
DOMINION OF CANADA.

ANNUAL REPORT

OF THE

MINISTER OF RAILWAYS AND CANALS

FOR THE PAST

FISCAL YEAR FROM 1ST JULY, 1888, TO 30TH JUNE, 1889,

ON THE

WORKS UNDER HIS CONTROL.

SUBMITTED IN ACCORDANCE WITH THE PROVISIONS OF THE REVISED STATUTES
OF CANADA, CHAPTER 37, SECTION 28.

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EXCELLENT MAJESTY.

1890.

CONTENTS OF REPORT.

RAILWAYS.

| GENERAL STATEMENT. | PAGE. |
|---|-------|
| Summary of general railway statistics | 9 |
| Routes between Halifax and Montreal | 10 |
| CANADIAN PACIFIC RAILWAY : | |
| Distance—Trunk line | 11 |
| Agreement and arbitration | 11 |
| GOVERNMENT RAILWAYS : | |
| Length of lines | 12 |
| General financial position | 12 |
| INTERCOLONIAL : | |
| Table of Distances | 13 |
| Expenditure on Capital Account | 13 |
| do Revenue Account | 14 |
| Gross Earnings and Working Expenses of the year | 14 |
| Comparative Traffic Statistics | 14 |
| General items | 15 |
| Windsor Branch | 16 |
| Eastern Extension Railway | 17 |
| Oxford and New Glasgow Division | 18 |
| Cape Breton Division | 18 |
| Harvey-Salisbury | 18 |
| Digby-Annapolis | 19 |
| PRINCE EDWARD ISLAND RAILWAY : | |
| Distances on Line and Extensions | 19 |
| Expenditure on Capital and Revenue Account | 19 |
| Gross Earnings and Expenditure of the year | 20 |
| Comparative Traffic Statistics | 20 |
| Carleton Branch | 21 |
| GOVERNMENT ACTION AS TO SUBSIDIZED LINES. | |
| General Statement showing aggregate of payments | 21 |
| Alberta Southern Railway Company | 22 |
| Alberta and Athabaska Railway Company | 51 |
| Atlantic and North-West Railway Company | 22 |
| Baie des Chaleurs Railway Company | 24 |
| Beauharnois Junction Railway Company | 25 |
| Belleville and North Hastings Railway Company | 26 |
| Brandon and South-Western Railway Company | 51 |
| Brantford, Waterloo and Lake Erie Railway Company | 26 |
| Brockville, Westport and Sault Ste. Marie Railway Company | 26 |
| Buctouche and Moncton Railway Company | 26 |
| Canada Atlantic Railway Company | 27 |
| Canadian Pacific Railway Company | 52 |
| Caraquet Railway Company | 28 |
| Central Railway Company of New Brunswick | 29 |
| Chignecto Marine Transport Railway Company | 29 |
| Cornwallis Valley Railway Company | 30 |
| Cumberland Railway and Coal Company | 30 |
| Dominion Lime Company | 31 |
| Drummond County Railway Company | 31 |
| Elgin, Petitcodiac and Havelock Railway Company | 31 |
| Fredericton and St. Mary's Bridge Company | 32 |
| Great Eastern Railway Company | 32 |
| Great Northern Railway Company | 33 |

GOVERNMENT ACTION AS TO SUBSIDIZED LINES—*Concluded.*

| | PAGE. |
|--|-------|
| Great North-West Central Railway Company | 52 |
| Guelph Junction Railway Company | 33 |
| Harvey Branch Railway Company | 33 |
| Hereford Railway Company | 34 |
| Irondale, Bancroft and Ottawa Railway Company | 34 |
| Joggins Railway Company | 34 |
| Lac Seul Railway Company | 53 |
| Lake Erie, Essex and Detroit River Railway Company | 35 |
| Lake Temiscamingue Colonization Railway Company | 35 |
| Leamington and St. Clair Railway Company | 36 |
| Manitoba and North-Western Railway Company | 53 |
| Manitoba South-Western Colonization Railway Company | 54 |
| Minudie Railway Company | 36 |
| Montreal and Champlain Junction Railway Company | 36 |
| Montreal and Lake Maskinongé Railway Company | 37 |
| Montreal and Sorel Railway Company | 37 |
| Montreal and Western Railway Company | 37 |
| Medicine Hat Railway and Coal Company | 56 |
| Napanee, Tamworth and Quebec Railway Company | 37 |
| Northern and Pacific Junction Railway Company—Gravenhurst to Callander | 38 |
| Northern and Western Railway Company | 39 |
| North-Western Railway Company of Canada | 57 |
| North-Western Coal and Navigation Company | 56 |
| Nova Scotia Central Railway Company | 40 |
| Ontario and Pacific Railway Company | 41 |
| Ontario and Quebec Railway Company | 41 |
| Oshawa Railway and Navigation Company | 45 |
| Ottawa and Gatineau Valley Railway Company | 41 |
| Pontiac Pacific Junction Railway Company | 42 |
| Pontiac and Renfrew Railway Company | 41 |
| Port Arthur, Duluth and Western Railway Company | 45 |
| Quebec Central Railway Company | 42 |
| Quebec and Lake St. John Railway Company | 43 |
| Quebec, Montmorency and Charlevoix Railway Company | 46 |
| Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamship Company | 57 |
| Red Deer Valley Railway and Coal Company | 58 |
| "Short Line" | 44 |
| Shuswap and Okanagan Railway Company | 45 |
| South Norfolk Railway Company | 44 |
| St. Catharines and Niagara Central Railway Company | 44 |
| St. Clair Frontier Tunnel Company | 46 |
| St. John Valley and Rivière du Loup Railway Company | 47 |
| St. Lawrence, Lower Laurentian and Saguenay Railway Company | 48 |
| Stewiacke Valley and Lansdowne Railway Company | 47 |
| Temiscouata Railway Company | 48 |
| Tobique Valley Railway Company | 49 |
| Thousand Islands Railway Company | 49 |
| Vaudreuil and Prescott Railway Company | 46 |
| Western Counties Railway Company | 49 |
| West Ontario Pacific Railway Company | 50 |
| Winnipeg and Hudson's Bay Railway and Steamship Company | 59 |
| Wood Mountain and Qu'Appelle Railway Company | 60 |
| Woodstock and Centreville Railway Company | 46 |
| NORTHUMBERLAND STRAITS TUNNEL SURVEY | 60 |
| RAILWAY COMMITTEE OF THE PRIVY COUNCIL: | |
| Cases heard before | 61 |
| SUBSIDIZED LINES: | |
| Lines for which Parliament authorized Subsidies in 1882. | 63 |
| do | 64 |
| do | 66 |
| do | 70 |
| do | 73 |
| do | 77 |
| do | 82 |
| do | 84 |
| do | 89 |
| LAND SUBSIDIES granted in the years 1884, 1885, 1886, 1887 and 1889. | 89 |

CANALS.

| | PAGE. |
|--|-------|
| List of Canal Systems..... | 92 |
| Revenue accrued from..... | 92 |
| RIVER ST. LAWRENCE AND LAKES : | |
| General information | 93 |
| LACHINE CANAL | 95 |
| BEAUHARNOIS CANAL | 96 |
| CORNWALL CANAL | 96 |
| WILLIAMSBURGH CANALS : | |
| Farran's Point Canal..... | 97 |
| Rapide Plat Canal | 98 |
| Galops Canal | 98 |
| do Rapid, Improvement of Channel | 99 |
| WELLAND CANAL : | |
| Main Line, Lake Ontario to Lake Erie..... | 99 |
| Welland River Branches | 99 |
| Grand River Feeder..... | 100 |
| Port Maitland Branch | 100 |
| MONTREAL, OTTAWA AND KINGSTON : | |
| General description..... | 101 |
| Table of Distances..... | 101 |
| St. Anne's Lock..... | 102 |
| Carillon Canal..... | 102 |
| Grenville Canal..... | 102 |
| UPPER OTTAWA RIVER : | |
| Culbute Locks and Dam..... | 103 |
| RIDEAU CANAL..... | 103 |
| TAY CANAL : | |
| Works of Construction | 104 |
| RICHELIEU AND LAKE CHAMPLAIN : | |
| General description | 105 |
| St. Ours Lock and Dam..... | 105 |
| Chambly Canal..... | 106 |
| RIVER RICHELIEU SURVEY..... | 107 |
| ST. PETER'S CANAL..... | 107 |
| TRENT RIVER NAVIGATION : | |
| Description | 107 |
| Extent of Navigable and Unnavigable Reaches..... | 108 |
| New works..... | 110 |
| MURRAY CANAL..... | 110 |
| SAULT STE. MARIE CANAL..... | 111 |
| COMMISSION ON THE TRENT NAVIGATION..... | 111 |

MAPS.

(BETWEEN REPORT AND APPENDICES.)

1. General map of the Dominion.
2. Nova Scotia, Cape Breton, Prince Edward Island and part of New Brunswick.
3. New Brunswick and parts of Maine and Quebec.
4. do do taking in Montreal.
5. Eastern Ontario and part of Quebec.
6. Western Ontario.
7. Manitoba and Assiniboia.

DIAGRAM.

Dominion Canals.

APPENDICES.

| | PAGE |
|---|------|
| Statement of Expenditure during fiscal year..... | 2 |
| Total Expenditure on Canal Construction and Enlargement..... | 4 |
| Statement of Payments made on account of Subsidies voted to Railways..... | 8 |
| Report on Railways under Survey and Construction, by Collingwood Schreiber, Chief Engineer— | |
| Harvey and Salisbury Short Line..... | 9 |
| Oxford and New Glasgow Railway..... | 9 |
| Cape Breton Railway..... | 11 |
| Digby and Annapolis Railway..... | 13 |
| General Report on Government Railways in operation, by Collingwood Schreiber, Chief Engineer and General Manager of Government Railways..... | 14 |
| Intercolonial Railway..... | 15 |
| Eastern Extension..... | 15 |
| Windsor Branch Railway..... | 11 |
| Prince Edward Island Railway..... | 20 |

REPORTS OF SUPERINTENDENTS, &c. :—

GOVERNMENT RAILWAYS.

Intercolonial Railway—

| | |
|---|----|
| Report by D. Pottinger, Chief Superintendent..... | 21 |
| do T. Williams, Chief Accountant..... | 25 |
| do P. S. Archibald, Chief Engineer..... | 33 |
| do H. A. Whitney, Mechanical Superintendent..... | 39 |
| Return of Accidents and Casualties..... | 46 |

Eastern Extension Railway—

| | |
|---|----|
| Report by D. Pottinger, Chief Superintendent..... | 54 |
| do T. Williams, Chief Accountant and Treasurer..... | 55 |
| do H. A. Whitney, Mechanical Superintendent..... | 62 |
| do P. S. Archibald, Chief Engineer..... | 60 |
| Return of Accidents and Casualties..... | 59 |

Windsor Branch Railway—

| | |
|---|----|
| Report by D. Pottinger, Superintendent..... | 63 |
| do R. B. Boggs, Accountant..... | 64 |
| do P. S. Archibald, Engineer..... | 67 |

Prince Edward Island Railway—

| | |
|--|----|
| Report by J. Unsworth, Superintendent..... | 68 |
| do W. T. Huggan, Accountant..... | 72 |
| do J. Unsworth, Mechanical Superintendent..... | 79 |
| Return of Accidents and Casualties..... | 86 |

CANALS.

Report on the Welland and St. Lawrence Canals—

| | |
|--------------------------------------|----|
| Welland Canal..... | 87 |
| Murray Canal..... | 91 |
| Williamsburg Canals..... | 91 |
| Cornwall Canal..... | 93 |
| Lakes St. Louis and St. Francis..... | 97 |

by J. Page,
Chief Engineer of Canals.

| | |
|------------------------|-----|
| LACHINE CANAL..... | 98 |
| Beauharnois Canal..... | 99 |
| Chambly do..... | 100 |
| St. Ours do..... | 101 |

by E. H. Parent,
Superintending Engineer.

| | |
|---|-----|
| Statement of depth of river water on the sills at the entrance of the Lachine, Beauharnois and Chambly Canals..... | 103 |
| Statement of fines, damages, &c., collected on above Canals..... | 105 |
| Report on Survey on the Richelieu River..... | 107 |

by L. S. Pariseau.

| | |
|--|-----|
| Report on Works at St. Ours' Lock..... | 109 |
|--|-----|

by L. G. Papineau.

CANALS—*Concluded.*

| | PAGE. |
|--|-------|
| OTTAWA RIVER CANALS—Construction—Maintenance..... | 114 |
| St. Anne's, Grenville, Carillon and Culbute..... | 114 |
| by D. Starke, Superintending Engineer. | |
| RIDEAU CANAL..... | 116 |
| by F. A. Wise, Superintending Engineer. | |
| TAY CANAL..... | 119 |
| by F. A. Wise, Superintending Engineer. | |
| TRENT CANAL WORKS..... | 120 |
| by Richard B. Rogers, Superintending Engineer. | |
| ST. PETER'S CANAL..... | 122 |
| by Henry F. Perley, Engineer-in-charge. | |
| St. Lawrence navigation, table of distances..... | 123 |
| Table of distances of stations between Ottawa and Kingston..... | 124 |
| Table showing date of the closing of the Canals in 1888 and of their opening in 1889..... | 125 |
| Statement of contracts entered into between 1st July, 1888, and 30th June, 1889..... | 126 |
| General statement, showing :— | |
| 1st. Water power and other public property leased on Canals and Railways during the fiscal year ended 30th June, 1889..... | 130 |
| 2nd. Property purchased and property sold by the Department during the fiscal year ended 30th June, 1889..... | 134 |
| 3rd. List of agreements respecting Subsidies..... | 146 |
| Report on progress made in the construction of Railways subsidized by cash grants..... | 148 |
| by Collingwood Schreiber, Chief Engineer. | • |
| Alphabetical list of Railways for which Subsidies have been voted by Parliament..... | 152 |
| Votes granted under Subsidy Acts cancelled or amended by subsequent Acts of Parliament..... | 160 |
| CANAL REVENUE. | |
| Report on Canals Revenue Branch, with Statements..... | 164 |
| by B. H. Teakles, Chief Clerk, Canals Revenue. | |

DETAIL INDEX TO CANAL STATISTICS.
FINANCIAL.

| No. of Statement | — | Page |
|---------------------|--|------|
| 1 | CANALS REVENUE, Collectors of—In account with Revenue | 166 |
| 2 | do do do Expenditure | 170 |
| 3 | HYDRAULIC RENTS, &c.—Summary Statement of Lessees' Account. | 172 |
| 4 | REFUNDS, Statement of—Showing names of parties to whom, and under what authority, Tolls were refunded | 173 |

STATISTICS—(APPENDIX A.)

CANALS.

| | Details of Traffic arranged Alphabetically. | | Details of Way Traffic arranged Alphabetically. | | Details of Traffic arranged in Classes. | | Ditto under various heads. | Tolls accrued each Month on each Canal. | | Vessels passed through the Canals; Number, Tonnage and Nationality of. | | Comparative Statement showing total movement of Property, Passengers and Vessels for four years ended 30th June, 1889. | Comparative Statement showing Tonnage of Vessels and Goods for four years ended 30th June, 1889. |
|---------------------------|---|-----------------------------|---|-----------------------------|---|-----------------------------|----------------------------|---|-----------------------------|--|-------|--|--|
| | Fiscal Year ended, 1889. | Season of Navigation, 1888. | Fiscal Year ended, 1889. | Season of Navigation, 1888. | Fiscal Year ended, 1889. | Season of Navigation, 1888. | | Fiscal Year ended, 1889. | Season of Navigation, 1888. | | | | |
| Welland Canal..... | 176 | 234 | 180 | 238 | 210 | 272 | 216 | 222 | 278 | 224 | 280 | 228 | 230 |
| St. Lawrence Canals..... | 187 | 246 | 192 | 250 | 210 | 272 | 216 | 222 | 278 | 224 | 280 | 228 | 230 |
| Burlington Bay Canal..... | 199 | 258 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 229 | 231 |
| Ottawa Canals..... | 202 | 262 | ..... | ..... | 210 | 273 | 216 | 222 | 278 | 225 | 281 | 229 | 231 |
| Chambly Canal..... | 205 | 266 | ..... | ..... | 210 | 273 | 216 | 223 | 279 | 225 | 281 | 228 | 230 |
| Rideau Canal..... | 208 | 270 | ..... | ..... | 210 | 273 | 216 | 223 | 279 | 225 | 281 | 229 | 231 |
| St. Peter's Canal..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Trent Valley Canals..... | 209 | 271 | ..... | ..... | 210 | 273 | 216 | 223 | 279 | 226 | 282 | ..... | ..... |

STATISTICS (APPENDIX A.)—*Concluded.*

| No. of Statement | | Page |
|------------------|---|------|
| 22 | QUANTITY of each article transported during two years ended 30th June, 1889, alphabetically arranged..... | 232 |
| (A) 19½ | COMPARATIVE STATEMENT of Grand Total Freight passed through the undermentioned Canals during the Seasons of Navigation, 1887 and 1888, with the amount of Tolls Collected on the same, including Tolls on Vessels and Passengers..... | 284 |
| 25 | STATEMENT showing the Number and Tonnage of all kinds of Vessels passed through the Canals during the Season of Navigation of 1888..... | 285 |
| 26 | STATEMENT showing the Number and Classified Tonnage of all kinds of Vessels passed through the Canals during the Season of Navigation of 1888..... | 289 |
| 27 | TARIFF..... | 290 |

EXPENDITURE (APPENDIX B.)

| | |
|--|-----|
| SALARIES—Paid to each Officer employed in collecting Canals Revenue..... | 322 |
| SUPERANNUATION—How much deducted from each Officer's Salary..... | 322 |
| CONTINGENCIES—Authorized by Department for Office Rent, Fuel, &c..... | 322 |

REPORT.

1888-89.

*To His Excellency Lord Stanley of Preston,
Governor General of Canada.*

MAY IT PLEASE YOUR EXCELLENCY :

I have the honour to submit the Annual Report of the Department of Railways and Canals for the fiscal year ended 30th June, 1889.

This report is submitted in accordance with the provisions of the Revised Statutes of Canada, 1886, Cap. 37, Section 28.

The Annual Reports of the Chief Engineers, together with general and special Reports from Superintendents, both of Railways and Canals, and from other Officers of the Department are given in Appendices.

Attached hereto (Appendices Nos. 1, 2 and 3) will be found statements showing the amounts expended during the past fiscal year in construction, repairs, and maintenance of the several works under the Department.

RAILWAYS.

The present Report deals with those Railways of the Dominion directly controlled by the Federal Government and others towards the construction of which subsidies have been authorized.*

There is prepared by this Department, and laid before Parliament annually, a special Statistical Report embodying returns made by the Government Railways and by Canadian railway companies, as required by statute. This report gives information as to railroad operations in Canada, including the Government roads.

The following general facts gathered from this compilation, being returns made for the fiscal year ended on the 30th of June, 1888, the last issued, will be of interest.

The number of railway companies, in operation (including under one head all amalgamated lines) was at the date mentioned, 70. The number of miles of railway completed, irrespective of sidings, is 12,701·66, of which 11,664·11 were laid with steel rails. There were 12,162·88 miles of railway in actual operation.

* It should be observed that while the usual reports furnished by the Superintending officers, and to be found in the appendices hereto, deal with the fiscal year only, the General Report of the Minister contains information on points of interest relating to subsidized lines of railway up to the end of December, 1889.

The paid up capital amounted to \$727,180,448.75. The gross earnings of all these railways amounted to \$42,159,152.65, and their working expenses to \$30,652,046.03, leaving the amount of the net earnings \$11,507,106.62. 11,416,791 passengers and 17,172,759 tons of freight were carried. The total number of miles run by trains was 37,391,206.

HALIFAX to MONTREAL.

It seems proper here to state that by the completion of certain links of railway the routes available between Halifax and Montreal are now four in number; in all of which the Intercolonial is utilized, either in whole or in part, as follows: (The names adopted are those of the dominating roads):—

Intercolonial Railway Route—

| | Miles. |
|--|--------|
| By Intercolonial Railway to Point Levis..... | 675 |
| Grand Trunk Railway to Montreal..... | 173 |
| | 848 |

(Or by ferry across the St. Lawrence to Quebec, thence by North Shore Railway, C. P. R., also 173 miles).

Canadian Pacific Railway Route—

| | Miles. |
|--|--------|
| By Intercolonial Railway to St. John, N.B..... | 275 |
| New Brunswick Railway and Maine Central Railway to Mattawamkeag..... | 146 |
| Canadian Pacific Railway to Montreal..... | 334 |
| | 755 |

Grand Trunk Railway Route—

| | Miles. |
|--|--------|
| By Intercolonial Railway to St. John, N.B..... | 275 |
| New Brunswick Railway..... | 90 |
| Maine Central Railway..... | 224 |
| | 589 |
| Total up to Danville Junction..... | 589 |
| By Grand Trunk Railway to Montreal..... | 270 |
| | 859 |

Témiscouata Railway Route—

| | Miles. |
|---|--------|
| By Intercolonial Railway to St. John..... | 275 |
| New Brunswick Railway to Edmundston..... | 170 |
| Témiscouata Railway to Rivière du Loup..... | 81 |
| Intercolonial Railway to Lévis..... | 115 |
| Grand Trunk Railway to Montreal..... | 173 |
| | 814 |

CANADIAN PACIFIC RAILWAY.

TRUNK LINE.

| | | Miles. |
|---|--|--------------|
| Quebec to St. Martin's Junction (13 miles north of Montreal)..... | | 159 |
| Montreal (at the head of Atlantic Ocean Navigation) to St. Martin's Junction..... | | 13 |
| St. Martin's Junction to Callander..... | | 331 |
| For this portion the Company were subsidized direct by the Government under their contract. | Callander to Port Arthur..... | 649 |
| | Port Arthur to Red River (opposite Winnipeg)... | 428 |
| | Red River to Savona's Ferry..... | 1,257 |
| | Savona's Ferry to the waters of the Pacific Ocean at Port Moody..... | 213 |
| | Port Moody to Vancouver on Burrard Inlet..... | 15 |
| Total, Montreal to Vancouver, Burrard Inlet..... | | <u>2,906</u> |

By the Act 51 Vic., c. 32, approval and ratification were given to a certain agreement dated the 18th of April, 1888, provisionally made between the Government and the company, whereby the restrictions contained in article fifteen of the original agreement for the construction of the road, barring the Dominion Parliament for 20 years from authorizing the construction of railways south of the Canadian Pacific Railway from any point at or near that road except those running south-west, were removed. By this agreement the Government undertook to guarantee the payment of interest at $3\frac{1}{2}$ per cent. on an issue of the company's bonds to the extent of fifteen million dollars, running for a term not exceeding fifty years; the unsold lands of the company's subsidy, estimated at nearly 15 million acres, to form the security for such bonds. The arrangements contemplated by this agreement are being carried out by the Department of Finance. A deed of mortgage in favour of special trustees, one of whom is the Minister of Finance, has been executed under date the 2nd of June, 1888, having previously been approved by an Order in Council of the 1st of that month, being a mortgage of the said unsold lands of the company's subsidy, amounting to 14,934,238 acres, constitutes the said security.

In the agreement dated the 20th of November, 1886, and executed under an Order in Council of the 2nd of that month, which constituted the basis of the final settlement of matters between the Government and the company prior to the transfer of the road to them, a special provision was inserted in view of dispute as to the condition in which the work in British Columbia executed by the Government should be handed over, the company accepting the same "subject to the adjustment and correction by the Government of any defects or deficiencies in the construction thereof, if any, according to the specifications and conditions of the contracts therefor, except in so far as the same were modified by the Government prior to October twenty-first, 1880."*

* The date of the company's contract.

For the determination of the questions covered by the foregoing, a special arbitration was authorized by an Order in Council of the 5th of January, 1888, and the arbitrators, subsequently appointed, have held sittings at Vancouver and Ottawa, examining the line and hearing evidence on both sides. This arbitration is not yet concluded.

GOVERNMENT RAILWAYS IN OPERATION.

The several lines operated and maintained by the Government during the past fiscal year, ended the 30th June, 1889, were:—

| | Miles. |
|---|--------------|
| The Intercolonial and its extensions..... | 894 |
| Eastern Extension Railway | 80 |
| Windsor Branch (maintained only)..... | 32 |
| Prince Edward Island..... | 211 |
| Total Mileage..... | <u>1,217</u> |

The through ocean mail line from Point Lévis, opposite Quebec, to Halifax, is 675 miles in length.

Details respecting these railways and their operations will be found in Appendices Nos. 5 and 6, from the Chief Engineer and General Manager, and from the Chief Superintendents and other officials of the road.

The General Revenue Accounts for 1888–89 show the following as the financial position of these roads for the past fiscal year:—

| — | Average mileage of the year. | Expenditure. | Earnings. | Profit. | Loss. |
|--|------------------------------------|--------------|--------------|----------|------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Intercolonial..... | 894 | 3,153,928 69 | 2,895,364 35 | ..... | 258,564 34 |
| Eastern Extension..... | 80 | 90,719 04 | 72,436 65 | ..... | 18,282 39 |
| Windsor Branch (earnings, one-third of entire receipts, expenditure on maintenance)..... | 32 | 20,856 50 | 28,372 11 | 7,515 61 | |
| Prince Edward Island. | 211 | 247,559 44 | 171,369 56 | ..... | 76,189 88 |
| | | | | 7,515 61 | 353,036 61 |
| | | | | | 7,515 61 |
| Total..... | 1,217 | ..... | ..... | ..... | 345,521 00 |

INTERCOLONIAL RAILWAY.

