	1 00
Ste. Anne's Lock.....	648 64
Rideau canal.....	12,562 51
St. Peter's canal.....	73 00
Murray canal.....	232 14
Trent canal.....	95,708 02
Sault Ste. Marie canal.....	139 00
Miscellaneous.....	60 00
Total.....	\$1,355,677 46

GENERAL STATEMENT of Expenditure during the year ending March 31, 1928

	\$	cts.	\$	cts.
Total expenditure.....			26,608,706	47
Expenditure chargeable to railways.....	4,636,643	13		
Expenditure chargeable to canals.....	16,720,404	20		
General expenditure.....	5,251,659	14		
Total expenditure.....			26,608,706	47
<i>Classification of expenditure in general—</i>				
Capital account.....	17,389,850	74		
Income account.....	6,680,075	45		
Revenue account.....	2,538,780	28		
Total expenditure.....			26,608,706	47
<i>Classification of expenditure by accounts—</i>				
<i>Railways—</i>				
Capital expenditure.....			3,626,945	97
Income expenditure general.....			1,009,697	16
<i>Canals—</i>				
Capital expenditure.....			13,762,904	77
Income expenditure.....	381,447	57		
Income expenditure, general.....	37,271	58		
			418,719	15
Revenue expenditure, staff.....	1,212,720	59		
Revenue expenditure, staff, general.....	132,524	05		
			1,345,244	64
Revenue expenditure, repairs.....	1,150,241	35		
Revenue expenditure, repairs, general.....	43,294	29		
			1,193,535	64
General expenditure, income account.....			5,251,659	14
Total expenditure.....			26,608,706	47

PRINCIPAL EXPENDITURES during the Fiscal Year

Canada Highways Act, chapter 54, 1919.....	\$	1,224,395 75
Hudson Bay Railway.....		2,674,224 57
Hudson Bay Railway and Terminals (Fort Churchill).....		880,643 30
New Brunswick and Prince Edward Island Railway.....		63,418 77
Railway Commission, maintenance.....		278,440 00
Railway Commission, statutory.....		49,564 52
Railway Grade Crossing Fund.....		678,787 53
Government Employees Compensation Act, chapter 30, 1927.....		378,387 36
Vote 347, St. Lawrence Ship Canal, surveys and investigations.....		63,200 53
Welland Ship Canal.....		13,722,925 75
Sunday labour.....		59,324 00
Canals expenditure.....		2,938,154 45
Maritime freight rates.....		3,471,400 87
Miscellaneous expenditure.....		125,839 07
	\$	<u>26,608,706 47</u>

EXPENDITURE on Government and other Railways for Fiscal Year
ending March 31, 1928

	Capital	Income	Revenue	Total
	\$ cts.	\$ cts.		\$ cts.
National Transcontinental Railway.....	8,953 09			8,953 09
Hudson Bay Railway.....	3,002,382 86			
Less credit of previous year's expenditure.....	328,158 29			
New Brunswick and Prince Edward Island Railway.....	63,418 77			63,418 77
Canadian Pacific Railway.....	71 00			71 00
Total.....	2,746,667 43			2,746,667 43
Railway Commission, maintenance.....		278,440 00		278,440 00
Railway Commission, statutory.....		49,564 52		49,564 52
Governor General's cars.....		2,905 11		2,905 11
Railway Grade Crossing Fund.....		678,787 53		678,787 53
Hudson Bay Railway—Fort Churchill terminals.....	880,643 30			880,643 30
Hudson Bay Railway—Port Nelson terminals.....	364 76			364 76
Total.....	880,278 54	1,009,697 16		1,889,975 70
Grand total of railways.....	3,626,945 97	1,009,697 16		4,636,643 13
MISCELLANEOUS				
Canada Highways Act, chapter 54, 1919.....		1,224,395 75		1,224,395 75
Canada Highways Commission.....		17,064 78		17,064 78
Government Employees' Compensation Act, Revised Statutes of Canada, chapter 30, 1927.....		378,387 36		378,387 36
Civil Service Amendment Act gratuities to dependents of deceased employees.....		1,073 32		1,073 32
Printing and stationery, outside service.....		4,401 94		4,401 94
Canadian Government Railways—To supplement pension allowance.....		38,398 47		38,398 47
Vote 464, Deferred adjustment of military pay.....		13,643 98		13,643 98
Vote 347, St. Lawrence Ship Canal—Surveys and investigations and Canadian National Advisory Committee.....		63,200 53		63,200 53
Miscellaneous services.....		39,692 14		39,692 14
Vote 404, Maritime Freight Rates Act—Miscellaneous railways.....		421,654 56		421,654 56
Vote 405, Maritime Freight Rates Act—Eastern lines.....		931,809 89		931,809 89
Vote 406, Eastern Lines deficits (other than occurring from Maritime Freight Rates Act).....		2,117,936 42		2,117,936 42
Total.....		5,251,659 14		5,251,659 14

EXPENDITURE on Canals for Fiscal Year ended March 31, 1928

Name of Canal	Chargeable to		Chargeable to Revenue		Total
	Capital	Income	Staff	Repairs	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
Carillon and Grenville.....			30,419 67	50,689 22	81,108 89
Ste. Anne's lock.....		5,984 18	5,575 03	4,195 02	15,754 23
Chambly.....			56,070 75	33,139 65	89,210 40
St. Ours.....			4,317 30	4,115 33	8,432 63
Lachine.....		19,085 85	157,287 08	157,137 06	333,509 99
Soulanges.....			53,954 81	69,586 15	123,540 96
Cornwall.....			104,619 91	85,686 42	190,306 33
Williamsburg.....			60,294 12	31,866 28	92,160 40
Ontario St. Lawrence river canals.....		5,407 06			5,407 06
St. Peters.....		421 16	7,381 45	8,154 91	15,957 52
Rideau.....			90,356 30	374,129 39	464,485 69
Murray.....			6,282 00	5,049 64	11,331 64
Trent.....	40,203 02	166,526 12	149,950 37	80,669 44	437,348 95
Welland—					
1925-1926 income.... \$ 102,368 62					
1927-28 income..... 70,128 98					
	<i>224 00</i>	172,497 60	250,041 16	137,936 38	560,251 14
Welland Ship.....	13,722,925 75				13,722,925 75
Port Colborne elevator.....		11,525 60	195,408 48	76,250 16	283,184 24
Sault Ste. Marie.....			40,762 16	31,636 30	72,398 46
Total.....	13,762,904 77	381,447 57	1,212,720 59	1,150,241 35	16,507,314 28
GENERAL ON CANALS					
Dredge vessels, Quebec canals.....			16,101 23	14,600 99	30,702 22
Dredge vessels, Rideau canal.....			20,584 46	11,778 14	32,362 60
Sunday labour.....			59,324 00		59,324 00
Surveys and inspections.....		7,623 02			7,623 02
QUEBEC CANALS					
Maintenance.....			33,094 86		33,094 86
Hungry Bay and St. Barbe dykes.....				16,915 16	16,915 16
Bakers dam.....		27,648 56			27,648 56
MISCELLANEOUS					
Vote 378, compassionate allowance to widow of late William H. Tilley.....		1,000 00			1,000 00
Vote 379, compassionate allowance to Stanley Sleck, accidentally injured on Welland canal bridge..		1,000 00			1,000 00
Civil Service Amendment Act gratuities to dependents of deceased employees.....			3,419 50		3,419 50
Total.....		37,271 58	132,524 05	43,294 29	213,089 92
Grand total.....	13,762,904 77	418,719 15	1,345,244 64	1,193,535 64	16,720,404 20

Ontario St. Lawrence Canals headquarters staff and repairs expenditure split 50-50 between Cornwall and Williamsburg.

RECAPITULATION OF EXPENDITURE

—	Capital	Income	Revenue	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Expenditure on railways.....	3,626,945 97	1,009,697 16		4,636,643 13
Expenditure on canals.....	13,762,904 77	418,719 15	2,538,780 28	16,720,404 20
Miscellaneous expenditure.....		5,251,659 14		5,251,659 14
	17,389,850 74	6,680,075 45	2,538,780 28	26,608,706 47

EXPENDITURES on Canals to March 31, 1928

CAPITAL ACCOUNT

	Previous Years		1927-28		Total	
	\$	cts.	\$	cts.	\$	cts.
Quebec Canals System—						
Carillon and Grenville.....	4,191,756	51			4,191,756	51
Ste. Anne's lock.....	1,320,215	63			1,320,215	63
Chambly.....	780,996	52			780,996	52
St. Ours.....	127,228	56			127,228	56
Lachine.....	14,132,684	80			14,132,684	80
Lake St. Louis.....	298,176	11			298,176	11
Beauharnois.....	1,636,029	29			1,636,029	29
Soulanges.....	7,904,044	53			7,904,044	53
Ontario-St. Lawrence System—						
Lake St. Francis.....	75,906	71			75,906	71
Cornwall.....	7,245,804	21			7,245,804	21
Williamsburg.....	1,334,551	80			1,334,551	80
Farrans Point.....	877,090	57			877,090	57
Galops.....	6,143,468	11			6,143,468	11
Rapide Plat.....	2,159,880	80			2,159,880	80
Ontario-St. Lawrence river canals—						
North channel.....	1,995,142	87			1,995,142	87
River reaches.....	483,830	20			483,830	20
Galops channel.....	1,039,895	65			1,039,895	65
St. Lawrence Ship canal.....	133,896	80			133,896	80
St. Peters.....	648,547	14			648,547	14
Rideau.....	4,214,263	99			4,214,263	99
Tay.....	489,599	23			489,599	23
Murray.....	1,248,946	71			1,248,946	71
Trent.....	19,337,432	60	40,203	02	19,377,635	62
Welland.....	29,906,411	93		224 00	29,906,187	93
Welland Ship.....	76,579,030	80	13,722,925	75	90,301,956	55
Sault Ste. Marie.....	4,935,809	42			4,935,809	42
Culbute lock and dam.....	382,391	46			382,391	46
Total.....	189,623,032	95	13,762,904	77	203,385,937	72
Canals general.....	34,966	69			34,966	69
Grand total.....	189,657,999	64	13,762,904	77	203,420,904	41

INCOME ACCOUNT

Quebec Canals System—						
Carillon and Grenville.....	466,290	45			466,290	45
Ste. Anne's lock.....	132,941	64	5,984	18	138,925	82
Chambly.....	934,318	49			934,318	49
St. Ours.....	178,366	58			178,366	58
Lachine.....	1,940,873	01	19,085	85	1,959,958	86
Beauharnois.....	265,810	84			265,810	84
Soulanges.....	510,529	93			510,529	93
Ontario-St. Lawrence System—						
Lake St. Francis.....	27,028	08			27,028	08
Cornwall.....	637,119	09			637,119	09
Williamsburg.....	396,175	43			396,175	43
Ontario-St. Lawrence river canals.....	224,487	76	5,407	06	229,894	82
St. Peters.....	845,082	17	421	16	845,503	33
Rideau.....	714,865	55			714,865	55
Tay.....	748	65			748	65
Murray.....	101,457	76			101,457	76
Trent.....	2,907,954	67	166,526	12	3,074,480	79
Welland.....	3,243,376	11	172,497	60	3,415,873	71
Welland, Port Colborne elevator.....			11,525	60	11,525	60
Sault Ste. Marie.....	320,974	77			320,974	77
Culbute lock and dam.....	60,923	37			60,923	37
Baie Verte.....	44,387	53			44,387	53
Total.....	13,953,711	88	381,447	57	14,335,159	45
Canals general.....	1,015,204	27	37,271	58	1,052,475	85
Grand total.....	14,968,916	15	418,719	15	15,387,635	30

DEPARTMENT OF RAILWAYS AND CANALS

REVENUE ACCOUNT, STAFF

	Previous Years		1927-28		Total	
	\$	cts.	\$	cts.	\$	cts.
Quebec Canals System—						
Carillon and Grenville.....	1,106,896	55	30,419	67	1,137,316	22
Ste. Anne's lock.....	172,796	19	5,575	03	178,371	22
Chambly.....	1,424,984	11	56,070	75	1,481,054	86
St. Ours.....	167,815	06	4,317	30	172,132	36
Lachine.....	3,994,035	30	157,287	08	4,151,322	38
Beauharnois.....	649,574	89	.....	.....	649,574	89
Soulanges.....	988,321	76	53,954	81	1,042,276	57
Ontario-St. Lawrence System—						
Cornwall.....	2,548,854	00	104,619	91	2,653,473	91
Williamsburg.....	1,091,467	12	60,294	12	1,151,761	24
St. Peters.....	172,821	41	7,381	45	180,202	86
Rideau.....	2,471,655	10	90,356	30	2,562,011	40
Murray.....	212,983	56	6,282	00	219,265	56
Trent.....	1,650,140	73	149,950	37	1,800,091	10
Welland.....	7,732,149	53	250,041	16	7,982,190	69
Welland, Port Colborne elevator.....	.....	.....	195,408	48	195,408	48
Sault Ste. Marie.....	779,323	60	40,762	16	820,085	76
Culbute lock and dam.....	11,507	48	.....	.....	11,507	48
Total.....	25,175,326	39	1,212,720	59	26,388,046	98
Canals general.....	3,268,369	22	132,524	05	3,400,893	27
Grand total.....	28,443,695	61	1,345,244	64	29,788,940	25

REVENUE ACCOUNT, REPAIRS

Quebec Canals System—						
Carillon and Grenville.....	818,936	80	50,689	22	869,626	02
Ste. Anne's lock.....	193,802	15	4,195	02	197,997	17
Chambly.....	1,472,415	34	33,139	65	1,505,554	99
St. Ours.....	162,036	27	4,115	33	166,151	60
Lachine.....	3,772,148	15	157,137	06	3,929,285	21
Beauharnois.....	525,691	23	.....	.....	525,691	23
Soulanges.....	1,328,169	21	69,586	15	1,397,755	36
Ontario-St. Lawrence System—						
Cornwall.....	1,650,664	34	85,686	42	1,736,350	76
Williamsburg.....	904,707	81	31,866	28	936,574	09
St. Peters.....	55,016	86	8,154	91	63,171	77
Rideau.....	2,969,903	35	374,129	39	3,344,032	74
Murray.....	151,154	75	5,049	64	156,204	39
Trent.....	1,454,494	74	80,669	44	1,535,164	18
Welland.....	5,424,073	49	137,936	38	5,562,009	87
Welland, Port Colborne elevator.....	.....	.....	76,250	16	76,250	16
Sault Ste. Marie.....	679,116	66	31,636	30	710,752	96
Culbute lock and dam.....	7,036	15	.....	.....	7,036	15
Total.....	21,569,367	30	1,150,241	35	22,719,608	65
Canals general.....	1,025,414	95	43,294	29	1,068,709	24
Grand total.....	22,594,782	25	1,193,535	64	23,788,317	89

TOTAL Expenditure by Canals to March 31, 1928

Canals	Capital		Income		Revenue		Total			
	\$	cts.	\$	cts.	\$	cts.	\$	cts.		
Quebec Canals System—										
Carillon and Grenville.....	4,191,756	51	466,290	45	1,137,316	22	869,626	02	6,664,989	20
St. Anne's lock.....	1,320,215	63	138,925	82	178,371	22	197,997	17	1,835,509	84
Chambly.....	780,996	52	934,318	49	1,481,054	86	1,505,554	99	4,701,924	86
St. Ours.....	127,228	56	178,366	58	172,132	36	166,151	60	643,879	10
Lachine.....	14,132,684	80	1,959,958	86	4,151,322	38	3,929,285	21	24,173,251	25
Lake St. Louis.....	298,176	11							298,176	11
Beauharnois.....	1,636,029	29	265,810	84	649,574	89	525,691	23	3,077,106	25
Soulanges.....	7,904,044	53	510,529	93	1,042,276	57	1,397,755	36	10,854,606	39
Ontario St. Lawrence System—										
Lake St. Francis.....	75,906	71	27,028	08					102,934	79
Cornwall.....	7,245,804	21	637,119	09	2,653,473	91	1,736,350	76	12,272,747	97
Williamsburg.....	1,334,551	80								
Farrans Point.....	877,090	57	396,175	43	1,151,761	24	936,574	09	12,999,502	04
Galops.....	6,143,468	11								
Rapide Plat.....	2,159,880	80								
Ontario St. Lawrence River canals—										
North channel.....	1,995,142	87								
River reaches.....	483,830	20	229,894	82					3,748,763	54
Galops channel.....	1,039,895	65								
St. Lawrence Ship canal.....	133,896	80							133,896	80
St. Peters.....	648,547	14	845,503	33	180,202	86	63,171	77	1,737,425	10
Rideau.....	4,214,263	99	714,865	55	2,562,011	40	3,344,032	74	10,835,173	68
Tay.....	489,599	23	748	65					490,347	88
Murray.....	1,248,946	71	101,457	76	219,265	56	156,204	39	1,725,874	42
Trent.....	19,377,635	62	3,074,480	79	1,800,091	10	1,535,164	18	25,787,371	69
Welland.....	29,906,187	93	3,415,873	71	7,982,190	69	5,562,009	87	46,866,262	20
Welland, Port Colborne elevator.....			11,525	60	195,408	48	76,250	16	283,184	24
Welland Ship.....	90,301,956	55							90,301,956	55
Sault Ste. Marie.....	4,935,809	42	320,974	77	820,085	76	710,752	96	6,787,622	91
Culbute lock and dam.....	382,391	46	60,923	37	11,507	48	7,036	15	461,858	46
Baie Verte.....			44,387	53					44,387	53
Total.....	203,385,937	72	14,335,159	45	26,388,046	98	22,719,608	65	266,828,752	80
Canals, general.....	34,966	69	1,052,475	85	3,400,893	27	1,068,709	24	5,557,045	05
	203,420,904	41	15,387,635	30	29,788,940	25	23,788,317	89	272,385,797	85

YEARLY EXPENDITURE on Canals and Revenue Received to March 31, 1928

—	Year ending	Capital		Income		Revenue		Revenue received	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
Government expenditure prior to Confederation, including Imperial Government expenditure.....		20,593,866	13	98,378	46				
Government expenditure (1868 to 1879 included).....		17,004,842	55	515,196	21	1,830,398	92	1,832,998	61
Government expenditure.....	1880	2,123,366	34			195,039	33	147,167	52
“ “.....	1881	2,073,891	65	7,246	69	197,573	62	154,653	63
“ “.....	1882	1,593,174	09	55,025	03	224,572	61	187,399	02
“ “.....	1883	1,763,001	97	62,503	14	269,415	01	178,617	86
“ “.....	1884	1,577,295	42	60,993	99	280,657	29	192,219	38
“ “.....	1885	1,504,621	47	58,298	29	280,226	20	201,708	47
“ “.....	1886	1,333,324	80	31,984	02	282,323	63	198,251	97
“ “.....	1887	1,783,698	16	65,983	06	285,172	62	198,888	84
“ “.....	1888	1,033,118	34	120,561	59	292,458	76	201,928	93
“ “.....	1889	972,918	43	162,015	49	301,040	23	240,261	36
“ “.....	1890	1,026,364	24	146,853	54	290,516	63	176,089	00
“ “.....	1891	1,318,092	15	165,843	87	294,562	12	204,768	45
“ “.....	1892	1,437,149	30	194,129	61	293,115	58	231,089	54
“ “.....	1893	2,069,573	30	196,185	84	291,048	97	204,759	39
“ “.....	1894	3,027,164	19	110,512	07	294,446	34	179,630	13
“ “.....	1895	2,452,273	65	216,057	58	281,477	04	164,033	71
“ “.....	1896	2,258,778	97	85,820	49	292,121	05	209,321	60
“ “.....	1897	2,348,636	91	101,205	74	287,970	36	178,385	47
“ “.....	1898	3,207,249	79	82,400	55	280,872	44	203,478	86
“ “.....	1899	3,899,877	31	82,205	60	280,628	57	202,312	36
“ “.....	1900	2,639,564	93	120,653	93	292,609	24	227,626	97
“ “.....	1901	2,360,569	89	135,500	57	314,095	04	262,876	07
“ “.....	1902	2,114,689	88	213,044	91	317,838	61	263,768	27
“ “.....	1903	1,823,273	61	275,103	58	390,281	82	294,113	92
“ “.....	1904	1,880,787	20	298,678	23	381,016	82	350,278	54
“ “.....	1905	2,071,593	72	352,855	43	431,499	60	401,742	79
“ “.....	1906	1,552,121	21	310,716	70	447,962	92	375,889	60
“ “.....	1907	887,838	61	254,423	18	329,629	63	287,231	03
“ “.....	1908	1,708,156	37	483,250	11	473,638	95	411,660	53
“ “.....	1909	1,868,834	45	699,304	73	475,515	04	433,958	10
“ “.....	1910	1,650,706	64	459,835	62	515,585	16	491,793	02
“ “.....	1911	2,349,474	49	385,534	55	511,305	94	471,530	32
“ “.....	1912	2,554,938	91	384,860	73	535,899	54	555,709	95
“ “.....	1913	2,255,448	21	292,960	26	605,248	57	535,135	66
“ “.....	1914	2,824,536	79	351,397	24	642,844	68	574,038	68
“ “.....	1915	5,490,796	03	405,806	32	675,770	67	562,599	27
“ “.....	1916	6,142,148	96	348,174	41	697,532	44	529,565	23
“ “.....	1917	4,304,589	09	372,102	96	700,022	11	486,167	67
“ “.....	1918	1,781,957	07	90,255	66	743,857	09	540,331	49
“ “.....	1919	2,211,935	48	137,604	37	733,090	71	698,878	14
“ “.....	1920	4,579,565	22	743,877	26	745,986	58	713,334	83
“ “.....	1921	5,449,961	68	1,104,239	51	815,979	22	920,992	94
“ “.....	1922	4,482,638	65	744,990	40	983,042	31	1,105,053	90
“ “.....	1923	4,995,184	27	548,757	36	924,216	63	859,839	45
“ “.....	1924	6,747,395	04	457,510	91	980,094	21	942,056	20
“ “.....	1925	10,619,902	69	445,955	15	959,516	48	853,076	17
“ “.....	1926	12,024,460	92	487,798	09	1,046,568	15	873,681	54
“ “.....	1927	13,845,683	78	429,118	85	1,129,040	91	858,472	92
“ “.....	1928	13,762,904	77	381,447	57	1,212,720	59	1,150,241	35
Total*.....		203,385,937	72	14,335,159	45	26,388,046	98	22,719,608	65
								24,865,553	24

* This does not include expenditure which has been charged to Miscellaneous Canals Expenditure, but only to amount expended on specific canals.

† Canal tolls abolished this year.

STATEMENT of Canals Revenue for year ending March 31, 1928

Divisions	Dues		Rents		Total	
	\$	cts.	\$	cts.	\$	cts.
<i>Welland Canal—</i>						
Port Dalhousie.....	494	14	330,212	71	330,706	85
Port Colborne.....	945	33	14,636	89	15,582	22
Port Colborne elevator.....	614,466	25			614,466	25
Total.....	615,905	72	344,849	60	960,755	32
<i>Welland Ship Canal—</i>						
Port Dalhousie.....			1,913	49	1,913	49
Port Colborne.....	5	33	94	50	99	83
Total.....	5	33	2,007	99	2,013	32
<i>St. Lawrence Canals—</i>						
Coteau Landing, Beauharnois canal.....			15,075	31	15,075	31
Coteau landing, Soulanges canal.....	25	00	4,178	89	4,203	89
Cornwall, Cornwall canal.....	1,065	30	25,099	50	26,164	80
Cardinal, Williamsburg canal.....	5	00	2,001	50	2,006	50
Lachine, Lachine canal.....	2,816	77			2,816	77
Montreal, Lachine canal.....	23,696	93	207,867	57	231,564	50
Total.....	27,609	00	254,222	77	281,831	77
<i>Chambly Canal—</i>						
Chambly.....			787	74	787	74
St. Johns.....	12	00	156	00	168	00
St. Ours.....			60	00	60	00
Total.....	12	00	1,003	74	1,015	74
<i>Ottawa River Canals—</i>						
Carillon and Grenville canal.....	8	00	629	00	637	00
Chats Falls canal.....			1	00	1	00
Ste. Anne's lock.....	208	64	440	00	648	64
Total.....	216	64	1,070	00	1,286	64
<i>Rideau Canal—</i>						
Ottawa.....	232	49	10,980	83	11,213	32
Kingston Mills.....	10	00	875	19	885	19
Smiths Falls.....	40	00	424	00	464	00
Total.....	282	49	12,280	02	12,562	51
<i>St. Peter's Canal.....</i>						
			73	00	73	00
<i>Murray canal.....</i>						
			232	14	232	14
<i>Trent canal.....</i>						
	66	00	95,642	02	95,708	02
<i>Sault Ste. Marie canal.....</i>						
			139	00	139	00
<i>Miscellaneous.....</i>						
			60	00	60	00
Grand Total.....	644,097	18	711,580	28	1,355,677	46

STATEMENT of Hydraulic and other Rents showing Rent Accrued, Paid and Balances Due March 31, 1928

Balance due April 1, 1927	Hydraulic and other rents accrued		House rents accrued		Totals	Divisions	Abatement of over-charges		Refunds		Deposited to credit of Receiver General		Balance due Mar 31, 1928	Totals
	\$	cts.	\$	cts.			\$	cts.	\$	cts.	\$	cts.		
12,535 72	151,461 14	1,727 00	1,727 00	165,723 86		Welland Canal.....	1,937 67	66 67	1,766 00	343,083 00	181,130 08	165,723 86		
495 11	402 40	1,792 00	1,792 00	2,689 51		Welland Ship Canal.....	113 02		1,514 29	493 70	568 50	2,689 51		
65,895 44	191,117 92	159 00	159 00	125,281 48		Lachine Canal.....	60 00		147 00	207,720 57	82,646 09	125,281 48		
25 00	15,075 31	336 00	336 00	15,075 31		Beauharnois Canal.....				15,075 31	119 00	15,075 31		
	3,936 89	676 50	676 50	4,297 89		Soulanges Canal.....			336 00	3,842 89	25 00	4,297 89		
	352 24	709 50	709 50	1,028 74		Chambly Canal.....			676 50	227 24	80 00	1,028 74		
280 00	944 00	45 00	45 00	709 00		Carillon and Grenville Canal.....			45 00	584 00	85 00	709 00		
50 00	25,022 50	112 00	112 00	25,184 50		Cornwall Canal.....			112 00	24,987 50	232 14	25,184 50		
	39 00	193 14	193 14	232 14		Murray Canal.....			193 14	39 00		232 14		
	380 00	60 00	60 00	440 00		St. Anne's Lock.....				380 00		440 00		
3,290 00	2,623 50	218 00	218 00	6,141 50		Williamsburr Canal.....	850 00		218 00	1,783 50	3,290 00	6,141 50		
10,344 74	9,754 62	2,149 00	2,149 00	22,248 36		Ridesau Canal.....	31 67	11 83	2,149 00	10,131 02	9,924 84	22,248 36		
89 95	93,337 68	2,189 43	2,189 43	95,617 06		Trent Canal.....	17 00	2 50	2,189 43	93,455 09	44 46	95,617 06		
5 00	91 00	144 00	144 00	144 00		Sault Ste. Marie Canal.....			48 00	91 00	5 00	144 00		
	25 00	48 00	48 00	73 00		St. Peters Canal.....			48 00	25 00		73 00		
	1 00	1 00	1 00	1 00		Chats Falls Canal.....				1 00		1 00		
	42 00			42 00		Miscellaneous.....				60 00	9 00	69 00		
39,412 92	494,616 20	9,753 07	9,753 07	464,956 35			3,009 36	81 00	9,499 86	702,080 42	249,714 29	464,956 35		

STATEMENT showing Sources of Canals Revenue Received during Fiscal Year ending March 31, 1928

	Land	Water power	Transmission	Boat houses	Houses	Wharfage, wintorage and Miscellaneous	Elevator fees	Totals
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Welland Canal System—</i>								
Welland canal.....	13,350 98	327,171 62	2,561 00		1,766 00	1,439 47	614,466 25	346,289 07
Welland canal Port Colborne elevator.....	47 00	2 00	444 70		1,514 29	5 33		614,466 25
Welland Ship canal.....								2,013 32
<i>St. Lawrence Canals—</i>								
Lachine.....	154,612 52	49,926 00	3,182 05		147 00	26,513 70		234,381 27
Beauharnois.....	401 31	14,663 00	11 00					15,075 31
Soulages.....	390 39	3,000 00	452 50		336 00	25 00		4,203 89
Cornwall.....	892 50	24,036 00	32 00	27 00	112 00	1,065 30		26,164 80
Williamsburg.....	500 00	1,258 50	25 00		218 00	5 00		2,006 50
<i>Chambly Canal.....</i>	204 24	10 00	113 00		676 50	12 00		1,015 74
<i>Ottawa River Canals—</i>								
Carillon and Grenville.....	327 00	250 00	7 00		45 00	8 00		637 00
Chats Falls.....	1 00							1 00
Ste. Anne's lock.....	304 00		76 00		60 00	208 64		648 64
<i>Rideau canal.....</i>	8,852 75	600 00	511 00	167 27	2,149 00	282 49		12,562 51
<i>St. Peters canal.....</i>			25 00		48 00			73 00
<i>Murray canal.....</i>	32 00		7 00		193 14			232 14
<i>Trent canal.....</i>	1,603 04	91,086 00	618 00	148 05	2,186 93	66 00		95,708 02
<i>Sault Ste. Marie canal.....</i>	21 00	50 00	20 00		48 00			139 00
<i>Miscellaneous.....</i>	60 00							60 00
Totals.....	181,599 73	512,053 12	8,085 25	342 32	9,499 86	29,630 93	614,466 25	1,355,677 46

GOVERNMENT EMPLOYEES Compensation Act, Chapter 15, 1918—(Chapter 30 Revised Statutes, 1927)

STATEMENT OF EXPENDITURE

TO MARCH 31, 1927

Board	Dominion expenditure including amounts advanced	Disbursements under the Act				Balance on deposit
		Compensation, pensions, etc.	Proportion administrative expenses	Interest	Total	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Nova Scotia.....	220,514 61	185,553 11	30,466 16		216,019 27	4,495 34
New Brunswick.....	514,339 71	451,521 17	52,679 19		504,200 36	10,139 35
Ontario.....	479,650 50	456,207 86	17,007 62		473,215 48	6,435 02
Manitoba.....	332,986 50	278,099 38	41,699 96	497 00	319,302 34	13,684 16
Alberta.....	51,111 07	41,155 27	5,804 34	6,537 45	40,422 16	10,688 91
British Columbia.....	88,809 57	82,075 44	4,453 56	5,332 20	81,196 80	7,612 77
Province of Quebec and miscellaneous.....	285,748 06	285,809 03	60 97		285,748 06	
Province of Ontario (Medical Aid).....	163 50	163 50			163 50	
Province of Saskatchewan.....	1,115 00	1,115 00			1,115 00	
Interest deposited to credit of casual revenue.....	11,971 36			11,971 36	11,971 36	
Totals to March 31, 1927....	1,986,409 88	1,781,699 76	152,049 86	395 29	1,933,354 33	53,055 55

YEAR 1927-1928

Nova Scotia.....	56,688 88	45,333 41	5,155 84		50,489 25	6,199 63
New Brunswick.....	80,096 60	68,166 57	6,522 01		74,688 58	5,408 02
Ontario.....	94,922 25	86,673 85			86,673 85	8,248 40
Manitoba.....	55,914 63	51,623 91	7,365 72		58,989 63	3,075 00
Alberta.....	4,841 90	11,288 96	998 75	380 81	11,906 90	7,065 00
British Columbia.....	12,050 22	14,335 01	446 70	177 71	14,604 00	2,553 78
Province of Prince Edward Island.....	3,015 74	3,015 74			3,015 74	
Province of Quebec and miscellaneous.....	70,318 24	70,335 83	17 59		70,318 24	
Province of Ontario (Medical Aid).....	538 90	538 90			538 90	
Totals year 1927-1928.....	378,387 36	351,312 18	20,471 43	558 52	371,225 09	7,162 27

TO MARCH 31, 1928

Nova Scotia.....	277,203 49	230,886 52	35,622 00		266,508 52	10,694 97
New Brunswick.....	594,436 31	519,687 74	59,201 20		578,888 94	15,547 37
Ontario.....	574,572 75	542,881 71	17,007 62		559,889 33	14,683 42
Manitoba.....	388,901 13	329,723 29	49,065 68	497 00	378,291 97	10,609 16
Alberta.....	55,952 97	52,444 23	6,803 09	6,918 26	52,329 06	3,623 91
British Columbia.....	100,859 79	96,410 45	4,900 26	5,509 91	95,800 80	5,058 99
Province of Prince Edward Island.....	3,015 74	3,015 74			3,015 74	
Province of Quebec and miscellaneous.....	356,066 30	356,144 86	78 56		356,066 30	
Province of Ontario (Medical Aid).....	702 40	702 40			702 40	
Province of Saskatchewan.....	1,115 00	1,115 00			1,115 00	
Interest deposited to credit of casual revenue.....	11,971 36			11,971 36	11,971 36	
Totals to March 31, '28....	2,364,797 24	2,133,011 94	172,521 29	953 81	2,304,579 42	60,217 82

GOVERNMENT EMPLOYEES Compensation Act, Chapter 15, 1918—(Chapter 30 Revised Statutes, 1927)—Number of Claims on which Payments were made and Amounts Disbursed in Compensation, Medical Aid and Pensions Fiscal Year 1927-28.

NOVA SCOTIA BOARD

Department	Number of Claims				Disbursements
	Compensation and Medical Aid	Medical Aid only	Pension	Total	
					\$ cts.
Marine and Fisheries.....	3	5		8	573 60
National Defence.....	6	2	4	12	1,443 07
Public Works.....	29	6	5	40	4,057 26
Railways and Canals— Canadian Government Railways....	251	47	45	343	38,802 46
Trade and Commerce.....	3			3	457 02
Totals.....	292	60	54	406	45,333 41

NEW BRUNSWICK BOARD

Interior.....	3			3	321 78
Marine and Fisheries.....	4	3	1	8	1,141 26
Post Office.....			2	2	900 00
Public Works.....	9	2	1	12	773 89
Railways and Canals— Canadian Government Railways....	570	67	72	709	65,029 64
Totals.....	586	72	76	734	68,166 57

ONTARIO BOARD

Agriculture.....			1	1	650 04
Finance.....		1		1	54 00
Interior.....	2			2	943 00
Marine and Fisheries.....	4	2	10	16	7,000 89
Mines.....	1			1	46 15
National Defence.....	14	4	5	23	2,335 71
Public Printing and Stationery.....	3	1		4	1,114 70
Public Works.....	17	6	11	34	9,949 92
Railways and Canals— Canals.....	83	9	29	121	24,355 85
Canadian Government Railways....	127	35	35	197	35,755 71
Soldiers' Civil Re-establishment.....	3		9	12	2,805 24
Trade and Commerce.....	3	1		4	1,662 64
Totals.....	257	59	100	416	86,673 85

MANITOBA BOARD

Interior.....	6	3	2	11	1,457 02
Marine and Fisheries.....			1	1	240 00
Mines.....			1	1	976 69
Public Works.....	6	3	2	11	1,111 12
Railways and Canals— Canadian Government Railways....	254	297	20	571	35,588 76
Hudson Bay Railway.....	86	128	1	215	11,401 92
Hudson Bay Railway Terminals.....	4			4	698 15
Soldiers' Civil Re-establishment.....	1		1	2	150 25
Totals.....	357	431	28	816	51,623 91

GOVERNMENT EMPLOYEES Compensation Act, Chapter 15, 1918—Continued

ALBERTA BOARD

Department	Number of Claims				Disbursements
	Compensation and Medical Aid	Medical Aid only	Pension	Total	
					\$ cts.
Agriculture.....	2		1	3	1,319 48
Immigration and Colonization.....		1		1	133 50
Indian Affairs.....			1	1	420 00
Interior.....	31	10	9	50	7,951 95
Marine and Fisheries.....		1		1	2 50
Mines.....		2	1	3	482 50
National Defence.....	1			1	474 52
Public Works.....	1	1		2	273 60
Trade and Commerce.....	5	1		6	230 91
Totals.....	40	16	12	68	11,288 96

BRITISH COLUMBIA BOARD

Agriculture.....		1	1	2	426 00
Immigration and Colonization.....		1		1	19 50
Trade and Commerce.....		1		1	3 00
Indian Affairs.....	3	1		4	665 10
Interior.....	12	9	2	23	2,304 71
Justice.....			1	1	1 62
Marine and Fisheries.....	21	5	6	32	6,150 77
Marine Biological Board of Canada.....		1		1	3 00
Mines.....		1		1	6 50
National Defence.....	1	6		7	87 28
National Revenue.....		5	1	6	948 25
Post Office.....		30		30	283 80
Public Works.....	21	21	2	44	3,435 48
Totals.....	58	82	13	153	14,335 01

PROVINCE OF PRINCE EDWARD ISLAND

Marine and Fisheries.....	1			1	130 59
Public Works.....		1		1	28 00
Railways and Canals— Canadian Government Railways.....	38	1		39	2,857 15
Totals.....	39	2		41	3,015 74

PROVINCE OF QUEBEC AND MISCELLANEOUS

Justice.....					2,186 40
Marine and Fisheries.....	6			6	10,766 68
National Defence.....	4			4	8,860 26
Public Works.....	3			3	1,454 63
Railways and Canals— Canals.....	4			4	3,874 70
Canadian Government Railways.....	176	22		198	48,007 88
Hudson Bay Railway.....					441 92
Totals.....	193	22		215	70,335 83

GOVERNMENT EMPLOYEES Compensation Act, Chapter 15, 1918—*Concluded*

PROVINCE OF ONTARIO (MEDICAL AID)

Department	Number of Claims				Disbursements
	Compensation and Medical Aid	Medical Aid only	Pension	Total	
					\$ cts.
Interior.....		3		3	26 90
Marine and Fisheries.....		2		2	7 50
Mines.....		3		3	33 00
National Defence.....		4		4	36 00
Public Printing and Stationery.....		1		1	8 00
Public Works.....		1		1	15 00
Railways and Canals—					
Canals.....		48		48	334 50
Secretary of State.....		1		1	12 00
Trade and Commerce.....		2		2	66 00
Totals.....		65		65	538 90

SUMMARY

Agriculture.....	2	1	3	6	2,395 52
Finance.....		1		1	54 00
Immigration and Colonization.....		2		2	153 00
Indian Affairs.....	3	1	1	5	1,085 10
Interior.....	54	25	13	92	13,005 36
Justice.....			1	1	2,184 78
Marine and Fisheries.....	39	18	18	75	26,013 79
Marine Biological Board of Canada.....		1		1	3 00
Mines.....	1	6	2	9	1,544 84
National Defence.....	26	16	9	51	13,236 84
National Revenue.....		5	1	6	948 25
Post Office.....		30	2	32	1,183 80
Public Printing and Stationery.....	3	2		5	1,122 70
Public Works.....	86	41	21	148	21,098 90
Railways and Canals—					
Canals.....	87	57	29	173	28,565 05
Canadian Government Railways.....	1,416	469	172	2,057	226,041 60
Hudson Bay Railway.....	86	128	1	215	10,960 00
Hudson Bay Railway Terminals.....	4			4	698 15
Secretary of State.....		1		1	12 00
Soldiers' Civil Re-establishment.....	4		10	14	2,955 49
Trade and Commerce.....	11	5		16	2,419 57
Totals.....	1,822	809	283	2,914	351,312 18

HUDSON BAY RAILWAY AND TERMINALS

Summary of Expenditure to March 31, 1928

	Cost to March 31, 1927	Net expenditure fiscal year 1927-28	Total cost to March 31, 1928
	\$ cts.	\$ cts.	\$ cts.
1. Railway.....	18,106,023 34	2,674,224 57	20,780,247 91
2. Port Nelson Terminals.....	6,274,582 64	364 76	6,274,217 88
3. Fort Churchill Terminals.....	17,307 46	880,643 30	897,950 76
Total.....	24,397,913 44	3,554,503 11	27,952,416 55

HUDSON BAY RAILWAY—Expenditure to March 31, 1928

Year	Capital		Deficits during operations		Total cost
	Schedule "F" Public Accounts	Schedule "K" Public Accounts	Amounts chargeable to appropriations under collection of Revenue	Schedule "K"	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1909	92,427 83				92,427 83
1910	53,042 63				53,042 63
1911	184,149 81				184,149 81
1912	159,632 00				159,632 00
1913	1,009,024 52				1,009,024 52
1914	3,071,631 22				3,071,631 22
1915	3,256,074 39				3,256,074 39
1916	2,981,425 47				2,981,425 47
1917	1,792,190 39				1,792,190 39
1918	1,288,789 61				1,288,789 61
1919	641,318 69				641,318 69
1920	247,153 67		*51,585 17		195,568 50
1921			*22,484 42		22,484 42
1922	61,563 43		*49,397 98		110,961 41
1923	13,824 94		*26,293 27		40,118 21
1924	183,250 35	27,104 38		111,924 37	322,279 10
1925	53,848 38	296,439 06		51,567 80	294,158 48
1926		133,983 32		39,351 03	173,334 35
1927	2,808,549 31				2,808,549 31
1928	2,674,224 57				2,674,224 57
	19,970,117 11	457,526 76	149,760 84	202,843 20	20,780,247 91

NOTE.—Above items under "Schedule K" in Public Accounts form part of cash loans to Canadian National Railways.

*These items form part of Canadian Government Railways deficits shown elsewhere under heading of "Government expenditure relative to Railways."

PORT NELSON AND FORT CHURCHILL TERMINALS—Expenditure to March 31, 1928

	Port Nelson		Fort Churchill	
	Capital	Amounts chargeable to appropriations under collection of Revenue	Capital	Amounts chargeable to appropriations under collection of Revenue
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1913	90,038 63			
1914	1,427,086 03			
1915	1,517,669 60			
1916	1,905,706 30			
1917	812,089 55			
1918	590,909 39			
1919	78,760 89			
1920	11,545 19			
1921	121,063 71			
1922	34,769 87			
1923	27,802 56			
1924	24,621 93			
1925	2,184 04			
1926	2,484 07	20,587 31		
1927	1,548 80	13,429 71	16,905 09	402 37
1928	564 76		880,643 30	
	6,240,200 86	34,017 02	897,548 39	402 37

HUDSON BAY RAILWAY (Railway only)—Statement showing Expenditure to March 31, 1928, Classified

Classification of expenditure	Total expended to fiscal year ending March 31, 1927		Expended during fiscal year 1927-28		Total construction cost	
	\$	cts.	\$	cts.	\$	cts.
<i>Road—</i>						
1. Engineering.....	1,601,712	92	138,950	45	1,740,663	37
2. Land for transportation purposes.....	49,194	16	6,517	15	55,711	31
3. Grading.....	7,264,567	39	145,770	65	7,410,338	04
6. Bridges, trestles and culverts.....	1,630,833	06	276,849	04	1,907,682	10
8. Ties.....	1,899,117	82	494,125	24	2,393,243	06
9. Rails.....	2,179,914	77	56,534	20	2,236,448	97
10. Other track material.....	511,025	11	39,646	04	471,379	07
11. Ballast.....	657,693	76	438,940	76	1,096,634	52
12. Track laying and surfacing.....	805,247	55	640,322	40	1,445,569	95
13. Right-of-way fences.....	762	85	27	70	790	55
14. Snow fences and snowsheds.....	156	41	3,527	42	3,683	83
15. Crossings and signs.....	4,304	70	1,621	87	5,926	57
16. Station and office buildings.....	19,976	17	12,341	21	32,317	38
17. Roadway buildings.....	14,803	40	50,762	23	65,565	63
18. Water stations.....	271,539	50	76,081	42	347,620	92
19. Fuel stations.....	47,846	15	14,506	09	62,352	24
20. Shops and enginehouses.....	304,771	42	180,445	29	485,216	71
21. Grain elevators.....						
22. Storage warehouses.....	394	95			394	95
23. Wharves and docks.....	669	55			669	55
24. Coal and ore wharves.....						
25. Gas producing plants.....						
26. Telegraph and telephone lines.....	260,766	41	79,747	75	340,514	16
27. Signals and interlockers.....	388	14	27	59	415	73
35. Miscellaneous structures.....	5,372	12			5,372	12
33. Power line poles, etc.....			998	06	998	06
37. Roadway machines.....	2,669	10	27,055	47	29,724	57
38. Roadway small tools.....	10,986	48	7,379	54	18,366	02
40. Revenue and operating expenses.....	368,835	86	22,110	73	390,946	59
41. Cost of road purchased.....	21,413	79			21,413	79
42. Reconstruction of road purchased.....						
43. Other expenditures—Road.....	2,996	63	1,715	97	4,712	60
44. Shop machinery.....	12,823	00	718	13	13,541	13
45. Power plant machinery.....						
46. Power substation apparatus.....						
47. Unapplied construction materials.....			20,495	87	20,495	87
Total Road.....	17,950,783	17	2,657,926	19	20,608,709	36
<i>Equipment—</i>						
51. Steam locomotives.....						
52. Other locomotives.....						
53. Freight-train cars.....						
54. Passenger-train cars.....						
55. Motor equipment of cars.....						
56. Floating equipment.....						
57. Work equipment.....	68,448	63			68,448	63
58. Miscellaneous equipment.....			795	20	795	20
Total equipment.....	68,448	63	795	20	69,243	83
<i>General Expenditures—</i>						
71. Organization expenses.....						
72. General officers and clerks.....	52,063	25	11,201	08	63,264	33
73. Law.....	200	00			200	00
74. Stationery and printing.....	1,778	87	3,397	17	5,176	04
75. Taxes.....						
76. Interest during construction.....						
77. Other expenditures—General.....	32,749	42	904	93	33,654	35
Total General Expenses.....	86,791	54	15,503	18	102,294	72
Total Construction Cost.....	18,106,023	34	2,674,224	57	20,780,247	91

WELLAND SHIP CANAL—Amounts expended on Construction to March 31, 1928

	Year ending	Capital	
		\$	cts.
Government expenditure.....	1914	994,257	60
“ “	1915	4,074,200	69
“ “	1916	4,892,105	15
“ “	1917	3,513,769	82
“ “	1918	1,235,046	59
“ “	1919	1,823,875	96
“ “	1920	3,499,963	35
“ “	1921	5,070,297	57
“ “	1922	4,279,815	61
“ “	1923	4,776,393	84
“ “	1924	6,465,512	55
“ “	1925	9,909,636	95
“ “	1926	11,960,465	11
“ “	1927	13,846,472	92
“ “	1928		
“ “	14,188,495	28	
Less sale of materials.....	465,569	53	
		13,722,925	75
Total.....		90,064,739	46

Expenditure as above..... \$90,064,739 46

To which add the preliminary expenditure for survey, borings, etc., charged to Welland canal capital as follows:—

1905-06.....	\$ 13,231	97
1906-07.....	10,825	27
1907-08.....	8,300	34
1908-09.....	19,993	37
1909-10.....	9,979	91
1910-11.....	21,229	35
1911-12.....	23,138	60
1912-13.....	112,890	92
1915-16.....	17,627	36

237,217 09

Total cost of Welland Ship Canal to March 31, 1928..... \$90,301,956 55

INCOME EXPENDITURE Relative to Railways to March 31, 1928

Railways	Previous years		1927-28	Total
	\$	cts.		
Annapolis and Digby Railway.....	8,381	82		8,381 82
Intercolonial Railway.....	280,000	00		280,000 00
Miscellaneous expenditure.....	8,970,159	42	1,009,697 16	9,979,856 58
Total.....	9,258,541	24	1,009,697 16	10,268,238 40
Quebec Bridge.....	203,931	57		203,931 57
Grand total.....	9,462,472	81	1,009,697 16	10,472,169 97

QUEBEC BRIDGE—Amounts expended on Construction

	Year	Capital		Income	
		\$	cts.	\$	cts.
Government expenditure.....	1909			67,588	05
“ “	1910			111,788	02
“ “	1911	227,563	40		
“ “	1912	603,293	07		
“ “	1913	1,512,825	96		
“ “	1914	2,604,105	61		
“ “	1915	2,816,305	10		
“ “	1916	2,746,813	70		
“ “	1917	2,733,677	00		
“ “	1918	931,278	01		
“ “	1919	656,761	79		
“ “	1920	880	65		
“ “	1921			24,555	50
“ “	1923	344	70		
		14,831,398	29	203,931	57

Capital expenditure as above.....\$14,831,398 29

In this expenditure a total of \$91,188.10 has been credited, being received for sale of scrap and used material from the collapsed bridge.

Add amounts paid by authorities other than Appropriation Acts—

Amount guaranteed by Act of 1903, Chapter 54.....	\$ 6,424,781 00
Amount paid to the province of Quebec.....	250,000 00
Amount paid to the city of Quebec.....	300,000 00
Amount paid to Emile Tanguay, as per Supreme Court award.....	485 20

6,975,266 20

\$21,806,664 49

Less, amount received from Phoenix Bridge Co..... 100,000 00

Total amount of Capital Expenditure.....\$21,706,664 49

To which add the expenditure under Income 1909, 1910 and 1921.....

1909.....	203,931 57
1910.....	374,353 33

Also amount paid for subsidies during 1901, 1902 and 1903..... 578,284 90

Total expenditure to March 31, 1923.....\$22,284,949 39

MARITIME Freight Rates—Expenditure Relative to Railways

	Previous Years	1927-28		Total	
		\$	cts.	\$	cts.
Eastern Lines.....		931,809	89	931,809	89
Atlantic, Quebec & Western Railway.....		9,974	20	9,974	20
Canada and Gulf Terminal Railway.....		890	39	890	39
Canadian Pacific Railway, including Fredericton and Grand Lake Coal and Railway, New Brunswick Coal and Railway Co.....		130,962	64	130,962	64
Cumberland Railway and Coal Company.....		13,597	03	13,597	03
Dominion Atlantic Railway.....		86,971	71	86,971	71
Maritime Coal, Railway and Power Company.....		10,980	96	10,980	96
Quebec Oriental Railway Company.....		4,905	52	4,905	52
Sydney and Louisburg Railway Company.....		150,408	00	150,408	00
Temiscouata Railway Company.....		12,964	11	12,964	11
Total.....		1,353,464	45	1,353,464	45
Eastern Lines deficits (other than occurring from Maritime Freight Rates Act).....		2,117,936	42	2,117,936	42
Grand total.....		3,471,400	87	3,471,400	87

Payments cover period from July 1, 1927, to December 31, 1927.

CAPITAL EXPENDITURE Relative to Railways to March 31, 1928

	Previous years		Year ending March 31, 1928		Total	
	\$	cts.	\$	cts.	\$	cts.
<i>Canadian Government Railways—</i>						
<i>Intercolonial Railway System—</i>						
Canada Eastern Railway.....	819,000	00			819,000	00
Cape Breton Railway.....	3,860,679	14			3,860,679	14
Drummond County Railway.....	1,464,000	00			1,464,000	00
Eastern Extension Railway.....	1,324,042	81			1,324,042	81
Montreal and European Railway.....	333,942	72			333,942	72
Oxford and New Glasgow Railway.....	1,949,063	21			1,949,063	21
Intercolonial Railway.....	136,826,448	32			136,826,448	32
Total.....	146,577,176	20			146,577,176	20
New Brunswick and Prince Edward Island Railway.....	861,847	83	63,418	77	925,266	60
Prince Edward Island Railway.....	13,276,674	49			13,276,674	49
International Railway of New Brunswick.....	2,963,021	87			2,963,021	87
National Transcontinental Railway.....	169,294,876	56	8,953	09	169,303,829	65
Moncton and Buctouche Railway.....	293,067	16			293,067	16
Salisbury and Albert Railway.....	437,647	60			437,647	60
St. Martin's Railway.....	302,045	64			302,045	64
Elgin and Havelock Railway.....	135,029	12			135,029	12
York and Carleton Railway.....	59,749	15			59,749	15
Quebec and Saguenay Railway.....	7,772,911	03			7,772,911	03
Caraquet and Gulf Shore Railway.....	711,767	38			711,767	38
Lotbiniere and Megantic Railway.....	360,008	39			360,008	39
Cape Breton Railway (extension).....	107,646	73			107,646	73
Hudson Bay Railway.....	17,295,892	54	2,674,224	57	19,970,117	11
Canadian Government Rys.—Rolling Stock.....	35,906,042	55			35,906,042	55
Canadian Government Rys.—Miscellaneous.....	345	00			345	00
b Quebec Bridge.....	21,706,664	49			21,706,664	49
Miscellaneous suspense.....	3,862	40			3,862	40
Total.....	418,066,276	13	2,746,596	43	420,812,872	56
<i>Other Railways and Miscellaneous—</i>						
Canadian Northern Railway.....	10,000,000	00			10,000,000	00
Annapolis and Digby Railway.....	660,683	09			660,683	09
a European and North American Railway.....	88,363	18			88,363	18
a Nova Scotia Railway.....	208,509	72			208,509	72
c Carleton Branch Railway.....	48,410	48			48,410	48
Canadian Pacific Railway.....	62,791,364	25	71	00	62,791,435	25
Hudson Bay Railway—Port Nelson and Fort Churchill Terminals.....	6,257,470	71	880,278	54	7,137,749	25
Yukon Territory Works, Stikine—Teslin Railway..	283,323	55			283,323	55
North Railway.....	250,000	00			250,000	00
Governor General's cars.....	71,538	82			71,538	82
Miscellaneous expenditure.....	18,000	00			18,000	00
Total.....	498,743,939	93	3,626,945	97	502,370,885	90

a Amount paid between 1868 and 1873, inclusive, was transferred to Consolidated Fund.

b Adjusted to agree with Schedule F of the Public Accounts.

c This Railway, which cost \$88,410.48, was sold in 1893 to the City of St. John, N.B., for \$40,000.00 (Vic. Chap. 6).

GOVERNMENT EXPENDITURE RELATIVE TO RAILWAYS

RECAPITULATION of Expenditure and Revenue to March 31, 1928

—	Capital		Revenue			Revenue received		
			Compassionate and miscellaneous	Improvements and betterments	Working expenses			
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Expenditure prior to Confederation.....	13,881,460	65						
Since Confederation—								
1868 to 1890 inclusive.....	105,592,016	89	43,639	97	45,661,435	22	39,107,792	60
1890 to 1891.....	1,184,317	34			3,949,263	73	3,181,888	56
1891 to 1892.....	417,425	73			3,748,597	77	3,136,393	51
1892 to 1893.....	712,917	44			3,288,629	62	3,262,505	62
1893 to 1894.....	585,749	01			3,226,208	13	3,179,019	57
1894 to 1895.....	376,814	83			3,197,846	17	3,129,450	37
1895 to 1896.....	324,774	72			3,254,442	64	3,140,678	47
1896 to 1897.....	204,624	31			3,195,959	58	3,060,074	38
1897 to 1898.....	270,990	85	1,400	00	3,507,248	88	3,313,847	10
1898 to 1899.....	1,112,348	47			3,696,612	31	3,940,570	11
1899 to 1900.....	3,309,130	42			4,665,228	06	4,774,161	87
1900 to 1901.....	3,922,989	37			5,739,051	54	5,213,381	24
1901 to 1902.....	5,386,611	24			5,861,099	54	5,918,990	43
1902 to 1903.....	3,083,680	86			6,474,134	20	6,584,598	77
1903 to 1904.....	2,619,059	86			7,599,958	57	6,627,255	51
1904 to 1905.....	6,125,481	79			8,908,154	35	7,050,892	11
1905 to 1906.....	6,102,565	74			7,893,653	49	7,950,552	97
1906 to 1907.....	7,174,370	17			6,328,745	65	6,509,186	49
1907 to 1908.....	23,684,005	25			9,595,295	43	9,534,569	04
1908 to 1909.....	29,414,227	34			9,764,586	51	8,894,420	42
1909 to 1910.....	21,505,975	91			9,095,903	96	9,647,963	71
1910 to 1911.....	24,532,466	18	1,000	00	10,037,878	77	10,249,394	38
1911 to 1912.....	23,108,805	52	3,950	00	11,074,852	80	11,034,165	83
1912 to 1913.....	17,375,968	10	4,500	00	12,499,925	65	12,442,203	46
1913 to 1914.....	21,628,095	15	11,300	00	13,559,225	45	13,394,317	37
1914 to 1915.....	22,115,663	92	23,000	00	12,474,453	85	12,149,357	32
1915 to 1916.....	21,153,255	19	3,400	00	17,891,484	65	18,427,908	65
1916 to 1917.....	12,003,649	70	4,000	00	24,725,571	90	23,539,758	61
1917 to 1918.....	34,699,416	96	15,100	00	33,400,460	45	27,240,956	87
1918 to 1919.....	40,193,180	64	17,000	00	43,889,626	07	38,013,725	69
1919 to 1920.....	11,593,148	00	8,500	00	48,194,709	86	41,402,061	36
1920 to 1921.....	5,096,534	94	2,000	00	43,770,971	10	36,814,349	70
*1921 to 1922.....	4,553,638	03			6,326,800	47		
1922 to 1923.....	1,052,292	72			5,695,669	05		
1923 to 1924.....	315,943	52						
1924 to 1925.....	37,499	27						
1925 to 1926.....	40,580	26			a	20,587	31	
1926 to 1927.....	2,828,343	65			a	13,832	08	
1927 to 1928.....	3,626,945	97						
	480,686,221	41	138,789	97	2,586,230	21	442,226,104	81
							391,866,392	09

Total amount of Capital Expenditure.....	\$	480,686,221	cts.	41
Cost of Quebec bridge to March 31, 1925.....		21,706,664		49
Miscellaneous expenditure in 1914.....		18,000		00
		502,410,885		90
Less amount received from the City of St. John, N.B., as purchase price of Carleton Branch Railway.....		40,000		00
		502,370,885		90

*Under authority of Item 341, Chapter 54, 1921, the receipts and revenues of the Canadian Government Railways were from, Jan. 1, 1921, applied by the management towards payment of working expenditures.

a Revenue expenditure of Port Nelson Terminals.

II.—STATEMENT showing Subsidies paid to March 31, 1928

Subsidies Voted		Number	Railways	July 1, 1883, to March 31, 1922		Total
Authority	Amount			\$	cts.	
47 Vic., chap. 8	} 51,200 00	1	Albert Southern Railway, N.B.....	50,460 00		50,460 00
52 " 3						
3-4 Geo. V, chap. 46	—	2	Alberta Central Railway, Alta.....	404,480 00		404,480 00
2 Geo. V, chap. 48	—	3	Algoma Central and Hudson Bay Ry., Ont.....	2,048,704 00		2,048,704 00
2 Geo. V, chap. 48	—	4	Algoma Eastern Ry. Co., formerly Manitoulin and North Shore Ry. Co., Ontario.....	547,648 00		547,648 00
1 Ed. VII, chap. 7	} 186,600 annual-ly for 20 years	5	Atlantic and Lake Superior Ry., Quebec.....	163,418 19		163,418 19
48-9 " 14						
6 Ed. VII, chap. 43	992,800 00	6	Atlantic and Northwestern Railway.....	3,732,000 00		3,732,000 00
9-10 " 51		7	Atlantic, Quebec and Western Ry. Co., Quebec.....	992,800 00		992,800 00
46 Vic., chap. 25	} 320,000 00	8	Baie des Chaleurs Railway, Quebec.....	620,000 00		620,000 00
47 " 8						
52 " 3	300,000 00					
62-3 " 7	—	9	Bay of Quinte Railway, Ontario, now Canadian National Ry.....	141,722 45		141,722 45
63-4 " 8	—	10	Beauharnois Junction Railway, Quebec.....	62,400 00		62,400 00
6 Ed. VII, chap. 43	} 62,400 00	11	Belleville and North Hastings Railway, Ontario...	21,888 00		21,888 00
50-1 Vic., chap. 24						
56 " 2	} 57,600 00	12	Brantford, Waterloo and Lake Erie Ry., Ontario...	57,600 00		57,600 00
48-9 " 59						
49 " 10	} 128,000 00	13	Brockville, Westport and Sault Ste. Marie Railway, Ontario, now Canadian National Ry.....	140,800 00		140,800 00
50-1 " 24						
54-5 " 8	12,800 00	14	Bruce Mines and Algoma Railway, Ontario.....	53,920 00		53,920 00
1 Ed. VII, chap. 7	53,920 00					
4 " 34	} 96,000 00	15	Buctouche and Moncton Railway, New Brunswick	101,600 00		101,600 00
49 Vic., chap. 10						
50-1 " 24	6,400 00					
48-9 " 59	96,000 00	16	Canada Atlantic Railway, Ontario.....	282,355 20		282,355 20
49 " 10						
50-1 " 24	180,000 00	16½	Canada Central Ry.....	1,525,250 00		1,525,250 00
43 " 16						
57-8 " 4	40,000 00					
62-3 " 7	} 24,439 84	17	Canada Eastern Ry., formerly Northern and Western Ry., New Brunswick, including also Chatham Branch Ry.....	374,839 84		374,839 84
52 " 3						
47 " 8	320,000 00					
48-9 " 59	320,000 00	18	Canada and Gulf Terminal Ry. Co.....	210,053 59		210,053 59
49 " 10						
7-8 Ed. VII, chap. 63	210,053 59					
47 Vic., chap. 8	32,000 00	19	Canadian Northern Quebec Ry. Co., formerly Great Northern Ry., Quebec.....	1,265,357 14		1,265,357 14
49 " 10						
52 " 3	22,400 00					
57-8 " 4	96,000 00					
60-1 " 4	164,500 00					
62-3 " 7	245,465 00					
6-7 Ed. VII, chap. 40	86,468 03					
7-8 " 63	621,100 80					
2 Geo. V., chap. 7	—	20	Canadian Northern Alberta Ry. Co., Alberta.....	3,120,000 00		3,120,000 00
3-4 " 10	—	21	Canadian Northern Ontario Ry. Co.....	14,485,635 20		14,485,635 20
6-7 Ed. VII, chap. 40	—					
7-8 " 63	—					
3-4 Geo. V, chap. 10	} 1,580,800 00	22	Canadian Northern Ry. Co., Ontario, Manitoba, and North West Territories.....	1,909,132 00		1,909,132 00
62-3 Vic, chap. 7						
63-4 " 8	385,724 00	23	Canadian Northern Pacific Ry. Co., British Columbia.....	5,987,520 00		5,987,520 00
2 Geo. V, chap. 9	6,300,000 00	24	Canadian Northern Quebec Ry., formerly Chateaugay and Northern Ry., Quebec.....	391,819 75		391,819 75
63-4 Vic., chap. 8	341,819 75	25	Canadian Pacific Ry. Co., British Columbia, (Crow's Nest Pass).....	3,404,720 00		3,404,720 00
3 Ed. VII, chap. 57	50,000 00	26	Canadian Pacific Ry. Co. (Dymont Branch).....	22,336 00		22,336 00
60-61 Vic., chap. 5	3,630,000 00					
63-4 Vic., chap. 8	32,400 00	27	Canadian Pacific Ry., Bridge at Edmonton, Alberta.....	126,000 00		126,000 00
2 Geo. V, chap. 48	126,000 00	28	Canadian Pacific Ry., Gimli to Icelandic River Bridge.....	80,032 00		80,032 00
3-4 " 46	80,032 00	29	Can. Pac. Ry. Co. (Kootenay and Arrowhead Branch).....	153,866 00		153,866 00
4 Ed. VII, chap. 34	153,866 00	30	Can. Pac. Ry. Co., Moose Jaw northwesterly.....	485,474 27		485,474 27
3-4 Geo. V, chap. 16	485,474 27	31	Can. Pac. Ry. Co., Bridge at Outlook.....	115,000 00		115,000 00
2 " 48	115,000 00	32	Can. Pac. Ry. Co. (Pheasant Hills Branch).....	435,200 00		435,200 00
3 Ed. VII, chap. 57	435,200 00	33	Can. Pac. Ry. Co. (Pipestone Branch).....	160,000 00		160,000 00
62-3 Vic., chap. 7	160,000 00	34	Can. Pac. Ry. Co. (Revelstoke to Arrow Lake).....	80,000 00		80,000 00
55-6 " 5	80,000 00	35	Can. Pac. Ry. Co. (Solkirk Branch).....	83,200 00		83,200 00
1 Ed. VII, chap. 7	83,200 00	36	Can. Pac. Ry. Co. (Staynerville Branch).....	13,024 00		13,024 00
6-7 " 40	13,440 00	37	Can. Pac. Ry. Co. (Toulon to Icelandic River).....	112,000 00		112,000 00
6 " 43	112,000 00	38	Can. Pac. Ry. Co. (Waskada Branch).....	64,000 00		64,000 00
63-4 Vic., chap. 8	64,000 00	39	Can. Pac. Ry., Winnipeg to Gimli, Man.....	34,522 43		34,522 43
7-8 Ed. VII, c. 63	34,522 43	40	Canadian Pacific Extensions.....	1,500,000 00		1,500,000 00
48-9 Vic., chap. 58	1,500,000 00	41	Cap de la Magdeleine Railway, Quebec.....	7,424 00		7,424 00
57-8 " 4	9,600 00	42	Cape Breton Extension Railway, Nova Scotia.....	196,800 00		196,800 00
62-3 " 7	196,800 00					
7-8 Ed. VII, chap. 63						

II.—STATEMENT showing Subsidies paid to March 31, 1928—Continued

Subsidies Voted		Number	Railways	July 1, 1883, to March 31, 1922		Total	
Authority	Amount			\$	cts.		\$
46 Vic., chap. 25	115,200 00	43	Caraquet Railway, New Brunswick.....	224,000	00	224,000 00	
47 " " 8	76,800 00						
50-1 " " 24	32,000 00						
51 Vic., chap. 3	83,612 54	44	Central Railway, New Brunswick.....	226,012	54	226,012 54	
52 " " 3							
53 " " 2							142,400 00
2 Geo. V, chap. 48	66,560 00	45	Central Railway of Canada, Quebec.....	30,145	02	30,145 02	
Appn., Act. 2, 1918	175,000 00	46	Central Canada Railway.....	175,000	00	175,000 00	
6-7 Ed. VII, c. 40	—	47	Central Ontario Railway Co., Ontario, now Canadian National Railway.....	205,862	79	205,862 79	
—	—	48	Coast Line of Nova Scotia (Halifax and Yarmouth Ry.), now Canadian National Ry.....	160,000	00	160,000 00	
6 Ed. VII, chap. 43	—	49	Colechester Coal and Railway Co., Nova Scotia....	12,800	00	12,800 00	
53 Vic., chap. 2	112,000 00	50	Columbia and Kootenay Ry. Co., B.C.....	88,800	00	88,800 00	
50-1 " " 24	44,800 00	51	Cornwallis Valley Railway Co., Nova Scotia.....	44,800	00	44,800 00	
52 " " 3	44,800 00	52	Cumberland Railway and Coal Co., Nova Scotia.	39,850	00	39,850 00	
50-1 " " 24							
55-6 " " 5							89,600 00
50-1 " " 24	22,400 00	54	Dominion Lime Co., Quebec.....	15,360	00	15,360 00	
50-1 " " 24	95,000 00	55	Drummond County Railway, Quebec.....	423,936	00	423,936 00	
52 " " 3	14,400 00						
53 " " 2	76,800 00						
57-8 " " 1	96,000 00	56	East Richelieu Valley Railway Co., Quebec (Quebec, Montreal and Southern Ry.).....	69,952	00	69,952 00	
3-4 Geo. V, chap. 46	—	57	Edmonton, Dunvegan and British Columbia Railway, Alberta.....	338,382	48	338,382 48	
6-7 Ed. VII, c. 40	—	58	Edmonton, Yukon and Pacific Railway Co., Alberta, now Canadian National Ry.....	91,200	00	91,200 00	
46 Vic., chap. 25	38,400 00	59	Elgin, Petitedodiac and Havelock Railway, N.B....	82,652	82	82,652 82	
51 " " 3	44,252 82	60	Erie and Huron Railway, Ontario.....	96,000	00	96,000 00	
47 " " 8	96,000 00						
47 " " 6	750,000 00						
2 Geo. V, chap. 48	—	61	Esquimalt and Nanaimo Railway, British Columbia.....	1,520,560	00	1,520,560 00	
52 Vic., chap. 3	30,000 00	62	Fredericton and Grand Lake Railway Co., New Brunswick.....	216,576	00	216,576 00	
60-61 " " 4	500,000 00	63	Fredericton and St. Mary's Ry., Bridge Co., New Brunswick.....	30,000	00	30,000 00	
63 " " 3	48,000 00	64	Grand Trunk Ry. Co., Victoria Jubilee Bridge, Quebec.....	500,000	00	500,000 00	
56 " " 2							
7-8 Ed. VII, c. 63	—	65	Grand Trunk, Georgian Bay and Lake Erie Ry., Ontario.....	39,744	00	39,744 00	
49 Vic., chap. 10	32,000 00	66	Grand Trunk Pacific Ry. Co.....	1,220,480	00	1,220,480 00	
50-1 " " 24	96,000 00	67	Great Eastern Railway, Quebec.....	40,345	00	40,345 00	
56 " " 2	64,000 00						
53 " " 2	37,500 00						
50-1 " " 24	51,200 00	68	Quelph Junction Railway, Ontario.....	46,000	00	46,000 00	
57-8 " " 4	—	69	Gulf Shore Railway Company, New Brunswick...	53,699	20	53,699 20	
9-10 Ed. VII, c. 51	—	69	Ha-Ha-Bay Railway Co., Quebec.....	231,462	00	231,462 00	
50-1 Vic., chap. 24	9,600 00	70	Halifax and Southwestern Railway Co., Nova Scotia, now Canadian National Ry.....	1,238,450	93	1,238,450 93	
49 " " 10	108,000 00	71	Harvey Branch Railway Co., New Brunswick.....	5,553	57	5,553 57	
52 " " 3	48,000 00	72	Hereford Railway, Quebec.....	155,200	00	155,200 00	
46 " " 25	156,800 00	73	International Railway, Quebec.....	156,800	00	156,800 00	
53 " " 3	—	74	International Ry. of New Brunswick, formerly Restigouche and Western Ry. Co.....	726,080	00	726,080 00	
57-8 " " 4							
7-8 Ed. VII, c. 63							
47 Vic., chap. 8	160,000 00	75	Inverness Railway and Coal Co.....	368,545	97	368,545 97	
52 " " 3	38,400 00	76	Irondele, Bancroft and Ottawa Railway, Ontario, now Canadian National Ry.....	144,000	00	144,000 00	
49 " " 10							
50-1 " " 24		4,000 00					
6 Ed. VII, chap. 43	89,600 00	77	Joggins Railway, Nova Scotia.....	37,500	00	37,500 00	
46 Vic., chap. 24	70,000 00	78	Kettle Valley Ry., British Columbia.....	2,174,190	72	2,174,190 72	
49 " " 10	12,800 00	79	Kingston, Napanee and Western Ry., formerly Napanee, Tamworth and Quebec Ry., Ontario, now Canadian National Ry.....	208,732	80	208,732 80	
50-1 " " 24	32,000 00						
52 " " 3	64,000 00						
55-6 " " 5	480,000 00	80	Kingston and Pembroke Ry., Ontario.....	48,000	00	48,000 00	
47 " " 8	—	81	Klondike Mines Railway.....	197,184	00	197,184 00	
6 Ed. VII, chap. 43	—	82	Kootenay Central Ry. Co., British Columbia.....	1,065,856	00	1,065,856 00	
2 " " 48	—	83	Lake Erie and Detroit River Railway, Ontario....	475,851	00	475,851 00	
50-1 Vic., chap. 23	118,400 00						
55-6 " " 4	224,000 00						
62-3 " " 5	—	84	Lake Erie and Northern Ry. Co., Ontario.....	320,192	00	320,192 00	
2 Geo. V, chap. 48	—	85	Lako Temiscamingue Colonization Ry., Quebec..	310,335	95	310,335 95	
50-1 Vic. " " 24	65,022 00						
57-8 " " 4	274,940 00						

II.—STATEMENT showing Subsidies paid to March 31, 1928—Continued

Subsidies Voted		Number	Railways	July 1, 1883, to March 31, 1922		Total
Authority	Amount			\$	cts.	
49 Vic., chap. 10	11,200 00	86	L'Assomption Railway, Quebec.....	11,200 00		11,200 00
50-1 " 24	217,000 00	87	Laurentian Railway, now Canadian National Ry..	217,600 00		217,600 00
48-9 " 50	44,800 00	88	Leamington and St. Clair Ry., Ontario.....	51,200 00		51,200 00
50-1 " 24	6,400 00					
6-7 Ed. VII, c. 40	—	89	Liverpool and Milton Ry., now Canadian National Ry.....	32,000 00		32,000 00
45 Vic., chap. 14	—	90	Lindsay, Bobcaygeon, Pontypool Ry. Co., Ontario.	185,173 06		185,173 06
55-6 " 5	48,000 00	91	Lotbiniere and Megantic Railway, Quebec.....	96,000 00		96,000 00
57-8 " 4	48,000 00					
7-8 Ed. VII, c. 63	—	92	Magaretawan River Railway Co., Ontario.....	3,552 00		3,552 00
—	—	93	Maritime Coal and Railway Co.....	3,200 00		3,200 00
—	—	94	Massawippi Valley Railway Co., Quebec.....	5,376 00		5,376 00
—	—	95	Midland Railway Co., Nova Scotia.....	399,060 40		399,060 40
—	—	96	Middleton and Victoria Beach Railway Co., Nova Scotia, now Canadian National Ry.....	125,760 00		125,760 00
3 Ed. VII, chap. 57	—	97	Minudic Coal Co., Nova Scotia.....	18,544 00		18,544 00
56 Vic., chap. 2	67,200 00	98	Montfort Colonization Railway, Quebec, now Canadian National Ry.....	167,440 00		167,440 00
57-8 " 4	38,400 00					
60-1 " 4	66,000 00					
48-9 " 50	30,000 00					
50-1 " 24	64,000 00	99	Montreal and Champlain Junction Railway, Quebec	103,600 00		103,600 00
51 " 3	9,600 00					
49 " 10	32,000 00	100	Montreal and Lake Maskinonge Railway, Quebec..	41,280 00		41,280 00
53 " 2	10,200 00					
50-1 " 24	—	101	Montreal and Ottawa Railway, Ontario.....	192,000 00		192,000 00
53 " 2	192,000 00					
54-5 " 8	—					
57-8 " 4	—					
1 Ed. VII, chap. 7	—	102	Montreal and Province Line Railway, Quebec.....	58,560 00		58,560 00
48-9 Vic., chap. 59	72,000 00	103	Montreal and Sorel Railway, Quebec (Quebec, Montreal and Southern Ry.)	93,757 57		93,757 57
53 " 2	40,000 00					
53 Vic., chap. 2	361,270 00	104	Montreal and Western Railway, Quebec.....	361,270 00		361,270 00
57-8 " 4	121,600 00	105	Nakusp and Slocan Railway, British Columbia...	117,760 00		117,760 00
Ed. VII, chap. 43	—	106	Napierville Junction Railway Co., Quebec.....	173,440 00		173,440 00
—	—	107	New Brunswick Coal and Railway Co., New Brunswick.....	48,000 00		48,000 00
48-9 Vic., chap. 59	118,400 00	108	New Brunswick and Prince Edward Island Ry.....	113,440 00		113,440 00
55-6 " 5	40,000 00	109	New Glasgow Iron, Coal and Railway Co., Nova Scotia.....	39,840 00		39,840 00
Ed. VII, chap. 57	—	110	Nicola, Kamloops and Similkameen Coal Railway Co.....	300,800 00		300,800 00
7-8 " 63	—	111	North Shore Railway Co., formerly Beersville Coal and Railway Co.....	27,616 00		27,616 00
—	—	112	Northern Colonization Railway Co., Quebec.....	355,200 00		355,200 00
2 Geo. V, chap. 47	—	113	Northern New Brunswick and Seaboard Railway Co., New Brunswick.....	108,160 00		108,160 00
46 Vic., chap. 26	660,000 00	114	Northern and Pacific Junction Railway, Ontario...	1,320,000 00		1,320,000 00
53 " 2	660,000 00					
55-6 " 5	240,000 00	115	Nova Scotia Central Railway Co., Nova Scotia, now Canadian National Ry.....	235,200 00		235,200 00
56 " 2	32,000 00	116	Ontario, Belmont and Northern Ry. Co., Ontario (Marmora Ry. and Mining Co.), now Canadian National Ry.....	30,720 00		30,720 00
53 Geo. V, chap. 2	99,200 00	117	Orford Mountain Railway Company, Quebec.....	202,926 50		202,926 50
3 Ed. VII, chap. 5	22,400 00	118	Oshawa Railway and Navigation Co., Ontario....	22,400 00		22,400 00
53 Vic., chap. 5	—	119	Ottawa, Arnprior and Parry Sound Ry., Ontario....	779,712 00		779,712 00
—	—	120	Ottawa and New York Railway Company, Ontario	262,384 00		262,384 00
52 Vic., chap. 3	320,000 00	121	Ottawa, Northern and Western Railway, Quebec, formerly Ottawa and Gatineau Valley Railway	414,931 20		414,931 20
57-8 " 6	64,000 00					
60-1 " 4	4					
52 " 3	128,000 00					
57-8 " 4	64,000 00	122	Parry Sound and Colonization Railway, Ontario..	152,800 00		152,800 00
—	—					
55-6 Vic., chap. 5	—	123	Pembroke Southern Railway, Ontario.....	64,000 00		64,000 00
47 " 8	272,000 00	124	Phillipsburg Junction Ry., Quarry Co., Quebec....	23,712 00		23,712 00
53 " 3	41,000 00	125	Pontiac Pacific Junction Railway, Quebec.....	193,578 00		193,578 00
53 " 2	24,000 00					
60-1 " 4	212,500 00	126	Pontiac Pacific and Ottawa and Gatineau Ry. Co. (Interprovincial Bridge over Ottawa River)...	212,500 00		212,500 00
63-4 " 3	—	127	Pontiac and Renfrew Railway, Ontario.....	13,600 00		13,600 00
52 " 2	19,200 00					
51 " 3	287,200 00	128	Port Arthur, Duluth and Western Ry., Ontario now Canadian National Ry.....	271,200 00		271,200 00
53 " 7	1,000,000 00	129	Quebec Bridge Co., Quebec.....	374,353 33		374,353 33
62-3 " 2	—					
63-4 " 8	—	130	Quebec Central Ry., Quebec.....	585,038 90		585,038 90
47 " 3	60,342 00					
53 " 2	288,000 00					
53 " 2	—					
V-8 Ed. VII, c. 63	—					

II.—STATEMENT showing Subsidies paid to March 31, 1928—Concluded

Subsidies Voted		Number	Railways	July 1, 1883, to March 31, 1922		Total
Authority	Amount			\$	cts.	
45 Vic., chap. 14	\$ 384,000 00	131	Quebec and Lake St. John Railway, Quebec, now Canadian National Ry.....	1,261,463	50	1,261,463 50
46 " " 25	80,000 00					
48-49 " " 59	96,000 00					
49 " " 10	186,295 00					
50-1 " " 24	28,800 00					
51 " " 3	96,000 00					
52 " " 3	64,000 00					
53 " " 2	40,000 00					
54-5 " " 8	5,250 00					
57-8 " " 4	44,800 00					
52 " " 3	96,000 00					
56 " " 3	—					
7-8 Ed. VII, e. 51	—						132	Quebec, Montmorency, and Charlevoix Railway Co., Quebec	248,801	28	248,801 28
52 Vic., chap. 3	162,200 00	132½	Quebec, Montreal and Southern Railway Co.—See South Shore Ry., Quebec.	46,144	00	46,144 00
2 Geo. V, chap. 48	—	133	Schomberg and Aurora Railway Co., Ontario	163,200	00	163,200 00
50-1 Vic., chap. 24	54,400 00	135	Shuswap and Okanagan Railway, British Columbia	81,280	00	81,280 00
7-8 Ed. VII, e. 63	—	136	Southampton Railway Co., New Brunswick	54,400	00	54,400 00
50-1 Vic., chap. 24	138,300 00	137	South Norfolk Railway, Ontario	529,442	00	529,442 00
55-6 " " 5	108,000 00	138	South Shore Railway (Quebec, Montreal and Southern), Quebec	38,400	00	38,400 00
57-8 " " 4	108,800 00	139	St. Catharines and Niagara Central Railway, Ontario	375,000	00	375,000 00
52 " " 3	375,000 00	140	St. Clair Frontier Tunnel Co., Ontario	1,005,902	42	1,005,902 42
2 Geo. V, chap. 48	—	141	St. John and Quebec Railway Co., New Brunswick	149,481	60	149,481 60
53 Vic., chap. 2	57,600 00	142	St. Lawrence and Adirondack Railway, Quebec	22,400	00	22,400 00
55-6 " " 5	25,024 00	143	St. Louis and Richibucto Railway, New Brunswick	148,094	00	148,094 00
60-61 " " 4	—	144	St. Mary River Railway Co., Northwest Territories	67,709	00	67,709 00
47 " " 8	22,400 00	145	St. Mary's and Western Ontario Railway Co., Ontario	173,120	00	173,120 00
7-8 Ed. VII, e. 63	—	146	St. Maurice Valley Railway Co., Three Rivers to Grand'Mere, Quebec	14,848	00	14,848 00
7-8 " " 63	—	146½	St. Stephen and Milltown Railway, New Brunswick	2,134,080	00	2,134,080 00
56 Vic., chap. 2	—	147	Temiskaming and Northern Ontario Railway Co., Ontario	645,950	00	645,950 00
3-4 Geo. V, chap. 53	—	148	Temiscouata Railway, New Brunswick and Quebec	6,112	00	6,112 00
45 Vic., chap. 14	240,000 00	149	Thessalon and Northern Railway Co., Ontario	29,840	00	29,840 00
48-9 " " 58	258,000 00	150	Thousand Islands Railway, Ontario	150,071	48	150,071 48
51 " " 3	100,000 00	151	Tilsonburg, Lake Erie and Pacific Railway, Ont...	134,016	00	134,016 00
53 " " 2	51,200 00					
7-8 Ed. VII, e. 63	—					
52 Vic., chap. 3	54,400 00					
63-4 " " 8	—					
55-6 " " 5	—					
57-8 " " 4	—					
60-1 " " 4	—					
62-63 " " 7	—	152	Tobique Valley Railway, New Brunswick	14,656	00	14,656 00
54-5 " " 8	9,600 00	153	Toronto, Grey and Bruce Railway, Ontario	102,400	00	102,400 00
53 " " 2	35,200 00	154	United Counties Railway Co., Quebec (Quebec, Montreal and Southern)	188,816	00	188,816 00
55-6 " " 5	9,600 00	155	Vancouver and Lulu Island Railway Co., British Columbia	61,760	00	61,760 00
59 " " 10	16,000 00	156	Waterloo Junction Railway, Ontario	32,800	00	32,800 00
56 " " 2	102,400 00	157	West Ontario Pacific Railway and Ontario and Quebec Railway	256,000	00	256,000 00
57-8 " " 4	102,400 00	158	York and Carleton Railway, New Brunswick	32,896	00	32,896 00
7-8 Ed. VII, e. 34	—	159	Provincial Govt. of Quebec—Quebec-Montreal	2,394,000	00	2,394,000 00
47 " " 8	2,394,000 00					
Total.....				778,785,471	09	78,785,471 09

†This amount does not include the subsidy of \$25,000,000 to the Canadian Pacific Railway, nor the amount of \$660,683.08 expended on the Annapolis and Digby Railway, both of which are included in Capital Account.

Agreement with Public Accounts 1927-28 as follows	\$	cts.
Above statement shows.....	78,785,471	09
Total as per Public Accounts.....	76,115,221	09
Difference.....		2,670,250 00

Difference is located as follows:—

Public Accounts Statement does not include, in Subsidy Account	\$	cts.
(a) Item 40 (part).....	970,000	00
(b) Item 46.....	175,000	00
(c) Item 16½.....	1,525,250	00
	2,670,250	00

REPORT OF THE CHIEF ENGINEER OF THE DEPARTMENT OF RAILWAYS AND CANALS

SIR,—I have the honour to submit my annual report for the fiscal year ending March 31, 1928.

The canal system of Canada comprises a series of canals and canalized waters by which a total waterway of 1,831 miles has been opened to navigation. These canals may be considered under two main classes: the through St. Lawrence and Great Lakes route and the subsidiary canals or branches. By the former, communication with seaports is made possible for vessels of not more than 14 ft. draught which navigate the Great Lakes. The latter or branch system of canals serves for the most part the requirements of a merely local traffic.

The through water route between Montreal, at the head of ocean navigation, and Fort William, and Port Arthur, on the west shore of lake Superior, comprises 74 miles of canal, with forty-nine locks and 1,140 miles of river and lake waters, or a total of 1,214 miles. The minimum depth of water on this route, at normal low water level, is 14 feet. From Montreal to Duluth, at the southwest end of lake Superior, the total distance is 1,337 miles, and to Chicago 1,244 miles. Connection is made with the Canadian Pacific Railway from points west and south at Fort William and Port Arthur (6 miles apart). From Fort William, connection with the main transcontinental line of the Canadian National Railways is made by the branch line originally constructed by the Grand Trunk Pacific Railway, but now operated by the Canadian National Railways. At Port Arthur, the Canadian National Railways have an additional connection with points west and south *via* the old main line of the Canadian Northern Railway.

A full statement of the various canals and canalized waters now in operation, with their mileage, limiting dimensions, etc., is the subject of a separate departmental publication. "The Canals of Canada". A summary of this data is, however, appended to this report.

In the detailed report which follows, the various canal systems, etc., are taken up in the following order:—

1. The present St. Lawrence and Great Lakes route between Montreal and Lake Superior, including the Lachine, the Soulanges, the Cornwall, the Farran's Point, the Rapide Plat, the Galops, the Welland, the Welland Ship, and the Sault Ste. Marie canals.
2. The route from Montreal to Kingston *via* the Ottawa and Rideau rivers, including the Ste. Anne lock, the Carillon and Grenville and the Rideau canals.
3. The navigation of the Richelieu river from its junction with the St. Lawrence at Sorel to lake Champlain, including the St. Ours lock and the Chambly canal.
4. The route from lake Ontario to Georgian bay *via* the Trent river, including the Murray and both divisions of the Trent canal.
5. The St. Peters canal across the isthmus at the southerly end of Cape Breton island connecting the Bras d'Or lakes with the Atlantic ocean.
6. Miscellaneous works.

1. THE ST. LAWRENCE AND GREAT LAKES ROUTE

(a) LACHINE CANAL

This canal, which lies across the southeasterly portion of the island of Montreal, overcomes the Lachine rapids, between the harbour of Montreal and lake St. Louis. It is $8\frac{1}{2}$ miles long and has five locks with a minimum depth, at normal low water level, of 14 feet.

Navigation opened April 25 and closed December 12.

There were only two accidents of importance which occurred in the navigation of the canal during the year. On September 3 the ss. *Manon L.*, of the St. Lawrence Navigation Limited, in entering north lock 1 collided with the gates both of which were displaced and badly damaged. The further operation of this lock was delayed for three days. Navigation, however, was carried on without interruption through the south lock. All expenses in connection with this accident were defrayed by the owners of the vessel. On November 18, the yacht *Vidor*, downbound, struck and damaged the lower chord of "Black's Bridge". A delay to navigation of about twenty-four hours resulted. The bridge was repaired at the cost of the owners of the yacht.

Among the more important works of construction and maintenance attended to during the year the following may be noted:—

An emergency gate, 49 feet long by 20 feet 3 inches wide to be laid flat on the canal bottom immediately above lock 5, was constructed in the canal shops and transported to the site.

In connection with the new power-house, to be constructed at Côte St. Paul, a few preliminary operations were carried out. It is intended to continue this work early next season.

A heating system to serve the various buildings in the Mill Street yard was installed with a boiler located in a new concrete building at the south end of the new storehouse. Pipes have been laid to steam radiators in the new and old stores and in the machine shop, garage and oil house.

Along the four walls of north and south locks 2, four strips of concrete pavement 10 feet in width have been laid, an area of 8,000 square feet being covered.

New wooden floors were laid at Black's, Wellington, Seigneurs and Atwater bridges, on the roller bridge at the St. Paul Land and Hydraulic Company's basin and at the Rockfield bascule. Black's and Charlevoix bridges were sandblasted and painted. The usual temporary pontoon bridge was constructed across the upper end of Basin No. 2 for use during the extra-navigation season.

The wooden frames around eight of the sixteen openings of one of the Lachine weirs were renewed as well as the flooring over the head race of the weir at St. Gabriel lock.

Canal side walls were underpinned with dry masonry at three points—350 feet on the north side below lock 5, 90 feet on the north side at McCord street and 50 feet on the south wall of north Basin No. 1, below lock 2. Concrete underpinning was done along 731 feet of the south wall opposite the property of Crane Limited and a short distance below lock 4, and 20 feet of the south wall was rebuilt in dry masonry. Along the south side of the canal near the Canadian Pacific Railway bridge at Rockfield, for a distance of about 400 feet, all protruding points of rock were blasted off so that vessels can now safely pass this point without scraping.

The brick pavement on the wharf on the north side of Basin No. 2 was relaid, about 220 square yards being thus improved. Eighteen wooden snubbing posts were replaced by cast iron on the wing dam at Lachine. A new boom, 500 feet in length, was constructed and anchored along the south wall of the upper entrance.

Extensive repairs were made to the St. Patrick street pavement west of Côte St. Paul lock. The pipe railing on the north side of this street was replaced by a concrete wall.

The bed of the river St. Pierre was cleaned out during the summer between Ville St. Pierre and the siphon culvert and a large quantity of debris removed from the culvert outlet.

The floating plant, consisting of tug *Dandy*, dipper dredge *No. 2*, clam derrick *No. 2*, three dump scows, six flat scows, one coal scow, one sounding scow and six row boats, underwent the usual repairs while wintering in the Montreal Dry Dock and in Basin *No. 2*. The new hull for the tug *Dandy*, begun during the previous year, was completed and launched last August. Early in the season the basin opposite the terminal warehouse, as well as Basin *No. 2*, was thoroughly dredged out, about 1,680 cubic yards being removed from the two areas. 560 cubic yards was also dredged out in St. Gabriel Basin *No. 4* and 2,600 cubic yards of hardpan removed from the canal bottom above Wellington bridge.

(b) SOULANGES CANAL

The entrance to this canal lies 16 miles west—or up-stream, of the upper end of the Lachine canal. The canal is 14 miles in length, has five locks, with a minimum depth of 15 feet, and extends from Cascades Point to Coteau Landing, overcoming the Cascades, Cedars, and Coteau rapids.

Navigation opened April 24 and closed December 10.

No accidents or delays to navigation occurred during the entire season of navigation.

Repairs and improvements carried out during the year included the following:—

Four lock gates were replaced. The lower sill of lock 2 was renewed. The space between the lock wall and grass plot at locks 4 and 5 and at the guard lock was paved in concrete, a total area of 2,040 square yards being thus treated. At the guard gate a semaphore was installed to indicate to eastbound vessels the condition at lock 4.

The pivot of bridge 2 was replaced and all bearing rollers and tracks were renewed. Bridge 3 received a coat of metalastic paint and at bridge 4 about forty-four of the bearing rollers and tracks were partly renewed.

At the upper and lower entrance walls, decayed and crushed rubbing fenders were replaced. A stone-filled crib, 12 feet by 20 feet, was added to the north face of the quarry wharf at Cascades Point. The canal banks were reinforced with about 1,400 cubic yards of riprap.

The operations at the quarry at Cascades Point for the year covered the supply of 1,483 cubic yards of one-man stone, 3,273 cubic yards of crushed stone, 505 cubic yards of screenings and 1,152 cubic yards of smaller screenings and sand. About half of the total output of the quarry was made use of at Baker's dam, at the Ste. Anne lock and on the Lachine canal.

The road on the north side of the canal between locks 1 and 3 was paved with watered macadam. The road on the south side, from lock 3 to the quarry was paved with asphalted macadam. Other roads in the vicinity of the canal were rolled and put in good condition.

About 150 rods of fencing between the canal and Quinlan properties was renewed with steel posts and woven wire, and along the line of the Birmingham property the fence was rebuilt with old material. From the canal superintendent's house westward, the fencing was renewed for a length of about 240 rods.

General repairs were made to the superintendent's lodging, to stores, shops and various other buildings and the travelling crane was extended on both sides of the gate mill.

The various units of the dredging fleet underwent the usual general repairs. Scow *No. 2* was totally rebuilt. The steam derrick was engaged during part of August and September in cleaning the canal bottom in the vicinity of the guard gate.

(c) CORNWALL CANAL

This canal, the foot of which lies at the westerly or upstream end of lake St. Francis, 31 miles from the head of the Soulanges canal, is $11\frac{1}{4}$ miles long, with six locks and a minimum depth of 14 feet. It surmounts the Long Sault rapids.

Navigation opened April 23 and closed December 10. The canal was opened again for the passage of the steamer *John Gehm* on December 14 to enable the owners to take the vessel to Buffalo for the winter. No serious delays to navigation occurred during the entire season. On one occasion, however, traffic was delayed for 10 hours when, on May 30, the steamer *Cannore*, collided with the lower south gate, breaking the anchor pin and carrying the gate out of the hollow quoin. The cost of the necessary repairs was met by the owners of the vessel, the Canada Steamships, Limited.

Traffic during the 1927 season, both as to number of vessels and tonnage carried, was the heaviest ever recorded.

Of repairs and improvements effected or in progress during the past year, the more extensive were as follows:—

Under contract with R. C. Sutherland, of Ottawa, the southeast masonry retaining wall of the Cornwall swing bridge, 238 feet in length, which had moved out into the canal about seven feet in April, 1926, was taken down and rebuilt in a heavier section. The portion of the wall below the water line was reconstructed in concrete; the upper portion was laid in stone masonry as before, so that the new wall, while of largely increased stability, retains the appearance of the old. This work, commenced in January, 1927, was fully completed the following June.

To provide for vessels of greater draught the old canal, which forms the entrance to the repairing basin, was dredged over its entire length of 1,225 feet and for a width of 60 feet. The presence of a brick sewer, which passes under this section of the canal, rendered it impossible to carry this dredging to a greater depth than 13 feet. The repairing basin, which during the winter is filled with steam vessels and other floating plant, is utilized for extensive repairs. During the past season, sixteen vessels, in addition to the canal floating plant, were accommodated for this purpose.

To provide better facilities for vessels docking at the Mille Roches wharf, a channel 450 feet long and 100 feet wide was dredged through the old south canal bank a little above the Mille Roches bridge.

The timber crib work surrounding the Hamilton Island light in the river St. Lawrence, which was badly decayed and broken down by ice, was removed to low water level and rebuilt in concrete and the inner area filled to coping level with broken stone.

Smaller improvements carried out included the placing of new sills and floors at the lock houses of locks 18, 19 and 20, at the bridge house at Mille Roches and at the store-houses at locks 18 and 21, the provision of a temporary transformer house at lock 20 to replace the previous building destroyed by fire in November last, the construction of a new ice house, the rebuilding in concrete of a short section of the government sewer opposite the repairing basin, replacement of stoplogs, repairs to lock gates, booms, etc., relaying of stone protection along canal banks and other lesser undertakings.

(d) FARRAN'S POINT CANAL

This canal, together with the Rapide Plat and Galops canals, which succeed it up-stream, form the group known as the "Williamsburg canals." The length of the Farran's Point canal is $1\frac{1}{4}$ miles. It has one lock and is situated 5 miles west of the Cornwall canal.

The season of navigation extended from April 25 till December 10, and no serious delays were occasioned either through accident or other cause.

The substitution of electric for acetylene lighting was taken in hand last season, and it is expected that the new system will be fully installed and ready for operation at the opening of this year's navigation. The work has been carried out under contract with the St. Lawrence Power Company of Cornwall, and comprises the erection of a transmission line over the entire length of the canal with a capacity of forty 100-watt lamps, all materials supplied remaining the property of the department. The former acetylene lighting system had been in use for twenty-four years and was in need of extensive repairs.

(e) RAPIDE PLAT CANAL

This canal extends from the town of Morrisburg to Flag's bay, a distance of $3\frac{3}{4}$ miles. It is situated $9\frac{1}{2}$ miles above the Farran's Point canal and has two locks.

Navigation opened April 25 and closed December 10. No accidents or delays occurred during this period.

Improvements carried out included the erection of a double garage near the canal shops, the rebuilding in timber above the water line of about 100 feet of the old government wharf at the foot of old lock 23, the relaying and patching of about 6,000 feet of stone protection along the canal banks and a few other smaller undertakings.

(f) GALOPS CANAL

Situated about $4\frac{1}{2}$ miles west of the Rapide Plat canal, the Galops canal extends from the village of Iroquois to a point about $1\frac{1}{2}$ miles above the town of Cardinal, a distance of $7\frac{1}{3}$ miles. It surmounts the last series of rapids met with between Montreal and lake Ontario, and has three locks, a lift lock at the easterly entrance, a guard lock at the upper entrance and a lift lock beside the guard lock for overcoming the Galops rapids only.

This canal was opened to navigation on April 25 and closed December 10. It was operated without accident or delay to vessels during the entire season.

Of improvements effected during the past year may be mentioned the deepening by dredging of the lower entrance to lock 28, the relaying and lining up of about 14,000 lineal feet of stone protection along the canal banks, the laying of new floors on the swing bridges at Iroquois and Cardinal, the installation of a furnace in the bridge-master's house at Cardinal, the replacement of the lower gates at lock 27 and various other smaller undertakings.

(g) WELLAND CANAL

This canal, which overcomes the falls of the Niagara river, lies between Port Dalhousie on lake Ontario and Port Colborne, on lake Erie. It is $26\frac{3}{4}$ miles long, has twenty-six locks and, under usual water conditions, provides, like the St. Lawrence system of canals, 14 feet of water on lock sills.

Navigation in the past fiscal year opened April 18 and closed December 16.

An increase in traffic, amounting to 38.2 per cent over the figures of the previous year, was recorded. A total of 7,654 vessels passed through the whole canal, the upbound and downbound passages being nearly balanced. In addition to the foregoing, 620 trips were made by vessels to intermediate points. The largest upbound cargo to pass through the canal was a shipment of approximately 3,054 tons of pulpwood carried by the steamer *Kingdoc*. The steamer *J. H. Price* carried the heaviest downbound cargo, a shipment of 99,052 bushels of wheat, or 2,972 tons. During the season a total of 7,247,459 tons was transported through the canal, an increase of about 39 per cent over the previous year's record and of 22 per cent over the 1925 record, which had previously been the highest in the history of the canal. Wheat shipments for the season totalled 3,614,609 bushels, an increase of 54 per cent over the year before; oat shipments, however, were about 55 per cent less than for the

previous season. At many times during the season the canal was operated to maximum capacity. On June 2, during a period of 24 hours, forty-seven vessels passed through lock 7 exceeding all previous records for this lock.

Three accidents only, and these of a minor nature, occurred during the navigation period. On June 24, at lock 2 during the locking through of the steamer *Cedarton*, failure to properly close and mitre the upper gates caused the vessel to surge ahead damaging the gates below. A delay of 21 hours resulted while the damaged gates were replaced. On July 21, the steamer *Waterloo* damaged one of the gates at lock 20 causing a delay of 17 hours. The steel tug *Ballenas* on October 12, in attempting to pass through the blind channel east of the new highway bridge at Queenston Street, St. Catharines, damaged a portion of the bracketed sidewalk of the bridge and carried away the electric cables supplying power to the bridge. A delay of one hour only ensued.

Of the various improvements carried out during the year the following may be noted:—

The approaches to the Queenston Street bridge at St. Catharines were improved by the resurfacing of the macadam roadway in bituminous macadam, the work being carried out under contract with Roy Honsberger.

In December, 1927, a contract was let to the Standard Steel Construction Company Limited of Welland for the erection of a 115-foot through steel truss over the entrance to lock 1 weir at Port Dalhousie to replace the present wooden highway bridge. Alterations to the masonry have already been made by the department and it is expected that the erection of the steel will be completed early in the coming fiscal year.

Along the summit level of the canal, between Marlatt's bridge and Welland, stone protection was laid, under contract with A. E. Rigby & Son, to counteract the somewhat serious effects of erosion which has been taking place at various points.

A steel pontoon gate lifter has been manufactured under contract with the Collingwood Shipyards Limited and an early delivery is expected.

Of minor improvements and repairs made during the year may be mentioned the repairing and rebuilding of the masonry retaining wall below the lock 1 weir at Port Dalhousie, the closing of a leak under the westerly wall at the head of lock 24 and the replanking of the floor of the Port Robinson bridge.

Old Canal.—On the old canal the mitering gates at the upper ends of locks 6, 7, 8 and 9 were replaced by gate bars of timber and reinforced concrete, the wooden flooring of the spillway between the two regulating weirs at lock 2 was replaced by reinforced concrete and various other minor repairs were attended to.

Canal Feeder.—A concrete sidewalk was laid along the easterly side of the dam at Dunnville replacing the former wooden walk, and at No. 1 weir at Dunnville a quantity of large stone was placed below the apron as a protection against scour. The freshet on the Grand river in the spring of the present year occasioned no damage to any canal works.

Port Colborne Elevator.—During the past fiscal year the government elevator received 77,621,713 bushels of grain, an increase over the record of the previous year of 15,086,111 bushels, which established the highest record in the history of the elevator. Of the total grain received, 60 per cent was from Canadian ports and 40 per cent from United States ports. The largest receipts of grain during the navigation season for a 31-day period (September 19 to October 19, 1927) were 16,177,000 bushels, an amount 1,000,000 bushels in excess of any previous monthly record.

The record of outturn from the elevator for the year, or the amount of grain leaving the elevator as compared with that received, showed an average loss in handling of only 0.099 per cent.

A total of 54 accidents occurred among members of the elevator staff but of these none were serious and in only 14 cases was loss of time involved.

No serious delays due to breakdown, labour trouble or other cause occurred during the year. A break in a power cable in February last caused a stoppage in operation of five days; this however had no serious effect as very few orders were waiting to be filled at the time.

Delays to vessels were greater than had been experienced since 1924. Of a total of 329 vessels unloaded and lightered, 60 per cent were held up beyond 24 hours, the greater number of such delays occurring between the opening of navigation and the middle of June. During the remainder of the season a better condition prevailed. Delays may be ascribed both to lack of docking space and to insufficient handling capacity in the elevator.

Owing to its limited capacity for handling and storage, a considerable quantity of grain is every year diverted from this elevator to other grain receiving depôts. Many cargoes, originally routed to Port Colborne, are diverted to other ports on the way when it becomes evident that congestion at the elevator will give rise to undue delays in unloading.

While the amount of grain carried over into winter storage was slightly less than for the previous year, the revenue derived from winter operation continues to be highly gratifying.

The new two-storey building, 30 feet by 60 feet, providing accommodation for a work shop, blacksmith shop, plate shop, material rack, rope room, electricians' and general stores and employees' rest rooms, the construction of which was commenced in 1926, has now been completed and taken into general use.

(h) WELLAND SHIP CANAL

This work, which has been in progress since the latter part of the year 1913, is now well advanced. A brief summary of the general scheme involved in the undertaking will first be presented.

The proposed ship canal leaves lake Ontario at the original mouth of Ten Mile creek, now known as Port Weller, about 3 miles east of Port Dalhousie, where a harbour of entry has now been constructed, and follows an entirely different route from the present canal as far south as Allanburg. From here it proceeds in general along the line of the existing canal to a point about one mile north of the village of Humberstone, where another diversion, about two and one-half miles in length, is made to the east of the present waterway. The route of the present canal is then followed for the final half mile to the lake Erie entrance at Port Colborne. The total distance traversed from lake to lake will be 25 miles. The difference in level between the two lakes, 325½ feet, will be overcome by seven lift locks, all of which are now well advanced towards completion, each having a lift of 46½ feet, and one guard lock of variable lift. The locks are 829 feet long and 80 feet wide in the clear and will provide a depth of 30 feet of water over the mitre sills. The width of the canal prism at bottom is to be 200 feet. A new breakwater, now practically completed, at Port Colborne, extends 2,000 feet farther into the lake and at right angles to the existing structure. At Port Weller, the lake Ontario entrance, the extensive harbour works have now been practically completed. The route of the new canal has been divided for purposes of construction into eight sections numbered in order from Port Weller southerly. The entire canal is now under contract.

For the past six years work on the canal, which during the war years and for some time after was, through many causes, greatly retarded or entirely at a standstill, has progressed in a very satisfactory manner.

Following is a brief account of the more important work carried out or still in hand on the various sections of the canal during the year just ended.

Section No. 1.—Commencing with the harbour works of Port Weller, this section extends in a southerly direction, a distance of nearly 3 miles, and comprises the harbour construction, prism excavation, one lock with weirs, two highway bridges over the canal, etc.

When work on the present contract with Johnston P. Porter was commenced in September, 1912, about 30 per cent of the entire undertaking still remained unfinished. During the past two years all work on this section has been practically completed. The final dredging of Port Weller harbour included the removal, during the 1926 season, of about 176,000 cubic yards of material. Other work carried out in the completion of this section of the canal included the taking up of the connection of the construction railway with the east side of the harbour, the levelling off of the east and west embankments, the placing of concrete mooring posts, the completion of all concrete work at lock 1, including the slope protection on the east side of the lower entrance and above the regulating weir and the construction of the control house for lock 1 regulating weir and the intake valve house for lock 1. All the required grading, sodding of slopes and macadamizing have now been completed with the exception of a stretch of about 500 feet along the outer end of the west harbour wall, where the contractor's sand piles have not yet been removed.

At lock 1 the temporary shops and buildings have been taken down. The four steel gates are completed and can be placed in position as soon as the heel plates on the gate leaves have been correctly aligned. The machinery for gate operation has been manufactured and delivered by the Dominion Bridge Company and is now being installed.

Bridge 1 over the upper entrance to lock 1, begun in January, 1927, was fully completed last November, the work being carried out by the Hamilton Bridge Company.

The addition to the intake valve building of the upper control house at lock 1 was completed last season and the lower control and machinery house at the north end of the east wall of this lock was erected. The same force which carried out this work also installed the tile conduit for the power distribution cables in both lock walls. Work has now just been commenced on the erection of the gate machinery house on the west wall of the lock and of the substation.

In the vicinity of lock 1 all unoccupied right-of-way has been cleaned up and cultivated and over 100,000 seedling trees and cuttings have been planted for future distribution along the canal zone.

All the principal items of work on this section have now been completed.

Section No. 2.—The extent of this section is approximately $4\frac{1}{2}$ miles. The work involved comprises the taking out of canal prism and construction of embankments, the building of locks 2 and 3 with entrance walls, etc., and of three highway bridges.

The work on this section is being prosecuted under the same contract as that of Section 1. Under the original pre-war contract about 58 per cent of the entire undertaking had been completed.

All concrete work, sodding and macadamizing have now been completed at locks 2 and 3, with the exception of a small amount of grading, sodding and macadamizing at the latter lock. This last must be held over until—it having become possible to divert traffic to the ship canal *via* Port Weller—the present canal, which crosses just south of this lock, can be abandoned.

The eight valves for lock 3 have been delivered at the site. The seals and lintels for these valves have been set and grouted in.

The material for the steel gates of both locks 2 and 3 was received towards the close of the 1927 season. At lock 2 both leaves of the upper and lower gates are assembled and rivetting has been proceeding. At lock 3 the framework of both upper and lower gates is erected and the sheet plating placed.

All work at bridge 3, across the head of lock 2, was completed with the installation of the machinery and electrical equipment and the construction of the operator's house. The work of re-conditioning the foundations of the west main pier of bridge 4 was completed in May, 1927, as also the construction of the west abutment and piers. The erection of the superstructure under contract with the Hamilton Bridge Company, was commenced in August. At the present time all steel work is in place and fully rivetted. There still remain the placing of the concrete counterweights, the laying of the wood floor on the movable span and the installation of the operating and electrical equipment. It is expected that this bridge will be ready for traffic by the end of May. The control and operating houses were completed last summer.

The concrete intake valve house and its control house addition, as also the control house for the regulating weir, were completed at lock 2 during the past year. The clay ducts in the conduit tunnels on both walls of this lock were also completed ready for the installation of power cables. At lock 3 the intake valve house and control house addition were completed.

In the completion of the canal prism between lock 2 and bridge 4, the Queenston Road crossing, a distance of about $1\frac{3}{4}$ miles, the drainage ditch was cleaned up and a small gap filled in the west watertight bank. The concrete slope protection, with the exception of a few hundred feet, has all been placed. A short distance south of bridge 4, a slide occurred in the east slope of the prism in April, 1927, involving the movement of about 100,000 cubic yards of material. The removal of this material was taken in hand at once and carried on until the end of November, when about three-quarters of the work had been completed. Extra right-of-way has been purchased and the remainder of the work will be finished up during the coming season. On the west slope, in the same vicinity, where similar trouble had already been experienced, a large quantity of stone was placed for protective purposes. The prism at the south end of the section, with the exception of the portion now occupied by the present canal, has now been fully completed.

To summarize the progress of work on this section to date, it may be stated that all rock excavation and work on watertight embankments has been finished; earth excavation is 97 per cent completed and concrete work $98\frac{1}{2}$ per cent.

Section No. 3.—This section extends southerly from Section 2 for a distance of about 2 miles. The work involved, which since 1922 has with Section No. 4 been carried on under contract with the P. Lyall & Sons Construction Company Limited, comprises the excavation of canal prism and lock sites, the construction of three twin locks in flight and one single lock, together with masonry approach walls, three bridges, a core wall for a dam, control weirs and other minor structures and the building of a large earth dam at the head of the flight locks.

The concrete work in twin locks 4, 5 and 6 is now 95 per cent completed. There still remain the placing of a portion of the lower west entrance wall of twin locks 4 and the floor slab in the lower entrance, the breast wall and gate sill in the west chamber of locks 5 and the floor slab in the upper entrance of the west chamber of locks 6. The backfilling of the east wall of twin lock 4 is practically complete; the backfilling of the west wall about 80 per cent. At twin locks 6, about 60 per cent of the backfilling for the west wall has been placed. At lock 7, the concrete work of the two monoliths at either side of the upper entrance was finished last season together with the floor section and the lower storey and supporting pillars of the operating house for bridge 7. Concrete work at this lock is now 98 per cent completed. Along the west wall between locks 6 and 7 the backfill for the northerly half has been completed and about 80 per cent of the remainder. The concrete work in the east wall between these locks is completed, with the exception of one monolith.

The side seals and lintels of the taintor valves in the centre and side walls of twin locks 4 were installed during the past winter. The lock is now ready for the installation of the valves.

In July, 1927, the erection was commenced of the lower 82-foot gates for the east chamber of twin locks 5. Work was carried on until the end of October by which time the frame work had been fully erected and the sheathing placed and partly rivetted.

With the completion of the bridge operator's house and the installation of machinery and electrical equipment during the summer of 1927, all work in connection with bridge 7 was finished and this bridge is now ready for operation.

North of twin locks 4 the backfilling of the lower east entrance wall was completed.

At the turning basin south of bridge 8, a small amount of concrete work was done on the west wall. No further work was carried on in the basin area.

Summarizing the work done on this section to date, it may be stated that progress on the four principal items of work now stands as follows: Rock excavation, 97 per cent; earth excavation, 82 per cent; concrete work, 93 per cent; and watertight embankments, 74 per cent.

Section No. 4.—The extent of this section is about 2 miles southerly from the end of Section No. 3 or from the southerly end of the town of Thorold to $\frac{1}{4}$ mile north of the northerly end of the village of Allanburg. The work involved comprises excavation for canal prism and for foundations of guard-gates and weir, the construction of Shriner's and Beaver Dams culverts, the relocation of a branch of the Canadian National Railways, the construction of two bridges, and various other lesser undertakings.

This section, as previously stated, is included with Section No. 3 under the P. Lyall and Sons Construction Company's contract.

The contractor's attention during the past season was concentrated mainly on excavation operations over the south end of the section. At the site of the guard gate the super stratum of earth was removed to rock surface and in November the removal of this underlying rock was commenced. About 70 per cent of the total, or 12,000 cubic yards of rock, has now been excavated. In the turning basin area, immediately north of the site of the guard lock, about 13,000 cubic yards of rock have also been removed. The excavation of the prism southerly from the guard lock to the end of the section, a distance of about $1\frac{3}{4}$ miles, was resumed and carried on from May until November, the output being utilized for watertight embankments, for the re-establishment of slopes and for backfilling completed structures on Section No. 3.

The construction of watertight embankments along the sides of the prism was completed by the end of August. Of this class of work, it remains only to connect the prism embankments with the guard gate and safety weir. Prism slopes were trimmed and have been revetted with concrete slabs for a distance of about 4,700 feet south of the guard lock site on the west side and, on the east bank, to the end of the section. Considerable portions of both slopes were sodded above the protection slabs.

At the site of bridge 10, a crossing of the Canadian National Railways about one mile south of the turning basin, excavation for the substructure was completed and both abutments constructed and backfilled.

The progress made on the principal items of work on this section to date may be thus summarized: Rock excavation, 84 per cent; earth excavation, 82 per cent; concrete work, $35\frac{1}{2}$ per cent; watertight embankments, 96 per cent.

Section No. 4B.—This section, which lies immediately south of Section No. 4, includes a stretch of canal prism one-quarter of a mile in length. It is situated immediately north of the junction of the present canal with the route of the ship canal near the village of Allanburg. The work to be performed consists

of prism excavation, the construction of watertight embankments, and the building of a syphon culvert to carry the Davis creek under the canal. A contract covering this work was let to Johnston P. Porter, July 28, 1926.

The work of excavating the prism was carried on last season between the north end of the section and a point 1,300 feet south. All the overlying earth was removed to rock surface and drilling and blasting carried out from September last through the winter months. Very little rock, however, was removed. From the material excavated, watertight embankments were constructed along both sides of the prism, about 44,000 cubic yards being thus placed.

The excavation for the Davis culvert, begun in the previous year, was completed. Concrete work was started at the end of June, and the entire structure completed and backfilled by the beginning of September.

About 37 per cent of the work covered by the contract has now been completed.

Section No. 5.—This section is about $3\frac{1}{4}$ miles in length extending from Allanburg to Port Robinson. The work involved comprises rock and earth excavation and dredging, the construction of two bridges, one at Allanburg and one at Port Robinson, and small quantities of concrete and stone protection along the canal banks.

The work on this section has been under contract with the Canadian Dredging Company, Limited, for the past seven years.

Since the month of March, 1925, no further work has been done on this section and the contractor has removed his entire plant to Section No. 7. Of the whole work covered by the contract, only about 3 per cent still remains unfinished. This will be completed with the removal of the swing bridges over the present canal route at Allanburg and Port Robinson and their replacement by new bridges 11 and 12.

Section No. 6.—This section extends from a point on Section No. 5 about one mile north of Port Robinson for a distance of approximately 5 miles southerly to Welland. The overlap on Section No. 5 became necessary on account of some silting which had taken place in the canal prism north of the original northerly boundary of Section No. 6. The work to be performed includes the dredging and enlargement of the present canal prism, the diversion of the Welland river, which crosses the line of the canal at the north end of the town of Welland, by means of a large syphon culvert, the construction of a highway bridge over the Welland river at Port Robinson, the building of watertight banks, concrete protection for slopes, etc.

A contract for the work on this section was awarded to the Atlas Construction Company, Limited, and E. O. Leahey & Company, Limited, October 12, 1925.

Of Class I excavation, about 3,500 cubic yards were removed during the year consisting mostly of old masonry taken out in the vicinity of the syphon culvert and, to a lesser extent, of large boulders encountered in the construction of the canal prism. About 38 per cent of the total rock excavation on this section has now been completed. During the same period, about 1,715,000 cubic yards of Class II material were removed from the canal prism. Commencing at a point 900 feet south of the north end of the section, where the present canal diverges westerly from the line of the ship canal, excavation operations have been in progress along the line of the prism to within 1,400 feet of the site of the syphon culvert, a distance of about three miles, reaching various depths, final grade being attained in several places. Rock dams, to allow of the unwatering of the original Welland river bed were also constructed and the unwatering of this portion of the prism carried out. During the past winter, however, through a failure of a portion of the rock bank, the cut again became flooded and will require to be again unwatered next season. Operations

were carried on by means of two hydraulic dredges, dragline excavation, revolving shovels and elevating grader units. The material removed was utilized largely in the construction of the east watertight bank of the prism, about 462,000 cubic yards being thus disposed of. In the removal of Class II material, about 35 per cent of the total has now been completed.

Concrete protection slabs were laid on two sections of the west bank, a total of slightly over a mile of bank being thus revetted. The sodding of the west bank was also carried out over a considerable area. Along the Welland river diversion about 27,000 cubic yards of stone were placed on the east and west slopes.

All excavation on the Welland river diversion, between the site of the syphon culvert at Welland and the junction of the diversion with the natural course of the river at Port Robinson, has now been completed. In the carrying out of this work about 1,046,000 cubic yards of Class II material have been taken out.

The progress of work on the syphon culvert for the diversion of the Welland river under the ship canal from the west to the east side has been very satisfactory. At the beginning of April, 1927, the excavation of a portion of the area along the north side of the total area required for the six 22-foot pipes had been completed and a start made along the south side. During the past year, with the exception of the portion of the pit to be occupied by the two central tubes, all excavation work has been completed. In addition to this, the concrete inlets and outlets for all six tubes have been constructed and four tubes, the outer ones on either side, fully completed. The two concrete wing walls at the intake end are also completed with the exception of a small portion of the southwest wing wall. The concrete work still remaining to be carried out in the completion of the structure, therefore, will consist in the construction of the two centre tubes between the head walls, the carrying up of the east head wall another eight feet, the building of the east wing walls and the uncompleted portion of the southwest wing wall and the construction of the stoplog piers and apron at the east or discharge end of the syphon. Up to the present, 136,000 cubic yards, or about 70 per cent of the total amount of excavation required, has been taken out, of which about 83 per cent was removed during the past year. Of the concrete work, 71 per cent of the total has now been completed, most of which has been placed since March, 1927. It is now anticipated that the new culvert will be fully completed and canal traffic diverted to the new route by the end of the coming fiscal year.

To summarize the work thus far carried out on this section, it may be stated that rock excavation is now 38 per cent completed; earth excavation, 42 per cent; concrete work, 54 per cent; and watertight embankments, 48 per cent.

Section No. 7.—This section, which is about 6 miles in length, extends from the town of Welland to the northerly limits of the village of Humberstone. The work to be performed, which since December 30, 1924, has been under contract with the Canadian Dredging Company, Limited, includes the dredging and enlargement of the prism of the existing canal to a point about one mile north of the end of the section, where the new line diverges from the old, the excavation of the new line from this point to a junction again with the present canal, the construction of five bridges, the building of retaining and dock walls at both ends of the section, slope protection works, etc.

At the south end of the section, from a point just beyond the divergence of the new line westerly from the present canal, excavation operations were carried on along the new prism and completed to grade elevation for a distance of 2,150 feet. From this point southerly to the present canal the westerly portion of the prism was excavated to within $1\frac{1}{2}$ foot of finished grade. These operations represented the removal of about 245,000 cubic yards of Class I

material. Of the total rock work on this section, approximately one million cubic yards have now been taken out, or about 64 per cent of the total estimated quantity. Along the line of the present canal north of the diversion, two hydraulic dredges were continuously employed in widening and deepening the prism. The excavation of the west slope was carried out with a drag line excavator, the material being cast out to one or other of the dredges. The west slope has now been fully excavated, and of the total amount of Class II excavation required, about 80 per cent is finished. Various stretches of prism, aggregating in all $2\frac{1}{4}$ miles, have now been fully completed to finished grade and on the remaining portions to within $8\frac{1}{2}$ feet of the required depth. A total of 7,823,000 cubic yards has thus far been excavated.

Along the west slope of the prism concrete and stone protection has been placed for a length of $4\frac{3}{4}$ miles. Stone has been used at those places where, due to the unstable nature of the material, it was found more suitable. The sodding of considerable areas along the slope has also been completed.

The construction of concrete dock walls on both the east and west sides of the cutting, at the southerly end of the section along the diverted portion of the line where dry excavation has been in progress, was continued last season. The west wall has now been completed from its north end for a distance of about 5,000 feet and the east wall for about 2,000 feet. About 44,000 cubic yards of concrete have thus been placed.

There are six bridges over the canal on this section—numbers 13 to 18, inclusive. After the removal of the original Welland canal bridge at Main street, Welland to a new site, commencing in the spring of 1927 the old substructure was demolished for the placing of new bridge 13. The west pier of this bridge was constructed during the summer and the construction of the east pier and west abutment is now in progress. Bridge 14, a vertical lift span between steel towers, has been practically completed and will be ready for operation at the opening of this year's navigation. The steel work for this bridge was erected under contract with the Canadian Bridge Company. Bridge 15 of the Michigan Central Railway was reconstructed in 1910 by and at the expense of that company, the Welland canal having had prior rights at this crossing. The substructure of bridge 16 was completed last summer. The erection of the steel work, a lift span similar to Bridge 14, by the Canadian Bridge Company is now practically completed and it is expected that the bridge will be ready for operation at the commencement of the coming season of navigation. Bridge 17, a single leaf rolling lift for the crossing of the Wabash Division of the Canadian National Railways, was completed by the middle of May, 1927, the substructure having been erected under contract with the Canadian Bridge Company. The east and west abutments of bridge 18, together with the west pier, were completed last summer; the east pier will be finished early next season.

The construction of a new roadway along the east side of the canal between Welland and Humberstone, included in the contract of the Canadian Dredging Company, was commenced in August, 1927. This road will form part of the main highway between Welland and Port Colborne. Up to the present all subgrade excavation, together with the greater part of the ditching and lateral and cross drains, and the placing of subgrade rock foundation has been completed, as also the placing of a considerable portion of the surfacing material. The full completion of this road will be taken in hand early next season.

The work thus far performed on this section may now be summarized as follows:—Rock excavation, 64 per cent; earth excavation, 80 per cent; concrete work, 73 per cent; concrete slope protection, 99 per cent.

Section No. 8.—This section, which extends from the north end of the village of Humberstone to deep water in lake Erie, is about 3 miles in length. The work to be performed consists in the excavation of a new route from the north

end of the section for a distance of about $1\frac{1}{2}$ miles, the dredging and enlargement of the present canal for the remainder of the route, the construction of guard lock 8 with entrance walls, etc., the construction of three bridges, the erection of various harbour works and numerous other minor undertakings. The main contract for this work was let in February, 1924, to A. W. Robertson, Limited.

All concrete work at the north end of lock 8 was completed last year. At the south end of the lock, in which portion are included guard and service gates and the unwatering gates, the service and unwatering gate monoliths of the west wall were completed with the exception of seven monoliths, to within six feet of coping level. In the east wall the upper gate recess monoliths have reached an elevation 12 feet above the floor level of the lock. With the placing of about 20,000 cubic yards at the south end, the concrete work of the entire structure will be completed.

The construction of the inner east harbour wall south of the guard lock was continued northerly from the point reached in the previous season's operations (about 1,000 feet south of the site of bridge 21), and completed, with the exception of a small portion at the temporary diversion of the Canadian National Railway, for a distance of about 1,400 feet, which included the abutments of bridges 20 and 21. The west wall, including the abutments of bridges 20 and 21, was completed, with the exception of a portion at the temporary railway diversion. There have been placed thus far about 197,800 cubic yards of concrete on the land division of this section, or about 72 per cent of the total estimated quantity.

On the land division satisfactory progress continued in the excavation of Class I material. Three shovels were employed at the site and just north and south of bridges 20 and 21. The prism excavation is now completed, with the exception of slightly over 75,000 cubic yards still to be removed at the north end of the section and at the temporary crossing of the Canadian National Railway between the sites of bridges 20 and 21. From the inception of the work about 1,939,000 cubic yards of rock have been taken out, representing about 93 per cent of the entire undertaking. Of earth excavation, about 21,000 cubic yards were removed during the year, chiefly in the vicinity of the west inner harbour wall. The total of this class of material now removed is about 96,000 cubic yards, or 88 per cent of the entire estimated quantity.

In the harbour division of the work drilling was carried on along the inner east harbour wall on both sides of the entrance channel and for about 2,500 feet southerly on the west side. The total amount of drilling done during the year amounted to about 162,000 lineal feet. Two dredges were employed over a period of eight months, chiefly in rock excavation, and during this time excavated about 361,000 cubic yards. About 70 per cent of the total rock excavation in the harbour division has now been performed. The east half of the channel in the lake division has now been excavated, approximately to final grade, out to deep water in lake Erie. About 61,000 cubic yards of rock has been taken out, or about 30 per cent of the whole undertaking. At the site of the new Canada Furnace Company's dock and in cleaning up in front of the east harbour wall about 230,000 cubic yards of Class II material have been removed, or about 80 per cent of the total of this class of excavation. In the lake division about half of the total Class II material has now been dredged. It is proposed during the coming season to concentrate on the west half of both the harbour and lake divisions and with this end in view both drilling and dredging operations have been in progress over this portion of the work for the last six weeks of the fiscal year. This will, it is hoped, make possible the early operation of large vessels at the Government and Maple Leaf elevators.

During the year the nine harbour cribs for the construction of the Canada Furnace Company's dock, built in 1926, were placed in position and rock filled. The concrete substructure was constructed and all backfilling completed. All

work in connection with this dock was finished in November, 1927. Owing to the new dock face being 63 feet farther east than the former one, the two unloading gantries of the Canada Furnace Company had to be shortened by this amount. This work was carried out by the Dominion Bridge Company and completed by the end of October.

The concrete work of the new breakwater was completed during the summer of 1927. All cribs had been placed and the substructure of eighteen cribs completed in previous seasons; the substructure of the remaining three cribs was placed last season. At the southerly end of the structure, the Department of Marine and Fisheries have erected a reinforced concrete lighthouse. The placing of about 125,000 cubic yards of stone on the west or seaward side of the breakwater will fully complete this structure.

Under contract with the Hamilton Bridge Company the superstructure of bridge 19, a single leaf bascule, across the north end of lock 8, was erected last season and with the completion of the concrete counterweights, the electrical equipment and the bridge operator's house this structure, with the exception of the safety gates, which will be installed early next summer, is now complete. A small amount of preliminary work has also been done on the superstructure of bridge 20, for the crossing of the Canadian National Railway over the guard lock at Port Colborne. This structure, which is to be a vertical lift span similar to bridges 14, 16 and 17, is also under contract with the Hamilton Bridge Company.

The building for the housing of the pumping equipment on the east wall of lock 8 was completed last year. The equipment has now all been placed and it only remains to install the power wiring. It is expected that all work at this power house will be completed within another month.

To summarize the work thus far performed on Section No. 8, it may be stated that rock excavation is now 86 per cent completed; earth excavation, 86 per cent; concrete work, 78 per cent; reinforcing steel, 93 per cent and steel sheet piling, 99 per cent.

Construction Railway.—The construction railway continued in operation throughout the past year, but traffic was very much lighter than in the earlier years of construction. A total of 14,741 cars was handled during the twelve months.

Bridges.—The progress of work on the various bridges now completed or under construction has already been noted in dealing with the sections of the canal on which these bridges are located. When finished, the route will be spanned by twenty bridges, one on Section No. 1, three on Section No. 2, three on Section No. 3, two on section No. 4, two on Section No. 5, six on Section No. 7, and three on Section No. 8. Of these, six are railway crossings, the remaining fourteen, highway bridges. Bridges 1, 3, 7, 8, 14, 16, 17, and 19, are now completed. Bridge 4 is well advanced and should be ready for test operation early in the coming season. Bridges 14, 16, and 17 are all of the vertical lift type, bridge 8, a swing span, bridges 1, 3, 7, and 19 are of the single leaf rolling lift bascule type, and bridge 4, a double leaf rolling lift bascule. Of the remaining bridges, contracts have not yet been let for bridges 5, 6, 9, 11, 12, 13, 18. The contract for bridge 10 has recently been awarded to the Canadian Bridge Company and for both bridges 20 and 21 to the Hamilton Bridge Company. Bridge 15 is the property of the Michigan Central Railway.

Steel Lock Gates.—A contract was awarded June 18, 1926, to the Steel Gates Company Limited for the fabrication and erection of thirty-one pairs of steel gates for various locks. Preliminary work in connection with the erection of these gates was begun in October 1926 and during the past year the progress made in their construction has been satisfactory. At the present time this contract is about 31 per cent completed. The status of this work at various locks has already been dealt with under the different sections in which the gates are located.