LENGTH OF LINE.

Ocean Mail Line.

| | Miles. |
|-------------------------------------|--------|
| Point Lévis to Rivière du Loup..... | 126 |
| Rivière du Loup to Moncton..... | 374 |
| Moncton to Painsec..... | 8 |
| Painsec to Truro..... | 118 |
| Truro to Halifax..... | 62 |
| | 688 |

Extensions.

| | |
|--------------------------------------|-----|
| Moncton to St. John..... | 89 |
| Painsec to Shediac..... | 11 |
| Truro to Pictou..... | 52 |
| Dalhousie Junction to Dalhousie..... | 7 |
| St. Charles Loop Line..... | 14 |
| Dartmouth Branch..... | 5 |
| Indiantown Branch..... | 14 |
| Pictou Town Branch..... | 14 |
| | 206 |
| | 894 |

Wharf branches.

| | Miles. |
|--|--------|
| Rimouski to Wharf..... | 2 |
| Newcastle, N. B., to Deep Water Wharf..... | 2 |
| Dorchester to Shipping Wharf..... | 1 |
| Sackville to Shipping Wharf..... | 0·5 |
| Stewiacke to Wharf..... | 1 |
| Rivière du Loup Town to Wharf..... | 4 |
| | 10·5 |

Capital Account.

The expenditure charged to the capital account for the year ended 30th June, 1889, is as follows:—

| | |
|---|-----------------|
| The total cost of road and equipment on 30th June, 1888, was..... | \$45,887,759 20 |
| Less refunded..... | 1,110 30 |
| | \$45,886,648 90 |

The additions during the year are as follows:—

| | |
|--------------------------------------|-------------|
| Halifax Extension..... | \$ 6,784 04 |
| Increased accommodation, Halifax.... | 2,798 23 |
| do do St. John.... | 2,452 69 |
| do do Moncton.... | 5,366 80 |

[1889]

| | | | |
|---|---------|----|--------------------------|
| Increased accommodation, Maccan... | 2,999 | 60 | |
| do do Spring Hill. | 4,005 | 96 | |
| do do Rivière du Loup..... | 1,701 | 17 | |
| Rolling stock..... | 327,789 | 90 | |
| St. Charles Branch..... | 135,060 | 74 | |
| Pictou Town Branch..... | 65,474 | 27 | |
| Dartmouth Branch..... | 18,119 | 99 | |
| Dalhousie Branch..... | 17,400 | 00 | |
| Rivière du Loup Town Branch..... | 6,357 | 14 | |
| Indiantown Branch..... | 16,031 | 01 | |
| Steam heating and electrical lighting of cars..... | 41,047 | 91 | |
| Original construction..... | 2,948 | 98 | |
| | | | <u>656,338 43</u> |
| | | | <u>* \$46,542,987 33</u> |

Revenue Account.

| | | |
|---|-------------|----------------------|
| The gross expenditure for the year was..... | \$3,153,928 | 69 |
| The earnings were..... | 2,895,364 | 35 |
| | | <u>\$ 258,564 34</u> |

Compared with the previous year the earnings were as follows:—

| | 1888-89. | 1887-88. | | |
|------------------------|-----------------------|-----------------------|----------|-------------|
| Passenger traffic..... | \$ 867,170 70 | \$ 845,041 65 | Increase | \$22,129 05 |
| Freight do | 1,882,361 01 | 1,909,842 04 | Decrease | 27,481 03 |
| Mails and sundries.... | 145,832 64 | 157,900 16 | Decrease | 12,067 52 |
| Gross earnings.. | <u>\$2,895,364 35</u> | <u>\$2,912,783 85</u> | | |

The gross earnings, compared with those of the previous year show a decrease of..... \$ 17,419 50

The gross expenditure compared with that of last year shows a decrease of..... \$122,512 92

The value of stores in hand, including steel rails and fuel, and including also old material for sale, \$48,993.25 at the end of the year 1888-89 was \$592,444 26

The engine mileage, compared with that of last year was:—

| | Miles |
|---------------|----------------|
| 1887-88 | 5,936,035 |
| 1888-89 | 5,486,856 |
| Decrease..... | <u>449,149</u> |

* Explanations of these several expenditures will be found on page 22 of the appendices.

The car mileage, compared with that of last year was :—

| | |
|---------------|------------------|
| 1887-88..... | 56,608,930 |
| 1888-89..... | 54,322,712 |
| Decrease..... | <u>2,286,218</u> |

The train mileage, compared with that of last year, was :—

| | |
|---------------|----------------|
| 1887-88..... | 4,939,253 |
| 1888-89..... | 4,591,087 |
| Decrease..... | <u>348,166</u> |

The working expenses per mile run by engines, were :—

| | |
|---------------|-------------|
| | Cents. |
| 1888-89..... | 57·48 |
| 1887-88..... | 55·19 |
| Increase..... | <u>2·29</u> |

The working expenses per mile run by trains, were :—

| | |
|---------------|-------------|
| 1888-89..... | 68·69 |
| 1887-88..... | 66·33 |
| Increase..... | <u>2·36</u> |

Working expenses per mile of railway :—

| | |
|---------------|------------------|
| 1887-88..... | \$3,723 23 |
| 1888-89..... | 3,527 88 |
| Decrease..... | <u>\$ 195 35</u> |

The gross tonnage carried was :—

| | |
|---------------|---------------|
| | Tons. |
| 1887-88..... | 1,275,995 |
| 1888-89..... | 1,204,790 |
| Decrease..... | <u>71,205</u> |

The total number of passengers carried was :—

| | |
|---------------|---------------|
| 1888-89..... | 1,091,189 |
| 1887-88..... | 996,194 |
| Increase..... | <u>94,995</u> |

In comparison with last year's results, there was, as above shown, an increase of 94,995 in the number of passengers, and an decrease of 71,205 in the number of tons of freight carried by the road. The earnings show a decrease of \$17,419.59. The expenditure for working shows a decrease of \$122,512.92.

Of flour, there were carried 927,014 barrels, an increase of 81,264; of grain, 1,519,862 barrels, an increase of 308,322; of lumber, 197,545,777 feet, an increase of 1,100,958 feet. The live cattle business amounted to 77,661 head, a decrease of

12,778, and there was a decrease of 94,494 tons in the quantity of other goods carried, namely 814,993 tons.

The fact that the net loss on the operation of this railway last year is less than that entailed the year previous, is ascribed, by the Chief Engineer of Government Railways to the more favourable character of the winter and to the reduction in the quantity of coal carried over the line to points west of Chaudière, a class of freight which, as has been pointed out in previous reports, is not remunerative, owing to the lowness of the rates charged.

At the same time while tending to diminish expenditure, the reduced coal traffic implies a reduction in the gross receipts of the road, and to this, and further, to the anticipation of the opening of the Canadian Pacific short route from Montreal to the seaboard at St. John, through the State of Maine, which was actually opened on the 3rd of June, 1889, the Chief Engineer sets down the falling off in the gross earnings above noted. He points out that the completion of this road may be expected to result in a diminution both of traffic and earnings of the Intercolonial Railway.

Arrangements have been made by which the express trains of the Intercolonial Railway to and from Halifax connect with the Canadian Pacific Railway trains at St. John.

Though the transport of fish, both fresh and salted, shows an increase over that of last year, it is not considered that it has developed to the extent that might have been looked for from the steps taken for its encouragement in the provision of special refrigerator cars and special fast trains, and the concession of low rates. A table showing the tonnage carried since the year 1875-76 will be found in the appendices.

A statement has been furnished by the Chief Engineer of Government Railways, indicating the extent, from the same date, of the east and west-bound ocean traffic over the line. This statement shows a falling off of about 4,000 tons in each direction for the past year in comparison with the preceding year.

The expenditure on capital account of \$327,789.90 for rolling stock, comprised, among other items, the purchase of 12 locomotives and 233 box cars.

One hundred and twenty-nine miles of steel rails, weighing 56 lbs. to the yard, were replaced by heavier rails weighing 67 lbs., and 46 sidings have been constructed.

The heating of trains by steam derived from the locomotive, and the lighting of them by electricity has been further adopted with satisfactory results.

The line in all its details has been well maintained, and is in excellent running condition.

WINDSOR BRANCH.

The arrangement whereby the Windsor and Annapolis Railway Company operate this line still continues. The company pay all charges in connection with the working, two-thirds of the gross earnings being allowed them for such purpose ;

the Government taking the remaining one-third, and assuming all cost of maintenance.

All charges for superintendence and supervision of maintenance of works are borne by the Intercolonial Railway, whose chief officer performs the duty.

The earnings and expenditure for the year ended the 30th June, 1889, were as follows :—

| | |
|--|--------------------|
| Earnings accruing to the Government (one-third of the gross earnings)..... | \$ 28,372 11 |
| Expenditure for maintenance of way and works..... | 20,856 50 |
| Profit..... | <u>\$ 7,515 61</u> |

Government earnings, in comparison with those of the previous year :—

| | |
|---------------|--------------------|
| 1888-89..... | \$28,372 11 |
| 1887-88..... | 24,553 55 |
| Increase..... | <u>\$ 3,818 56</u> |

Expenditure in comparison with that of the previous year :—

| | |
|---------------|--------------------|
| 1887-88..... | \$24,040 33 |
| 1888-89..... | 20,856 50 |
| Decrease..... | <u>\$ 3,183 83</u> |

The line has been well maintained.

EASTERN EXTENSION RAILWAY.

This line of railway is eighty miles long, extending from the Pictou Branch of the Intercolonial Railway at New Glasgow to Port Mulgrave on the Strait of Canso, thence connecting with Cape Breton by means of a ferry.

This line, with its equipment, was, on the 9th January, 1884, purchased by the Dominion Government from the Government of the Province of Nova Scotia, together with rights possessed by that Government in the Pictou Branch between Truro and Pictou; also, the ferry built for the passage of the Strait of Canso.

The road is worked by a staff directed by the chief officers of the Intercolonial.

Capital account.

| | |
|---|-----------------------|
| Total cost of the road and equipment up to the 30th June, 1888..... | \$1,284,495 76 |
| Additional in 1888-89..... | 34,235 73 |
| Total to 30th June, 1889..... | <u>\$1,318,731 49</u> |

Revenue.

| | |
|---|----------------------|
| The working expenses of the year amounted to..... | \$90,719. 04 |
| The gross earnings were..... | 72,436. 65 |
| Loss..... | <u>\$ 18,282. 39</u> |

[1889]

The expenditure of the year is slightly less, and the earnings are slightly larger than in the previous year.

The extension of the wharf at Port Mulgrave and the works for the supply of water at various stations for locomotive use have caused the increase to capital account above mentioned

The road and rolling stock are in good order.

WORKS UNDER CONSTRUCTION.

OXFORD AND NEW GLASGOW DIVISION OF THE INTERCOLONIAL.

Under authority of a vote of Parliament, passed in 1882, there is being constructed a line of railway forming a comparatively straight road between two points on the Intercolonial system, namely, the Oxford station of that railway and Brown's Point on its Pictou Town Branch, the length being 67.60 miles. In addition, a branch from it 4.75 miles long, is being built from Pugwash Junction to Pugwash Harbour, making a total of 72.35 miles. The line will pass close to the towns of Oxford, Pugwash, Wallace, Tatamagouche and River John. The works though somewhat retarded owing to the rainy character of the season of 1888, are nearly completed.

CAPE BRETON DIVISION.

Under authorization of Parliament given by the Act 49 Vic., ch. 14, (1886) a line of railway is in course of construction by the Government in the Island of Cape Breton, extending from Point Tupper on the Strait of Canso (opposite the terminus of the Eastern Extension Railway at Port Mulgrave on the mainland) for a distance of 78 miles, to a point near Leatche's Creek, from which two extensions branch, one, 5 miles long, running to North Sydney, and the other, 13.75 miles long, into the town of Sydney, with a connecting line 1.25 miles long, giving communication with the International Coal Company's Railway beyond North Sydney, and thus bringing that important industry into direct line with the Intercolonial Railway system. The same advantage is afforded to the coal mines of Sydney. The total to be constructed is 98 miles. Under a special appropriation voted last Session, a bridge is being built across the Grand Narrows, which will greatly facilitate the operation of the road. All the works are well advanced towards completion, and provision for rolling stock has been made.

The road will be placed in communication with the Eastern Extension Railway by means of a ferry between Point Tupper and Port Mulgrave.

HARVEY-SALISBURY.

This is a contemplated link of railway giving a comparatively direct line *via* Fredericton from Harvey station on the New Brunswick Railway, past which the trains of the Atlantic and North-West (Canadian Pacific) Railway now run, to a point on the Intercolonial Railway near Moncton. Its completion will provide a short route the Canadian sea ports of the Atlantic, a scheme adopted by Parliament for which extensive surveys were made in 1885, and of which the larger portion, namely, from Montreal to Harvey, has already been built, under Parliamentary subsidy, and is in operation.

About 115 miles of this link are under fresh survey, and the results have successfully established that a shortening of the distance covered by the survey of 1885 can be obtained, the estimated saving in comparison of the route at present in use *viâ* St. John being 32 miles.

DIGBY AND ANNAPOLIS.

The failure of arrangements for the completion of the link of railway, 22 miles, between Digby and Annapolis, N. S., which will be found summarized further on in this report under the reference to the "Western Counties Railway Company," has resulted in the assumption by the Government, of the work of constructing this section. The sum of \$500,000, devoted to this purpose by the Act 50-51 Vic., ch. 25, which confirmed the arrangements made with the company, being applied to the work as provided for by their agreement. The works are in progress, though completion is not looked for before the middle of 1890.

The building of this section will give continuous railway communication between Yarmouth and Halifax.

PRINCE EDWARD ISLAND RAILWAY.

LENGTH OF LINE.

| | Miles. |
|--|--------|
| Tignish to Royalty Junction..... | 113½ |
| Royalty Junction to Mount Stewart..... | 20 |
| Mount Stewart to Georgetown..... | 21 |
| | — 154½ |

EXTENSIONS.

| | Miles. |
|---|-------------|
| Cape Traverse Branch—Emerald (Formerly County Line) | |
| Station to Cape Traverse..... | 2 |
| Royalty Junction to Charlottetown..... | 5 |
| Mount Stewart to Souris..... | 39 |
| | — 57 |
| | <u>210½</u> |

Capital Account.

No addition having been made to the expenditure on capital account during the past fiscal year, the total cost of the road and equipment chargeable to capital account at the close of the fiscal year 1888-89, remains the same as at the close of 1887-88, namely.....\$3,741,780 89

Revenue Account.

The working expenses and receipts for the year ended 30th of June, 1889, were :—

| | |
|--|---------------------|
| Gross expenses..... | \$ 247,559 44 |
| Gross earnings | 171,369 56 |
| | — |
| Excess of expenditure over earnings..... | <u>\$ 76,189 88</u> |

| | |
|---|---------------|
| The gross earnings, compared with those of the previous year, were :— | |
| 1888-89..... | \$ 171,369 56 |
| 1887-88..... | 158,363 62 |
| Increase..... | \$ 13,005 94 |

| | |
|--|---------------|
| The gross expenditure, compared with that of the previous year, was :— | |
| 1888-89..... | \$ 247,559 44 |
| 1887-88..... | 229,639 95 |
| Increase..... | \$ 17,919 49 |

| | |
|---------------------------|---------|
| The engine mileage was :— | |
| | Miles. |
| 1888-89..... | 307,540 |
| 1887-88..... | 306,924 |
| Increase | 616 |

| | |
|--------------------------|---------|
| The train mileage was :— | |
| 1887-88..... | 248,410 |
| 1888-89..... | 248,294 |
| Decrease | 116 |

| | |
|------------------------|-----------|
| The car mileage was :— | |
| 1888-89..... | 1,369,666 |
| 1887-88..... | 1,309,922 |
| Increase..... | 59,744 |

The value of the stores on hand on the 30th June, 1889, including general stores, fuel, rails and old material (the last valued at \$7,932) was \$124,659.82.

There was an increase this year of 21,534 in the number of passengers carried, and a decrease of 3,921 tons in the quantity of freight.

The road and its equipments are in good condition.

Communication between the Prince Edward Island Railway and the Intercolonial is afforded in summer by steamer between Summerside and Point Du Chene and between Charlottetown and Pictou, and in winter by the specially built steamer "Stanley" between Georgetown and Pictou: there is also further provision made for communication by ice-boats from Cape Traverse. These cross the strait to Cape Tormentine, on the mainland, a distance of nine miles. Here, by the line of the New Brunswick and Prince Edward Island Railway Company, about forty miles in length, connection is made with the Intercolonial Railway at Sackville. This ice-boat service is conducted by the Marine Department, the mails being taken to and met at Cape Traverse by, if necessary, special trains.

The experiment of a daily, in place of a bi-weekly service on the Cape Traverse branch, does not appear to be a success, the traffic being very light.

CARLETON BRANCH RAILWAY.

In the year 1885 Parliament voted the sum of \$85,000 to purchase the Carleton Branch Railway, with harbour frontage, wharf and town lots and all other property of the company owning the road, "the Carleton, City of St. John Branch Railroad Company," the said road extending from Fairville, where it joins the line of the New Brunswick Railway Company, to Carleton on the south side of the Harbour of St. John, N. B., a distance of $3\frac{6.8}{100}$ miles. In the following year an Act, 49 Vic., chap. 16, was passed, reciting that 4,700 out of the 5,000 shares of the company's capital stock had been purchased by the Government; declaring the work to be one for the general advantage of Canada, and authorizing the issue of a proclamation, either with or without the purchase of the outstanding shares, vesting the road in the Crown.

By October, 1887, the whole of the remaining shares were acquired with the exception of 33, the value of which is \$552, and a proclamation was issued on the 5th October, 1887, under the authority of an Order in Council of the same date, declaring the road vested in the Crown from and after the 20th of that month. By an agreement dated the 1st of January, 1886, an interchange of running powers between the Government and the New Brunswick Railway Company over the Carleton Branch Railway from Fairville to Carleton, and the portion of the line of the company, namely, between Fairville and the St. John Cantilever Bridge, respectively, was effected.

GOVERNMENT ACTION AS TO SUBSIDISED LINES.

With regard to the several lines of railway subsidized by the Dominion, the following represents the action taken and the progress made in so far as the Dominion Government has cognizance or concern; only those lines and companies being mentioned as to which definite steps, other than merely preliminary, have been taken towards securing the subsidy. Information has been brought down to the 31st of December, 1889.

Since the system of subsidy of railway enterprise was commenced, the following are the sums paid over, namely:—

| | | | |
|---|----|---------|--------------|
| For the fiscal year 1883-84, ended on June 30, 1884 | \$ | 208,000 | 00 |
| do 1884-85 | do | 1885 | 403,245 00 |
| do 1885-86 | do | 1886 | 2,171,249 00 |
| do 1886-87 | do | 1887 | 1,406,533 00 |
| do 1887-88 | do | 1888 | 1,027,041 92 |
| do 1888-89 | do | 1889 | 846,721 83 |

\$6,062,790 75

Add to the above for the six months that have elapsed since, namely, from the 30th of June, 1889, to the 31st December, 1889.....

813,287 00

Total payments to the 31st of December, 1889, \$6,876,077 75

The Canadian Pacific Railway is not included in the above, nor is the subsidy to the Canada Central, nor that to the Quebec Government for the line from Ottawa to Quebec, nor advances made on mortgage to the St. John Bridge Company, to the Albert Railway Company and to the Fredericton and St. Mary's Bridge Company.

The total number of companies to whom payments have been made on subsidy account up to the 31st of December, 1889 (with the above exceptions) is 48.

A tabulated statement of payments will be found in Appendix 3, page 8.

The following pages show, in alphabetical sequence, the position of those companies whose dealings with the Government in respect of subsidies are not yet closed. Reports of previous years give information as to companies whose subsidies have been earned and paid prior to the 1st of July, 1888.

Albert Southern Railway Company.

(See No. 36 and 151.)

By the Act 47 Vic., chap. 8 (1884), a subsidy not exceeding \$51,200 was authorised towards the construction of a line from Hopewell (now called Albert) to Alma, N. B.

Under the authority of an Order in Council of the 8th of May, 1885, a contract for this work, namely, from Albert to the mouth of Salmon River, in the parish of Alma, was made with the Albert Southern Railway Company on the 23rd of that month; the line to be completed by the 1st of July, 1887. By an Order in Council of the 4th of April, 1887, the company were permitted to change their location, a route *via* Derry's Corner being adopted.

The time for completion was extended to the 1st of July, 1888, the limit allowed by the Subsidy Act. The total payments up to the session of 1889 made to this company, amount to \$19,428.57. The balance of the subsidy, \$31,771.43, had lapsed, but was revived by the Act 52 Vic., ch. 3, of last session. From this the sum of \$1387.06 was paid prior to the 30th of June, 1889, making the total payments \$20,815.63. No further payments had been made up to the 31st of December, 1889.

Atlantic and North-West Railway Company.

(Canadian Pacific Railway Co.—See Nos. 20 and 63.)

By the Act 47 Vic., ch. 8, the grant of the following subsidy was authorised:—

“For the construction of a line of railway connecting Montreal with the harbours of St. John and Halifax by the shortest and best practicable route, after the report of competent engineers, a subsidy not exceeding \$170,000 per annum, for fifteen years, or a guarantee of a like sum for a like period as interest on bonds of the company undertaking the work, per year for fifteen years, \$170,000.”

By the Act 48-49 Vic., ch. 58 (1885), the grant of a further subsidy was authorised as follows:—

“For a line of railway from the south bank of the St. Lawrence River, opposite or near Montreal to the harbours of St. Andrews, St. John and Halifax, *viâ*

Sherbrooke, Moosehead Lake, Mattawamkeag, Harvey, Fredericton and Salisbury, a subsidy not exceeding eighty thousand dollars per annum for twenty years, forming in the whole, together with the subsidy authorised by the Act forty-seventh Victoria, chapter eight, for a line of railway connecting Montreal with the said harbours of St. John and Halifax by the shortest and best practicable route, which the line above described is found to be, a subsidy not exceeding two hundred and fifty thousand dollars per annum, the whole of which shall be paid in aid of the construction of such line of railway for a period of twenty years, or a guarantee of a like sum for a like period as interest on the bonds of the company undertaking the work; the said subsidy to be so granted upon the terms and conditions of and payable out of the Consolidated Revenue Fund in the manner specified in the said last mentioned Act in respect to the subsidy thereby authorized in aid of the said line of railway."

An application having been made for the said subsidies by the International Railway Company, and they having agreed to conform to the necessary conditions and requirements, and having evidenced their ability to construct and operate the road, entry into contract with them was authorised by an Order in Council of the 19th of November, 1885, and such contract was executed on the 14th of December, 1885, they undertaking to complete a line from a point on the south bank of the St. Lawrence at or near Caughnawaga, about 9 miles above Montreal, to connect with the Intercolonial Railway at Moncton by the 1st of July, 1889.

The International Railway Company subsequently disposed of their interest in this contract to the Atlantic and North West Railway Company, and that company were accepted as contractors by an Order in Council dated the 15th of November, 1886, the agreement made thereunder being dated the 6th of December, 1886.

The Atlantic and North West Railway Company, having powers under their charter to enter into arrangements for the crossing of the State of Maine, obtained, from the Maine Central Railway Company, the privilege of acquiring running powers for 99 years over the portion of their road between Mattawamkeag and Vanceborough, on the boundary line. These arrangements were accepted by an Order in Council of the 30th of December, 1886.

The total subsidies available under vote of Parliament for this work of railway construction, amounting, as above stated, to \$250,000 a year, for a term of twenty years, it became necessary so to apportion this amount as to secure the building of the links to connect with the roads already in existence in New Brunswick and Nova Scotia leading to the harbours named.

Accordingly, an estimate of the cost of the several sections of the surveyed line, as adopted, was made, and as the result an Order in Council was passed on the 14th of June, 1886, apportioning the subsidy, the arrangement being as follows:—For the section from the River St. Lawrence to Lennoxville, \$71,100. The section from Lennoxville to Moose River is covered by the International Railway, already constructed. For the section between Moose River and Mattawamkeag, a station on the Maine Central Railway, \$115,500. From Mattawamkeag to Harvey Station on the New Brunswick Railway, running arrangements have been made over existing roads. For the section between Harvey and a point on the Intercolonial Railway near Salis-

bury Station, \$63,400. The remaining distance is by the Intercolonial Railway to Moncton.

By Orders in Council of the 3rd of September, 1886, and 24th of May, 1887, approval was given to location plans for the distance between the River St. Lawrence (at Caughnawaga) and Lennoxville, passing through the town of St. Johns, P.Q., Farnham and South Stukely to Magog, thence passing to the north of Lake Magog; the Government location being thus modified, and the distance slightly increased, namely, from 100 miles to $101\frac{55}{100}$.