Laboratory.—During the past year 594,883 $\frac{3}{4}$ barrels of cement were received and accepted and distributed to various parts of the canal. Tests were made of samples taken from bins and from each car as loaded, 3,183 samples being thus tested during the year. Tests have also been made of sand, gravel, and crushed stone as well as compression tests of concrete. Various other materials, such as paints, clays, anchor bolts, concrete aggregates, etc., have also been tested.

Miscellaneous Contracts.—Of Ontario white oak for lock gates and wall fenders 640,000 feet board measure have now been received, a remaining 12,000 feet only being required to complete requirements. Other extensive orders of building materials include switches and equipment for bridge substations, guide and bearing plates for emergency dam, cables and fittings for lock 1, transmission line materials, etc.

General Summary.—For the various classes of work involved in the construction of the entire canal, the estimated quantities of the principal items of work with percentages of each now completed are as follows:—

Rock excavation	8,750,000	cu. yds.	86	per cent.
Earth excavation	50,657,000	"	79	"
Watertight embankments	5,434,000	"	67	"
Concrete, all classes	3,411,000	"	88	"
Reinforcing steel	26,000,000	pounds.	97	"
Steel sheet piling	37,162,000	"	87	"

(i) SAULT STE. MARIE CANAL

This canal provides communication between lakes Huron and Superior, surmounting by a single lock the rapids of the St. Mary river. It is $1\frac{1}{3}$ mile in length between the east and west extremities of the entrance channels and lies entirely within Canadian territory.

The canal was opened to traffic April 12 and closed December 18, a period of 251 days. The total registered tonnage of vessels which passed through the lock was 4,484,724, a decrease of 10.4 per cent from the record of the previous year. An increase, however, in freight tonnage, amounting to 3.3 per cent, was recorded. For the Canadian and American canals taken together, the registered tonnage showed a decrease of 10 per cent and freight tonnage of 3 per cent. Traffic in Canadian vessels only through both canals showed a decrease of 9 per cent in registered tonnage and 4 per cent in freight tonnage. The total number of vessels to pass through the lock was 3,239 as compared with 3,350 during the season of 1926.

The canal was operated without accident throughout the season.

The work of renewing the top of the upper south pier, which has been in progress for several seasons, was completed in the summer of 1927. A few minor repairs to the concrete, now required, will be made this year.

The dredging of the harbour by the Department of Public Works, noted in last year's report as then in contemplation, was taken in hand last summer. This dredging, which will be carried down to grade of the St. Mary's river 1.6 feet below the lower entrance grade of the canal and which will be completed this year, will allow vessels loaded to their maximum for the river channel to enter the Canadian canal.

A small shoal, which had accumulated below the lock on the south side of the canal, was removed by the canal forces.

The water elevation below the lock, which governs the depth available in the lock for navigation, showed a marked improvement over the elevations of the past three years, the mean depth for the lock during the 1927 season being nearly sixteen inches greater than the average for the season of 1926.

2. OTTAWA AND RIDEAU RIVERS

(a) ST. ANNE LOCK

This canal surmounts the Ste. Anne rapids between Ile Perrot and the island of Montreal at the junction of lake St. Louis with the Ottawa river. It consists of two parallel locks, the old and the new, each with a lift of 3 feet. The old lock (now disused) has a depth of only 6 feet, but in the new lock there is 9 feet of water on the sills.

Navigation opened April 25 and closed November 30. There were no accidents or delays to traffic during this period.

Of repairs and improvements carried out during the year the following are among the more important:—

The upper gates of the old lock, being considered no longer safe, were removed and replaced by reinforced concrete stoplogs, the joints being rendered watertight by a layer of rubberoid paper. Over the stoplogs a foot bridge with reinforced concrete floor and an iron handrail was constructed. The gates of both the old and new locks were painted, as also the six bridges over slips on the town side of the entrances. For a distance of 2,000 feet above and below the lock the masonry walls of the entrance piers were pointed. The snubbing posts along these walls were given a coat of white lead. The four wooden boom piers on the north side of the upper entrance were demolished to one foot below water level, an outer wall of concrete was then laid around each pier and the interior filled with stone. At the lower entrance to the lock, and distant therefrom in a southeasterly direction about one-half mile, is situated a protective channel about 1,200 feet long and 120 feet wide constructed between cribwork walls known as "Baker's Dam." Between September and the end of November of last year the inner face of the crib superstructure of the southwest wall of this structure was removed to below water level and replaced by a concrete wall 9 feet in height with an average thickness of 3 feet 6 inches and backfilled as before with stone.

Lesser works carried out consisted in repairs to fences, buildings and electrical lines, the care of canal grounds, etc.

In connection with the floating plant the derriek scow and row boat were caulked and painted.

(b) CARILLON AND GRENVILLE CANALS

From the Ste. Anne lock to the foot of the Carillon canal there is a navigable stretch of water 27 miles in length through the lake of Two Mountains and the Ottawa river. The Carillon canal, which is three-quarters of a mile in length, with two locks, giving a total lift of 16 feet, surmounts the next rise in the river level produced both by the Carillon dam at the head of the canal and the natural fall of the river below.

The Long Sault rapids, 6 miles above the Carillon canal, are surmounted by the Grenville canal, $5\frac{3}{4}$ miles in length, with five locks. Both canals provide a depth of 9 feet of water over the lock sills.

These canals were opened to navigation May 1 and closed November 30. No accidents occurred to delay traffic nor was any damage done to canal structures.

Improvements made on this system of canals during the year have included the following:—

Extensive repairs were made to the Carillon dam between the middle of last September and the close of navigation. For a length of 105 feet on the Pointe Fortune side of the dam, the rear apron and crib had been completely carried away and an additional 40 feet of the apron badly damaged. All this portion of the dam was rebuilt. On the Carillon side, the rear and front aprons

were damaged for a length of 50 feet and a large hole was discovered under the dam. This hole was filled with field stone deposited on the upstream side. Repairs to the apron, which were not completed, will be continued next season.

Other works carried out included the general maintenance of locks, repairs to two bridges, guide piers, roads, fences and ditches, canal buildings, telephone lines, etc.

Repairs were made to the vacuum pump of the tug *Shirley*, one scow was re-decked and another repaired, a lifeboat was constructed for use with the *Shirley*, and small craft caulked and painted.

(c) RIDEAU CANAL

This canal connects with the Ottawa river about 56 miles above the head of the Grenville canal and provides a waterway between the cities of Ottawa and Kingston. It consists of a series of natural watercourses joined by artificial cuttings, is $126\frac{1}{4}$ miles long and has forty-seven locks with a minimum depth of 5 feet over the sills. It rises by thirty-three locks to a summit in the upper Rideau lake, from which body of water it descends by fourteen locks to the level of lake Ontario. A subsidiary canal, 7 miles in length, known as the "Tay Branch", connects the town of Perth with the north end of the lower Rideau lake. Its minimum depth is 5 feet.

Navigation opened, both at Ottawa and Kingston Mills, May 1 and closed at Ottawa November 30 and at Kingston Mills November 25.

During the past year an ample supply of water was available for the navigation of all parts of the canal.

The total number of lockages for the season was 16,440, a decrease of 265 from the total recorded for 1926.

The principal repairs and improvements carried out during the year may be stated as follows:—

At Ottawa lock station the large stone building near the head of the locks, transferred from the Department of National Defence, has been converted for the use of canal stores and the former stores building abandoned for demolition by the Federal Commission. At the head of the locks a concrete catch basin has been constructed for the interception of mud and other debris from the basin above, which had caused considerable trouble in the operation of the river lock gates. The filling and grading of the new Echo Drive wharf, commenced last year was completed. A large brick building for freight and offices has been erected along this wharf by the Ottawa Transportation Company. The former canal basin has now been abandoned and filled, and all buildings fronting thereon are to be demolished. During the past winter a concrete wall 1,455 feet long was built along the west side of the canal from Cannought Place to Laurier avenue. Between Bank street and Bronson avenue on both sides of the canal concrete walls were also constructed aggregating a total length of 6,119 feet. Another wall, 655 feet in length, was built along the north side of Dow's lake in front of the old St. Louis dam. It is now proposed to continue this last wall for a further distance of about 3,000 feet to connect easterly with the walls already built. The lift span of the Pretoria avenue bridge was cleaned and painted under contract with the Dominion Bridge Company.

At Hartwell's locks, the rebuilding of the chamber walls of lock 10, commenced last year, was completed. A portion of the apron below the waste weir was rebuilt in concrete and various small repairs to both locks attended to.

A new plank floor was laid on the west weir at Hogsback and at the swing bridge across the upper lock a new floor on new joists was laid.

The decayed chamber walls and upper mitre sill at Black Rapids lock were taken down and rebuilt with concrete blocks.

At Manotick bridge the joists and floor were renewed.

The wooden swing bridge at Beckett's Landing, which had become unsafe for traffic, was taken down and replaced by a new bridge 4 feet wider than the former one and the old crib abutment was replaced by a concrete abutment.

At Nicholson's lock station the old timber approaches and rest piers, on each side of the swing bridge, were rebuilt in concrete.

On the river side of Clowe's lock, two courses of the long protection crib were taken down and rebuilt.

The long wooden wing crib at the head of the cut at Kilmarnock lock was rebuilt for four courses.

At Smiths Falls the old timber waste weir on the west side of the basin dam was taken down and rebuilt in concrete, together with the portion of the dam which adjoins the weir. The old lock house was remodelled and a new storey added to it.

At Poonamalie the long timber lay-by piers above the lock were rebuilt from the water-line up, filled with stone and replanked.

The old timber approaches at Chaffey's lock, on either side of the swing-bridge, were taken down and rebuilt in concrete and furnished with an iron handrail. A new travelling stoplog lifter was installed at the waste weir.

At Jones' Falls the invert arch bottom of lock 41, which was much decayed, was taken up and relaid in concrete.

The dipper dredge *Rideau* with tug *Agnes P.* and two dump scows was employed during the season in deepening the "deep cut" at Ottawa, in dredging and placing material behind the new concrete wall along Echo Drive, placing clay at Hogsback dam, excavating crib work, placing clay for the coffer dam at Clowe's lock waste weir and completing the cut above the lock at Burritts Rapids. The tug *Loretta* was employed throughout the season in towing flat scows, delivering stores, setting spar buoys, etc.

3. RICHELIEU RIVER NAVIGATION

(a) ST. OURS LOCK AND DAM

At a point on the Richelieu river, 14 miles above the town of Sorel, the level of that river has been raised 5 feet by a dam. This difference in level is overcome by the St. Ours lock. There is 7 feet of water on the upper lock sills, but the depth of water on the lower sill is governed by the level of the St. Lawrence river and has been as low as 5 feet 3 inches in October, 1923.

The lock was opened to navigation May 1 and closed November 30.

Repairs of a minor nature only were found necessary during the past year. These included the painting of the lock gates, small repairs to the dam, the renewal of snubbing posts, repairs to fencing, the rebuilding of the derrick scow from bottom up, etc.

(b) CHAMBLY CANAL

Between the St. Ours lock and Chambly basin, a distance of 32 miles, the river is navigable with a depth of 7 feet. The Chambly canal, which enters at this point, is 12 miles in length and has nine locks. It surmounts all the rapids between Chambly and St. Johns, thus establishing communication with lake Champlain. The locks, nine in number, provide a depth of 6½ feet of water over sills.

The canal was opened to traffic May 1 and closed November 30.

All locks on the canal were gone over and repairs made where necessary. These included the pointing of masonry, repairs to mitre sills, gates, and gate platforms, painting lock gates, etc.

The bridges crossing the canal required only minor repairs. At bridge 1 a window was added to the cabin. The flooring of bridge 2 was repaired and

wooden fenders on abutments renewed. At bridge 5 the floor and floor sills were replaced. Chains were installed at bridge 8 to prevent access to the towpath. The east approach to bridge 10 was raised. Bridges 4, 5 and 6 were scraped and painted.

The decayed wooden fence of the wharf on the west side of the canal above lock 3 was replaced with a concrete wall 196 feet long and 10 feet 6 inches high.

Between bridge 1 and lock 4, on the west side of the canal, the old stone wall was taken down and rebuilt. At the lower entrance to the canal both sides of the guide pier were dredged to provide greater depth for barges.

All canal buildings were kept in good repair including the superintendent's residence and canal office at Chambly, various lock and bridge houses, carpenter shop, machine shop, power-house, electrician's residence, etc., and all grounds and flower beds were neatly maintained.

The boiler, engines and rudder of tug *Chambly* were repaired and the hull caulked and painted. General repairs were also made to the derrick, repair scow and flat scows.

4. LAKE ONTARIO TO GEORGIAN BAY

(a) MURRAY CANAL

This canal, an open waterway 80 feet in width with 11 feet depth at low water across the isthmus of the Prince Edward County peninsula connecting the bay of Quinte with lake Ontario, is without locks.

Navigation opened April 14 and closed December 6. No delays, due to accident or other cause, occurred during the season.

The principal repairs found necessary during the year were as follows:—

At the Trenton road bridge the decayed cribwork between the pivot and rest piers was replaced on the navigation side by a concrete wall 114 feet long. On the other side of the pier a dry wall was constructed to retain the filling. At the Canadian National Railway swing-bridge, the masonry carrying the locking device, which had become so broken that the bridge lock was useless, was replaced by concrete into which anchor bolts carrying the lock were embedded.

During the sweeping of the canal bottom, a portion of a wrecked barge containing large stone was discovered and removed by dredging.

The customary repairs were made to stone protection along the canal banks, fences were repaired and the canal bank was kept in passable condition.

(b) TRENT CANAL

The route of the Trent canal, as now in operation, lies between Trenton, on the bay of Quinte, where direct connection is made with lake Ontario, and Port Severn, on Georgian bay, from which the waters of the Great Lakes are accessible. The canal is made up of a series of lakes and rivers connected by relatively short lengths of artificial cuttings. Connection between the water levels of the various reaches is effected by locks, except at Swift Rapids and Big Chute where marine railways are employed. The through route may be briefly described as follows: Between Trenton and Rice lake the canal follows the line of the Trent river. Passing through Rice lake it enters the Otonabee river, the route of which is followed to its source in Katchiwano lake. From this lake the line of the canal passes in succession through Clear lake, Stony lake, Lovesick lake, Buckhorn lake, Pigeon lake, Sturgeon lake and Cameron lake to the west side of Balsam lake. From here connection is made by an artificial cutting with Mitchell lake about two miles westward, and from the latter lake another cutting makes connection with Cranberry lake. From the south end of Cranberry lake connection is made with lake Simcoe by another artificial cutting.

Passing through lake Simcoe the route of the canal continues to the Severn river, the line of which is followed to the Georgian bay outlet at Port Severn. From Trenton the canal rises to a summit at Balsam lake, the level of which is about 597 feet above that of lake Ontario. From Balsam lake to Georgian bay there is a fall of 262 feet. The total length of the route from lake to bay is about 240 miles. It is made up of two main divisions: the Eastern division between Trenton on lake Ontario and the outlet of lake Simcoe and the Western division from lake Simcoe to Georgian bay.

Eastern Division, (Lake Ontario to lake Simcoe).—This division includes, in addition to the main route of the canal, the Scugog branch, 35 miles in length, from Sturgeon lake to Port Perry *via* the Scugog river and lake, and various other navigable channels aggregating in all about 60 miles. The total extent of canal and canalized waters maintained in operation on this division is therefore about 240 miles. There are 42 locks and lock structures, two of which are hydraulic lift locks, 8 guard gates, 47 bridges, 7 emergency dams, 40 lockhouses, 30 watch-houses and 24 storehouses. Included also under this division are various reservoir lakes and dams taken over from the Ontario Government in 1905 under Order in Council, which are maintained and operated by the department. Of such dams there are 50 in all, 36 of them being concrete structures and the remainder timber.

Among the principal works carried on in the past year the following may be noted:—

During the 1926 season the new dam at lock 23 was completed. It still remained to remove the old dam. This work was carried out by the dredge *Fenelon*, which had been rented by the contractors for the purpose, during July of last year. At the same time camp buildings were dismantled, the grounds on both sides of the river were cleaned up and the entire site left in a thoroughly neat and orderly condition.

Under contract with Construction and Engineering Limited, work was started in July, 1927, on the construction of a concrete dam at lock 24 to replace the old timber dam, which had seen over thirty years' service. By the middle of October the north abutment and five northerly piers had been completed and the greater portion of the intermediate breast walls. The unwatering of the southerly half of the dam for the construction of the remaining four piers and abutment was then commenced and completed early in November. Concreting then proceeded until the end of December by which time the southerly half of the dam had been completed with the exception of the cut-off core adjoining the south abutment and the platform over the piers and sluices. The entire undertaking will be fully completed during the coming season.

At Gore's Landing, on Rice Lake, the old wharf, which had fallen into a serious state of disrepair, was completely reconstructed. A concrete wall 180 feet long was built along the outer face and backfilled with stone and gravel. Seventeen anchor piers were constructed in the interior of the dock and connected to the face wall with steel tie rods. Along the inner face and east side the piles have been cut off below water level for the placing of caps, stringers and deck. The whole undertaking will be completed early in the coming season.

A lockmaster's house, recently completed, was constructed at lock 6, Frankford, there being no living quarters obtainable in the district.

The dredge *Auburn* was employed first in the lower Scugog river, afterwards in removing a submerged light-house pier in Pigeon lake and again, until the beginning of August, on the lower Scugog. For the remainder of the season this dredge was employed between the Portage road and Victoria road bridges in deepening and widening the channel. The entire season's operations covered an area of 49,000 square yards. The dredge *Fenelon* was first utilized by the contractors for the new dam at lock 23 in removing the old dam. Between the middle of July and the end of September work was carried on in the narrows below Buckhorn in deepening and widening the channel. After this, until the

close of the season, dredging was carried on at the lower entrance to lock 27 at Young's Point. The total quantity of material removed during the season amounted to 1,375 cubic yards, a large proportion of which was rock.

The new dam and logslide at Elliott's Falls, begun in 1926, was completed last season, the work which still remained to be done, consisting in the demolition of the old dam, the construction of the concrete logslide and side dam and the general cleaning up of the area, being finished up early in June.

A small amount of preliminary work was done in 1927 on the new dam proposed for Hawk river. Concrete work, however, was not commenced until March of this year. Thus far, 222 cubic yards of concrete have been placed, representing about 20 per cent of the total quantity estimated for the finished structure. At Eel's lake, the two small timber dams were reconstructed in timber, the work being completed early in February. The timber logslide of the Hall's lake dam, which had fallen into a state of disrepair, was reconstructed in concrete. Some preliminary work was done at the Big Bear lake dam, which is to be rebuilt in concrete, and minor repairs were made to the dam at Bottle lake.

At the Peterborough hydraulic lift-lock further trouble from leakage through the floor of the west upper entrance had been experienced. To overcome this, additional puddle was added to provide for the subsidence which was found to have taken place and stone again placed about the collecting drain. A bad vertical crack in the seal wall opposite to the collecting drain was cut out, the crack caulked and grouted and the wall restored. A horizontal crack at the first step in the seal wall received similar attention. All valves, operating machinery, etc., were gone over and put into satisfactory working condition.

The Kirkfield hydraulic lift lock was also thoroughly inspected. The recess, which had not been unwatered since 1907, was thoroughly cleaned, four small scow loads of mud and other debris being removed. The buoyancy tanks and gate were painted. Disintegrated concrete wherever found was removed and replaced. All mechanism was put in good working order.

Complete new decks were placed on the Montreal-Toronto highway bridge at Trenton and on the Balsover bridge. Elm floors were placed on bridges at lock 19, Chemong and Lakefield. The bridges at Lakefield and Wellington street, Lindsay, were completely cleaned and painted.

The floating plant of the canal, which includes the dredges *Fenelon* and *Auburn*, one drill boat, seven scows, the tugs *Bessie Buller*, *Bob Hall*, *J. B. McColl* and *Harwood* and two cook boats, received such repairs as were found necessary.

During the 1927 season the number of recorded lockages on the canal was 13,137, a slight decrease from the figures of the previous year. The heaviest traffic recorded since the year 1919 was for the year 1922, when the total lockages numbered 15,388.

Western Division (Lake Simcoe to Georgian bay)—Under this division, as previously noted, is included that portion of the route of the canal which lies between the navigable waters of lakes Simcoe and Couchiching and Georgian bay, in addition to which must also be included the now abandoned canalization of the Holland river from Cook's bay, at the southerly end of lake Simcoe, to the town of Newmarket, a distance of about $12\frac{1}{2}$ miles.

The original scheme for this division provided for a lock and terminals at Honey Harbour on Georgian bay connected to Gloucester pool *via* Go Home bay and lake. This, however, has not yet been carried into effect. The navigation of this division is now effected by means of the lock at Washago, the marine railways at Swift rapids and Big Chute, which provide for the transportation of 15 to 20 ton boats of $13\frac{1}{2}$ foot beam with a length of 55 feet and draught of 4 feet, and the lock at Port Severn.

Special work carried out during the year on this division included the following:—

New range lights of the "Aga" gas lantern type were received during the year to be placed at the entrance to the dredged channel at the northerly end of lake Couchiching and on the Orillia shore of the lake. For the channel entrance light a stone-filled crib with concrete top was constructed and for the shore light a concrete base. These lights will be put in service for the coming season of navigation.

At Swift Rapids a frame dwelling, 24 feet by 32 feet with an extension summer kitchen, was erected for the use of the marine railway operator. The building is equipped with a concrete floored cellar, furnace and concrete cistern.

All three submerged sluices in the Swift Rapids dam were unwatered in September last and thoroughly inspected. They were found in practically as good condition as when last examined in 1924.

A few repairs were found necessary at the marine railway at Big Chute. A number of badly bent rails, which caused considerable jerking on the steep grade, were taken out and replaced by better rails, thus improving the line and surface of the track and reducing the strain on the operating machinery.

A double boathouse, with facilities for lifting out, repairs and painting, was erected at Washago for the accommodation of the two service launches, which had previously been housed in old and unsuitable buildings. At Swift Rapids also, where boathouse accommodation was similarly inadequate, a commencement was made in the late autumn on a new boathouse for the cruiser *Oriental*.

Thirty-five new buoys were placed during the season, for the most part to replace those carried away or broken by high water or ice. All buoys on the division were painted.

5. ST. PETER'S CANAL

The St. Peter's Canal, which was constructed between the years 1912 and 1917, connects the Bras d'Or lakes with St. Peter's bay on the southeast coast of Cape Breton island. It consists of a tidal lock 300 feet in length and 48 feet in width and provides for a minimum depth of 18 feet of water on the lock sills.

During the past season of navigation this canal was in operation between April 25, 1927, and January 21, 1928, and was operated during this time without any serious delay to traffic. The total number of vessels making use of the lock was 1,270, a decrease of 33, or about $2\frac{1}{2}$ per cent from the record of the year before.

Early in the season the old cribwork on the east side of the lake entrance from the swing bridge to the outer entrance, a distance of 627 feet, which had been in service about 35 years and had become completely decayed, was removed down to low water level and rebuilt. After the stone filling had been replaced behind the new timbers, the ground, for a considerable distance behind the cribwork, was regraded and ten cast-iron mooring posts were set at intervals behind the face of the new wall. The concrete lock walls and long entrance walls at the Atlantic end of the canal also received extensive repairs.

A new wooden floor, consisting of $1\frac{1}{2}$ -inch spruce, longitudinally laid over heavy pine plank, was placed on the swing bridge over the canal.

The superintendent's house received extensive repairs and a new furnace was installed in the basement. The roof of the warehouse was re-shingled.

Other lesser works carried out included the annual scraping of the lock gates below water level to remove barnacles and mussels, the inspection and repairing of gate valves, the painting of lock gates above water level, the replacement of wooden by cast iron mooring posts, and the construction of a small scow for use on the canal.

6. MISCELLANEOUS WORKS

(a) HUDSON BAY TERMINALS

During March and April, 1927, twelve men with equipment were transported by aeroplane from Cache lake on the Hudson Bay railway to Fort Churchill where 22 borings and 3 test pits were put down during the months of May, June, and July. At the same time the staff at Port Nelson was increased by twenty-one men who were employed in the reconditioning of the tug *Yates*, a deck scow, a gasoline boat and a well drilling machine.

In August an inspection trip was made by Hon. C. A. Dunning, Minister of the Department, Mr. F. Palmer, Consulting Engineer, and other officials from the end of steel on the railway line to Port Nelson and Fort Churchill. Following this inspection Mr. Palmer recommended the abandonment of Port Nelson and the selection of Fort Churchill as the northerly terminus of the railway. Orders were then issued for the removal of all plant and equipment from Port Nelson to the newly selected terminus.

An additional one hundred and seventy-five men were immediately despatched to Port Nelson and the work of demolition commenced. During the month of September two successful trips were made by the tug *Yates* with a scow in tow loaded with building materials, equipment, machinery, etc. from Port Nelson to Fort Churchill. The schooner *Fort York* also made two similar trips.

The ss. *Canadian Raider* of the Canadian Government Merchant Marine chartered by the department, made the voyage from Sydney to Fort Churchill, arriving September 26, with a cargo of 3,500 tons of coal and 500 tons of other supplies. Of this ship load 2,000 tons of coal was discharged and the remainder of the cargo. On the return trip a portion of the coal which had not been unloaded was put off at Port Burwell, at the northeast point of Ungava bay, after which the vessel, meeting with an accident, was beached at Port Burwell for the winter.

The sea-going tug *Ocean Eagle*, purchased from the St. John Drydock Company, together with a sister ship, the *Ste. Anne*, chartered from the Bathurst Company, left Halifax for Fort Churchill September 15 having in tow the dredge *Kennequhair*, and a steel dump scow. During a storm, while off the Labrador coast some 300 miles south of Hudson Straits, the *Kennequhair* sprang a leak and sank. The remainder of the convoy arrived at Port Burwell October 1. The two tugs then returned to their home ports. The dump scow was left at Port Burwell for the winter. The self-propelling hopper barge *No. 2*, taken over from the Department of Marine and Fisheries, which had left Montreal September 10, arrived at Port Burwell with the *Ocean Eagle* and *Ste. Anne* and proceeded immediately to Fort Churchill where she arrived October 11. From here she proceeded to Port Nelson with the *Yates* and *Neophyte* and docked for the winter.

During the winter months the force at Port Nelson was engaged in the rebuilding of temporary bridges along the railway grade from "end of steel" to Port Nelson, in the preparation of a road and in the transportation of materials delivered at "end of steel". For the transporting of materials four large 100-horsepower tractors, and two small tractors with 24 sleighs were employed.

During the month of March the transportation of materials and supplies along the coast from Port Nelson to Fort Churchill was begun, one trip being made when four tractors successfully covered the distance with 20,000 feet of timber, dynamite, gasoline and other materials.

At Fort Churchill, during the winter, twenty-two men were employed in the erection of a wireless station and in the cutting of native timber.

Contracts have now been let for the building of two 8-cubic yard dipper dredges, one 450-cubic yard dump scow and one 500-cubic yard self-propelling hopper barge. This plant, the delivery of which is expected next August, will be sent to Fort Churchill.

In the spring of 1927 the ice began to move at Flamboro Head, June 4. The river was clear by June 18. Ice began to form again in the river November 5. The river was full of ice by November 9 but was cleared three days later by a high tide. The ice formed again shortly after and by January 2, 1928, solid ice extended as far out to sea as the eye could reach.

At Churchill the ice went out of the river June 19. The bay was clear by July 10. Ice again formed in the Churchill river November 1 and by November 20 the ice field extended for fifteen miles out to sea.

(b) ST. LAWRENCE SHIP CANAL

For many years the question of the ultimate enlargement of the St. Lawrence canal system between lake Ontario and Montreal has been studied by the engineers of this department, and much data relating thereto has been obtained.

During recent years the work of completing definite plans for such an enterprise became necessary in order to enable the department to deal intelligently with proposals, by private corporations, for the development of isolated water-powers which might seriously conflict with any reasonable development of the navigation and power potentialities of the river as a whole. Under this impetus, plans were evolved for a comprehensive development of the upper section of the river.

Early in the fiscal year 1924-25 a board of engineers was appointed by the Canadian Government and a similar board appointed by the United States Government for the purpose of jointly reviewing the Wooten-Bowden report of 1921 and reporting on the cost of a through deepwater route from the head of the Great Lakes to the sea. The members of the Canadian board are Mr. D. W. McLachlan (Chairman), Brig.-Gen. C. H. Mitchell, and Mr. Olivier O. Lefebvre. A number of meetings of the board have been held and instructions as to the form and scope of the report to be made were finally agreed upon in joint session at Washington in December, 1924, and forwarded to both the Canadian and American Governments. On January 5, 1925, these instructions, after having been considered by the National Advisory Committee for Canada, were transmitted to the board. Meantime, in anticipation of the eventual receipt of these instructions, much study has been given both to the Canadian and American sections of the river. Ice conditions have been carefully investigated, stream discharges determined, soundings taken, test borings driven, surveys carried out, and numerous plans prepared. As a result, a large amount of valuable information has now been got together for use in the preparation of the required designs and report.

Forty meetings with the American section of the board have been held since its inception, three of which took place during the past year. These meetings extended over periods of from two to three days and consisted of a general discussion of the various matters on which the board was preparing to make its report. The main body of the report was eventually signed at Washington, November 16, 1926. The appendices to accompany the report were completed in July, 1927, and have been available for distribution since December last.

In the Ottawa office a staff of two engineers, one draughtsman and two clerical assistants has been maintained. For the field work, with headquarters at Cornwall, one survey party and one boring party were employed during the greater part of the year.

The office staff has been engaged in the preparation of estimates and plans for inclusion in the appendices to the report and in connection also with estimates

and plans to accompany the report on a lake terminal for use with the Welland Ship canal. In addition to this an economic study of the St. Lawrence Waterway project was made and various plans and estimates prepared in response to enquiries of a special committee of the Senate appointed to enquire into the St. Lawrence river project. The survey party was employed in surveying various sites for a terminal for use with the Welland Ship canal and on other related work. During the winter ice conditions was observed and water levels and temperatures recorded. In the vicinity of Chrysler island seventeen additional borings were put down by the boring party. As a result, better foundation conditions were discovered than had previously been thought available making possible the recommendation by the Canadian section of the board the Chrysler island project for the improvement of this section of the St. Lawrence river.

(c) HUNGRY BAY AND STE. BARBE DYKES

These dykes extend westward along the south shore of lake St. Francis from the upper entrance of the Beauharnois canal for a distance of about 7 miles. They are maintained as a protection against the waters of the lake, the level of which was raised when the canal was constructed. It may here be mentioned that since the opening of the Soulanges canal in 1899 the Beauharnois canal has ceased to be used for navigation and is under lease for power purposes only. The Hungry bay dyke has been in existence since 1856. The top of this dyke is maintained as a road. The Ste. Barbe dyke was constructed in 1889. At various places along the lake shore, protection walls have been built outside the dykes.

The road along the Hungry bay dyke was thoroughly repaired, holes and ruts being filled with a mixture of crushed stone and liquid asphalt and afterwards oiled and sanded. These repairs, which extended southerly from a point about one mile beyond the town of Valleyfield, were made over a length of about 5 miles along the dyke.

Along the lake shore, fronting the Ste. Barbe dyke, additional dry stone protection walls were constructed at various points. The aggregate length of walls thus constructed in 1927 was 8,550 feet, or 1.62 miles.

All ditches were kept in good order, weeds were cut and burned and the road kept free of snow during the winter months.

I have the honour to be, sir,
Your obedient servant,

A. E. DUBUC,
Chief Engineer.

OTTAWA, April 1, 1928.

G. A. BELL, Esq., C.M.G.,
Deputy Minister, Department of Railways and Canals,
Ottawa, Canada.

CANALS OF CANADA

Name	Location	Length in Miles	No. of Locks	Locks		
				Minimum dimensions		
				Length	Width	Depth at ordi- nary low level
				Ft.	Ft.	Ft.
<i>St. Lawrence and Great Lakes</i>						
Lachine.....	Montreal to Lachine.....	8.50	5	270	45	14
Soulanges.....	Cascades Point to Coteau Landing	14.00	5	280	45	15
Cornwall.....	Cornwall to Dickinson's Landing.	11.25	6	270	45	14
Farran's Point.....	Farran's Point Rapid.....	1.25	1	800	50	14
Rapide Plat.....	Rapide Plat, Morrisburg.....	3.66	2	270	45	14
Galops.....	Iroquois to Cardinal.....	7.33	3	800	50	14
Welland.....	Port Dalhousie, Lake Ontario to Port Colborne, Lake Erie.....	26.75	26	270	45	14
Sault Ste. Marie.....	St. Mary's Rapids, 47 miles west of Lake Huron.....	1.30	1	900	60	19
<i>Ottawa and Rideau Rivers</i>						
Ste. Anne Lock.....	Junction of St. Lawrence and Ottawa rivers.....	0.12	1	200	45	9
Carillon.....	Carillon rapids, Ottawa river.....	0.75	2	200	45	9
Grenville.....	Long Sault rapids, Ottawa river...	5.75	5	200	45	9
Rideau.....	Ottawa to Kingston.....	126.25	47	134	33	5
	Rideau Lake to Perth (Tay Branch).....	7.00	2	134	33	5
<i>Richelieu River</i>						
St. Ours Lock.....	St. Ours, Que.....	0.12	1	200	45	6.5
Chambly.....	Chambly to St. Johns, Que.....	12.00	9	118	22.5	6.5
<i>Lake Ontario to Georgian Bay</i>						
Murray.....	Isthmus of Murray, Bay of Quinte	5.17	None			11
Trent.....	Trenton to Peterboro Lock, Peter- boro.....	89.0	18	175	33	8.4
	Peterboro Lock to Washago.....	114.6	23	134	33	6
	Sturgeon Lake to Port Perry (Scu- gog Branch).....	35.0	1	142	33	6
	Port Severn Lock.....		1	100	25	6
<i>Miscellaneous</i>						
St. Peters.....	St. Peters Bay to Bras d'Or Lakes, Cape Breton, N.S.....	0.49	1	300	48	18

TABLE SHOWING THE DATES OF THE OPENING AND CLOSING OF THE CANALS FOR THE SEASON OF 1924, 1925, 1926 AND 1927

Canals	1924		1925		1926		1927	
	Opened	Closed	Opened	Closed	Opened	Closed	Opened	Closed
Lachine	April 21	Dec. 13	April 27	Dec. 11	April 26	Dec. 11	April 25	Dec. 12
Soulanges	" 23	" 12	" 26	" 11	" 26	" 11	" 24	" 10
Cornwall	" 22	" 14	" 22	" 12	May 3	" 11	" 23	" 10
Williamsburg—								
Farran's Point	" 22	" 14	" 22	" 12	" 3	" 11	" 25	" 10
Rapide Plat	" 22	" 14	" 22	" 14	" 3	" 11	" 25	" 10
Galops	" 22	" 14	" 22	" 14	" 3	" 11	" 25	" 10
Welland	" 16	" 13	" 15	" 17	" 1	" 16	" 16	" 16
Sault Ste. Marie	" 19	" 15	" 8	" 17	" 1	" 17	" 12	" 18
Ste. Anne	May 1	Nov. 30	May 1	Nov. 30	" 1	Nov. 30	" 25	Nov. 30
Carillon & Grenville	" 1	" 30	" 1	" 30	" 1	" 30	May 1	Nov. 30
Rideau—								
At Ottawa	" 1	" 30	" 1	" 30	" 1	" 30	" 1	" 30
At Kingston Mills	" 1	" 28	" 1	" 14	" 1	" 30	" 1	" 25
Trent—								
Ontario-Rice Lake Division, Lower Section	" 13	" 4	April 25	" 6	" 1	" 6	" 11	" 12
Trenton Bridge	" 17	Oct. 4	May 11	Oct. 26	—	" 8	" 3	" 11
Ontario-Rice Lake Division, Upper Section	" 20	Nov. 29	May 5	Nov. 14	May 25	" 9	" 10	" 12
Hastings to Rice Lake	May 15	Nov. 18	" 5	" 14	" 24	" 6	" 9	" 30
Rice Lake to Peterborough	May 12	Nov. 15	May 3	Nov. 22	May 24	Nov. 7	April 29	Nov. 15
Peterborough to Lakefield	May 12	" 6	" 6	Oct. 29	June 8	" 5	May 7	" 15
Peterborough Lift Lock	" 12	" 6	" 6	Nov. 4	" 8	Oct. 31	" 10	" 5
Lakefield to Bobcaygeon	April 26	" 26	" 7	" 6	May 17	Nov. 15	" 7	" 5
Bobcaygeon to Balsam Lake	" 28	" 3	" 12	" 19	" 11	" 15	" 2	" 1
Kirkfield Lift Lock	May 18	Oct. 24	" 9	Oct. 23	" 17	Oct. 23	" 13	Oct. 25
Kirkfield to Lake Simcoe	" 18	" 24	" 21	" 31	" 10	" 23	" 13	Nov. 8
Lake Simcoe to Orillia	" 12	Nov. 19						
Seugog River to Lindsay Lock	April 27	" 15	April 8	Oct. 22	May 5	Nov. 15	May 12	Nov. 7
Murray	" 15	Dec. 9	" 8	Dec. 3	April 8	Dec. 3	April 14	Dec. 6
St. Ours	May 1	Nov. 30	May 1	Nov. 30	May 1	Nov. 30	May 1	Nov. 30
Chambly	" 1	" 30	" 1	" 30	" 1	" 30	" 1	" 30
St. Peters	April 23	Jan. 7	April 6	Jan. 9	" 10	Jan. 15	April 25	Jan. 21
		1925		1926		1927		1928

DOMINION OF CANADA

TWENTY-FOURTH REPORT

OF THE

BOARD OF
RAILWAY COMMISSIONERS
FOR CANADA

FOR THE YEAR ENDING DECEMBER 31
1928



OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1930

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA

Hon. H. A. McKEOWN, K.C., *Chief Commissioner.*

S. J. McLEAN, M.A., LL.B., Ph. D., *Assistant Chief Commissioner.*

THOS. VIEN, K.C., *Deputy Chief Commissioner.*

C. LAWRENCE, *Commissioner.*

Hon. FRANK OLIVER, *Commissioner.*

Hon. T. C. NORRIS, *Commissioner.*

A. D. CARTWRIGHT,
Secretary.

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REPORT
OF THE
BOARD OF RAILWAY COMMISSIONERS
FOR CANADA

To the Governor in Council:

Pursuant to the provisions of section 31 of the Railway Act, 1919, the Board of Railway Commissioners for Canada has the honour to submit its Twenty-fourth Report for the year ending December 31, 1928.

Since the publication of the last report the following amendment has been made to the Railway Act, 1919:—

18-19 GEORGE V

CHAPTER 43

An Act to amend the Railway Act

[Assented to 11th June, 1928.]

HIS MAJESTY, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:— R.S., c. 170.

The *Railway Act*, being chapter one hundred and seventy of the Revised Statutes of Canada, 1927, is amended as follows:—

1. Section two hundred and sixty-two of the said Act is repealed and the following is substituted therefor:—

“**262.** (1) The sums heretofore or hereafter appropriated and set apart to aid actual construction work for the protection, safety and convenience of the public in respect of highway crossings of railways at rail level shall be placed to the credit of a special account to be known as “The Railway Grade Crossing Fund,” and shall (insofar as not already applied) be applied by the Board, subject to the limitations hereinafter set out, solely towards the cost, not including that of maintenance and operation, of actual construction work for the protection, safety and convenience of the public in respect of crossings (railway crossings of highways or highway crossings of railways) at rail level in existence on the first day of April, one thousand nine hundred and nine, and in respect of existing crossings (railway crossings of highways or highway crossings of railways) at rail level, constructed after the first day of April, one thousand nine hundred and nine, provided, however, that the Board shall not apply any moneys out of The Railway Grade Crossing Fund towards the cost of the actual construction work, for the protection, safety and convenience of the public in respect of any existing crossing”

Railway
Grade
Crossing
Fund.

(railway crossing of a highway or highway crossing of a railway), at rail level, constructed after the first day of April, one thousand nine hundred and nine, unless and except an agreement, approved of by the Board, has been entered into between the company and a municipal or other corporation or person by which agreement the municipal or other corporation or person has agreed with the company to bear a portion of the cost of the actual construction work for the protection, safety and convenience of the public in respect of such crossing (railway crossing of a highway or highway crossing of a railway), at rail level, constructed after the first day of April, one thousand nine hundred and nine.

Apportionment of money by Board.

(2) The total amount of money, to be applied by the Board out of The Railway Grade Crossing Fund, under the provisions of this section, in the case of any one crossing, where the cost of the actual construction work in providing the protection, safety and convenience for the public does not exceed one hundred thousand dollars, shall not exceed forty per cent of such cost, and the total amount of money, to be applied by the Board out of The Railway Grade Crossing Fund, under the provisions of this section, in the case of any one crossing, where the cost of the actual construction work in providing the protection, safety and convenience of the public exceeds one hundred thousand dollars, shall not exceed forty per cent of such cost, and shall not in any case exceed one hundred thousand dollars.

Provincial contribution to Fund.

(3) In case any province contributes towards The Railway Grade Crossing Fund, the Board may apportion, direct and order payment out of the amount so contributed by such province for the purpose of the said fund, subject to any conditions and restrictions made and imposed by such province in respect of its contribution.

"Crossing" defined.

(4) In this section "crossing" means any railway crossing of a highway, or any highway crossing of a railway, at rail level, and every manner of construction of the railway or of the highway by the elevation or the depression of the one above or below the other, or by the diversion of the one or the other and any other work ordered by the Board to be provided as one work of protection, safety and convenience for the public in respect of one or more railways of as many tracks crossing or so crossed as in the discretion of the Board determined.

Grant for railway level crossings.

(5) The grants or the unexpended portions or moneys thereof made under the provisions of the Acts, chapter thirty-two of the statutes of 1909, chapter fifty of the statutes of 1914, and chapter thirty of the statutes of 1919, of two hundred thousand dollars each year for twenty consecutive years from the first day of April, one thousand nine hundred and nine, may, from and after the passing of this Act, notwithstanding any provision of any of the said Acts, be expended to aid actual construction work for the protection, safety and convenience of the public in respect of crossings (railway crossings of highways or highway crossings of railways) at rail level in existence on the first day of April, one thousand nine hundred and nine, and in respect of existing crossings (railway crossings of highways or highway crossings of railways) at rail level, constructed after the first day of April, one thousand nine hundred and nine, subject to the terms and conditions in this section contained."

2. Subsection one of section two hundred and ninety-five of the said Act is repealed and the following is substituted therefor:—

“ 295.(1) A printed copy of so much of any by-law, rule or regulation, as affects any person, other than the shareholders, or the officers or employees of the company, shall be openly affixed, and kept affixed, to a conspicuous part of every station belonging to the company, so as to give public notice thereof to the persons interested therein or affected thereby. Printed copy to be posted up.

Nothing in this subsection contained shall apply to any by-law for the regulation of highway traffic upon or over a railway bridge, public notice of which by-law shall be sufficiently given, to persons interested therein or affected thereby, by the publication thereof in one issue of the *Canada Gazette*. Publication of by-law for regulation of highway traffic.

PUBLIC SITTINGS OF THE BOARD

During the year covered by the period from January 1, 1928, to December 31, 1928, the Board held 48 public sittings at which 185 applications were heard. The number of public sittings held in the various provinces were as follows:—

Provinces	Number
Ontario.....	33
Quebec.....	7
Manitoba.....	2
Saskatchewan.....	3
Alberta.....	3
British Columbia.....	..
Nova Scotia.....	..
New Brunswick.....	..
Prince Edward Island.....	..
Total.....	48

The applications include a great variety of matters falling within the jurisdiction of the Board under the Railway Act, varying from a complaint of a private individual to weightier matters of general public interest affecting the community as a whole.

FORMAL AND INFORMAL MATTERS

The number of informal matters dealt with by the Board, as distinguished from matters heard at public sittings, constitute a considerable percentage of the total applications and complaints dealt with by it; that is to say, of a total of 3,396 applications and complaints received and dealt with by the Board, 95 per cent were disposed of without the necessity of such formal hearing. These informal complaints, dealt with and settled without the necessity of hearing, entail in many instances a considerable amount of inquiry and consideration on the part of the Board's officials, and cover a wide range of subjects, as, for example, a complaint of a more or less trivial nature to a matter of general public interest affecting the community as a whole, or involving the application of some general principle, regarding the railway rates.

RAILWAY GRADE CROSSING FUND

In accordance with the provisions of subsection (5) of section 262 of the Railway Act, 1919, provision was made that the sum of \$200,000 each year, for ten consecutive years from the 1st day of April, 1919, be appropriated and set apart from the consolidated revenue fund for the purpose of aiding actual con-

struction work for the protection, safety and convenience of the public in respect of highway crossings of railways at rail level, in existence on the 1st day of April, 1909, the said sums to be placed to the credit of a special account to be known as "The Railway Grade Crossing Fund", to be applied by the Board, subject to certain limitations set out in the Act and amending Acts, solely towards the cost (not including that of maintenance and operation) of actual construction work for the purpose specified.

In dealing with such crossings, the Board issued, between the 1st day of April, 1909, and the 31st day of December, 1928, 867 orders, providing protection for 973 crossings, as follows:—

By automatic interlocking plants (street railway protection).....	13
By closing crossings.....	92
By diverting crossings.....	2
By diversion highways.....	99
By diversion to bridge.....	4
By diversion and double bell and wigwag.....	1
By diversion to improve view.....	1
By diversion to right angle crossing.....	2
By diversion and removal view obstruction.....	1
By diversion to subway.....	2
By electric bells.....	274
By electric bell and flash-light.....	2
By electric bell and removal view obstruction.....	2
By electric bell and wigwag.....	253
By electric bell and wigwag and removal view obstructions.....	7
By easing curve on approach to highway bridge.....	1
By gates.....	123
By gates and half interlocker.....	1
By grade reduction.....	1
By overhead bridges.....	43
By removal view obstructions.....	60
By removal view obstructions and reducing grade.....	2
By shelter.....	1
By subways.....	88
By towers.....	3
By wigwags.....	17

It will be seen by comparing the total number of crossings protected with the Twenty-third Annual Report of the Board that the increase for the twelve months ending December 31, 1928, in the number of crossings protected number 119, made up as follows:—

By automatic interlocking plants (street railway protection).....	2
By closing crossings.....	20
By diversion crossings.....	2
By diversion highways.....	13
By electric bell and wigwag.....	94
By electric bell and wigwag and removal view obstruction.....	1
By overhead bridges.....	8
By removal view obstructions.....	12
By subways.....	6
	158

NOTE.—One hundred and nineteen crossings and 158 protections consequent on account of 13 diversions closing 20 crossings and double bell and wigwag at 26 crossings.

It will be noted that under the amendment to the Railway Act, chapter 43, 18-19 George V, the total amount of money to be apportioned and directed and ordered by the Board to be payable from the annual appropriation, in the case of any one crossing where the cost of the actual construction work in providing protection, safety and convenience for the public does not exceed one hundred thousand dollars, shall not exceed forty per cent of such cost, and the total amount of money to be applied by the Board out of the Railway Grade Crossing Fund under the provisions of the section, in the case of any one crossing where the cost of the actual construction work in providing protection, safety and convenience for the public exceeds one hundred thousand dollars, shall not exceed forty per cent of such cost, and shall not in any case exceed one hundred

thousand dollars. Provision is also made that in case any province contributes towards the Railway Grade Crossing Fund, the Board may apportion, direct and order payment out the amount so contributed by such province for the purpose of said fund, subject to any conditions and restrictions made and imposed by such province in respect of its contribution.

GENERAL ORDERS

The following is a brief summary of some of the matters dealt with under the Board's General Orders during the year ending the 31st December, 1928:—

General Order No. 456, dated March 8, 1928, directing that with respect to freight traffic moving between points within Canada, if there are no through rates in effect to destination, shipments must be forwarded via the route which will give the lowest combination of local rates, or charges must be based thereon if traffic is forwarded via other routes.

General Order No. 457, dated March 24, 1928, in the matter of application of the Canadian Freight Association for approval of Supplement No. 4 to Canadian Freight Classification No. 17. The Board directed that said Classification No. 17 be approved, subject to certain changes and additions, as set out in said Order.

General Order No. 458, dated March 27, 1928, with regard to regulations respecting Railway Safety Appliance Standards. The Board directed that boarding cars without end platforms constructed or reconstructed subsequent to the 1st day of May, 1928, and used on railways owned or operated in Canada, be as set forth in the Regulations with Respect to Railway Safety-Appliance Standards approved by the Board's General Order No. 102, dated February 7, 1913, with certain exceptions as detailed in said order.

General Order No. 459, dated June 7, 1928 dealing with the matter of regulations for the transportation by freight of Explosives and Dangerous Articles, as approved by the Board's General Orders Nos. 203 and 204, and providing for certain amendments thereto with regard to Shipping Container Specification No. 14, as set out in said order.

General Order No. 460, dated June 16, 1928, directing that effective not later than July 15, 1928, all tariffs filed with the Board by railway companies subject to its jurisdiction, providing for diversion of carload traffic in transit, between Canadian points, shall have included and incorporated therein the following rule:—

"When requested by the owner of the property, or his representative, this railway company will make diligent efforts to locate the shipment and effect diversion in transit of carload traffic under the following conditions, but will not assume any responsibility for failure to accomplish diversion unless such failure is due to the negligence of its employees".

General Order No. 462, dated September 20, 1928, reciting that the Interstate Commerce Commission had in its Tariff Circular No. 20 prescribed certain symbols to indicate changes in rates or charges, rules, regulations or practices in freight tariffs, to become effective on October 1, 1928, which would be applicable with respect to international tariffs, and it being desirable that there should be uniformity of symbols in Canadian tariffs covering movements wholly within Canada as well as to United States points: The Board directed that rule No. 22 of Circular No. 204 be made applicable to passenger tariffs and supplements thereto only; and that rule number 22-A as set out in said Order No. 462 be made applicable to freight tariffs and supplements thereto which may be filed with the Board on or after October 1, 1928.

General Order No. 463, dated September 19, 1928, provides for an amendment to the Board's General Order No. 403, dated June 6, 1924, requiring railway companies to install electric lights in the classification and marker lamps

of all locomotive engines in service which are or may be equipped with electric light installations, as set out in said order.

General Order No. 466, dated December 10, 1928, provides that paragraph 1903 (a) of the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight be struck out and clause substituted therefor as set out in said order.

GENERAL DECISIONS AND RULINGS OF THE BOARD

Submitted herewith, epitomized, are some of the more important matters dealt with by the Board at its public sittings for the year ending December 31, 1928.

WOODS MANUFACTURING CO. V. CANADIAN NATIONAL RAILWAYS

Branch Lines—Agreement—Jurisdiction—Railway Act, Sections 180 to 184

The Board has no jurisdiction under the branch lines sections (180 to 184 of the Railway Act) either to fix the terms of an agreement for the co-operative construction and maintenance of a siding constructed under these sections or to revise the terms of such an agreement.

(Carroll Bros. v. G.T.R., 28 C.R.C. 35, followed).

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated January 9, 1928, concurred in by the Chief Commissioner. C.R.C., Vol. XXXIV, p. 307.

FORD CITY *et al* V. CANADIAN NATIONAL RAILWAYS

Farm Crossing—Highway Crossing—Status—Increased Traffic—Legalization—Senior and Junior Rule—Cost—Railway Act, 1919, sections 272, 273.

The Board must consider various questions in opening crossings over railways, e.g., the needs of the public, the effect of the crossing on the operation of the railway, questions of public safety, and the well established principles in regard to factors affecting distribution of cost.

Where a crossing originated as a farm crossing, it continues to hold that status, notwithstanding the increase in the volume of traffic. The increase in the volume of traffic does not make it into a public highway. It is a crossing, under the Railway Act, for a particular purpose and must obtain the sanction of the Board before it can be legalized as a highway. It therefore comes under the operation of the junior and senior rule.

Work done on a highway on both sides of the railway right of way does not convert a farm crossing into a highway. A farm crossing under section 272 of the Railway Act, 1919, when it is given of right is a crossing "convenient and proper for the crossing of the railway for farm purposes." A crossing under section 273, when it is of grace, is a crossing which "the Board deems it necessary for the proper enjoyment of his land, and safe in the public interest."

The application of the town of Ford City and landowners for the construction of highway crossings where Strabane avenue and Central avenue (230 feet apart) intersect the lands of the Canadian National and Essex Terminal Railway Companies where farm crossing had formerly existed, was refused. Nine tracks crossed the railway lands 690 feet in width opposite Strabane avenue and 520 feet in width opposite Central avenue; the existing condition was utterly unfitted for any type of level crossing, however protected, and the situation from a traffic standpoint was too dangerous to justify a level crossing. The Board authorized a crossing to be made by the town at Central avenue, to be provided by means of a subway, at its own expense.

(City of London v. G.T.R. (Ashland Avenue Crossing), 20 C.R.C. 242; Ford City v. G.T.R., 20 C.R.C. 1; Lachine v. G.T.R., 18 C.R.C. 385; Town of St. Pierre v. G.T.R., 13 C.R.C. 1; Montreal v. C.P.R., 18 C.R.C. 50, referred to.)

The facts are fully set out in the Judgment of the Assistant Chief Commissioner, dated January 27, 1928, concurred in by Mr. Commissioner Lawrence. C.R.C., Vol. XXXIV, p. 134.

CANADIAN SHIPPERS' TRAFFIC BUREAU V. CANADIAN NATIONAL RAILWAYS *et al*

Tolls—Reasonableness—Past Transaction—Jurisdiction

The Board has no power to make a declaratory order as to the reasonableness of rates connected with a past transaction. Its jurisdiction as to the reasonableness of rates pertains to the future; it is not retroactive.

Toll—Export—Classification—Legality

Export rates from Ontario to Atlantic ports based upon percentages of the Chicago-New York rates derive their validity from Order of the Board No. 586, dated July 25, 1905, and not from the Official Classification.

The following cases were referred to: Complaint of Messrs. Graham & Co., Ltd., Belleville, Ont., 6 B.R.C., at p. 266; 22 C.R.C. 355; Canadian Shippers Traffic Bureau v. C.N.R., 16 B.R.C. 135; 32 C.R.C. 3; Canadian Traffic Shippers Traffic Bureau v. C.N.R., 15 B.R.C. 249; 31 C.R.C. 347.

The facts are fully set out in the judgment of the Chief Commissioner, dated January 30, 1928, concurred in by the Assistant Chief Commissioner. C.R.C., Vol. XXXIV, p. 311.

CANADIAN SHIPPERS' TRAFFIC BUREAU V. CANADIAN NATIONAL RAILWAYS

Tariffs—Railway Act, Section 331, subsection 3—Interpretation—Direct Routing—Rule—Scope—Long and Short Haul Clause

I. Section 331, subsection 3, governs the "filing" of special freight tariffs and has no connection with the interpretation of the scope and import of an expression used in a tariff already filed and approved.

II. Where there are several available routes by which traffic may be carried between point of origin and destination, the "long and short haul" clause of the Railway Act does not govern the rates from all intermediate points on all routes. The published tariffs apply to the most direct route or shortest mileage between point of origin and destination. The rule contained in the tariffs of the Canadian National Railways defining "direct routing" as the shortest distance over Canadian National Railways as provided in the Official Distance Tables, Tariff C.R.C. No. E. 881, merely states the construction which has always been placed upon the tariffs.

III. *Held also*, that the movement of a car of lumber from Corinth, Ont., to Detroit, Mich., was not shown to be "over the same line" so as to make applicable as maximum under the long and short haul clause the rate from Hawkesbury, Ont., to Detroit, Mich.

The facts are fully set out in the judgment of the Chief Commissioner, dated January 30, 1928, concurred in by the Assistant Chief Commissioner. C.R.C., Vol. XXXV, p. 168.

CANADIAN SHIPPERS TRAFFIC BUREAU V. CANADIAN FREIGHT ASSOCIATION *et al*

1. Tariffs—Special Railway Act, Section 331, Subsections 3 and 4—Practice of Board—Construction of Statute

Upon complaint of the Canadian shippers Traffic Bureau that an objection to special tariffs filed pursuant to section 331, subsection 3, of the Railway Act, 1919, acted as a stay of procedure and prevented such rates coming into effect;

Held, that such interpretation of the Statute was contrary to the construction placed upon it by the Board and followed for many years, that when such tariffs are filed the Board has power either to suspend or allow them to go into effect, and, when so requested, to set down the objections for hearing and to dispose of them as provided in section 331, subsection 4.

2. *Tariffs—Lumber—Stop-off and Re-shipping Rule*

Upon application of the Canadian Shippers Traffic Bureau on behalf of a number of interests in the city of Toronto for suspension of the rule contained in Canadian Pacific Railway and Canadian National Railway tariffs stipulating that stop-off and re-shipping arrangements would not apply when stop-off and destination points are both located within the same group of terminals, the Board held that the point where the transit arrangement was allowed was a point intermediate to the destination, that lumber consigned to Toronto, for example, on arrival there, is at its destination and that one point within the Toronto terminal could not be said to be an intermediate point and another point within the same terminal the final destination, that this application of the rule did not result in discrimination between various consignees in Toronto nor in discrimination as between Toronto and other points. The application was dismissed.

(Robin Hood Mills, Ltd., v. C.P.R., 28 C.R.C. at p. 55; Newton Gum Co. v. C.B. & Q.R.R. Co. *et al*, 16 I.C.C. 341; Pacific Coast Biscuit Co. v. S.P. & S. Railway Co. *et al*, 20 I.C.C. 549; Empire Coke Co. v. B. & S.R.R. Co., 31 I.C.C. 573; F. W. Stock & Sons v. Lake Shore & Michigan Southern Railway, 31 I.C.C. 153, referred to.)

The facts are fully set out in the judgment of the Chief Commissioner, dated January 30, 1928, concurred in by the Assistant Chief Commissioner. C.R.C., Vol. XXXV, p. 1.

LONDON AND PORT STANLEY RAILWAY COMPANY V. CITY OF ST. THOMAS

Highway Crossed by Railway—Protection—Apportionment of Cost—Changed Traffic Conditions—Previous Order

The Board apportioned 70 per cent to the railway company and 30 per cent to the municipality of the cost of providing protection by watchmen at the level crossing of Talbot street in the city of St. Thomas by the London and Port Stanley Railway, the highway being senior to the railway but traffic conditions having changed considerably. Under the previous order the cost of protection was borne entirely by the railway company.

The facts are fully set out in the judgment of Mr. Commissioner Lawrence, dated January 31, 1928, concurred in by the Assistant Chief Commissioner. C.R.C., Vol. XXXIV, p. 125.

RESIDENTS BETWEEN WINNIPEG AND SPRAGUE, MAN., V. CANADIAN NATIONAL RAILWAYS

Train service—Passenger—Leaving time—Oil Electric Car

Upon complaint of residents along the Canadian National Railway between Winnipeg and Sprague, Man., that the local passenger service afforded by the Canadian National Railway was very inconvenient for the rural population along the line owing to the hour at which the train left Winnipeg, the Board ordered that the time of leaving Winnipeg of the evening train for Fort Frances and Duluth be changed from 9.50 p.m. to 7 p.m., or in the alternative that the railway company put on an oil electric car service between Winnipeg and Sprague.

The facts are fully set out in the judgment of Mr. Commissioner Oliver, dated February 6, 1928, concurred in by the Assistant Chief Commissioner and Mr. Commissioner Lawrence. C.R.C., Vol. XXXIV, p. 113.

CITY OF WINDSOR V. CANADIAN PACIFIC RAILWAY COMPANY

(Wyandotte St. Bridge Case No. 2)

Highway Crossed by Railway—Bridge—Third Track—Additional Depth of Abutment—Apportionment of Cost

The Board authorized a third track to be laid under the bridge, the extra cost arising from the additional depth of the abutment on the west side of the bridge, to be included in the cost of the work, and apportioned as in the original order (32 C.R.C. 26) namely, 60 per cent on the respondent and 40 per cent on the applicant, the cost of the approaches being included in the cost of the bridge.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated February 11, 1928, concurred in by Mr. Commissioner Lawrence. C.R.C., XXXIV, p. 130.

CANADIAN PACIFIC RAILWAY COMPANY V. TOWN OF ST. JEROME

Interswitching—Apportionment of Cost—Traffic—Routing—Railway Act, 1919, Section 253 (1)

Every facility should be given for the handling of traffic and the public should have the right to determine how its traffic should be routed, Railway Act, 1919, section 253, subsection 1.

Where a municipality stands to gain by, and has a direct interest in the establishment of interswitching facilities, it should be called upon to contribute to the cost of providing them.

The Board's order that interswitching facilities should be provided at Montfort Junction at the joint expense of the two railway companies (31 C.R.C. 6) was varied by limiting the price of the land, including the cost of expropriation, to \$1,000 to be paid by the railway companies in equal shares, the balance, if any, to be paid by the town of St. Jerome.

(Fort William Interswitching Case, 31 C.R.C. 4, referred to.)

The facts are fully set out in the judgment of the Deputy Chief Commissioner, dated March 19, 1928, concurred in by Mr. Commissioner Lawrence. C.R.C., Vol. XXXIV, p. 106.

EASTERN CANADA PRESERVED FOODS ASSOCIATION, WINONA, ONT., V. CANADIAN FREIGHT ASSOCIATION

Tariff—Canned Goods—Water Competition—Reduction—Discretion—Unjust Discrimination

Subject to the provisions of the Railway Act, R.S.C. 1927, chapter 170, regarding unjust discrimination, it is within the discretion of the railway companies, to meet water competition, but the railway companies are not to be compelled to put in or to maintain rates to meet such competition.

But to prevent hardship to shippers who had made contracts relying on such a rate the Board delayed till after the close of navigation its approval of a tariff cancelling the rate.

The facts are fully set out in the judgment of the Chief Commissioner, dated March 28, 1928, concurred in by the Assistant Chief Commissioner and Commissioners Lawrence and Oliver. C.R.C., Vol. XXXV, p. 179.

CANADIAN NATIONAL RAILWAYS V. TOWNSHIP OF PEEL

(Goldstone Station Case)

1. *Station—Removal of Agent—Substitution—Requirements of Board—General Orders Nos. 54 and 119*

In dealing with applications to remove station agents the Board requires the railway to show whether the earnings do or do not fall below those provided for in General Order No. 54 (Flag Station Order) and where they fall below the required amount (\$15,000 per annum), an order generally issues providing for the substitution of a caretaker or permitting removal without a substitute, after giving notice as required by General Order No. 119 to the local municipality or board of trade of the railway's intention to apply for such an order.

2. *Agreements—By-laws—Responsibility of Board—Quantum of Service*

While the Board does not assume the responsibility of setting aside agreements covered by by-laws, the train service must be related to the needs of the service; the quantum of such service is defined by the railway. (Tp. of Wallace v. Great Western Ry. Co., 25 Grant's Ch. Rep. 86, considered.)

3. *Caretaker—Substituted for Agent—Justified on Facts—Agreement—Violation of*

The substitution of a caretaker in place of an agent, where justified on the facts, is not a violation of an agreement on behalf of a railway company to "erect and maintain a freight and passenger station" in accordance with a by-law of a municipality.

4. *Caretakers—Duties of*

The duties of caretakers are to keep the station clean, attend to heating and lighting, meet all trains, handle baggage and take care of express and less than carload freight. Inbound freight and express is to be prepaid.

5. *Efficiency—Public Standpoint—Agent—Caretaker*

From the standpoint of the public there is not as great efficiency with a caretaker as there is in the case of a regular station agent, but the lesser efficiency so rendered does not mean that there is not a station in existence and operation. (Township of Nottawasaga v. H. & N.W. Ry. Co., 16 Ont. A.R. 52, referred to.)

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated April 2, 1928, concurred in by Mr. Commissioner Lawrence. C.R.C., Vol. XXXIV, p. 156.

MUNICIPAL DISTRICT OF STRATHCONA, ALBERTA (SOUTH EDMONTON) V. C.N.R.

1. *Railway Operation—Agreement—Railway Company—Municipal Corporation—Jurisdiction—Railway Act, section 35*

In 1914 an agreement was entered into between the Canadian North Western Railway and the Canadian Northern Railway Companies and the Corporation of the City of Edmonton requiring the carriers to stop all passenger trains from points south to points north of the city and *vice versa*, at Strathcona. In 1927 a supplementary agreement was entered into by the railway companies (now part of the Canadian National Railways system) and the city of Edmonton whereby the Canadian National Railways was relieved of the above-mentioned obligation and permitted to run its trains to and from Edmonton via the Bretona-Clover Bar Cut-off, which route avoided Strathcona and resulted in a

saving of several miles and the avoidance of heavy grades into and out of Strathcona. Upon application of the Canadian National Railways for approval of the 1927 agreement pursuant to section 35 of the Railway Act, which application was opposed by the citizens of Strathcona (South Edmonton) upon the grounds that the city of Edmonton was exceeding its jurisdiction in entering into the said agreement and that the citizens of Strathcona had a vested interest in the enforcement of the agreement of 1914, it was held by the Board:—

1. That the jurisdiction of the Board had not been extended to cover the determination, in case of dispute, of whether a municipality is acting within the scope of its jurisdiction.
2. That R.S.C. 1927, c. 170, s. 35, being an invasion of a field lying within the scope of the jurisdiction of the courts should be strictly construed and that authority to approve the agreement in question was not within the wording of the section.

The application of the Canadian National Railways for the approval by the Board of the agreement of 1927 was dismissed. Commissioner Oliver concurred.

2. Railway—Operation—Abandonment—Special Act—Jurisdiction—Railway Act, Section 162 (1)

Unless the Special Act by which a railway company is incorporated provides that it shall be continuously operated, the Board has no power to compel a company which has discontinued the operation of its railway to resume such operation even though the public interest is affected thereby, nor is the Board empowered to prevent the discontinuance. A railway company may, under the general powers conferred upon it by the Railway Act (R.S.C. 1927, c. 170, s. 162, ss. 1, clause (p)), alter or discontinue operation of its lines of railway.

The complaint of the business people of Edmonton South against the proposal of the Canadian National Railways to dismantle its tracks between Bretona and Strathcona was dismissed.

Commissioner Oliver dissented.

(Duthrie v. G.T.R., 4 C.R.C. 304, at p. 315; Attorney-General for British Columbia v. Esquimalt & Nanaimo Railway Co., 24 C.R.C. 92, at p. 94; Rossland Board of Trade v. Great Northern Ry. Co., 28 C.R.C. 24; Hunter Bros. v. Great Northern Ry. and Can. Pac. Ry. Co., 30 C.R.C. 180, referred to.)

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated April 3, 1928, concurred in by the Chief Commissioner, Commissioner Lawrence and Commissioner Norris. C.R.C., Vol. XXXV, p. 9.

UNITED GRAIN GROWERS, LIMITED, *et al* v. CANADIAN PACIFIC RAILWAY COMPANY

Tariff—Live Hogs—Western Canada to United States Pacific Coast Points—Per Carload—Per Cwt—Principle

The application of the United Grain Growers, Limited, *et al*, for suspension of Canadian Pacific Railway Tariff W-5721, C.R.C. W-2839 (effective June 23, 1927) which provided for calculation of tolls upon hogs in carloads, single and double deck cars, from points in Western Canada to specified points in Pacific coast states of the United States, in cents per 100 pounds on the actual weight when in excess of the prescribed minimum in place of the practice which had existed for some fifteen years of charging a flat per car rate via specified gateways, was dismissed upon the ground that the differences involved under the new tariff, which resulted in decreases as well as increases in some instances, were not

unreasonable and that the tariff filed was in accordance with the recognized principle of ratemaking, which was applicable to the movement of livestock generally, computing the charge at so much per 100 pounds subject to a prescribed minimum and providing for payment upon actual weight where the minimum is exceeded.

(The following cases were referred to: *Riley v. Dominion Express Co.*, 17 C.R.C. 112; *The United Factories Limited v. Grand Trunk Railway Company*, 3 C.R.C. 424, at page 425; *Roberts v. Canadian Pacific Railway*, 18 C.R.C. 350; *Town of Waterloo et al v. Grand Trunk Railway Company*, 24 C.R.C. 143, at page 146; *Adolph Lumber Company v. Great Northern Railway Company*, 24 C.R.C., at page 176; *British Columbia Sugar Refining Company v. Canadian Pacific Railway*, 10 C.R.C. 169; *Dominion Sugar Refining Company v. Canadian Freight Association*, 14 C.R.C. 188; *Eastern Canadian Preserved Foods Association, Winona, Ontario, et al, v. Canadian Freight Association*, 18 B.R.C. 23.)

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated April 20, 1928, concurred in by Mr. Commissioner Lawrence, Mr. Commissioner Oliver dissenting. C.R.C., Vol. XXXIV, page 179.

CITY OF TORONTO V. CANADIAN PACIFIC AND CANADIAN NATIONAL RAILWAY COMPANIES

(Northwest Grade Separation, Toronto)

Highway Crossed by Railway—Grade Separation—Protection—Railway Grade Crossing Fund—History

By Order No. 35037 dated May 9, 1924, the Board directed in general terms a program of grade separation on the lines of the Canadian Pacific Railway and Canadian National Railways in Northwest Toronto. Order No. 35153, dated June 5, 1924 (see 32 C.R.C. 304) provided specifically for building two subways on Bloor street and one on Royce avenue. These subways were duly completed.

A subsequent application of the city of Toronto for an Order directing the railways to carry out the terms of Order No. 35037 was dismissed upon the ground of the record of expenditures of railways and municipalities with particular reference to the large amount spent in the city of Toronto and of the general needs of the country especially in large cities.

Where a railway crosses an existing highway the crossing is there by virtue of Dominion law, and it is reasonable that those who derive advantages from the proximity of the railway should bear a special share of the expenses of safe-guarding it, but, in dealing with questions of protection, the Board contemplates the matter from the view-point of the dangerousness of the crossing; the average reasonable expenditure; the needs of the different sections of the country; and the financial ability of the railways.

(*City of Toronto v. Canadian Pacific Railway* (1908), A.C. 54, 7 C.R.C. 282; *Hamilton Street Railway Company v. Grand Trunk Railway* 17 C.R.C. 393, referred to).

Review of the existing situation at the various points mentioned in Order No. 35037, and a brief history of the Railway Grade Crossing Fund.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated April 23, 1928, concurred in by the Chief Commissioner. C.R.C., Vol. XXXIV, page 143.

EXPRESS TRAFFIC ASSOCIATION V. CANADIAN RACING ASSOCIATION *et al**Classification—Express—Horses—C. L.—Attendants*

Upon application of the Express Traffic Association for approval of proposed supplement to the Express Classification establishing a uniform rule throughout Canada providing free transportation for a maximum of two attendants with each carload of race or show-horses, the Board, taking into consideration the special form of equipment required and the remuneration received by the express companies for such traffic, approved the supplement, holding, that if more than two attendants were necessary they should pay regular fare.

The facts are fully set out in the judgment of the Chief Commissioner, dated April 24, 1928, concurred in by the Assistant Chief Commissioner. C.R.C., Vol. XXXIV, page 194.

TOWNSHIP OF YORK V. BELL TELEPHONE COMPANY OF CANADA

Telephone Tariffs—Tolls—Exchanges—Limits—Jurisdiction—Unjust Discrimination

Upon application of the township of York, served by the Toronto and Weston exchanges of the Bell Telephone Company, for a revision of the company's tariffs of tolls to provide for connection of all subscribers in the township at the same rates, the Board, dismissing the application, held:—

1. That unjust discrimination was not shown to exist.
2. That the jurisdiction of the Board is confined to rates and does not extend to an oversight of the divisions of the company's telephone service or the base areas thereof, unless some question of discrimination arises.
3. That the determination of the limits of an exchange is a question of internal management, a detail of operation over which the Board has no control nor power to interfere.

The facts are fully set out in the judgment of the Chief Commissioner, dated April 24, 1928, concurred in by the Assistant Chief Commissioner. C.R.C. Vol. XXXIV, page 170.

MUNICIPALITY OF POINT GREY V. BRITISH COLUMBIA TELEPHONE COMPANY

Telephone—Tolls—Exchange Boundaries—Jurisdiction—Reasonableness—Unjust Discrimination

Inasmuch as questions concerning the setting up of new boundaries and the creation of new exchanges are matters concerning the interior management of a telephone company's business, the Board has no jurisdiction to deal with them unless some question of the reasonableness of the rates to be charged or of unjust discrimination is involved.

The facts are fully set out in the judgment of the Chief Commissioner, dated April 24, 1928, concurred in by the Assistant Chief Commissioner and the Deputy Chief Commissioner, Mr. Commissioner Oliver dissenting. C.R.C., Vol. XXXIV, p. 175.

EMPIRE FLOUR MILLS, LIMITED, V. MICHIGAN CENTRAL RAILWAY COMPANY *et al**Tariffs—Stop-over—Milling in Transit—Grain—Domestic Consumption—Order*

Ex-lake grain from Port Stanley, milled at St. Thomas and shipped to Canadian points for domestic consumption, is entitled to the same scale of rates and tariff conditions as are available from other bay ports.

(Complaint of T. H. Taylor and Canada Flour Mills Company, Chatham, Ont., 6 B.R.C. 21; Anchor Elevator Company *et al*, v. C.N.R. and C.P.R., 9 C.R.C. 175, at p. 176, referred to.)

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated June 2, 1928, concurred in by Mr. Commissioner Lawrence. C.R.C., Vol. XXXIV, p. 188.

LEONARD WAREHOUSES LTD. V. CANADIAN PACIFIC, CANADIAN NATIONAL AND GREAT NORTHERN RAILWAY COMPANIES

(Absorption of Cartage Charges, Vancouver)

Tariffs—Cartage Charges—Absorption—"Pool" Cars—Cancellation

Upon complaint of the Leonard Warehouses, Limited, of Vancouver, B.C., that the absorption by the railway companies of the cartage charges on "pool" cars delivered to team tracks for C.L. shipments to competitive points was unjustly discriminatory against them and upon their application for cancellation of all tariffs providing for absorption of cartage charges, the Board, after reviewing the situation in Vancouver, hearing evidence upon the matter and taking into consideration the representations of the railway companies, ordered cancellation of tariffs providing for absorption of cartage charges on "pool" car traffic and dismissed for lack of evidence the application for cancellation of all tariffs providing for absorption of such charges.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated June 2, 1928, concurred in by Commissioners Lawrence and Oliver. C.R.C., Vol. XXXIV, p. 196.

CANADIAN SHIPPERS' TRAFFIC BUREAU V. CANADIAN NATIONAL RAILWAYS AND CANADIAN FREIGHT ASSOCIATION

I. Tariffs—Rules—Diversion Orders—Negligence

The carrier should be made liable for failure to comply with diversion orders, where failure to comply is due to the negligence of its employees. Rule amended accordingly.

II. Tariffs—Reconsignment—Through Rate—Unjust Discrimination—Lack of Evidence

Application for an order requiring carriers to provide in their tariffs for reconsignment of C.L. shipments between points in Canada, which have reached original billed destination, giving them the benefit of through rate from point of origin to final destination plus a reconsignment charge, was dismissed by the Board upon the ground that discrimination as alleged was not proved to exist, that the evidence failed to show in what regard commercial requirements were detrimentally affected by the existing rule and that there was no evidence to show that the applicant was in a position to voice the needs of the lumber trade or traffic either generally or locally.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated June 13, 1928, concurred in by the Deputy Chief Commissioner. C.R.C., Vol. XXXIV, p. 355.

TOWNSHIP OF YORK V. CANADIAN NATIONAL RAILWAYS AND CANADIAN PACIFIC RAILWAY COMPANY

(Ray Avenue Crossing Case)

Railway Crossed by Highway—Farm Crossing—Subway—Senior and Junior—Construction, Maintenance and Protection—Railway Grade Crossing Fund—Railway Act, section 260—18-19 George V, chapter 43.

Where a railway is senior and it is desired to open a highway across its lands there being no reserved municipal rights of seniority by plan or otherwise,

the cost of construction and maintenance of the crossing, and its protection if necessary coincident with opening the public highway, are borne by the applicant who is junior in right.

Contribution from the Railway Grade Crossing Fund (under section 260 of the Railway Act as amended 18-19 George V, chapter 43) will not be ordered when a new highway is to be established over a railway at a point where there is no appreciable volume of traffic and no dangerous condition already in evidence, and where the object of the crossing, with coincident protection, is to further a scheme for development of an industrial area.

The Board has no jurisdiction to order an unwilling municipality to contribute to the cost of carrying a new highway across a railway by means of a subway where the highway is not a diversion of an existing highway or public means of communication and where the object is not the protection of the public against an already existing danger.

Leave was given to the applicant to open up a crossing by means of a subway, at its own expense as to construction, maintenance and protection, and according to detail plans to be approved by the Board.

(Simplex and Ashland Avenue Crossing Cases, 13 C.R.C. 1, and 20 C.R.C. 243, and City of Montreal v. C.P.R., 18 C.R.C. 50, followed.)

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated August 25, 1928, concurred in by Commissioner Lawrence. C.R.C., Vol. XXXIV, p. 384.

ORDER OF RAILWAY CONDUCTORS OF AMERICA, WINNIPEG V. CANADIAN NATIONAL RAILWAYS

Master and Servant—Railway Employee—Removal of Terminal—Compensation—Railway Act, Section 179—Dismissal—Re-employment

A railway employee dismissed for good cause and subsequently re-employed is not entitled to compensation from the railway company under section 179 of the Railway Act for financial loss due to removal of a terminal to another point where such removal took place while such employee was not in the service of the railway company.

The facts are fully set out in the judgment of the Chief Commissioner, dated October 3, 1928, concurred in by Commissioner Norris. C.R.C., Vol. XXXV, page 164.

BOARDS OF TRADE OF MOOSE JAW, SASK., *et al* V. CANADIAN FREIGHT ASSOCIATION, *et al*

1. *Tolls—Reasonableness—Presumption—Changed Conditions—Onus*

A presumption exists in favour of the reasonableness of tolls which were established in the first instance by a carrier of its own volition and have remained in effect for some time; and the onus is upon the carrier to show, with reasonable conclusiveness, that changed conditions justify an increase.

2. *Tolls—Discrimination—Railway Act*

Difference in rates is discrimination; but the prohibitions of the Railway Act in regard to discrimination are prohibitions of unjust discrimination or undue preference.

3. *Tolls—Tea—Commodity Rates—Class Rates—East and West—Unjust Discrimination*

Although a disparity was shown to exist in the matter of rates upon tea from Vancouver to points in Western Canada (which rates were special import

commodity rates voluntarily established by the carriers considerably below the class rates applicable to that commodity) and rates upon tea from eastern Canadian points to Western Canada which were upon a class rate basis, the Board held that the discrimination was not shown to be within the prohibitions of the Railway Act and refused to eliminate item 250A in Supplement No. 21 to Tariff C.R.C. No. 47.

(Salada Tea Company v. Canadian Freight Association, 14 B.R.C. 283; 30 C.R.C. 153; Canadian Freight Ass'n v. Cadwell Sand & Gravel Co., 15 C.R.C. 156; General Rate Investigation, 17 B.R.C. 131; 33 C.R.C. 127; In re Western Tolls, 17 C.R.C. 123; Cuneo Fruit Importing Co. v. G.T.R. Co., 18 C.R.C. 414, at p. 424, referred to.)

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated October 18, 1928, concurred in by Mr Commissioner Lawrence. C.R.C., Vol. XXXIV, p. 362.

FITZSIMMONS FRUIT COMPANY, LIMITED V. CANADIAN NATIONAL RAILWAY COMPANY

Tolls—C.L.—Oranges—California—Port Arthur—Blanket Rates—Mileage—Unjust Discrimination—Reasonableness Per se.

The C.L. rate upon oranges from California points to Sudbury and other eastern Canadian points has been brought about by a competitive situation, in which mileage has been disregarded and a blanket rate established in eastern United States and Canada. It is therefore not a measure of the reasonableness of rates to Port Arthur and other western Canadian points, the rates to which points do not reflect competitive conditions.

Held, also that the rates complained of were not shown to be unreasonable *per se*.

The complaint was dismissed.

The facts are fully set out in the judgment of the Chief Commissioner, dated October 30, 1928, concurred in by the Assistant Chief Commissioner, the Deputy Chief Commissioner and Commissioner Lawrence. C.R.C., Vol. XXXV, p. 34.

TOWNSHIP OF GUELPH V. CANADIAN NATIONAL RAILWAYS

Highway Crossed by Railway—Protection—Cost of Installation—Maintenance—Apportionment of Cost—Railway Grade Crossing Fund—General Rule—Special Circumstances.

In the matter of protection at railway crossings the general rule is that when a railway is carried over a highway, the cost of construction, maintenance and protection is considered as part of the railway undertaking unless special circumstances demand otherwise.

Held, that in this instance there were no special circumstances to justify departure from the general rule.

Order to go directing installation of wigwag signal in addition to existing bell; 40 per cent of actual cost of construction to be paid from the Grade Crossing Fund, and the balance of the cost of construction, and the cost of maintenance to be at the expense of the railway company.

The facts are fully set out in the judgment of the Deputy Chief Commissioner, dated November 23, 1928, concurred in by Commissioner Lawrence. C.R.C., Vol. XXXV, p. 153.

TOWN OF WESTON V. CANADIAN PACIFIC AND CANADIAN NATIONAL RAILWAY COMPANIES

(Eagle Avenue Crossing Case)

Highway Crossed by Railways—Increased Traffic on Highway—Decreased Traffic on Railway—Joint Municipal Road Commission—Sidewalk—Additional Protection—Apportionment of Cost.

Where it appeared that highway traffic had increased largely at a grade railway crossing within a town, while railway traffic had decreased, and it also appeared that a joint municipal road commission had taken over the roadway crossing the railways, but the sidewalk forming part of the highway was still controlled and maintained by the town, the Board in apportioning the cost of additional protection directed that forty per cent be paid from the Railway Grade Crossing Fund, and of the balance 50 per cent be paid by the railways interested, 40 per cent by the road commission and ten per cent by the town.

The facts are fully set out in the judgment of the Deputy Chief Commissioner, dated November 24, 1928, concurred in by Commissioner Lawrence. C.R.C., Vol. XXXV, p. 25.

PROVINCES OF ALBERTA AND SASKATCHEWAN *et al* V. CANADIAN PACIFIC AND CANADIAN NATIONAL RAILWAY COMPANIES

Tolls—Fresh Meats—Packing House Products—Hides—Live Stock—Western Canada—Domestic—Export to Atlantic and Pacific Ports—U.S. Points—Percentage Relationship—Normal Basis—Unjust Discrimination.

The Board dismissed the application of the provinces of Saskatchewan and Alberta for a readjustment of the rates on fresh meats, packing house products, hides and live stock from points in Western Canada to Vancouver, Seattle and also points east and south for domestic consumption and for export.

Held: I. The normal basis of live stock and packing house products rates has been the class rates subject at various times to lower commodity rates based on combinations available through certain gateways, and subject as well at times to a reduction from the class rate basis accorded by the carriers as a measure of assistance to the industries interested in order to aid them in meeting market competition.

II. There has not been any recognized or definite percentage relationship existing between rates on live stock and the rates on fresh meat or packing house products from Winnipeg or elsewhere. As a matter of tariff construction the establishment of such a relationship would seem to be impracticable and would resolve itself into an attempt to create through rates equal for all Canadian packers regardless of the reasonableness of the rates *per se*. The necessity for such a relationship was not shown to exist. An attempt to create such a condition would be outside the proper function of the Board as a regulatory tribunal.

III. Unjust discrimination or undue preference was not shown to exist in the rates from points west of Winnipeg to Eastern Canada.

(The following cases were referred to and followed: Eastern Live Stock Case of 1926, 144 I.C.C. 771; John Morrell & Co. *et al* vs. N.Y.C. *et al*, 104 I.C.C. 124; Independent Slaughterers' Traffic Association v. N.Y.C. Rd. *et al*, 144 I.C.C. 773; Chicago Live Stock Exchange v. Chicago Great Western Railway *et al*, 10 I.C.C. 428.)

The facts are fully set out in the judgment of the Chief Commissioner, dated December 6, 1928, concurred in by the Assistant Chief Commissioner, the Deputy Chief Commissioner and Commissioners Lawrence and Norris. C.R.C., Vol. XXXV, p. 50.

CANADIAN PACIFIC RAILWAY COMPANY AND GREAT NORTHWESTERN TELEGRAPH COMPANY V. CITY OF TORONTO

Telegraphs—Underground Ducts—Wires—Cables—Pneumatic Tubes—Construction and Maintenance—Highways—Jurisdiction—Railway Act, Sections 36, 373, 44 Victoria, Chapter 1, Section 16; 43 Victoria, Chapter 66, Section 20.

On an application by the Canadian Pacific Railway Company and the Great Northwestern Telegraph Company of Canada for leave to construct underground ducts containing wires and cables and pneumatic tubes for the carriage of telegraph messages across streets in the city of Toronto.

Held, by the Chief Commissioner as a matter of law that the charters and acts of incorporation of both companies, 44 Victoria, chapter 1, section 16, and 43 Victoria, chapter 66, section 20, permitted them to construct and maintain underground ducts for the purpose of carrying pneumatic tubes for telegraph purposes and for the transmission of messages under the streets and that the Board had power under sections 36 and 373 of the Railway Act to authorize the construction of such tubes without the consent of the city.

The facts are fully set out in the judgment of the Chief Commissioner, dated December 11, 1928. C.R.C., Vol. XXXV, p. 27.

OTTAWA ELECTRIC RAILWAY COMPANY V. CITY OF OTTAWA

I. *Tariffs—Tolls—Electric Railway—Jurisdiction—14-15 George V (1924), Chapter 84—Schedule.*

The jurisdiction of the Board to regulate the tolls to be collected by the Ottawa Electric Railway Company is defined by 14-15 George V (1924), chapter 84, section 2, which confirmed an agreement entered into by the Ottawa Electric Railway Company and the city of Ottawa on January 25, 1924, said agreement being set out in the schedule to the Act.

Sections 9 (a) and (b) of the agreement define the procedure to be followed in bringing the matter before the Board and set out the factors to be considered by the Board in arriving at the tolls to be charged.

II. *Tolls—Capital—Depreciation Reserve—Surplus—Return—Rate of Fare.*

Taking into consideration the average operating expenses, a reasonable return upon the investment (determined by the Board to be at the rate of 7 per cent per annum), a surplus of 2 per cent, depreciation reserve upon a ratio of 4.11 per cent and the taxes paid by the company, the Board approved of 7 cent fare to replace the 5 cent fare previously in effect.

Held, that moneys taken from the depreciation reserve and invested in the plant by addition of new property are properly an investment upon which a return must be allowed under section 9 (a) of the agreement.

Commissioner Oliver, dissenting, held that the company had failed to satisfy the onus upon it of proving the necessity for increased fares.

Commissioner Lawrence, dissenting, held that 5 per cent per annum was a fair return for the money invested in the shares of the company, that the company should not be allowed a return upon money taken from its reserve fund and invested in the plant, and that a one cent increase in fare would be more than sufficient to wipe out the deficit, pay a reasonable dividend to the shareholders and allow something for the reserve fund.

Bell Telephone Case, 27 C.R.C. 231; 11 B.R.C. 35, and *In re Bell Telephone Co. Increased Tolls*, 25 C.R.C. 1, 9 B.R.C. 63, referred to.
C.R.C., Vol. XXXIV, p. 316.

APPEALS FROM RULINGS OF THE BOARD

There were no cases carried in appeal either to the Supreme Court or to the Governor in Council during the year.

ORDERS, GENERAL ORDERS AND CIRCULARS

The total number of orders issued for the year ending December 31, 1928, was 1,890. The number of general circulars issued by the Board, directed to all the railway companies subject to its jurisdiction was 7. The general orders as distinguished from other orders of the Board are those affecting all railway companies subject to its jurisdiction, and are 11 in number for the year.

A list of the general orders and circulars for the year ending December 31, 1928, will be found compiled under appendix "F" to this report.

APPLICATIONS TO THE BOARD

The total number of applications, including informal complaints made to the Board, for the year ending December 31, 1928, was 3,396.

TRAFFIC DEPARTMENT OF THE BOARD

In the Traffic Department of the Board the number of tariffs received and filed for the year ending December 31, 1928, was as follows:—

Freight tariffs, including supplements.....	37,682
Passenger tariffs, including supplements.....	7,859
Express tariffs, including supplements.....	1,434
Telephone tariffs, including supplements.....	1,386
Sleeping and parlour car tariffs, including supplements.....	35
Telegraph tariffs and supplements.....	10
	48,406

The total number of tariffs filed from February 1, 1904, to December 31, 1928, was 1,531,187.

The details of the tariffs will be found under appendix "A" to this report.

ENGINEERING DEPARTMENT OF THE BOARD

In the Engineering Department of the Board a large number of inspections were made covering the whole Dominion. These inspections for the year ending December 31, 1928, number 270, and cover inspections for the opening of a railway for the carriage of traffic, inspections of culverts, highway crossings, cattle guards, road crossings, bridges, subways and general inspections falling within the scope of the work of the Engineering Department.

Under appendix "B" will be found a detailed report of the Chief Engineer.

OPERATING DEPARTMENT OF THE BOARD

Under the work of this department is included the inspection of locomotive boilers and their appurtenances, the inspection of safety appliances on cars and locomotives, the investigations into accidents causing personal injury or loss of life, the reporting on the locations of stations, matters of protection at highway crossings, and train and station services performed by the railway companies.

Under appendix "C" will be found a full and detailed report of the Chief Operating Officer of the department.

ACCIDENTS AND ACCIDENT INVESTIGATIONS

On reference to the report of the Board's Chief Operating Officer, it will be seen that accidents to the number of 3,013 covering 445 persons killed and 3,193 persons injured, were reported to the Board during the year ending December 31, 1928, as compared with 2,862 accidents reported for the year 1927, covering 353 persons killed and 3,091 persons injured.

The figures given show:—

(1) Thirteen passengers killed during the year 1927 and 18 passengers killed during the year 1928; an increase of 5. The number of passengers injured was 382 in 1927 as compared with 301 in 1928, a decrease of 81.

(2) One hundred and one employees killed in 1927 and 109 in 1928; an increase of 8. The number of employees injured was 2,051 in 1927 as compared with 2,171 in 1928, an increase of 120.

(3) Two hundred and thirty-nine others killed in 1927 and 318 in 1928, an increase of 79. The number of others injured was 658 in 1927 as compared with 721 in 1928, an increase of 63.

It is pointed out that out of the 318 others killed, 127, or 40 per cent, were trespassers, and that out of the 721 others injured, 139, or 19 per cent, were trespassers.

It will be noted that of what may be termed preventable loss, there were 127 killed under the heading "trespassers" and 139 injured. This is an increase of 6 in the number of killed, and an increase of 8 in the number of injured, as compared with the year 1927.

The following table shows the total, by provinces, as regards trespassers killed and injured, for the year ending December 31, 1928:—

Province	Killed	Injured
Nova Scotia.....	4	2
New Brunswick.....	2	4
Quebec.....	19	19
Ontario.....	50	47
Manitoba.....	16	11
Saskatchewan.....	15	14
Alberta.....	12	26
British Columbia.....	9	16
Totals.....	127	139

Attention is again directed to statement No. 15, setting out in detail the situation as regards highway crossing accidents during the past five years. It will be observed therefrom that there has been a total of 1,476 accidents, covering 571 persons killed and 1,946 injured.

Crossings protected by gates accounted for 24 persons killed and 68 injured. Crossings protected by bell accounted for 78 killed and 242 injured. Crossings protected by watchman accounted for 8 killed and 51 injured. Crossings unprotected accounted for 461 killed and 1,585 injured.

There have been 324 accidents at protected crossings, covering 110 persons killed and 361 injured, and at unprotected crossings there have been 1,152 accidents, covering 461 persons killed and 1,585 injured.

There were 355 highway crossing accidents investigated, during the year 1928, of which number 61 occurred at protected crossings, leaving unprotected crossings to account for 294 accidents.

Automobile accidents totalled 298, divided as follows:—

At Crossings protected by gates.....	3
At Crossings protected by watchman.....	9
At Crossings protected by bell.....	31
At Crossings unprotected.....	255

Horse and rig accidents numbered 35, made up as follows:—

Gates.....	..
Watchman.....	..
Bell.....	7
Unprotected.....	28

Pedestrian accidents numbered 22, as follows:—

Gates.....	5
Watchman.....	3
Bell.....	3
Unprotected.....	11

During the year 1928 there were 371 accidents at highway crossings reported to the Board, covering 173 persons killed and 475 injured, as compared with 317 accidents in 1927, covering 99 persons killed and 425 injured.

Full particulars of passengers and employees killed and injured, and other general information in regard to trespassers killed and injured, accidents at protected and unprotected crossings, etc., will be found under appendix "C".

FIRE INSPECTION DEPARTMENT OF THE BOARD

Special patrol by selected members of section crews is prescribed on 5,206 miles: special patrol by special men on velocipedes on 783 miles, and special patrol by special men on power speeders on 1,384 miles; foot patrol on 13 miles and special patrol on 109 miles of line under construction; total mileage subject to some form of special patrol by railway forces, 7,495 miles. In order to patrol this mileage a total of 927 special fire patrolmen were utilized on all lines, 806 of these railway employees being selected members of section crews; with 62 velocipede patrolmen, 53 power speeder patrolmen and 6 special patrolmen on lines under construction.

During the fire season of 1928, railways subject to the Board's jurisdiction were reported as having caused 776 fires in forested territory, which burned over a total of 11,787 acres, with forest and other property damage estimated at \$21,821.

Of the 776 fires attributed to railways throughout forested territory in the Dominion, 319 burned over less than one-fourth acre each, 375 burned less than ten acres each, and only 82 burned over an area greater than 10 acres each.

Of the 11,787 acres burned over by these railway fires, only 171 acres were merchantable timber; 1,696 acres were young forest growth; 615 acres slashing or old burn not restocking, and 9,305 acres were non-forest lands.

In addition to these fires, reports were received as to 263 spot fires on ties in track, not spreading or causing damage other than to ties in track.

During the season, officers of the Fire Inspection Department inspected fire-protective appliances on 3,911 locomotives operating through forested territory. Defects were found in 97 cases, or 2.48 per cent.

Under the Fire Guard Requirements of this department 5,632 miles of fire-guards were constructed or maintained in fenced grazing and wild lands, in non-forested sections of the Prairie Provinces.

The field inspection work of this department was carried on, under co-operative arrangements with the several forest protective organizations, Dominion and provincial, throughout Canada, involving the assignment of 174 officers of such organizations to serve as local officers of the Board's Fire Inspection Department.

Under appendix "D" will be found the Chief Fire Inspector's report.

BOARD

Since the publication of the last report of the Board the vacancy caused by the retirement of Mr. Commissioner A. C. Boyce, K.C., has been filled by the appointment of the Hon. T. C. Norris, of Griswold, Man. Mr. Norris' appointment became effective under Order in Council dated March 30, 1928.

ROUTINE WORK OF THE BOARD

RECORD DEPARTMENT

Below is given a table setting forth the number of applications, filings and letters received during the year ending December 31, 1928, together with the number of Orders issued:—

Number of applications made.....	3,396
Number of filings received during the year.....	37,425
Number of outgoing letters during the year.....	32,060
Number of orders issued during the year.....	1,890

APPENDIX "A"

REPORT OF THE CHIEF TRAFFIC OFFICER OF THE BOARD FOR THE YEAR ENDING DECEMBER 31, 1928

DEAR SIR,—I submit for the Board's Twenty-fourth Report information regarding work of the Traffic Department.

The number of freight, passenger, express, telephone, telegraph, and sleeping and parlour car schedules filed with the Board was as follows:—

FROM NOVEMBER 1, 1904, TO AND INCLUDING DECEMBER 31, 1927

Freight—			
Local tariffs.....	19,771		
Supplements.....	41,476		
		61,247	
Joint tariffs.....	45,536		
Supplements.....	178,919		
		224,455	
International tariffs.....	175,698		
Supplements.....	611,541		
		787,239	
			1,072,941
Passenger—			
Local Tariffs.....	20,218		
Supplements.....	26,438		
		46,656	
Joint tariffs.....	20,792		
Supplements.....	33,156		
		53,948	
International tariffs.....	40,705		
Supplements.....	87,965		
		128,670	
			229,274
Express—			
Local tariffs.....	6,428		
Supplements.....	58,324		
		64,752	
Joint tariffs.....	6,797		
Supplements.....	30,174		
		36,971	
International tariffs.....	7,552		
Supplements.....	12,693		
		20,245	
			121,968
Telephone—			
Local tariffs.....	4,043		
Supplements.....	2,672		
		6,715	
Joint tariffs.....	3,926		
Supplements.....	34,358		
		38,284	
International tariffs.....	429		
Supplements.....	9,719		
		10,148	
			55,147
Telegraph—			
Tariffs.....	208		
Supplements.....	271		
		479	
			479
Sleeping and Parlour Car—			
Local tariffs.....	236		
Supplements.....	338		
		574	
Joint tariffs.....	317		
Supplements.....	528		
		845	
International tariffs.....	384		
Supplements.....	1,169		
		1,553	
			2,972
Grand total.....			1,482,781

RAILWAY COMMISSIONERS FOR CANADA

FROM JANUARY 1, 1928, TO AND INCLUDING DECEMBER 31, 1928

Freight—		
Local tariffs.....	218	
Supplements.....	419	637
Joint tariffs.....	452	
Supplements.....	8,964	9,416
International tariffs.....	2,105	
Supplements.....	25,524	27,629
		37,682
Passenger—		
Local Tariffs.....	57	
Supplements.....	648	705
Joint tariffs.....	152	
Supplements.....	2,003	2,155
International tariffs.....	399	
Supplements.....	4,600	4,999
		7,859
Express—		
Local tariffs.....	26	
Supplements.....	93	119
Joint tariffs.....	42	
Supplements.....	223	265
International tariffs.....	101	
Supplements.....	949	1,050
		1,434
Telephone—		
Local tariffs.....	35	
Supplements.....	1	36
Joint tariffs.....	7	
Supplements.....	1,343	1,350
International tariffs.....		
Supplements.....		1,386
		10
Telegraph—		
Tariffs.....	2	
Supplements.....	8	10
Sleeping and Parlour Car—		
Local tariffs.....	3	
Supplements.....	4	7
Joint tariffs.....	2	
Supplements.....	6	8
International tariffs.....	3	
Supplements.....	17	20
		35
Total.....		48,406
Combined total all schedules.....		1,531,187

The Maritime Freight Rates Act, effective July 1, 1927, provided for reduced freight rates on traffic originating in the territory east of Lévis and Diamond Junction, P.Q., and for reimbursement by the Government, to the railways, of the difference between such reduced rates and the normal rates which would otherwise have been charged.

The Board was required to certify to the Minister of Railways and Canals the amount of this difference, and checking and accounting of the traffic moved under the reduced rates, was necessary.

The first railway report, (for July, 1927) was filed in October, 1927, and the staff appointed to perform the work of checking and accounting did not assume their duties until April 1, 1928.

As the accounts for the entire year of 1928 have not yet been checked, there is shown below information as to the work in connection with the twelve months, July 1927 to June 1928, inclusive.

Nine railways filed monthly statements of traffic upon which reimbursement was claimed, each monthly statement consisting of from 6 to 1,100 sheets.

During the period, there were filed 108 accounts consisting of 21,185 sheets, with an average of 74 rates per sheet. There were, therefore, 1,567,690 rates and 783,845 extensions checked; and 21,185 columns of figures added.

As a result of this check, many errors and omissions were discovered, necessitating the issuance of 9,738 correctors, an average of over 800 per month.

The total additions to the accounts amounted to \$12,886.55, and the total deductions to \$22,414.47.

The total amount claimed by the railway companies was \$810,313.84, and the amount allowed was \$800,785.92, or a net deduction of \$9,527.92.

The number of outgoing letters in connection with the administration of the Act, to June 30, 1928, was as follows:—

Board.....	118
Railways.....	519
Others.....	10
Reports.....	5
	652

During this period, 204 orders were issued approving tariffs or rates and certifying to the normal tolls.

The number of communications to railways, express, telephone and telegraph companies in connection with complaints, proper interpretation of tariffs, or classification and filing of same, also in connection with powers of attorney, concurrences, etc., was 1,849. Communications to others were 858, or a total of 2,707.

The following is a list of Traffic Orders issued, also a list of Orders approving Connecting Agreements or Service Station Contracts between the Bell Telephone Company and named Local Telephone Companies:—

TRAFFIC ORDERS

No. 40142, January 9, 1928. Approving Standard Mileage Freight Tariff C.R.C. No. 3196 of the New York Central R.R. Company.

No. 40227, January 18, 1928. Declaring that the legal rate applicable on a carload shipment of lumber from Brighton Siding, Que., on Canadian National Railways to Chatham, Ont., for C.W. and L.E. Ry. delivery, on March 4, 1927, was the rate of 33 cents per 100 pounds published to Wallaceburg Ont., the said rate applying as the maximum to Chatham, for C.W. and L.E. Ry. delivery.

No. 40246, January 21, 1928. Approving Standard Freight Tariff C.R.C. No. 23 of the Sydney and Louisburg Railway Company.

No. 40269, January 26, 1928. Approving proposed Supplement "D" to Express Classification for Canada No. 7.

No. 40294, February 1, 1928. Dismissing complaint of the Canadian Shippers' Traffic Bureau against item No. 694 in Canadian National Railways tariff C.R.C. No. E-875 and item No. 1355 in Canadian Pacific Railway tariff C.R.C. No. E-4257, covering switching charges on lumber, carloads, between points within Toronto Terminals.

No. 40295, February 1, 1928. Dismissing complaint of the Canadian Shippers' Traffic Bureau against inclusion of rules in recent tariffs of Canadian National Railways defining "direct routing", of which rule No. 5, on page 6, of tariff C.R.C. No. E-1256 and rule No. 9 of tariff C.R.C. No E-1244, are representative; and complaint of Canadian Shippers' Traffic Bureau, account Shreiner and Mawson, against rate of 19½ cents per 100 pounds charged on lumber, carloads, from Corinth, Ont, to Detroit, Mich., claim being made that the rate under long and short haul clause should not exceed the 18½-cent rate in effect from Elmira and Hawkestone, Ont.

No. 40296, February 1, 1928. Refusing application of the Canadian Shippers' Traffic Bureau for a ruling that the legal rate for lumber, carloads, from Carleton Place to Toronto, is 17½ cents per 100 pounds, as published in Canadian Pacific Railway tariff C.R.C. No. E-3818, between Arnprior, Ont., and Toronto, Ont.

No. 40297, February 1, 1928. Dismissing complaint of the Canadian Shippers' Traffic Bureau against rate of 23½ cents per 100 pounds charged on a car of lumber from Gravenhurst to Listowel, Ont.

No. 40298, February 1, 1928. Dismissing complaint of the Canadian Shippers' Traffic Bureau against rate charged on a carload shipment of lumber from Dutton, Ont., to Montreal, for export.

No. 40309, February 1, 1928. Dismissing complaint of the Canadian Shippers' Traffic Bureau against rule contained in tariffs of the Canadian National and Canadian Pacific Railways covering stop-off and reshipping arrangement on lumber, which provides that such arrangement will not apply when the stop-off point and final destination are both located within the same group of terminals.

No. 40328, February 7, 1928. Directing the Canadian National and Canadian Pacific Railways to publish import rates on wire rods, in coils, carloads, from Montreal, P.Q., to Toronto \$4.80 per gross ton, Hamilton \$4.80 per gross ton, Milton \$5.20 per gross ton, and Owen Sound \$5.80 per gross ton, minimum weight 30 gross tons, except when marked capacity of car is less, in which case the marked capacity of the car will be the minimum weight, but in no case is the minimum weight to be less than 60,000 pounds.

No. 40351, February 8, 1928. Directing that the present regulation and rate covering stock and poultry food shipped with milled-in-transit cars of flour and other grain products, published by Canadian Pacific and Canadian National Railways as applicable in territory Port Arthur, Armstrong and west thereof, be cancelled and a new clause substituted therefor.

No. 40368, February 18, 1928. Permitting the Canadian National Railways to reissue supplement 6 to tariff C.R.C. No. E-1196 on one day's notice, to correct error in supplement 6.

No. 40384. February 16, 1928. Dismissing application and complaint of the Dominion Millers' Association regarding ex-lake grain milled in transit and exported via New York.

General Order No. 456, March 8, 1928. Directing that, with respect to freight traffic moving between points within Canada, if there are no through rates in effect to destination, shipments must be forwarded via the route which will give the lowest combination of local rates, or charges must be based thereon if traffic is forwarded via other routes.

No. 40468, March 17, 1928. Dismissing application of Nestle's Food Co., Inc., of New York, for an order establishing joint through rates from Chesterville, Ont., to off-line points in Canada.

No. 40497, March 22, 1928. Dismissing application of the Imperial Tobacco Company of Canada, Limited, Montreal, for an order establishing a rating in the Canadian Freight Classification on cigars and cigarettes, carloads, of second-class, with a carload minimum weight of 20,000 pounds.

No. 40526, March 29, 1928. Directing that the period of coal movement during 1928, from Alberta to Ontario points, provided for under Order in Council P.C. 439, shall be from April 15 to July 15, both inclusive.

No. 40534, March 29, 1928. Dismissing complaints of Eastern Canadian Preserved Foods Traffic Association, *et al*, against the cancellation of G. C. Ransom's tariff C.R.C. No. 343 publishing a competitive rail and water rate of 41 cents per 100 pounds on canned goods from Ontario points to Fort William and Port Arthur, Ont., when destined to points beyond.

General Order No. 457, March 24, 1928. Approving Supplement No. 4 to Canadian Freight Classification No. 17, subject to certain changes and additions.

No. 40629, April 27, 1928. Approving Supplement "A" to Express Classification for Canada No. 7.

No. 40640, April 27, 1928. Dismissing application of the Township of York, Ont., for an order directing the Bell Telephone Company to revise its tariffs to provide that all subscribers within the township of York shall be entitled to connection with subscribers in all parts of the township of York and city of Toronto at the same rates as are charged to subscribers residing within the city of Toronto.

No. 40643, April 27, 1928. Approving Supplement "C" to Express Classification for Canada No. 7.

No. 40687, May 9, 1928. Directing that where orders are placed with the Canadian National Railways at Coal Spur, Saunders, Lethbridge, Tabor, and Drumheller districts for 40-ton box cars, the railway company shall supply, as a minimum, 40-ton box cars amounting to 40 per cent of the total number of cars ordered, the cars so ordered to be loaded to physical capacity, and that a check be made on the 1st and 15th day of each month, to determine the proportion in which the 40-ton cars have been supplied. (Alberta Coal—Order in Council P.C. 439.)

No. 40721, May 14, 1928. Dismissing application of the Canadian Shippers' Traffic Bureau for leave to appeal from Order of the Board No. 40294, dated February 1, 1928.

No. 40722, May 14, 1928. Dismissing application of the Canadian Shippers' Traffic Bureau for leave to appeal from Order of the Board No. 40296, dated February 1, 1928.

No. 40723, May 14, 1928. Dismissing application of the Canadian Shippers' Traffic Bureau for leave to appeal from Order of the Board No. 40295, dated February 1, 1928.

No. 40727, May 14, 1928. Dismissing application of the Canadian Shippers' Traffic Bureau for leave to appeal from Order of the Board No. 40298, dated February 1, 1928.

No. 40728, May 14, 1928. Dismissing application of the Canadian Shippers' Traffic Bureau for leave to appeal from Order of the Board No. 40309, dated February 1, 1928.

No. 40737, May 14, 1928. Dismissing application of the Canadian Shippers' Traffic Bureau for leave to appeal from Order of the Board No. 40297, dated February 1, 1928.

No. 40738, May 18, 1928. Requiring the Canadian Pacific and Canadian National Railways to file revised tariffs, effective May 11, 1928, which will provide for the prescribed rate on coal of \$6.75 per ton from Alberta shipping points to Ontario to include movements over more than one line of railway and switching charges when a switching movement is necessary.

No. 40807, May 30, 1928. Dismissing complaints of United Grain Growers, Limited, *et al*, against increased rates on live stock to points in the United States. published in Canadian Pacific Railway tariff C.R.C. No. W-2839.

No. 40815, May 29, 1928. Approving Supplement "E" to Express Classification for Canada No. 7.

No. 40842, June 1, 1928. Approving Supplement 7 to tariff C.R.C. No. E.T. 694, covering regulations for the transportation of acids and other dangerous articles by express.

No. 40853, June 6, 1928. Permitting the Union Pacific System to publish and file supplement to tariff C.R.C. No. 56 correcting error in including in said tariff certain unauthorized routings to points in Canada.

General Order No. 459, June 7, 1928. Amending the Regulations for the Transportation of Explosives and Dangerous Articles by Freight, by substituting new Shipping Container Specification No. 14.

No. 40906, June 15, 1928. Dismissing application of the Canadian Shippers' Traffic Bureau for an order suspending and disallowing increased rates on teak-wood lumber moving between points within Canada.

General Order No. 460, June 16, 1928. Directing that there shall be incorporated in all tariffs filed with the Board providing for diversion of carload traffic in transit between Canadian points, effective not later than July 15, a rule reading:

"When requested by owner of the property, or his representative, this railway company will make diligent efforts to locate the shipment and effect diversion in transit of carload traffic under the following conditions, but will not assume any responsibility for failure to accomplish diversion unless such failure is due to the negligence of its employees."

and dismissing application of the Canadian Shippers' Traffic Bureau for an order defining out of line haul, and for an order requiring railway companies to make tariff provision for a reconsignment charge applicable to carload shipments moving between points within Canada, which have reached original billed destination, with benefit of the through rate applicable from point of origin to final destination.

No. 40987, June 28, 1928. Directing that British Columbia Electric, Great Northern, Canadian National and Canadian Pacific Railway tariffs providing for absorption of cartage charges at Vancouver, B.C., on eastbound competitive carload traffic be amended, not later than July 20, 1928, on Canadian traffic, and August 20, 1928, on interstate traffic, by cancelling absorption of such cartage charges on pool car traffic; and dismissing application of Leonard Warehouses, Limited, Vancouver, B.C., for cancellation of said tariffs in their entirety.

No. 41009, July 3, 1928. Approving Canadian Pacific Railway Company's Standard Freight Tariffs, Eastern Lines C.R.C. No. E-4385 and Western Lines C.R.C. No. W-2871.

No. 41016, June 30, 1928. Directing interested carriers to file tariffs, on or before July 23, 1928, establishing the same scale of rates and tariff conditions on ex-lake grain from Port Stanley, milled at St. Thomas and reshipped to Canadian points for domestic consumption, as available from other Bay ports.

No. 41040, July 10, 1928. Approving Ottawa Electric Railway Company's Standard Passenger tariff C.R.C. No. 14, with the exception that the maximum fare shall be 7 cents instead of 8 cents.

No. 41052, July 11, 1928. Approving the Kettle Valley Railway Company's Standard Mileage Freight tariff C.R.C. No. 385.

No. 41054, July 11, 1928. Approving the Esquimalt & Nanaimo Railway Company's Standard Mileage Freight tariff C.R.C. No. 573.

No. 41080, July 18, 1928. Approving Canadian Pacific Railway Company's supplement 1 to Standard Sleeping and Parlour Car tariff C.R.C. No. S-18.

No. 41123, July 24, 1928. Approving Fredericton and Grand Lake Coal and Railway Standard Mileage Freight tariff C.R.C. No. 177.

No. 41124, July 24, 1928. Approving New Brunswick Coal and Railway Standard Mileage Freight tariff C.R.C. No. 143.

No. 41125, May 29, 1928. Dismissing application of the residents of Point Grey, B.C., regarding British Columbia Telephone Company's rates.

No. 41332, September 8, 1928. Suspending advance in rate on anthracite coal from Montreal to Farnham, Que., effective September 10, 1928, as contained in supplement 17 to Canadian Pacific Railway tariff C.R.C. No. E-4273 and in supplement 16 to Canadian National Railways tariff C.R.C. No. E-636.

No. 41349, September 10, 1928. Approving Canadian National Railways Standard Passenger Tariff of Sleeping and Parlour Car Tolls, C.R.C. No. E.S. 16 and C.R.C. No. W.S. 12.

No. 41375, September 12, 1928. Approving by-law of the Algoma Central and Hudson Bay Railway, appointing J. P. Mader to prepare and issue tariffs of tolls.

General Order No. 462, September 20, 1928. Directing that Rule 22 of the Board's Circular No. 204, Governing Construction and Filing of Freight and Passenger Schedules, be made applicable to passenger tariffs, and that a new rule numbered 22-A prescribing certain symbols to indicate changes made in existing rates or charges, rules, regulations or practices, be made applicable to freight tariffs and supplements thereto which may be filed with the Board on or after October 1, 1928.

No. 41574, October 16, 1928. Authorizing the Quebec Central Railway Company to file on less than statutory notice, supplement 1 to tariff C.R.C. No. 964, effective November 1, 1928.

General Order No. 464, October 20, 1928. Striking out paragraph 1553 of Regulations for Transportation of Explosives and Other Dangerous Articles by Freight, with respect to "Packing," and substituting a new clause therefor.

No. 41646, October 25, 1928. Disallowing item 250-A in supplement 21 to Canadian Freight Association tariff C.R.C. No. 47, issued by Agent F. W. Thompson, which eliminates special commodity import rates on tea from Vancouver to points in Western Canada.

No. 41678, October 29, 1928. Approving by-law of the British America Express Company, Limited, authorizing J. P. Mader to prepare and issue tariffs of tolls.

No. 41704, November 5, 1928. Dismissing application of the Fitzsimmons Fruit Company, Limited, Port Arthur, Ont., regarding rates on oranges, in carloads, from California points to Port Arthur and Fort William, Ont.

No. 41709, November 5, 1928. Dismissing application of the Province of Alberta and Gainers Limited, for a reduction in the current rates on fresh meat and packing house commodities from Edmonton to Seattle and other United States points.

No. 41710, November 3, 1928. Approving by-law No. 13 of the Brandon, Saskatchewan and Hudson Bay Railway authorizing H. H. Brown to prepare and issue tariffs of tolls.

No. 41773, November 20, 1928. Approving by-law of the Nelson and Fort Sheppard Railway authorizing P. H. Burnham to prepare and issue tariffs of tolls for the carriage of freight.

No. 41873, December 6, 1928. Dismissing application of the Regina Board of Trade regarding rates from British Columbia coast points, the Canadian head of the lakes, and Eastern Canadian points to Regina.

No. 41874, December 7, 1928. Dismissing complaints of Alex. McCullough & Sons, Limited, Winnipeg, *et al*, with respect to freight rates charged by the Canadian National Railways on coal from Three Hills, Alta., to points in Saskatchewan and Manitoba.

No. 41875, December 11, 1928. Permitting the Michigan Central Railroad Company to file, effective December 14, supplement 73 to tariff C.R.C. No. 3307 for the purpose of establishing proper rate on grain and grain products from Comber, Ont., to Montreal.

No. 41893, December 7, 1928. Dismissing complaint of the Chisholm Saw Mills, Limited, Edmonton, Alta., regarding rates on lumber from Chisholm, Alta., to United States points.

No. 41897, December 12, 1928. Directing that the period of coal movement during 1929, from Alberta to Ontario points, shall be from January 15 to July 15, both inclusive, and that a rate of \$6.75 per ton on coal movements, provided for under Order in Council P.C. 439, be established, to be effective during the period of the test movements herein provided for, for 1929, namely from January 15 to July 15, both inclusive.

General Order No. 465, December 7, 1928. Amending paragraph 1534 of Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight, by adding sub-clause thereto relative to black powder in compressed pellets.

General Order No. 466, December 10, 1928. Directing that paragraph 1903 (a) of Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight, be struck out and new clause substituted therefor, relative to placards to be placed on unloaded tank cars which have contained inflammables.

No. 41904, December 11, 1928. Dismissing applications of the Provinces of Saskatchewan and Alberta, *et al*, for a readjustment of the rates on fresh meats, packing house products, hides and live stock from points in Western Canada to Vancouver, B.C., and Seattle, Wash., also to points east and south, for domestic consumption and for export.

No. 41984, December 29, 1928. Approving Standard Passenger tariff C.R.C. No. 5 of the Sydney and Louisburg Railway.

No. 41986, December 27, 1928. Dismissing application of the Marshall Ventilated Mattress Company, Limited, Toronto, for a reduction from 1½ times 1st class to 1st class in less than carload rating provided in Canadian Freight Classification No. 17, on mattresses, felt and wire coil combined, canvas covered.

TELEPHONE ORDERS

Order No.	Date	Connecting Company
	1928	
40156	Jan. 11	Ingersoll Telephone Company.
40157	Jan. 11	Dunnville Consolidated Telephone Company.
40218	Jan. 17	Saginaw Telephone Company.
40304	Feb. 1	Van Norman Telephone System.
40425	Mar. 3	Commissioners for the Telephone System of the Municipality of the Township of Artemesia.
40436	Mar. 7	South Malahide Telephone Company.
40439	Mar. 5	The Sydney Telephone Company.
40440	Mar. 3	Wightman Telephone System.
40564	April 4	Belmont Telephone Co-operative Association, Ltd.
40588	April 14	East Wakefield Telephone Company.
40614	April 18	Capreol Telephone Company.
40651	April 30	The West Williams Rural Telephone Association.
40699	May 5	Commissioners for the Telephone System of the Municipality of the Township of Brooke.
40758	May 21	La Compagnie de Telephone Rurale de St. Germain de Grantham.
40871	June 11	La Compagnie Telephonique Lauzon, St. Simeon et Ste. Clothilde de Horton.
40872	June 11	Le Systeme de Telephone Larocque.
40917	June 18	Commissioners for the Telephone System of the Municipality of the Township of Dover.
40990	June 27	La Compagnie de Telephone de St. Ours.
41022	July 5	Commissioners for the Telephone System of the Municipality of the Township of Cramahe.
41023	July 5	Gatineau Valley Telephone Company.
41035	July 9	Arundel Development Company.
41038	July 3	La Compagnie de Telephone de St. Jude.
41055	July 10	La Compagnie de Telephone de St. Amable et Ste. Julie.
41120	July 20	E. Danis.
41121	July 20	Fretts & Brisson Telephone Association.
41248	Aug. 17	La Ligne Telephonique des Cultivateurs de la Province de Quebec.
41250	Aug. 16	Mond Nickel Company.
41253	Aug. 16	Canadian Telephone Company.
41268	Aug. 23	Le Telephone de St. Sebastien d'Iberville.
41286	Aug. 23	La Compagnie de Telephone Rural de Henryville.
41291	Aug. 23	Le Telephone Local de Garthby.
41309	Aug. 30	Palace Road Telephone Company.
41310	Aug. 30	Pleasant Valley Telephone Company.
41313	Aug. 30	Dormin Brook Telephone Line.
41334	Sept. 4	Lennox Telephone Company.
41348	Sept. 7	La Cie de Telephone Rural de St. Mathieu.
41350	Sept. 7	F. E. Came Telephone Line.
41351	Sept. 7	La Minerve Telephone System.
41363	Sept. 11	Thomas H. Herrington.
41377	Sept. 11	La Cie de Telephone de Notre Dame de Pierreville.
41378	Sept. 12	Ovila Piche Private Line.
41379	Sept. 12	Service d'Amelioration Ltee.
41382	Sept. 12	Ontario Forestry Branch.
41413	Sept. 17	The Ferry Road Telephone Company.
41414	Sept. 17	Fourth Line of Bathurst Telephone Association.
41415	Sept. 17	Acorn Rural Telephone Association.
41417	Sept. 18	Scotch Line and Stanleyville Telephone Company.
41422	Sept. 19	Mayo & Blanche Rural Telephone Company.
41432	Sept. 21	Bolton Glen Telephone Association.
41482	Sept. 26	Snake River Telephone Company.
41504	Oct. 1	Corporation of the City of Fort William.
41513	Oct. 1	Westport Rural Telephone Company.
41516	Oct. 1	Riverdale Rural Telephone Association.
41597	Oct. 17	Loring, Golden Valley and Powassan Telephones, Limited.
41630	Oct. 23	South Leeds and Pittsburgh Rural Telephone Company.
41638	Oct. 23	Mark Mervyn (The Elmwood Telephone System).
41712	Nov. 5	Upper Admaston Telephone Company.
41714	Nov. 5	Lightning Telephone Company.
41715	Nov. 5	Hyndford-Douglas Telephone Association.
41716	Nov. 5	Tilbury West Municipal Telephone System.
41722	Nov. 7	La Compagnie de Telephone de la Petite Nation.
41774	Nov. 20	Sydney Telephone Company.
41791	Nov. 21	Evergreen Telephone Company.
41792	Nov. 21	Henderson Telephone Company.
41924	Dec. 17	Gloucester Township Telephone Company.
41936	Dec. 18	Standard Chemical Company.
41939	Dec. 18	The Schomberg Telephone Company.
41977	Dec. 29	Hawley Telephone Company.

APPENDIX "B"

REPORT OF THE CHIEF ENGINEER OF THE BOARD FOR THE YEAR
ENDING DECEMBER 31, 1928

OTTAWA, March 1, 1929.

A. D. CARTWRIGHT, Esq.,
Secretary Board of Railway Commissioners,
Ottawa, Ont.

SIR,—I have the honour to submit herewith synopsis of my annual report as to the work of the Engineering Department during the year 1928.

I have the honour to be, sir,
Your obedient servant,

T. L. SIMMONS,
Chief Engineer.

ROUTE MAPS

Approval of general location of the Unwin Westerly Branch of the Canadian Pacific Railway, from section 30, township 47, range 27, W. 3 meridian, at mile 0 to section 28, township 47, range 3, W. 4 meridian, province of Alberta.

Approval of general location of the Fife Lake Branch of the Canadian Pacific Railway, from section 10, township 2, range 23, W. 2 meridian, at mile 60.6, to section 7, township 2, range 24, W. 2 meridian, at mile 64.9, in province of Saskatchewan.

Approval of general location of the Lloydminster Northeasterly Branch from a point in section 2, township 50, range 28, at mile 0, to section 28, township 49, range 23, W. 3 meridian, at mile 48.62, province of Saskatchewan.

Approval of general location of tunnel and approaches of the Detroit and Windsor Subway Company under the Detroit river, at Windsor, Ont.

Approval of general location of the Edmonton, Dunvegan and British Columbia Railway, from Spirit river to west boundary of section 30, township 78, range 18, W. 6 meridian, and extension of the Grande Prairie Branch from Wembley to a connection with the main line in township 78, range 15, W. 6 meridian, province of Alberta.

Approval of general location of the Gem Branch of the Canadian Pacific Railway, from section 52, township 21, range 15, W. 4 meridian, at mile 0 to section 9, township 23, range 16, W. 4 meridian, province of Alberta.

Approval of general location of the Swift Current Northwesterly Branch of the C.P.R., from section 11, township 56, range 15, W. 4 meridian, at mile 361.16 to section 17, township 56, range 17, W. 4 meridian, at mile 378.0, and from section 6, township 56, range 19, W. 4 meridian, at mile 392.0 to section 22, township 53, range 23, W. 4 meridian, at mile 418.00 in province of Alberta.

Approval of general location of the Gatineau Transmission Company's power line from Farmers Switching Station to Val Tetreau, in province of Quebec.

Approval of general route of the Gatineau Transmission Company's line from power house in the Ottawa river near Bryson, P.Q., to its substation in Val Tetreau, P.Q.

Approval of general location of the Gatineau Transmission Co., from Val Tetreau to a point on the Interprovincial Boundary in the Remic rapids of the Ottawa river.

Approval of general location of the Acme Northwesterly Branch of the Canadian Pacific Railway, from section 32, township 29, range 25, W. 4 meridian, at mile 0 to section 21, township 33, range 26, W. 4 meridian, at mile 25, in province of Alberta.

LOCATION

Approval of location of portion of the Niagara, St. Catharines and Toronto Railway between Portage road, in city of Niagara Falls, and Winery road, in township of Stamford, province of Ontario.

Approval of location of branch line of Canadian Pacific Railway from mile 86.86, Langdon North Branch, near Rosedale, Alta., through sections 15, 21, 22 and 28, township 28, range 19, W. 4 meridian, a distance of 2.22 miles.

Approval of location of portion of the Fife Lake Westerly Branch of the Canadian Pacific Railway from section 10, township 3, range 30, W. 2 meridian, at mile 0, to section 9, township 3, range 30, W. 2 meridian, at mile 0.67.

Approval of location of portion of the Hatton Northeasterly Branch of the Canadian Pacific Railway from section 33, township 12, range 29, at mile 0, to section 33, township 14, range 27, W. 3 meridian, at mile 17.7, province of Saskatchewan.

Approval of location of tunnel and approaches of the Detroit and Windsor Subway Company in city of Windsor, Ont.

Approval of location of a portion of the Cutknife-Whitford Lake Branch of the Canadian Pacific Railway from mile 182.13 to mile 182.34, province of Alberta.

Approval of location of the Asquith-Cloan Branch of the Canadian Pacific Railway from section 25, township 36, range 10, W. 3 meridian, at mile 0, to mile 29.79, province of Saskatchewan.

Approval of location of a portion of Archive-Wymark Branch of the Canadian Pacific Railway from section 25, township 14, range 1, W. 3 meridian, at mile 21.25, to section 4, township 14, range 3, W. 3 meridian, at mile 37.67, province of Saskatchewan.

Approval of location of an extension of the Nipissing Central Railway from the town of Rouyn to Noranda, in township of Rouyn, county of Temiscamingue, province of Quebec.

Approval of location of a portion of the Assiniboia-Consul Branch of the Canadian Pacific Railway from section 31, township 5, range 5, W. 3 meridian, at mile 123.20, to section 30, township 5, range 9, W. 3 meridian, at mile 150.15, province of Saskatchewan.

Approval of location of a portion of the Unwin Westerly Branch of the Canadian Pacific Railway from section 30, township 47, range 27, W. 3 meridian, at mile 0, to section 28, township 47, range 3, W. 4 meridian, at mile 25.2, province of Alberta.

Approval of location of a portion of the Fife Lake Branch of the Canadian Pacific Railway, from section 10, township 2, range 25, W. 2 meridian, at mile 60.2, to section 5, township 2, range 24, W. 2 meridian, at mile 65.68, province of Saskatchewan.

Approval of location of a portion of the Leader Southeasterly Branch of the Canadian Pacific Railway from section 7, township 16, range 19, W. 3 meridian, at mile 120.30, to section 22, township 16, range 17, W. 3 meridian, at mile 144.70, in province of Saskatchewan.

Approval of location of a portion of the Woolford Southeasterly Branch of the Alberta Railway and Irrigation Company from section 4, township 3, range 24, W. 4 meridian, at mile 0 to section 16, township 1, range 23, W. 4 meridian, at mile 13.6, province of Alberta.

Approval of location of a portion of the Aikins Northerly Branch from section 13, township 16, range 13, W. 3 meridian, mile 0 to section 12, township 19, range 14, W. 3 meridian, at mile 20.04, province of Saskatchewan.

Approval of location of a portion of the Lloydminster Northeasterly Branch of the Canadian Pacific Railway from section 2, township 50, range 28, W. 3 meridian, at mile 0 to section 34, township 51, range 27, W. 3 meridian, at mile 15.72, in province of Saskatchewan.

Approval of location of a portion of the Grand Prairie Branch of the Edmonton, Dunvegan and British Columbia Railway from mile 77.72 to 89.70, in province of Alberta.

Approval of location of a portion of the Rosetown-Perdue Branch of the Canadian Pacific Railway from section 24, township 33, range 13, W. 3 meridian, at mile 26.81 to section 31, township 35, range 11, W. 3 meridian, at mile 44.63, province of Saskatchewan.

Approval of location of a portion of the Swift Current Northwesterly Branch (Willingdon to Strathcona) of the Canadian Pacific Railway from section 11, township 56, range 15, W. 4 meridian, at mile 361.14 to section 31, township 52, range 23, W. 4 meridian, at mile 423.20, province of Alberta.

Approval of location of portion of the Swift Current Northwesterly Branch of the Canadian Pacific Railway from section 31, township 52, range 14, W. 4 meridian, at mile 339.44 to section 11, township 56, range 15, W. 4 meridian, at mile 361.14, province of Alberta.

Approval of location of the Gem Branch from section 32, township 21, range 15, W. 4 meridian, at mile 0, to section 9, township 23, range 16, W. 4 meridian, at mile 11.84, province of Alberta.