The portion of the road between Caughnawaga on the South Branch of the St. Lawrence, opposite Montreal, and Sherbrooke having been practically completed, and also the portion commencing from the end of the section built by the International Railway Company, and running as far as Mattawamkeag, these two sections were inspected, and under date the 31st of December, 1888, an Order in Council was passed authorising the payment of the annual subsidy applicable, namely, \$186,600.

By the construction of these two sections and the intermediate links of already-built railway, acquired as part of the system, direct communication is now afforded between the River St. Lawrence at Caughnawaga and Harvey. Connection is made at McAdam and at Harvey with the system of the New Brunswick Railway leading to St. Andrews and St. John; thence, over the Intercolonial Railway, with Moncton and Halifax, pending the full completion of the scheme for the shorter route from Harvey to Moncton direct. A new survey is being made by the Government of the country between Harvey and Salisbury in connection with this matter.

The Atlantic and North-West Railway Company having under their charter, 42 Vic., chap. 65 (1879) power to construct a bridge across the St. Lawrence, near Lachine, submitted for approval plans for such a bridge, to be situated about a mile below the entrance of the Lachine Canal, and about nine miles above Montreal. These plans, having been favourably considered from an engineering point of view, and also with regard to navigation, were approved of by an Order in Council dated 1st of April, 1882, subsequently modified by an Order of the 14th of November, 1885. The plans so approved show a steel bridge, with stone piers, having two spans of 408 feet each, two of 269 feet each, and eight of 242 feet each. The central 216 feet of each of the two channel spans affords a height of 60 feet above ordinary summer water level; these two spans are on the cantilever principle. The bridge is completed.

By an indenture dated the 6th of December, 1886, the Canadian Pacific Railway Company have obtained a lease in perpetuity of the line and interests of the Atlantic and North-West Railway Company.

Baie des Chaleurs Railway Company.

(See Nos. 42, 6 and 158.)

The Act 47 Vic., ch. 8, authorised the expenditure of \$300,000 (revoted in the year 1885) for the construction of a branch of the Intercolonial Railway, to extend for a distance of 20 miles eastward, from Metapedia towards Paspebiac.

Tenders for the work were received, but none of them coming within the limit of expenditure authorised by Parliament, an offer made by the Baie des Chaleurs.

Railway Company to build and operate this section as a part of their own road from Metapediac to Paspebiac for the amount, was accepted by an Order in Council of the 18th of September, 1885, and a provisional contract was entered into with them on the 7th of November, the section to be finished by the first of July, 1888, plans being furnished and the work supervised by the Department.

By the Act 46 Vic., ch. 25 (1883) a subsidy had been authorised in favour of this company towards the construction of their said road; the limit fixed by the Act being \$3,200 a mile, for 100 miles, or a total of \$320,000.

Provision, however, having been made, as above stated, for the building of the first 20 miles of this distance, the contract entered into with the company, also on the 7th of November, 1885, as authorised by an Order in Council, also dated the 18th of September, for the work under this subsidy, dealt with the construction of the last 80 miles only. It contained a clause under which, subject to authorisation from Parliament to that end, the portion, namely, \$3,200 a mile, applicable to the first 20 mile section of the road under the 100 mile subsidy of 1883, should be transferred to the second 20 mile section as an additional subsidy therefor, making the grant for such section \$6,400 a mile.

To this arrangement, approval of Parliament was given, the two agreements above mentioned being ratified and confirmed by the special Act 49 Vic., ch., 17; the date for the completion of the road being fixed by the Act as the 1st of December, 1888, in place of the 25th of May, 1887, as contemplated by their agreement.

By the Railway Subsidy Act of 1889, 52 Vic., ch. 3, the balance, 244,500, remaining unpaid of the subsidy mentioned in the Act 49 Vic., ch. 17, was granted to the company.

By authority of the same Act the subsidy applicable to the 30 miles between the 70th and the 100th mile was transferred to the section between the 40th and the 70th, making the grant for this section also, \$6,400 a mile. The company undertake to construct the section from the 70th to the 100th mile without subsidy, and have deposited bonds to the value of £83,000 stg. as security to that effect.

By an Order in Council of the 14th of June, 1888, the time has been further extended to the 1st of January, 1890.

Up to the end of the fiscal year, namely, the 30th June, 1889, there had been paid to the company the sum of \$375,500. A further sum of \$148,675 has since been paid, making the total payments up to the 31st of December, 1889, \$524,175, covering the distance up to the River Grand Cascapedia, the 60th mile from Metapedia.

The location has been approved up the 60th mile by Orders in Council, and the company have submitted for approval plans up to the 100th mile.

Beauharnois Junction Railway Company.

(See No. 102.)

By the Railway Subsidy Act, 50-51 Vic., ch. 25, the grant of a subsidy not exceeding \$96,000, was authorised in favour of the Beauharnois Junction Railway
[1889]

Company, for their railway from St. Martin towards St. Anicet, the estimated distance being 30 miles.

On the 21st of November, 1887, and under the authority of Orders in Council of the 1st of October and 2nd of November, a contract for the work was made with the company, namely, from St. Martin to Valleyfield towards St. Anicet, the road to be completed by the first of December, 1888. By the Order first named approval was also given to the location of the road from its junction with the Montreal and Champlain Junction Railway at St. Martin to Valleyfield $19\frac{6.9}{100}$ miles. An inspection of the road for this distance was made, and the sum of \$54,650 was paid during the fiscal year. No further payment has been made up to the 31st of December 1889.

Belleville and North Hastings Railway Company.

(See Nos. 54 and 93.)

By the Act 48-49 Vic., ch. 59 (1885) the grant of a subsidy not exceeding \$10,500, was authorised in favour of the Belleville and Hastings Railway Company, for a line of railway, about 7 miles long, from the village of Madoc to a point of junction with the Central Ontario Railway at Eldorado, and by the Act 49 Vic., ch. 10 (1886) a further subsidy was granted to the company for the same railway, namely, \$11,900, making a total subsidy of \$22,400. Under authority of an Order in Council of the 14th of November, 1887, a contract was made with the company on the 12th of December, for the work. The road has been built, and the subsidy for the actual distance, 6.84 miles, has been paid under an Order in Council dated the 29th of December, 1888, the amount being \$21,888.

Brockville, Westport and Sault Ste. Marie Railway Company.

(See No. 48 and 181.)

By the Act 48-49 Vic., chap. 59 (1885), aid was granted to an extent not exceeding \$128,000 towards the construction of the portion between Brockville and Westport, about 40 miles, of the line of the Brockville, Westport and Sault Ste. Marie Railway.

Under the authority of an Order in Council of the 28th of April, 1886, a contract was made with the company on the 16th of July, 1886, the subsidised road to be finished by the 1st of August, 1889.

Under an Order in Council of the 26th of November, 1888, the sum of \$45,000 has been paid. The balance of the subsidy lapsed on the 1st of August, 1889, but was revoked by the Act 52, Vic., ch 3.

Brantford, Waterloo and Lake Erie Railway Company.

(See No. 104.)

By the Act 50-51 Vic., ch. 24, authority was given for the grant of a subsidy of \$57,600 to the above company for 18 miles of their railway from Brantford to Hagersville or Waterford or some intermediate point on the Canada Southern Railway.

Under an Order in Council of the 4th of August, 1888, a contract was made with the company, on the 31st, for a line from Brantford to Waterford, the work to be completed by the 1st of August, 1891. An Order of the same date approved of the location, the actual distance being $16\frac{3}{4}$ miles. No portion of the subsidy had been paid up to the 31st of December, 1889; but the company have given notification in December, 1889, that the road is ready for traffic and inspection.

Buctouche and Moncton Railway Company.

(See Nos. 65 and 101.)

By the Act 49 Vic., chap. 10 (1886), assistance was authorised for the construction of a railway about 30 miles long, to connect Buctouche, N. B., with the Intercolonial Railway at or near Moncton, the subsidy not to exceed \$96,000.

By the Act 50-51 Vic., chap. 24, an additional subsidy of \$6,400 was granted for two miles additional, the distance between the points named actually being 32 miles, making the total subsidy \$102,400.

Under an Order in Council of the 10th September, 1886, an agreement, dated the 14th of that month, was entered into with the Buctouche and Moncton Railway Company for the execution of this work by the 1st of July, 1887. Up to the close of the fiscal year 1886-87 the sum of \$61,053.57 had been paid from the company's subsidy as the value of old rails furnished from the Intercolonial Railway and no further payment has been made up to the 31st of December, 1889.

Canada Atlantic Railway Company.

(See Nos. 60, 80 and 132.)

By the Acts 48-49 Vic., ch. 59, and 49 Vic., ch. 10, the Canada Atlantic Railway Company were subsidised to the extent not exceeding \$134,400, for a line from Clarke's Island, in the St. Lawrence, opposite Valleyfield, through Lacolle to the International boundary, about 50 miles; also from the present Ottawa terminus to the Chaudière Falls, and under the authority of Orders in Council, dated the 17th of September, 1885, and 1st of July, 1886, contracts have been made with the company for the work in question. The date for full completion has been extended by an Order in Council of the 17th of November, 1888, to the 1st of August, 1890. Under date the 4th of December, 1888, the company applied for the inspection of the Chaudière section.

Upon due inspection, payments have been made, under Orders in Council, to the extent of \$102,355.20; the work done and so paid for comprises the whole portion between Clarke's Island and Lacolle, a distance of 43.18 miles, also the section, 3 miles, between the terminus at Ottawa and the Chaudière Falls, on the River Ottawa.

By the Act 50-51 Vic., ch. 24, the grant of a subsidy not exceeding \$180,000 was authorised for a bridge across the River St. Lawrence at Coteau Landing on the line of this railway.

The Canada Atlantic Railway Company possess powers under the Acts 35 Vic., ch. 83, and 42 Vic., ch. 57, to build this bridge, subject to the approval of the Governor General in Council and upon Proclamation in the *Canada Gazette* showing such approval. The company having submitted satisfactory plans of the proposed work and site, these were approved by Orders in Council of the 23rd February, 1887, and 26th of November, 1888, and a proclamation was published in the *Canada Gazette* of the 10th of December, 1888.

An agreement dated the 5th of December, 1888, was entered into with the company for the construction of the said bridge, a low level structure with a swing, on certain conditions, specifications and descriptions approved by an Order in Council of the 12th of that month, with a view to their obtaining the subsidy authorised by the Act 50-51 Vic., ch. 24, above mentioned.

A supplementary agreement, framed in the interests of navigation and of the public, for the operation of the swing to be built in this bridge has been approved by Orders in Council of the 29th of December, 1888, and 9th of January, 1889, and will be held as part and parcel of the main agreement for the construction of the bridge. It requires the maintenance of a signal service at a point about one mile above the bridge, and the observance of such rules and regulations as are considered necessary for the protection of traffic down the navigable channel of the river.

The main features of the bridge as definitely proposed to be built by the company are as follows: From the north shore to Giroux Island, five spans, one 154 feet clear opening; two swing spans each 160 feet clear, and two trusses each 165 feet. From Giroux Island to Round Island 11 spans, each of 186½ feet clear opening. From Round Island to Clarke's Island four spans each of 213 feet clear opening, all the above being the width of the openings at summer water level. The total length of the bridging to be executed, including the spans, is about 4,100 feet. The superstructure will, it is proposed, be of iron rivetted lattice work, the width 16 feet clear inside the end posts, and the minimum height 32 feet, the rail level being 20 feet above minimum summer water level. The estimated cost of the superstructure, including the swing, is \$470,000. The work was nearly completed by the end of the year 1889, and the sum of \$149,812 has been paid from the subsidy for this bridge up to the 31st of December, 1889.

Caraquet Railway Company.

(See Nos. 7, 41, 68 and 116.)

Under an Order in Council, dated the 6th of May, 1884, the subsidies authorized by Parliament in 1883 and 1884, for the road of this company from a point near Bathurst, on the Intercolonial Railway, to Shippegan Harbour, amounting to \$192,000, were, granted to them. An agreement was executed under date the 20th of January, 1885, for the construction of the line, the portion from Caraquet to Gloucester Junction Station, near Bathurst, to be completed by the 25th May, 1887, and the whole road by the 1st of July, 1888. By an Act, 49 Vic., ch. 10, a further subsidy of \$32,000 was authorized, covering the last 10 miles of the road; for this, however, another Act, 50-51 Vic., ch. 24 (1887), was substituted, giving

the same subsidy for 7 miles. A contract was made with the Company on the 19th February, 1887, for this subsidy. Of the total subsidies granted, namely, \$224,000, there was paid during the fiscal year \$13,950: certain, work and the supply of rolling stock, to secure the finishing of which this sum had been withheld being completed. The whole amount of the subsidies has, therefore, now been paid.

Central Railway Company of New Brunswick.

(See Nos. 40 and 143.)

By the Act of 1884, 47 Vic., chap. 8, a subsidy not exceeding \$128,000 was granted in aid of the construction of about 40 miles of the Central Railway from the head of Grand Lake to a point on the Intercolonial Railway between Sussex and St. John, N.B.

Under the authority of an Order in Council on the 5th of June, 1886, a contract was made with the Central Railway Company, on the 7th July, 1886, for a line from Salmon River at the head of Grand Lake to Norton on the Intercolonial Railway, the work to be completed by the 1st of July, 1888. Certain work had been executed, but the contract obligations had not been carried out, and no portion of the subsidy was paid. The subsidy lapsed, but was revived last session, by the Subsidy Act 52 Vic., ch. 3. In November, 1889, the Company applied for inspection of the road as a completed work, but no portion of the subsidy has been paid up to the 31st of December 1889.

By the Act 51 Vic., ch. 3, a grant as a subsidy to this company was authorized of certain used iron rails to the value of \$83,612.54, loaned to the St. Martins and Upham Railway Company, which railway has been acquired by the Central Railway Company; the sale being approved by an Order in Council of the 15th of November, 1887,) the condition of the grant being that such rails should first be replaced by new steel rails. The new steel rails have been substituted and an Order in Council of the 18th of October, 1889, has authorized the transfer of the old rails to the Company.

Chignecto Marine Transport Railway Company.

(See No. 5.)

On the 3rd of February, 1882, this company (which received incorporation the same year, by Act 45 Vic., chap. 76) made a proposal to the Government for the construction of a line of railway for the transport of ships overland across the Isthmus of Chignecto from Tidnish, on Bay Verte in the Gulf of St. Lawrence, to a point at or near the mouth of the River La Planche, in the Bay of Fundy, and by the Act 45 Vic, ch. 55, authority was given for the grant of a subsidy of \$150,000 a year for 25 years, in aid of the work.

No definite action was, however, taken until the 6th of October, 1885, when an Order in Council was passed authorizing entry into agreement with the company, subject to the approval of Parliament, and such agreement was executed on the 4th of March, 1886. Under its terms, the subsidy payable is to be \$170,602 a year for 20 years, or such portion thereof as may be required to bring the net earnings to 7 per cent. per annum on the authorized share and bond capital of the company,

\$5,500,000, and to be granted only during the satisfactory performance of the services contemplated, such services comprising the raising, transport and lowering of vessels of 1,000 tons burden, registered, with full cargo. Should the earnings exceed 7 per cent. per annum, one-half of such surplus is to be paid to the Government until repayment of the whole amount received by said company under their subsidy.

By a special Act, 49 Vic., ch. 18 (1886), this agreement was confirmed and ratified.

By a further special Act, 51 Vic., ch. 4 (1888), the time for the completion of the work, for subsidy purposes, was extended to the 1st of July, 1890, with, if required, a further extension for 24 months, but under penalty.

The company having submitted plans, the same were approved by an Order in Council of the 23rd of May, 1888, and certain amendments to them by an Order of the 7th of June, 1889. The works are making rapid progress and the rails, of 110 lbs. the yard are delivered.

Cornwallis Valley Railway Company

(See No. 128 and 168.)

By the Act 50-51 Vic., ch. 24 (1887) the grant of a subsidy to this company to the extent of \$41,600 was authorized, for 13 miles of their railway from Kentville to Kingsport,

Under an Order in Council of the 29th of March, 1888, they were admitted to contract on the 28th of May, the road to be completed by the 1st of October, 1889.

By the Act 52 Vic., ch. 3, an additional subsidy for one mile, \$3,200, was authorized, and a contract has been entered into for the building of such extra mile, to the harbour of Kingsport. The time for the completion of the whole work has been extended to the 1st of October, 1890.

Up to the 31st of December, 1889, no portion of the subsidy had been paid.

Cumberland Railway and Coal Company.

(See No. 124.)

By the Act 50-51 Vic., ch. 24 (1887) the grant to this company of a subsidy to the extent of \$44,800 was authorized, for 14 miles of their railway from a point on the Spring Hill and Parrsboro' Railway, near Spring Hill, to a point on the Oxford and New Glasgow Railway, near Oxford.

The company having applied, they were admitted to contract on the 12th of April, 1888, under an Order in Council of the 12th of March, the work to be completed by the 1st August, 1891.

No portion of the subsidy has been paid up to the close of the fiscal year, but subsequent to that date \$25,000 had been paid up to the 31st of December, 1889.

Dominion Lime Company.

(See No. 108.)

By the Act 50-51 Vic., ch. 24 (1887), the grant of a subsidy to the Dominion Lime Company was authorized, namely, for a railway of an estimated length of seven miles starting from a point on the Quebec Central Railway, in the township of Dudswell, to the Dudswell Lime Company's quarries, the amount not exceeding \$22,400.

A contract was made with the company on the 12th October, 1887, and the work is completed. The full amount of the subsidy applicable to the road, which is $4\frac{8}{100}$ miles long, namely, \$15,360, was paid before the close of the fiscal year.

Drummond County Railway Company.

(See Nos. 99 and 175.)

By the Railway Subsidy Act of 1887, 50-51 Vic., ch. 24, the grant of aid to an extent not exceeding \$96,000 was authorized to the Drummond County Railway Company for 30 miles of their railway from Drummondville towards Nicolet, P.Q.

Under the authority of an Order in Council of the 12th of November, 1887, which also approved of the location plans for $12\frac{1}{2}$ miles, a contract was made with the company on the 1st of December, 1887, covering a line from the South Eastern Railway at the Village of Drummondville to the South West branch of the River Nicolet, the road to be completed by the 1st of August, 1891.

On the 2nd of May, 1889, the company were admitted to contract for the balance, $17\frac{1}{2}$ miles, of the 30 miles subsidized.

By the Railway Subsidy Act of 1889, 52 Vic., ch. 3, this company were further subsidized for $4\frac{1}{2}$ miles from the end of the line already subsidized to Ball's wharf on the River St. Lawrence, \$14,400, and were admitted to contract on the 24th of December, 1889.

Up to the 30th of June, 1889, the total payments to this company amounted to \$28,872, and there has since been paid \$5,500, making the total payments up to the 31st of December 1889, \$34,372. The road is built, but is not completed according to the contract.

Elgin, Petitecodiac and Havelock Railway Company.

(See No. 144.)

By the act 51 Vic., chap. 3 (1888), certain used iron rails from the Intercolonial railway, valued at \$44,252.82, which had been loaned to the Elgin Branch Railway, now part of the line of the above named company, were changed from a loan to a subsidy for that company, on the condition that they should first be replaced on the track with new steel rails.

Such rails have been laid for a distance of 7 miles out of a total of 22 miles, and the transfer was authorized by an Order in Council of the 7th of October 1889.

(*Note.* A previous subsidy of \$38,400 had been earned by and paid to this company in 1885-86.)

Fredericton and St. Mary's Bridge Company

(See No. 165)

By the special Act 50-51 Vic., ch. 26 (1887), the Governor in Council was authorized to make advances (secured by a mortgage) to the Fredericton and St. Mary's Bridge Company, in aid of the construction of a railway bridge over the River St. John, such advances not to exceed 80 per cent of the expenditure as made, nor in the whole \$300,000.

Upon submission of satisfactory plans for such bridge and its approaches, an Order in Council was passed on the 25th of August under which a deed of mortgage and agreement was executed on the 12th of October, 1887, covering the works in question, and running for a term of 15 years from the date of the first advance, the interest payable being at the rate of 4 per cent. per annum. The bridge having been built and inspected, authority was given on the 14th of November, 1888, for its being opened for public traffic. On the 17th of April, 1889, an Order in Council was passed authorizing the payment of the balance of the total advance permitted by the Act, the expenditure on the work having been \$376,741.

By the Subsidy Act of last Session, 52 Vic., ch. 3, a subsidy of \$30,000 was granted to the company for the said bridge, and was paid before the close of the fiscal year.

The work connects the Fredericton Railway at Fredericton with the Northern and Western Railway at St. Mary's.

Great Eastern Railway Company.

(See Nos. 88, 114 and 174.)

By the Act 49 Vic., ch. 10, authority was given for the grant of a subsidy to an extent not exceeding \$32,000, on an estimated distance of 10 miles, towards the construction of a line from Yamaska to the River St. Francis, Que.; and the Great Eastern Railway Company having applied, and having satisfactorily shown their ability to perform the work, a contract was made with them on the 12th of October, 1886, under the authority of an Order in Council of the 9th of that month, the time for completion being fixed as the 1st of October, 1887.

The road having been completed and inspected, the whole of the subsidy due for its actual distance, 6 miles, namely, \$19,200, was paid under an Order in Council of the 27th of March, 1887.

By the Act 50-51 Vic., ch. 24, authority was given for the grant of a subsidy to the company to an extent not exceeding \$96,000 for 30 miles of their railway from the River St. Francis to the Arthabaska (Grand Trunk) Railway at St. Grégoire, and under an Order in Council an agreement was entered into with them for the work, the date being 16th March, 1888. The time for completion has been extended to the 1st of August, 1891. No portion of this subsidy had been paid up to the 31st of December, 1889.

By the Act 52 Vic. cap. 3, a subsidy was authorized to the extent of \$64,000 for a further distance of 20 miles from St. Gregoire.

Great Northern Railway Company.

(See Nos. 33, 37, 72, 79 and 154.)

By the Act 47 Vic., ch. 8 (1884), a subsidy not exceeding \$32,000 was granted to this company for the construction of a line from St. Jérôme to New Glasgow, Que.; the estimated length being 10 miles.

Under the authority of an Order in Council of the 3rd February, 1885, a contract for the work was entered into with the company on the 14th of that month, the road to be completed by the 1st of July, 1885.

The line was duly completed and inspected. Under an Order in Council of the 2nd of March, 1885, payment was made therefor, namely, for 7.84 miles, \$25,088.

By the Act 49 Vic., ch. 10 (1886), a subsidy not exceeding \$57,600 was authorized for a line from New Glasgow to Montcalm, a distance of about 18 miles. The Great Northern Railway Company having applied for it, it was granted to them by an Order in Council of the 18th July, 1887, which also approved of the location. The contract was made on the 19th of August, 1887, the road to be completed by the 1st of August, 1890. The first 10 miles have been inspected, but no payment has been made up to the 31st December, 1889.

By the Act 49 Vic., ch. 10, a subsidy not exceeding \$22,400 was granted for a line from St. Andrews to Lachute, Que., 7 miles. For this subsidy the above named company applied, but no contract was made. The same subsidy was again voted by the Act of 1889, 52 Vic., ch. 3, and authority has been given by an Order in Council of the 9th of September, 1889, for entry into contract.

Guelph Junction Railway Company.

(See No. 105.)

By the Subsidy Act of 1887, 50-51 Vic., ch. 24, authority was given for the grant of a subsidy not exceeding \$51,200 to the Guelph Junction Railway Company for 16 miles of their railway from its junction with the Canadian Pacific Railway to the town of Guelph, Ont.

Under date the 1st of October, 1887, an Order in Council authorized entry into contract, and such contract was signed on the 5th of November, the date fixed for the completion of the road being the 1st of January, 1889.

The location plans for the road, 15 $\frac{1}{4}$ miles, having been approved, and the work inspected, payment has been made of the sum of \$46,000 under an Order in Council dated the 21st of December, 1888, leaving a balance of \$2,800. No further payment has been made up to the 31st of December, 1889.

Harvey Branch Railway Company.

(See No. 103.)

By the Subsidy Act of 1887, 50-51 Vic., ch. 24, the grant of a subsidy to the Harvey Branch Railway Company was authorized to an extent not exceeding \$9,600 in aid of a line about 3 miles in length, extending from the southern terminus of the Albert Railway to Harvey Bank.

A contract was entered into with the company on the 3rd of October, 1887, for the work. The road has been built and inspected, and payment has been made of the sum of \$5,553.57, up to close of the fiscal year. No further payment has been made up to the 31st December, 1889.

Hereford Railway^a Company, (formerly Hereford Branch Railway Company.)

(See Nos. 73 and 179.)

By the Act 49 Vic., ch. 10 (1886), authority was given for the grant of a subsidy to the extent of \$108,800 for a railway from Hereford to the International Railway in the township of Eaton, an estimated distance of 34 miles.

The Hereford Branch Railway Company having applied, an Order in Council of the 30th of December, 1887, authorized entry into contract with them for the work and a contract was made accordingly, dated the 31st of March, 1888. The date for completion is fixed as the 1st of August, 1890.