Approval of location of a portion of the Leader Southeasterly Branch of the Canadian Pacific Railway from section 6, township 16, range 19, W. 3 meridian, at mile 119.16, to section 7, township 16, range 19, W. 3 meridian, at mile 120.3, province of Saskatchewan.

Approval of location of transmission line of the Gatineau Transmission Company and Farmers Switching Station southward to Val Tetreau Substation, mile 0 to 5.60, in province of Quebec.

Approval of location of transmission line of the Gatineau Transmission line from Val Tetreau at mile 5.67 to the Interprovincial Boundary, at mile 7.06, in the Remic Rapids of the Ottawa River.

Approval of location of a portion of Aikins Northerly Branch of the Canadian Pacific Railway from section 31, township 18, range 13, W. 3 meridian, at mile 18.12, to mile 19.89, province of Saskatchewan.

Approval of location of a portion of the Swift Current Northwesterly Branch of the Canadian Pacific Railway from section 35, township 40, range 13, W. 4 meridian, at mile 261.49, to section 9, township 44, range 12, W. 4 meridian, at mile 283.95, province of Alberta.

Approval of location of portion of the Hatton Northwesterly Branch of the Canadian Pacific Railway from section 33, township 14, range 27, W. 3 meridian, at mile 17.67, to section 2, township 15, range 27, W. 3 meridian, at mile 17.78, province of Saskatchewan.

REVISED LOCATION

Revised location of Langdon North Branch (Acme to Empress) of the Canadian Pacific Railway from section 15, township 28, range 19, W. 4 meridian, at mile 86.86, to section 19, township 25, range 15, W. 4 meridian, at mile 115.75, province of Alberta.

Revised location of the Vancouver Harbour Commissioners' Terminal Railway between St Andrews street and Chesterfield avenue, in city of North Vancouver, B.C., a distance of 2734.7 feet.

Revised location of connecting line between the International Railway and the Canadian National Railways on lots 57 and 59, township of Stamford, county of Welland, province of Ontario.

Revised location of the Vancouver Harbour Commissioners Railway, North Shore Section, from Lynn Creek to a connection with the tracks of the Pacific and Great Eastern Railway, immediately West of Chesterfield avenue, North Vancouver, a distance of 2.25 miles.

Revised location of a portion of the Cutknife-Whitford Lake Branch of the Canadian Pacific Railway, from section 13, township 53, range 6, at mile 117.74, to east limit of section 33, township 54, range 11, W. 4 meridian, at mile 152.14, province of Alberta.

Revised location of a portion of the Cutknife-Whitford Lake Branch of the Canadian Pacific Railway from section 13, township 54, range 11, W. 4 meridian, at mile 152.14 to mile 182.13, in province of Alberta.

Revised location of a portion of the Asquith-Cloan Branch of the Canadian Pacific Railway from mile 29.79, to northern limit of section 32, township 39, range 12, W. 3 meridian, at mile 30.67, province of Saskatchewan.

Revised location of a portion of the Foam Lake Southwesterly Branch of the Canadian Pacific Railway from section 31, township 30, range 11, W. 2 meridian, at mile 0 to the east limit of section 25, township 29, range 15, W. 2 meridian, at mile 27.05, province of Saskatchewan.

Revised location of a portion of the Rosemary Northerly Branch of the Canadian Pacific Railway from section 1, township 21, range 16, W. 4 meridian, at mile 0, to section 35, township 24, range 15, W. 4 meridian, at mile 25.06, province of Alberta.

Revised location of a portion of the Archive-Wymark Branch of the Canadian Pacific Railway from section 16, township 4, range 1, W. 3 meridian, at mile 26.16, to section 8, township 14, range 2, W. 3 meridian, at mile 33.29, province of Saskatchewan.

Revised location of main line of Canadian Pacific Railway between mile 24.71, and 25.39, Webbwood Subdivision, township of Drury, district of Sudbury, province of Ontario.

Revised location of the Swift Current Northwesterly Branch of the Canadian Pacific Railway from section 22, township 53, range 23, W. 4 meridian, at mile 417.8, to section 16, township 53, range 23, W. 4 meridian, at mile 419.6, in province of Alberta.

Revised location of main line of the Canadian Pacific Railway between mile 24.58 and 24.83, Parish of St. Andre, county of Madawaska, province of New Brunswick.

Revised location of the Cumberland Railway and Coal Company's main line from Springhill Junction, mile 1.37, to Springhill, Nova Scotia, at mile 2.68.

Revised location of Swift Current Northwesterly Branch of Canadian Pacific Railway from section 25, township 53, range 23, W. 4 meridian, mile 415.24 to 423.20, and from mile 423.20 to mile 428.49, in province of Alberta.

Revised location of the Aikins Northerly Branch from mile 19.89, to section 13, township 19, range 14, W. 3 meridian, at mile 20.53.

Revised location of a portion of the Lake Erie and Northern Railway (C.P.R.) in the village of Port Dover, Ontario.

Revised location of a portion of the Swift Current Northwesterly Branch of the Canadian Pacific Railway from section 1, township 56, range 20, W. 4 meridian, at mile 391.96, to section 25, township 53, range 23, W. 4 meridian, at mile 415.24, in province of Alberta.

Revised location of a portion of the Moose Jaw Southwesterly Branch of the Canadian Pacific Railway from section 15, township 5, range 4, W. 3 meridian, at mile 111.0, to section 26, township 5, range 9, W. 3 meridian, at mile 144.9, in province of Saskatchewan.

Revised location of a portion of the Langdon North Branch of the Canadian Pacific Railway from mile 92.6 to 93.2, all in N.E. $\frac{1}{4}$ section 29, township 27, range 18, W. 4 meridian, province of Alberta.

RAILWAY CROSSINGS

Crossing of the tracks of the Montreal and Southern Counties Railway, at grade by the tracks of the Peck Rolling Mills, Ltd., on Mill street, Montreal, P.Q.

Crossing of tracks of the Hydro Electric Railway by the Canadian National Railways on Sandwich street, in town of Ford City, Ontario.

Crossing of tracks of the British Columbia Electric Railway by the Canadian Northern Pacific Railway at South Westminster, B.C.

Crossing of the tracks of the Canadian National Railways by the tracks of the Harbour Commission of Quebec, at Station 270 + 61 in parish of Sillery, county of Quebec, province of Quebec.

Crossing of tracks of the Hamilton Street Railway by the spur serving the Hamilton Harbour Commissioners of the Canadian National Railways, on Burlington street, Hamilton, Ont.

Overhead crossing of the Canadian National Railways by the Shawinigan Lake Lumber Company, Limited, at approximately mile 48, Vancouver Island line.

Overhead crossing of the Canadian National Railways by the Canadian Pacific Railway in section 27, township 40, range 23, W. 3 meridian, at Round Valley, Sask.

Crossing of the tracks of the Grand Trunk Pacific Railway (C.N.Rys.) by the Canadian National Railways in section 13, township 53, range 23, W. 3 meridian, near Clover bar, Alta.

Crossing of the tracks of the Canadian National Railways by the Canadian Pacific Railway in section 31, township 52, range 23, W. 4 meridian, province of Alberta.

Crossing of the tracks of the Canadian National Railways by the Canadian Pacific Railway in section 34, township 55, range 20, W. 4 meridian, near Bruderheim, Alta.

Crossing of tracks of the Canadian National Railways by the Rosetown-Perdue Branch of the Canadian Pacific Railway in section 30, township 35, range 11, W. 3 meridian, near Leney, Sask.

Crossing of tracks of the Great Northern Railway by the Canadian Northern Pacific Railway on Front street, opposite Begbie street; the tracks of the Canadian Pacific Railway on Front street, opposite Eight street, the tracks of the British Columbia Electric Railway on Columbia street, opposite Tenth street; and the tracks of the Shingle Mill Spur and main line of the British Columbia Electric Ry., at the intersection of Royal avenue and Columbia street, in the city of New Westminster, B.C., by the Canadian Northern Pacific Railway.

OPERATION OF INTERLOCKING PLANTS

Operation of interlocking plant at crossing of the Canadian Pacific Railway and Michigan Central Railroad at Appin, Ont.

Operation of interlocking plant at the crossing of the Canadian National Railways by the Canadian Pacific Railway at mile 25.6 La Tuque Subdivision, at St. Basile, P.Q.

Operation of interlocking plant at crossing of the Saskatoon Loop Line of Canadian National Railways with the Saskatoon Terminals Subdivision of the Canadian National Railways at Saskatoon, Sask.

Operation of interlocking plant at crossing of Imperial Oil Company's spur by Canadian National Railways at mile 29.9, L'Assomption Subdivision, at Montreal East, Que.

Operation of connection between the Canadian Pacific Railway and the Canadian National Railways at Dutton, Ont.

RAILWAY CONNECTION

Connection between the tracks of the Canadian Pacific Railway and the Canadian National Railways in lot 14, concession 4, township of Tay, county of Simcoe, province of Ontario.

Connection between the tracks of the Vancouver Harbour Commissioners' Terminal Railway and the Pacific and Great Eastern Railway immediately west of Chesterfield avenue, North Vancouver, B.C.

Connection between the tracks of the Midland-Simcoe Railway and the Canadian National Railways in vicinity of Quebec street, in town of Midland, Ont.

Connection between the tracks of the Vancouver, Victoria and Eastern Railway and the British Columbia Electric Railway at Abbotsford, B.C.

Connection between tracks of the Niagara, St. Catharines and Toronto Railway and the tracks of the Niagara Peninsular Railway at Port Colborne, Ont.

Connection between the tracks of the Canadian Pacific Railway and the Canadian National Railways in lot 13, concession 4, township of North Oxford, county of Oxford, province of Ontario.

Connection between the tracks of the Canadian Pacific Railway spur track serving T. Langton at Medonte, Ont., and the tracks of the Canadian National Railways.

Connection between transfer tracks of the Canadian Pacific Railway with industrial spur of the Canadian National Railways in blocks 135 and 128, in city of Regina, Sask.

Connection between tracks of the Canadian Pacific Railway serving the Thunder Bay Paper Company Limited and the Canadian National Railways in mining location lot 3, township of McGregor, district of Thunder Bay, city of Port Arthur, Ont.

Connection of spur track of the Woodlands Sand and Gravel Company with main line of Canadian Pacific Railway near Marquette, Man.

Connection between the Swift Current Northwesterly Branch of Canadian Pacific Railway and the Edmonton, Yukon and Pacific Railway (C.N.Rys.) in S.W.¼ section 21, township 52, range 24, W. 4 Mer., province of Alberta.

Connection between the Lake Erie and Northern Railway (C.P.R.) and the Canadian National Railways at station 1602-00, in village of Port Dover, Ont.

Connection between spur of the Canadian National Railways serving the Robinhood Mills Limited and the Pheasant Hills Branch of the Canadian Pacific Railway at Saskatoon, Sask.

Connection between the Canadian National Railways and the Canadian Pacific Railway at Kelowna, B.C.

INTERCHANGE TRACKS

Interchange track between the Canadian Pacific Railway and the Canadian National Railways in the town of Pembroke, Ont.

Interchange track between the Canadian National Railways and Canadian Pacific Railway in the town of Ingersoll, Ont.

Interchange tracks between the Canadian National Railways and Canadian Pacific Railway at or near Scottsburg, or Dendron, in province of Saskatchewan.

Interchange track between the Canadian National Railways and Canadian Pacific Railway at Red Deer, Alta.

PROTECTION AT HIGHWAY CROSSINGS

Installation of automatic bell and wigwag signal protection at crossing of Park street by the Pere Marquette Railway in city of Chatham, Ont.

Replacing of fences and gates, and removal of bell and wigwag at crossing of Savoy avenue, in township of East York, by the Canadian National Railways.

Improvement to view at highway crossing over Canadian National Railways between lots 26 and 27, in Half Mile or Indian Strip, in township of Arran, county of Bruce, province of Ontario, by cutting down the bank in the northeast angle of the crossing.

Improvement to view at crossing of Canadian National Railways at county road No. 6, lots 15 and 16, concession 15, township of Mariposa, province of Ontario.

Improvement to view at highway crossing of the Canadian National Railways in S.W. $\frac{1}{4}$ section 14, township 39, range 23, W. 4 meridian, province of Alberta, by cutting off shoulder of bank in southeast angle of the crossing and chiselling off the top of the bank on the west side of the track.

Improvement to view and establishing sight lines at crossing of Carling avenue, in the township of Nepean, province of Ontario, by the Canadian National Railways.

Removal of trees, cutting down the bank obstructing the view, and establishing of sight lines at first public crossing on the Canadian National Railways east of Tillsonburg, Ont.

Installation of two automatic bells and wigwags at crossing just west of Rush Lake Station, Saskatchewan, by the Canadian Pacific Railway.

Removal of obstructions to view at highway crossing at Maple Grove, Ont., by the Lake Erie and Northern Railway (C.P.R.) at mile 27.7.

Installation of bell and wigwag by Canadian Pacific Railway at highway crossing at McLean, Sask.

Installation of wigwag signal at crossing of Strange street, Kitchener, Ont., by the Canadian National Railways.

Installation of automatic bell and wigwag at crossing of Stanley street, Niagara Falls, Ont., by the Niagara, St. Catharines and Toronto Railway.

Installation of wigwag signal on the north side of the track at Sixth Line Road Crossing of the Canadian National Railways west of Oakville Station, Ont.

Installation of double bells and wigwags at the crossing of Main street, Woodslee, Ont., by the Michigan Central Railroad.

Installation of double bells and wigwag signals at the crossing of Angle road, No. 2 Provincial Highway, three-quarters of a mile west of Ruscomb, Ont., by the Michigan Central Railroad.

Installation of automatic bell and wigwag signal at crossing of Provincial Highway just west of Myrtle Station, Ont., by the Canadian Pacific Railway.

Improvement of view at Aiken's Crossing, mile 121.27 Mulgrave Subdivision, Canadian National Railways, by cutting away the bank in northwest angle of the crossing.

Installation of double bells and wigwags at road crossing 1.60 miles east of Yarmouth, Ont., by the Michigan Central Railroad.

Installation of double bells and wigwags at highway crossing at Brownsville Station, Ont., by the Michigan Central Railroad.

Installation of double bells and wigwags at highway crossing at Townsend Centre, Ont., by the Michigan Central Railroad.

Installation of double bells and wigwags at highway crossing 2.65 miles East of Perry Station, Ont., by the Michigan Central Railroad.

Installation of double bells and wigwags at crossing of Talbot Road 1.92 miles West of Canfield Junction, Ont., by the Michigan Central Railroad.

Installation of double bells and wigwags at highway crossing 0.94 miles West of Tillsonburg Station, Ont., by the Michigan Central Railroad.

Diversion of Provincial Highway in lots 30 and 31, concessions 8 and 9, township of Collingwood, and elimination of level crossing of Canadian National Railways.

Diversion of Provincial Highway on lots 30 and 31, concessions 8 and 9, township of Collingwood, province of Ontario. to eliminate a level crossing of the Canadian National Railways.

Installation of double bells and wigwags at crossing of Provincial Highway No. 2 two and a half miles east of Tilbury, Ont., by the Michigan Central Railroad.

Installation of double bells and wigwags at crossing of Provincial Highway No. 2, by the Canadian National Railways near Gobles, Governor's Road Crossing, at mile 84.38, Dundas Subdivision.

Removal of obstructions to view at highway crossing at mile 27.9, Waltham Subdivision, Canadian Pacific Railway.

Installation of double bells and wigwags at crossing of Stone road, 0.13 miles south of station at Montrose Junction, Ont., by the Michigan Central Railroad.

Installation of bell and wigwag at crossing of Winnipeg street, Regina, Sask., between Ninth and Tenth avenue, by the Canadian Pacific Railway.

Installation of automatic bells and wigwags at the first crossing west of station at Tecumseh, Ont., known as Lesperance road, by the Canadian National Railways.

Installation of automatic bell and wigwag at crossing of highway by the Canadian National Railways at intersection of Yale road and Water street, at Hope, B.C.

Improvement to view at highway crossing in Northeast quarter section 5, township 10, range 9, W. 1 meridian, and Southeast quarter section 8, township 10, range 9, W. 1 meridian, at mile 19.1 Pleasant Point Subdivision, Canadian National Railways.

Installation of double bell and wigwag at crossing of Tecumseh Road, township of Maidstone, immediately west of Puce River, in province of Ontario.

Installation of automatic bell and wigwag at crossing of main highway at South Pinafore, near St. Thomas, Ont., by the London and Port Stanley Railway.

Installation of semi-automatic signals and derails at crossing of single track of London and Port Stanley Railway by the London Electric Railway on Horton street, London, Ontario.

Installation of automatic bell and wigwag at crossing of the highway immediately north of Rothesay Station, New Brunswick.

Removal of obstructions to view at first highway crossing west of Court-right Station, Ont., by the Pere Marquette Railway.

Installation of wigwag signals in addition to present bell at crossing of Princess street, St. Thomas, Ont., by the Michigan Central Railroad.

Installation of automatic bell and wigwag at crossing of Main street, Antigonish, Nova Scotia, by the Canadian National Railways.

Installation of automatic bell and wigwag at public crossing immediately east of station at Penobsquis, New Brunswick, by the Canadian National Railways.

Removal of obstructions to view at highway crossing east of Fenwood, Saskatchewan, by the Canadian National Railways.

Installation of bells and wigwags at crossing of the Side road between lots 18 and 19, township of Oneida, county of Haldimand, province of Ont., immediately west of Dufferin Station.

Installation of bells and wigwags at crossing of Ontario road, 0.6 miles east of Welland, Ont., by the Michigan Central Railroad.

Installation of bells and wigwags at the crossing of highway in southeast quarter of lot 20, township of Aldborough, province of Ontario, 0.75 miles east of West Lorne, Ont.

Installation of bells and wigwags at the crossing of the highway between the townships of Howard and Oxford, 2.42 miles west of Highgate, Ont., by the Michigan Central Railroad.

Installation of bells and wigwags at crossing of Side road at Villa Nova Station, Ont., by the Michigan Central Railroad.

Installation of bells and wigwags at highway crossing 2.36 miles west of Rodney, Ont., by the Michigan Central Railroad.

Installation of bells and wigwags at highway crossing 2.73 miles east of Welland, Ont., by the Michigan Central Railroad.

Installation of bells and wigwags at Communication road, 0.89 miles east of Fargo, Ont., by the Michigan Central Railroad.

Installation of bells and wigwags at the crossing of the Town Line road, 0.50 miles west of Taylor, Ont., by the Michigan Central Railroad.

Installation of automatic bell and wigwag at crossing of Drouillard road, Ford City, Ont., by the Essex Terminal Railway.

Installation of automatic bell and wigwag at crossing of highway at mile 22.86 Sussex Subdivision, Canadian National Railways, at Petitodiac, New Brunswick.

Installation of automatic bell and wigwag at crossing of the highway at Bayfield road, Nova Scotia, by the Canadian National Railways.

Installation of automatic bell and wigwag at Stewiacke, Nova Scotia, mileage 46.80, Bedford Subdivision, Canadian National Railways.

Installation of automatic bells and wigwags at Richards Crossing, Campbellton, New Brunswick, mile 182.85, Bathurst Subdivision, Canadian National Railways.

Installation of automatic bell and wigwag at Marysville, New Brunswick, at mile 106.90, Nashwaak Subdivision, Canadian National Railways.

Installation of automatic bell and wigwag at Hardwood Ridge, New Brunswick, at mile 54.54, Chipman Subdivision, Canadian National Railways.

Installation of automatic bells and wigwag at Amherst, N.S., at mile 77.16, Springhill Subdivision, Canadian National Railways.

Installation of automatic bell and wigwag at Apohaqui, N.B., at mile 50.17, Sussex Subdivision, Canadian National Railways.

Installation of automatic bell and wigwag at Nauwigewauk, N.B., mile 72.60, Sussex Subdivision, Canadian National Railways.

Installation of automatic bell and wigwag at Isle Verte, P.Q., mile 67.36, Rimouski Subdivision, Canadian National Railways.

Installation of automatic bell and wigwag at Water Street, Chatham, N.B., mile 7.60, Loggieville Subdivision, Canadian National Railways.

Installation of automatic bell and wigwag at Norton, N.B., mile 56.62, Sussex Subdivision, Canadian National Railways.

Installation of automatic bell and wigwag at St. Octave, Quebec, mile 100.02, Metapedia Subdivision, Canadian National Railways.

Installation of automatic bell and wigwag at St. Moise, P.Q., mile 83.38, Metapedia Subdivision, Canadian National Railways.

Removal of obstructions to view at highway crossing between lots 10 and 11, concession 3, south of Dundas street, in the township of Trafalgar, province of Ontario, by the Canadian National Railways.

Installation of wigwag signal in addition to existing bell at crossing of Northumberland avenue, at Ayr, Ont., by the Canadian Pacific Railway.

Installation of automatic bell and wigwag at Dundas street, Lambton Mills, Ont., by the Canadian National Electric Railways.

Installation of wigwags and electric bells at crossing of Eastern avenue, Toronto, Ont., by the Canadian National Railways.

Installation of wigwag signal in addition to present bell at highway crossing 1.7 miles west of Galt Station, Ont., by the Canadian Pacific Railway.

Installation of wigwag signal in addition to existing automatic bell at crossing of Eagle avenue, Weston, Ont., by the Canadian Pacific Railway and Canadian National Railways.

Installation of automatic bell and wigwag at crossing of Tilbury street, Tilbury, Ont., by the Michigan Central Railroad.

Installation of automatic bell and wigwag at crossing of Queen street, Tilbury, Ont., by the Michigan Central Railroad.

Installation of automatic wigwag signal in addition to electric bell at crossing of Parks street, Chatham, Ont., by the Canadian National Railways.

OPENING FOR TRAFFIC

Opening for traffic new main line of Canadian National Railways, in Saskatoon, Sask., known as Loop Line, a total distance of 8.35 miles.

Opening for traffic a portion of the Niagara, St. Catharines and Toronto Railway along Lundy's Lane, between Portage road and Winery road, in the city of Niagara Falls, township of Stamford, province of Ontario.

Opening for traffic connection between the Canadian Pacific Railway and the Canadian National Railways in lot 14, concession 5, and in lot 14, concession 4, township of Tay, county of Simcoe, province of Ontario.

Opening for traffic the Saskatoon Loop Line of the Canadian National Railways in the city of Saskatoon, Sask.

Opening for traffic portion of the Cassils Southerly Branch of the Canadian Pacific Railway from Cassils, at mile 0 to Scandia, at mile 23.4, in province of Saskatchewan.

Opening for traffic portion of line of Canadian Northern Pacific Railway from mile 83.31 to 95.0, Cowichan Subdivision, province of British Columbia.

Opening for traffic portion of the Asquith-Cloan Branch of the Canadian Pacific Railway from mile 0 to 29.83, province of Saskatchewan.

Opening for traffic portion of main line of the Canadian Pacific Railway, double track between mile 8.86 and 16.99, White River Subdivision, a distance of 8.13 miles.

Opening for traffic portion of the Lanigan Northeasterly Branch (North of Melfort), mile 83.56 to 101.78, province of Saskatchewan.

Opening for traffic portion of the Moose Jaw Southwesterly Branch (Assiniboia-Consul), Canadian Pacific Railway, from mile 78.93 to 107.43, Maxstone to Wood Mountain, province of Saskatchewan.

Opening for traffic portion of the Cutknife-Whitford Lake Branch of the Canadian Pacific Railway (Clandonald to Willingdon), mile 117.0 to 182.3, province of Alberta.

Opening for the carriage of traffic Radville-Weyburn Branch of Canadian National Railways from Weyburn to Radville, in province of Saskatchewan.

Opening for traffic the extension of the Nipissing Central Railway from Rouyn, mile 58.70, to Noranda, mile 59.87, in the province of Quebec.

Opening for traffic a portion of the main line of the Canadian Pacific Railway, Webbwood Subdivision, from mile 24.71 to 25.39, as relocated.

Opening for traffic the Ashmont-Bonneyville Branch of the Canadian National Railways from junction of said branch with the Coronado Subdivision of the Canadian Northern Railway at mile 108.16, to Bonneyville, a distance of 37.15 miles, also east leg of Wye at said junction, a distance of 0.27 miles.

Opening for traffic portion of the Bretona-Clover Bar Branch of the Canadian National Railway from junction with the Viking Subdivision of the Grand Trunk Pacific Railway at mile 120.83 to junction with the Stratheona Subdivision of the Canadian Northern Railway at mile 35.86, a distance of 9.61 miles, in province of Alberta.

Opening for traffic portion of the Cowichan Subdivision, Canadian National Railways, from mile 83.31 to 94.97, province of British Columbia.

Opening for traffic of the interchange track between the Canadian Pacific Railway and the Canadian National Railways at Montfort Junction, P.Q.

Opening for traffic of the Elk Point Branch of the Canadian National Railways from mile 141.73 to mile 161.22, in province of Alberta.

Opening for traffic portion of the Swift Current Northwesterly Branch of Canadian Pacific Railway from mile 361.3 at Willingdon, to mile 428.7 at Strathcona, in province of Alberta.

Opening for traffic of the Bretona-Clover Bar Branch of the Canadian National Railways from junction with Viking Subdivision, Grand Trunk Pacific Railway, at mile 120.83, to junction with the Strathcona Subdivision, Canadian Northern Railway, at mile 35.86, a distance of 9.62 miles, in the province of Alberta.

Opening for traffic portion of the Turtleford Southeasterly Branch of the Canadian National Railways from Rabbit Lake, at mile 65.5, to junction with Blaine Lake Subdivision of the Canadian Northern Railway at Speers, Saskatchewan, a distance of 37.34 miles.

Opening for traffic Willowbrook Branch of Canadian National Railways from mile 0, at the junction with the Tonkin Subdivision, Canadian National Railways, at mile 89.76, to Crotherview, Sask., a distance of 22.44 miles.

Opening for traffic portion of Spruce Lake Westerly Branch from mile 0, at the junction with the Turtleford Subdivision, Canadian Northern Railway, at mile 71.88, to Frenchman Butte, Sask., a distance of 29.0 miles.

SUBWAYS

Construction of a subway underneath the Canadian Pacific Railway at mileage 28.9 MacTier Subdivision.

Construction of a subway under the tracks of the Canadian National Railways on the Charlesbourg road, in the city of Quebec, province of Quebec.

Construction of a subway under the tracks of the Canadian Pacific Railway at St. Maurice street, Three Rivers, P.Q.

Construction of a subway under the highway at Summit avenue, Shawinigan Falls, P.Q., by the Canadian National Railways.

Construction of a subway under the highway at Hemlock avenue, Shawinigan Falls, P.Q.

Construction of subway to carry double track of the Toronto, Hamilton and Buffalo Railway across highway known as Stoney Creek Mountain road, in township of Saltfleet, county of Wentworth, province of Ontario.

Construction of a subway to carry Ray avenue, in township of York, province of Ontario, across the tracks of the Canadian National Railways and the Canadian Pacific Railway.

Construction of a subway under the tracks of the Canadian National Railways on Websters Side road between lots 26 and 27, concession 1, township of Saltfleet, county of Wentworth, province of Ontario.

Reconstruction of subway at mile 211.91 Gananoque Subdivision, east of Shannonville, Ontario, in Township of Tyendinaga, county of Hastings, province of Ontario, by the Canadian National Railways and Department of Highways of province of Ontario.

Construction of highway crossing under the Canadian Pacific Railway on Corbin Road, at McGillivray, British Columbia.

PROTECTION AT RAILWAY CROSSINGS

Installation of interlocked home signals, and discontinuance of full interlocking plant at Blenheim, Ont., by the Pere Marquette Railway.

Installation of temporary diamond on the main line of the Canadian National Railways at mile 2.37, Shawinigan subdivision, for construction of Shawinigan Falls diversion.

Installation of automatic signal protection at crossing of Canadian National Railways at mile 41.95, Drummondville subdivision at Actonvale, P.Q., by the Canadian Pacific Railway.

Installation of automatic signal protection at crossing of the Canadian Pacific Railway by the Canadian National Railways at Montfort Junction, P.Q.

Installation of interlocking plant at crossing of Canadian National Railways by the Canadian Pacific Railways near Clover Bar, Alta.

Installation of interlocking plant at crossing of Canadian National Railways (Bretona-Clover Bar Cut-off) by the Canadian Pacific Railway (Swift Current Northwesterly Branch) in section 31, township 52, range 23, W. 4 meridian, province of Alberta.

Installation of interlocking plant at crossing of Canadian National Railways by the Canadian Pacific Railway in section 34, township 55, range 20, W. 4 meridian, near Bruderheim, Alta.

Installation of interlocking plant at crossing of Canadian National Railways by the Canadian Pacific Railway Rosetown-Perdue Branch in section 30, township 35, range 11, W. 3 meridian, near Leney, Sask.

Installation of semi automatic signals and derails at crossing of single track of the London and Port Stanley Railway by the London Street Railway on Horton street, London, Ont.

Installation of interlocking plant at the joint tracks of the Canadian National Railways and Canadian Pacific Railway at Belleville, Ont.

Installation of diamond crossing of the Schomberg and Aurora Railway (Toronto Transportation Commission) with the Canadian National Railways at mile 25.5 Newmarket subdivision in lot 10, concession 2, township King, province of Ontario.

Installation of automatic half interlocking signals at crossing of the Canadian Pacific Railway and Winnipeg Street Railway at Logan avenue, Winnipeg, Man.

Installation of automatic half interlocking signals at crossing of Winnipeg Street Railway and the Canadian Pacific Railway at Selkirk ave., Winnipeg, Man.

Installation of interlocked signals and derails at the crossing of the Canadian National Railways by the Lévis Tramways Company at Gibson's Crossing, Lévis, P.Q.

Installation of interlocking plant at crossing of Canadian Pacific Railway by the Canadian National Railways west of Bathurst Street Junction in city of Toronto, province of Ontario.

Installation of additional gate at crossing of the Toronto Transportation Commission's Railway by the Canadian Pacific Railway on Front and Spadina avenue, Toronto, Ont.

EXPROPRIATION

Expropriation of land in northwest quarter section 28, township 77, range 19, W. 5 meridian, in the province of Alberta, by the Edmonton, Dunvegan and British Columbia Railway for purpose of extending McLennan terminal yards.

Expropriation of land in city of Hamilton, province of Ontario, being part of lots 19 and 20, concession 3, township of Barton, province of Ontario, by the Toronto, Hamilton and Buffalo Railway for new engine terminal with new buildings, tracks, and facilities in connection therewith, between Main street and Aberdeen avenue, and west of Dundurn street, Hamilton, Ont.

Expropriation of certain lands forming part of lot No. 582-A of official cadastre of parish of St. Roch north in city of Quebec, by the Quebec Railway, Light and Power Company for railway facilities.

Expropriation of lands in parish of St. Jerome, P.Q., by the Canadian Pacific Railway for purpose of constructing an interchange track at Montfort Junction, P.Q.

Expropriation of lands by the Quebec and Lake St. John Railway for the purpose of additional terminal facilities at Jonquieres, P.Q.

Expropriation of lands in county of Saint John, parish of Lancaster, province of New Brunswick, by the Canadian Pacific Railway for protection of its right of way against erosion by the sea.

Expropriation of lands in town of Kenora, Ont., by the Canadian Pacific Railway for purpose of enlarged and necessary yard and trackage accommodation and facilities at Kenora, Ont.

Expropriation of 0.84 acres of land, the property of H. Petlock, Fenwood, Sask., by the Canadian National Railways for the purpose of establishing sight lines at highway crossing.

Expropriation of land at Three Rivers, P.Q., for extension of railway yards by the Canadian Pacific Railway.

Expropriation of lands in St. Antoine Ward, Montreal, P.Q., by the Canadian Pacific Railway for railway facilities.

TUNNELS

Approval of reconstruction of tunnel at mile 28, Ashcroft subdivision, Canadian National Railways, province of British Columbia.

Approval of construction of two tunnels underneath the tracks of the Canadian Pacific Railway in northeast quarter section 4, township 2, range 7, W. 2 meridian, province of Saskatchewan.

Approval of construction of mine tunnel under the tracks and right of way of the Edmonton, Dunvegan and British Columbia Railway at mileage 11, province of Alberta.

DRAINAGE

Approval of work to be done on drain known as the Secord drain under the tracks of the Canadian National Railways on lots 26 and 27, concession 9, township of Yarmouth, province of Ontario.

Approval of plans and specifications in connection with construction of Black Creek Drainage Improvement Scheme in township of Drummond, county Lanark, province of Ontario, under the Canadian Pacific Railway.

Approval of work to be done in connection with the Martyn Drain No. 2 under the tracks of the Canadian National Railways on lots 14 and 15 in the 9th concession of township of Yarmouth, N.S.

RAILWAY GRADE CROSSING FUND

Contribution of forty per cent of cost of installing automatic bell and wig-way protection at crossing of Park street, Chatham, Ont., by the Pere Marquette Railway.

Contribution of forty per cent of cost of constructing the East York-Leaside bridge and the Canadian Pacific Railway under the tracks of the Canadian National Railways not exceeding sum of \$25,000, to be paid the town of Leaside, Ont.

Contribution of forty per cent of cost of installing cables in guard fence on overhead bridge constructed by Canadian National Railways over the Lachine road at Rockfield, P.Q.

Contribution of forty per cent of cost of cutting down the bank in north-east angle of crossing between lots 26 and 27, in Half Mile or Indian Strip, township of Arran, county of Bruce, province of Ontario, by the Canadian National Railways, to improve the view.

Contribution of forty per cent of cost of removing obstructions to view at crossing of Canadian National Railways at county road No. 6, lots 15 and 16, concession 15, township of Mariposa, province of Ontario.

Contribution of forty per cent of cost of installing bell and wigwag at highway crossing over Canadian Pacific Railway at mileage 24.23 west of North Bend, B.C.

Contribution of forty per cent of cost of constructing diversion of the highway at Kanaki Creek near Albion, B.C., Dewdney District, across the Canadian Pacific Railway.

Contribution of forty per cent of cost of removing obstructions to view and establishing sight lines at the crossing of Carling avenue by the Canadian National Railways in township of Nepean and province of Ontario.

Contribution of forty per cent of the annual expenditure in connection with crossings on Bloor street, Toronto, under the tracks of the Galt Subdivision of the Canadian Pacific Railway, under the tracks of the Brampton Subdivision of the Canadian National Railways, and under the tracks of the Toronto, Grey and Bruce Subdivision of the Canadian Pacific Railway commencing with the year 1924, not exceeding in any one year sum of \$25,000, and forty per cent of the annual expenditure in connection with crossing under tracks of Newmarket Subdivision of Canadian National Railways, commencing with year 1924, not exceeding in any one year the sum of \$25,000.

Contribution of forty per cent of annual expenditure in connection with subway under the tracks of the Galt Subdivision of the Canadian Pacific Railway, under the tracks of the Brampton Subdivision of the Canadian National Railways, and under the tracks of the Toronto, Grey and Bruce Subdivision of the Canadian Pacific Railway, commencing the year 1924, not exceeding \$75,000 in any one year.

Contribution of forty per cent of cost of diversion of original road allowance between lots 25 and 26, concession 4, township of Alice, county of Renfrew, province of Ontario.

Contribution of forty per cent of cost of constructing subway under the Canadian National Railways on the Charlesbourg road, Quebec, P.Q., but not exceeding \$25,000.

Contribution of forty per cent of cost of removing trees, establishing sight lines, and cutting down the bank obstructing the view at the first public crossing on the Canadian National Railways east of Tilsonburg, Ont.

Contribution of forty per cent of cost of constructing subway under the tracks of the Canadian Pacific at St. Maurice street, Three Rivers, P.Q., but not exceeding \$25,000.

Contribution of forty per cent of cost of installing two automatic bells and wigwags at crossing just west of Rush Lake station, Sask., by the Canadian Pacific Railway.

Contribution of forty per cent of the cost of removing obstruction and establishing sight lines, by the Canadian National Railways at crossing of the highway known as Mortimer Crossing, one mile north of Harcourt, N.B.

Contribution of forty per cent of cost of diversion of highway from lot 54 to lot 57, concession B, township of Marie, county of Renfrew, Ont., by the Department of Northern Development of the province of Ontario.

Contribution of forty per cent of cost of installing bell and wigwag protection at crossing of highway at McLean, Sask., by the Canadian Pacific Railway.

Contribution of forty per cent of cost of installing automatic bell and wig-wag at first crossing east of Pacome station, in province of Quebec, by the Canadian National Railways.

Contribution of forty per cent of cost of diverting highway at mile 92.2, Grand Mere Subdivision, Canadian National Railways, and closing two existing crossings in Shawinigan county, province of Quebec.

Contribution of forty per cent of cost of diverting highway through lot 18, concession 6, township of Hungerford, county of Hastings, province of Ontario, by the county of Hastings on the line of the Canadian National Railways.

Contribution of forty per cent of cost of eliminating two grade crossings of the Canadian National Railways by diverting the County road at Bannockburn, Ont.

Contribution of forty per cent of the cost of installing wig-wag signal in addition to present electric bell at the crossing of Thomas street, Streetsville, Ont., on the Galt Subdivision of the Canadian Pacific Railway.

Contribution of forty per cent of cost of installing bell and wig-wag at crossing of Stanley street Niagara Falls, Ont., by the Niagara, St. Catharines and Toronto Railway.

Contribution of forty per cent of cost of constructing overhead crossing of the Canadian Pacific Railway at mile 29.35 west of Revelstoke, B.C., near Craigellachie, B.C.

Contribution of forty per cent of the cost of constructing an overhead crossing and diverting the public road over the Canadian National Railways at Leitches creek, in province of Nova Scotia.

Contribution of forty per cent of the cost of installing wig-wag signal at the Sixth Line Road Crossing of the Canadian National Railways west of Oakville Station, Ont.

Contribution of forty per cent of cost of installing double bells and wig-wags at the crossing of Main street, Woodslee, Ont., by the Michigan Central Railway.

Contribution of forty per cent of cost of installing double bells and wig-wags at crossing of Angle Road (No. 2 Provincial Highway) three quarters of a mile west of Rusecombe, Ont., by the Michigan Central Railroad.

Contribution of forty per cent of cost of installing automatic bell and wig-wag protection at crossing of Provincial Highway just west of Myrtle Station, Ont., by the Canadian Pacific Railway.

Contribution of forty per cent of cost of improving the view at Aiken's crossing, mile 121.27, Mulgrave Subdivision, Canadian National Railways by cutting away the bank in northwest angle of the crossing.

Contribution of forty per cent of cost of installing double bells and wig-wags at road crossing 1.60 mile east of Yarmouth, Ont., by the Michigan Central Railroad.

Contribution of forty per cent of cost of installing double bells and wig-wags at crossing of the Angle Road (No. 2 Provincial Highway) three quarters of a mile west of Ruscomb, Ont., by the Michigan Central Railroad.

Contribution of forty per cent of cost of installing double bells and wig-wags at highway crossing at Brownsville Station, Ont., by the Michigan Central Railroad.

Contribution of forty per cent of cost of installing double bells and wig-wags at highway crossing at Townsend Station, Ont., by the Michigan Central Railroad.

Contribution of forty per cent of cost of installing double bells and wig-wags at highway crossing 2.65 miles east of Perry Station, Ont., by the Michigan Central Railroad.

Contribution of forty per cent of cost of installing double bells and wigwags at crossing of Talbot road, 1.92 miles west of Canfield Junction, Ont., by the Michigan Central Railroad.

Contribution of forty per cent of cost of installing double bells and wigwags at highway crossing 0.94 miles west of Tillsonburg Station, Ont., by the Michigan Central Railroad.

Contribution of forty per cent of cost of diverting Provincial Highway on lots 30 and 31, concessions 8 and 9, township of Collingwood, in province of Ontario, by the Department of Public Highways of Ontario so as to eliminate level crossing of the Canadian National Railways.

Contribution of forty per cent of cost of installing double bells and wigwags at crossing of Provincial Highway No. 2, two and a half miles east of Tilbury, Ont., by the Michigan Central Railroad.

Contribution of forty per cent of cost of removing obstructions to view at crossing of highway at mile 27.9 Waltham Subdivision, Canadian Pacific Railway.

Contribution of forty per cent of cost of installing double bells and wigwags at the crossing of the Stone Road, 0.13 miles south of the station at Montrose Junction, Ont., by the Michigan Central Railroad.

Contribution of forty per cent of cost of installing bell and wigwag at crossing of Winnipeg street, Regina, Sask., between Ninth and Tenth streets, by the Canadian Pacific Railway.

Contribution of forty per cent of the cost of installing automatic bells and wigwags at crossing at Lesperance Road, just west of Tecumseh, Ont., by the Canadian National Railways.

Contribution of forty per cent of cost of installing automatic bell and wigwag at highway crossing by Canadian National Railways at intersection of Yale road and Water street at Hope, B.C.

Contribution of forty per cent of cost of improving the view at highway crossing of Canadian National Railways at mile 19.1 Pleasant Point Subdivision, province of Manitoba.

Contribution of forty per cent of cost of installing double bells and wigwags at crossing of Tecumseh road, township of Maidstone, immediately west of the Puce river, province of Ontario, by the Canadian National Railways.

Contribution of forty per cent of cost of installing automatic bell and wigwag at crossing of main highway at South Pinafore, near St. Thomas, Ont., by the London and Port Stanley Railway.

Contribution of forty per cent of cost constructing diversion of highway in northeast quarter section 30, township 38, range 27, W. 4 meridian, and elimination of two grade crossings on the Canadian Pacific Railway by the Department of Public Works of province of Alberta.

Contribution of forty per cent of cost of installing semi-automatic signals and derails at crossing of single track of the London and Port Stanley Railway by the London Street Railway on Horton street, London, Ont.

Contribution of forty per cent of cost of installing automatic bell and wigwag at crossing of highway immediately north of Rothesay Station, New Brunswick, by the Canadian National Railways.

Contribution of forty per cent of cost of removing the obstructions to view at first highway crossing west of Courtright Station, Ont., by the Pere Marquette Railway.

Contribution of forty per cent of cost of installing wigwag signals in addition to present bell, at the crossing of Princess avenue, St. Thomas, Ont., by the Michigan Central Railroad.

Contribution of forty per cent of cost of installing automatic bell and wigwag signal at crossing of Main street, Antigonish, Nova Scotia, by the Canadian National Railways.

Contribution of forty per cent of cost of installing automatic bell and wigwag protection at public crossing immediately east of station at Penobaquis, N.B., by the Canadian National Railways.

Contribution of forty per cent of cost of constructing subway under tracks of Canadian National Railways on Websters Side Road, between lots 26 and 27, township of Saltfleet, county of Wentworth, province of Ontario.

Contribution of forty per cent of the cost of constructing subway at 109th Street, Edmonton, Alta., under the tracks of the Canadian National Railways.

Contribution of forty per cent of cost of installing bells and wigwags at the crossing of the Side road between lots 18 and 19, township of Oneida, county of Haldimand, province of Ontario, immediately west of Dufferin station.

Contribution of forty per cent of cost of installing bells and wigwags at crossing of Ontario road, 0.6 miles east of Welland, Ontario.

Contribution of forty per cent of cost of installing bells and wigwags at crossing of highway in southeast quarter of lot 20, township of Aldborough, province of Ontario, 0.75 miles east of West Lorne, Ontario.

Contribution of forty per cent of cost of installing bells and wigwags at the crossing of the highway between the townships of Howard and Orford, 2.42 miles west of Highgate, Ont.

Contribution of forty per cent of cost of installing bells and wigwags at the crossing of the Side Road at Villa Nova Station, Ont., by the Michigan Central Railroad.

Contribution of forty per cent of cost of installing bells and wigwags at crossing of highway 2.36 miles west of Rodney, Ont., by the Michigan Central Railroad.

Contribution of forty per cent of cost of installing bells and wigwags at crossing of highway, 2.73 miles east of Welland, Ont., by the Michigan Central Railroad.

Contribution of forty per cent of the cost of installing bells and wigwags at the crossing of the Communication Road 0.89 miles east of Fargo, Ont., by the Michigan Central Railroad.

Contribution of forty per cent of the cost of installing bells and wigwags at crossing of the Town Line Road 0.50 miles west of Taylor, Ont., by the Michigan Central Railroad.

Contribution of forty per cent of the cost of installing automatic bell and wigwag at crossing of Drouillard Road, Ford City, Ont., by the Essex Terminal Railway.

Contribution of forty per cent of cost of constructing diversion of road allowance in Northwest quarter section 2, township 14, range 17, W.3.M. Province of Saskatchewan, and eliminating existing crossing between Secs. 8 and 9, by the Municipality of Webb No. 138.

Contribution of forty per cent of cost of installing double bells and wigwags at crossing of Governor's Road at mile 84.38 Dundas Sub., Canadian National Railways.

Contribution of forty per cent of cost of installing automatic bell and wigwag at highway crossing at mile 22.86 Sussex Sub., Canadian National Railways at Petitcodiac, N.B.

Contribution of forty per cent of the cost of installing automatic bell and wigwag protection at the crossing of highway at Bayfield Road, N.S., by the Canadian National Railways.

Contribution of forty per cent of the cost of installing automatic bell and wigwag at highway crossing at mile 46.80 Bedford Subdivision at Stewiacke, N.S., by the Canadian National Railways.

Contribution of forty per cent of the cost of installing automatic bell and wigwag at Richards Crossing, Campbellton, N.B., mile 182.85 Bathurst Subdivision, Canadian National Railways.

Contribution of forty per cent of cost of installing automatic bell and wigwag at Marysville, N.B., at mile 106.90, Nashwaak Subdivision, Canadian National Railways.

Contribution of forty per cent of cost of installing automatic bell and wigwag at Harwood Ridge, N.B., at mile 54.54, Chipman Subdivision, Canadian National Railways.

Contribution of forty per cent of cost of installing automatic bell and wigwag at Amherst, N.S., at mile 77.16 Springhill Subdivision, Canadian National Railways.

Contribution of forty per cent of cost of installing automatic bell and wigwag at Apohaqui, N.B., mile 50.17 Sussex Subdivision, Canadian National Railways.

Contribution of forty per cent of cost of installing automatic bell and wigwag at Nauwigewauk, N.B., mile 72.60 Sussex Subdivision, Canadian National Railways.

Contribution of forty per cent of cost of installing automatic bell and wigwag at Isle Verte, P.Q., mile 67.36 Rimouski Subdivision, Canadian National Railways.

Contribution of forty per cent of cost of installing automatic bell and wigwag at Water St., Chatham, N.B., Mile 7.60 Loggieville Subdivision, Canadian National Railways.

Contribution of forty per cent of cost of installing automatic bell and wigwag at Norton, N.B., Mile 56.62 Sussex Subdivision, Canadian National Railways.

Contribution of forty per cent of cost of installing automatic bell and wigwag at St. Octave, P.Q., Mile 100.02, Metapedia Subdivision, Canadian National Railways.

Contribution of forty per cent of cost of installing automatic bell and wigwag at St. Moise, P.Q., Mile 83.38 Metapedia Subdivision, Canadian National Railways.

Contribution of forty per cent of cost of removing obstructions to view at highway crossing by the Canadian National Railways between lots 10 and 11, concession 3, township of Trafalgar, province of Ontario.

Contribution of forty per cent of cost of constructing pedestrian bridge over the Canadian National Railways at St. Michel St. La Tuque, P.Q.

Contribution of forty per cent of cost of diverting the Lévis-Sherbrooke Highway in province of Quebec and elimination of two highway crossings of the Canadian National Railways at Somerset North, P.Q., by the Department of Highways of the province of Quebec.

Contribution of forty per cent of the cost of work done by the Department of Public Works of British Columbia at subway crossing of the Yale-Cariboo Road near Lytton, B.C., at Mile 95.32 Thompson Subdivision, Canadian Pacific Railway.

Contribution of forty per cent of cost of installing automatic bell and wigwag at crossing of Dundas street, Lambton Mills, Ont., by the Canadian National Railways.

Contribution of forty per cent of cost of installing automatic half-interlocking signals at crossing of tracks of the Canadian Pacific Railway by the Winnipeg Electric Company at Selkirk avenue, Winnipeg, Man.

Contribution of forty per cent of installing wigwag signal in addition to present bell at highway crossing at mile 58.9 Galt Subdivision, Canadian Pacific Railway.

Contribution of forty per cent of cost of diverting Cariboo road, and to close level highway crossings at mile 76.18 and 77.43 Kamloops Subdivision, Canadian Pacific Railway.

Contribution of forty per cent of cost of installing wigwag in addition to existing bell at crossing at Eagle avenue, Weston, Ont., by the Canadian Pacific Railway and Canadian National Railways.

Contribution of forty per cent of cost of constructing overhead highway crossing of Canadian National Railways on surveyed road in northwest quarter section 19, township 4, range 25, W. 2 meridian, province of Saskatchewan.

Contribution of forty per cent of cost of installing automatic bell and wigwag at crossing of Tilbury street, Tilbury, Ont., by the Michigan Central Railroad.

Contribution of forty per cent of cost of installing automatic bell and wigwag at crossing of Queen street, Tilbury, Ont., by the Michigan Central Railroad.

Contribution of forty per cent of cost of diverting the Levis-Rimouski highway and eliminating of two level highway crossings of the Canadian National Railways in parish of Ste. Cecile du Bic, county of Rimouski, province of Quebec.

Contribution of forty per cent of cost of installing wigwag signal in addition to existing electric bell at crossing of Park street, Chatham, Ont., by the Canadian National Railways.

Contribution of forty per cent of cost of closing crossing over the Canadian Pacific Railway at mile 26.1 west of Kamloops, B.C., and converting same into a private crossing with gates in right of way fence.

Contribution of forty per cent of cost of diverting highway between lots 163 and 164 in St. Constant concession, parish of St. Marguerite de Blairfindie, county of St. John's, province of Quebec, at mile 23.46, Adirondaek Subdivision, Canadian Pacific Railway.

HIGHWAY CROSSINGS AND DIVERSIONS

In connection with the approval of location plans, a large number of highway crossing and highway diversion plans were approved. In all nine hundred and fifty-six highway crossings and one hundred and twenty-four highway diversions were approved, also railways were authorized to cross unopened road allowances at one hundred and sixty-eight points:—

	Highway Crossings		Highway Diversion
	Level	Overhead	
British Columbia.....	52	3	2
Alberta.....	344	1	46
Saskatchewan.....	416	1	63
Manitoba.....	14	0	4
Ontario.....	94	8	7
Quebec.....	33	3	3
Maritime Provinces.....	3	1	1

INDUSTRIAL SPURS

Authority was granted for the construction of two hundred and twenty spurs, varying in length from a few hundred feet to six miles, as follows:—

British Columbia.....	31
Alberta.....	44
Saskatchewan.....	27
Manitoba.....	8
Ontario.....	76
Quebec.....	31
Maritime Provinces.....	3

BRIDGES

Authority was granted for the construction or reconstruction of fifty-nine bridges, inspections made and authority granted for the use of same.

TELEPHONE AGREEMENTS

The Board's Electrical Engineer has checked over and passed upon one hundred and two telephone agreements, covering connections between rural telephone companies and the Bell Telephone Company.

MISCELLANEOUS

One hundred and two crossings of railways by power transmission lines were passed upon by the Board's Electrical Engineer.

Thirty-two cases of reduced clearances of structures at railway sidings were passed upon by the Board's engineers.

Exemption from the erection of fences, gates and cattle guards has been granted in a number of cases.

Approval of underground ducts for wires and cables for telegraph purposes under certain streets in the city of Toronto.

Approval of Standard Specifications for Steel Railway Bridges as issued by the Canadian Engineering Standards Association.

In addition to the above many other matters have been dealt with by the Board's engineers, such as the inspection of railways out of repair, investigation of accidents, removal of speed limitations, removal of industrial spurs, signal protection at lift bridges, approval of docks and ferry slips, speed restriction of trains through junctions, farm crossing complaints, wire crossings, inductive interference, etc.

APPENDIX " C "

REPORT OF THE CHIEF OPERATING OFFICER OF THE BOARD FOR
THE YEAR ENDING DECEMBER 31, 1928

February 25, 1929.

A. D. CARTWRIGHT, Esq.,
Secretary, Board of Railway Commissioners,
Building.

DEAR SIR:—In compliance with section 31 of the Railway Act of 1919, the annual report of the Chief Operating Officer covering the work of the Operating Department of the Board during the fiscal year ending December 31, 1928, is respectfully submitted in quadruplicate.

REPORTING AND INVESTIGATING ACCIDENTS ATTENDED BY PERSONAL INJURY OR LOSS
OF LIFE

Three thousand and thirteen accidents were reported during the year to the Board by the various railway companies subject to its jurisdiction, involving 3,638 casualties, of which number 445 persons were killed and 3,193 persons injured. See statements Nos. 1, 3 and 4, for particulars.

The comparative statements Nos. 2, 5 and 6, herewith of killed and injured show an increase of 92 persons killed and an increase of 102 injured.

Of the total 3,013 accidents so reported, 1,433 were investigated, covering 308 persons killed and 1,723 persons injured. Detailed statements Nos. 7, 8, 9 and 10 cover the investigations with respect to collisions, derailments, accidents at highway crossings, and accidents to employees while working on or under engines. These four statements show a total of 530 investigations, covering 186 persons killed and 800 persons injured. The remainder, 903 investigations, cover 122 persons killed and 923 injured, and are spread over accidents covered by the various headings referred to in statements Nos. 3, 4 and 5.

It will be observed that out of a total of 3,013 accidents involving 3,638 casualties during the fiscal year, there were 127 trespassers killed and 139 injured. In this connection reference is made to Statement No. 16, showing by railways and provinces the number of killed and injured.

The matter of highway crossing accidents, protection provided, etc., is dealt with by detailed statements Nos. 3, 4, 5, 9, 11, 12, 13, 14 and 15.

INSPECTION OF SAFETY APPLIANCES AND CAR EQUIPMENT

The work coming within this category is largely carried on under the provisions of section 298 of the Railway Act and General Order No. 102; a reprint of the latter having been made during the fiscal year ending December 31, 1923, embodying all the amendments to date. The work performed by the Department in this connection will be found in detail statements Nos. 19, 20, 21-A and 21-B. The inspection of 75,989 cars, it will be readily understood, entails considerable time and labour, both on the ground and in the office at headquarters, where the work of recording, checking and filing of the numerous reports carried on, and subsequent correspondence with the railway companies, with a view to having the defects, so reported, remedied as promptly as possible.

The inspection of 75,989 cars above referred to revealed 3,822 defective cars (5.2 per cent) with defects totalling 4,313.

INSPECTION OF MOTIVE POWER

This division of the work is carried on under sections 298, 299, 300 and 301 of the Act, and the Board's General Orders Nos. 12, 31, 66, 78, 102, 131, 199, 226, 289, 293, 362, 385, 389, 394, 402, 403, 404, 415, 423, 424, 428, 434 and 438. A total of 10,884 locomotives were inspected during the fiscal year, the total number of defective engines being 400 (3 per cent), with defects numbering 475. For details see statement No. 22.

Under General Order No. 78, the so-called "Locomotive Boiler Inspection Order," 66,564 report forms of monthly and annual inspections, tests, etc., were filed with the Department during the year. These reports cover 5,611 locomotives.

STATIONARY BOILERS

Pursuant to General Order No. 330, the so-called "Stationary Boiler Inspection Order," 4,956 report forms of semi-annual and annual inspections were filed during the year covering 2,177 stationary boilers. The checking and recording of the above mentioned locomotive and stationary boiler reports, together with the necessary correspondence in connection therewith, naturally creates an extensive line of work.

INSPECTION OF PASSENGER EQUIPMENT, STATION BUILDINGS AND PREMISES

This work comprises features of safety, cleanliness, accommodation, etc. A large number of matters have been brought to the attention of the proper officials with beneficial results.

APPLICATIONS AND COMPLAINTS RE TRAIN AND STATION SERVICE, HIGHWAY CROSSING PROTECTION, STATION LOCATIONS, CAR SUPPLY, ETC.

The work under this heading covers a wide range of subjects and entails, in many instances, a considerable amount of inquiry and research. During the year complaints and applications numbering 1,240 were inquired into and reported upon.

In conclusion it might be stated that in order to accomplish the work briefly outlined in the foregoing it has necessitated the travelling of 336,648 miles by the staff of this department.

No. 1.—STATEMENT showing number of passengers, employees and others killed and injured on railways under the Board's jurisdiction, for year ending December 31, 1928.

Name of Railway	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Canadian National.....	10	170	58	1,337	143	365	211	1,872
Canadian Pacific.....	7	120	44	757	129	282	180	1,159
Michigan Central.....		2	3	33	15	13	18	48
Toronto, Hamilton & Buffalo.....		1		7			3	11
Niagara, St. Catharines & Toronto					2	3	2	3
Kettle Valley.....				9	2		2	9
Algoma Central & Hudson Bay...			2		1	3	3	3
New York Central.....		4		4	1	4	1	12
Quebec Central.....					3	8	3	8
Central Vermont.....						1		1
Lake Erie & Northern.....				1		4		5
Grand River.....					1	2	1	2
Edmonton, Dunvegan & British Columbia.....	1						1	
Midland Railway of Manitoba.....				1		1		2
Canadian National Electric.....					8	3	8	3
Brantford & Hamilton Electric...						3		3
London & Port Stanley.....		2			1	6	1	8
Thousand Islands.....					1		1	
Quebec Railway, Light & Power...					1	2	1	2
Great Northern.....					1	1	1	1
Windsor, Essex & Lake Shore.....						3		3
British Columbia Electric.....					1		1	
Algoma Eastern.....			1				1	
Dominion Atlantic.....		2		3	1	2	1	7
Pere Marquette.....				1		4		5
Atlantic, Quebec & Western.....					1		1	
Esquimalt & Nanaimo.....					1	1	1	1
Montreal & Southern Counties...					1	3	1	3
Napierville Junction.....				2				2
Vancouver, Victoria & Eastern...				1				1
Essex Terminal.....					2	1	2	1
Quebec, Montreal & Southern.....			1	15	2	3	3	18
	18	301	109	2,171	318	721	445	3,193

No. 2.—COMPARATIVE Statement of killed and injured between year ending December 31, 1927, and year ending December 31, 1928.

	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1927.....	13	382	101	2,051	239	658	353	3,091
1928.....	18	301	109	2,171	318	721	445	3,193
Increase.....	5		8	120	79	63	92	102
Decrease.....		81						

No. 3.—STATEMENT showing separately the number of passengers, employees and others, killed and injured, and the nature of the accidents, for the year ending December 31, 1928.

Character of Accidents	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Derailment.....	1	46	7	88	4	17	12	151
Collision, head-on.....	2	24	2	40	1		5	64
Collision, rear-end.....	1	20	2	26			3	46
Collision in yard.....		18	3	37		4	3	59
Public highway crossing protected by gates.....					1	6	1	6
Public highway crossing protected by bell.....				1	22	34	22	35
Public highway crossing protected by watchman.....					6	9	6	9
Public highway crossing unprotected.....			1	9	143	416	144	425
Private crossing.....				1	9	25	9	26
Trespassing.....					127	139	127	139
Working on or under engine.....			1	194			1	194
Miscellaneous.....		108	4	500	1	29	5	637
Adjusting couplers, coupling and uncoupling.....			6	108			6	108
Run down by engine or car between stations.....			7	6		1	7	7
Falling off hand-car, motor or velocipede.....			7	194		2	7	196
Hand-car, motor, velocipede, struck by train.....			13	36			13	36
Crawling between cars over couplers.....				7				7
Passing between cars, between couplers.....			2	3		1	2	4
Struck by car standing foul.....				3				3
Struck by switch-stand, water spout, mail crane, etc.....				25				25
Crushed between cars, building, lumber pile, platform, etc.....			1	21			1	21
Explosion of locomotive boiler.....			3	3			3	3
Falling off passenger train.....	6	4		2	1		7	6
Falling off tender while handling coal.....				2				2
Falling off tender while taking water.....			1	2			1	2
Sideswipe.....			2	12		1	2	13
Riding on pilot or footboard of engine.....			3	73		2	3	75
Overhead obstruction.....				10				10
Falling off top of car.....			5	45			5	45
Falling between cars.....				13				13
Application of air brake.....		20	1	191		8	1	219
Jumping off train in motion.....	5	45	1	85	1	6	7	136
Attempt to board train in motion.....	1	14		75	1	1	2	90
Washout.....		2	2	3			2	5
Bridge gave way, or destroyed by fire.....			1	12			1	12
Run down by engine or car at station or in yards.....	2		20	74		10	22	84
Caught in frog, guard-rail, or switch rod.....				1				1
Caught by engine or car while throwing switch.....				2				2
Falling off side and end ladders of cars.....			6	49		1	6	50
Falling off car while working hand brake.....			3	93		2	3	95
Asphyxiated in tunnel.....				1				1
Handling freight and baggage.....				21				21
Loading and unloading O.C.S. material.....				56		2		58
Staking or poling cars.....				1	1		1	1
Cars moved while being loaded or unloaded.....				16		5		21
Carmen working on or under cars on running track when moved.....			3	4			3	4
Chaining and unchaining cars.....				2				2
Coupling and uncoupling hose.....			1	14			1	14
Turning angle cock.....			1	10			1	10
	18	301	109	2,171	318	721	445	3,193

No. 5.—COMPARATIVE Statement in totals of killed and injured by class of accident, between year ending December 31, 1927, and year ending December 31, 1928.

	1927		1928		Increase		Decrease	
	K.	I.	K.	I.	K.	I.	K.	I.
Derailment.....	15	118	12	151		33	3	
Collision, head-on.....	12	129	5	64			7	65
Collision, rear-end.....	4	21	3	46		25	1	
Collision in yard.....		49	3	59	3	10		
Collision with cars standing foul.....		2						2
Collision with cars account open switch.....		2						2
Collision at level diamond crossing.....		19						19
Public highway crossing protected by gates.....	4	13	1	6			3	7
Public highway crossing protected by bell.....	16	45	22	35	6			10
Public highway crossing protected by watchman.....		21	6	9	6			12
Public highway crossing unprotected.....	79	346	144	425	65	79		
Private crossing.....	9	28	9	26				2
Trespassing.....	121	131	127	139	6	8		
Working on or under engine.....		203	1	194	1			9
Miscellaneous.....	1	670	5	637	4			33
Adjusting couplers, coupling and uncoupling.....	5	93	6	108	1	15		
Run down by engine or car between stations.....	6	11	7	7	1			4
Falling off hand-car, motor or velocipede.....	5	219	7	196	2			23
Hand-car, motor or velocipede, struck by train.....	13	37	13	36				1
Crawling between cars over coupler.....	1	3		7		4	1	
Passing between cars between couplers.....	1	2	2	4	1		2	
Struck by car standing foul.....				3		3		
Struck by switch stand, water spout, mail crane, etc.....	2	27		25			2	2
Crushed between cars, buildings, lumber pile, plat- form, etc.....	2	10	1	21		11	1	
Explosion of locomotive boiler.....	1	13	3	3	2			10
Falling off passenger train.....	3	22	7	6	4			16
Falling off tender while handling coal.....		3		2				1
Falling off tender while taking water.....		6	1	2	1			4
Sideswipe.....		16	2	13	2			3
Riding on pilot or footboard of engine.....	1	67	3	75	2	8		
Overhead obstruction.....		6		10		4		
Falling off top of car.....	4	52	5	45	1			7
Falling between cars.....	4	13		13			4	
Application of air brake.....		154	1	219	1	65		
Jumping off train in motion.....	6	110	7	136	1	26		
Attempt to board train in motion.....	4	64	2	90		26	2	
Washout.....	3	12	2	5			1	7
Bridge give way, or destroyed by fire.....	3		1	12		12	2	
Run down by engine or cars at station or in yard.....	23	82	22	84		2	1	
Caught in frog, guard-rail, or switch rod.....				1			1	
Caught by engine or car while throwing switch.....		1		2		1		
Falling off side and end ladders of car.....	3	50	6	50	3			
Falling off car while working hand brake.....		92	3	95	3	3		
Asphyxiated in tunnel.....				1		1		
Handling freight and baggage.....		28		21				7
Loading and unloading O.C.S. material.....		47		58		11		
Staking or poling car.....		2	1	1	1			1
Cars moved while being loaded or unloaded.....		19		21		2		
Carmen working on or under cars on running track when moved.....	1	3	3	4	2	1		
Chaining and unchaining cars.....		1		2		1		
Coupling and uncoupling hose.....	1	29	1	14				15
Turning angle cock.....			1	10	1	10		
	353	3,091	445	3,193	120	364	28	262

	K.	I.
1927.....	353	3,091
1928.....	445	3,193
Increase.....	92	102

No. 6.—COMPARATIVE Statement in totals of killed and injured between the year ending December 31, 1927, and the year ending December 31, 1928.

Railway	1927		1928		Increase		Decrease	
	K.	I.	K.	I.	K.	I.	K.	I.
Canadian National.....	165	1,763	211	1,872	46	109		
Canadian Pacific.....	148	1,114	180	1,159	32	45		
Michigan Central.....	12	52	18	48	6			4
Toronto, Hamilton & Buffalo.....		20		11				9
Niagara, St. Catharines & Toronto.....	3	7	2	3			1	4
Kettle Valley.....	1	22	2	9	1			13
Algoma Central & Hudson Bay.....	3	1	3	3		2		
New York Central.....	1	12	1	12				
Quebec Central.....	1	9	3	8	2			1
Central Vermont.....		1		1				
Lake Erie & Northern.....		6		5				1
Grand River.....	1	4	1	2				2
Edmonton, Dunvegan & British Columbia.....	1	3	1					3
Midland Railway of Manitoba.....		1		2		1		
Canadian National Electric.....			8	3	8	3		
Brantford & Hamilton Electric.....	2	1		3		2	2	
London & Port Stanley.....	2	3	1	8		5	1	
Thousand Islands.....			1		1			
Quebec Railway, Light & Power.....		3	1	2	1			1
Great Northern.....	2	9	1	1			1	8
Windsor, Essex & Lake Shore.....	2	3		3			2	
British Columbia Electric.....			1		1			
Algoma Eastern.....			1		1			
Dominion Atlantic.....	1	5	1	7		2		
Pere Marquette.....	3	10		5			3	5
Atlantic, Quebec & Western.....			1		1			
Esquimalt & Nanaimo.....		15	1	1	1			14
Montreal & Southern Counties.....		3	1	3	1			
Napierville Junction.....	1	1		2		1	1	
Vancouver, Victoria & Eastern.....				1		1		
Essex Terminal.....			2	1	2			
Quebec, Montreal & Southern.....	1	12	3	18	2	6		
Quebec Oriental.....	2	2					2	2
Lake Louise Tramline.....		2						2
Fredericton & Grand Lake Coal & Railway.....		1						1
Hamilton Radial Electric.....	1	4					1	4
Oshawa Railway Company.....		2						2
	353	3,091	445	3,193	106	178	14	76

	K.	I.
1927.....	353	3,091
1928.....	445	3,193
Increase.....	92	102
Decrease.....		

No. 7.—STATEMENT showing collisions attended by personal injury, investigated during the year ending December 31, 1928.

Inv. File	Date	Railway	Place	Killed	Injured
19418	Dec. 3.	C.N.R.	Beaconia, Man.		1
19422	Dec. 8.	C.P.R.	Minnedosa, Man.		4
19467	Dec. 13.	C.N.R.	Sarnia, Ont.	2	2
19472	Dec. 12.	C.N.R.	Jonquire Subdivision, Mileage 218.5, Que.		1
19487	Dec. 25.	C.P.R.	Winnipeg, Man.		3
19488	Dec. 17.	C.P.R.	Jansen, Sask.		2
19490	Jan. 3.	C.N.R.	Taggart, Ont.		3
19502	Dec. 24.	C.N.R.	Summit, N.B.		1
19508	Dec. 25.	C.N.R.	Smiths Falls, Ont.		2
19506	Dec. 7.	C.N.R.	Riviere du Loup, Que.		1
19522	Dec. 4.	C.N.R.	Ste. Hyacinthe, Que.		1
19549	Dec. 6.	C.P.R.	Field, B.C.		1
19552	Jan. 5.	C.N.R.	Kakabeka Falls, Ont.	1	1
19561	Nov. 18.	C.N.R.	Prince George, B.C.		2
19570	Dec. 28.	C.N.R.	Laseine, Ont.		1
19615	Dec. 3.	C.N.R.	Lashburn, Alta.		1
19625	Nov. 27.	C.N.R.	Wainwright, Alta.		1
19629	Feb. 8.	C.N.R.	Toronto, Ont.		1
19639	Dec. 26.	C.N.R.	Val Royal, Que.		20
19690	Feb. 26.	C.P.R.	Winnipeg, Man.		1
19691	Feb. 9.	C.N.R.	Tilly, Que.		2
19701	Feb. 20.	C.N.R.	La Siette, Que.		2
19721	Feb. 21.	C.P.R.	Waltham, Que.		4
19724	Dec. 30.	C.N.R.	Prince George, B.C.		2
19772	Mar. 21.	M.C.R.	Windsor, Ont.		1
19798	Mar. 14.	C.P.R.	Pincher, Alta.		1
19802	Jan. 19.	C.P.R.	Yale, B.C.		1
19812	Feb. 9.	C.P.R.	Revelstoke, B.C.		1
19814	April 6.	C.N.R.	Acton, Ont.		4
19819	Mar. 26.	C.N.R.	Canyon, Ont.		3
19824	Feb. 3.	C.N.R.	North Edmonton, Alta.		2
19847	Mar. 18.	C.N.R.	Montmorency, Que.		7
19870	April 16.	C.N.R.	Pine Falls, Man.		2
19873	Mar. 20.	C.N.R.	Winnipeg, Man.		1
19931	April 20.	C.N.R.	Strathroy, Ont.		1
19940	May 14.	C.N.R.	Coteau, Que.		1
19943	April 25.	C.P.R.	Shuswap, B.C.		1
19946	April 13.	C.P.R.	Thompson Subdivision, Mileage 31.5, B.C.		1
19985	May 15.	C.N.R.	Transcona, Man.		12
19993	May 12.	C.N.R.	Delacour, Alta.	1	
20076	May 23.	C.N.R.	Richmond Hill, Ont.		3
20157	June 13.	C.N.R.	Seddell, B.C.		1
20378	July 30.	C.P.R.	Piapot, Sask.	1	3
20286	July 25.	C.P.R.	Sand Point, Ont.	2	5
20307	Aug. 11.	C.P.R.	Moose Jaw, Sask.		1
20363	Aug. 17.	C.N.R.	Munson, Alta.		2
20415	Aug. 30.	C.P.R.	St. Luc Junction, Que.	1	8
20465	Aug. 20.	C.N.R.	Kamsack, Sask.		1
20469	Sept. 26.	C.N.R.	Justice, Man.		1
20470	Sept. 1.	C.N.R.	Allandale, Ont.		5
20475	Aug. 14.	C.P.R.	Schreiber, Ont.		1
20514	Sept. 11.	C.N.R.	Dunmore Siding, N.S.		2
20529	Aug. 15.	C.N.R.	Limerick, N.B.		1
20533	Sept. 3.	C.N.R.	Troon, Alta.		2
20534	Sept. 29.	C.N.R.	Strevel, Man.		1
20542	Oct. 3.	C.P.R.	Keewatin, Ont.	1	
20558	July 16.	C.N.R.	Matapedia Subdivision, Mileage 24, Que.		8
20559	Sept. 20.	C.N.R.	Bathurst Subdivision, Mileage 162, N.B.	1	2
20595	Sept. 26.	C.P.R.	Fort William, Ont.		1
20643	Sept. 29.	C.N.R.	Danforth, Ont.		2
20666	Oct. 19.	Q.M. & S.	Sorel, Que.		1
20676	Oct. 15.	C.N.R.	Mabella, Ont.		1
20781	Nov. 9.	C.N.R.	Millidge, Ont.		1
20798	Nov. 27.	C.N.R.	Nokomis, Sask.		2
20803	Nov. 30.	C.P.R.	Kenora, Ont.		1
				10	154

No. 8.—STATEMENT showing derailments attended by personal injury, investigated during the year ending December 31, 1928.

Inv. File	Date	Railway	Place	Killed	Injured
19430	Dec. 3.	C.N.R.	Oba Subdivision, Mileage 93, Ontario		4
19493	Dec. 24.	C.N.R.	Sprague, Ont.		2
19503	Dec. 20.	C.N.R.	Halifax, N.S. Ocean Terminals		1
19505	Jan. 17.	C.P.R.	Coutts Subdivision, Mileage 38.5, Alta.		10
19533	Jan. 26.	C.N.R.	Hodgeville, Sask.		1
19537	Jan. 3.	C.N.R.	Bayfield Road, N.S.		1
19550	Dec. 5.	C.N.R.	Trochu, Alta.		1
19556	Jan. 9.	C.P.R.	Stoughton Subdivision, Mileage 40, Sask.		13
19564	Jan. 2.	C.N.R.	Middlemiss, 1 mile west, Ont.		5
19595	Jan. 30.	C.N.R.	Limoges, Ont.	1	4
19625	Jan. 5.	C.N.R.	Mt. Lehman, B.C.		2
19643	Jan. 25.	C.N.R.	St. Eugene, Que.		2
19676	Feb. 21.	C.P.R.	Robindale, Ont.		1
19703	Feb. 20.	C.N.R.	Casey, Que.	1	2
19708	Feb. 19.	C.N.R.	Bruno, Sask.		3
19716	Feb. 24.	C.N.R.	Lampedo, N.B.	1	3
19719	Mar. 1.	C.N.R.	Wasing Station, Ont.		2
19837	April 14.	C.N.R.	Bradford, Ont.	1	
19860	April 23.	M.C.R.	Corey, Ont.		5
19881	April 29.	C.P.R.	Bolingbroke Station, 1.8 miles east, Ont.	3	
19895	April 13.	C.N.R.	Manouan Subdivision, Mileage 46, Que.		1
19900	April 7.	C.N.R.	Peterboro, Quaker Oats Siding, Ont.		1
19933	Feb. 25.	C.N.R.	Mortimore Siding, N.B.		1
19938	May 7.	C.N.R.	North Bay, Ont.		1
19960	May 28.	C.N.R.	Emo, Ont.		2
19989	June 2.	C.P.R.	Mystic Station, Que.	1	11
20035	June 19.	C.N.R.	Flint, Ont.		1
20037	May 19.	C.N.R.	Kinley, Sask.		1
20114	May 10.	C.N.R.	Saseenos, B.C.		2
20137	July 2.	C.N.R.	Toronto, Yonge St., Ont.		1
20182	July 21.	C.N.R.	Port Dover, Ont.		1
20236	June 30.	C.N.R.	Concord, Ont.		5
20240	July 26.	C.N.R.	Paynes, Ont.		2
20264	July 27.	C.N.R.	Zumbro, Sask.	1	6
20293	Aug. 6.	C.N.R.	London, Ont.		1
20302	July 25.	C.N.R.	Centreville Subdivision, Mileage 35.4, N.B.		2
20309	Aug. 10.	C.N.R.	Pottersburg, Ont.		1
20331	July 28.	C.N.R.	Vaneby, B.C.		2
20360	Sept. 5.	C.N.R.	Horburg, Alta.		2
20361	Sept. 6.	C.P.R.	Conception Stn., Que.		5
20369	Aug. 3.	C.N.R.	St. Lin Stn., ½ mile west of, Que.		1
20397	July 25.	C.N.R.	Heenan, Alta.		1
20412	July 12.	C.N.R.	Oskelanco Subdivision, Mileage 75, Que.		3
20849	July 8.	C.N.R.	Alexa Lake, B.C.		1
20500	Oct. 1.	N.J.R.	Napierville Stn., 4 miles north, Que.		2
20532	Sept. 13.	D.A.R.	Aldershot, N.S.		5
20552	Oct. 3.	C.N.R.	Paswegin, Sask.		1
20564	Oct. 19.	C.N.R.	Gorge, B.C.		2
20582	Sept. 23.	C.N.R.	Beaconsfield, Que.		3
20586	Oct. 3.	C.N.R.	Elizabeth, Ont.		1
20591	Oct. 8.	C.N.R.	Sanford, Man.	1	1
20596	Oct. 4.	C.P.R.	Broadview, Sask.		1
20673	Oct. 26.	C.N.R.	Jonquiere Subdivision, Mileage 135, Que.		1
20679	Sept. 22.	C.N.R.	West Junction, Alta.		2
20714	Nov. 4.	C.N.R.	St. Bazile, Que.		1
20806	Oct. 15.	C.N.R.	Pedley, Alta.		1
20807	Oct. 25.	C.P.R.	Medicine Hat, Alta.		1
20809	Nov. 10.	C.P.R.	Kipp, Alta.		3
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No. 9.—STATEMENT showing highway crossing accidents attended by personal injury, investigated during the year ending December 31, 1928.

Inv. File	Board File	Date	Time	Railway	Place	K.	I.	Protec-tion	Class of accident	Remarks
19412	26705-152	Nov. 25	11-54 a.	C.N.R.	Toronto, Ontario, Victoria Park Avenue.	1		Unp.	Truck	Dble.; r.a. urban; sdg.
19413	26705-101	Nov. 24	8-32 a.	C.N.R.	Etobicoke, Ontario, Kipling Avenue.	1	1	W.man	Pedes.	Dble.; r.a. urban; carelessness.
19415	26444-14	Dec. 10	19-40 k.	C.N.R.	Woodburn, Ont., 4th Crossing East.	1	1	Unp.	Wagon.	Sgle.; r.a. urban; carelessness.
19426	26711-229	Nov. 26	12-00 p.	C.N.R.	Et. William, Ont., Arthur Street	3	3	Unp.	Auto.	Dble.; r.a. urban; h.g.; carelessness.
19433	26842-70	Dec. 9	2-06 p.	C.N.R.	Waterford, Ont., Main Street	3	3	Watch.	Auto.	Dble.; r.a. urban; sdg.
19434	9437-352	Dec. 14	15-50 a.	C.N.R.	London East, Ont., Ferguson Street	2	2	Unp.	Auto.	Dble.; r.a. urban; sdg.; carelessness.
19435	26727-17	Dec. 21	1-35 p.	C.N.R.	London, Ont., Queen Street	2	2	Bell	Auto	Dble.; r.a. urban; sdg.
19437	9437-236	Dec. 21	1-30 p.	C.N.R.	Steelesville, Ont., Thomas Street	1	1	Bell	Auto	Dble.; r.a. urban; sdg.; carelessness.
19438	9437-1825	Dec. 24	9-35 p.	C.N.R.	Allanburg, Ont., Bleak Horse Road	1	1	Bell	Auto	Sgle.; r.a. rural; carelessness.
19442	3594	Dec. 14	9-25 p.	C.N.R.	Kingston, Ont., Crossing at	1	1	Unp.	Auto.	Sgle.; r.a. rural; carelessness.
19443	26727-210	Nov. 30	12-35 p.	C.N.R.	Kingston, Ont., Crossing at	1	1	Unp.	Auto.	Sgle.; r.a. rural; carelessness.
19444	26727-211	Dec. 17	12-53 a.	C.N.R.	Napan, Ont., 1st Crossing West	1	1	Unp.	Sleigh	Sgle.; r.a. rural; carelessness.
19446	3701-62	Nov. 25	4-46 p.	C.N.R.	Bayview Station, Ont., Risdon Road	2	2	Bell	Truck	Sgle.; r.a. urban; sdg.; trees.
19454	26765-70	Dec. 25	8-37 a.	C.N.R.	Alfred, Ont., Streets Street	1	1	Unp.	Auto.	Sgle.; r.a. rural; carelessness.
19459	26711-230	Dec. 1	10-11 p.	C.N.R.	Alisa Craig, Ont., Main Street	2	2	Unp.	Auto.	Sgle.; r.a. rural; carelessness.
19462	26842-71	Nov. 12	4-45 a.	C.N.R.	Fluett, P.Q., St. Ferdinand Street	1	1	Unp.	Pedes.	Dble.; r.a. urban; sdg.
19471	4002-2	Nov. 12	4-45 a.	C.N.R.	St. Jean Chrysostome Stn., P.Q., 1st Crossing East.	1	1	Unp.	Sleigh	Sgle.; r.a. rural; stn.; carelessness.
19476	26782-104	Dec. 15	4-45 p.	C.N.R.	Avonlea, Sask., 3 mile east	1	1	Bell	Truck	Sgle.; r.a. urban; h.g.; carelessness.
19482	27467-46	Dec. 27	14-15 k.	C.N.R.	Avonlea, Sask., 3 mile east	1	1	Bell	Pedes.	Dble.; r.a. urban; h.g.; carelessness.
19487	9437-108	Jan. 17	4-17 p.	C.N.R.	Norwood Station, Ont., Crossing just East	1	1	Gates	Truck	Sgle.; r.a. rural; carelessness.
19521	2487	Dec. 20	6-55 p.	C.N.R.	Montreal, P.Q., Charlottevix Street	1	1	Unp.	Truck	Dble.; r.a. urban; h.g.; carelessness.
19523	27929-32	Dec. 22	6-55 p.	C.N.R.	Beauville Station, Ont., 2nd Crossing 1 mile E.	1	1	Unp.	Truck	Sgle.; r.a. rural; carelessness.
19530	26727-30	Jan. 7	11-35 a.	C.N.R.	Beauville Station, Ont., 1-4 miles East	1	1	Gates	Truck	Sgle.; r.a. rural; carelessness.
19531	26765-22	Jan. 7	12-50 p.	C.N.R.	Walkerville, Ont., Pleasant Crossing	2	2	Unp.	Truck	Dble.; r.a. urban; sdg.; carelessness.
19534	26711-231	Jan. 16	3-46 p.	C.N.R.	Walkerville, Ont., Pleasant Crossing	2	2	Unp.	Truck	Sgle.; r.a. urban; sdg.; carelessness.
19535	26727-94	Jan. 22	3-25 a.	C.N.R.	Norwich, Ont., Mt. Pleasant	4	4	Unp.	Auto.	Sgle.; r.a. rural; h.g.
19536	26727-94	Jan. 22	3-25 a.	C.N.R.	Lakeshore, Ont., Howard Avenue	4	4	Unp.	Auto.	Sgle.; r.a. rural; h.g.
19537	24540-1267	Nov. 27	11-25 k.	C.N.R.	Chatham, Ont., Parkdale Avenue	1	1	Bell	Auto.	Sgle.; r.a. urban; sdg.; carelessness.
19580	27467-36	Jan. 20	14-15 k.	C.N.R.	Ottawa, Ont., Parkdale Avenue	1	1	Unp.	Auto.	Sgle.; r.a. urban; carelessness.
19582	25759-32	Feb. 7	11-25 a.	C.N.R.	Regina, Sask., Crossing at	3	3	Unp.	Auto.	Sgle.; r.a. urban; carelessness.
19584	2437-271	Dec. 25	5-45 k.	C.N.R.	Regina, Sask., Crossing at	3	3	Unp.	Auto.	Sgle.; r.a. urban; carelessness.
19585	26747-221	Feb. 2	11-05 a.	C.N.R.	Regina, Sask., Crossing at	3	3	Unp.	Auto.	Sgle.; r.a. urban; carelessness.
19586	9437-253	Jan. 30	1-05 a.	C.N.R.	St. Catharines, Ont., Cape Avenue	1	1	Watch.	Pedes.	Dble.; r.a. urban; sdg.; carelessness.
19588	9437-84	Jan. 31	1-12 p.	C.N.R.	St. Catharines, Ont., Clarence Street	1	1	Unp.	Auto.	Dble.; r.a. urban; sdg.; carelessness.
19590	2437-233	Jan. 21	9-47 p.	C.N.R.	Wendon, Ont., Demison Avenue	2	2	Bell	Truck	Dble.; r.a. urban; sdg.; carelessness.
19592	26842-73	Jan. 21	8-10 p.	C.N.R.	Wendon, Ont., 1st Road Crossing South	1	1	Unp.	Truck	Sgle.; r.a. rural; carelessness.
19593	26842-73	Nov. 37	8-20 a.	C.N.R.	Nagan, Ont., Lake, Ont., John Street	1	1	Unp.	Truck	Sgle.; r.a. rural; carelessness.
19598	27145-72	Dec. 12	6-30 p.	C.N.R.	Bramsville, Ont., Delaur Road Crossing	1	1	Unp.	Buggy	Sgle.; r.a. urban; sdg.
19598	27145-111	Dec. 12	6-30 p.	C.N.R.	Roxton Falls, Que., River Road	1	1	Unp.	Auto.	Dble.; r.a. urban; sdg.
19599	18176	Jan. 27	3-55 p.	C.N.R.	Tillsonburg, Ont., Crossing 3 mile north	1	1	Unp.	Auto.	Sgle.; r.a. rural; h.g.; carelessness.
19597	9437-931	Jan. 27	12-10 p.	C.N.R.	Milo End, P.Q., St. Hubert St. Crossing	1	1	Bell	Pedes.	Dble.; r.a. urban; sdg.; carelessness.
19598	26711-236	Feb. 8	11-14 a.	C.N.R.	Victoria Park, Ont., Ferry Road Crossing	1	1	Unp.	Truck	Dble.; r.a. urban; sdg.; stn.
19598	26711-236	Feb. 8	11-14 a.	C.N.R.	Springfield, Ont., East Road Crossing	1	1	Unp.	Auto	Dble.; r.a. urban; sdg.
19642	32734-57	Dec. 13	16-27 k.	C.N.R.	Elgin Station, Ont., 1st Road Crossing W	1	1	Unp.	Sleigh	Sgle.; r.a. rural; stn.
19652	27467-57	Jan. 21	22-00 k.	C.N.R.	Saskatoon, Sask., 33rd Street Crossing	2	2	Unp.	Wagon	Sgle.; r.a. urban; carelessness.
19652	27467-57	Jan. 21	22-00 k.	C.N.R.	Battleford, York, Sask., Crossing at	2	2	Unp.	Auto.	Sgle.; r.a. urban; carelessness.
19668	26711-237	Feb. 21	3-00 p.	C.N.R.	Tillsonburg, Ont., Oxford Street	1	1	Unp.	Auto.	Sgle.; r.a. urban; trees h.g.

19673	7086	Feb. 19	6:15 P.	C. N. R.	Uxensel, Ont., Lespérance Road	1	1	Bell	Dble.; r. a. urban bldgs.; carelessness.
19674	26765-102	Jan. 19	8-09 P.	C. N. R.	Brantford, Ont., West Street	1	1	Peckes.	Dble.; r. a. urban bldgs.; sdgs.
19675	26711-238	Feb. 25	5-52 A.	C. N. R.	Orono, Ont., 1st Crossing West of Station	1	1	Auto.	Sgle.; r. a. rural bldgs.; carelessness.
19685	26711-179	Feb. 25	3-30 P.	C. N. R.	Oil City, Ont., Station 1st Crossing	1	1	Truck	Sgle.; r. a. rural bldgs.; carelessness.
19700	35842	Feb. 27	6:35 P.	M. C. R.	Guelph, Ont., Kitchener Road	1	1	Auto.	Sgle.; r. a. rural bldgs.; carelessness.
19706	26711-153	Feb. 27	6:35 P.	C. N. R.	Lower Log Pubnico, N. S., Morrissey's Crossing	1	1	Auto.	Sgle.; r. a. rural bldgs.; carelessness.
19709	27218-64	Jan. 19	10-35 A.	C. N. R.	7 mile Pubnico, N. S., Morrissey's Crossing	1	1	Or sled	Sgle.; r. a. rural; trees
19713	35299-37	Feb. 19	3-20 P.	C. N. R.	Shediac, N. B., Main Street Crossing	1	1	Peckes.	Sgle.; r. a. rural; carelessness.
19717	26711-239	Feb. 24	12-25 P.	C. N. R.	Stirling, Ont., Campbellford Road	3	3	Wagon	Sgle.; r. a. rural; carelessness.
19733	26715-240	Feb. 25	9-55 P.	C. N. R.	Hamilton, Ont., Jacobson Street	1	1	Auto.	Sgle.; r. a. urban bldgs.
19736	26782-106	Feb. 25	2-25 P.	C. N. R.	Sturville, Ont., Front Street	1	1	Auto.	Sgle.; r. a. urban
19739	26782-106	Feb. 25	2-25 P.	C. N. R.	Sturville, Ont., Front Street	2	2	Auto.	Sgle.; skew rural; carelessness.
19741	26711-2195	Mar. 4	2-05 P.	C. N. R.	London, Ont., Main Street	1	1	Auto.	Dble.; r. a. bldgs.; sdgs.
19744	26711-2195	Mar. 4	2-05 P.	C. N. R.	London, Ont., Main Street	1	1	Auto.	Dble.; r. a. urban; h.g.
19756	34339-513	Mar. 14	7-53 D.	C. P. R.	Shelburne, Que., Alexander St	1	1	Sleigh	Dble.; r. a. urban; sdg.
19759	26739-31	Mar. 20	7-08 D.	C. P. R.	St. John, Que., Jacques Cartier Street	1	1	Auto.	Dble.; r. a. rural; h.g.
19763	26744-40	Feb. 26	10-55 D.	C. N. R.	St. Onge, Sask., 2nd Crossing West	1	1	Truck	Sgle.; r. a. urban
19768	27467-58	Feb. 26	16-40 K.	C. N. R.	Tisdale, Sask., Crossing at	1	1	Auto.	Sgle.; r. a. rural; carelessness.
19771	26711-242	Mar. 22	1-40 A.	C. N. R.	Longwood, Ont., 1st Crossing West	1	1	Auto.	Sgle.; r. a. rural; carelessness.
19775	20133	Mar. 22	16-30 P.	C. P. R.	Vancouver, B. C., Victoria Drive	1	1	Auto.	Dble.; r. a. urban; sdg.
19781	27073-42	Mar. 13	10-13 K.	C. P. R.	New Westminster, B. C., Front Street	1	1	Truck	Dble.; r. a. urban; carelessness.
19788	27156-112	Mar. 13	9-45 A.	C. P. R.	St. Therese Stn., P. O., Riviere Cachee Road	1	1	Sleigh	Sgle.; skew rural; trees.
19806	24782-6	Mar. 13	4-35 D.	C. N. R.	Longue Pointe, P. O., St. Dominique	1	1	Auto.	Sgle.; r. a. urban bldgs.
19820	18084-84	Mar. 30	3-03 D.	L. E. & N.	Brantford, Ont., Mt. Pleasant Road	2	2	Auto.	Sgle.; r. a. rural; carelessness.
19821	26727-213	April 7	5-25 P.	C. P. R.	Guelph, Ont., Allan's Road	1	1	Auto.	Sgle.; r. a. urban bldgs.; sdgs.; carelessness.
19824	26727-213	April 7	22-45 K.	C. P. R.	Cochrane, Alberta, 1st Crossing East of Stn.	1	1	Auto.	Sgle.; r. a. rural
19828	26711-234	April 16	8-55 K.	C. N. R.	London, Ont., Highbury Ave.	1	1	Auto.	Dble.; r. a. urban; carelessness.
19844	9437-981	April 17	24-23 P.	C. P. R.	Victoria Park, Ont., Clifton Hill	2	2	Auto.	Dble.; r. a. urban; bldgs.; carelessness.
19855	9437-981	April 17	8-13 K.	M. C. R.	Woodsloe, Ont., Main Street Crossing	1	1	Auto.	Dble.; r. a. urban; bldgs.; stn
19857	9437-981	April 16	10-32 D.	M. C. R.	Chateau, Man., Crossing 1-9 miles West	1	1	Auto.	Dble.; skew rural; trees; carelessness.
19858	27365-30	April 19	8-13 K.	C. N. R.	Chateau, Man., Crossing 1-9 miles West	1	1	Auto.	Sgle.; r. a. rural; trees; carelessness.
19880	26711-245	May 1	1-50 P.	C. N. R.	Oakville, Ont., 2nd Crossing East	1	1	Auto.	Sgle.; r. a. rural; trees; carelessness.
19892	27467-59	April 20	18-10 P.	C. N. R.	Chair, Sask., M. P. 102 Marigo S/D	3	3	Auto.	Sgle.; skew urban; bldgs.; carelessness.
19901	9437-547	April 2	1-45 K.	C. N. R.	Peterboro, Ont., Park Street Crossing	1	1	Truck	Sgle.; r. a. urban bldgs.; carelessness.
19905	26727-154	April 2	1-45 K.	C. P. R.	Ortaya West, Ont., Young Street Crossing	1	1	Auto.	Sgle.; r. a. urban bldgs.; carelessness.
19908	26807-54	April 28	21-17 K.	C. N. R.	Regina, Sask., South Railway Street	2	2	Auto.	Sgle.; r. a. urban bldgs.; carelessness.
19910	26765-141	May 11	7-25 D.	C. N. R.	Guelph, Ont., Victoria Road	1	1	Auto.	Sgle.; r. a. urban; h.g.
19911	26765-141	May 11	1-55 P.	C. P. R.	Lake Shore, Ont., Howard Avenue	1	1	Truck	Sgle.; r. a. urban; stn.
19921	26744-50	May 30	12-50 P.	C. N. R.	Emerson, Man., Crossing North of Station	1	1	Truck	Sgle.; r. a. urban; trees.
19922	26744-50	May 30	14-50 K.	C. P. R.	Armstrong, B. C., 3-1 miles South	1	1	Auto.	Sgle.; r. a. rural; carelessness.
19927	26711-246	May 12	8-17 A.	M. C. R.	St. Thomas, Ont., Princess Avenue	3	3	Truck	Dble.; r. a. urban; trees; carelessness.
19929	20133	April 19	18-40 K.	C. P. R.	Vancouver, B. C., Victoria Drive	1	1	Truck	Dble.; r. a. urban; sdgs.
19930	26711-246	May 12	20-00 K.	C. P. R.	Vancouver, B. C., Gore Avenue	1	1	Peckes.	Dble.; r. a. urban; bldgs.
19931	26711-246	May 12	8-30 A.	C. P. R.	Stnux, Ont., Albert Street Crossing	1	1	Auto.	Dble.; r. a. urban; bldgs.; carelessness.
19932	26711-246	May 12	8-30 A.	C. P. R.	Tilbury, Ont., 2nd Crossing East	1	1	Auto.	Sgle.; r. a. rural; carelessness.
19933	26711-248	May 18	2-08 D.	C. N. R.	Goodwood, Ont., 1st Crossing East of	1	1	Auto.	Sgle.; skew rural; bldgs.; stn.; carelessness.
19934	26711-249	May 1	4-40 D.	C. N. R.	Toronto, Ont., Leslie South	1	1	Auto.	Sgle.; r. a. rural; h.g.; carelessness.
19935	26711-247	May 1	5-15 D.	C. N. R.	Corbyville, Ont., 1st Crossing West	2	2	Auto.	Sgle.; r. a. rural
19938	26711-92	April 24	16-30 K.	C. N. R.	Westport, Ont., Neehing Avenue	1	1	Truck	Dble.; r. a. urban; sdg.
19939	26711-250	May 24	10-10 A.	C. P. R.	Leicester Hill Stn., Ont., 1st Crossing West	3	3	Auto.	Sgle.; r. a. rural bldgs.; stn.; trees; carelessness
19949	26727-51	April 26	8-40 A.	C. N. R. E.	Cooksville, Ont., Hurontario Street	1	1	Auto.	Sgle.; r. a. rural; trees; carelessness.
19951	26727-215	May 18	8-40 A.	B. & H. E.	Hamilton, Ont., Inters. Hess. & Markland Sts.	1	1	Auto.	Dble.; r. a. urban; bldgs.
19953	26711-248	May 5	10-00 P.	C. P. R.	Black Lake Hill, Ont., 1st Crossing West	3	3	Auto.	Sgle.; r. a. rural; stn.; carelessness.
19954	26711-249	May 1	1-17 D.	C. N. R.	Brighton Hill, Ont., 1st Crossing West	1	1	Wagon	Dble.; r. a. rural; stn.; carelessness.
19955	26711-247	May 2	1-17 D.	C. N. R.	Port Stanley, Ont., Bridge Street	1	1	Auto.	Sgle.; r. a. urban; stn.; carelessness.
19958	26711-92	April 24	10-10 A.	L. & P. S.	Port Stanley, Ont., Bridge Street	1	1	Auto.	Sgle.; r. a. urban; stn.; carelessness.
19959	26727-51	April 26	8-40 A.	C. N. R. E.	Hamilton, Ont., Inters. Hess. & Markland Sts.	1	1	Auto.	Dble.; r. a. urban; bldgs.
19961	26782-115	April 18	10-00 P.	C. P. R.	Black Lake Hill, Ont., 1st Crossing West	3	3	Auto.	Sgle.; r. a. rural; stn.; carelessness.
19962	26887-6	April 18	1-17 D.	C. N. R.	Brighton Hill, Ont., 1st Crossing West	1	1	Wagon	Dble.; r. a. rural; stn.; carelessness.
19971	26727-1	May 23	1-17 D.	C. N. R.	Port Stanley, Ont., Bridge Street	1	1	Auto.	Sgle.; r. a. urban; stn.; carelessness.
19972	3878-208	May 2	1-17 D.	C. N. R.	Port Stanley, Ont., Bridge Street	1	1	Auto.	Sgle.; r. a. urban; stn.; carelessness.
19973	30391	May 16	11-00 P.	L. & P. S.	Port Stanley, Ont., Bridge Street	1	1	Auto.	Sgle.; r. a. urban; stn.; carelessness.

No. 9.—STATEMENT showing highway crossing accidents attended by personal injury, investigated during the year ending December 31, 1928—Continued

Inv. File	Board File	Date	Time	Railway	Place	K.	I.	Protection	Class of accident	Remarks
19074	27156-114	May 12	8-45 a.	C. P. R.	Rosemead, P. O., 1st Crossing East		4	Upp.	Auto.	Dble.; r. a. rural; trees.
19081	28730-34	May 14	4-20 k.	C. N. R.	Wabuyan, Alta., 1st Crossing West	1		Upp.	Auto.	Single; r. a. rural; sdg.; carelessness.
19088	27831-39	May 12	23-30 k.	C. N. R.	Wetaskiwin, Alta., Pearce Street		1	Upp.	Auto.	Single; r. a. rural; carelessness.
19096	27867-39	May 14	18-07 k.	C. N. R.	Waskotauk, Sask., Larue Avenue		1	Upp.	Auto.	Single; r. a. rural; carelessness.
19098	27868-33	May 13	12-12 k.	C. N. R.	Wabusha, Alta., 3 mi. north		1	Upp.	Auto.	Single; r. a. rural; carelessness.
20009	25767-61	May 3	3-12 p.	C. N. R.	N. Saskatchewan, Sask., south end of Yard		1	Upp.	Auto.	Dble.; r. a. rural; bldgs.; carelessness.
20010	25849-11	June 2	8-17 p.	C. N. R.	St. Catharines, Ont., 2 mi. West	1		Upp.	Auto.	Dble.; r. a. rural; bldgs.; carelessness.
20012	25542-46	June 2	3-38 p.	I. & N. S.	St. Thomas, Ont., Wellington St.			Watch.	Auto.	Dble.; r. a. urban; bldgs.; carelessness.
20013	26711-251	June 2	3-38 p.	C. N. R.	Dellville, Ont., Grand Crossing East		1	Upp.	Auto.	Single; r. a. urban; bldgs.; sfn. sdg.
20015	26711-252	June 2	9-45 p.	C. N. R.	Beach S. D., 2nd Crossing East Canal Draw			Upp.	Auto.	Single; r. a. rural; carelessness.
20018	27291	April 29	10-39 a.	N. S. T. & T.	Niagara Falls, Ont., Stanley Street	1	3	Upp.	Auto.	Single; r. a. urban; bldgs.
20020	27318-12	May 2	7-24 p.	L. E. & N.	Hammer Hill, Ont., Crossing at		1	Upp.	Auto.	Single; r. a. rural; bldgs.; trees.
20022	30494-14	May 26	10-45 p.	L. E. & N.	St. Thomas, Ont., Ken Street		1	Upp.	Auto.	Dble.; r. a. urban; bldgs.
20025	27365-29	May 28	15-15 k.	C. N. R.	Wapping Terminal, Man. Wellington St.	1	2	Upp.	Wagon	Single; r. a. urban; bldgs.; carelessness.
20026	32299-30	May 27	10-57 a.	C. N. R.	Lower Terminal, N. B., Centreville S. D. M. 37.50	1	2	Upp.	Wagon	Single; r. a. rural; carelessness.
20028	27073-44	May 27	15-20 k.	C. P. R.	Elkton, B. C., 2nd Crossing East		1	Upp.	Truck	Single; r. a. rural; trees; carelessness.
20028	26807-56	May 12	11-45 k.	C. N. R.	Elk Lake, Sask., 1st Crossing East		1	Upp.	Auto.	Single; r. a. rural; carelessness.
20029	24937-1360	June 16	5-20 p.	C. N. R.	Ottawa, Ont., King Ayrton Road		1	Upp.	Auto.	Single; r. a. rural; trees.
20047	27148-4	May 23	8-50 p.	Q. M. & N.	Neotoma, P. O., 2nd Crossing East		1	Upp.	Auto.	Single; r. a. rural; trees.
20054	9437-680	June 15	2-05 p.	C. N. R.	Norwood, Ont., 1st Crossing East		2	Upp.	Auto.	Single; r. a. urban; bldgs.; sfn., carelessness.
20058	26711-201	June 18	6-55 p.	C. N. R. E.	Aurora Mills, Ont., Dundas Street	4	2	Upp.	Auto.	Dble.; r. a. urban; bldgs.; h. g.
20059	9437-681	June 10	8-32 p.	C. N. R. E.	St. Catharines, Ont., 1st Crossing East	2		Ball	Auto.	Single; r. a. urban; bldgs.; h. g.
20063	33299-40	April 23	12-00 noon	C. P. R.	St. Catharines, Ont., 1st Crossing East		1	Ball	Truck	Single; r. a. urban; bldgs.; carelessness.
20064	26727-55	June 12	5-20 p.	C. N. R.	Toronto, Ont., Front St., Leonard Fisheries		1	Upp.	Auto.	Single; r. a. urban; bldgs.; carelessness.
20065	26765-268	June 8	7-37 d.	C. N. R.	Strathroy, Ont., 1st Crossing		2	Upp.	Auto.	Single; r. a. urban; trees.
20066	2688-7	June 8	4-45 p.	B. & N. E.	Bramford, Ont., Leek Road		2	Upp.	Auto.	Single; r. a. urban; bldgs.; carelessness.
20067	27218-66	April 13	1-15 p.	C. N. R.	Antigonish, N. S., Crossing at	1	1	Ball	Wagon	Dble.; r. a. rural
20074	27156-115	June 10	10-53 a.	C. P. R.	St. Catharines, P. O., 8 mi. west	1	1	Upp.	Truck	Dble.; r. a. urban; trees; carelessness.
20075	26727-216	June 16	8-00 a.	C. P. R.	Cookeville, Ont., 2d Crossing East		2	Upp.	Auto.	Single; r. a. rural; bldgs.; carelessness.
20078	26727-217	June 16	11-00 p.	C. P. R.	West Montkton, Ont., Crossing at		1	Upp.	Auto.	Single; r. a. rural; bldgs.; sdgs.
20079	27611-254	May 26	17-00 k.	C. N. R.	Sarnia, Ont., Plank Road		2	Upp.	Auto.	Single; r. a. urban; sdg.; h. g.; carelessness.
20083	26711-253	June 17	19-00 k.	C. N. R.	St. Catharines, Ont., Crossing at		2	Upp.	Auto.	Single; r. a. urban; h. g.; carelessness.
20097	26782-172	May 11	1-40 p.	C. N. R.	Wainfleet, Ont., 1st Crossing East	1	3	Upp.	Auto.	Single; r. a. rural; h. g.
20098	26782-121	June 18	1-40 p.	C. N. R.	Wainfleet, B. C., Wall Street		1	Ball	Truck	Single; r. a. urban; sdg.; trees.
20103	27073-45	May 15	17-10 k.	C. P. R.	Ritchie's Station, N. B., Crossing at		1	Upp.	Auto.	Single; r. a. urban; h. g.; carelessness.
20107	32299-41	June 11	3-15 p.	C. N. R.	St. Catharines, P. O., 1st Crossing East		1	Upp.	Auto.	Single; r. a. rural; carelessness.
20111	26526-7	May 30	2-55 p.	C. N. R.	St. Catharines, P. O., 109 Unity S. D	1	1	Upp.	Wagon	Single; r. a. rural; trees.
20112	28786-35	June 4	16-15 k.	C. N. R.	Sarnia, Ont., Christina Street		1	Upp.	Auto.	Single; r. a. urban; bldgs.; carelessness.
20116	26765-70	June 24	2-58 p.	C. N. R.	Bramford, Ont., Cayuga Street		1	Ball	Auto.	Dble.; r. a. urban; bldgs.; carelessness.
20118	27802-16	June 30	9-25 p.	C. N. R.	Stamford, Ont., 1st Crossing West		2	Upp.	Truck	Single; r. a. rural; carelessness.
20119	26711-256	May 25	10-50 k.	C. N. R.	Regina, Sask., Dowdney Street		2	Upp.	Truck	Single; r. a. urban; carelessness.
20121	21061	June 12	1-20 p.	W. E. & L. S.	Windsor, Ont., Crossing 2 miles south		2	Upp.	Auto.	Dble.; r. a. rural; carelessness.
20124	28116-6	June 29	1-30 p.	C. P. R.	Eastend Stn., Ont., Crossing 1 mile east		2	Upp.	Auto.	Single; r. a. rural; carelessness.
20130	9437-715	June 29	1-30 p.	C. P. R.	Speedway Stn., Ont., Crossing 1 mile east		2	Upp.	Truck	Single; r. a. rural; carelessness.
20136	26727-219	July 9	2-10 a.	C. P. R.	Bruce Stn., Ont., Crossing just west of		1	Upp.	Auto.	Single; r. a. rural; carelessness.
20145	30762-31	July 9	11-30 a.	C. P. R.	Bruce Stn., Ont., Crossing just west of		2	Upp.	Auto.	Single; r. a. rural; carelessness.
20147	27073-46	May 24	24-40 k.	C. N. R.	Chilliwack, B. C., Crossing at M. 72 Yale S. D.		1	Upp.	Auto.	Single; r. a. rural; trees; carelessness.

No. 9—STATEMENT showing highway crossing accidents attended by personal injury, investigated during the year ending December 31, 1928—Continued

Inv. File	Board File	Date	Time	Railway	Place	K.	I.	Protection	Class of accident	Remarks
20347	20744-52	Aug. 10	14-40 k.	C. N. R.	Giroux Man., Ont., Crossing 1 1/2 miles West.	1	1	Unp.	Auto.	Sgls.; skew rural; trees; carelessness.
20348	20747-84	Aug. 18	10-15 a.	C. P. R.	Eady Station, Ont., Crossing North of	1	1	Unp.	Auto.	Sgls.; r.a. rural; bldgs.; trees; carelessness.
20349	27407-65	Aug. 18	8-02 k.	C. N. R.	Blenheim, Sask., Crossing West of	1	1	Unp.	Auto.	Sgls.; r.a. rural; carelessness.
20350	27429-18	Aug. 21	9-40 p.	C. N. R.	Pherrets, Ont., Crossing East	1	1	Unp.	Auto.	Sgls.; r.a. rural; carelessness.
20351	20765-188	Aug. 21	5-02 p.	C. N. R.	Beaton East, Ont., Crossing Street Crossing.	5	1	Unp.	Auto.	Sgls.; r.a. urban; bldgs.; trees.
20352	27401-11	July 25	3-46 p.	C. P. R.	Earville, N. B., Milford Street Crossing.	1	1	Unp.	Auto.	Sgls.; r.a. urban; carelessness.
20354	20727-84	Aug. 23	6-28 p.	C. P. R.	Eady Station, Ont., 1-8 miles North.	3	2	Unp.	Auto.	Sgls.; r.a. rural; bldgs.; trees.
20371	27511-40	Aug. 16	15-28 p.	C. P. R.	Okoks, Alta., 2nd Crossing N.W. of Station	1	1	Unp.	Auto.	Sgls.; r.a. rural; sds.; carelessness.
20372	20711-204	Aug. 17	10-18 p.	C. N. R.	North Derby, Fla. Sta., Que. 1st Crossing North	2	5	Unp.	Auto.	Sgls.; r.a. rural; sds.; carelessness.
20373	31646-14	July 7	12-12 p.	C. P. R.	Beausville, Que. 1st Crossing 400 ft. West	1	1	Unp.	Auto.	Sgls.; r.a. rural; sds.; carelessness.
20380	31646-15	July 7	3-15 p.	C. P. R.	Colbrook, N. S., Haynes Crossing	1	1	Unp.	Auto.	Sgls.; r.a. rural; sds.; carelessness.
20384	25800-17	Aug. 15	6-40 p.	C. N. R.	Fredonien, N. B., Westmain Road Street	1	1	Unp.	Auto.	Sgls.; r.a. urban; bldgs.; sds.; carelessness.
20386	32428-46	Aug. 15	10-45 a.	C. N. R.	Sorel, Que., Lime Road Crossing	1	1	Unp.	Auto.	Sgls.; r.a. rural; carelessness.
20389	6457-406	July 19	12-06 a.	D. A. R.	Middleton, N. S., Commercial Street Crossing	1	1	Unp.	Truck	Dble.; r.a. urban; bldgs.; carelessness.
20391	9457-4114	July 19	12-00 p.	C. P. R.	Fort Coulonge, Que., Boom Street Crossing	4	1	Unp.	Auto.	Sgls.; r.a. urban; bldgs.; carelessness.
20402	9457-400	Aug. 20	10-00 k.	C. P. R.	Mimosa, Man., Main Street Crossing	1	1	Unp.	Truck	Dble.; r.a. urban; bldgs.; carelessness.
20419	27459-224	Sept. 3	3-35 a.	C. P. R.	L'Epiphanie Station, Que., 2nd Crossing East	1	1	Unp.	Auto.	Sgls.; r.a. urban; bldgs.; carelessness.
20423	20457-857	Sept. 3	9-43 a.	C. P. R.	Lindson, Ont., 1st Crossing East	1	1	Unp.	Auto.	Sgls.; r.a. urban; bldgs.; carelessness.
20428	20459-857	Sept. 30	8-40 p.	C. P. R.	Windsor, Ont., 2nd Crossing East	1	1	Unp.	Auto.	Sgls.; r.a. urban; bldgs.; carelessness.
20433	20457-225	Aug. 25	6-40 p.	C. P. R.	Kankola, Minn., Ont., Crossing East	4	1	Unp.	Auto.	Sgls.; r.a. rural; carelessness.
20437	20458-122	Sept. 3	11-50 a.	A. O. & W.	St. Godofroi, Que., 1 mile East	1	1	Unp.	Wagon	Dble.; r.a. urban; bldgs.; carelessness.
20441	9457-1306	Sept. 30	6-43 p.	C. N. R.	Cote Station, Que., 1st Crossing South	1	1	Unp.	Truck	Dble.; r.a. urban; sds.; carelessness.
20443	20731-265	Aug. 30	2-50 p.	C. N. R.	Hawkesbury, Ont., McGill Street Crossing	1	3	Unp.	Truck	Dble.; r.a. urban; trees; carelessness.
20444	20711-266	Sept. 4	10-16 a.	C. N. R.	Westport, Ont., Seeley's Armes Street	2	1	Unp.	Truck	Sgls.; r.a. rural; trees; carelessness.
20445	26807-260	Sept. 4	12-10 p.	C. N. R.	Kingston, Ont., Place d'Armes Street	1	1	Unp.	Pedes.	Sgls.; r.a. urban; bldgs.; carelessness.
20446	20711-267	Sept. 4	17-05 k.	C. P. R.	Holdfast, Sask., Crossing 250 yards north	1	1	Unp.	Truck	Sgls.; r.a. rural; carelessness.
20451	27148-6	Sept. 14	12-20 k.	Q. M. & S.	Roumont, Que., Crossing 500 yards north	1	1	Unp.	Auto.	Sgls.; r.a. rural; carelessness.
20454	31313	Sept. 19	7-45 p.	C. P. R.	Lozette Stn., Que., 1st Crossing East	1	3	Unp.	Auto.	Sgls.; r.a. rural; bldgs.; carelessness.
20457	12072-37	Sept. 19	7-25 p.	M. & S. C.	St. Lambert, Que., Edison Avenue	1	1	Unp.	Auto.	Dble.; r.a. urban; carelessness.
20463	26807-61	Sept. 19	8-20 k.	M. C. R.	Grand Coulee, Sask., 1st Crossing East	1	1	Unp.	Auto.	Dble.; r.a. rural.
20468	26849-92	Sept. 25	9-40 a.	M. C. R.	Attreliffe, Ont., Angle Road Crossing	1	1	Unp.	Buggy	Dble.; r.a. rural.
20471	17900-14	Aug. 21	8-45 p.	A. C. & H. B.	Sault Ste. Marie, Ont., Wellington Street	2	2	Unp.	Auto.	Sgls.; r.a. urban; sds.
20478	26727-231	Sept. 20	9-35 p.	C. P. R.	Keegan, Ont., 1-2 miles south	1	1	Unp.	Auto.	Sgls.; r.a. rural; trees; carelessness.
20483	9457-1139	Sept. 25	5-45 a.	L. E. & N.	Bramford, Ont., West Mill Street Crossing	1	1	Unp.	Auto.	Sgls.; skew; urban; bldgs.; carelessness.
20486	26727-228	Sept. 25	3-50 p.	C. P. R.	Brampton, Ont., Nelson Street Crossing	2	1	Unp.	Auto.	Sgls.; r.a. urban; bldgs.; sds.
20487	26711-247	Sept. 25	5-03 p.	C. N. R.	Kitchener, Ont., Louisa Street Crossing	1	1	Unp.	Auto.	Sgls.; r.a. urban; bldgs.
20488	9437-1281	Sept. 25	11-35 p.	C. N. R.	London, Ont., Adelaide Street	2	1	Unp.	Auto.	Dble.; r.a. urban; bldgs.; carelessness.
20495	27270-72	Sept. 25	1-08 p.	N. Y. C.	Kanawake, Que., Primeau Crossing	3	1	Unp.	Auto.	Sgls.; r.a. rural; carelessness.
20499	26782-134	Sept. 18	7-35 p.	C. N. R.	Victoriaville, Que., 1st Crossing East of	1	1	Unp.	Auto.	Sgls.; r.a. urban; bldgs.; carelessness.
20501	26727-229	Sept. 9	2-16 p.	C. P. R.	Blind River Stn., Ont., 2nd Crossing West	6	1	Unp.	Auto.	Sgls.; r.a. urban; bldgs.; carelessness.
20502	26807-62	Sept. 22	12-40 k.	C. P. R.	Theodore, Sask., 1st Crossing West	1	1	Unp.	Wagon	Sgls.; r.a. rural; carelessness.
20507	30149	Sept. 23	11-25 k.	C. P. R.	Elstow Stn., Sask., 1st Crossing West	1	1	Unp.	Auto.	Sgls.; r.a. rural; carelessness.
20508	26727-232	Sept. 21	11-45 k.	C. P. R.	Nipigon Stn., Ont., Crossing East of	2	1	Unp.	Auto.	Sgls.; r.a. rural; sds.; carelessness.
20511	26744-53	Sept. 25	24-14 k.	C. N. R.	Portage la Prairie, Man., Main Street Crossing	1	1	Unp.	Auto.	Dble.; r.a. urban; bldgs.; carelessness.

20517	36298	Aug. 17	6-30 p.	C.N.R.	Kinkora Stn., P. E. I. Crossing at.....	5	Unp.	Auto.	Sgle.; r.a. rural; carelessness.
20518	20073 48	Sept. 1	17-09 k.	C.P.R.	Vanconver, B.C., Roger St. Crossing.....	1	Unp.	Auto.	Sgle.; r.a. urban; bldgs.; sdgs.; carelessness.
20519	9437 1033	Sept. 6	5-55 p.	C.N.R.	Colours, Ont., University Avenue.....	3	Unp.	Auto.	Sgle.; r.a. urban; bldgs.; carelessness.
20521	27265 22	Sept. 27	17-15 k.	C.P.R.	Winnipeg, Man., Arlington Street Crossing.....	1	Watch.	Bicycle	Sgle.; r.a. urban; sdgs.; carelessness.
20526	26727 234	Sept. 28	11-30 a.	C.N.R.	Nestleton Stn., Ont., 2-4 miles South.....	3	Unp.	Auto.	Sgle.; r.a. rural; carelessness.
20529	26727 234	Aug. 28	10-45 a.	C.N.R.	Lindsay Yard, Ont., Jelen Street.....	1	Unp.	Auto.	Sgle.; r.a. urban; sdg.
20531	27029 32	Aug. 28	2-40 p.	P.M.R.	Kingsley Stn., Ont., 2nd Crossing East.....	2	Unp.	Auto.	Sgle.; r.a. rural; bldgs.; trees; carelessness.
20534	26824	Sept. 13	20-05 k.	C.N.R.	Port Arthur, Ont., Main Street Crossing.....	1	Unp.	Wagon	Sgle.; r.a. urban; bldgs.; carelessness.
20545	27811 44	Sept. 14	18-05 k.	C.P.R.	Barnwell, Alta., 1st Crossing East.....	1	Unp.	Buggy	Sgle.; r.a. rural; h. trees; h.g.
20546	26722 62	Sept. 9	6-40 a.	C.P.R.	Galt Stn., Ont., 1-7 miles East.....	1	Unp.	Auto.	Sgle.; r.a. urban; sdg.; stn.; carelessness.
20547	27029 33	Sept. 14	4-45 p.	P.M.R.	Harrow Stn., Ont., 1st Crossing West.....	1	Unp.	Auto.	Dble.; r.a. urban; carelessness.
20548	26727 230	Sept. 25	19-25 k.	C.P.R.	Harrold Stn., Ont., King Street Crossing.....	1	Unp.	Auto.	Dble.; r.a. urban; bldgs.; sdgs.; trees; carelessness.
20552	26727 233	Sept. 28	8-21 a.	C.N.R.	Ingersoll, Ont., Charlesvoix Street.....	3	Unp.	Auto.	Sgle.; r.a. urban; bldgs.; sdgs.; carelessness.
20562	2487	Oct. 2	5-24 p.	C.N.R.	Montreal, Que., Charlevoix Street.....	3	Unp.	Auto.	Dble.; r.a. urban; bldgs.; sdgs.; carelessness.
20565	2807 63	Sept. 30	8-25 k.	C.P.R.	Sumnerberry, S.M., Saks, 1st Crossing West.....	3	Unp.	Auto.	Dble.; r.a. urban; bldgs.; sdgs.; carelessness.
20568	27467 72	Oct. 7	12-20 k.	C.N.R.	Maymont, Sask., 25 poles East M. 117.....	1	Unp.	Truck	Sgle.; r.a. rural; stn.; carelessness.
20571	27156 125	Oct. 2	6-31 p.	C.N.R.	New Hamburg, Ont., 1st Crossing West.....	1	Unp.	Truck	Sgle.; r.a. urban; bldgs.; carelessness.
20572	27156 44	Oct. 2	2-00 p.	C.P.R.	St. Rosalie, Que., 1-7 miles South.....	1	Unp.	Wagon	Dble.; r.a. rural; stn.; carelessness.
20573	27156 44	Sept. 29	10-45 a.	C.N.R.	Iberville Jet., Que., Crossing at.....	1	Unp.	Auto.	Sgle.; r.a. rural; bldgs.; trees; carelessness.
20574	9437 578	Oct. 7	12-42 a.	C.N.R.	Humbleys, N.S., Robinson's Crossing.....	1	Unp.	Auto.	Sgle.; r.a.; bldgs.; sdg.; carelessness.
20575	36711 269	Sept. 29	1-38 p.	C.N.R.	Lomford Stn., Ont., 1st Crossing North.....	1	Unp.	Auto.	Sgle.; r.a. rural; bldgs.; sdg.; trees; carelessness.
20576	33229 34	Sept. 29	10-15 p.	C.N.R.	Oronoto, N.B., Main Highway Crossing.....	1	Unp.	Auto.	Sgle.; r.a. rural; bldgs.; carelessness.
20578	27156 126	Sept. 29	1-10 p.	C.P.R.	South Bay, N.B., 600 ft. East.....	1	Unp.	Auto.	Sgle.; r.a. rural; h.g.; carelessness.
20581	26727 268	Oct. 5	6-45 a.	C.N.R.	Gorley, Ont., Marshall's Crossing.....	1	Unp.	Auto.	Sgle.; r.a. rural; bldgs.; h.g.
20582	33229 48	Oct. 10	9-50 p.	C.P.R.	Perth Stn., Ont., 1-4 miles West.....	1	Unp.	Buggy	Dble.; skew; rural; carelessness.
20585	33229 48	Sept. 13	12-00 m.	C.N.R.	Aulac, N.B., Cole's Island Crossing.....	3	Unp.	Truck	Sgle.; r.a. rural; carelessness.
20589	27467 71	Oct. 4	14-45 k.	C.N.R.	Maldstone, Alta., Crossing West of.....	1	Unp.	Truck	Sgle.; r.a. rural; carelessness.
20593	27365 38	Sept. 21	11-25 k.	C.P.R.	Bradwford, Ont., Crossing at.....	1	Unp.	Auto.	Sgle.; r.a. urban; bldgs.; trees.
20597	26744 65	Oct. 18	13-30 k.	C.P.R.	Brandon, Man., 18th St. Crossing.....	6	Unp.	Auto.	Sgle.; r.a. rural; carelessness.
20599	26744 54	Oct. 13	18-36 k.	C.P.R.	Oak Bank Stn., Man., 1st Crossing East.....	2	Unp.	Wagon	Dble.; r.a. rural; carelessness.
20604	26782 137	Oct. 6	8-42 a.	C.N.R.	Richmond, Que., 2nd Crossing East.....	1	Unp.	Truck	Sgle.; r.a. urban; bldgs.; carelessness.
20605	9437 978	Oct. 4	15-23 k.	C.P.R.	Herbert, Sask., 1st Crossing East of.....	1	Unp.	Truck	Dble.; r.a. rural; carelessness.
20606	27467 69	Oct. 11	17-30 k.	C.N.R.	Gravelbourg, Subd., Sask., Crossing at M. 76.....	1	Unp.	Auto.	Sgle.; r.a. rural; carelessness.
20607	27811 45	Sept. 21	12-20 k.	C.P.R.	Buffalo, Alta., 4th Crossing East.....	1	Unp.	Truck	Sgle.; r.a. rural; h.g.
20608	27467 70	Oct. 12	16-33 k.	C.N.R.	Radville, Sask., 2 1/2 miles East.....	1	Unp.	Auto.	Sgle.; r.a. rural; carelessness.
20609	27811 43	Oct. 3	15-20 k.	C.P.R.	Ellerslie Stn., Alta., 1st Crossing South.....	1	Unp.	Auto.	Sgle.; r.a. rural; trees.
20611	26711 167	Sept. 12	8-15 p.	C.P.R.	Bittern Lake, Alta., 3rd Crossing West.....	1	Unp.	Truck	Sgle.; r.a. rural; trees.
20612	26765 152	Oct. 28	6-30 p.	C.N.R.	Allanford, Ont., 1st Crossing North of.....	6	Unp.	Auto.	Sgle.; r.a. rural; sdg.; carelessness.
20613	26711 270	Sept. 11	2-00 p.	C.N.R.	Toronto, Ont., Victoria Park Ave.....	1	Unp.	Auto.	Sgle.; r.a. urban; bldgs.; carelessness.
20614	26727 195	Oct. 27	7-15 p.	C.P.R.	Ben Allen, Ont., Crossing at.....	1	Unp.	Auto.	Sgle.; r.a. rural; sdg.; b. b.; carelessness.
20615	9437 552	Oct. 27	11-40 p.	C.P.R.	Guolph, Ont., York Rd. Crossing.....	3	Unp.	Auto.	Dble.; r.a. urban; bldgs.; carelessness.
20625	26711 271	Oct. 4	5-10 p.	C.N.R.	London East, Ont., Egerton St.....	3	Unp.	Auto.	Sgle.; r.a. rural; carelessness.
20632	25136 1	Oct. 5	11-30 p.	C.N.R.	Uptergrove Stn., Ont., Crossing at.....	1	Unp.	Podes.	Sgle.; r.a. rural; carelessness.
20633	26711 272	Oct. 6	10-52 a.	C.N.R.	Chicoutimi, Que., Coto de la Reserve Crossing.....	1	Unp.	Truck	Sgle.; r.a. rural; h.g.; carelessness.
20635	26711 273	Nov. 1	6-25 p.	C.N.R.	Downsview Stn., Ont., 1st Crossing South.....	2	Unp.	Auto.	Sgle.; r.a. rural; trees; carelessness.
20641	26727 238	Oct. 15	16-24 k.	C.P.R.	Frankfort Stn., Ont., Crossing South of.....	1	Unp.	Truck	Dble.; r.a. rural; bldgs.; carelessness.
20649	26711 274	Oct. 30	7-45 a.	C.P.R.	Memora Stn., Ont., 4th Crossing East of.....	1	Unp.	Auto.	Sgle.; r.a. rural; bldgs.
20650	26727 239	Nov. 5	12-33 p.	C.P.R.	Clinton, Ont., 3 miles West.....	2	Unp.	Auto.	Sgle.; r.a. rural; trees.
20651	9437 1388	Nov. 5	12-05 a.	C.P.R.	Bothwell Stn., Ont., Crossing West of.....	2	Unp.	Auto.	Dble.; r.a. urban; carelessness.
20652	27862 59	Nov. 2	6-42 p.	C.P.R.	Jacques Cartier Jet., Stn., Que., Cremazie Rd.....	1	Unp.	Auto.	Dble.; r.a. urban; sdg.; carelessness.
20652	27865 39	Nov. 2	18-05 k.	C.P.R.	St. Johns, Que., Bouthillier St.....	3	Unp.	Auto.	Sgle.; r.a. rural; carelessness.
20680	3807 64	Oct. 23	17-37 k.	C.P.R.	Niverville Stn., Man., 5th Crossing West.....	1	Unp.	Wagon	Sgle.; r.a. rural; carelessness.
20688	2642 33	Oct. 24	17-15 p.	Mid'd	Tugaske Stn., Sask., 5th Crossing.....	1	Unp.	Auto.	Sgle.; r.a. urban; carelessness.
20689	34135	Oct. 29	7-15 k.	C.N.R.	Winnipeg, Man., Portage Ave.....	1	Unp.	M. truck	Sgle.; r.a. urban; bldgs.; carelessness.
20690	26711 266	Oct. 30	2-45 p.	C.N.R.	Thorndale, Ont., Dawson Crossing.....	1	Unp.	Truck	Sgle.; r.a. rural; h.g.; carelessness.
20691	26711 275	Nov. 5	1-05 p.	C.N.R.	Kellys, Ont., Welburn Crossing.....	2	Unp.	Auto.	Sgle.; r.a. rural; carelessness.