By the subsidy Act of 1889, 52 Vic., ch. 3, a subsidy, of \$48,000 was authorized for a line from Cookshire to Dudswell on the Quebec Central Railway, 15 miles, and the company were admitted to contract on the 3rd of August, 1889. The whole of the road has been built, and up to the close of the fiscal year the company had been paid \$63,900. Since that date further payments have been made, and up to the 31st of December, 1889, out of their total subsidies, \$156,800, the company have been paid \$155,200. The difference, \$1,600, representing some minor work remaining to be finished.

Irondale, Bancroft and Ottawa Railway Company.

(See No. 24 and 159.)

By the Act 47 Vic., ch. 8 (1884), the Irondale, Bancroft and Ottawa Railway company were subsidized, to an extent not exceeding \$160,000, for a line, about 50 miles long, to connect the Victoria Branch of the Midland Railway with the village of Bancroft.

With the sanction of an Order in Council of the 10th July, 1886, a contract was made with the company on the 19th of August, 1886, the first 10 miles to be completed by the 1st of December, 1886, and the remainder by the 1st of July, 1888.

Under the authority of an Order in Council of the 14th of February, 1887, \$15,000 has been paid. No further payment has been made up to the 31st of December, 1889, but the unpaid balance of subsidy, \$145,000, which had lapsed, was revoked by the Act 52 Vic., ch. 3 (1889).

Joggins Railway Company.

(See Nos. 76 and 100.)

By the Act 49 Vic., ch. 10 (1886), authority was given for the grant of aid to an extent not exceeding \$38,400, towards the construction of a railway, the estimated length of which is 12 miles, from a point at or near McCann Station, on the Intercolonial Railway, to the Joggins, on Cumberland Basin, N. S.

The Joggins Railway Company having applied for this subsidy, and the application being satisfactory, a contract was made with them on the 30th of November, 1886, under the authority of an Order in Council on the 5th of October, the line to be completed by the 1st of November, 1887.

A further subsidy to this company not exceeding \$4,000 having been authorized by the Act 50-51 Vic., chap. 24 (1887), towards the construction of an extension of the line, $1\frac{1}{4}$ mile long, to the wharves on Cumberland Basin, a contract was made with them for the work on the 13th of October, 1887.

Nothing was paid during the year from the company's subsidy, the amount paid remaining as last year, \$26,138.78.

Lake Erie, Essex and Detroit River Railway Company.

(See No. 133.)

By the Act 50-51 Vic., ch. 26 (1887) the grant of a subsidy to the extent of \$118,400, for 27 miles of their railway, was authorized in lieu of a subsidy granted to this company, the previous year, and on the 6th of April, 1888, they were admitted to contract for the construction of a line from Walkerville, on the Detroit River, to Cedar Creek Station, under the authority of an Order in Council of the 25th of March.

The line having been built and inspected, the company were authorized, on the 22nd of December, 1888, to open it for traffic.

Of the subsidy, the sum of \$106,500 was paid before the close of the fiscal year, the balance, \$11,900, being retained. No further payment has been made up to the 31st of December, 1889.

Lake Temiscamingue Colonization Railway Company.

(See Nos. 55, 84, 119, 122 and 169.)

By the Act 48-49 Vic., ch. 59, a subsidy was authorized in aid of the construction of a line of railway from Long Sault to the foot of Lake Temiscamingue, surmounting certain rapids on the River Ottawa. The limit of the amount was \$25,600, covering a total distance of 8 miles. A contract was entered into on the 25th of November, 1885, for the construction of 6 miles, to be completed by the 1st of January, 1887.

In conformity with an express provision to that effect in clause 2 of the Act 49, Vic., ch. 10, Letters Patent were issued under an Order in Council of the 20th of July, 1886, published in the *Canada Gazette* of the 24th, granting a charter for the construction of this railway to the "Lake Temiscamingue Colonization Railway Company."

By the Subsidy Act, 49 Vic., ch. 10, a further subsidy of \$6,000 was authorized for the building of wharves and landing stages in connection with this line. This was subsequently cancelled, and by the Act 50-51 Vic., ch. 24 (1887), the definition of portions of the road to which the preceding Acts had granted subsidies was corrected, the amount of the subsidy, however, remaining the same, namely, a total of \$31,600.

By the Act 50-51 Vic., ch. 24, the grant of a subsidy to the extent of \$33,600 was authorized for 10½ miles of this company's line from Long Sault to Lake Kipewa. The contract for this subsidy was entered into on the 27th of June, 1888.

During the fiscal year the sum of \$9,000 was paid, making a total of \$26,400, and since that date a further sum of \$26,360, making a total of \$52,760 up to the 31st of December, 1889.

Leamington and St. Clair Railway Company.

(See Nos. 56 and 123.)

By the Act 48-49 Vic., ch. 59 (1885), aid was granted to an extent not exceeding \$44,800 towards the construction of a line of railway from a point on the Canada Southern Railway near Comber, to Leamington, on Lake Erie.

By the Act 50-51 Vic., ch. 24, a further subsidy of \$6,400 was granted, making the total subsidy \$51,200.

Under authority of an Order in Council of the 13th of April, 1886, a contract for this work was made with the Leamington and St. Clair Railway Company on the 3rd of May, 1886, the road to be completed by the 1st of August, 1889. After inspection of the road and under Order in Council the sum of \$19,200 was paid during the fiscal year, completing the total subsidy of \$51,200 authorized.

Minudie Railway Company.

(See No. 121.)

By the Act 50-51 Vic., ch. 24 (1887), authority was given for the grant of a subsidy to the extent of \$17,600 to the above company for 5½ miles of their railway from its junction with the Joggins Railway, near the River Hebert Railway Bridge, to the village of Minudie, Nova Scotia.

Under authority of an Order in Council of the 10th of February, a contract, dated the 26th of March, 1888, has been made with the company for this work, which was to be completed by the 1st of March, 1889.

Up to the 31st of December, 1889, no portion of the subsidy has been paid.

Montreal and Champlain Junction Railway Company.

(See Nos. 51, 125 and 136.)

By the Act 48-49 Vic., ch. 59, a subsidy was authorized to be granted to this company for a line from Brosseau's to Dundee, not exceeding \$30,000. The work was completed and the subsidy was paid in the year 1885-86.

By the Act 50-51 Vic., ch. 24, a further subsidy not exceeding \$64,000 was authorized to be granted to this company, and the contract was signed on the 25th of January, 1888, for a line from Fort Covington to Massena Springs.

By the Act 51 Vic., ch. 3, a further subsidy of \$9,600 was authorized for 3 miles additional, making a total of \$73,600. Of this amount \$36,700 was paid during the fiscal year and subsequently the sum of \$5,400, making the total payments under this contract \$58,500 up to the 31st of December, 1889.

Montreal and Lake Maskinongé Railway Company.

(See No. 74.)

By the Act 49 Vic., ch. 10 (1886), the grant of a subsidy of \$32,000 for a railway from St. Félix to Lake Maskinongé, P. Q., was authorized, and application being made by the Montreal and Lake Maskinongé Railway Company, an Order in Council of the 1st of October, 1887, accepted them as contractors, and an agreement was entered into accordingly on the 29th of September, covering the distance between St. Félix and St. Gabriel de Brandon, near Lake Maskinongé, the road to be completed by the 1st of December, 1888. The location plans for the distance, 12 $\frac{3}{4}$ miles, were approved by an Order in Council of the 23rd of June, 1888. During the fiscal year payment has been made of \$19,700 and, subsequently, the further sum of \$10,800, making the total payments up to the 31st of December, 1889, \$20,500.

Montreal and Sorel Railway Company.

(See No 47.)

By the Act 48-49 Vic., ch. 59, a subsidy not exceeding \$72,000 was authorized to be granted to this company for a line from St. Lambert to Sorel. Under an Order in Council of the 2nd October, 1885, a contract was made with the company on the 14th, and under the authority of Orders in Council, the last dated the 10th of November, 1886, payments have been made, amounting in all to \$69,922, the road, 44.67 miles long, having been completed, with the exception of a small quantity of work, to secure the finishing of which \$1,550 was retained. No further payment has been made, and the said balance lapsed on the 1st of August, 1889.

Montreal and Western Railway Company.

(See No. 78.)

By the Subsidy Act of 1886, 49 Vic., ch. 10, authority was given for the grant of a subsidy, in lieu of previous subsidies, to the Montreal and Western Railway Company for 70 miles of their railway from St. Jérôme, northwesterly towards Le Désert, P.Q., the amount being \$5,161 per mile, not exceeding in the whole, \$361,270.

Under authorization of an Order in Council dated the 4th of June, 1888, a contract was made with the company for the work on the 6th, the date for completion being fixed as the 1st of August, 1890. The location plans for this distance have been approved. No portion of the subsidy has been paid up to the 31st of December, 1889.

Napanee, Tamworth and Quebec Railway Company.

(See Nos. 13, 27, 57, 94, 107 and 166.)

In 1883 Parliament authorized a subsidy of \$89,600 to this company, covering their road from Napanee to Tamworth.

A contract, dated 31st December, 1883, was entered into with the company for this work, and upon completion, inspection, and approval of the road, this subsidy was all paid under Orders in Council, the last dated the 28th of July, 1884.

[1889]

xxxvii

In the Session of that year Parliament authorized the grant of a further subsidy, not exceeding \$3,200 a mile or a total of \$70,400, for an extension of this company's road from Tamworth to Bogart and Bridgewater. In 1885, however, in substitution for this subsidy, Parliament authorized the grant to the company, of a subsidy of \$70,000 for a line "from Tamworth towards Bogart and Bridgewater, 16 miles." This, again, was cancelled by the Act 49 Vic., ch. 10 (1886), a subsidy of \$70,000 being granted to the company for 18 miles of their railway from Tamworth to Tweed.

By the Act 50-51 Vic., ch. 24 (1887), a further subsidy to this company, not exceeding \$12,800, was authorized for 4 miles of their road to Tweed.

Under date the 25th of July, 1888, an Order in Council authorized entry into contract, and approved the location plans from Tamworth to Tweed, 20 miles. The contract was signed on the 31st of July, 1888, covering both subsidies. The road is to be completed by the 1st of August, 1890.

By the Act 52 Vic., ch. 3 (1889), the grant of a further subsidy to this company was authorized for 7 miles of their railway from Yarker to Harrow-smith, and also a grant to a company for three miles of railway from Harrow-smith to Sydenham, the total being \$32,000. Under date the 4th of September, 1889, the company were admitted to contract for 3 miles, to be completed by the 1st of August, 1893, and under date the 26th of December for the distance of $6\frac{3}{4}$ miles from a point near Yarker to or near to Harrow-smith, to be completed by the 1st of August, 1891.

The total subsidies available under the contracts covering the distance between Tamworth and Tweed, Yarker, Harrow-smith and Sydenham amount to \$114,800. Of this, no portion had been paid up to the close of the fiscal year, but subsequent to that date \$75,400 has been paid up to the 31st of December, 1889. Under date the 30th of November, 1889, the company were allowed to open for traffic between Tamworth and Tweed, and between Yarker and Harrow-smith.

Northern and Pacific Junction Railway Company—Gravenhurst to Callander.

(See Nos. 1, 16 and 160.)

For the purpose of affording to the Province of Ontario the advantage of direct railway communication with the North-West, it was necessary that a road should be built connecting the Canadian Pacific Railway with the existing railways of Ontario, and such a line was subsidized by the Acts of 1882 and 1883, to the extent of \$12,000 a mile, for a distance of 110 miles, or a total of \$1,320,000. It extends, southwards, from the Canadian Pacific Railway at Nipissing Junction, east of Lake Nipissing, to the village of Gravenhurst, a distance of $111\frac{1}{4}$ miles, there connecting with the railway system of Ontario. Under the authority of an Order in Council, dated the 10th of April, 1884, a contract was entered into on the 12th of April, 1884, with the Northern and Pacific Junction Railway Company (formerly the Northern, North-Western and Sault Ste. Marie Railway Company), for the construction of this line, the same to be completed by the 1st of May, 1886.

Connection was made from north to south in January, 1886, a through train running on the 27th of that month.

By an Order in Council of the 3rd of May, 1886, the time for completion was extended to the 1st of August, 1886.

Up to the 31st of December, 1886, the total payments aggregated \$1,284,400, leaving the sum of \$35,600 to cover certain incomplete work. This balance lapsed, but was revoked in 1889 (52 Vic., ch. 3,) being, however, set down as \$35,000 only. The whole of the work being completed, under an Order in Council of the 6th of July 1889, this amount was paid to the company, leaving \$600 due.

Northern and Western Railway Company.

(See Nos. 11, 29, 50 and 61.)

In 1883 Parliament authorized the grant of a subsidy to this company of \$102,400, towards the construction of 32 miles of their railway, from the Intercolonial Railway, near the Miramichi, to Moran's, near Demphy village, N.B. This action was suggested to the House, in view of an application made for aid for a line extending from the Intercolonial Railway at the crossing of the Miramichi River, *via* Boiestown and the Nashwaak Valley to Gibson, on the River St. John, opposite Fredericton. In 1884, no work having meantime been commenced, Parliament voted money for the construction, by the Government, of the portion of this distance, extending from Derby Station, on the Intercolonial Railway, to Indiantown, and authorized the grant to this company of a subsidy of \$128,000 in aid of their railway from Fredericton to Miramichi, "instead of the subsidy proposed in 1883."

The contract for the construction of this subsidized line, from Fredericton to the Miramichi, 40 miles in length, was signed on the 24th of December, 1884, an Order in Council of the 16th of that month having given approval to the draft of such contract. The date fixed for completion was the 1st of July, 1888.

The location for the whole distance, 40 miles, having been approved of by Orders in Council, and the road having been duly completed and inspected, the whole of the subsidy, \$128,000, was paid to the company, before the close of the fiscal year 1885-86.

In 1885, a subsidy in favour of this company was authorized to the extent of \$19,200 for a continuance of their line to Boiestown, and under the authority of an Order in Council of the 6th of November, 1885, a contract was made with the company for the work on the 26th of that month. The location was approved by an Order in Council of the 27th. The line, six miles in length, was to be completed by the 1st of November, 1886. The line being completed, an Order in Council was passed on the 13th of July, 1886, under which payment of \$18,200 was made; the balance, \$1,000, being retained to cover the widening of certain cuttings.

Parliament also, in 1885, authorized the grant of a subsidy to the extent of \$140,800 in aid of the construction of a line of railway from Indiantown, *via* the Miramichi Valley, to its junction with the Northern and Western Railway at or near Boiestown.

The Northern and Western Railway Company having applied for the work, they were accepted, and a contract was made with them on the 26th of November,

1885, as authorized by an Order in Council of the 7th of that month; the location for the whole distance, about 50 miles, being approved of by an Order of the 27th. The line was to be completed by the 1st of August, 1888.

By the Subsidy Act, 49 Vic., ch. 10 (1886) a further grant of \$32,000 to this company was authorized for ten miles of their railway, made up of the portion intervening between the present termini of their already subsidized line and of the two miles extending down to deep water at Chatham.

For this subsidy, a contract was made with the company on the 14th of August, 1886, covering the intervening portion of line only, and omitting the two miles deep-water extension. Under date the 12th of August, 1887, they entered into an agreement covering the two miles in question, the amount of subsidy applicable being \$6,400.

By the 31st of December, 1887, the whole road between Gibson, opposite Fredericton, and Indiantown was completed and in operation, the actual distance being $95\frac{1}{2}$ miles. The total subsidy provided for this distance was \$313,600. The amount found to be actually applicable was \$305,600, and the whole has been paid after due inspection and on Orders in Council, the last dated the 31st of December, 1887.

Under date the 29th of November, 1888, an Order in Council passed authorizing payment of the sum of \$6,300 out of the \$6,400 of subsidy for the deep water extension at Chatham (\$100 being retained for the completion of certain work), and this amount has been paid. Since the 30th of June, 1889, the said sum of \$100 has been paid, completing the payment of all subsidies granted to this company, \$312,000.

The portion connecting Indiantown with the Intercolonial Railway, fourteen miles, having been built by the Government as a branch for its main road, there is now direct communication between Fredericton and the Intercolonial Railway at Derby, the distance being about $109\frac{1}{2}$ miles.

Nova Scotia Central Railway Company.

(See Nos. 129 and 135.)

By the subsidy Act of 1887, 50-51 Vic., ch. 24, the Nova Scotia Central Railway Company were subsidized for 34 miles of their railway, to an extent not exceeding \$108,800. Under an Order in Council of the 16th of September, 1887, the company were admitted to contract on the 17th of October, 1887, the work to be executed being a line of railway from Lunenburg, on the east coast of Nova Scotia, westward, to a point in the district of New Germany, together with a spur, about $\frac{3}{4}$ mile long, to Bridgewater Railway Wharf, the whole to be completed by the 31st of December, 1889.

By the Act 51 Vic., chap. 3 (1888) the grant of a further subsidy not exceeding \$147,200 was authorized, for 46 miles of the company's railway, and under an Order in Council of the 9th October, 1888, a contract, dated the 15th of October, 1888, was executed, covering a line of railway $39\frac{1}{2}$ miles, starting from a point $33\frac{1}{2}$ miles from Lunenburg, and running to Middleton on the Windsor and Annapolis Railway; the work is to be completed by the 31st of December, 1890.

No portion of these subsidies had been paid by the close of the fiscal year, but since that date, after due inspection and an Order in Council, payments have been made to the extent, up to the 31st of December, 1889, of \$181,300, covering the distance from Lunenburg to Middleton and the spur to Bridgewater, a total of 73½ miles.

Ontario and Pacific Railway Company.

(See Nos. 31, 115 and 150.)

By the Act 47 Vic., chap. 8, (1884) the grant of a subsidy to the Ontario and Pacific Railway Company was authorized, namely, to the extent of \$262,400, on an estimated distance of 82 miles, for a line from Cornwall to Perth, and on the 27th of July, 1886, a contract was made with the company, under the authority of an Order in Council of the first day of that month, for the construction of such line, *viâ* Newington, Chrysler, Manotick and Franktown, the road to be completed by the 1st July, 1888. This subsidy lapsed on the 1st of July, 1888.

By the Act 50-51 Vic., chap. 24, a further subsidy of \$19,200 for a further distance of 6 miles was granted.

No portion of these subsidies has been paid up to the 31st of December, 1889.

By the Act 52 Vic., chap. 3, 1889, a subsidy not exceeding \$172,400 was authorized to this Company for a line from Cornwall to Ottawa.

Ontario and Quebec Railway Company.

(See West Ontario Pacific Railway Company.)

Ottawa and Gatineau Valley Railway Company.

(See Nos. 8, 26, 58 and 151.)

By the Act 48-49 Vic., chap. 59 (1885) the grant of a subsidy to this company was authorized (in lieu of subsidies granted in previous years), namely, for a line of railway from Hull station towards the village of Le Desert, 62 miles, the amount being \$320,000. This subsidy having lapsed, it was re-voted last session by the Act 52 Vic., chap. 3.

Under authority of an Order in Council of the 10th of July, 1889, a contract with the company for the work in question, 62 miles, was signed on the 19th of August, the date for completion being fixed as the 1st of August, 1893.

The location plans of the first 20 miles were approved by an Order in Council of the 11th of July, 1888.

Up to the 31st of December, 1889, no portion of the subsidy had been paid.

Pontiac and Renfrew Railway Company.

(See No. 163.)

By the Act 52 Vic., chap. 3. (1889) the grant of a subsidy to the above company of \$19,200 was authorized for six miles of their railway and under date the 2nd of August, 1889, they were admitted to contract, the line to be from the Bristol iron mines to the Pontiac Pacific Junction Railway, in Onslow, the work to be completed by the 1st of October, 1889. No payment was made during the fiscal year, but subsequently, up to the 31st of December, 1889, there was paid \$9,800.

[1889]

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Pontiac Pacific Junction Railway Company.

(See Nos. 25 and 138.)

This line was subsidized by Parliament in 1884, to the extent of \$3,200 a mile, not exceeding \$272,000.

Under authority of an Order in Council, dated the 12th of December, 1884, a contract, dated the 22nd of that month, was made with this company for the building of the line subsidized, namely, from Aylmer, Que., to Pembroke, crossing the River Ottawa at a point "not east of Lapasse," the first twenty-seven miles to be completed by the 1st September, 1885 (extended to 15th of December by Order in Council of the 13th of August, 1885), the second twenty-seven miles by the 1st of July, 1886, and the whole road, estimated at 85 miles west of Alymer, by the 1st of July, 1887.

Up to the close of the fiscal year, 1887-88, a total of \$174,828, for a distance of 71 miles from Aylmer, had been paid out of the full subsidy, \$272,000.

The road is open for public traffic from Aylmer to Coulonge, 59 miles.

By the Act 51 Vic., ch. 3 (1888), a subsidy to this company of \$31,500 was authorized for the bridging of the River Ottawa at Culbute; also a subsidy of \$9,600 for 3 miles of their railway from a point 3 miles east of Pembroke to Pembroke, provided that the entire work subsidized on this railway be completed within four years from the 22nd of May, 1888. No contract has been entered into for the work contemplated by this Act up to the 31st of December, 1889.

By the 5th clause of the Art. 52, Vic., ch 3, it was specially provided that the several subsidies in aid of this railway should be extended to the 22nd of May, 1892.

Quebec Central Railway Company.

(See Nos. 22 and 142.)

This company was subsidized in 1884, to the extent of \$211,200, in aid of the construction of sixty-six miles of their railway, from Beauce Junction to the International Boundary.

Under the authority of an Order in Council, dated the 2nd of August, 1884, a contract was made with the company on that date for the construction of a line from Beauce Junction on their trunk line, thence up the valley of the River Chaudière to the frontier, the line to be completed by the 2nd of February, 1888.

The location of the first 23 miles was approved of by an Order in Council of the 8th of May, 1885. The amount of the subsidy paid up to the end of the fiscal year 1885-86, under an Order in Council of the 14th of August, 1885, was \$60,342, covering 15½ miles of road inspected, starting from Beauce Junction. No further payment has been made up to the 31st of December, 1889.

In lieu of the balance of this subsidy, which lapsed on the 1st of July, 1888, authority has been given by the Act 51 Vic., ch. 3 (1888), for the grant of a subsidy to this company of \$21,191.54 a year for 20 years, equivalent to a cash grant of \$288,000, for a line of railway from St. Francis Station to a point on the Atlantic and North-West Railway, near Moose River, 90 miles. No contract has yet been made for this work.

Quebec and Lake St. John Railway Company.

(See Nos. 2, 14, 49, 82, 126, 140 and 177.)

By the Subsidy Act of 1882, a subsidy of \$384,000 was granted for a line from St. Raymond to Lake St. John. By the Act of 1883, the Quebec and Lake St. John Railway Company, engaged in the work of constructing this line, were permitted to receive a further subsidy of \$80,000. By the Act of 1885 a subsidy of \$96,000 was authorized for a line extending from the point of their junction with the North Shore Railway (4 miles from Quebec) up to St. Raymond (36 miles from Quebec), conditionally upon the construction of their line to a point 50 miles north of St. Raymond, and by the Act of 1886 a subsidy was authorized, not exceeding \$186,295, for the portion, 95 miles, extending from the point 50 miles north of St. Raymond to Lake St. John.

By the Act 50-51 Vic., ch. 24 (1887), an additional subsidy not exceeding \$28,800 was authorized for a distance of 9 miles, the distance which previous subsidies granted were short of covering from the city of Quebec to Lake St. John. By this Act, authority was given for payment up to the 23rd of June, 1888 (under the usual conditions) of balances available from the subsidies granted in 1882 and 1883. The aggregate of the subsidies granted to this company for the whole distance from Quebec to Lake St. John is \$775,095, the number of miles subsidized being 186.

An agreement was duly entered into on the 4th of September, 1883, in respect of the two subsidies first named, under which this line was to be completed by the 25th of May, 1887, the portion up to Lake Edward to be completed by the 31st of December, 1885, and on the 10th of February, 1886, an agreement was signed covering the third subsidy, that, namely, of 1885. For the subsidies granted in 1886 and 1887, no further contracts are required, these subsidies being applicable to works embraced in the previous contracts.

The road is in operation up to Roberval, on Lake St. John, 190 miles from Quebec.

By the Act 51 Vic., ch. 3, a subsidy to the extent of \$96,000, previously granted to the Saguenay and Lake St. John Railway Company, for 30 miles of their railway from Lake St. John towards Chicoutimi was transferred to this company, and under authority of an Order in Council of the 17th of November, 1888, a contract was made with them on the 5th of December for this work, which starts from Chambord Junction near Lake St. John on their main line; the work to be completed by the 1st of August, 1890. The location for these 30 miles has been approved by an Order in Council of the 17th of November, 1888.

By the Act 52 Vic., ch. 3 (1889), a further subsidy of \$64,000 was granted for an additional 20 miles, making the total subsidy for this branch \$160,000. •

During the fiscal year there has been paid the sum of \$19,911 making the total payments up to the 30th of June, 1889, \$709,915. Since that date, up to the 31st of December, 1889, there has been paid the further sum of \$38,440, making the total payments, for both main line and branch, \$748,355.

“Short Line.”

In previous reports, and pending definite conclusions as to work and negotiations then in progress, a scheme of some magnitude and importance to the country whereby a line of railway more direct than the existing one should be constructed to connect the harbours of the Atlantic seaboard with the railway systems to the west of the St. Lawrence has been dealt with under the title “The Short Line.”

Now, however, parts of the scheme have been undertaken as Government work, and the remainder under a company. The project comprises the following features:—

1. A line from the River St. Lawrence at Caughnawaga, running *viâ* Sherbrooke across the State of Maine, to Harvey, Fredericton, Salisbury on the Intercolonial Railway and so to Moncton—connecting on the way with the roads leading to St. Andrews and St. John, N.B. This work has been constructed by the Atlantic and North-West Railway Company (Canadian Pacific Railway Company) up to Harvey, whence it connects with St. John, and the Government have caused a fresh survey to be made between Harvey and Salisbury.

2. A line from Oxford to New Glasgow, avoiding a long *détour* and joining the Eastern Extension Railway at New Glasgow. This work has been undertaken by the Government.

3. A line from a point on the Island of Cape Breton opposite the Canso terminus of the Eastern Extension on the mainland to Sydney and North Sydney. This is being constructed as a Government work.

Information with regard to these works will be found in the present report under their respective headings.

South Norfolk Railway Company.

(See No. 109.)

By the Act 50–51 Vic., ch. 24, authority was given for the grant of a subsidy of \$54,400 to this company, for 17 miles of their railway from Port Rowan to the town of Simcoe.

Under an Order in Council of the 11th August, 1888, the company were admitted to contract on the 23rd, the date for completion being the 1st July, 1889.

The road having been completed and inspected, the whole of the subsidy, \$54,400, has been paid under an Order in Council of the 29th December, 1888. The road is open for traffic, being operated by the Grand-Trunk Railway Company.

St. Catharines and Niagara Central Railway Company.

(See No. 96 and 176.)

By the Act 50–51 Vic., ch. 24 (1887), the grant of a subsidy to the extent of \$38,400 to the above company was authorized for 12 miles of their railway from St. Catharines to the bridge over the River Niagara.

The company were admitted to contract on the 5th March, 1888, under an Order in Council of the 12th April, the location being approved by an Order of the same date.

On the 20th of December 1888, the road having been built and inspected, the company were permitted to open it for traffic.

During the fiscal year there was paid the sum of \$26,640, the sum of \$11,760 being withheld pending completion of certain works in connection with the contract. No further payment was made up to the 31st of December, 1889.

By the Act 52 Vic., chap. 3 (1889), a subsidy for 20 miles of this road was authorized, and on the 31st of December, 1889, the company applied to be admitted to contract, the extension being from their present terminus at St. Catharines towards Hamilton.

Oshawa Railway and Navigation Company.

(See No. 112)

By the Act 50-51 Vic., ch. 24 (1887), the grant of a subsidy to the extent of \$22,400 was authorized for seven miles of this company's railway extending from Port Oshawa towards Raglan; they were admitted to contract on the 20th July, 1889. The time for completion of the work has been extended to the 1st of August, 1891. No portion of the subsidy had been paid up to the 31st of December 1889.

Port Arthur, Duluth and Western Railway Company.

(Formerly the "Thunder Bay Colonization Railway Company.")

(See No. 139)

This company was originally incorporated, its name being afterwards changed by Statute of Ontario, as the "Thunder Bay Colonization Railway Company." It was declared to be a body corporate under its present name by the Dominion Act 51 Vic., ch. 84, which authorized it to receive all grants voted to the previous company.

By the Subsidy Act 51 Vic., ch. 3 (1888), the grant of a subsidy to the extent of \$271,200 was authorized in favour of the above company, for $84\frac{3}{4}$ miles of their railway from Port Arthur towards Gun Flint Lake, a point on the International Boundary line, this being in place of subsidies previously granted for the construction of a railway from Murillo Station to Crooked Lake.

A contract was entered into with the company on the 24th of December, 1889. The location of the entire line has been approved, but no portion of the subsidy had been paid up to the 31st of December, 1889.

Shuswap and Okanagan Railway Company.

(See No. 167)

This company was incorporated by the Act 49 Vic., ch. 82 (1886), for the construction of a line of railway from a point on the Canadian Pacific Railway, at Sicamous Narrows B.C., running up the left bank of the Shuswap River to a point near the north end of Lake Okanagan.

By 51 Vic., ch. 88 (1888) this Act was amended, and the company were allowed two years to commence and five to complete their main line.

By the Subsidy Act of 1889, a subsidy to the extent of \$163,200 was authorized for the said railway, the estimated distance being 51 miles.

The contract has not, up to the 31st of December, 1889, been signed but the company have sent in plans showing the location of the line for the whole distance.

Quebec, Montmorency and Charlevoix Railway Company.

(See No. 164)

By the Subsidy Act 52 Vic., ch. 3 (1889) the grant of a subsidy to the extent of \$96,000 to the above company was authorized for 30 miles of their railway from the east bank of the River St. Charles to or near to Cape Tourmente, P.Q.

A contract was entered into with the company on the 14th of November 1889 for this work, starting from Hedleyville. The date for completion is the 1st of October 1890.

No portion of the subsidy had been paid up to the 31st of December 1889.

Vaudreuil and Prescott Railway Company.

(See No. 97.)

By the Railway Subsidy Act of 1887, 50-51 Victoria, Chapter 24, the grant of a subsidy to the above company was authorized for 30 miles of their railway from Vaudreuil towards Hawkesbury, the extent of such subsidy being \$96,000.

A contract was made with the company on the 11th of February, 1889, for the distance named, starting from the Grand Trunk Railway at Vaudreuil. The date for completion is fixed as the 1st of August, 1891. No portion of the subsidy had been paid up to the 1st of December, 1889.

Woodstock and Centreville Railway Company.

(See No. 131.)

By the Act 50-51 Victoria, Chapter 24, (1887), the grant of a subsidy to the extent of \$64,000 was authorized for a railway from Woodstock towards Centreville, 20 miles.

The above railway company having applied and being approved, a contract was made with them on the 6th of May, 1889, for the distance named, the line to start from Upper Woodstock Station, on the New Brunswick Railway, the work to be completed by the 1st October, 1890. Up to the 31st of December, 1889, no portion of the subsidy had been paid.

St. Clair Frontier Tunnel Company.

(See No. 162.)

In the year 1884, a company, "The St. Clair Frontier Tunnel Company," was incorporated by the Dominion Act, 47 Vic., ch. 82, for the purpose of building a tunnel for railway passage under the River St. Clair, from a point in or near the town of Sarnia, Ontario, to the city of Port Huron, Michigan, U.S., the Act providing that the plans of the tunnel and its works should be approved by the Governor in Council prior to commencement.

Plans of this work were submitted by the company and approved by an Order in Council dated the 24th of November, 1886, which also approved of the site. Certain changes were subsequently found necessary, and amended plans were approved by an Order in Council dated the 7th of October, 1889.

The length of the actual tunnel will be 5,950 feet, of which 2,310 feet will be under the river. For the centre portion of this distance 1,708 feet will, practically, be on the level, the ascent from the centre on either side being 1 in 50. The approaches comprise an open cutting on the east side of 3,200 feet, and on the west side of 2,560. The tunnel, cylindrical in form, will have a diameter of 20 feet in the clear. It will be lined with cast iron. The greatest depth of water over the top of the work will be 40½ feet, and the minimum, 15 feet. The work, when completed, will give connection between the Grand Trunk Railway and the Chicago and Grand Trunk Railway.

By the Subsidy Act, 52 Vic., ch. 3 (1889), a subsidy to the extent of 15 per cent. of the value of the work, but not exceeding \$375,000, was authorized.

Under authority of an Order in Council dated the 2nd of October, 1889, a contract was entered into with the company on the 30th of that month for the work in question, which is to be completed by the 1st of August, 1893.

Pending inspection, no portion of the subsidy has been paid over up to the 31st December, 1889, but the works are being carried on steadily, and in that month the company applied for payment on account of work done, showing a total cash expenditure up to the 31st of October, 1889, of over \$667,000.

St. John Valley and Rivière du Loup Railway Company.

(See Nos. 90 and 118.)

By the Act 49 Vic., chap. 10 (1886), a subsidy of \$70,400 was authorized for 22 miles of railway from Fredericton to Prince William, New Brunswick, and by the Act 50-51 Vic., chap. 24, a subsidy of \$70,400 was authorized in favour of the St. John Valley and Rivière du Loup Railway Company for 22 miles of railway from Prince William towards Woodstock.

The company having applied for both subsidies, they were admitted to contract on the 26th June, 1888, under an Order in Council of the 21st May, the time for completion being fixed as the 31st July, 1890. This covers both subsidies, aggregating \$140,800. The location plans were approved by an Order in Council of the 23rd May, 1888.

Up to the 31st December, 1889, no portion of the subsidy had been paid.

Stewiacke Valley and Lansdowne Railway Company.

(See No. 87.)

By the Act 49 Vic., chap. 10 (1886), a subsidy was authorized for a railway from a point on the Intercolonial Railway through the Stewiacke Valley, affording communication with the Iron Mines, Spring Side, Upper Stewiacke and Musquodoboit settlements, 25 miles, the extent of aid not exceeding \$80,000. The

Stewiacke Valley and Lansdowne Railway Company having applied for this subsidy, a contract was made with them on the 17th of December, 1886, the line to be completed by the 1st of December, 1889. The grading and bridging are in progress, but up to the 31st of December, 1889, no portion of the subsidy had been paid.

St. Lawrence, Lower Laurentian and Saguenay Railway Company.

(See Nos. 59, 117.)

By the Act 48-49 Vic., chap. 59 (1885), a subsidy of \$217,600 was granted for a line of railway from the Grand Piles, on the River St. Maurice, Que., to a point of junction with the Lake St. John Railway (being in lieu of a subsidy of the previous year).

By the Act 50-51 Vic., chap. 24, this subsidy was repeated in favour of the company named below.

The St. Lawrence, Lower Laurentian and Saguenay Railway Company having applied for this subsidy, and being approved, a contract was entered into with them on the 20th of February, 1886, under authority of an Order in Council of the 6th of that month, which also approved of the location plans, the said location being subsequently amended under an Order in Council of the 25th of August, 1887.

Up to the 30th of June, 1888, there had been paid to the company the sum of \$92,813. covering a distance of twenty-two and a half miles.

The time for completion has been extended to the 1st of August, 1891, No further payment has been made up to the 31st of December, 1889.

Témiscouata Railway Company—Rivière du Loup to Edmundston.

(See Nos. 3, 62, 127 and 141.)

Towards the construction of a line from Rivière du Loup or Rivière Ouelle, or from some point between them, to Edmundston, Parliament, in 1882, voted a subsidy of \$240,000, and by the Act 48-49 Vic., ch. 58, a further subsidy, not exceeding \$258,000, was voted for the same work, making a total subsidy of \$498,000.

Under express provisions of this Act a charter was granted by Orders in Council of the 3rd and 6th of October, 1885, to certain persons constituting "The Témiscouata Railway Company," their object being to build the said road, and such charter, being published in the *Canada Gazette* of the 10th of that month, has force and effect as if an Act of Parliament. This charter was subsequently confirmed and amended by the special Act 50-51 Vic., ch. 71, 1887. Under the said charter the company have power to construct a road from the Intercolonial Railway at Rivière du Loup to Edmundston. On the 21st of June, 1886, a contract was duly entered into with the company for the work subsidized, the whole to be completed by the 1st of August, 1889. The location of the road, eighty-and-a-half miles, *via* Lake Témiscouata and the River Madawaska has been approved of by an Order in Council of the 30th of September, 1886. During the fiscal year ended on the 30th June, 1889, payments have been made on Orders in Council and after due inspection, amounting to \$163,216, making the total payments up to that date

\$412,900. no further payments have been made up to the 31st December, 1889. On the 22nd of November, 1888, the company were permitted to open the road for traffic.

By the Act 51 Vic., ch. 3 (1888) a subsidy of \$100,000 was granted to this company for twenty miles of their branch railway from Edmundston towards the River St. Francis, in lieu of a subsidy granted the previous year.

The company having applied to be admitted to contract authority was given for such contract by an Order in Council passed on the 31st of December, 1888, which also approved of the location, and the company were admitted to contract on the 22nd of January, 1889. No portion of this subsidy has been paid, up to the 31st of December, 1889.

Tobique Valley Railway Company.

(See No. 130.)

By the Act 50-51 Vic., ch. 24 (1887) authority was given for the grant of a subsidy to the extent of \$89,600 for fourteen miles of the railway of the above company from Perth Centre Station on the New Brunswick Railway towards Plaister Rock Island, in lieu of a subsidy previously granted. A contract was made with this company for the work on the 4th of September, 1888. The date for completion has been extended to the 1st of August, 1890.

The grading is in progress, but no portion of the subsidy has been paid up to the 31st of December, 1889.

Thousand Islands Railway Company.

(See No. 182.)

By the subsidy Act 52 Vic., ch. 3 (1889) the grant of a subsidy to the extent of \$54,400 to the above company for four miles of their railway from a point near the River St. Lawrence in the village of Gananoque to Gananoque Junction on the Grand Trunk Railway, and for thirteen miles of their railway from Gananoque Junction to a point of junction with the Brockville, Westport and Sault Ste. Marie Railway was authorized.

A contract was made with the company for this work on the 24th of October, 1889, the four-mile section to be built by the 1st of July, 1890, and the thirteen-mile section by the 1st of August, 1893. Under an Order in Council of the 10th of December, 1889, \$10,400 has been paid for the section, three-and-a-quarter miles, from Gananoque to the Grand Trunk Railway, completed.

Western Counties Railway Company.

By the Act 50-51 Vic., ch. 25 (1887), assented to on the 23rd of June, 1887, confirmation was given to an agreement made by the Government with the Western Counties Railway Company, on the 31st of January, 1887, contingently on such confirmation, the agreement itself being thereby, in some respects, modified, as expressed in a subsidiary agreement. Under the provisions of the said Act and agreements, covenants have been entered into which may be summarized as follows:—

The company agreed to withdraw a suit pending against the Crown in respect of the Windsor Branch Railway, releasing the Government from all claims, and also releasing to the Government all right and title to the branch. They also undertook to build and complete the railway between Annapolis and Digby, N. S., and to complete, equip and put in first-class order the whole of the line from Yarmouth to Annapolis, also to settle all liens on their property, and their indebtedness. In order to the fulfilment of the above, they undertook to deposit with the Government the total proceeds of the sale of their debentures, &c., the issue of which was limited to \$4,200,000. The Government, on its side, in consideration of these premises, undertook to pay to the company the sum of \$500,000, this amount to be credited to the company and added to the proceeds of the sale of their debentures, which proceeds the Government agree to hold for the purpose, the whole to be applied under certificate of the Government Chief Engineer and Order in Council, to the payment of interest on the debentures, &c., to be issued, to the building and completion of the railway above mentioned, and to the satisfaction of the company's existing obligations; the balance, if any, to be paid to the company. The dates to which the company were bound, as modified by terms of the Act, were as follows:

Work to be commenced by the 13th of July, 1887, and the railway between Annapolis and Digby to be completed by the 12th of September, 1888, the company to complete to the satisfaction of the Government by the 12th of September, 1887, all arrangements for the settlement of its indebtedness. Provision was made also for the completion of the line between Annapolis and Digby, by the Government, at its option, from the funds in its hands, in the event of failure on the part of the company to make commencement of work, to progress with the same, or to satisfy the Government as to the arrangement of the settlement of its indebtedness by the dates so fixed. The Company did not make deposit of money; nor did they take any practical steps to carry out the work contemplated. Under these circumstances, and in view of representations urging that the Government should itself undertake the work, a survey was made of the country between Digby and Annapolis, under instructions given in October, 1888.

By the special Act 52 Vic., ch 8 (1889) authority was given for the construction of this link of railway out of the appropriation of \$500,000 granted by the Act 50-51 Vic., ch. 25, and this work was accordingly taken in hand by the Department of Railways, and is being carried out as is shown elsewhere in the present report under that heading.

West Ontario Pacific Railway Company.

(See No. 66.)

By the Act 49 Vic., chap. 10, 1886, the grant of a subsidy not exceeding \$3,200 a mile, nor in the whole \$256,000, was authorized in aid of the construction of a railway from Ingersoll, *viâ* London, to Chatham, Ont., the estimated distance being 80 miles.

Application being made by the West Ontario Pacific Railway Company for the said subsidy, qualified by a request for permission to construct a road from Woodstock to London, in place of from Ingersoll, and it appearing that in view of the

greater distance of the line proposed by them from any other existing railway, it would be of more service to the country than the route actually subsidized, they were permitted, by an Order in Council of the 8th of September, 1886, to enter into contract for the road suggested between Woodstock and London, 27 miles, subject, however, to approval by Parliament; this conditional contract was signed on the 2nd of November, 1886, the road to be completed by the 1st of November, 1887.

The company, however, have actually constructed a portion of their railway, the location of which has been duly approved, from London eastwards to a point near Ingersoll, 19 miles, from which connection may be made with both Ingersoll and Woodstock. After inspection they were paid under an Order in Council of the 1st of September, 1887, the sum of \$60,000, this being the amount of the subsidy applicable to the length built, less the sum of \$800 withheld to cover work remaining to be done. This work being completed, the said balance was paid under an Order in Council of the 5th of February, 1889, making the total payment \$60,800.

In the Session of 1887 an Act, 50-51 Vic., chap. 62, was passed, authorizing the lease to the Ontario and Quebec Railway Company of part of the line of the West Ontario Pacific Railway Company under construction, from the line of the Ontario and Quebec Railway near Woodstock, *via* London to the River St. Clair, and this lease has been approved by an Order in Council, dated the 15th of October, 1887.

Under an Order in Council dated the 25th of August, 1888, an agreement dated the 4th of September, 1888, has been made with the Ontario and Quebec Railway Company (Canadian Pacific Railway) direct for the construction of the line between London and Chatham by the 1st of August, 1890, the estimated distance for subsidy purposes being 65 miles; no portion of the subsidy had been paid up to the 31st of December, 1889.

LAND SUBSIDIES.

The following companies have been aided by subsidies in land, duly authorized by Parliament and granted by the Department of the Interior:—

They are enumerated here because the engineering details have been dealt with by this Department, the certificate of whose officer has been required prior to handing over to the company concerned any part of the subsidy.

Alberta and Athabaska Railway Company.

(Name changed by 52 Vic., ch. 65 to the "North Western Railway Company of Canada.")

Brandon and South-Western Railway Company.

By an Order in Council dated the 23rd of November, 1889, but subject to the approval of Parliament, and contingently on their obtaining an Act of incorporation from the Dominion, this company has been granted a subsidy of 6,400 acres per mile in aid of a railway from a point in Township 1, in either Range 23 or 24, west of the 1st Principal Meridian, to Deloraine, Manitoba, about 17 miles. The

company are at present incorporated under a Provincial Act. This railway is to be commenced by the 1st of May, 1890, and completed and running by the 1st of May, 1891.

Canadian Pacific Railway Company.

By an Order in Council of the 18th of May 1889, but subject to approval by Parliament, a grant of lands to the extent of 6,400 acres per mile in favour of the Canadian Pacific Railway Company was authorized in aid of the construction of a branch from a point at or near Brandon on their main line south-westerly to or near Township 3, Range 27. West of the 1st Principal Meridian, and thence westerly a total distance of 100 miles, also for a line 25 miles running from such point in Township 3 easterly to Deloraine, the western terminus of the existing line of the Manitoba South-Western Colonization Railway, making in all 125 miles subsidized, and the total grant, 800,000. The whole to be completed by the 31st of December, 1890. A further order of the 18th of June, 1889, authorized the conveyance of the subsidy on completion of each 20 mile section.

Under date the 16th of August, 1889, the Company filed plans showing the location of this branch from Kemnay, a station on their main line, 8 miles west of Brandon, to Melita in Township 3, Range 26, West.

By an Order in Council of the 14th of June, 1889, but also subject to approval by Parliament, the grant of a subsidy to the Canadian Pacific Railway Company of land to the extent of 6,400 acres per mile was authorized for a branch starting from a point on the above mentioned south-westerly branch and running to Glenboro, the present terminus of the northern limb of the Manitoba North-Western Colonization Company, the length of railway so subsidized being stated to be about 60 miles, the subsidy to be conveyed on the completion of each 20 mile section. The date for completion was by this order fixed as the 31st of December, 1890.

Great North-West Central Railway Company.

(See No. 191.)

The inception of the scheme for the construction of a line of railway to extend from Brandon on the Canadian Pacific Railway to Battleford in the Provisional District of Saskatchewan, a distance of about 450 miles, is due to the North-West Central Railway Company (formerly the Souris and Rocky Mountain Railway Company) and under an Order in Council of the 29th of July, 1885, the privilege of purchasing land at the rate of \$1.06 per acre, to the extent of 6,400 acres per mile, previously accorded them, was converted into a free grant of such land (subject to a charge of 10 cents per acre for survey), the grant being contingent on the due completion of their work in stated sections.

This concession did not result in the construction of any section of the road, and difficulties arising, and other applications being put forward for the work, the Act 49 Vic., chap. 11 (1886), granting aid to the extent of 6,400 acres per mile for the same, was made applicable either to the company named or to such other company as might undertake the construction of the road. The Great North-West Central Railway Company was incorporated by an Order in Council of

the 22nd of July, 1886, in conformity with the provisions of the Act; a second Order of the 3rd of August amending such charter, and the whole being confirmed and ratified by the Act 51 Vic., ch. 85 (1888.) A section of such charter giving running powers to the Canadian Pacific Railway was repealed by 52 Vic., ch. 67 (1889).

By an order in Council, also of the 22nd July, 1886, the subsidy referred to was granted to this Company; the contract itself being signed on the 12th of September, 1887. Under an Order in Council of the 1st of July, 1889, the contract time for completion has been extended as follows:—

| | |
|-------------------------------|------------|
| By the 1st of December, 1889, | 50 miles. |
| do 30th do 1890, | 100 do |
| do do do 1891, | 150 do |
| do do do 1892, | 150 do |
| | 450 miles. |

A further Order in Council of the 16th of November, 1889, has extended to the 31st of May, 1890, the time for the completion of the first 50 miles.

The location plans have been approved up to the 50th mile, and the Company have asked for inspection up to that point.

Lac Seul Railway Company.

Under date the 13th of November, 1889, there has been granted to the above company by an Order in Council, subject to the approval of Parliament, a subsidy in land to the extent of 6,400 acres per mile, towards the construction of a railway from a point near Shelley Station, on the Canadian Pacific Railway, to a point near Mud Lake, on the Winnipeg River, about 18 miles; the road to be completed by the 1st of November, 1891.

Manitoba and North-Western Railway Company.

(See Nos. 188 and 190.)

By the Act 48–49 Vic., ch. 60, authority was given for the grant of aid for a line from Portage la Prairie to the crossing of the south branch of the River Saskatchewan, 20 miles from Prince Albert, about 430 miles, 6,400 acres per mile or 2,527,000 acres.

A grant was made to the company by Order in Council of the 4th October, 1884, cancelling previous Orders. The time for completion was fixed by Order in Council of the 6th of May, 1885, as at the rate of fifty miles a year.

The location and grades having been duly approved, an inspection made of the Company's road showed that up to the 1st December, 1885, they had built and equipped 131 miles of road. An Order in Council of 2nd April, 1886, authorized conveyance of the land grant for this distance, namely, 838,400 acres.

By the Act 49 Vic., chap. 11, 1886, authority was given for the grant of aid for a branch of this railway, from a point on the main line at or near Todburn, to the River Assiniboine, near Shellmouth, about 26 miles, 6,400 acres per mile.

A grant was made to the company by Order in Council of the 24th of May, 1886, completion to be by the 31st December, 1886. Under Orders in Council of

the 10th and 21st September, 1886, the line was permitted to start from Binscarth, the Order first named approving the location to Russell, up to which point the road has been built. This branch, $11\frac{1}{2}$ miles long, is completed.

Under date the 22nd of June, 1889, an Order in Council was passed authorizing conveyance of the land grant for a further distance of 80 miles, namely 512,000, making the total number of miles on which the subsidy has been actually given over to the Company 211, and the number of acres, 1,350,400.

On the 14th of December, 1889, the company submitted for approval plans of location for the distance between the 206th to the 256th mile from Portage la Prairie.

At the present date, the 31st of December, 1889, the main line, is in operation for traffic purposes from Portage la Prairie to Saltcoats, 206 miles.

Manitoba South-Western Colonisation Railway Company.

(Leased to the Canadian Pacific Railway Company.)

(See No. 187.)

By 48-49 Vic., cap. 60 (1885), authority was given for the grant of aid for a line from Winnipeg to Whitewater Lake, about 150 miles, 6,400 acres per mile.

The charter of the company, granted by Act 42 Vic., ch. 66 (1879), empowered them to build a line from Winnipeg to Rock Lake, near the west boundary of the Province, the line to be completed in five years, namely, by the 15th May, 1884.

By the Act 43 Vic., ch. 53, 1880, they were permitted to extend the line up to the Souris coal fields.

By the Act 47 Vic., ch. 73, 1884, the company were allowed to lease their line to the Canadian Pacific Railway, the time for the completion of the railway being extended three years beyond the period fixed by their charter, namely, to the 15th of May, 1887.