No. 9.—STATEMENT showing highway crossing accidents attended by personal injury, investigated during the year ending December 31, 1928—*Concluded*

Inv. File	Board File	Date	Time	Railway	Place	K.	L.	Protec-tion	Class of accident	Remarks
20717	27811-47	Nov. 5	22-10 k.	C.P.R.	Titium, Alta., 3rd Crossing North.		1	Unp.	Truck	Sgle.; r.a. rural; carelessness.
20718	27467-67	Oct. 5	16-25 k.	C.N.R.	Deborah, Sask., Crossing near		1	Unp.	Truck	Sgle.; r.a. rural; carelessness.
20719	26727-217	Nov. 14	4-15 p.	C.P.R.	West Monkton, Ont., Winstanley St.		1	Unp.	Auto.	Sgle.; r.a. urban; bldgs.
20720	36827	Nov. 20	8-15 p.	E.T.R.	Windsor, Ont., Tecumseh Rd. Crossing		2	Unp.	Auto.	Dble.; r.a. urban; sdg.; carelessness.
20721	26827-1	Oct. 5	10-30 p.	E.T.R.	Windsor, Ont., Dougall Ave. Crossing		2	Unp.	Auto.	Dble.; r.a. rural; sdg.
20721	28786-38	Nov. 15	16-25 k.	C.N.R.	Delburne, Alta., Crossing at		1	Unp.	Wagon	Sgle.; r.a. rural; trees.
20723	27401-37	Nov. 8	2-25 p.	C.P.R.	Andover, N.B., Crossing at		1	Unp.	Auto.	Sgle.; r.a. urban; bldgs.
20734	27401-36	Nov. 8	8-15 a.	C.P.R.	Bath Stn., N.B., Crossing South of		1	Bell	Auto.	Sgle.; r.a. rural; bldgs.; carelessness.
20735	26711-278	Oct. 27	11-42 a.	C.N.R.	Scarboro Jet, Ont., 1st Crossing East of		2	Unp.	Bus	Dble.; r.a. rural; carelessness.
20736	26842-68	Nov. 24	7-10 a.	M.C.R.	Waterford, Ont., James St. Crossing		1	Bell	Wagon	Dble.; r.a. urban; sdg.
20745	26727-80	Nov. 3	7-10 a.	C.P.R.	Toronto Terminals, Ont., Queen St. Crossing		1	Bell	Auto.	Dble.; r.a. rural; bldgs.; carelessness.
20747	9437-1076	Dec. 6	12-12 p.	C.P.R.	Townsend Centre, Ont., Diagonal Rd. Crossing		1	Bell	Auto.	Dble.; r.a. urban.
20748	9437-1296	Dec. 6	12-55 k.	C.N.R.	Rainy River, Ont., Government Rd. Crossing		3	Unp.	Truck	Sgle.; r.a. urban; bldgs.; sdg.
20749	26807-15	Nov. 12	17-45 k.	C.N.R.	Creely, Sask., 2 miles North		3	Unp.	Auto.	Sgle.; r.a. rural; carelessness.
20750	26744-56	Nov. 13	8-10 k.	C.P.R.	McArthur, Man., Crossing near		2	Unp.	Auto.	Sgle.; skew; rural; carelessness.
20751	26727-221	Nov. 7	2-05 p.	C.P.R.	Summerville, Ont., Crossing at		1	Unp.	Auto.	Dble.; r.a. rural.
20752	26727-242	Nov. 19	6-15 p.	C.P.R.	Otonabee Stn., Ont., Crossing East of		3	Unp.	Auto.	Sgle.; r.a. rural; carelessness.
20753	26727-242	Nov. 7	2-05 p.	C.P.R.	Roblinville, Ont., Crossing at		2	Unp.	Auto.	Sgle.; r.a. rural; carelessness.
20754	27802-18	Nov. 29	7-13 p.	T.H. & B.	Hamilton, Ont., Burlington St. Crossing		1	Unp.	Truck	Dble.; r.a. rural; carelessness.
20755	26765-46	Nov. 24	4-30 p.	G.R.R.	Galt, Ont., Main St. Crossing		1	Unp.	Auto.	Sgle.; r.a. urban; bldgs.; h.g.
20756	26782-94	Nov. 16	11-56 p.	G.R.R.	Hamilton, Ont., Burlington St. Crossing		1	Unp.	Auto.	Sgle.; r.a. urban; bldgs.; h.g.
20757	22600	Nov. 31	1-25 a.	C.N.R.	Rinfret Stn., Que., 1st Crossing North		2	Unp.	Auto.	Sgle.; r.a. rural; carelessness.
20770	26807-66	Nov. 28	15-43 k.	C.N.R.	Prince Albert, Sask., Central Ave. Crossing		2	Unp.	Auto.	Sgle.; r.a. rural; carelessness.
20773	26807-65	Nov. 18	11-12 k.	C.P.R.	Mortlach Stn., Sask., 2nd Crossing East		3	Unp.	Truck	Sgle.; skew; rural; carelessness.
20780	26842-95	Nov. 30	5-20 p.	M.C.R.	Pasqua Stn., Sask., 4th Crossing West		2	Unp.	Auto.	Sgle.; r.a. rural; carelessness.
20783	26744-58	Nov. 24	16-20 k.	C.N.R.	Welland, Ont., 2nd Crossing East of C.N.R. Diamond		1	Unp.	Auto.	Sgle.; r.a. rural; carelessness.
20784	26765-128	Nov. 12	8-20 p.	C.N.R.	Laurier, Man., Crossing near		1	Unp.	Auto.	Sgle.; r.a. rural; carelessness.
20785	26711-280	Aug. 13	1-35 a.	C.N.R.	Fort Erie, Ont., Garrison Road Crossing		1	Unp.	Truck	Sgle.; r.a. rural; carelessness.
20786	5027	Oct. 15	1-57 p.	M.C.R.	Port Robinson, Ont., 1st Crossing West		2	Unp.	Truck	Sgle.; r.a. rural; sdg.; trees.
20787	26711-269	Dec. 4	1-07 p.	C.N.R.	Hagersville, Ont., King St. West		1	Unp.	Auto.	Sgle.; r.a. urban.
20788	26711-277	Nov. 2	3-20 p.	C.N.R.	Palmerston, Ont., William St. Crossing		1	Unp.	Pedes.	Sgle.; r.a. urban; bldgs.; carelessness.
20790	26782-139	Dec. 3	19-55 k.	C.N.R.	Fergus, Ont., Crossing 3 miles North		1	Unp.	Auto.	Sgle.; skew; trees.
20793	27073-52	Nov. 6	19-55 k.	C.N.R.	St. Norbert, Que., 1st Crossing East of		1	Unp.	Wagon	Sgle.; r.a. rural; carelessness.
20813	27073-32	Nov. 10	20-00 k.	C.P.R.	Malakawa, B.C., 1st Crossing East of		2	Unp.	Auto.	Dble.; r.a. rural; h.g.; carelessness.
20814	27811-48	Nov. 12	3-00 k.	C.P.R.	Vernon, B.C., Barnard Ave. Crossing		2	Unp.	Auto.	Sgle.; r.a. urban; bldgs.; carelessness.
20815	27811-46	Oct. 30	7-45 k.	C.P.R.	Hillcrest Stn., Alta., 3rd Crossing West		2	Unp.	Auto.	Sgle.; r.a. urban; brush; carelessness.
20820	26765-255	Nov. 14	1-37 p.	C.N.R.	Dunmore Stn., Alta., 1st Crossing West		1	Bell	Truck	Sgle.; r.a. rural; h.g.
20822	18311	Nov. 25	11-20 a.	C.N.R.	Lancaster, Ont., 1st Crossing East		2	Unp.	Auto.	Dble.; r.a. rural; bldgs.
20824	26711-281	Nov. 9	4-30 p.	C.N.R.	Meganitic Stn., Que., Crossing 2-37 miles West of Beachburg Subd., Ont., Sarnuel's Crossing, M. 88-9		1	Unp.	Truck	Sgle.; r.a. rural; trees; carelessness.
19773	26711-243	Mar. 23	11-42 a.	C.N.R.	Mosborough, Ont., 2nd Crossing West		1	Unp.	Auto.	Sgle.; r.a. rural; h.g.; carelessness.
20830	26842-70	Dec. 21	11-05 a.	M.C.R.	Waterford, Ont., Main St. Crossing		5	Watch.	Auto.	Dble.; r.a. urban; h.g.
						165	452			

EXPLANATION OF ABBREVIATIONS

Unp. Unprotected
 Watch. Watchman
 Pedes. Pedestrian
 Sgle. Single track
 Dble. Double track
 r.a. Right angle crossing
 Bldgs. Buildings obstructing view
 Stn. Station
 h.g. High ground
 b.f. Board fence
 b.b. Board fence

No. 10.—STATEMENT showing accidents to employees while working on or under engines, investigated during year ending December 31, 1928.

Inv. File	Date	Railway	Place	Remarks	Killed	Injured
19401	Nov. 14	C.P.R.	Moose Jaw, Sask.	Struck by reverse gear cylinder head which blew out.		1
19414	Nov. 29	C.N.R.	Komoka, Ont., 2 miles west.	Releasing whistle valve which was stuck, ear drums injured.		1
19420	Nov. 18	C.N.R.	Saskatoon, Sask., 2 miles north.	Fell against tender when shaker bar came off.		1
19423	Dec. 8	C.P.R.	Winnipeg, Man.	Fell against window frame when engine struck by another engine.		1
19428	Dec. 17	C.N.R.	South River, Ont.	Struck by car when leaning out of cab window.		1
19455	Dec. 18	C.P.R.	Ignace S.D., Ont., M. 1041.	Unknown object struck and broke cab window.		1
19479	Dec. 14	C.P.R.	Cascade S.D., B.C., M. 65.	Burned by flame from open firebox door in tunnel.		1
19486	Dec. 23	C.P.R.	Swift Current S.D., Sask., M. 41	Fell while firing when engine lurches.		1
19514	Dec. 17	C.P.R.	Bassano, Alta.	Swaying of engine, caused shaker bar to fall.		1
19540	Dec. 19	C.N.R.	Eastcourt, Que.	Lubricator glass blew out.		1
19571	Jan. 21	Q.M.S.	Sorel, Que.	Shaker bar slipped off crank.		1
19572	Jan. 16	C.N.R.	Prescott, Ont.	Fell when getting through cab window.		1
19591	Jan. 17	C.N.R.	Rockingham, N.S.	Slipped off tender stops while breaking coal.		1
19619	Feb. 6	C.P.R.	Woodstock, Ont.	Shaking grates, shaker bar slipped.		1
19651	Jan. 9	C.N.R.	Apland, B.C.	Fingers caught when motion cover on rotary plow slipped.		1
19680	Feb. 18	C.N.R.	Mimico, Ont., Yard	Tying cab curtains, slipped on apron between engine and tender.		1
19686	Feb. 18	C.N.R.	Beaudry, Man.	Tripped on deck, knee injured.		1
19765	Mar. 14	C.N.R.	Port Colborne, Ont.	Forehead injured when steam shovel cable struck cab of engine.		1
19777	May 5	C.N.R.	Sisco, B.C.	Falling rock cam through cab window.		1
19792	Mar. 7	C.P.R.	Wetaskiwin, Alta.	Thrown into coal pit when engine coupled on to cars.		1
19801	April 11	C.N.R.	Capreol, Ont.	Waterglass broke, arm burned.		1
19828	Mar. 9	C.P.R.	Spence's Bridge, B.C.	Shutting off throttle, same flew back and injured elbow.		1
19833	Mar. 31	C.P.R.	Toronto Terminals, Ont., Simcoe Street.	Slipped off tender when putting out tail lights.		1
19835	Mar. 27	C.N.R.	Danforth Yard, Ont., West End.	Knocked off side rods of engine while oiling when coupling made.		1
19865	April 9	C.N.R.	Camper, Man.	Shaker bar slipped off.		1
19884	April 28	C.N.R.	Bathurst S.D., N.B.M. 157-25.	Repairing whistle, fell off running board.		1
19893	April 18	C.N.R.	Birding, Sask.	When apron bolt broke, leg went down between engine and tender.		1
19899	May 4	C.P.R.	West Calgary, Alta.	Climbing out of cab window, struck head on oil reservoir.		1
19906	May 7	T.H. & B.	Hamilton, Ont.	Climbing out of cab window to fix bell, struck by standpipe.		1
20069	June 6	C.N.R.	Blissfield, N.B.	Dumping ashpan, hand caught between handle and brake cylinder.		1
20073	May 13	C.N.R.	Campbellton, N.B.	While firing, firebox door closed knocking shovel against shoulder.		1
20127	July 9	C.P.R.	Woodstock, Ont., Yard	Sprinkling hose burst.		1
20133	April 2	C.N.R.	La Tuque, Que.	Trying to locate lever, caught between lever and boiler.		1
20134	Feb. 29	C.N.R.	St. Pierre, Que.	Hand burnt on standpipe.		1
20140	June 28	C.N.R.	Gouvernor's Road, Ont., 1 mile west.	Nut on steam pipe at reducing valve in cab blew off.		1
20333	Aug. 21	C.N.R.	Vineland, Ont., 1 mile west.	Foot injured when reverse lever flew out of quadrant.		1
20334	Aug. 5	M.C.R.	Montrose, Ont., Yard	Struck head on coal gate when engine coupled.		1
20404	Aug. 6	C.N.R.	Brandon, Man., Yard	Engine back fired in fireman's face.		1
20464	Sept. 20	C.N.R.	Oakville, Ont.	Something projecting from passing train broke window glass.		1
20473	Aug. 24	C.N.R.	Fort Rouge, Man.	When filling grease cup on dead engine, train moved.		1

No. 10.—STATEMENT showing accidents to employees while working on or under engines, investigated during year ending December 31, 1928—*Concluded*

Inv. File	Date	Railway	Place	Remarks	Killed	Injured
20502	Sept. 30	C.P.R.	MacTier, Ont.	After repairing bell rope, slipped from side of cab.		1
20549	Oct. 2	C.N.R.	Winnipeg, Man., Fort Rouge	Struck by lumber projecting from car.		1
20601	Oct. 4	C.P.R.	Brooks S.D., Alta., M. 37-6.	Fell off tender when engine coupled on to train.		1
20616	Oct. 11	C.P.R.	Red Deer S.D., Alta., M. 40}	Steam pipe connection on injector blew off.		2
20703	Sept. 6	C.N.R.	Quebec, Que.	Gauge glass broke.		1
20705	Sept. 11	C.N.R.	Chicoutimi, Que.	Fell off running board when examining engine bell.		1
20704	Sept. 24	C.N.R.	Armstrong, Ont.	While oiling dynamo, foot slipped.		1
20762	Nov. 19	C.P.R.	Walkerton, Ont.	Sprinkler hose came apart at coupling, scalding fireman's foot.		1
20778	Nov. 13	C.P.R.	Winnipeg Terminals, Man.	Climbing from cab, caught between roof of cab and tender.		1
20792	Nov. 17	C.N.R.	Owen Sound, Ont.	Taking water, caught between waterspout and coal box.		1
20828	Nov. 14	C.N.R.	Pleasant Point, Man.	Caught between engine and car on passing track.		1
19759	Mar. 10	C.N.R.	Newcastle, N.B.	Thrown from cab while adjusting curtain.		1
					1	52

No. 11.—STATEMENT showing the number of highway crossing accidents, with the total number of killed and injured, by provinces, for year ending December 31, 1928.

	Nova Scotia		New Brunswick		Prince Edward Island		Quebec		Ontario		Manitoba		Saskatchewan		Alberta		British Columbia		Total									
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.							
																						Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.
Canadian National.....	4	2	8	7	6	1	5	24	16	29	96	10	3	14	16	10	22	11	5	13	2	1	1	172	64	232		
Canadian Pacific.....			5	5	5		32	24	43	50	29	64	9	4	19	15	13	12	14	5	18	12	1	137	76	178		
Central Vermont.....							1	1																1				
Lake Erie & Northern.....										3	2	4												3				
Grand River.....																								2				
Midland Railway of Manitoba.....												1												1				
Canadian National Electric.....										4	8	3												4				
Michigan Central.....										17	12	12												17				
Quebec, Montreal & Southern.....										3	3	3												3				
Toronto, Hamilton & Buffalo.....										1	1	3												3				
Niagara, St. Catharines & Toronto.....										1	1	2												3				
Algoma Central & Hudson Bay.....																								1				
New York Central.....										3														3				
Quebec Central.....										2	2	6												3				
Brantford & Hamilton Electric.....										3		3												3				
London & Port Stanley.....										5		6												3				
Atlantic, Quebec & Western.....										1														1				
Great Northern.....																								2				
Windsor, Essex & Lake Shore.....										1		2												1				
British Columbia Electric.....																								1				
Dominion Atlantic.....	2	1	2																					2				
Pere Marquette.....										4		4												4				
Esquimalt & Nanaimo.....																								1				
Montreal & Southern Counties.....										1	3	2	2	1										1				
Essex Terminal.....										2	2	1												2				
	6	4	4	13	7	11	1	5	65	46	88	192	71	249	20	7	34	31	23	34	25	10	31	18	5	19	173	475

No. 12.—STATEMENT showing highway crossings at which protection provided, and the nature of protection, during period of twelve months ending December 31, 1928.

File No.	Order No.	Location of Crossing	Railway	Nature of Protection
27929-8	40115	Charham, Ont., Park Street.	P.M. Ry.	Automatic Bell and Wigwag installed.
9437-1323	40143	Allanburg, Ont., Blackhorse Crossing.	C.N.R.	Wigwag added to bell.
31646-9	40160	Broughton East, St. Joseph Street.	Q.C.Ry.	Speed limitation on north bound trains.
26727-209	40175	Port Burwell yard, Ont., Bridge Street.	C.P.R.	Speed limitation 10 miles per hour to be maintained.
32214	40181	Drummondville, Que., 1st crossing of diamond.	C.P.R.	Speed limitation 10 miles per hour to be maintained.
26711-210	40215	Rainy River (near) Fort Francis Sub. Mileage 142, Ont.	C.N.R.	Haystack to be removed at expense of W. C. Norris.
9437-1178	40216	Toronto Terminals, McLennan Ave.	C.P.R.	Fringe added to gates, sidewalk barrier erected to close gate on each side, and fencing brought up to end of gates.
20842-68	40235	Waterford, Ont., St. James Street.	M.C. Ry.	Automatic bell and wigwag installed in lieu of watchman.
31646-10	40243	East Angus station, Que., Angus Street.	Q.C.R.	Speed limitation on south bound trains.
11738-152		Penticon South, B.C., Fairview Road.	K.V.R.	Whistle post installed.
31646-11		New Richmond station, Que., McCormack's Crossing.	Q.C.R.	Shrub cut down.
26711-233	40333	Rymal Station, Ont., $\frac{1}{2}$ mile south.	C.N.R.	Advance warning signs installed.
24540-14	40337	Chemainus, B.C., 1 mile south.	E. & N.R.	Brush cut down. Humps on top banks levelled.
25542-37	40337	St. Thomas, Ont., Talbot Street.	L. & P.S.R.	Speed limitation of 6 miles per hour. All freight and switching movements between 12 midnight and 6 a.m. to be protected.
27270-3	40397	St. Stanislas, Que., 1st crossing south.	N.Y.C.R.	Wigwag signal added to bell.
Case 3028	40411	Rush Lake, Ont., 1st just west of.	C.P.R.	Double automatic bells and wigwags.
9437-170	40479	Oakville Station, Ont., 1st crossing west.	C.N.R.	Automatic bell and wigwag installed.
28300-15		Kentville, N.S., Main Street crossing.	D.A.R.	100 candle power lamp installed.
26782-101	40485	St. P-arcome station, Que., 1st crossing east.	C.N.R.	Automatic bell and wigwag installed.
9437-1211		London, Ont., Dundas street crossing.	C.N.R.	Advance warning signs, reflector type, installed.
Case 2109		Qu'Appelle South re dangerous crossing at McLean, Sask.	C.P.R.	Install bells and wigwags to protect running tracks at crossing at McLean, Sask.
26727-114		Wingham Sub. Mileage 2-94, Ont.	C.P.R.	Advance warning signs installed.
35734		Saskatoon, Sask., 23rd street.		
5127-1	40516	Springfield Village, Ont., East Street.	M.C.R.	Wigwag signal added to bell.
9437-80	40565	Weston, Ont., Dennison Ave.	C.P.R.	Wigwag signal added to bell.
16388-127		O'Keefe, B.C., one half mile from.	C.P.R.	High ground removed.
9437-236	40670	Streetsville, Ont., Thomas Street.	C.P.R.	Wigwag signal added to bell.
26765-70	40681	Kirchener, Ont., Strange street.	C.N.R.	Wigwag signal added to bell.
26711-234		St. Catharines, Ont., Compton's crossing.	C.N.R.	Trees cut down.
27231	40710	Niagara Falls, Stanley Street.	N. St. C. & T.	Automatic bell and wigwag installed.
27218-64	40837	Pulnico, lower east, Main St. crossing.	C.N.R.	Trees removed.
26711-243	40826	Mosborough, Ont., 2nd crossing west.	C.N.R.	Snow fence and trees removed.
27467-54		Regina, Sask., Pasqua Street.	C.N.R.	Switching crew to flag movements over crossing.
35229-37		Shediac, N.B., Main street crossing.	C.N.R.	Standard highway crossing sign installed.

26711-233	40961	Rymal Station, Ont., 1st crossing south.	C.N.R.	Trees trimmed.
26842-14	40972	Ruscomb, Ont., Angle Road crossing.	M.C.R.	Double bells and wigwag installed.
26727-86	41001	Myrtle Station, just west of.	C.P.R.	Automatic bells and wigwag signals installed.
9437-131	40971	Woodslee, Ont., Main Street crossing.	M.C.R.	Double bells and wigwags installed.
26857-7		Filko, B.C., 2nd crossing east.	C.P.R.	Brush and trees cut down.
26873-44		Echo Place, Ont., Lock Road Crossing.	B. & H.E. Ry.	Weeds cut down, trees trimmed, trees cut down.
26782-119		Les Eboullements, M. 67-33, Murry Bay Sub.	C.N.R.	Standard highway crossing sign installed.
27156-112		Stc. Eustache Sub, M. 92, south of St. Therese.	C.P.R.	Trees cut down.
27929-30		Courtwright Station, 1st crossing west.	P.M.R.	Advance warning signs installed.
21020		St. Boniface, Man., Dawson Road crossing.	C.N.R.	Old interlocker tower removed, whistle post installed.
26842-77	41063	Yarmouth, N.S., 1-60 miles east.	M.C.R.	Double bells and wigwags installed.
26842-80	41066	Townsend Centre, Ont., at Station.	M.C.R.	Double bells and wigwags installed.
26842-79	41067	Perry Station, 2-65 miles east.	M.C.R.	Double bells and wigwags installed.
26842-70	41068	Cumfield Jet., Ont., Talbot Road.	M.C.R.	Double bells and wigwags installed.
26842-75	41069	Tillsonburg Station, Mile 0-94 west of.	M.C.R.	Double bells and wigwags installed.
26842-78	41083	Tilbury, Ont., 2 1/2 miles east provincial highway 2.	M.C.R.	Double bells and wigwags installed.
26842-75	41086	Governors Road Crossing, Ont.	C.N.R.	Bell and wigwag installed.
27094-S	41090	Monterose Junction, Ont., Stone road.	C.N.R.	Bell and wigwag installed.
30213-2	41188	Regina, Sask., Winnipeg Street.	C.N.R.	Automatic bell and wigwag installed.
26842-29	41202	Hope, B.C., Water Street crossing.	C.N.R.	Keep all cars back 200 feet from street line.
26782-108	41202	Baird St. Paul, Gov. Wharf Road, east of station.	C.N.R.	Double bell and wigwags installed.
26711-168	41270	Pure River, Ont., Tecumseh Road, west of station.	C.P.R.	Ten miles per hour to be retained against westbound trains.
9437-591	41270	Franktown Road Crossing, Ont., west of Carleton.	C.P.R.	Automatic Bell and wigwag installed.
36117	41341	Rothsay, N.B., mileage 80-4, Sussex Sub.	C.N.R.	Trees removed.
27929-30	41389	Courtwright Station, Ont., 1st crossing west.	P.M.R.	Wigwag signals added to bell.
26711-246	41390	St. Thomas, Ont., Princess Avenue.	M.C.R.	Automatic bell and wigwag installed.
36122	41391	Antigonish, N.S., Main Street crossing.	C.N.R.	Automatic bell and wigwag installed.
36119	41396	Penobscuis, N.B., 1st east of station.	C.N.R.	Automatic bell and wigwag installed.
40398	41398	Trois Riviere, Que., St. Maurice Street.	C.P.R.	Construct subway under tracks.
9437-1089	41405	Fenwood Village, east of	C.N.R.	Expropriate a triangular portion of land in south west angle of crossing.
27467-60	41405	Fenwood Village, east of	C.N.R.	Expropriate a triangular portion of land in south west angle of crossing.
26842-83	41445	Welland, Ont., Ontario Road crossing.	M.C.R.	Automatic bell and wigwag installed.
26842-87	41449	West Lorne, Ont., 0-75 miles east of station.	M.C.R.	Bells and wigwag installed (automatic).
26842-7	41450	Hiligate, Ont., 2-42 miles west of.	M.C.R.	Automatic bell and wigwag installed.
26842-82	41451	Villa Nova, side road at Station.	M.C.R.	Automatic bell and wigwag installed.
26842-86	41452	Rodney, Ont., 2-36 miles west.	M.C.R.	Automatic bell and wigwag installed.
26842-85	41453	Charing Cross, Ont., side road 2-66 miles west.	M.C.R.	Automatic bell and wigwag installed.
26842-89	41454	Welland, Ont., 2-73 miles east of.	M.C.R.	Automatic bell and wigwag installed.
26842-88	41456	Fargo, Ont., communication road, 0-89 east of.	M.C.R.	Automatic bell and wigwag installed.
26842-81	41457	Taylor, Ont., town line road 0-50 west of.	M.C.R.	Automatic bell and wigwag installed.
41518	41457	Rodney, Ont., furnace road.	M.C.R.	Automatic bell and wigwag installed.
33229-42	41519	Petitodiac, N.B., M. 22-86 Sussex Sub.	C.N.R.	Extending hours of gates operation, 6 a.m. to 1 a.m.
33229-9	41521	Stewiacke, N.S., M. 46-80 Bedford Sub.	C.N.R.	Automatic bell and wigwag installed.
27218-67	41520	Bayfield Road, N.S., M. 98-76 Mulgrave Sub.	C.N.R.	Automatic bell and wigwag installed.
33229-45	41522	Campbellton, N.B., Richards Crossing, Bathurst Sub.	C.N.R.	Automatic bell and wigwag installed.
33229-44	41523	Marysville, N.B., M. 106-90 Nashuaak Sub.	C.N.R.	Automatic bell and wigwag installed.
33229-43	41526	Hardwood Ridge, N.B., Mile 54-54 Chipman Sub.	C.N.R.	Automatic bell and wigwag installed.
27218-68	41527	Amherst, N.S., Mile 77-16 Springhill Sub.	C.N.R.	Automatic bell and wigwag installed.
36116	41537	Nauygewank, N.B., M. 72-60 Sussex Sub.	C.N.R.	Automatic bell and wigwag installed.
36120	41542	Isle Verte, Que., M. 67-36 Rimouski Sub.	C.N.R.	Automatic bell and wigwag installed.
26782-124	41557	St. Moise, Que., M. 83-38 Martapedia Sub.	C.N.R.	Automatic bell and wigwag installed.

No. 12.—STATEMENT showing highway crossings at which protection provided, and the nature of protection, during period of twelve months ending December 31, 1928—*Concluded*

File No.	Order No.	Location of Crossing	Railway	Nature of Protection
36118	41547	Chatham, N. B., Water Street.	C. N. R.	Automatic bell and wigwag installed.
36114	41548	Norton, N. B., Mileage 56.62 Sussex Sub.	C. N. R.	Automatic bell and wigwag installed.
31329-9	41605	St. Johns, Que., Jacques Cartier Street.	C. N. R.	Cars to be kept back from street line required distance.
27148-5		Sorel Station, Que., one mile east of	Q. M. & S.	Advance warning signs installed.
26782-118		Base St. Paul (near), M. 59.84 Murray Bay Sub.	C. N. R.	Snow fences removed.
27156-116		Grand Verre, Que. (near)	C. P. R.	Trees cut down.
26782-82		Point au Pic, Que., St. Antoine road crossing	C. N. R.	Advance warning signs installed.
27148-5	41641	Sorel, Que., Line road crossing.	Q. M. & S.	Advance warning signs installed.
9437-961	41674	Ayr, Ont., Northumberland Avenue	C. P. R.	Wigwag installed in addition to bell.
26744-52		Giroux, $\frac{3}{4}$ mile west of Man.	P. M. R.	Obstructions removed.
27929-32		Kingsville Station, 2nd crossing east	C. N. R.	Trees trimmed.
26711-248		Goodwood, Ont.	C. N. R.	Advance warning signs installed.
26711-267		Kitchener, Ont., Louisa Street crossing.	C. N. R.	Advertising sign boards removed.
94218-66	41766	Antigonish, N. S.	C. N. R.	Standard highway crossing sign made regulation height
26727-220		Snedden Station, 1st crossing west, Chalk River Sub.	C. P. R.	Hollows on north and south of approaches filled in.
26727-173		Dryden, Ont., west road crossing	C. P. R.	Embankment cut down.
26727-231		Kleinburg, Ont., 1-2 miles south of	C. P. R.	Trees trimmed.
9437-578		Longford Station, Ont., 1st crossing north	C. N. R.	Advance warning signs installed.
27929-15		Eberfs, Ont., county highway crossing	P. M. R.	Advance warning signs installed.
26711-248		Goodwood, Ont., 100 yards east of station	C. N. R.	Advance warning signs installed.
27073-46		Chilliwack, B. C., M. 72 Yale Sub.	C. N. R.	Advance warning signs installed.
26782-137		Richmond, Que., 2nd crossing east, Adam Street.	C. N. R.	Advance warning signs installed. Trees removed.
26711-201	41808	Lambton Mills, Ont., Dundas Street, 2.48 miles from Tor.	C. N. R.	Crossing sign relocated. Cars kept back 50 feet from street line.
26765-141	41809	Guelpth Station, $\frac{1}{2}$ miles east, Ont.	C. N. R.	Automatic bell and wigwag signals installed.
26711-272	41810	Downsview Station, Ont., 1st crossing south	C. N. R.	Wigwag added to bell.
588-38	41817	Toronto, Ont., Eastern Avenue	C. N. R.	Crossing sign repainted.
26765-19	41841	Weston, Ont., Eagle Avenue, formerly Dufferin Street.	C. N. R. & C. P. R.	Automatic wigwag and bell installed.
33229-40	41851	Port Hawkesbury-Leonard Fisheries crossing, Mileage 1-07 Inverness Subdivision.	C. N. R.	Wigwag added to bell.
26842-94	41853	Tilbury, Ont., Tilbury Street.	M. C. Ry	Six mile per hour speed limitation. Cars back 100 feet each side. Whistle post erected.
Case 4810	41854	Tilbury, Ont., Queen Street crossing	M. C. R.	Install automatic bell and wigwag.
9437-35	41872	Chatham, Ont., Park Street	C. N. R.	Automatic bell and wigwag installed.
26711-270		Ben Allen, Ont., 1st crossing north of station.	C. N. R.	Wigwag added to bell.
27467-72		Maymont (near) Langham Sub., M. 117-25 poles east, Sask.	C. N. R.	Portion of snow fence removed. April 15 to Nov. 15 each year.
28300-17		Collbrook, N. S., $\frac{1}{2}$ mile west.	C. N. R.	Brush cut down.
26782-137		Richmond, Que., 2nd crossing east of.	C. N. R.	Trees trimmed.
27318-17		Maple Grove, Ont.	L. E. & N. Ry	Standard highway crossing sign relocated. Cars kept 50 feet from street line.
28786-38		Delbourne Station, 1,250 feet south.	C. N. R.	Sight lines improved. Trees trimmed.
26727-285	41850	Galt Station, 1.7 miles west, M. 58-9 Galt Sub.	C. P. R.	Brush cut down. Wigwag added to bell.

No. 13.—STATEMENT showing the number of highway crossings at which protection has been ordered, and the nature of protection set out by provinces, for twelve months ending December 31, 1928.

	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Total
Removal of view obstructions (trees, banks, buildings, etc.).....		1		5	15	2	1		4	28
Keeping cars back from street line required distance.....		1	1	4						6
Installation of automatic bell and wigwag.....		4	6	3	7	1			1	22
Improved type of automatic bell and wigwag in lieu of watchman.....					1					1
Speed limitation of ten miles per hour to be maintained.....				1	1					2
Speed limitation on north bound trains.....				1						1
Speed limitation on south bound trains.....				1						1
Wigwag added to bell.....		1		2	11					14
Fringe added to gate.....				1						1
Whistle post installed.....		1		2		1			1	5
Advance warning signs installed.....				7	5					12
One hundred candle power lamp installed.....		1		2						3
Speed limitation of 6 miles per hour between midnight and 6 a.m.....					1					1
Double automatic bells and wigwags.....		1			18		1			20
Speed limitation of 6 miles per hour... Switching crew to flag movements over crossing.....		1								1
Standard highway crossing sign installed.....		2	1	3						6
Speed limitation 10 miles per hour against westbound trains.....					1					1
Construct subway under tracks.....				1						1
Extending hours of gate operation, 6 a.m. to 1 a.m.....					1					1
Approaches filled in.....					1					1
Standard highway crossing signs repainted.....					1					1
Standard highway crossing signs made regulation height.....		1								1
Standard highway crossing signs relocated.....				1						1
		14	8	34	63	4	2		6	131

No. 14.—STATEMENT showing number of persons killed and injured at public highway crossings, separately for the years ending December 31, 1924, 1925, 1926, 1927 and 1928.

Year	Gates		Bell		Watchman		Unprotected		Total	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
1924.....	11	15	10	47		5	73	220	94	287
1925.....	1	14	9	50	1	7	65	318	76	389
1926.....	7	20	21	65	1	9	100	276	129	370
1927.....	4	13	16	45		21	79	346	99	425
1928.....	1	6	22	35	6	9	144	425	173	475
	24	68	78	242	8	51	461	1,585	571	1,946

No. 15.—STATEMENT showing number of highway crossing accidents and the nature of same, for each and every year separately, for years ending December 31, 1924, 1925, 1926, 1927 and 1928.

	Gates					Bell					Watchman					Unprotected					Total														
	1924	1925	1926	1927	1928	Total	1924	1925	1926	1927	1928	Total	1924	1925	1926	1927	1928	Total	1924	1925	1926	1927	1928	Total	1924	1925	1926	1927	1928	Total	1924	1925	1926	1927	1928
	Automobile.....	2	7	10	3	3	25	30	32	39	34	31	166	3	3	5	8	9	28	133	168	181	218	255	955	168	210	235	263	298	1,174				
Horse and Rig.....	1	1	1	1	1	5	2	4	3	7	2	23	1	1	1	1	1	2	31	24	21	22	28	126	37	28	29	24	35	163					
Pedestrian.....	21	4	9	12	5	51	4	4	5	4	3	16	1	3	3	1	3	11	16	12	22	10	11	71	42	19	39	27	22	149					
	24	11	20	15	8	78	38	35	51	40	41	205	5	7	8	9	12	41	180	204	224	250	294	1,152	247	257	303	314	355	1,476					

The total of 1,476 accidents covers 571 persons killed and 1,946 persons injured, as referred to in preceding statement.

No. 16.—STATEMENT showing the number of trespassers killed and injured, by provinces and railways, for year ending December 31, 1928.

	Nova Scotia		New Brunswick		Quebec		Ontario		Manitoba		Saskatchewan		Alberta		British Columbia		Total		
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	
	Canadian National.....	4	2	2	4	10	11	29	24	8	8	7	8	8	11	1	5	5	69	70
Canadian Pacific.....					6	4	14	21	8	8	8	6	4	15	7	10	47	62	62
Michigan Central.....							3	1									3	1	1
Niagara, St. Catharines & Toronto.....							1										1	1	1
Kettle Valley.....																	1	1	1
Algoma Central & Hudson Bay.....																	1	1	1
New York Central.....							1										1	1	1
Quebec Central.....					1	2													
Grand River.....					1														
London & Port Stanley.....							1												
Thousand Islands.....							1												
Quebec Railway, Light & Power.....					1	2													
Esquimalt & Nanaimo.....																	1	1	1
	4	2	2	4	19	19	50	47	16	16	15	14	12	26	9	16	127	139	139

No. 17.—STATEMENT showing the number of persons killed and injured on the various railways under the jurisdiction of the Board from April 1, 1919, nine months ending December 31, 1919, and for the years ending December 31, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927 and 1928.

Year	Passengers		Employees		Others		Total	
	K.	I.	K.	I.	K.	I.	K.	I.
1919—9 months.....	4	274	91	951	128	277	223	1,502
1920.....	17	379	80	1,570	157	381	254	2,330
1921.....	4	240	91	1,344	148	344	243	1,928
1922.....	5	376	83	2,084	155	396	243	2,856
1923.....	15	558	122	2,542	158	497	295	3,597
1924.....	17	385	107	2,398	194	471	318	3,254
1925.....	6	354	76	2,008	190	593	272	2,955
1926.....	13	329	132	1,727	284	564	429	2,620
1927.....	13	382	101	2,051	239	658	353	3,091
1928.....	18	301	109	2,171	318	721	445	3,193
	112	3,578	992	18,846	1,971	4,902	3,075	27,326

No. 18.—STATEMENT showing the number of persons killed and injured in the more prominent accidents on the various railways under the jurisdiction of the Board, shown separately for years ending December 31, 1924, 1925, 1926, 1927 and 1928.

	1924		1925		1926		1927		1928		Total	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Derailment.....	13	203	10	150	10	149	15	118	12	151	60	771
Collision, head-on.....	5	32	6	71	15	14	12	129	5	64	43	310
Collision, rear-end.....	1	35	3	36	6	40	4	21	3	46	17	178
Collision in yard.....	2	68		31	4	57		49	3	59	9	264
Collision with cars, open switch.....		1						2				3
Collision with cars standing foul.....		2		5				2				9
Collision at level (diamond) crossing.....		1		1		1		19				22
Highway crossing protected.....	21	67	11	71	29	94	20	79	29	50	110	361
Highway crossing unprotected.....	73	220	65	318	100	276	79	346	144	425	461	1,585
Adjusting couplers, coupling, etc.....	3	94	5	94	8	82	5	93	6	108	27	471
Trespassing.....	84	109	97	132	123	113	121	131	127	139	552	624
Hand car, motor, struck by train.....	6	27	9	24	20	30	13	37	13	36	61	154
Struck by switch stand, etc.....		26	2	24		25	2	27		25	4	127
Crushed between cars and buildings.....		15	1	13	1	9	2	10	1	21	5	68
Falling off passenger train.....	5	22	2	15	4	7	3	22	7	6	21	72
Falling off top of car....	8	40	3	41	1	35	4	52	5	45	21	213
Falling between cars....	5	6	3	8	5	10	4	13		13	17	50
Jumping off train in motion.....	4	100	1	98	8	81	6	110	7	136	26	525
Attempt to board train in motion.....	3	65	2	88	6	78	4	64	2	90	17	385
Run down by engine or car.....	30	59	21	75	26	63	23	82	22	84	122	363
Explosion of locomotive boiler.....		12		4		3	1	13	3	3	4	35
	263	1,204	241	1,299	366	1,167	318	1,419	389	1,501	1,577	6,590

No. 19.—STATEMENT showing number of cars inspected together with defects, for year ending December 31, 1928.

	Cars inspected	Cars defective	Per cent defective	Grand total defects	Couplers and parts	Per cent defective	Uncoupling mechanism	Per cent defective	Hand-holds	Per cent defective
Canadian Pacific	32,280	1,592	4.93	1,796	19	1.05	180	10.02	68	3.78
Canadian National	41,201	2,111	5.12	2,366	27	1.14	244	10.31	119	5.02
Edmonton, Dunvegan and B.C.	497	19	3.82	21			3	14.28		
Kettle Valley	145	5	3.45	6			2	33.33		
Great Northern	350	2	0.57	2			1	50.0		
Toronto, Hamilton and Buffalo	230	9	3.91	9			8	10.66	44	11.11
Esquimalt and Nanaimo	290	50	17.24	75			1		1	58.66
Michigan Central	320	9	2.81	10			2	7.14		10
British Columbia Electric	676	25	3.69	28						
	75,989	3,822	5.02	4,313	46	1.06	440	10.20	233	5.40

	Air brakes	Per cent defective	Ladders	Per cent defective	Sill steps	Per cent defective	Height of couplers	Per cent defective	Miscellaneous	Per cent defective
Canadian Pacific	629	35.02	56	3.11	227	12.63	443	24.66	174	9.68
Canadian National	849	35.88	33	1.39	280	11.83	569	24.04	245	10.35
Edmonton, Dunvegan and B.C.	6	28.57					11	52.38	1	4.76
Kettle Valley	1	10.66					3	50		
Great Northern	1	50								
Toronto, Hamilton and Buffalo	3	33.33	1	11.11	4	44.44				
Esquimalt and Nanaimo	4	5.33	2	2.66	8	10.66	1	1.33	8	10.66
Michigan Central	3	0.30			6	60				
British Columbia Electric	19	67.85					5	17.85	2	7.14
	1,515	35.12	92	2.13	525	12.17	1,032	23.92	430	9.99

No. 20.—STATEMENT showing defective safety appliances on freight cars as reported by the inspectors for year ending December 31, 1928.

COUPLERS AND PARTS

Coupler body broken.....	2
Coupler body worn.....	-
Guard arm short.....	-
Knuckle broken.....	2
Knuckle worn.....	-
Knuckle missing.....	-
Knuckle pin broken.....	10
Knuckle pin worn.....	-
Knuckle pin bent.....	-
Knuckle pin missing.....	-
Lock block broken.....	24
Lock block worn.....	-
Lock block wrong.....	1
Lock block bent.....	3
Lock block inoperative.....	2
Lock block missing.....	1
Lock block key missing.....	-
Lock block trigger missing.....	1
Total.....	<u>46</u>

UNCOUPLING MECHANISM

Uncoupling lever broken.....	10
Uncoupling lever wrong.....	44
Uncoupling lever bent.....	97
Uncoupling lever incorrectly applied.....	61
Uncoupling lever missing.....	2
Uncoupling chain broken.....	176
Uncoupling chain too long.....	-
Uncoupling chain too short.....	4
Uncoupling chain kinked.....	4
Uncoupling chain missing.....	31
End casting broken.....	1
End casting wrong.....	-
End casting bent.....	8
End casting loose.....	2
End casting incorrectly applied.....	-
End casting missing.....	-
Keeper broken.....	-
Keeper wrong.....	-
Keeper bent.....	-
Keeper loose.....	-
Keeper incorrectly applied.....	-
Keeper missing.....	-
Angle clip loose.....	-
Total.....	<u>440</u>

HANDHOLDS

Handhold broken.....	12
Handhold bent.....	175
Handhold loose.....	31
Handhold incorrectly applied.....	4
Handhold missing.....	11
Total.....	<u>233</u>

HEIGHT OF COUPLERS

Coupler too high.....	1
Coupler too low.....	6
Carrier iron loose.....	1,025
Total.....	<u>1,032</u>

AIR BRAKES

Triple valve defective.....	-
Triple valve missing.....	-
Reservoir defective.....	-
Reservoir loose.....	1
Cylinder defective.....	11
Cylinder loose.....	7
Cylinder and triple valve not cleaned within twelve months.....	260
Cylinder and triple valve not stencilled with date of cleaning.....	7
Cut-out cock defective.....	32
Release cock defective.....	3
Release cock missing.....	-
Release rod broken.....	14
Release rod missing.....	57
Angle cock defective.....	23
Angle cock missing.....	6
Train pipe broken.....	10
Train pipe loose.....	57
Train pipe bracket missing.....	6
Crossover pipe defective.....	-
Hose defective.....	1
Hose missing.....	12
Hose gasket missing.....	-
Retaining valve defective.....	49
Retaining valve missing.....	7
Retaining pipe defective.....	63
Retaining pipe missing.....	3
Brake rigging defective.....	345
Brake cut out.....	541
Brake cut out, cars old.....	-
No brakes of any kind.....	-
Pump missing.....	-
Total.....	<u>1,515</u>

LADDERS

Ladder round broken.....	6
Ladder round bent.....	69
Ladder round loose.....	9
Ladder round missing.....	-
Ladder loose.....	6
Ladder incorrectly applied.....	2
Total.....	<u>92</u>

SILL STEPS

Sill step broken.....	7
Sill step bent.....	493
Sill step loose.....	20
Sill step incorrectly applied.....	-
Sill step missing.....	5
Total.....	<u>525</u>

Miscellaneous Total.....	<u>430</u>
Grand Total.....	<u>4,313</u>

No. 21A.—STATEMENT of defects on freight cars shown separately for years ending December 31, 1924, 1925, 1926, 1927 and 1928.

	1924	1925	1926	1927	1928	Total
Couplers and parts.....	77	76	86	95	46	380
Uncoupling mechanism.....	675	698	655	532	440	3,000
Handholds.....	200	312	348	251	233	1,344
Air Brakes.....	1,874	2,381	2,334	1,783	1,515	9,887
Ladders.....	136	188	178	136	92	730
Sill steps.....	241	568	779	653	525	2,766
Height of couplers.....	33	29	37	939	1,032	2,070
Miscellaneous.....	931	935	670	577	430	3,543
	4,167	5,187	5,087	4,966	4,313	23,720

No. 21B.—STATEMENT of cars inspected and defective, shown separately for years ending December 31, 1924, 1925, 1926, 1927 and 1928.

	1924	1925	1926	1927	1928	Total
Cars inspected.....	102,137	120,705	104,921	90,561	75,989	494,313
Cars defective.....	3,824	4,730	4,641	4,547	3,822	21,564
Percentage defective.....	3.74	3.91	4.42	5.02	5.02	4.36

No. 22.—STATEMENT showing number of locomotives inspected, and number of defects, on the various railways under the Board's jurisdiction, for the year ending December 31, 1928—*Continued*

	C.N.R.	C.P.R.	E. & N.	Mc. C.R.	G.N.R.	Ed B.C.	A.E.R.	Q.M. & S.	N.Y.C.	K.V.R.	M.C.R.	Q.C.R.	A.C. & H.B.	C.R. & C.C.
37. Mudrings.....	5	1												
38. Packing nuts.....														
39. Packing, piston rod and valve stem.....														
40. Pilots or pilot beams.....	9	1												
41. Plugs or studs.....	1													
42. Reversing gear.....														
43. Rods, main or side, crank pins or collars.....		1												
44. Safety valves.....														
45. Sanders.....														
46. Springs or spring rigging.....	1	1												
47. Squirt hose.....														
48. Staybolts.....	2													
49. Staybolts broken.....	1													
50. Steam pipes.....	10	1												
51. Steam valves.....	1													
52. Steps.....	19													
53. Tanks or tank valves.....	7	4												
54. Telltale holes.....	10											2		
55. Throttle or throttle rigging.....	2													
56. Trucks, engine or trailing.....														
57. Trucks, tender.....	1													
58. Valve motion.....														
59. Washout plugs.....	10													
60. Water bar or combustion flues.....										1				
61. Water glass, fittings or shields.....	11													
62. Wheels.....	6	7												
63. Miscellaneous, signal appliances, badge plates, brake (hand).....	25	14												
64. Fire protective appliances.....	61	30		2	1	12				4				
	328	108		2	1	12				5	4	.2		
Locomotives inspected.....	5,571	4,416	32	2	30	77	43	40	24	93	99	142	108	4
Locomotives defective.....	260	106		2	1	12				5	4	2		
Percent inspected, found defective.....	5	2		100	3	16				5	4	1		

No. 22.—STATEMENT showing number of locomotives inspected, and number of defects, on the various railways under the Board's jurisdiction, for the year ending December 31, 1928—*Concluded*

	D.A.R.	P.M.R.	Wabash	T.H. & B.	W.P. & Y.	Q.O.R.	Tem.	F. & G.I.C. & R.	V.H. C.T.R.	M.C. R. & P.	N.C.R.	Total
44. Safety valves.....												2
45. Sanders.....												3
46. Springs or spring rigging.....									1			1
47. Squirt hose.....												1
48. Staybolts.....												1
49. Staybolts broken.....												1
50. Steam pipes.....												1
51. Steam valves.....												1
52. Steps.....									1			1
53. Tanks or tank valves.....												20
54. Telltale holes.....												11
55. Throttle or throttle rigging.....												11
56. Trucks, engine or trailing.....												12
57. Trucks, tender.....												2
58. Valve motion.....												1
59. Washout plugs.....			1									11
60. Water bar or combustion flues.....												12
61. Water glass, fittings or shields.....									1			17
62. Wheels.....									3			3
63. Miscellaneous, signal appliances, badge plates, brake (hand).....												40
64. Fire protective appliances.....		1										111
		2	1						10			475
Locomotives inspected.....	39	39	41	22	26	8	11	2	8	3	4	10,884
Locomotives defective.....		1	1						6			400
Percent inspected, found defective.....		3	2						75			3

APPENDIX " D "

REPORT OF THE CHIEF FIRE INSPECTOR OF THE BOARD, CLYDE LEAVITT, FOR THE YEAR ENDING DECEMBER 31, 1928

During the year, the field organization of this department has been somewhat increased, in order more adequately to control burning operations on railway right of way, through the issuance of permits to burn. This increase was accomplished through the ex-officio appointment as local officers of the Board of an additional number of forest officers employed by Dominion and Provincial forest services. The field staff of the department totals 174 at the end of the year.

RAILWAY FIRE PATROLS

Of 39,498 miles of railway in Canada subject to the Board's jurisdiction, 13,426 miles or 34 per cent, is classified as running through forested territory. Of this, special patrol by selected members of section crews is prescribed on 5,206 miles; special patrol by special men on velocipedes on 783 miles, and special patrol by special men on power speeders on 1,384 miles; foot patrol on 13 miles and special patrol on 109 miles of line under construction; total mileage subject to some form of special patrol by railway forces, 7,495 miles. This represents special attention to fire patrol by 806 selected members of section crews, 62 velocipede patrolmen, 53 power speeder patrolmen, and 6 special patrolmen on lines under construction,—a total of 927 special fire patrolmen on all lines. On 5,931 miles of forested territory where the fire hazard is not extreme, special fire patrol is not prescribed, the detection, reporting and extinguishing of fires being left to section forces and other regular employees, as a part of their regular duties.

FIRE STATISTICS

Railways subject to the Board's jurisdiction throughout Canada are reported as having caused 776 fires in territory classified as forested. These fires burned over a total of 11,787 acres with forest and other property loss valued at \$21,821. Of this area 1,696 acres were young forest growth, 171 acres merchantable timber and 615 acres slashing or old burn not restocking, while 9,305 acres were non-forest lands. Thus, the area of actual forest burned over was only 2,482 acres or 21 per cent of the total. The valuation of young forest and standing timber destroyed is \$4,101 or 18.8 per cent of the total damage; forest products consisting of poles, ties and cord wood to the value of \$320 or 1.47 per cent, and improved property in some form, valued at \$17,400 or 79.73 per cent of the total, was also destroyed.

Of the 776 fires attributed to the railways, 41.11 per cent were incipient, 48.32 per cent covered between one-fourth acre and ten acres each, while 10.57 per cent attained a size over 10 acres each.

Detail statistics by railways are shown in the accompanying tabulation; another table follows, showing the distribution of fires attributed to railways, between locomotives and employees. The former include fires attributed to stacks or ash pans of locomotives or other portable boilers. The employee fires are mostly cases where fires escaped from section forces burning right of way or old ties. It will be noted that fires attributed to locomotives comprise 76.68 per cent of the total number of railway fires, and that these fires burned 43.01 per

cent of the total area, causing 70.92 per cent of the estimated total loss in money value of forest and other property destroyed by railway fires. Employee fires account for 23.32 per cent of the number, 56.99 per cent of the area, and 29.08 per cent of the money value of damage done by railway fires.

Railway fires occurring east of Fort William, Port Arthur and Armstrong represent 16.49 per cent of the total number, and these fires burned over 3.37 per cent of the area and did 3.90 per cent of the total damage attributed to railway fires. Most of the fire damage occurred in British Columbia and Alberta.

In addition to the foregoing, there were reported 263 fires burning in ties in the track, of which 168 occurred on the Canadian National Railway Atlantic Region; 24 on Canadian National Railway Central Region; 7 on Canadian National Railway Western Region; 62 on Canadian Pacific Railway Western Lines; one on Canadian Pacific Railway Eastern Lines and one on the Algoma Central and Hudson Bay Railway.

One hundred and ten fires, originating within 300 feet of track in forested territory, are attributed to known causes other than the railway. Of these fires 43 are charged to campers and travellers, 36 to settlers and 31 to other known causes. Thirty-eight of these fires were incipient; 50 burned from one-fourth acre to 10 acres each; and 22 burned more than 10 acres each. These fires burned over 435 acres of young forest growth, 29 acres of merchantable timber, 300 acres of slashing or old burn not restocking, and 2,064 acres of non-forest land, with total damage to forest and other property estimated at \$2,819.

Fires of unknown origin originating within 300 feet of track total 34, burning over 1,267 acres, with forest and other property loss valued at \$3,276. Of this, the forest valuation accounts for \$1,811.

Thus, all fires reported as having originated within 300 feet of track in forested territory, due to all causes, total 920, burning an area of 15,882 acres of forest and non-forest land, with total estimated damage of \$27,916.

FIRE-GUARD REQUIREMENTS

In accordance with the fire-guard requirements, 5,632 miles of fire-guards were constructed or maintained in fenced grazing and wild lands, in non-forested sections of the Prairie provinces, as follows:—

Canadian National Railways 2,227 miles; Canadian Pacific Railway, 3,367 miles; Edmonton, Dunvegan and British Columbia Railway 16 miles; Great Northern Railway, 22 miles.

FIRE PROTECTIVE APPLIANCES ON LOCOMOTIVES

During the fire season of 1928 officers of the Fire Inspection Department inspected fire protective appliances on 3,911 locomotives operating through forested territory. Of this total, the fire protective appliances on 97 locomotives or 2.48 per cent were found to be in a defective condition.

SUMMARY of Reports on Fires in Forest Sections originating within 300 feet of track along Railway Lines subject to the jurisdiction of the Board of Railway Commissioners for Canada, Season of 1928

	(a)	(b)	(c)	(d)	(e)	Algonia Central and Hudson Bay	Edmon- ton, Dunvegan and British Columbia	Great Northern	Miscel- laneous (f)	Totals
FIRES OF RAILWAY ORIGIN										
<i>Number by Causes—</i>										
Locomotive, Class A fires.....	10	128	14	9	117	.....	5	16	1	300
Locomotive, Class B fires.....	21	70	7	3	135	.....	15	1	5	257
Locomotive, Class C fires.....	1	14	.....	.....	11	.....	11	.....	1	38
Employees, Class A fires.....	4	1	.....	3	9	.....	2	.....	.....	19
Employees, Class B fires.....	21	1	6	18	35	.....	33	.....	2	118
Employees, Class C fires.....	2	1	.....	1	10	.....	28	.....	.....	44
Total, Class A fires.....	14	129	14	12	126	.....	7	16	1	319
Total, Class B fires.....	42	71	13	21	170	.....	48	1	7	375
Total, Class C fires.....	3	15	.....	1	21	.....	39	.....	1	82
Total all railway fires.....	59	215	27	34	317	4	94	17	9	776
<i>Areas burned (acres)—</i>										
Young forest growth.....	32	176	19	25	945	.....	499	.....	.....	1,696
Merchantable timber.....	8	109	.....	6	42	3	3	.....	.....	171
Slashing or old burn.....	3	183	.....	6	337	83	3	.....	.....	615
Other classes of land.....	160	1,214	14	13	1,976	19	5,867	3	39	9,305
Total.....	203	1,682	33	50	3,300	105	6,372	3	39	11,787
<i>Value of property destroyed—</i>										
Young forest growth.....	\$ 67	\$ 963	\$ 42	\$ 132	\$ 2,076	.....	\$ 609	.....	.....	\$ 3,909
Standing timber.....	.....	138	.....	.....	54	.....	.....	.....	.....	192
Forest products.....	5	.....	.....	.....	.....	.....	315	.....	.....	320
Other property.....	66	7,004	300	120	6,708	.....	3,102	.....	100	17,400
Total.....	\$ 138	\$ 8,105	\$ 342	\$ 272	\$ 8,838	.....	\$ 4,026	.....	\$ 100	\$ 21,821

SUMMARY of Reports on Fires in Forest Sections originating within 300 feet of track along Railway Lines subject to the jurisdiction of the Board of Railway Commissioners for Canada, Season of 1928—*Concluded*

	(a)	(b)	(c)	(d)	(e)	(f)	Edmonton, Dunvegan and British Columbia	Great Northern	Miscel- laneous (f)	Totals
KNOWN CAUSES OTHER THAN RAILWAY										
<i>Number of Causes—</i>										
Campers and travellers, Class A.....	4	5	2	4	2	1	2	1	1	20
Campers and travellers, Class B.....	10	2	2	2	4	1	1	1	1	21
Campers and travellers, Class C.....	1	1	1	1	1	1	1	1	1	2
Settlers, Class A.....	1	1	1	3	7	1	2	1	1	4
Settlers, Class B.....	1	1	1	7	7	1	9	1	1	18
Settlers, Class C.....	1	6	1	1	5	1	9	1	1	14
Other known causes, Class A.....	1	3	1	3	3	2	2	1	1	14
Other known causes, Class B.....	1	1	1	3	2	1	2	1	1	11
Other known causes, Class C.....	1	1	1	1	3	1	1	1	1	6
Total, Class A.....	5	11	3	8	6	3	2	2	2	38
Total, Class B.....	11	6	6	12	13	2	4	1	1	50
Total, Class C.....	2	2	1	1	8	1	9	1	1	22
Total of other known causes.....	18	19	3	21	27	5	15	1	1	110
<i>Areas burned (acres)—</i>										
Young forest growth.....	2	30	4	4	120	3	276	435	435	435
Merchantable timber.....	348	101	22	22	174	3	29	29	29	29
Slashing or old burn.....	348	2	4	4	383	2	1,323	2	2	300
Other classes of land.....	350	133	30	30	706	8	1,599	2	2	2,064
Total.....	\$ 41	\$ 46	\$ 300	\$ 300	\$ 1,017	\$ 2	\$ 431	\$ 1,837	\$ 1,837	\$ 1,837
<i>Value of property destroyed—</i>										
Young forest growth.....	84	84	638	638	84	84	84	84	84	84
Standing timber.....	638	638	225	225	225	225	225	225	225	638
Forest products.....	260	260	260	260	260	260	260	260	260	260
Other property.....	260	260	260	260	260	260	260	260	260	260
Total.....	\$ 41	\$ 81	\$ 938	\$ 938	\$ 1,326	\$ 2	\$ 431	\$ 2,819	\$ 2,819	\$ 2,819

FIRES OF UNKNOWN ORIGIN

Number—	2	4	2	1	5	14
Class A.....	2	4	2	1	5	14
Class B.....	5	2	1	1	9	18
Class C.....		1			1	2
Total.....	7	7	3	2	15	34
<i>Areas burned (acres)—</i>						
Young forest growth.....	7	155		1	2	165
Merchantable timber.....		50				50
Slashing or old burn.....	1	500			3	504
Other classes of land.....	5	502			41	548
Total.....	13	1,207		1	46	1,207
<i>Value of property destroyed—</i>						
Young forest growth.....	6	\$ 1,800		\$	5	\$ 1,811
Standing timber.....		100			725	825
Forest products.....		500			140	640
Other property.....						
Total.....	6	\$ 2,400		\$	870	\$ 3,276

(a) Includes Fredericton and Grand Lake Coal and Railway; New Brunswick Coal and Railway; Dominion Atlantic and Quebec Central Railways.
 (b) Includes Esquimalt and Nanaimo and Kettle Valley Railways.
 (c) Includes Halifax and South Western Railway and portions of former Canadian Government Railways east of Riviere du Loup and Monk, Que.
 (d) Includes portions of former Canadian Government Railways west of Riviere du Loup and Monk, Que., and east of Armstrong, Ont.
 (e) Includes Transcontinental Railway east of Armstrong, Ontario, and excludes Hudson Bay Railway.
 (f) Includes following lines: Algoma Eastern; Atlantic, Quebec and Western and Quebec Oriental; Temiscouata and White Pass and Yukon.
 Note.—No fires were reported during 1928 within 300 feet of track in forest sections along the following lines: Cumberland Railway and Coal Co.; Maine Central (N.B.); Maritime Coal, Railway and Power Co.; Nipissing Central; Quebec Central; Quebec, Montreal and Southern and Vancouver Harbour Commissioners Terminal Railway.
 Class A fires are those which cover an area less than one-fourth acre, and do no damage.
 Class B fires are those which cover an area of one fourth acre to ten acres.
 Class C fires are those which cover an area over ten acres.

SUMMARY of Reports of Fires of Railway Origin in Forest Sections originating within 300 feet of track, along Railway Lines subject to the jurisdiction of the Board, season of 1928; showing statistics of fires attributed to locomotives and employees respectively.

Cause of Fire	Number of Fires			Forest Land Burned				Non-forest land burned		Damage to Forest Products \$	Damage to Other Property \$	Grand Totals			
	Class			Acres	Per cent	Damage \$	Per cent	Acres	Per cent			Area Acres	Per cent	Damage \$	Per cent
	A	B	C							Total	Per cent				
Locomotives.....	300	257	38	595	76.68	1,334	38.51	1,686	41.11	5	13,784	5,070	43.01	15,475	70.92
Employees.....	19	118	44	181	23.32	1,148	61.49	2,415	58.89	315	3,616	6,717	56.99	6,346	29.08
Totals.....	319	375	82	776	100.00	2,482	100.00	4,101	100.00	320	17,400	11,787	100.00	21,821	100.00

SUMMARY of Reports of Fires in Forest Sections originating within 300 feet of track along Railway Lines subject to the jurisdiction of the Board, season of 1928; showing by provinces the number of fires, areas burned and value of property destroyed, by classified causes.

Province	Fires of Railway Origin			Known Causes other than Railway			Unknown Causes		
	No.	Acres	Value	No.	Acres	Value	No.	Acres	Value
			\$			\$			\$
Nova Scotia.....	8	4	2	1			2		
New Brunswick.....	22	35	347	2			2		
Quebec.....	24	116	185	12	8	338			
Ontario.....	90	335	458	33	380	643	11	21	6
Manitoba.....	13	489	234	5	89	141	10	45	870
Saskatchewan.....	10	968	2,725	3	208	951			
Alberta.....	207	8,060	4,378	26	1,960	540	2		
British Columbia.....	398	1,747	13,492	27	181	206	7	1,201	2,400
Yukon Territory.....	4	33		1	2				
Totals.....	776	11,787	21,821	110	2,828	2,819	34	1,267	3,276

INSPECTIONS of Locomotive Fire-protective Appliances, 1928, by Fire Inspection Department, B.R.C.