By an Order in Council of the 4th of October, 1884, the company were subsidized to the extent of 6,400 acres per mile for the whole distance, about 152 miles, from Winnipeg to Whitewater Lake, equal to 972,800 acres, the line for this distance to be completed by the 1st of October, 1885. Location has been approved as follows:—

By an Order in Council of the 3rd November, 1881,—from Aikins Street, Winnipeg, to Section 18, Township 7, Range 4 W., about 52 miles. This is to a point about 4 miles south from what is now known as Elm Creek.

By an Order in Council of the 1st April, 1885—from Section 29, Township 8, Range 4, the point now known as Elm Creek, running west on a tangent to Section 31, Township 7, Range 9. This is the northern branch to the westward.

By an Order in Council of the 10th of September, 1885,—from Section 29, Township 8, Range 4, passing through Carman and Manitou and the south shore of White Lake, thence to the western boundary of Manitoba between Ranges 29 and 30. This is the southern branch.

An Order in Council of the 6th April, 1885, modified the grant of the Order in Council of the 4th October, 1884, so as to make it applicable to a change in the location of the road, and to the following sections :—

| | Miles. |
|--|--------|
| 1. From Township 7, Range 4 (the portion from Winnipeg to Township 7, Range 6, about fifty miles, being already completed to Manitou.....) | 110 |
| 2. From Manitou to Whitewater Lake..... | 20 |
| 3. From Township 8, Range 4, to Township 8, Range 9..... | 20 |
| | 130 |
| | 130 |

The Order also apportioned the 972,800 acres equally amongst these 130 miles=7,483·84 acres per mile.

An Order in Council of the 11th September, 1885, extended the time for completion to the 6th April, 1886.

An Order in Council of the 5th April, 1886, after report by the Chief Engineer of Railways as to inspection, showing completion of 100 miles, authorized the conveyance of 748,384 acres to the Manitoba South-Western Railway Company.

By an Order in Council of 15th November, 1886, it was decided to apply to certain further extensions completed, namely, on the South Branch, from Boisevain west 21 miles; on the North Branch, from Holland west, 20 miles, the reserve for Section No. 1, made under the Order of the 6th April, 1885. The remainder was to be kept as a subsidy for said Section No. 1, from Township 7, Range 4, to Manitou, the construction of which was deferred, the Canadian Pacific Railway Company, the lessees of the road, having already communication with Manitou from Winnipeg by their southern line. In August' 1885, however, the company filed plans of the extension from Elm Creek to Carman, part of the said section No. 1.

By an Order in Council of the 6th March, 1887, the location of the northern of the two limbs has been approved for a total distance of 60 miles from Elm Creek to Section 10, Township 7, Range 14. Of this, the first 30 miles was for a location previously approved, but now amended.

After further inspection and report by the Government Chief Engineer, showing the railway fit for traffic for a further total distance of 60 miles, an Order in Council was passed on the 19th of March, 1887, authorizing conveyance of the lands representing the subsidy for this distance. At the present date, the 31st December, 1889, the line is in operation from Winnipeg to Glenboro' (northern limb) 105 miles; also on the southern limb as far as Deloraine, a point 100 miles west from Manitou, and 202 miles from Winnipeg.

It should be observed that the Canadian Pacific Railway, the lessees of this road, have obtained by Orders in Council, subject to approve by Parliament, subsidies in land for branches which are practically extensions of both the northern line from Glenboro and the southern line from Deloraine, these subsidies are dealt with under the heading "Canadian Pacific Railway Company."

Medicine Hat Railway and Coal Company.

(See No. 195.)

By the Act 50-51 Vic., chap. 23 (1887) authority was given for the grant to the above company of Dominion lands to the extent of 6,400 acres per mile for a railway from a point at or near Medicine Hat, on the line of the Canadian Pacific Railway to the coal field in or near Townships Nos. 12 and 13, Range 6, west of the 4th Principal Meridian, a distance of about 8 miles.

By an Order in Council of the 6th of July, 1887, the grant was made to the company accordingly; it being provided that the road should be completed and in operation by the 31st of December, 1888.

By an Order in Council of the 24th of January, 1889, approval was given to a draft of a formal contract with the company, and an extension of time to the 2nd of June, 1890, was granted for completion of the road. The contract was signed on the 14th of February, 1889.

North-Western Coal and Navigation Company.

(See No. 186.)

By 48-49 Vic., ch. 60 (1885), authority was given for the grant of aid for a line from Medicine Hat to the coal banks on the Belly River, about 110 miles, 3,800 acres per mile. This was amended by 50-51 Vic., ch. 22—the extent of land being increased to 3,840 acres per mile.

By an Order in Council of the 16th of March, 1885, approval was given to the location of the company's line, and on inspection, in October, 1885, of the road from Dunmore Station, on the Canadian Pacific Railway, to Lethbridge, 109 miles, an Order in Council of the 19th of October, accepted the road as completed. An Order in Council dated the 18th of January 1889, stated that the company were entitled to a total subsidy of 418,560 acres, of which they had already received 347,413 acres, and authorized the conveyance of the further grant of 48,498 acres, making a total of 395,911 acres.

It should be observed that by the land subsidy act of 1889, a grant was made under the name of this company. An Order in Council of the 14th of October 1889, corrected the grant as being intended for the "Alberta Railway and Coal Company."

North Western Railway Company of Canada.

(Formerly the Alberta and Athabaska Railway Company.)

(See No. 139 and 198.)

By an Order in Council, dated the 21st of May, 1887, a grant of land was made subject to the approval of Parliament, to the Alberta and Athabaska Railway Company (the name of which was changed, as above; by the Act 52 Vic., ch. 65) from some point on the Bow River or Canadian Pacific Railway at or between Calgary and Crow Foot Creek, running northerly to a point on the River Athabaska, and crossing the North Saskatchewan at a point near the town plot of Edmonton, a distance of 300 miles, the subsidy being at the rate of 6,400 acres per mile. The

first 50 miles, commencing at the southern terminus, were to be completed by the 20th of July, 1888; 100 miles in each of the two years following, and the whole road by the 20th of July, 1891.

By the Act 50-51 Vic., ch. 23, the above grant was confirmed.

By the Land Subsidy Act of 1889 (52 Vic., ch. 4) a subsidy was authorized in favour of the North Western Railway Company of Canada to the extent of 10,000 acres per mile, for a railway from Calgary on the Canadian Pacific Railway, northerly to a point on the North Saskatchewan River, at or near Edmonton, a distance of about 210 miles, also to the extent of 10,000 acres per mile for a railway from Calgary southerly to Lethbridge a distance of about 120 miles.

Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company.

(See No. 189 and 194.)

By Act 48-49 Vic., ch., 60, authority was given for the grant of aid for a line from a point near Regina to the navigable waters of Long Lake, 6,400 acres per mile.

On the 13th December, 1884, an Order in Council was passed granting to the company the above subsidy.

The location of the road from Regina to the navigable waters of Long Lake, a distance of about 23 miles, was approved by an Order in Council of the 25th of September, 1886.

On inspection of the road, made in May, 1886, it was found completed and in running order for a distance of 20.10 miles.

By the Act 50-51 Vic., ch. 23, authority was given for the grant to this company of a subsidy of 6,400 acres per mile for an extension of their line from a point near the northern terminus of the completed portion of the line near Long Lake to a point near the elbow of the North Saskatchewan River, with branches to Prince Albert and Battleford, about 325 miles.

On the 20th of June, 1887, an Order in Council was passed granting this subsidy; the company to construct and have running the first 50 miles of the distance by the 20th of July, 1888, the portion up to the crossing of the South Saskatchewan within the following year, and the whole road by the 25th of May, 1891. This Order was subsequently cancelled.

By the special Act 52 Vic., ch. 5 (1889), authority was given as follows:—

“In order to enable the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company to complete their railway from Regina to some point on the South Saskatchewan River, at or near Saskatoon, and thence northward to Prince Albert, the Governor in Council may enter into a contract with such company for the transport of men, supplies, materials and mails, for twenty years, and may pay for such services, during the said term, eighty thousand dollars per annum, in manner following, that is to say:—the sum of fifty thousand dollars to be paid annually on the construction of the railway to a point at or near Saskatoon, such payment to be computed from the date of the railway to such point; and the remaining thirty thousand dollars annually on the extension of the railway to

Prince Albert, such payment to be computed from the date of such last mentioned completion: Provided, that if the second portion of the said railway is not built and operated to Prince Albert within two years after the completion of the railway to the South Saskatchewan as aforesaid, the payment of fifty thousand dollars shall cease until the whole railway is finished to Prince Albert.”

By an Order in Council of the 26th of June, 1889, approval was given to a draft of an agreement with the company in respect of transport service on completion of the road to Saskatoon. This agreement was signed on the 5th of August, 1889. By it the company were bound to complete the road to a point on the River Saskatchewan, near Saskatoon, by the 1st of November, 1890, and to Prince Albert within two years afterwards.

Under date the 29th of November, 1889, a further Order in Council was passed approving of a definite form of contract and specification for the work contemplated by the Land Subsidy Act, 50-51 Vic., ch. 23 (1887).

By this contract the dates for completion are fixed as follows:—

By the 1st of November, 1890—

| | Miles. |
|--|--------|
| From a point about 19 miles from Regina on the road already built between Regina and Long Lake, up to Saskatoon on the South Saskatchewan..... | 130 |

By the 1st of November, 1892—

| | |
|---|-----|
| Thence to the elbow of the North Saskatchewan, about..... | 25 |
| A branch to Prince Albert, about..... | 85 |
| And also a branch to Battleford, about..... | 85 |
| | 325 |

This contract has not been signed up to the 31st of December, 1889.

Red Deer Valley Railway and Coal Company.

(See No. 197.)

This company was incorporated by the Act 52 Vic., ch. 52, for the construction of a railway from a point near Calgary, N.W.T., to a point on the Red Deer River in Township 32, Range 21, west of the 4th Principal Meridian, the route being defined; also from a point at or near Cheadle Station, on the Canadian Pacific Railway, northerly to a point of junction with the line from Calgary, in or near Township 26, Range 25, west of the 4th Principal Meridian, with other branches indicated.

On the 28th of November, 1888, an Order in Council authorized the grant, subject to approval by Parliament, of a subsidy in land to the extent of 6,400 acres per mile for the line from Cheadle Station to a point in or near Township 29, Range 23, west of the 4th Meridian, a distance of about 55 miles. This was confirmed by the Land Subsidy Act, 52 Vic., ch. 4 (1889).

Winnipeg and Hudson's Bay Railway and Steamship Company.

(See No. 185.)

By 47 Vic., cap. 25, clause 7 (1884), authority was given for the grant of aid for a line from some point on the Canadian Pacific Railway to Hudson Bay, viz., for each mile in Manitoba, 6,400 acres, and in the North-West Territories, 12,800 acres.

In the year 1880, by Act 43 Vic., ch. 59, there was incorporated the "Winnipeg and Hudson's Bay Railway and Steamship Company," with powers for the construction of a line from Winnipeg to or near Port Nelson, Hudson Bay.

In 1884, this Act was amended (by chapter 70), and the company were authorized to commence their line either from Winnipeg or from some point between Selkirk and Portage la Prairie, extending to Port Nelson and Churchill or some other point on Hudson Bay; also to construct a branch from any point on their main line to the Canadian Pacific Railway, west of Lake Winnipegosis, construction to be carried on at the rate of at least 50 miles a year.

By the same Act, a previous Act authorizing the amalgamation of this company with the Nelson Valley Railway and Transportation Company was repealed, and authorization was given for the winding up of the company last named and the transfer to the Winnipeg and Hudson's Bay Company of all its property and interests.

By an Act passed in 1886 (49 Vic., ch. 73) the date for completion was fixed as the 2nd of June, 1890.

By an Order in Council of the 11th of May, 1885, all previous orders in this connection were cancelled, and there was granted to the Winnipeg and Hudson's Bay Railway and Steamship Company a subsidy in land, as follows:—

| | | |
|---|--|------------------|
| | | Acres. |
| Authorised by Act 47 Vic., c. 25; assented to 19th April, 1884. | Division A.—From the Canadian Pacific Railway to the northern boundary of Manitoba—estimated distance, 225 miles..... | 1,440,000 |
| | Division B.—From the boundary to the terminus near the mouth of the Nelson River, Hudson Bay—estimated distance, 425 miles..... | 5,440,000 |
| | Division C.—The Branch, from a point on the main line, near the northern extremity of Lake Winnipeg, to intersection with the Manitoba and North-Western Railway—estimated distance not to exceed 250 miles (grant to be subject to approval by Parliament)..... | <u>1,600,000</u> |

The time for completion was fixed by this Order as 50 miles on division A or B by the 19th of April, 1887, and 50 miles a year thereafter until completion of main line; but if the company do not complete their main line by 11th of May, 1890, they will forfeit their right to a grant for their branch line, which must itself be completed by the 11th May, 1893.

In April, 1888, the Chief Engineer of Government Railways reported showing that 40 miles of road were completed with the exception of certain station buildings, &c.

By an Order in Council, dated the 16th of May, 1889, the date for the completion of the first 50 miles has been extended to the 19th of April, 1890. No portion of the grant has been conveyed up to the 31st of December, 1889.

Wood Mountain and Qu'Appelle Railway Company.

(See No. 192.)

By the Act 49 Vic., ch. 11, (1886), the grant of aid was authorized for a railway from a point in Township 4, Range 30, west of the 2nd Meridian, passing through Fort Qu'Appelle to the Manitoba and North-Western Railway, about 240 miles, 6,400 acres per mile.

A grant was made to the company by Order in Council of the 24th May, 1886, the portion between Fort Qu'Appelle and the Canadian Pacific Railway to be completed by the 1st November, 1887, and 50 miles a year thereafter.

This Order was amended by an Order of the 7th of July, 1887, the company being allowed one year from the 1st of January, 1887, for the completion of the first 50-mile section (after completion by the 1st of November, 1887, of the portion between the Canadian Pacific Railway and Fort Qu'Appelle), the rate of construction to be 50 miles each year, subsequently, until completion of the road.

By a further amending Order in Council of the 22nd of November, 1887, the Company were granted an extension of time for the completion of the portion between Fort Qu'Appelle and the Canadian Pacific Railway, namely, up to the 31st of July, 1888; 100 miles of the road to be completed and in operation by the 31st of December, 1888, as required by the preceding Order.

By the special Act 52 Vic., ch. 66 (1889) the section of a previous Act giving this company power to construct a railway on the route above indicated was repealed, and they were empowered to construct a line from a point on the International Boundary line, at or near Range 16, west of the 2nd Principal Meridian, in a northerly direction by Qu'Appelle station to Fort Qu'Appelle, thence in a north-easterly direction to a point at or near the north-west corner of Lake Winnipegosis; the portion between the point of intersection with the Canadian Pacific Railway and Fort Qu'Appelle to be completed by the 1st of August, 1890, and the whole road by the 16th of April, 1896.

By the Land Subsidy Act of 1889, 52 Vic., ch. 4, the subsidy provided by the Act 49 Vic., ch. 11, was made available for this new line, and the Governor in Council, was authorized to grant it. No further action has been taken.

NORTHUMBERLAND STRAITS TUNNEL SURVEY.

A scheme having been submitted to the Government for the construction of a subway under the Straits of Northumberland to connect the railway systems of New Brunswick and Prince Edward Island, it was considered advisable, before arriving at a decision on a matter of such importance, that the Government should obtain from its own engineers information as to the feasibility of the plan. An Order in Council was passed on the 24th of August, 1886, under which a limited expendi-

ture was authorized in order that subaqueous borings might be taken, covering the distance between Cape Traverse, on the Island, and Cape Tormentine, on the mainland, a distance of eight miles.

The engineers employed succeeded in making borings at a quarter of a mile for the first three miles, starting from Cape Traverse, and at each half mile for the balance. On the first $5\frac{1}{2}$ miles the boring tool passed through sand and gravel until brick clay was reached. From the $5\frac{1}{2}$ to the $6\frac{1}{4}$, through sand and hard grey sand to brick clay. From the $6\frac{1}{4}$ to the 8th mile, namely, to the shore line of the main land, through mud, sand and red clay to rock. The deepest water is 96 feet at $4\frac{1}{2}$ miles from the Cape Traverse wharf, and at the $6\frac{1}{2}$ mile a rocky reef occurs, covered by 9 feet of water and about 10 feet of sand. With this exception the bottom is very uniform and satisfactory.

THE RAILWAY COMMITTEE OF THE PRIVY COUNCIL.

The Minister of Railways being Chairman of the Railway Committee of the Honourable the Privy Council, on which certain extensive duties are imposed by the Railway Act of 1888, it seems proper that a brief record should here be made of the several cases heard before this committee during the year, and the decisions arrived at.

The following cases have been before the Railway Committee of the Privy Council, from January to December, 1889:—

Crossing, at rail level, by the Portage Extension of the Red River Valley Railway of the Pembina Mountain Branch of the Canadian Pacific Railway.—Approved.

Crossing, at rail level, by the Portage Extension of the Red River Valley Railway of the Manitoba South-Western Colonization Railway.—Approved.

Crossing, at rail level, by the Portage Extension of the Red River Valley Railway of the Canadian Pacific Railway at Portage la Prairie.—Approved.

Diversion of public road between lots 30 and 31, 8th concession, Lancaster, at crossing by Ontario and Quebec Railway.—Approved.

Crossing by the Ontario and Quebec Railway of street railway, Richmond street, London, and of streets and highways on first 10-mile section of line westward.—Approved.

Railway bridge across Assiniboine River at Winnipeg.—Approved.

Crossing, at rail level, by the Northern Pacific and Manitoba Railway of the Pembina Mountain Branch of the Canadian Pacific Railway near Morris.—Approved.

Overhead crossing by the Ontario and Quebec Railway of the Grand Trunk Railway (London, Huron and Bruce) near Hyde Park.—Approved.

Crossing, at rail level, by the Ontario and Quebec Railway of the Sarnia Branch of the Grand Trunk Railway.—Approved.

Branch line of the Grand Trunk Railway at Chatham.—Not sanctioned on line of location proposed.

Crossing, at rail level, by the Ontario and Quebec Railway of the Grand Trunk Railway near Komoka.—Approved.

Connection between Great Western and Northern and North-Western divisions of the Grand Trunk Railway at Stoney Creek, near Hamilton.—Not sanctioned as a branch line.

Red River Valley Railway Bridge across the Assiniboine River near Portage la Prairie.—Approved.

Crossing, at rail level, by the Beauharnois Junction Railway of the Canada Atlantic Railway, near Valleyfield.—Approved.

Crossing, at rail level, by the Ontario and Quebec Railway of the Canada Southern Railway (Mooretown Branch) Township of Elfrid.—Approved.

Branch of Canada Atlantic Railway through Rochesterville, Mount Sherwood, etc.—Sanctioned.

Crossing, at rail level, by the Ontario and Quebec Railway of the Lake Erie, Essex and Detroit River Railway, near Windsor.—Approved.

Bridge of Ontario and Quebec Railway across the River Thames, near Chatham.—Approved.

Crossing, at rail level, by the Ontario and Quebec Railway of the Grand Trunk Railway in the Township of Raleigh.—Approved.

Overhead highway crossing of Ontario and Quebec Railway by road allowance between 2nd and 3rd concessions, Township of London.—A diagonal overhead crossing approved.

Crossing, at rail level, by the Lake Erie, Essex and Detroit River Railway of the Leamington and St. Clair Railway at Leamington.—Approved.

Interlocking Switch and Signals at level crossing of the Canada Southern and the Erie and Huron Railways.—Insertion authorized.

Change in location of Don Branch of the Ontario and Quebec Railway at Toronto.—Case pending.

Expropriation of additional land on Water Front, Toronto, by the Ontario and Quebec Railway Company.—Case pending.

Change in location of Central Ontario Railway near Glen Miller.—Approved.

Junction of the Northern Pacific and Manitoba Railway with the Manitoba and North-Western Railway at Portage la Prairie.—Approved.

Level crossing by Ontario and Quebec Railway of Mr. E. Lebeœuf's tramway between Townships of Tilbury West and Rochester.—Approved.

Street crossings of Grand Trunk and Canadian Pacific Railways, Toronto.—Matter pending.

Crossings at rail level by the Port Arthur, Duluth and Western Railway of the Canadian Pacific Railway at Port Arthur and Fort William.—Approved.

Branch line of the Midland Railway at Campbellford.—Case pending.

Change of location of the Midland Railway at Campbellford.—Approved.

Junction of the Winnipeg Transfer Railway with the Canadian Pacific Railway at Winnipeg.—Case pending.

Landing Wharf of Chignecto Marine Transport Railway on La Planche River.—Approved.

Drawbridge of the Canadian Pacific Railway across the Frazer River, near St. Mary's Mission, B. C.—Case pending.

Crossings by the Ontario and Pacific Railway of streets at Windsor.—Approved.

Crossing at rail level by the Vaudreuil and Prescott Railway of the Canadian Pacific Railway at Vaudreuil.—Approved.

Branch line of the Erie and Huron Railway to Rondeau Harbour Pier.—Approved.

Branch line of the Canada Southern Railway in the Township of Dawn.—Case pending.

Packing between rails on the Grand Trunk and affiliated lines.—Authorized to be left out during winter months until further orders.

Fencing on the Erie and Huron Railway.—Matter pending.

LIST OF SUBSIDIZED LINES.

By the Acts of Parliament below specified, authority has been placed in the hands of the Governor in Council to grant, upon certain conditions, aid towards the construction of various lines of railway throughout the Dominion, as follows, namely:—

By the Act 45 Vic., Cap. 14, (1882.) *Assented to 17th May, 1882* :—

1. For a railway from Gravenhurst to Callander, both in the Province of Ontario, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole..... \$660,000

(NOTE.—*Further subsidized by 46 Vic., ch. 25.*)

2. For a Railway from St. Raymond to Lake St. John, both in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 384,000

(NOTE.—*Further subsidized by 46 Vic., ch. 25 ; 48-49 Vic., ch. 59 ; 49 Vic., ch. 10, 50-51 Vic., ch. 24 ; 51 Vic., ch. 3 and 52 Vic., ch. 3.*)

3. For a railway from a point on the Intercolonial Railway at Rivière du Loup or Rivière Ouelle, in the Province of Quebec, or between them, to Edmundston, in the Province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 240,000

(NOTE.—*Further subsidized by 48-49 Vic., ch. 58.*)

4. For a railway from Oxford to New Glasgow, both in the Province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 224,000

(NOTE.—*Further subsidized as part of a line to Sydney or Louisburg by 47 Vic., ch. 8.*)

The said subsidies to be granted to such companies as shall be approved by the Governor in Council, as having established, to his satisfaction, their ability to complete the said railways respectively, within a reasonable time, to be fixed by Order in Council, and according to descriptions and specifications to be approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in an agreement to be made by the company with the Government, and which the Government is empowered to make, and to be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each ten miles of railway, proportionate to the value of the portion so completed in comparison with the whole work undertaken, such proportion to be established by the report of the said Minister; provided always, that the granting of such bonuses or subsidies, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting therewith, as the Governor in Council may determine.

By the special Act 45 Vic., cap. 55 (1882.) (*Assented to 17th May, 1882*):—

5. A subsidy authorized in favour of "The Chignecto Marine Transport Railway Company," provided that they construct and thereafter maintain and operate a ship railway, to be approved by the Government, across the Isthmus of Chignecto from the Gulf of St. Lawrence to the Bay of Fundy, per year, for twenty-five years..... \$150,000
(NOTE.—*Amended by the special Act 49 Vic., ch. 18.*)

By the Act 46 Vic., cap. 25 (1883.) (*Assented to 25th May, 1883*):—

6. To the Baie des Chaleurs Railway Company, for 100 miles of their railway, from Matapedia, on the Intercolonial Railway, to Paspebiac, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 320,000
(NOTE.—*See also 49 Vic., ch. 17, as to additional vote, also 52 Vic., ch. 3.*)
7. To the Caraquet Railway Company, for 36 miles of their railway from a point near Bathurst to Caraquet, in the Province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 115,200
NOTE.—*Further subsidized by 47 Vic., ch. 8; and 50-51 Vic., ch. 24.*)
8. To the Gatineau Valley Railway Company, for the first 50 mile section of their railway, from Hull Station, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 160,000
(NOTE.—*Cancelled by 48-49 Vic., ch. 59, further subsidized by 52 Vic., ch. 3.*)
9. To the Great American and European Short Line Railway Company, for 80 miles of their railway from Canso to Louisburg or Sydney, in the Province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 256,000

(NOTE.—*This was amended by the Act 47 Vic., ch. 8, sec. 2, the words "To the Great American and European Short Line Railway Company" being struck out, and*
lxiv [1889]

the word "the" being inserted for the word "their," and the words and figures "for 80 miles of" being omitted. The line was further subsidized by 47 Vic., ch. 8, as part of a line from Oxford Station to Sydney or Louisbourg; finally authorized as a Government work by Act 49 Vic., ch. 14.)

10. To the International Railway Company, for 49 miles of their railway from Sherbrooke, in the Province of Quebec, to the International boundary line, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 156,800

In connection with the extension of this road through Maine to connect with New Brunswick, at or near Vanceborough or south of that point.

11. To the Northern and Western Railway Company, for 32 miles of their railway, from the Intercolonial Railway, near the Miramichi, to Moran's near Demphy Village, in the Province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 102,400

(NOTE.—Cancelled by 47 Vic., ch. 8, which authorized another subsidy: also, 48-49 Vic., ch. 59, and 49 Vic., ch. 10.)

12. To the Montreal and Western Railway Company, for the first 50 mile section of their railway, out of St. Jérôme, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 160,000

(NOTE.—Cancelled by 49 Vic., ch. 10, which authorized another subsidy.)

13. To the Napanee, Tamworth and Quebec Railway Company, for 28 miles of their railway, from Napanee to Tamworth, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 89,600

14. To the Quebec and Lake St. John Railway Company, for 25 miles of their railway, from St. Raymond to Lake St. John, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 80,000

In addition to the subsidy granted by the Act forty-fifth Victoria, chapter fourteen.

(NOTE.—Further subsidized by the Act 48-49 Vic., ch. 59; 49 Vic., ch. 10, 50-51 Vic., ch. 24, and 52 Vic., ch. 3.)

15. For a railway from the Intercolonial Railway at Petitcodiac to Havenlock Corner, in the Province of New Brunswick, 12 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 38,400

16. For a railway from Gravenhurst to Callander, 110 miles, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole..... 660,000

In addition to the subsidy granted by the Act forth-fifth Victoria, chapter fourteen.

“The nine subsidies first mentioned to be granted to the companies herein-before named respectively; and the two subsidies last mentioned to be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to complete the said railways, respectively; and all the eleven lines above mentioned, and also the lines of railway in respect

of which it is provided by the Act forty-fifth Victoria, chapter fourteen, that subsidies may be granted, shall be commenced within two years from the first day of July next, and completed within a reasonable time, not to exceed four years from and after the passing of this Act, to be fixed by Order in Council, and according to descriptions and specifications to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement, to be made by each company with the Government, and which the Government is empowered to make; and all the said subsidies authorized by this Act, respectively, to be paid out of the Consolidated Revenue Fund of Canada by instalments, on the completion of each section of not less than ten miles of railway, proportionate to the value of the portion so completed in comparison with the whole work undertaken, to be established by the report of the said Minister: Provided always, that the granting of such subsidies shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized as the Governor in Council may determine."

By the special Act 46 Vic., cap. 26 (1883.) (*Assented to 25th May, 1883*):—

- 17. An advance authorized in favour of the "St. John Bridge and Railway Extension Company," to enable them to build a railway bridge across the River St. John, N. B., with railway connection with the Intercolonial, such advance to be secured by a mortgage on their entire property, not to exceed 80 per cent. of the expenditure on the work, nor a total sum of.....\$ 500,000

By the Act 47 Vic., cap. 8 (1884.) (*Assented to 19th April, 1884*):—

- 18. To the Government of the Province of Quebec, in consideration of their having constructed the railway from Quebec to Ottawa, forming a connecting line between the Atlantic and Pacific coasts *via* the Intercolonial and Canadian Pacific Railways, and being as such a work of national and not merely provincial utility, a subsidy not exceeding \$6,000 per mile for the portion between Quebec and Montreal, 150 miles, nor exceeding in the whole..... 954,000
- 19. And for the portion between Montreal and Ottawa, 120 miles, \$12,000 per mile, nor exceeding in the whole.....1,440,000
- 20. For the construction of a line of railway connecting Montreal with the harbours of St. John and Halifax by the shortest and best practicable route, after the report of competent engineers, a subsidy not exceeding \$170,000 per annum, for fifteen years, or a guarantee of a like sum for a like period as interest on bonds of the company undertaking the work, per year, for fifteen years..... 170,000.

(NOTE.—*Further subsidized by the Act 48-49 Vic., ch. 58, sec. 1, sub-sec. 2.*)

- 21. For the construction of a line of railway from Oxford Station, on the Intercolonial Railway, to Sydney or Louisburg, a subsidy not exceeding \$30,000 per annum for fifteen years, or a guarantee of a like sum for a like period as interest on the bonds of the company

undertaking the work, in addition to the subsidies previously granted, and also a lease or transfer to such company of the Eastern Extension Railway, from New Glasgow to Canso, with its present equipment, per year, for 15 years..... 30,000

NOTE.—*Authorized as a Government work by 49 Vic., ch. 14.)*

22. To the Quebec Central Railway Company, for a line of railway from Beauce Junction to the International boundary line, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 211,200

(NOTE.—*The unpaid balance cancelled and further subsidy granted by 51 Vic., ch. 3.)*

23. For the extension of the Canadian Pacific Railway, from its terminus at St. Martin's Junction, near Montreal, or some other point on the Canadian Pacific Railway, to the harbour of Quebec, in such manner as may be approved by the Governor in Council, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole..... 960,000

(NOTE.—*Further subsidized by the Act 48-49 Vic., ch. 58, sec. 2. See also, below, subsidy for line between Jacques Cartier Junction and St. Martin's Junction, both subsidies being united by the Act last named.)*

24. To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the Victoria branch of the Midland Railway, to the village of Bancroft, in the township of Dungannon, county of Hastings, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 160,000

(NOTE.—*Unpaid balance regranted by 52 Vic., ch. 2.)*

25. To the Pontiac Pacific Junction Railway for a line of railway from Hull or Aylmer to Pembroke, provided the Ottawa river is crossed at some point not east of Lapasse, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 272,000

(NOTE.—*Further subsidized by 51 Vic., ch. 3, and time extended by 52 Vic., ch. 3, clause 5.)*

26. To the Gatineau Railway Company, for a line of railway from Kazua-bazua to Le Désert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 160,000

(NOTE.—*Cancelled by Act 48-49 Vic., ch. 59, which substituted another subsidy. See also Act 52 Vic., ch. 3 subsidy, to the Ottawa and Gatineau Railway Company.)*

27. To the Napanee, Tamworth and Quebec Railway Company, for a line of railway from Tamworth to Bogart and Bridgewater, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 70,400

(NOTE.—*Cancelled by Act 48-49 Vic., ch. 59, which authorized another subsidy.)*

28. To the Montreal and Western Railway Company, for a line of railway from the end of the line subsidized in the now last Session of Parliament, towards Le Désert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 160,000

(NOTE.—*Cancelled by 49 Vic., ch. 10, which substituted another subsidy.)*

- 29.** To the Northern and Western Railway Company, for a line of railway from Fredericton to the Miramichi River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole (instead of the subsidy proposed in 1883)..... 128,000
(NOTE.—*Further subsidized by 48-49 Vic., ch. 59, and by 49 Vic., ch. 10.*)
- 30.** To the Erie and Huron Railway Company, for a line of railway from Wallaceburg to Sarnia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 96,000
- 31.** To the Ontario and Pacific Railway Company, for a line of railway from Cornwall to Perth, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 262,400
(NOTE.—*Further subsidized by 50-51 Vic., ch. 24, and 52 Vic., ch. 3.*)
- 32.** To the Kingston and Pembroke Railway Company, for a line of railway from Mississippi to Renfrew, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 48,000
- 33.** To the Great Northern Railway Company, for that portion of their railway between St. Jérôme and New Glasgow, in the county of Terrebonne, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 32,000
- 34.** For a line of railway and bridge between the Jacques Cartier Union Railway Junction with the Canadian Pacific Railway and St. Martin's Junction, connecting the Jacques Cartier Union Railway with the North Shore Railway proper, a subsidy not exceeding in the whole..... 200,000
(NOTE.—*See Act 48-49 Vic., ch. 58, sec. 2.*)
- 35.** For a line of railway from Richibucto to St. Louis, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 22,400
- 36.** For a line of railway from Hopewell to Alma, in the Province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 51,200
- 37.** For a line of railway from St. Andrews to Lachute, in the county of Argenteuil, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 22,400
NOTE.—(*Cancelled by 49 Vic., ch. 10, which amended the route.*)
- 38.** For a line of railway from the Grand Piles, on the River St. Maurice, to Lake Edward, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 217,600
(NOTE.—*Cancelled by 48-49 Vic., ch. 59.*)
- 39.** For a line of railway from Annapolis to Digby, in the Province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 64,000
(NOTE.—*See arrangements authorized by Act 50-51 Vic., ch. 25.*)

- 40.** For a line of the Central Railway, from the head of Grand Lake to the Intercolonial Railway, between Sussex and St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 128,000

(NOTE.—*Revoted 52 Vic., ch. 3.*)

- 41.** To the Caraquet Railway Company, for the extension of their line of railway from Caraquet to Shippegan Harbour, in the Province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 76,800

(NOTE.—*In addition to subsidy granted by 46 Vic., ch. 25 ; further subsidized by 49 Vic., ch. 10, and 50-51 Vic., ch. 24.*)

- 42.** For a branch of the Intercolonial Railway, from Matapedia eastward towards Paspébiac, twenty miles, in the Province of Quebec, a sum not exceeding in the whole..... 300,000

- 43.** For a branch of the Intercolonial Railway, from Derby Station to Indiantown, fourteen miles, a sum not exceeding in the whole.... 140,000

“The subsidies hereinbefore mentioned as to be granted to companies named for that purpose, shall be granted to such companies, respectively ; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to construct and complete the said railways, respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of July next and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, except the line mentioned in the fourth section of this Act,* which shall be commenced within one year, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the Company with the Government, and which the Government is hereby empowered to make ; the location also of every such line of railway shall be subject to the approval of the Governor in Council ; and all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed, in comparison with that of the whole work undertaken, to be established by the report of the said Minister. The subsidies to the Province of Quebec shall be capitalized and the interest shall be payable at such time and in such manner as the Government of Canada shall agree upon with the Government of the said Province. The two subsidies last mentioned in the list are for works to be constructed by the Government of Canada.

“Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized as the Governor in Council may determine.”

* The extension of the Canadian Pacific Railway from its terminus at St. Martin's Junction, or some other point on the said railway, to the harbour at Quebec.

By the special Act 47 Vic., cap. 6 (1884). (*Assented to 19th April, 1884*):—

44. Relating to an agreement with the Province of British Columbia, authority was given *inter alia* for the grant of a subsidy to "the Esquimalt and Nanaimo Railway Company" in aid of the construction of a line of railway and telegraph between the points named; such subsidy to be in lands *en bloc* on Vancouver Island, the boundaries being fixed by the Act, and in money..... \$750,000

By the Act 48-49 Vic., cap. 59 (1885). (*Assented to 20th July, 1885*):—

45. To the Ottawa, Waddington and New York Railway and Bridge Company, for a line of railway from Ottawa to Waddington, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 166,400

46. To the New Brunswick and Prince Edward Island Railway Company, for a line of railway from Sackville to the Straits of Northumberland, at or near Cape Tormentine, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 118,400

47. To the Montreal and Sorel Railway Company, for a line of railway from St. Lambert to Sorel, a subsidy not exceeding \$1,600 per mile, nor exceeding in the whole..... 72,000

48. To the Brockville, Westport and Sault Ste. Marie Railway Company, for a line of railway from Brockville to Westport, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 128,000

49. To the Quebec and Lake St. John Railway Company, for a line of railway from its junction on the North Shore Railway to St. Raymond, upon condition of the Company extending their road to a point 50 miles north of St. Raymond, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 96,000

(NOTE.—*In addition to the subsidy granted by the Acts 45 Vic., ch. 14, and 46 Vic., ch. 25, further subsidized by 49 Vic., ch. 10, 50-51 Vic., ch. 24, 51 Vic., ch. 3, and 52 Vic., ch. 3.*)

50. To the Northern and Western Railway Company, for a line of railway from the northern end of the 40 miles subsidized between Fredericton and the Miramichi River by 47 Victoria, chapter 8, to Boies-town, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole (*further subsidized by the Act 49 Vic., ch. 10*)..... 19,200

51. To the Montreal and Champlain Junction Railway Company, for a line of railway from Brosseau's to Dundee, a subsidy not exceeding \$500 per mile, nor exceeding in the whole..... 30,000

(NOTE.—*Further subsidized by Act 50-51 Vic., ch. 24.*)

52. To the Thunder Bay Colonization Railway Company, for a line of railway from the Murillo station of the Canadian Pacific Railway to the east end of Whitefish Lake, a subsidy not exceeding \$3,200 per mile nor exceeding in the whole..... 92,000

(NOTE.—*Cancelled by 51 Vic., ch. 3, which gave a subsidy for a portion of the same road.*)

- 53.** To the Central Ontario Railway Company, for a line of railway from Coe Hill or Rathburn, to Bancroft, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 64,000
- 54.** To the Belleville and North Hastings Railway Company, for a line of railway from the village of Madoc to the junction with the Central Ontario Railway at Eldorado, a subsidy not exceeding \$1,500 per mile, nor exceeding in the whole..... 10,500
(NOTE.—*Further subsidized by 49 Vic., ch. 10.*)
- 55.** For a line of railway from Long Sault to the foot of Lake Temiscamingue, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 25,600
(NOTE.—*Further subsidized by 49 Vic., ch. 10, and the whole amended by the Act 50-51 Vic., ch. 24.*)
- 56.** For a line of railway from a point on the Canada Southern Railway near Comber, to Lake Erie, at or near the village of Leamington, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 44,800
(NOTE.—*Further subsidized by the Act 50-51 Vic., ch. 24.*)
- 57.** To the Napanee, Tamworth and Quebec Railway Company, for a line of railway from Tamworth towards Bogart and Bridgewater, 16 miles, in lieu of the subsidy granted by 47 Vic., chap. 8, a subsidy of..... 70,000
(NOTE.—*Cancelled by Act 49 Vic., ch. 10, which substituted another subsidy.*)
- 58.** To the Gatineau Railway Company, for a line of railway from Hull station towards Le Désert, a distance of 62 miles, in lieu of the subsidies granted by 46 Vic., ch. 25, and 47 Vic., chapter 8, a subsidy of..... 320,000
(NOTE.—*Substituted ; also, subsidy granted by 52 Vic., ch. 3.*)
- 59.** For a line of railway from the Grand Piles, on the River St. Maurice, to its junction with Lake St. John Railway, a distance of about 50 miles, in lieu of the subsidy granted by 47 Victoria, chapter 8, for a line of railway from the Grand Piles, on the River St. Maurice, to Lake Edward, a subsidy of..... 217,600
(NOTE.—*Cancelled by Act 50-51 Vic., ch. 24.*)
- 60.** To the Canada Atlantic Railway Company, for a line of railway from Valleyfield to a point one and a-half mile west of Johnston's, a subsidy not exceeding \$1,600 per mile, and from one and a half miles west of Johnston's to Lacolle ; also from the present terminus at Ottawa to the Chaudière Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 96,000
(NOTE.—*Further subsidized by 49 Vic., ch. 10, and for their bridge over the St. Lawrence by 50-51 Vic., ch. 24.*)
- 61.** For a line of railway from Indiantown *via* the Miramichi Valley, to its junction with the Northern and Western Railway at or near Boiestown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 140,800

“The subsidies hereinbefore mentioned as to be granted to companies named for that purpose, shall be granted to such companies, respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways, respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the Company with the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister.”

“Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connected with those so subsidized, as the Governor in Council may determine.”

By the Act 48-49 Vic., cap. 58, (1885). (*Assented to 20th July, 1885*):—

62. “For a railway from a point on the Intercolonial Railway at Rivière du Loup or Rivière Ouelle, in the Province of Quebec, to Edmundston, in the Province of New Brunswick, a subsidy not exceeding two thousand eight hundred dollars per mile for seventy-five miles, and six thousand dollars per mile for eight miles, nor exceeding in the whole two hundred and fifty-eight thousand dollars; the said subsidy to be in addition to the subsidy authorized to be granted in aid of the construction of the said railway by the Act forty-fifth Victoria, chapter fourteen, and constituting, with the subsidy so authorized, a subsidy not exceeding in the whole four hundred and ninety-eight thousand dollars, and to be granted for the said railway upon the terms and conditions specified in the said Act, and payable out of the Consolidated Revenue Fund of Canada; and for the purpose of incorporating the persons undertaking the construction of the said railway and those who shall be associated with them in the undertaking, the Governor may grant to them under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, which shall be similar to such of the franchises, privileges and powers granted to railway companies during the present Session as the Governor shall deem most useful or appropriate to the said undertaking; and such charter being published in the *Canada Gazette*, with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of the Parliament of Canada” (*additional*). \$258,000

63. "For a line of railway from the south bank of the St. Lawrence River, opposite or near Montreal, to the harbours of St. Andrews, St. John and Halifax, *vid* Sherbrooke, Moosehead Lake, Mattawamkeag, Harvey, Fredericton and Salisbury, a subsidy not exceeding eighty thousand dollars per annum for twenty years, forming in the whole, together with the subsidy authorized by the Act forty-seventh Victoria, chapter eight, for a line of railway connecting Montreal with the said harbours of St. John and Halifax by the shortest and best practicable route, which the line above described is found to be, a subsidy not exceeding two hundred and fifty thousand dollars per annum, the whole of which shall be paid in aid of the construction of such line of railway for a period of twenty years, or a guarantee of a like sum for a like period as interest on the bonds of the company undertaking the work; the said subsidy to be so granted upon the terms and conditions of, and payable out of the Consolidated Revenue Fund in the manner specified in the said last mentioned Act in respect of the subsidy thereby authorized in aid of the said line of railway." Per year for twenty years (*additional*)..... 80,000

64. "The Governor in Council may grant a further subsidy as an aid towards procuring free access as hereinafter described for the trains and traffic of the Canadian Pacific Railway Company from St. Martin's Junction, near Montréal, or from some other point on their railway to be selected by the said company, to the harbour of Quebec, in such a manner as shall be approved by the Governor in Council, that is to say: an additional subsidy not exceeding three hundred and forty thousand dollars, constituting, together with the subsidy authorized by the said last mentioned Act to aid in procuring the extension of the Canadian Pacific Railway to Quebec, and the subsidy also thereby authorized to aid in constructing a line connecting the Canadian Pacific Railway at the Jacques Cartier Union Junction with the North Shore Railway proper (which subsidies shall be applicable to the said first mentioned purpose) a sum not exceeding in the whole the sum of one million five hundred thousand dollars, payable out of the Consolidated Revenue Fund of Canada " (*additional*)..... 340,000

The said Act further provided as follows in relation to this matter:—

"If it should be expedient so to do in order to facilitate such access, the Governor in Council may acquire the North Shore Railway, and may apply the said sum of one million five hundred thousand dollars, or any part thereof, in aid of such acquisition; and upon such acquisition may transfer and convey or lease the said railway to the Canadian Pacific Railway Company, subject to such obligations as the Government shall have assumed in acquiring it."

By the Act 49 Vic., cap. 10 (1886). (*Assented to 2nd June, 1886*):—

65. For a railway from a point at or near Moncton, to Buctouche, in the Province of New Brunswick, thirty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....\$ 96,000
(NOTE.—*Further subsidized by 50-51 Vic., ch. 24.*)

66. For a railway from Ingersoll *via* London to Chatham, in the Province of Ontario, eighty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 256,000

- 67.** To the Northern and Western Railway Company for ten miles of their railway, intervening between the termini of the portions of their railway for which subsidies are already granted, the one from Fredericton and the other from Indiantown, and an extension of two miles down to deep water at Chatham, in the Province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 32,000
(NOTE.—*In addition to subsidies granted by Acts 47 Vic., ch. 8, and 48-49 Vic., ch. 59.*)
- 68.** To the Caraquet Railway Company, for ten miles of their railway from the end of the present subsidized portion at Lower Caraquet to Shippegan, in the Province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 32,000
(NOTE.—*In addition to subsidies granted by 46 Vic., ch. 25, and 47 Vic. ch. 8. This addition was cancelled by Act 50-51 Vic., ch. 24, which substituted another subsidy.*)
- 69.** To the Lake Erie, Essex and Detroit River Railway Company, for thirty-seven miles of their railway, from Windsor to Leamington, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 118,400
(NOTE.—*Cancelled by Act 50-51 Vic., ch. 24, which substituted another subsidy.*)
- 70.** To the Thunder Bay Colonization Railway Company, for fifty-six miles of their railway, from the end of the present subsidized section to a point near Crooked Lake, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 179,200
(NOTE.—*Cancelled by 51 Vic., ch. 3, which authorized another subsidy.*)
- 71.** To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the Village of Parry Sound to the Village of Sandridge, on the line of the Northern Pacific Junction Railway, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 128,000
(NOTE.—*Revoted by Act 52, Vic., ch. 3.*)
- 72.** For a railway from a point at or near New Glasgow or St. Lin, to or near to Montcalm, in the Province of Quebec, eighteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 57,600
- 73.** For a railway from Hereford to the International Railway, in the Township of Eaton, in the Province of Quebec, thirty-four miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 108,800
- 74.** For a railway from St. Félix to Lake Maskinongé, Parish of St. Gabriel, in the Province of Quebec, ten miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 32,000
- 75.** For a railway from Glenannan to Wingham, in the Province of Ontario, five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 16,000
- 76.** For a railway from a point at or near the McCann Station on the Intercolonial Railway, to the Joggins, on Cumberland Basin, in the Province of Nova Scotia, twelve miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 38,400
(NOTE.—*Further subsidized by Act 50-51 Vic., ch. 24.*)

- 77.** For a railway from L'Assomption to L'Epiphanie, in the Province of Quebec, three miles and a half, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 11,200
- 78.** To the Montreal and Western Railway Company, for seventy miles of their railway from St. Jérôme, north-westerly towards Desert, in the Province of Quebec, a subsidy of \$5,161 per mile, in lieu of the subsidies granted by 46 Victoria, chapter 25, and 47 Victoria, chapter 8, not exceeding in the whole 361,270
- 79.** For a railway from St. Andrews to the Canadian Pacific Railway at or at any point east of the Town of Lachute, in the County of Argenteuil, in the Province of Quebec, seven miles, in lieu of the subsidy granted by 47 Victoria, chapter 8, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 22,400
(NOTE.—*Revoted by 52 Vic. ch. 3.*)
- 80.** To the Canada Atlantic Railway Company, for twelve miles of their railway from Clarks' Island to Valleyfield and from Lacolle, in the Province of Quebec, to the International boundary, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 38,400
(NOTE.—*In addition to the subsidy granted by 48-49 Vic., ch. 59; also further subsidized by 50-51 Vic., ch. 24, for a bridge across the St. Lawrence.*)
- 81.** For a railway from Truro to Newport, in the Province of Nova Scotia, forty-nine miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 156,800
(*Revoted by 52 Vic., ch. 3.*)
- 82.** To the Quebec and Lake St. John Railway Company, for ninety-five miles of their railway, from a point fifty miles north of St. Raymond to Lake St. John, in the Province of Quebec, a subsidy not exceeding \$1,961 per mile, nor exceeding in the whole (in addition to the subsidy granted by 45 Victoria, chapter 14, and 46 Victoria, chapter 25, of \$3,200 per mile.)..... 186,295
(NOTE.—*Further subsidized by the Act 50-51 Vic., ch. 24.*)
- 83.** To the Cap Rouge and St. Lawrence Railway Company, for twelve miles of their railway from Lorette *via* Cap Rouge to Quebec, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 38,400
(NOTE.—*Revoted by 52 Vic., ch. 3.*)
- 84.** For the construction of wharves and landing stages on the line of the railway from Long Sault to the foot of Lake Temiscamingue, a subsidy of..... 6,000
(NOTE.—*In addition to the subsidy for the construction of the line granted by 48-49 Vic., ch. 59. The addition was cancelled by Act 50-51 Vic., ch. 24, which readjusted the subsidies granted.*)
- 85.** To the Gananoque, Perth and James' Bay Railway Company, seventeen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 54,400
- 86.** For a railway from St. Eustache to St. Placide, County of Two Mountains, eighteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 57,600

- 87.** For a railway from a point on the Intercolonial Railway through the Stewiacke Valley, on the line which will afford facilities of communication with the Iron Mines, Spring Side, Upper Stewiacke, and Musquodoboit settlements, twenty-five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 80,000
- 88.** For a railway from Yamaska to the River St. Francis, in the Province of Quebec, ten miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 32,000
- 89.** For a railway from Perth Centre Station on the New Brunswick Railway, to a point near Plaister Rock Island, in the Province of New Brunswick, twenty-eight miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 89,600
(NOTE.—Cancelled by 50-51 Vic., ch. 24, which substituted another subsidy.)
- 90.** For a railway from Fredericton to the Village of Prince William, in the Province of New Brunswick, twenty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 70,400
- 91.** For a railway from a point on the Intercolonial Railway near Newcastle or *via* Douglastown to a point on the River Miramichi, opposite the Town of Chatham, in the Province of New Brunswick, six miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 19,200
- 92.** For a railway from a point on the Canadian Pacific Railway to Eganville, in the Province of Ontario, twenty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 70,400
(NOTE.—Cancelled by 51 Vic., ch. 3, which authorized another subsidy.)
- 93.** To the Belleville and North Hastings Railway Company, for seven miles of their railway from the village of Madoc to the Junction with the Central Ontario Railway at Eldorado, in the Province of Ontario, a subsidy (in addition to the subsidy of \$1,500 per mile granted by 48-49 Victoria, chapter 59) not exceeding \$1,700 per mile, nor exceeding in the whole..... 11,900
(NOTE.—Additional.)
- 94.** To the Napanee, Tamworth and Quebec Railway Company, for eighteen miles of their railway from Tamworth to Tweed, in lieu of the subsidy granted by 48-49 Victoria, chapter 59, a subsidy of 70,000
(NOTE.—Further subsidized by the Act 50-51 Vic., ch. 24.)
- 95.** To the Albert Railway Company, for their railway from Salisbury to Hopewell, in the Province of New Brunswick, which is a feeder to the Intercolonial Railway, in the form of a loan, repayable at such time and secured in such manner as the Governor in Council determines, a subsidy of..... 15,000

“The subsidies hereinbefore mentioned as to be granted to the companies named for that purpose, shall be granted to such companies, respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively. All the lines for the

construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in the agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council, and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister: Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject such conditions for securing such running power or traffic arrangements and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council may determine."