Railway	Province	Number inspected	Number defective	Per cent
C.P.R. (including Fredericton & Grand Lake Coal & Railway Company).....	New Brunswick.....	73	4	5.48
C.P.R. (including Quebec Central Railway).....	Quebec.....	282		
C.P.R.....	Ontario.....	919	5	0.54
C.P.R.....	Prairie Provinces...	99	12	12.12
C.P.R.....	British Columbia.....	254	5	1.97
	Totals.....	1,627	26	1.60
C.N.R.....	Nova Scotia.....	64		
C.N.R.....	New Brunswick.....	203	3	1.48
C.N.R.....	Quebec.....	258	4	1.55
C.N.R.....	Ontario.....	924	14	1.51
C.N.R.....	Prairie Provinces...	461	27	5.86
C.N.R.....	British Columbia.....	76	1	1.32
	Totals.....	1,986	49	2.47
Cumberland Ry. & Coal Co.....	Nova Scotia.....	4		
Dominion Atlantic.....	Nova Scotia.....	9		
Maritime Coal, Ry. & Power Co.....	Nova Scotia.....	3		
Maine Central.....	New Brunswick.....	2	2	100.00
Temiscouata.....	New Brunswick and Quebec.....	11		
Atl. Que. & Wes. & Que. Oriental.....	Quebec.....	6		
Nipissing Central.....	Quebec and Ontario	4		
Quebec, Montreal & Southern.....	Quebec.....	18		
Algoma Central.....	Ontario.....	65		
Algoma Eastern.....	Ontario.....	17		
Blue Diamond Coal Co.....	Alberta.....	5	4	80.00
Edmonton, Dunvegan & B.C.....	Alberta.....	60	12	20.00
Great Northern.....	British Columbia.....	5	1	20.00
Kettle Valley.....	British Columbia.....	63	3	4.76
White Pass & Yukon Route.....	British Columbia and Yukon.....	26		
	Totals.....	298	22	7.38
Totals All Railways.....		3,911	97	2.48

APPENDIX " E "

RECORD BRANCH

LIST of Cases Appealed to the Supreme Court of Canada, from February 1, 1904, to December 31, 1928

File No.	Subject	Decision
643	Montreal Terminal Ry. <i>vs.</i> Montreal Street Ry., Pius IX Ave., upon question of jurisdiction.....	Allowed.
1455	James Bay Ry. <i>vs.</i> G.T.R. undercrossing at a point near Beaverton, Ont., Lot 13, Con. 7, Twp. of Thorah.....	Dismissed.
1492	James Bay Ry. <i>vs.</i> G.T.R. crossing Belt Line Spur, Question of Law.....	Dismissed.
383	Ottawa Electric Ry. and City of Ottawa <i>vs.</i> Canada Atlantic Ry., <i>re</i> Bank St. Subway, Ottawa. Question of Law.....	Dismissed.
1621	Toronto Ry. Co., against Order 7813, July 3, 1909, <i>re</i> high level bridge over Don Improvement and tracks of G.T.R. and C.P.R., Toronto. Question of Jurisdiction.....	Dismissed.
589	<i>Re</i> Toronto Union Station, A. R. Williams expropriation. Question of Jurisdiction.....	Dismissed.
C. 1680	Essex Terminal Ry. and W. E. & L.S.R. Ry. crossing in Twp. of Sandwich, Ont. Question of Law.....	Dismissed.
C. 1309	Robinson <i>vs.</i> G.T.R. Two-cent rate. Question of Law.....	Dismissed.
689	C.P.R. <i>vs.</i> G.T.R. <i>re</i> branch line at London, Ont. Question of Jurisdiction.....	Dismissed.
1497	T. D. Robinson <i>vs.</i> C.N.R., Spur at Winnipeg. Question of Jurisdiction.....	Dismissed.
9527	Montreal Street Ry., <i>re</i> rates, Mount Royal Ward. Question of Jurisdiction.....	Allowed.
C. 1419	Ontario Department of Agriculture <i>vs.</i> G.T.R. <i>re</i> station at Vineland, Ont. Jurisdiction.....	Dismissed.
C. 3322	<i>Re</i> Toronto Viaduct Appeal of C.P.R. Co. on Question of Law.....	Dismissed.
C. 4897	<i>Re</i> fencing and cattleguards, Order 7473, Appeal of C.N.R. upon question of jurisdiction.....	Allowed.
C. 4492	City of Toronto <i>vs.</i> G.T.R. and C.P.R. <i>re</i> commutation rates. Question of Law.....	Withdrawn.
C. 3378	City of Ottawa and County of Carleton <i>re</i> Richmond Road Viaduct. Question of Jurisdiction.....	Dismissed.
C. 2545	G.T.R. and G.N.O.R., <i>re</i> spur in Twp. of Carboro, Ont. Question of Jurisdiction.....	Dismissed.
13079	G.T.R. <i>vs.</i> British American Oil Cos., <i>re</i> oil rates. Question of Law.....	Dismissed.
C. 3269	G.T.P.R. <i>vs.</i> City of Fort William, Ont., <i>re</i> location. Question of Jurisdiction.....	Dismissed.
1319	N. St. C. & T. Ry. <i>vs.</i> Davy. Question of Jurisdiction.....	Allowed.
11965	Clover Bar Coal Co. and Wm. Humberstone <i>vs.</i> G.T.P. and the Clover Bar Sand and Gravel Co. Question of Jurisdiction.....	Dismissed.
15580	Regina Rates Case. Question of Law.....	Dismissed.
12682	G.T.P.R. <i>vs.</i> A. E. Purcell of Saskatoon, Sask. Question of Jurisdiction.....	Dismissed.
17963	C.P.R. <i>vs.</i> British American Oil Companies. Question of Jurisdiction.....	Dismissed.
C. 3269	G.T.R. and C.P.R. <i>vs.</i> Canadian Oil Companies. Question of Jurisdiction.....	Dismissed.
15530-1	B.C. Elec. Ry., V.V. & E. Ry. <i>vs.</i> City of Vancouver, B.C. Question of Jurisdiction.....	Dismissed.
20062	E. B. Chambers and W. E. C. Phair <i>vs.</i> C.P.R. Question of Jurisdiction.....	Allowed.
27095	C.N.R. <i>vs.</i> Wm. A. Taylor. Jurisdiction.....	Dismissed.
1487	G.T.R. <i>vs.</i> City of Edmonton. Question of Law.....	Dismissed.
18578	Montreal Tramways and M.P. & I. Ry. <i>vs.</i> Lachine, Jacques Cartier and Maisonneuve Ry. Jurisdiction.....	Allowed.
19435	City of Hamilton <i>vs.</i> T.H. & B. Ry. Jurisdiction.....	Allowed.
14329-9	G.T.R. <i>vs.</i> Hepworth Silion Pressed Brick Co. Question of Law.....	Dismissed.
23009	Toronto Ry. Co. and City of Toronto <i>vs.</i> C.P.R. Question of Law and Jurisdiction.....	Dismissed.
21428	City of Edmonton <i>vs.</i> E.D. & B.C. Ry. Question of Law.....	Dismissed.
12021-70	Ingersoll Tel. Co. and others <i>vs.</i> Bell. Tel. Co. Question of Law.....	Dismissed.
9437-153	G.T.R. <i>vs.</i> Bourassa of Laprairie, Que. Question of Law and Jurisdiction.....	Withdrawn.
C. 3935	G.N.W. Telg. Co. submit for opinion of Court, a question of law involved in matter of General Order No. 162.....	Abandoned.
16171	Gov't of Manitoba and J. S. Ashdown Hardware Co., <i>re</i> 15% increase in freight rates. Jurisdiction.....	Abandoned.
17524	C.P.R. <i>vs.</i> Dept. of Public Works for Ontario, <i>re</i> crossing in Twp. of Kirkpatrick. Question of Law.....	Withdrawn.
27524	E. & N. Ry. <i>re</i> right of City of Victoria, B.C. to have access over bridge at Victoria Harbour. Jurisdiction.....	Abandoned.
13622		
27840		
26981		
11118		

LIST of Cases Appealed to the Supreme Court of Canada, from February 1, 1904, to December 31, 1928—*Concluded*

File No.	Subject	Decision
28439	Munic. of Burnaby, B.C. <i>vs.</i> B.C. Elec. Ry. Co. <i>re</i> commutation rates. Jurisdiction.....	Abandoned.
28950	City of Toronto <i>vs.</i> Toronto Terminal Ry. <i>re</i> pressure pipes under Bay, Scott and Yonge Sts., Toronto, Ont. Question of Law.....	Dismissed.
C. 3378	Applic. of Mr. Wagenast for a stated case in <i>re</i> Brampton commutation rates. Question of Law.....	Dismissed.
C. 2987	Ottawa Elec. Ry. against Order of the Board disallowing proposed increase in passenger rates. Question of Jurisdiction.....	Allowed.
21404-6	Board submits stated case for the opinion of the Court on question of jurisdiction in matter of British Columbia Elec. Ry. Co's application for increased rates.....	Abandoned.
28140	Appeal of C.P.R. Co. upon question of law arising out of the application of Dept. of Lands, Forests and Mines, Prov. of Ontario, for an Order directing C.P.R. Co. to provide and construct an overhead crossing at its expense between Lots 6 and 7, Con. 1, Twp. of Eton, Ont. April 1st, 1922. (Appeal allowed with cost.) (Question answered in the negative.)	Allowed
30381	V.V. & E. Ry. & Nav. Co. <i>vs.</i> Vancouver Harbour Commissioners and the C.N. Rys. from Order of the Board No. 31647, dated Oct. 15th, 1921. Question of Jurisdiction.....	Dismissed.
31351-1	Applic. of Luscar Collieries, Ltd. on question of jurisdiction from Order of the Board dated May 23rd, 1924, in matter of Luscar Collieries, Ltd. <i>vs.</i> N. S. McDonald and the C.N. Rys.....	Dismissed.
32312-1	Appeal from the Governments of the Provinces of Alberta, Saskatchewan and Manitoba, from General Order of the Board No. 408, dated Oct. 14th, 1924, <i>re</i> Crow's Nest Pass Rates.....	Allowed.
34285	Appeal of the Canadian National Railway Company against Orders of the Board numbered 39348, 39349 and 39542 in the matter of through rates via Saint John and Sainte Rosalie Gateways. APPEAL allowed in respect of movements through Saint John and dismissed in respect of movements through Sainte Rosalie.....	Allowed (partly)

SUMMARY

Dismissed.....	31
Allowed.....	11
Abandoned.....	5
Withdrawn.....	3
Total.....	50

LIST of Appeals to the Governor in Council, February 1, 1904, to December 31, 1928

File No.	Subject	Decision
389	Bay of Quinty Ry. Crossing C.P.R. at Tweed, Ont.....	Allowed.
1455	James Bay Ry. <i>vs.</i> G.T.R. crossing near Beaverton, Ont.....	Dismissed.
1781	G.T.R. <i>vs.</i> City of Chatham, Ont. Street Crossings.....	Dismissed.
12992	Maniwaki Beh., C.P.R., train service from Ottawa.....	Referred back.
2030	<i>Re</i> Tariffs of certain Yukon Railways.....	Dismissed.
17716	C.P.R.—Longue Pointe Spur through Town of Maisonneuve, Que.....	Dismissed.
18787	South Hazelton Townsite <i>vs.</i> G.T.P.R. Co.....	Referred back.
3452-30	J. Y. Rochester <i>re</i> Cameron Bay <i>vs.</i> G.T.P.R. Co.....	Dismissed.
12912	Park Ave. Subway, Town of St. Louis, Que. <i>vs.</i> C.P.R. Co.....	Dismissed.
17040	Lambton to Weston Spur and C.P.R.....	Abandoned.
C. 3322	Toronto Viaduct Case.....	Dismissed.
12021-70	City of Toronto <i>re</i> North Toronto Grade Separation.....	Dismissed.
16177	C.P.R. Co. <i>vs.</i> Mountain Lumber Manufacturers' Ass'n <i>re</i> lumber rates.....	Withdrawn.
19024	Charles Miller of Toronto <i>vs.</i> G.T.P.R. Co. <i>re</i> station at Prince George, B.C.....	Dismissed.
17716-10	C.P.R. Co. <i>vs.</i> Town of Maisonneuve, Que. Highway Crossings.....	Dismissed.
22681-25	City of Montreal <i>vs.</i> C.N.R. Co. siding across Stadacona and Marlboro Streets, Montreal, Que.....	Abandoned.

LIST OF APPEALS to the Governor in Council, February 1, 1904, to December 31, 1928—*Concluded*

File No.	Subject	Decision
21418	City of Prince George, B.C. <i>re</i> location of G.T.P.R. station between Oak and Ash Streets.....	Dismissed.
21660	C.N.O.R. Co. <i>vs.</i> Twp. of Loughboro, Ont.....	Dismissed.
26169	C.P.R. and C.N.R. Cos. <i>re</i> interswitching at Eastern Public Cattle Market, Montreal, Que.....	Abandoned.
17040	C.P.R. <i>re</i> Lambton to Weston Spur. (2nd appeal).....	Referred back.
27693	City of Hamilton <i>vs.</i> G.T.R. Co. <i>re</i> passenger service on Northern & N.W. Bch. between Hamilton and Burlington Beach and Town of Burlington, Ont.....	Abandoned.
27840	Winnipeg Board of Trade <i>re</i> 15% increase in freight rates.....	Dismissed.
28439-3	Town of St. Lambert, Que., <i>re</i> increase in rates on the M. & S.C. Ry.....	Dismissed.
28230	City of Hamilton, Ont. <i>re</i> Kinnear Yard.....	Referred back.
29040-2	National Dairy Council of Canada on behalf of Canadian Association of Ice Cream Manufacturers <i>re</i> classification of ice cream.....	Referred back.
C. 955	Proprietors' League of Montreal, <i>re</i> increase in Bell Telephone rates.....	Dismissed.
30434	City of Windsor, Ont. for an Order rescinding Order of the Board No. 30028 authorizing C.P.R. Co. to construct tracks of proposed freight shed at grade across unopened portion of Caron Ave., Windsor, Ont.....	Dismissed.
29996	City of Toronto, Ont. against General Order No. 308, authorizing a general increase in freight rates.....	Referred back.
C. 955	City of Toronto, Ont. against Judgment of the Board dated April 18th, 1921, providing for increase in Bell Telephone rates.....	Referred back.
23092-2	C.N.Q. Ry. Co. against Order of the Board No. 31312, <i>re</i> crossing, Pointe aux Trembles Ry. at Pointe aux Trembles, Que.....	Referred back.
30380	Appeal of the Corp. of City of Toronto, Ont. against the Ruling of the Board (General Order No. 327) with respect to express rates.....	Dismissed.
30380-13	National Dairy Council of Canada from the decision of the Board and for an Order for the cancellation of the 20% increase in cream rates which was allowed temporarily to express companies in their application of July, 1920.....	Referred back.
17112-27	Applic. of the Dominion Millers Assn. from the Judgment of the Board dated March 6th, 1922, in matter of flour arbitraries over wheat for export.....	Dismissed.
29040-2	Appeal of the National Dairy Council of Canada on behalf of Canadian Ice Cream Manufacturers from Board's Order No. 28883, <i>re</i> express classification of ice cream.....	Dismissed.
30686-2	Appeal of the Provinces of Alberta and British Columbia from Order of the Board dated June 30th, 1922 (General Order No. 366), in the matter of railway tolls.....	Referred back.
30380-13	National Dairy Council of Canada against ruling of the Board of Nov. 21st, 1922, <i>re</i> 20% increase in cream rates.....	Allowed.
3025-16	N. St. C. & T. Ry. Co. against Order of the Board No. 33190, Dec. 1st, 1922, <i>re</i> relocation of its line on Oak and Merritt Sts., Merriton, Ont.....	Withdrawn.
32812-1	Governments of Alberta, Saskatchewan and Manitoba from General Order of the Board No. 400, Oct. 14th, 1924, <i>re</i> Crow's Nest Pass Rates. Allowed until decision of the Supreme Court. P.C. 2220 and P.C. 886.	Allowed.
9754-22	Canadian Shippers' Traffic Bureau against Order of the Board No. 36646, dated July 27th, 1925, in matter of a claim against the G.T.R. Co. for refund of alleged freight overcharges. (P.C. 711.).....	Dismissed.
30686-2	Appeal of the Governments of the Provinces of British Columbia, Alberta and Saskatchewan <i>re</i> rates on grain and flour moving to the Pacific Coast for export.....	Referred back.

SUMMARY

Dismissed.....	20
Referred back.....	10
Abandoned.....	4
Withdrawn.....	1
Allowed.....	3
Pending.....	2
Total.....	40

APPENDIX "F"

LIST OF GENERAL ORDERS AND CIRCULARS OF THE BOARD FOR
THE YEAR ENDING DECEMBER 31, 1928
GENERAL ORDER No. 456

In the matter of the obligation of the carriers to forward traffic via the route giving the cheapest rate where no routing is specified by the shippers.

File No. 26602.72

THURSDAY, the 8th day of March, A.D. 1928.

Hon. H. A. McKEOWN, K.C., *Chief Commissioner.*

S. J. McLEAN, *Assistant Chief Commissioner.*

C. LAWRENCE, *Commissioner.*

Hon. FRANK OLIVER, *Commissioner.*

Upon hearing the matter at the sittings of the Board held in Ottawa, February 21, 1928, in the presence of representatives of the Canadian Lumbermen's Association and the Canadian Freight Association, and what was alleged,—

The Board hereby orders: That, with respect to freight traffic moving between points within Canada, if there are no through rates in effect to destination, shipments must be forwarded via the route which will give the lowest combination of local rates, or charges must be based thereon if traffic is forwarded via other routes.

H. A. McKEOWN,

Chief Commissioner.

GENERAL ORDER No. 457

In the matter of the application of the Canadian Freight Association, under Section 322 of the Railway Act, 1919, for approval of Supplement No. 4 to Canadian Freight Classification No. 17, on file with the Board under file No. 33365.75.

SATURDAY, the 24th day of March, A.D. 1928.

Hon. H. A. McKEOWN, K.C., *Chief Commissioner.*

S. J. McLEAN, *Assistant Chief Commissioner.*

C. LAWRENCE, *Commissioner.*

Hon. FRANK OLIVER, *Commissioner.*

Whereas notice has been given by the Canadian Freight Association in the *Canada Gazette*, as required by section 322 of the Railway Act, 1919, and copies of the said supplement were furnished to the mercantile organizations enumerated in the General Orders of the Board Nos. 271, 348, and 353, with the request that their objections, if any, be filed with the Board within thirty days;

Upon consideration of the said objections, and upon hearing the application at the sittings of the Board held in Ottawa, February 21, 1928, the Canadian Freight Association, Canadian National Railways, Canadian Pacific Railway Company, Canadian Manufacturers' Association, Toronto and Montreal Boards of Trade, Gutta Percha and Rubber, Limited, Dunlop Tire and Rubber Goods Company, Limited, The Goodyear Tire and Rubber Company of Canada,

Limited, General Steel Wares, Limited, The Sheet Metal Products Company of Canada, Limited, operating The Thos. Davidson Manufacturing Company, Limited, McCleary Manufacturing Company, The Happy Thought Foundry Company, and MacDonald Manufacturing Company, Limited, being represented at the hearing, and what was alleged; and upon the report and recommendation of its Chief Traffic Officer,—

The Board orders: That the said Supplement No. 4 to the Canadian Freight Classification No. 17 be, and it is hereby, approved, subject to the following changes and additions, namely:—

Page	Item	—	L.C.L.	C.L.
2	16	Change to read— Bars, Glass Setting: Metal, other than iron or steel, in barrels, boxes or crates	2	
		Iron or steel, in barrels, boxes or crates	3	
3	17	Shingles, Iron or Steel, N.O.I.B.N.:		
	18	Proposed change in these items disallowed, and to be deleted from Supplement.		
4	6	Change to read— Carriers, Second-hand Empty, Returned:		
	7	Boxes or Cases, wooden:		
	8	Beer, Biscuit, Bread, Butter, Catsup, Confectionery, Cracker, Egg, Fish, Jam or Jelly, Mineral Water, Pickle	3	
4	10	Change to read— Carriers, Second-hand Empty, Returned: Crates, Poultry Shipping:		
		S. U.	1	
		K. D., flat or folded flat	3	
4	20	Change to read— <i>Chemicals, Drugs or Medicines—</i> Zinc Salts: Sulphate of Zinc:		
		In glass or earthenware packed in barrels or boxes, O.R.B.	1	
		In double bags	3	
		In fibre or metal cans or cartons in barrels or boxes	3	
		In bulk in barrels or boxes	3	
		In bulk in barrels or boxes, C.L., min. wt. 30,000 lbs.		5
6	14	Change to read— <i>Dry Goods—</i> Hats or Caps, other than Millinery, N.O.I.B.N.:		
		In boxes	1	
		In trunks, metal strapped, or in trunks, in crates	1	
6	15	Add the following item, cancelling Item No. 60, page 103 of the Classification—		
	17	<i>Electrical Appliances and Supplies—</i> Batteries, Electric: Storage, Assembled: With Acid:		
		In barrels, boxes or crates	1	
		In barrels, boxes or crates, C.L., min. wt. 24,000 lbs.		4
		Loose (see Note 2, Item 61, page 103 of Classification), C.L., min. wt. 24,000 lbs.		4
8	10	Change to read— Grease:		
	11	Axle or Lubricating: In metal cans completely jacketed	1	
		In kits, pails or tubs weighing not less than 20 lbs. each	3	
		In metal cans or in kits, pails or tubs in boxes or crates	3	
		In barrels or boxes	3	
		In packages named, straight or mixed C.L., min. wt. 26,000 lbs.		5
9	1	Change to read— <i>Groceries:</i> Grease, Axle or Lubricating: In metal cans completely jacketed	1	
		In kits, pails or tubs weighing not less than 20 lb. each	3	
		In metal cans or in kits, pails or tubs in boxes or crates	3	
		In barrels or boxes	3	
		In packages named, straight or mixed C.L., min. wt. 26,000 lbs.		5
10	6	Halters or Ties, Rope: This item to be added to both the Hardware and Harness and Saddlery Trade Lists.		

Page	Item		L.C.L.	C.L.
10	7	Change to read—		
10	13	<i>Hardware:</i> Grease, Axle or Lubricating: In metal cans completely jacketed.....	1	
		In kits, pails or tubs weighing not less than 20 lb. each.....	3	
		In metal cans or in kits, pails or tubs in boxes or crates.....	3	
		In barrels or boxes.....	3	
		In packages named, straight or mixed C.L. min. wt. 26,000 lb.....		5
11		Change Item No. 22, page 177 of Classification to read— <i>Lumber—</i> Cherry, Cocobolo, Ebony, Holly, Lignum-Vitae, Mahogany, Rosewood, Spanish Cedar, Teakwood and Walnut: Boards or Pieces $\frac{1}{2}$ inch or less in thickness: In boxes, bundles or crates.....	1	
		In packages named, C.L., min. wt. 34,000 lb.....		4
14		Items Nos. 28 and 29, page 227 of the Classification to be cancelled and the following substituted therefor— <i>Rubber and Rubber Goods—</i> Rubber Scrap (including old worn-out tires with or without metal base (see Notes 1 and 2) and old worn-out Clothes Wringer Rollers): In bags, bales or boxes.....	4	
		Loose or in packages, C.L., min. wt. 30,000 lb.....		7
15	15	NOTE 1.—In order to be entitled to the ratings provided for rubber scrap, shipments of old worn-out rubber tires must be described by shipper on bill of lading and shipping order as "Old worn-out rubber tires." NOTE 2.—Old worn-out rubber tires each weighing 40 lb. or over will be accepted loose in less than carload quantities at the rating applicable on scrap rubber in bales. Snow Plow Attachments for Automobiles or Tractors: This item to be transferred to the Vehicle Parts, other than self-propelling vehicle parts, trade list.		

H. A. McKEOWN,
Chief Commissioner.

GENERAL ORDER No. 458

In the matter of the General Orders of the Board Nos. 102 and 128, dated respectively February 17, 1913, and July 20, 1914, prescribing the "Regulations with respect to Railway Safety-Appliance Standards":

File No. 11654.28

TUESDAY, the 27th day of March, A.D. 1928.

HON. H. A. McKEOWN, K.C., *Chief Commissioner.*
S. J. McLEAN, *Asst. Chief Commissioner.*
THOMAS VIEN, K.C., *Deputy Chief Commissioner.*
C. LAWRENCE, *Commissioner.*
HON. FRANK OLIVER, *Commissioner.*

Upon reading what has been filed on behalf of the Railway Association of Canada, and the report and recommendation of its Chief Operating Officer.—

The Board orders: That boarding cars without end platforms constructed or reconstructed subsequent to the first day of May, 1928, and used on railways owned or operated by companies within the legislative authority of the Parliament of Canada, be as set forth in the "Regulations with Respect to Railway

Safety-Appliance Standards" approved by the said General Order No. 102, dated February 17, 1913, with the following exceptions, namely:—

Running Boards—

Location: Full length of car, centre of roof. Outside metal roof cars shall have latitudinal extensions leading to ladder locations.

Side Doors—

Number: All boarding cars, without end platforms, must have two (2) side doors.

Side-Door Steps—

Number: Two (2).

Dimensions: Standard side sill-step, as specified for "Box and Other House Cars."

Location: One under each side door.

Manner of application: Same as specified for "Box and Other House Cars."

Ladders—

Number: Four (4).

Roof-Handholds—

Location: One (1) over each ladder, on roof, in line with and running parallel to treads of ladder, not less than eight (8) inches nor more than fifteen (15) inches from edge of roof.

Manner of application: Roof-Handholds shall be securely fastened with not less than one-half ($\frac{1}{2}$) inch bolts with nuts outside and riveted over, or with not less than one-half ($\frac{1}{2}$) inch rivets.

Side-Handholds—

Location. Horizontal—one (1) near each end on each side of car, not less than twenty-four (24) nor more than thirty (30) inches above centre line of coupler. Clearance of outer end of handhold shall be not more than eight (8) inches from end of car.

Side-Door Handholds—

Number: Four (4)—two (2) straight on each side of car each side of door.

Dimensions: Minimum diameter five-eighths ($\frac{5}{8}$) of an inch wrought iron or steel. Minimum clearance two (2), preferably two and one-half ($2\frac{1}{2}$), inches.

Location: One (1) vertical handhold at each side of door from a point not less than thirty-six (36) inches above bottom of car to a point not more than six (6) inches above level of bottom of door.

Manner of application: Side-door handholds shall be securely fastened with not less than one-half ($\frac{1}{2}$) inch bolts with nuts outside and riveted over, or with not less than one-half ($\frac{1}{2}$) inch rivets.

Horizontal End Handholds—

Location: Same as specified for "Box and Other House Cars," except that one (1) additional end-handhold shall be on each end of cars with platform end-sills as heretofore described, unless car has door in centre of end. Said handhold shall be not less than twenty-four (24) inches in length, located near centre of car, not less than thirty (30) nor more than sixty (60) inches above platform end-sill.

Vertical End-Handholds—

Location: Same as specified for "Box and Other House Cars," except where boarding-car has door in centre of end, without platform, there shall be one (1) handhold on each side of door on door-post, from a point not less than thirty-six (36) inches above bottom of door to a point not more than six (6) inches above level of bottom of door.

Manner of application: Same as specified for "Box and Other House Cars."

End-Doors—

Boarding cars equipped with end-doors will have the words "DANGER, NO PLATFORM," stencilled on panel inside of end door

Boarding Cars with Platforms—

Safety appliances on boarding cars equipped with platforms will coincide with safety appliances for caboose car with platform, or original design of car as equipped.

H. A. McKEOWN,
Chief Commissioner.

GENERAL ORDER No. 459

In the matter of the regulations for the transportation by freight of Explosives and Dangerous Articles, approved by the General Orders of the Board Nos. 203 and 204, dated respectively August 11, 1917:

File No. 1717.38.1.

FRIDAY, the 7th day of June, A.D. 1928.

Hon. H. A. McKEOWN, K.C., *Chief Commissioner.*
S. J. McLEAN, *Asst. Chief Commissioner.*

Upon reading what is filed on behalf of the Bureau of Explosives, and the report and recommendation of the Assistant Chief Traffic Officer of the Board,—

It is ordered: that "Shipping Container Specification No. 14" of the said regulations be, and it is hereby, struck out and the following substituted therefor, namely:—

SHIPPING CONTAINER SPECIFICATION No. 14

(See paragraph 1531)

Boxes for use as outside containers of high explosives. Effective July 1, 1928

1. These boxes must comply with the following specifications:—

CONSTRUCTION

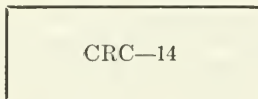
2. Must be made of good, sound white pine, or any wood of equal or superior strength, dry and well seasoned, and with no loose knots or knots liable to get loose in any part.
3. When sides, ends, tops, or bottoms are made of more than one piece, the pieces must be tongued and grooved and glued, and the joints in making up the boxes must be staggered.
4. All lock and dovetail corner joints must be glued.
5. Nails driven through sides, tops, and bottoms into ends must be not greater than 3-inch centers for boxes not more than 12 inches in width, and at not greater than 4-inch centers for boxes of width greater than 12 inches.
6. Nails driven through tops and bottoms into sides must be at not greater than 6-inch centers. Nails through the top or bottom into sides are not required when thickness of sides is less than $\frac{7}{16}$ inch.
7. Gauge of nails used shall be not less than the following sizes, depending upon the thickness of lumber into which they are to be driven:
 - 3-penny into $\frac{3}{8}$ inch lumber.
 - 4-penny into $\frac{7}{16}$ to $\frac{1}{2}$ inch lumber.
 - 5-penny into $\frac{9}{16}$ to $\frac{5}{8}$ inch lumber.
 - 6-penny into $\frac{11}{16}$ to $\frac{13}{16}$ inch lumber.
 - 7-penny into $\frac{7}{8}$ inch or thicker lumber.

For example, nails driven through a $\frac{1}{2}$ inch side into a $\frac{3}{4}$ inch end must be 6-penny. Screws of equal efficiency may be used in place of nails.

8. When boxes are set up, the bottom and lids must fit evenly on the frame.

MARKING

9. Each box must be plainly marked with a symbol consisting of a rectangle, as follows:—



The letters and figures in this symbol must be at least $\frac{1}{2}$ inch high.

This symbol shall be understood to certify that the package complies with all the requirements of this specification.

When offered for shipment the package must also bear the wording prescribed by these regulations for the particular article contained therein.

THICKNESS OF LUMBER

10. Thickness of lumber in the finished box must be not less than the following:—

10. (a) Box and contents not over 75 pounds gross weight:—

—	Ends	Sides	Top and bottom
	inch	inch	inch
For nailed boxes.....	$\frac{7}{8}$	$\frac{1}{2}$	$\frac{1}{2}$
For lock or dovetail corner boxes.....	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$

10. (b) Box and contents over 75 pounds but not over 140 pounds gross weight:—

—	Ends	Sides	Top and bottom
	inch	inch	inch
For nailed boxes.....	$1\frac{1}{8}$	$\frac{5}{8}$	$\frac{5}{8}$
For lock or dovetail corner boxes.....	$\frac{3}{8}$	$\frac{5}{8}$	$\frac{5}{8}$

The thickness of the ends of nailed boxes of over 75 pounds gross weight may be reduced to $\frac{7}{8}$ inch if they are cleated with two vertical cleats and two horizontal cleats not less than $1\frac{7}{8}$ inches wide and $\frac{5}{8}$ inch thick, and in this case the sides, top, and bottom must extend over the cleats, and the nailing must be staggered, at least 40 per cent of the nails being driven into the ends and at least 40 per cent into the cleats.

ADDITIONAL NAILED AND CLEATED WOODEN BOX

11. (a) These boxes must be constructed and marked in accordance with paragraphs 2, 3, 8, and 9 of this Specification, and as follows:—

Boxes and contents not over 75 pounds gross weight:—

—	Ends	Sides	Top and bottom	Cleats
	inch	inch	inch	
For nailed boxes with two vertical and two horizontal end cleats.....	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{1}{2}$ by $1\frac{1}{2}$

(b) Nails must be 5-penny and cement-coated, except for fastening cleats to ends where plain nails driven through and clinched may be used.

(c) Boxes must have two vertical and two horizontal cleats on each end, nails fastening cleats to ends being staggered. The sides, top, and bottom of the box must extend out over these cleats. Cleats must be of $\frac{1}{2}$ inch lumber $1\frac{1}{2}$ inches wide.

(d) Sides, top, and bottom must be secured to ends with nails specified, driven into the cleats and not into the end boards. To determine the minimum number of nails to be used for fastening sides, top, and bottom to ends, divide the width of the sides, top, and bottom respectively in inches by $1\frac{1}{4}$; for fastening cleats to ends, divide the length of cleat in inches by $1\frac{3}{4}$; fractions greater than $\frac{1}{4}$ in the results will be considered whole numbers.

ADDITIONAL LOCK CORNER BOXES

12. (a) These boxes must be constructed and marked in accordance with paragraphs 2, 4, 8, and 9 of the specification, and as follows:—

(b) When sides or ends are made of more than one piece, the pieces must be Linderman-jointed and glued. Tops or bottoms made of more than one piece must have pieces Linderman-jointed and glued or tongued and grooved and glued.

Boxes and contents not over 75 pounds gross weight:—

—	Ends	Sides	Top and bottom
	inch	inch	inch
For lock-corner boxes.....	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{3}{8}$

(c) Nails must be 5-penny and cement-coated.

(d) Tops and bottoms must be fastened to ends with nails, as follows:—To determine the minimum number of nails to be used for fastening top and bottom to ends, divide the width of the top and bottom, respectively, in inches by $1\frac{1}{4}$. Fractions greater than $\frac{1}{4}$ in the result will be considered whole numbers.

Tops and bottoms must be fastened to sides with nails, as follows:—Nails to be spaced approximately 6 to 8 inches apart.

ADDITIONAL LOCK CORNER WOODEN BOXES

13. (a) These boxes must be constructed and marked in accordance with paragraphs 2, 4, 8 and 9 of this specification, and as follows:—

(b) When ends, sides, top or bottom are made of more than one piece, the pieces must be tongued and grooved and glued, and in addition, the joints of the ends must be secured with two or more corrugated fasteners spaced not greater than 8 inches on each joint, and not more than 3 inches from each end, and must extend through the wood approximately 80 per cent of its thickness.

Boxes and contents not over 35 pounds gross weight:—

	Ends	Sides	Top and bottom
	Inch	Inch	Inch
For lock corner boxes.....	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{5}{16}$

Boxes and contents not over 65 pounds gross weight:—

	Ends	Sides	Top and bottom
	inch	inch	inch
For lock corner boxes.....	$\frac{9}{16}$	$\frac{9}{16}$	$\frac{3}{8}$

(c) Nails must be cement-coated, must be 4-penny for the 35-pound box and 5-penny for the 65-pound box.

(d) Tops and bottoms must be fastened to ends with nails as follows:—To determine the minimum number of nails to be used for fastening top and bottom to ends, divide the width of the top and bottom, respectively, in inches by $1\frac{1}{2}$ inch for the 35-pound box and $1\frac{1}{4}$ for the 65-pound box. Fractions greater than $\frac{1}{4}$ inch in the result will be considered whole numbers.

Tops and bottoms must be fastened to sides with nails as follows:—Nails to be spaced approximately 6 to 8 inches apart.

ADDITIONAL LOCK CORNER WOODEN BOX

14. (a) These boxes must be constructed and marked in accordance with paragraphs 2, 4, 8, 9 and 12 (d) of this specification, and as follows:—

(b) When ends, sides, top, or bottom are made of more than one piece, the pieces must be tongued and grooved and glued, and in addition the joints of the sides and ends must be secured with three or more corrugated fasteners spaced not greater than 8 inches apart on each joint, and not more than 3 inches from each end. These corrugated fasteners must extend at right angles across the joint, have an effective penetration of approximately 80 per cent of the thickness of the wood, be driven with equal extension on either side of the joint, have a length sufficient to extend not less than $1\frac{1}{4}$ inches across the joint, not be countersunk to exceed $\frac{1}{16}$ inch, and must be driven alternately from each side of the face of the box. Pieces of lumber in the top or bottom of the ends of the box less than 2 inches in width are prohibited.

Box and contents not over 65 pounds gross weight:—

	Ends	Sides	Top and bottom
	inch	inch	inch
For lock corner boxes.....	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{3}{8}$

(c) Nails must be cement-coated and of 5-penny size.

S. J. McLEAN,
Assistant Chief Commissioner.

GENERAL ORDER NO. 460

In the matter of the application of the Canadian Shippers' Traffic Bureau, on behalf of the Star Lumber Company and others, for an Order disallowing, in tariffs governing diversion of carload traffic in transit, (1) the rule defining out of line haul; (2) rules which stipulate that the railway company and its connections will not assume any responsibility for failure to accomplish diversion; also for an Order requiring railway companies to make tariff provision for a reconsignment charge applicable to carload shipments moving between points within Canada, which have reached original billed destination, with benefit of the through rate applicable from point of origin to final destination.

File No. 26615.84.2

SATURDAY, the 16th day of June, A.D. 1928.

S. J. McLEAN, Assistant Chief Commissioner.
THOMAS VIEN, K.C., Deputy Chief Commissioner.

Upon hearing the application, in part, at the sittings of the Board held in Toronto, November 16, 1927, in the presence of representatives of the applicant and the Canadian Freight Association, and what was alleged; and upon reading the written submissions filed, and the report of its Chief Traffic Officer,—

The Board Orders: That, effective not later than the 15th day of July, 1928, in all tariffs filed with the Board by railway companies subject to its jurisdiction, providing for diversion of carload traffic in transit, between Canadian points, there shall be incorporated a rule reading:—

“When requested by the owner of the property, or his representative, this railway company will make diligent efforts to locate the shipment and effect diversion in transit of carload traffic under the following conditions, but will not assume any responsibility for failure to accomplish diversion unless such failure is due to the negligence of its employees.”

2. That the application to disallow the rule defining out of line haul; and for an Order requiring railway companies to make tariff provision for a reconsignment charge applicable to carload shipments moving between points within Canada, which have reached original billed destination, with benefit of the through rate applicable from point of origin to final destination,—be, and it is hereby, dismissed.

S. J. McLEAN,
Assistant Chief Commissioner.

GENERAL ORDER No. 461

In the matter of the General Order of the Board No. 458, dated March 27, 1928, amending the "Regulations with Respect to Railway Safety—Appliance Standards", as approved by the General Order of the Board No. 102, dated February 17, 1913.

File No. 11654.28.

FRIDAY, the 15th Day of June, A.D. 1928.

S. J. McLEAN, *Assistant Chief Commissioner.*

THOMAS VIEN, K.C., *Deputy Chief Commissioner.*

Upon reading what is filed on behalf of the Railway Association of Canada, and the report and recommendation of the Chief Operating Officer of the Board,

It is Ordered: That the said General Order No. 458, dated March 27, 1928, be, and it is hereby, amended,—

(1) by inserting the words, "in which employees are transported", after the word "cars", and eliminating the words, "without end platforms", in the first line of the operative part of the order;

(2) by striking out the reference to ladders, being the last item on page 1 of the order; and

(3) by striking out the word and figure, "six (6)", in the sixth line of the item regarding vertical end-handholds, and substituting therefor the word and figure, "fifteen (15)".

S. J. McLEAN,

Assistant Chief Commissioner.

GENERAL ORDER No. 462

In the matter of Rules and Regulations governing the construction and filing of freight and passenger schedules with the Board, as published in Circular No. 204, approved by General Order No. 398, dated April 11, 1924.

File No. 606.

THURSDAY, the 20th Day of September, A.D. 1928.

Hon. H. A. McKEOWN, K.C., *Chief Commissioner.*

S. J. McLEAN, *Assistant Chief Commissioner.*

THOMAS VIEN, K.C., *Deputy Chief Commissioner.*

C. LAWRENCE, *Commissioner.*

Upon its appearing that the Interstate Commerce Commission has, in its Tariff Circular No. 20, prescribed certain symbols to indicate changes in rates or charges, rules, regulations or practices in freight tariffs, to become effective on October 1, 1928, which will be applicable with respect to international tariffs, and it being desirable that there should be uniformity of symbols in Canadian tariffs covering both movements wholly within Canada as well as to United States points,—

The Board Orders: That rule No. 22 of the said Circular No. 204 be made applicable to passenger tariffs and supplements thereto only; and that the fol-

lowing rule numbered 22-A be made applicable to freight tariffs and supplements thereto which may be filed with the Board on or after October 1, 1928:—

RULE 22-A

All freight tariffs and supplements thereto issued by railway companies in Canada shall indicate changes thereby made in existing rates or charges, rules, regulations or practices by the use of the following symbols, which shall be used for no other purpose:—

- ◆ to denote increases.
- ↓ to denote reductions.
- ▲ to denote changes in wording which result in neither increases nor reductions in charges.
- to denote reissued matter.

Explanation of such symbols must be published in the tariff or supplement in which used.

When a change of the same character is made in all, or substantially all, rates in a tariff or supplement, or a page thereof, that fact and the nature of such change may be indicated in distinctive type at the top of the title-page of such issue, or at the top of each page, respectively, in the following manner: "All rates in this issue are increases," or, "All rates on this page are reductions, except as otherwise indicated."

In the latter case, a bold face dot "●" must be used to symbolize a rate in which no change is made.

H. A. McKEOWN,
Chief Commissioner.

GENERAL ORDER No. 463

In the matter of the General Order of the Board No. 403, dated June 6, 1924, requiring railway companies subject to the jurisdiction of the Board to install electric lights in the classification and marker lamps of all locomotive engines in service which are now, or in future may be, equipped with electric light installations; and General Order No. 436, dated December 15, 1926, suspending the said General Order No. 403 in so far as it relates to marker lamps, pending a rehearing by the Board.

File No. 6511.8.

WEDNESDAY, the 19th Day of September, A.D. 1928.

S. J. McLEAN, *Assistant Chief Commissioner.*
C. LAWRENCE, *Commissioner.*

Upon hearing the matter at the sittings of the Board held in Ottawa, January 18, 1928, in the presence of counsel for and representatives of the Railway Association of Canada, the Canadian Pacific Railway Company, Canadian National Railways, Brotherhood of Locomotive Firemen and Enginemen, and Brotherhood of Locomotive Engineers, and what was alleged; and upon reading the written submissions filed,—

The Board Orders:

1. That the said General Order No. 403 be, and it is hereby, amended by striking out the words "and marker" in the third line of the operative part of the order; also in the seventh and tenth lines thereof.

2. That in all cases in which a locomotive is electrically equipped, the back-up light, or centre lamp, on the back of the tender should be an electric light, of sufficient candle power to give light to the "man-hole" or "water-hole" on the tender and at the same time throw light on the track immediately at the rear of the tender, as well as at a distance behind it; and that such electric lights be installed on or before June 30, 1929.

S. J. McLEAN,
Assistant Chief Commissioner.

GENERAL ORDER No. 464

In the matter of the application of the Bureau of Explosives for an Order amending the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight, paragraph 1553, as approved under the General Orders of the Board Nos. 203, 204, and 206.

File No. 1717.48

SATURDAY, the 20th day of October, A.D. 1928.

Hon. H. A. McKEOWN, K.C., *Chief Commissioner.*
S. J. McLEAN, *Assistant Chief Commissioner.*

Upon reading what is filed in support of the application, and the report of its Assistant Chief Traffic Officer,—

The Board orders: That paragraph 1553 of the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight be struck out and the following substituted therefor, namely:—

"1553. (a) *Packing.*—Dynamite must be made into cartridges consisting of a column of explosive completely inclosed in a shell made of strong paraffin paper. The size of the cartridge must not exceed 7 inches in diameter or 16 inches in length for dynamite containing not more than 30 per cent of nitroglycerin, or 4 inches in diameter or 8 inches in length for dynamite containing more than 30 per cent of nitroglycerin, or as follows:—

"(b) Dynamite may also be shipped when made into cartridges of not exceeding 5 inches in diameter or 10 inches in length. Each such cartridge shall be inclosed alone or with other cartridges in another paraffined paper shell and the completed cartridge dipped in melted paraffin.

"(c) Dynamite containing not to exceed 30 per cent of nitroglycerin may also be shipped when packed in strong bags containing not to exceed 12½ pounds each, and in a box with filling hole up.

"(d) Gelatin dynamite must be made into cartridges consisting of the column of explosive inclosed in a shell of strong paraffined paper; except that gelatin dynamites of 80 per cent strength and over may be shipped when packed in bulk in boxes that comply with paragraph 1554 (a), the paper lining used to be of double thickness throughout.

"(e) Bags and the coverings of all cartridges must be strong and so treated that they will not absorb the liquid constituent of the explosive."

H. A. McKEOWN,
Chief Commissioner.

GENERAL ORDER No. 465

In the matter of the application of the Bureau of Explosives for an Order amending the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight, paragraph 1534, as approved under the General Orders of the Board Nos. 203, 204, and 206.

File No. 1717.50

FRIDAY, the 7th day of December, A.D. 1928.

Hon. H. A. McKEOWN, K.C., *Chief Commissioner.*

S. J. McLEAN, *Assistant Chief Commissioner.*

Upon reading what is filed in support of the application, and the report and recommendation of the Assistant Chief Traffic Officer of the Board,—

It is ordered: That paragraph 1534 of the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight be amended by adding thereto the following sub-paragraph, namely:—

“(b) Black powder in compressed pellets (cylindrical blocks) $\frac{7}{8}$ inch or more in diameter, may also be shipped when packed in strong paraffined paper cartridges not more than 12 inches long, enclosed in wooden boxes complying with specification No. 14 or 16, lined as prescribed by paragraph 1554 (a). Gross weight of package must not exceed 75 pounds.”

H. A. McKEOWN,

Chief Commissioner.

GENERAL ORDER No. 466

In the matter of the application of the Bureau of Explosives for an Order amending the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight, paragraph 1903, as approved under the General Orders of the Board Nos. 203, 204, and 206.

File No. 1717.49

MONDAY, the 10th day of December, A.D. 1928.

Hon. H. A. McKEOWN, K.C., *Chief Commissioner.*

S. J. McLEAN, *Assistant Chief Commissioner.*

Upon reading what is filed in support of the application, and the report of the Assistant Chief Traffic Officer of the Board,—

It is ordered: That paragraph 1903 (a) of the Regulations for the Transportation of Explosives and Other Dangerous Articles of Freight be struck out and the following substituted therefor, namely:—

“1903. (a) When lading requiring ‘Explosives’ placards and car certificates, or ‘Inflammable,’ ‘Corrosive Liquid,’ ‘Compressed Gas,’ ‘Poison Gas,’ or ‘Poisonous’ placards is removed from cars, placards and car certificates must be removed by the party unloading the car, except that the party unloading a tank car bearing any of these placards may apply the ‘Dangerous—Empty’ placards as prescribed in the following paragraph:—

“All tank cars from which the lading protected by ‘Inflammable,’ ‘Corrosive Liquid,’ ‘Compressed Gas,’ or ‘Poisonous’ placards has been removed must be shipped without placards or be protected by displaying on each side and each end thereof a diamond-shaped placard bearing the words ‘Dangerous—Empty’, etc., as shown by cut (see note) appearing in this paragraph. The printing on all placards must be in black or on strong tag-board, white paper, or metal reversible placards, white in colour, and placards must measure 10 $\frac{3}{4}$ inches on each side. Tag-board placards must be securely tacked to wooden boards or inserted in holders provided for the placards which protected the loaded car. Paper placards must be

securely pasted over the paper placards with which the loaded car was protected. Metal reversible placards must be adjusted to expose to view the side bearing the wording prescribed therein."

"NOTE.—Provided that the words 'Keep lights and fires away' and 'Inflammable or poisonous vapour' may be omitted from placards attached to tank cars which previously contained alkaline corrosive liquids or corrosive liquids which do not react with the metal wall or lining of the tank to form an inflammable or poisonous gas."

2. That the provisions of paragraphs 1874 (a), 1875 (a), 1905 (a), and 1912 (a) in conflict with the foregoing be, and they are hereby, rescinded.

H. A. McKEOWN,
Chief Commissioner.

SUPPLEMENT NO. 1 TO CIRCULAR NO. 215

April 13, 1928.

File 35618—Circular No. 215

Referring to the Board's circular letter of December 12, 1927, in *re* head-on collisions, I am now directed to state that the Board notes that strong objection is taken to the proposal contained in said Circular No. 215 being applied to freight train and light engine movements, and I am directed to say that in so far as movements of freight trains, light engines and work trains are concerned no objection is taken, except where the instruction reversing right to track at the meeting point involves a train carrying passengers; and further, that the Board is of the opinion that the instruction referred to should only be made use of where there is some physical difficulty in the way of the meeting of trains carrying passengers being made, as covered by the rules governing that part of the operation.

Yours truly,

A. D. CARTWRIGHT,
Secretary.

CIRCULAR NO. 216

January 17, 1928.

Re Unloading Gasolene from Cars

File No. 1717.47.

I am directed to call your company's attention to an accident that occurred recently on one of the electric railways. A car loaded with gasolene had been placed on a siding for unloading, and an employee of the oil company, to whom it was consigned, attempted to measure, with the aid of an iron rod, the quantity of gasolene remaining in the car. The iron rod came in contact with the trolley wire carrying 1,500 volts; this resulted in an explosion of gas, and serious injury to the said employee.

I am now directed to call your company's attention to this case and to ask that your company give particulars in writing to each of the oil companies for which carload traffic of an inflammable character is handled by your company.

Yours truly,

A. D. CARTWRIGHT,
Secretary.

CIRCULAR NO. 217

File 35412.

February 17, 1928.

Re the Matter of Elevation of Station Platforms

Referring to this matter which has been the subject of investigation and report through the Board's Operating Department, I am now directed to ask your company to show cause why the Board should not adopt the standard of 5-inch elevation, with a time limit fixing the date at which all platforms must be brought to that standard.

I also enclose you herewith, copy of a memorandum of the Board's Chief Operating Officer, dated the 4th instant in this connection.

By Order of the Board.

A. D. CARTWRIGHT,
Secretary.

February 4, 1928.

MEMORANDUM FOR DEPUTY CHIEF COMMISSIONER

As requested by you sometime ago I have looked over a number of different railways, and I find that the actual conditions of station platform elevations vary considerably as between railways, and, in some cases, as between stations on the same railway.

The Grand Trunk Western has a standard which varies from rail level to 5 inches above, with two or three exceptions at terminals where the platforms are at 11 to 15 inches above the rail.

The New York Central has rail level and tie level according to different grades of their stations.

The D. & H. for all new work is rail level filled out to within a few inches of the rail; this is explained as an easement of the difficulty in trucking across to a second track, and to get away from the space between curb and rail into which they have found people stepping both entraining and detraining, also when walking across the tracks.

The T. H. and B. is 5-inch elevation at local stations; rail level at their Hamilton Terminal.

The M.C.R. has standard of rail level, but actually in existence there are platforms at tie level as well as rail level some of the variations being brought about by change in elevation of track during ballasting and other maintenance operations.

The C.N.R. show a standard plan 5-inch elevation, but have a great many stations on different parts of their system that are at rail level, some slightly below it and others between rail level and 5-inch elevation.

The C.P.R. has a 5-inch standard which has been worked to with very few exceptions. This I understand is due to the fact that the standard was adopted years ago, and in renewals, etc., it has been provided.

The N.Y.C. in Canada varies between rail level and tie level, as illustrated by investigation on the line between Montreal and Valleyfield. Mr. Scott's letter just received shows that the company's proposal to raise all their platforms there to rail level will not be quite accomplished this year as their rail relaying will not quite cover all the line this year. There will be two stations, St. Timothee and Cecile Junction to be dealt with in the program of 1929.

There is attached to the file memoranda showing variation in the height from top of rail to first tread of the steps of passenger cars. This you will notice varies between 13 and 22 inches.

I have not up to the present discussed with the Railway Car Department the reason for the variation in its steps above the rail but I would like to do so.

I have no hesitation in saying that I think the most satisfactory elevation for station platforms is 5 inches above rail level.

I would suggest that the Board consider whether railway companies should not be asked to show why the Board should not adopt the standard of 5-inch elevation, with a time limit fixing the date at which all platforms must be brought to that standard.

GEO. SPENCER,
Chief Operating Officer.

CIRCULAR No. 218

February 20, 1928.

Appointment and Withdrawal of Agents

File 4205.450

Referring to correspondence as to whether the portion of inter-line traffic accruing to the connecting railway should not be considered as part of the figures upon which arrangements as to station agents should be based, the Board has decided that the inter-line traffic and all revenue of traffic of whatever origin should be considered as part of the figures upon which the justification of the rearrangement as to station agent at any particular point should be based.

By Order of the Board.

A. D. CARTWRIGHT,
Secretary.

CIRCULAR No. 219

May 8, 1928.

Derailments at Main Line Switches

I am directed by the Board to state that on account of recent derailments at main line switches, all railway companies subject to the Board's jurisdiction are requested to furnish, within thirty days from this date, a memorandum showing the number of automatic switch stands in use in main line switches.

By Order of the Board.

A. D. CARTWRIGHT,
Secretary.

CIRCULAR No. 220

May 18, 1928.

Re Dangerous Crossings

File 11026

The revisions made by Parliament in the legislation regarding the Grade Crossing Fund make this an opportune moment to consider further the protective work that is to be undertaken with the co-operation of the Grade Crossing Fund.

In the work that has been done, protection has been afforded by improvements of view, widening of cuts, road diversions, bells and wigwags, bells and flashing lights, flagmen, bridges, subways, etc.

The Board feels that it should have comprehensive information regarding crossings which have elements of danger. It has been, and is, collecting information through reports and investigations concerning crossings which are regarded as dangerous. It feels it would be of advantage to have the railway companies themselves furnish a list of crossings, upon their lines, that, in their opinion, might properly be improved from the standpoint of protection.

To this end, the Board desires to obtain information, from each of the railways subject to its jurisdiction, regarding the dangerous crossings on said system. This should set out—

- (a) the location of the dangerous crossing;
- (b) the name of the county or other municipality and province in which it is located;
- (c) a classification of the crossings according to the nature and extent of danger attaching.

This will assist in arriving at an opinion as to which crossings should be given priority of consideration. Any suggestions in this regard will be welcomed.

When the lists so called for are received, the information contained will be studied, with a view to selecting a reasonable number of crossings each year. The Board will then, if hearing is necessary, call before it the different parties who, in its opinion, may reasonably be called upon to contribute in aid of the protective work, and in excess of the amount to be contributed from the Grade Crossing Fund.

The Board will be glad to have this information and additional suggestions, if any, sent in, in writing, by September 1, 1928.

By Order of the Board.

A. D. CARTWRIGHT,
Secretary.

CIRCULAR No. 221

June 18, 1928.

Re End Blocking for Loading Rails on Flat Cars

File 8799.34

The attention of the Board has been called to some cases of rails loaded on flat cars having shifted over the ends of cars owing to there not being end blocking provided. It appears that rule 239 of the A.R.A. Loading Rules was revised in 1927 to permit the shipment of rails on flat cars without end blocking.

Railway companies are requested to show cause why a ruling should not be made by this Board requiring substantial end blocking being provided when rails are to be moved on flat cars, either from shipping points or from points of interchange.

By Order of the Board.

A. D. CARTWRIGHT,
Secretary.

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DOMINION OF CANADA

BY-ELECTIONS HELD DURING THE YEAR 1928

REPORT OF THE
CHIEF ELECTORAL OFFICER

Pursuant to Subsection 6 of Section 73 of the Dominion
Elections Act, R.S.C. 1927, c 53

PUISSANCE DU CANADA

ÉLECTIONS PARTIELLES TENUES PENDANT L'ANNÉE 1928

RAPPORT DU
DIRECTEUR GÉNÉRAL DES ÉLECTIONS

Conformément au paragraphe 6 de l'article 73 de la Loi des
élections fédérales, S.R.C. 1927, c. 53



OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1929

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The following report on the by-elections held in the year 1928 is printed pursuant to the provisions of subsection 6 of Section 73 of the Dominion Elections Act, R.S.C. 1927, c. 53.

JULES CASTONGUAY,

Chief Electoral Officer.

Le rapport suivant sur les élections partielles tenues pendant l'année 1928 est imprimé conformément aux dispositions du paragraphe 6 de l'article 73 de la Loi des élections fédérales, S.R.C. 1927, c. 53.

JULES CASTONGUAY,

Directeur général des élections.

REPORT OF BY-ELECTIONS, 1928

RAPPORT DES ÉLECTIONS PARLIELLES, 1928

PROVINCE OF ONTARIO—PROVINCE D'ONTARIO

YORK WEST

Population—1921, 61,655

Cause of vacancy.—Resignation of Sir Henry Lumley Drayton, April 23, 1928.

Cause de la vacance.—Démission de Sir Henry Lumley Drayton, le 23 avril 1928.

Returning officer } James Armstrong, Mount Dennis, Ont.
Officier-rapporteur }

Nomination { October 29, 1928.
le 29 octobre 1928.

Writ dated.—September 18, 1928.

Bref émis le 18 septembre 1928.

Acclamation:—James Earl Lawson, of Toronto, Ont., Barrister-at-Law.

PROVINCE OF QUEBEC—PROVINCE DE QUÉBEC

JOLIETTE

Population—1921, 25,913

Cause of vacancy.—Acceptance by Jean-Joseph Denis of an office of emolument under the Crown, November 3, 1928.

Cause de la vacance.—L'acceptation par Jean-Joseph Denis d'une charge rétribuée sous la Couronne, le 3 novembre 1928.

Returning Officer } Osias Guilbault, Joliette, Que.
Officier-rapporteur }

Nomination { December 10, 1928.
le 10 décembre 1928.

Writ dated.—November 3, 1928.

Bref émis le 3 novembre 1928.

Election { December 17, 1928.
le 17 décembre 1928.

Candidates } Charles-Edouard Ferland, of Joliette, Que., Avocat.

Candidats } René-Laurier Guilbault, of Joliette, Que., Notaire.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Charles-Edouard Ferland	René-Laurier Guilbault			
Joliette, City (Cité).....	1	U	71	44	.....	115	168
" "	2	U	78	24	..... 2	104	150
" "	3	U	108	52	.....	160	222
" "	4	U	77	40	.....	117	214
" "	5	U	49	39	..... 2	90	128
" "	6	U	58	32	.....	90	126
" "	7	U	71	48	.....	119	181
" "	8	U	67	49	.....	116	177
" "	9	U	126	39	.....	165	238
" "	10	U	116	51	.....	167	226
" "	11	U	108	37	..... 1	146	211
" "	12	U	85	57	..... 1	143	202
" "	13	U	60	38	..... 1	99	151
" "	14	U	93	50	..... 3	146	199
" "	15	U	79	48	..... 5	132	194
" "	16	U	76	52	..... 3	131	195
" "	17	U	86	26	.....	112	154
" "	18	U	99	49	.....	148	197
" "	19	U	66	33	.....	99	137

JOLIETTE—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Charles- Edouard Ferland	René- Laurier Guilbault			
Joliette, City (Cité).....	20	U	85	19		104	162
“ “	21	U	75	51		126	176
“ “	22	U	69	30	5	104	148
“ “	23	U	78	28	6	112	163
“ “	24	U	86	24		110	169
St-Charles-Borromée.....	25	R	121	55	5	181	255
“ “	26	R	93	42		135	170
St-Thomas.....	27	R	107	36		143	242
“ “	28	R	114	44		158	268
“ “	29	R	90	30		120	203
St-Elizabeth.....	30	R	112	31		143	218
“ “	31	R	112	26		138	212
“ “	32	R	59	52		111	152
“ “	33	R	106	18		124	180
Notre-Dame-de-Lourdes.....	34	R	49	120		169	265
St-Félix-de-Valois, Village.....	35	R	78	38		116	285
“ “	36	R	94	56		150	211
St-Felix-de-Valois, Parish (Paroisse).....	37	R	103	14		117	215
“ “	38	R	143	50	1	194	331
St-Cléophas.....	39	R	51	61	1	113	143
St-Jean-de-Matha.....	40	R	51	38		89	126
“ “	41	R	76	78	1	155	250
“ “	42	R	58	46	1	105	133
“ “	43	R	87	41		128	203
St-Mélanie.....	44	R	57	32		89	132
“ “	45	R	56	35		91	133
“ “	46	R	59	25		84	131
St-Ambroise-de-Kildare.....	47	R	58	36	2	96	172
“ “	48	R	55	24	1	80	180
“ “	49	R	62	37	1	100	173
“ “	50	R	77	27		104	174
St-Béatrix.....	51	R	70	57		127	183
“ “	52	R	47	64		111	173
St-Alphonse-de-Rodriguez.....	53	R	147	16		163	269
St-Emélie-de-l'Energie.....	54	R	71	49		120	217
“ “	55	R	100	33	2	135	227
St-Côme.....	56	R	102	81	1	184	208
“ “	57	R	93	58		151	179
St-Paul, Parish (Paroisse).....	58	R	126	34		160	236
“ “	59	R	81	29	1	111	151
Crabtree Mills.....	60	R	113	35	2	150	226
“ “	61	R	129	71	1	201	280
St-Paul, Village.....	62	R	49	44		93	102
Joliette, Advance (Provisoire).....	63	U	29	13		42	
Totals—Totaux.....	63		5,251	2,636	49	7,936	11,896

Majority for
Majorité pour } Charles-Edouard Ferland, 2,615.

PROVINCE OF BRITISH COLUMBIA
PROVINCE DE LA COLOMBIE BRITANNIQUE

VICTORIA.

Population—1921, 38,727.

Cause of vacancy.—Resignation of the Honourable Simon Fraser Tolmie, June 5, 1928.

Cause de la vacance.—Démission de l'honorable Simon Fraser Tolmie, le 5 juin 1928.

Returning officer } P. R. Leighton, Victoria, B.C.
Officier-rapporteur }Nomination { November 29, 1928.
le 29 novembre 1928.Writ dated, October 17, 1928.
Bref émis le 17 octobre 1928.Election { December 6, 1928.
le 6 décembre 1928.

Candidates John Dunean MacLean, of Oak Bay, B.C., Physician and Surgeon.

Candidats J'D'Arcy Britton Plunkett, of Victoria, B.C., Sheet Metal Worker.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots Bulletins rejetés	Total vote Vote total	Voters on list Electeur sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John Dunean MacLean	D'Arcy Britton Plunkett			
On a recount before a judge— Sur un décompte devant un juge.							
VICTORIA CITY (CITÉ)							
Advance (Provisoire).....		U	0	2		2	
Polling Division No. 1.							
. A-Ba	1	U	60	54		114	262
. Br-Con	2	U	92	51		143	252
. Coe-Ek	3	U	68	59		127	245
. El-G	4	U	75	70		145	263
. H-J	5	U	61	68		129	252
. Jo-Mer	6	U	64	67		131	272
. Mes-N	7	U	63	70		133	262
. O-R	8	U	80	52		132	270
. S-Thi	9	U	69	68		137	260
. Tho-Z	10	U	77	72		149	272
Polling Division No. 2.							
. A-Ba	1	U	75	71		146	246
. Be-B	2	U	79	60		139	238
. C-Cra	3	U	53	67		120	255
. Cra-El	4	U	64	68		132	268
. Em-Gi	5	U	68	62		130	265
. Gl-Ha	6	U	67	61		128	256
. He-Jol	7	U	74	80		154	271
. Jom-L	8	U	71	67		138	268
. M	9	U	77	48		125	249
. Me-Mac	10	U	79	33		112	224
. N-Pl	11	U	85	62		147	250
. Po-R	12	U	61	60		121	257
. S-Stev	13	U	80	54		134	257
. Stew-Was	14	U	77	47		124	244
. Wat-Z	15	U	59	86		145	252
Polling Division No. 3.							
. A-Ba	1	U	79	57		136	253
. Bas-Brox	2	U	65	53		118	249
. Brow-Cai	3	U	95	58		153	263
. Cau-Cr	4	U	75	79		154	262
. Cu-D	5	U	64	73		137	264
. E-Fu	6	U	75	75		150	266
. Fr-Gra	7	U	66	67		133	267
. Gre-Hc	8	U	80	56		136	263
. Hi-Ja	9	U	77	77		154	253
. Je-Lal	10	U	88	54		142	157
. Lam-Mar	11	U	60	77		137	258
. Mart-M	12	U	58	89		147	277
. MacA-MacL	13	U	86	66		152	265
. MacM-Pa	14	U	72	62		134	244

VICTORIA—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John Duncan MacLean	D'Arcy Britton Plunkett			
Polling Division No. 3... Pe-Re	15	U	67	76	.....	143	261
" .. Rh-Sco	16	U	82	60	.....	142	261
" .. Scr-Sta	17	U	76	62	.....	138	262
" .. Sic-Tor	18	U	58	65	.....	123	254
" .. Tos-Wer	19	U	71	58	.....	129	246
" .. Wes-Z	20	U	71	61	.....	132	253
Polling Division No. 4... A-Bl	1	U	82	104	.....	186	279
" .. Bo-Che	2	U	67	88	.....	155	270
" .. Chi-Den	3	U	78	82	.....	160	273
" .. Dev-F	4	U	70	81	.....	151	272
" .. G-Harr	5	U	69	88	.....	157	280
" .. Hars-I	6	U	62	100	.....	162	269
" .. J-L	7	U	78	108	.....	186	294
" .. M	8	U	58	86	.....	144	258
" .. Me-N	9	U	71	64	.....	135	244
" .. O-R	10	U	58	86	.....	144	264
" .. Ro-Ste	11	U	69	104	.....	173	287
" .. Sti-Wal	12	U	71	68	.....	139	266
" .. Wam-Z	13	U	46	82	.....	128	276
Polling Division No. 5... A-Bar	1	U	59	77	.....	136	246
" .. Bar-Bra	2	U	68	77	.....	145	255
" .. Bre-Carr	3	U	70	63	.....	133	250
" .. Cars-Cov	4	U	67	53	.....	120	252
" .. Cou-Sie	5	U	59	91	.....	150	259
" .. Dif-Fe	6	U	51	73	.....	124	250
" .. Ff-Gi	7	U	74	60	.....	134	268
" .. Gl-Harr	8	U	68	75	.....	143	238
" .. Hars-Hud	9	U	56	87	.....	143	278
" .. Hue-Kel	10	U	53	89	.....	142	256
" .. Kem-Lir	11	U	66	73	.....	139	257
" .. Lis-Mel	12	U	65	81	.....	146	257
" .. Mem-M	13	U	55	81	.....	136	264
" .. MeA-McMa	14	U	73	58	.....	131	256
" .. McMe-O	15	U	67	68	.....	135	255
" .. P-Pot	16	U	66	77	.....	143	258
" .. Pov-Rob	17	U	68	91	.....	159	265
" .. Roc-She	18	U	67	63	.....	130	253
" .. Shi-Stev	19	U	72	65	.....	137	259
" .. Stew-Te	20	U	72	71	.....	143	257
" .. Tr-Whi	21	U	63	69	.....	132	257
" .. Who-Z	22	U	63	69	.....	132	258
Totals—Totaux.....	81	5,544	5,636	11,180	20,667

Majority for) D'Arcy Britton Plunkett, 92.
Majorité pour)

7

6954

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