By the Act 50-51 Vic., cap. 24 (1887.) (*Assented to 23rd June, 1887:*)—

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| 96. To the St. Catharines and Niagara Railway Company, for twelve miles of their railway from the City of St. Catharines to the bridge over the Niagara River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$38,400 |
| 97. To the Vaudreuil and Prescott Railway Company, for thirty miles of their railway from Vaudreuil towards Hawkesbury, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 |
| 98. To the Richmond Hill Junction Railway Company, for five miles of their railway from Richmond Hill Junction on the Northern Railway of Canada to Richmond Hill Village, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 16,000 |
| 99. To the Drummond County Railway Company, for thirty miles of their railway from Drummondville towards Nicolet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 |
| 100. To the Joggins Railway Company, for one and a quarter miles of their railway extending from the southern end of the portion subsidized by the Act forty-ninth Victoria, chapter ten, to the wharves, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole (<i>additional</i>)..... | 4,000 |
| 101. To the Moncton and Buctouche Railway Company, for two miles of their railway from the west end of the portion subsidized by the Act forty-ninth Victoria, chapter ten, to Moncton, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole (<i>additional</i>)..... | 6,400 |
| 102. To the Beauharnois Junction Railway Company, for thirty miles of their railway from St. Martin's towards St. Anicet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 |

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| 103. To the Harvey Branch Railway Company, for three miles of their railway from the southern terminus of the Albert Railway to Harvey Bank, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 9,600 |
| 104. To the Brantford, Waterloo and Lake Erie Railway Company, for eighteen miles of their railway from the Town of Brantford to the Village of Hagarville or the Village of Waterford, or some intermediate point on the Canada Southern Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 57,600 |
| 105. To the Guelph Junction Railway Company, for sixteen miles of their railway from its junction with the Canadian Pacific Railway to the Town of Guelph, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 51,200 |
| 106. To the Massawippi Railway Company, for ten miles of their railway from a point on the Atlantic and North Western Railway, near the Village of Magog, to Ayer's Flat Station, on the Massawippi Valley Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 |
| (NOTE.—Cancelled by 51 Vic., ch. 3, another subsidy being substituted.) | |
| 107. To the Napanee, Tamworth and Quebec Railway Company, for four miles of their railway from the north end of the section subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter fifty-nine, to Tweed, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole (<i>additional, further subsidized by 52 Vic. ch. 3.</i>)..... | 12,800 |
| 108. To the Dominion Lime Company, for seven miles of their railway from a point on the Quebec Central Railway, in the Township of Dudswell to the Dudswell Lime Company's quarries, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 22,400 |
| 109. To the South Norfolk Railway Company, for seventeen miles of their railway from Port Rowan to the Town of Simcoe, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 54,400 |
| 110. To the Jacques Cartier Union Railway Company, for extending and completing their railway, a subsidy of (<i>additional</i>) | 20,000 |
| 111. For a line of railway from Mount Forest to Walkerton, twenty-four miles in length, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 76,800 |
| 112. To the Oshawa Railway and Navigation Company, for seven miles of their railway from Port Oshawa towards Raglan, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 22,400 |
| 113. To the Saguenay and Lake St. John Railway Company, for thirty miles of their railway from Lake St. John towards Chicoutimi, or from Chicoutimi towards Lake St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 |

(NOTE.—Transferred by 51 Vic., ch. 3, to the Quebec and Lake St. John Railway Co.)

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| <p>114. To the Great Eastern Railway Company, for thirty miles of their railway from the River St. Francis to the Arthabaska Railway, at St. Grégoire Station, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....</p> | 96,000 |
| <p>(NOTE.—<i>Further subsidized by 52 Vic., ch. 3.</i>)</p> | |
| <p>115. To the Ontario and Pacific Railway Company, for six miles of their railway from the northern end of the portion subsidized by the Act forty-seventh Victoria, chapter eight, to the town of Perth, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole (<i>additional</i>).....</p> | 19,200 |
| <p>116. To the Caraquet Railway Company, for seven miles of their railway from Lower Caraquet to Shippegan, in lieu of the subsidy granted by the Act forty-ninth Victoria, chapter ten, a subsidy not exceeding in the whole (<i>substituted</i>).....</p> | 32,000 |
| <p>117. To the St. Lawrence and Lower Laurentian and Saguenay Railway Company, for the section of their railway from Grand Piles, on the St. Maurice River, to its junction with the Quebec and Lake St. John Railway, in lieu of the subsidy granted by the Act passed in the Session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter fifty-nine, for a line of railway from Grand Piles, on the St. Maurice River, to its Junction with the Lake St. John Railway, a distance of about fifty miles, a subsidy of (<i>substituted</i>)</p> | 217,600 |
| <p>118. To the St. John Valley and River du Loup Railway Company, for twenty-two miles of their railway from the Village of Prince William towards the Town of Woodstock, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....</p> | 70,400 |
| <p>119. To the Lake Temiscamingue Railway Company, for four short sections of railway, in all about two miles in length, to overcome the rapids of the Ottawa River, known as "La Mi-Charge," "La Cave," "Les Erables," and "La Montagne," and for the construction of wharves and landing stages at these rapids, to connect the Canadian Pacific Railway at Mattawa with Lake Temiscamingue by steamboats, railways and other works (in lieu of a portion two miles in length, out of the eight miles of railway subsidized by the Act passed in the Session held in the forty eighth and forty-ninth years of Her Majesty's reign, chapter fifty-nine, under which about six miles of railway have already been built from the foot of Long Sault proper to the foot of Lake Temiscamingue, and in lieu also of the subsidy granted by the Act forty-ninth Victoria, chapter ten), a subsidy of (<i>substituted</i>).....</p> | 12,400 |
| <p>120. To the Carillon and Grenville Railway Company, for twelve miles of their railway from St. Eustache to Sault au Récollet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole</p> | 38,400 |
| <p>121. To the Minudie Branch Railway Company, for five and a half miles of their railway from its junction with the Joggins Railway, near the River Hebert railway bridge, to the Village of Minudie, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole</p> | 17,600 |

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| 122. To the Lake Témiscamingue Colonization and Railway Company, for ten and a-half miles of their railway from the Long Sault to Lake Kippewa, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole (<i>additional</i>)..... | 33,600 |
| 123. To the Leamington and St. Clair Railway Company, for two miles of their railway from the north end of the section subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter fifty-nine, to the Village of Comber, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole (<i>additional</i>)..... | 6,400 |
| 124. To the Cumberland Railway and Coal Company, for fourteen miles of their railway from a point on the Spring Hill and Parrsboro' Railway, near Spring Hill, to a point on the railway between Oxford and New Glasgow, near Oxford Village, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 44,800 |
| 125. To the Montreal and Champlain Junction Railway Company, a subsidy of (<i>in addition to the subsidy granted by Act 48-49 Vic., ch. 59.</i>) | 64,000 |
| 126. To the Quebec and Lake St. John Railway Company, for nine miles of their railway, the distance which the previous subsidies granted are short of covering from the City of Quebec to Lake St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole (<i>in addition to subsidies granted by Acts 45 Vic., ch. 14; 46 Vic., ch. 25; 48-49 Vic., ch. 59, and 49 Vic., ch. 10.</i>)..... | 28,800 |
| 127. To the Temiscouata Railway Company, for thirty miles of a branch of their railway from Edmundston towards the St. Francis River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole (<i>in addition to subsidies granted for their main line by 45 Vic., ch. 14, and 48-49 Vic., ch. 3.</i>)..... | 96,000 |
| <i>(NOTE.—Cancelled by 51 Vic., ch. 3, which authorized another subsidy.)</i> | |
| 128. To the Cornwallis Valley Railway Company, for thirteen miles of their railway from Kentville to Kingsport, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole (<i>further subsidized by 52 Vic., ch. 3.</i>) | 41,600 |
| 129. To the Nova Scotia Central Railway Company, for thirty-four miles of their railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 108,800 |
| 130. To the Tobique Valley Railway Company, for fourteen miles of their railway from Perth Centre Station towards Plaister Rock Island, in lieu of the subsidy granted by the Act forty-ninth Victoria, chapter ten, for a railway from Perth Centre Station, on the New Brunswick Railway, to a point near Plaister Rock Island, a subsidy of (<i>substituted</i>)..... | 89,600 |
| 131. For a railway from Woodstock towards Centreville, twenty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 64,000 |
| 132. For a railway bridge over the St. Lawrence River, at Coteau Landing, on the line of the Canada Atlantic Railway, a subsidy of fifteen per cent. on the value of the structure, not to exceed (<i>in addition to subsidies granted for the main line by 48-49 Vic., ch. 59, and 49 Vic., ch. 10</i>)..... | 180,000 |

133. To the Lake Erie, Essex and Detroit River Railway Company, for twenty-seven miles of their railway, in lieu of the subsidy granted by the Act forty-ninth Victoria, chapter ten, a subsidy not exceeding (*substituted*)..... 118,400

“For the purpose of granting corporate powers to persons or companies undertaking the construction of railways or parts of railways, mentioned in the next preceding section, for the construction of which no corporate powers exist at the time of the passing of this Act, the Governor in Council may grant to them, under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, as the Governor in Council shall deem most useful or appropriate to the said undertaking; and such charter being published in the *Canada Gazette*, with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of the Parliament of Canada.

“The subsidies hereinbefore mentioned as to be granted to companies named for that purpose, shall be granted to such companies respectively; the other subsidies, including subsidies granted for railways over a line extending beyond a point to which any company hereinbefore mentioned by name is authorized to construct their railway, shall be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the Company with the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon completion of the work subsidized, except as regards the subsidy for the bridge over the St. Lawrence River upon which shall be paid fifteen per cent. of the value of work done on monthly progress estimates, certified by the Chief Engineer, and upon the approval of the Minister of Railways and Canals.

The granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

Notwithstanding anything contained in the Act forty-fifth Victoria, chapter fourteen, or in the Act forty-sixth Victoria, chapter twenty-five, the balances of the sums granted for a railway from St. Raymond to Lake St. John and to the Quebec and Lake St. John Railway Company by the said Acts respectively, which have not

yet been paid by the Government, may be paid at any time within one year from the passing of this Act, subject to the conditions in the said Acts contained.

By the Act 51 Vic., ch. 3 (1888). (*Assented to 22nd May, 1888*):—

- 134.** To the Ottawa and Parry Sound Railway Company, for 22 miles of their railway from a point on the Canadian Pacific Railway to Eganville, in lieu of the subsidy granted by 49 Victoria, Chapter 10, for a railway from a point on the Canadian Pacific Railway to Eganville, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole (*substituted*).....\$ 70,400 00
- 135.** To the Nova Scotia Central Railway Company, for 46 miles of their railway, in the Province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole (*additional*) 147,200 00
- 136.** To the Montreal and Champlain Junction Railway Company, for 3 miles of their railway from the end of the present subsidized section, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole (*additional*) 9,600 00
- 137.** To the Massawippi Junction Railway Company, for their railway from a point on the Atlantic and North-West Railway near the Village of Magog, to Ayer's Flat Station on the Massawippi Valley Railway, in lieu of the subsidy granted by 50-51 Victoria, Chapter 24, a subsidy of (*substituted*)..... 32,000 00
- 138.** To the Pontiac Pacific Junction Railway Company, for bridging the several channels of the Ottawa River at Culbute and west thereof, a subsidy of \$31,500, to be paid out monthly as the work progresses, upon the certificate of the Chief Engineer of Government Railways, in the proportion which the value of the work executed bears to the value of the whole work undertaken, and for 3 miles of their railway extending from a point 3 miles east of Pembroke to Pembroke in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$9,600, provided that the entire work subsidized upon this railway shall be completed within four years from the passing of this Act, the subsidy granted by this Act not to exceed in the whole (*additional*)..... 41,100 00
- 139.** To the Port Arthur, Duluth and Western Railway Company, for 84 $\frac{3}{4}$ miles of their railway from Port Arthur towards Gun Flint Lake, in lieu of the subsidies granted by 48-49 Victoria, Chapter 59, and 49 Victoria, Chapter 10, for the construction of a railway from Murillo Station to Crooked Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole (*substituted*)..... 271,200 00
- 140.** To the Quebec and Lake St. John Railway Company, for 30 miles of their railway from Lake St. John towards Chicoutimi, or from Chicoutimi towards Lake St. John, being a transfer made at the request of the Saguenay and Lake St. John Railway Company of the subsidy granted to them by 50-51 Victoria, Chapter 24, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole (*substituted*)..... 96,000 00

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| 141. To the Temiscouata Railway Company, for 20 miles of their branch railway from Edmundston towards the St. Francis River, in the Province of Quebec, in lieu of the subsidy granted by 50-51 Victoria, Chapter 24, a subsidy of (<i>substituted</i>)..... | 100,000 00 |
| 142. To the Quebec Central Railway Company, for the construction and completion of a line of railway from Saint Francis Station to a point on the Atlantic and North-West Railway near Moose River, 90 miles, in lieu of the balance of the subsidy, unearned, granted by 47 Victoria, Chapter 8, a subsidy not exceeding \$21,191.54 per annum for twenty years, or a guarantee of a like sum for a like period as interest on the bonds of the Company, such annual subsidy for twenty years representing a grant in cash of (<i>substituted</i>)..... | 288,000 00 |
| 143. To the Central Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the Company) of 4,052 tons of used iron rails and fastenings loaned to the St. Martin's and Upham Railway Company, now forming part of the Central Railway, which rails and fastenings stand in the Public Accounts as an asset of. | 83,612 54 |
| 144. To the Elgin, Petitecodiac and Havelock Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the Company) of 2,201 tons of used iron rails and fastenings loaned to the Elgin Branch Railway, now forming part of the Elgin, Petitecodiac and Havelock Railway, which rails and fastenings stand in the Public Accounts as an asset for..... | 44,252 82 |
| 145. To the Kent Northern Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the Company) of 2,549 tons of used iron rails and fastenings loaned to the Company, which rails and fastenings stand in the Public Accounts as an asset for..... | 58,334 27 |
| 146. To the Halifax Cotton Company of Nova Scotia, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the Company) of 233 tons of used iron rails and fastenings loaned to the Company, which rails and fastenings stand in the Public Accounts as an asset for..... | 4,335 00 |
| 147. To the Steel Company of Canada, in Nova Scotia, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the Company) of 597 tons of used iron rails and fastenings loaned to the Company, which rails and fastenings stand in the Public Accounts as an asset for..... | 11,964 66 |

- 148.** To the Albert Railway Company of New Brunswick, a grant as subsidy (the section of road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the Company) of 726 tons of used iron rails and fastenings loaned to the Company, which rails and fastenings stand in the Public Accounts as an asset for..... 14,665 45
- 149.** To the Chatham Branch Railway of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the Company) of 958 tons of used iron rails and fastenings loaned to the Company, which rails and fastenings stand in the Public Accounts as an asset for..... 24,439 84

All the lines, for the construction of which subsidies are granted, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the Company with the Government, and which the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies respectively, payable in cash, shall be payable out of the Consolidated Revenue Fund of Canada by instalments, on the completion to the satisfaction of the Minister of Railways and Canals, of each section of the railway of not less than 10 miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon completion of the work subsidized.

By the Act 52 Vic., cap 3 (*Assented to 2nd May, 1889*) :—

- 150.** To the Ontario and Pacific Railway Company, for a line of railway from Cornwall to Ottawa, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole (*substituted for a lapsed subsidy*)..... \$172,400 00
- 151.** To the Ottawa and Gatineau Railway Company, for a line of railway from Hull Station towards Le Desert, a distance of 62 miles, a subsidy not exceeding in the whole (*re-vote*)..... 320,000 00
- 152.** To the Cap Rouge and St. Lawrence Railway Company, for twelve miles of their railway, from Lorette *viâ* Cap Rouge to Quebec, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. (*Revote*)..... 33,400 00
- 153.** To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge or some other point on the line of the Northern and Pacific Junction Railway, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. (*Revote*) 128,000 00

| | |
|--|------------|
| 154. For a railway from St. Andrew's to the Canadian Pacific Railway at, or at any point east of the town of Lachute, in the county of Argenteuil, in the Province of Quebec, seven miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. (<i>Revote</i>)..... | 22,400 00 |
| 155. For a railway from Truro or a point between Truro and Stewiacke, to Newport or to Windsor, in the Province of Nova Scotia, forty-nine miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. (<i>Revote, with change of termini</i>)..... | 156,800 00 |
| 156. For a line of the Central Railway from the head of Grand Lake to the Intercolonial Railway, in the Province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. (<i>Revote</i>)..... | 128,000 00 |
| 157. To the Albert Southern Railway Company, the balance remaining unpaid of the subsidy granted by the Act 47th Victoria, chapter 8, not exceeding in the whole. (<i>Revote</i>)..... | 31,771 43 |
| 158. To the Baie des Chaleurs Railway Company, the balance remaining unpaid of the subsidy mentioned in the Act 49th Victoria, chapter 17, not exceeding in the whole. (<i>Revote</i>). | 244,500 00 |
| 159. To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the Victoria branch of the Midland Railway to the village of Bancroft, in the county of Hastings, the balance remaining unpaid of the subsidy granted by the Act 47th Victoria, chapter 8, not exceeding in the whole. (<i>Revote</i>) | 145,000 00 |
| 160. To the Northern and Pacific Junction Railway Company, for a railway from Gravenhurst to Callander, the balance remaining unpaid of the subsidies granted by the Acts 45th Victoria, chapter 14, and 46th Victoria, chapter 25, not exceeding in the whole. (<i>Revote</i>)..... | 35,000 00 |
| 161. For a railway from some point on the Joggins Railway, near the Hebert River, to Young's Mills, in the Province of Nova Scotia, a distance of five miles, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole..... | 16,000 00 |
| 162. To the St. Clair Frontier Tunnel Company, for the construction of a tunnel under the St. Clair River, from a point at or near Sarnia, to a point at or near Port Huron, a subsidy not exceeding in the whole..... | 375,000 00 |
| 163. To the Pontiac and Renfrew Railway Company, for six miles of their railway from the north bank of the Ottawa River, opposite Braeside, or from Bristol Iron Mines, to the Pontiac Pacific Junction Railway, near the Quion River, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole..... | 19,200 00 |
| 164. To the Quebec, Montmorency and Charlevoix Railway Company, for thirty miles of their railway, from the east bank of | |

| | | |
|-------------|--|------------|
| | the St. Charles River, to or near to Cape Tourmente, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole..... | 96,000 00 |
| 165. | To the Fredericton and St. Mary's Bridge Company, for a bridge over the St. John River at Fredericton, in the Province of New Brunswick, a subsidy not exceeding in the whole. (<i>Additional</i>)..... | 30,000 00 |
| 166. | To the Napanee, Tamworth and Quebec Railway Company, for seven miles of their railway, from a point at or near Yarker, to a point at or near Harrowsmith, and to a company for three miles of railway from a point at or near Harrowsmith to a point at or near Sydenham, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole. (<i>Additional</i>). | 32,000 00 |
| 167. | For a railway from a point near Sicamous, on the Canadian Pacific Railway, to a point on Lake Okanagan, for fifty-one miles of such railway, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole..... | 163,200 00 |
| 168. | To the Cornwallis Valley Railway Company, for one mile of their railway, from the end of the line subsidised by the Act 50-51 Victoria, chapter 24, to Kingsport, in the Province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. (<i>Additional</i>)..... | 3,200 00 |
| 169. | To the Lake Témiscamingue Colonisation and Railway Company, for fifteen miles of their railway, from Mattawa station on the Canadian Pacific Railway, towards the Long Sault, or from the Long Sault towards the said Mattawa station, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. (<i>Additional</i>)..... | 48,000 00 |
| 170. | To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway from a point on the Canadian Pacific Railway at or near Maskinongé or Louiseville, towards the Parish of St. Michel des Saints, on the River Mattawin in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 48,000 00 |
| 171 | To the Kingston, Smith's Falls and Ottawa Railway Company, for twenty miles of their railway, from the city of Kingston towards Smith's Falls, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole... | 64,000 00 |
| 172 | To the South Ontario Pacific Railway Company, for forty-nine and one-half miles of their railway, from Woodstock to Hamilton, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 158,400 00 |
| 173. | For a railway from St. Césaire to St. Paul d'Abbotsford, in the Province of Quebec, five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 16,000 00 |
| 174. | To the Great Eastern Railway Company, for twenty miles of their railway, from the east end of the line subsidised by the | |

Act 50-51 Victoria, chapter 24, at St. Grégoire, towards the Chaudière Junction Station on the Intercolonial Railway, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. (*Additional*)..... 64,000 00

- 175.** To the Drummond County Railway Company for four and one-half miles of their railway, from the end of the line subsidised by the Act 50-51 Victoria, chapter 24, to Ball's Wharf, on the St. Lawrence River, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. (*Additional*)..... 14,400 00
- 176.** To the St. Catharines and Niagara Central Railway Company, for twenty miles of their railway, from the end of the line subsidised by the Act 50-51 Victoria, chapter 24, at St. Catharines, towards the city of Hamilton, in the Province of Ontario a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. (*Additional*)..... 64,000 00
- 177.** To the Quebec and Lake St. John Railway Company, for twenty miles of their railway, from the end of the section of thirty miles from Lake St. John towards Chicoutimi subsidised by the Act 51 Victoria, chapter 3, towards Chicoutimi, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. (*Additional*)..... 64,000 00
- 178.** To the Grand Trunk, Georgian Bay and Lake Erie Railway Company, for fifteen miles of their railway, from the village of Tara or some point between Tara and Hepworth, to the town of Owen Sound, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 48,000 00
- 179.** To the Hereford Railway Company, for fifteen miles of their railway, from Cookshire to a junction with the Quebec Central Railway at Dudswell, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. (*Additional*)..... 48,000 00
- 180.** To the Massawipi Junction Railway Company, for fifteen miles of their railway, from Ayer's Flat to Coaticook, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. (*NOTE.—In addition to subsidy voted by 51 Vic., ch 3*)..... 48,000 00
- 181.** To the Brockville, Westport and Sault Ste. Marie Railway Company, for twenty miles of their railway, from a point at or near Newboro, towards Palmer's Rapids, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. (*Revote*)..... 64,000 00
- 182.** To the Thousand Islands Railway Company, for four miles of their railway, from a point near the St. Lawrence River, in Gananoque village, to Gananoque Junction of the Grand Trunk Railway, and for thirteen miles of their railway, from Gananoque Junction of the Grand Trunk Railway to a junction with the Brockville, Westport and Sault Ste. Marie Railway, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 54,400 00

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|---|-----------|
| 183. For a railway from Cape Tormente towards Murray Bay, twenty miles in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 64,000 00 |
| 184. To the Amherstburg, Lake Shore and Blenheim Railway Company, for twenty miles of their railway, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 64,000 00 |

2. So much of the subsidy of three thousand two hundred dollars per mile, which, under the provisions of the Act forty-ninth Victoria, chapter seventeen, and of this Act, may be paid to the Baie des Chaleurs Railway Company in respect of the thirty miles of their railway, from the seventieth to the hundredth mile, eastward from Metapediac, shall be applicable to the section of the said railway, comprised between the fortieth and the seventieth mile thereof, eastward from Metapediac, instead of to the said first mentioned section of thirty miles, making six thousand four hundred dollars per mile applicable to the secondly mentioned section of thirty miles; but the foregoing provision shall be subject to the condition that the said company undertake to complete the thirty miles of their railway from the seventieth to the hundredth mile eastward from Metapediac within a reasonable time, not to exceed four years, to be fixed by Order in Council, and without any further subsidy from the Government of Canada, and that they deposit with the Minister of Railways and Canals, as security to the Crown that they will well and truly carry out their undertaking, their bonds to the amount of two hundred thousand dollars.

3. The subsidies hereinbefore mentioned as to be granted to companies named for that purpose, shall be granted to such companies respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidised, except as respects the tunnel under the St. Clair River, in which case there shall be paid fifteen per cent. of the value of work done on monthly progress estimates, certified by the Chief Engineer, and upon the approval of the Minister of Railways and Canals.

4. The granting of such subsidies, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidised, as the Governor in Council determines.

5. And for the removal of doubts it is hereby declared and enacted that the provision in the Act passed in the fifty-first year of Her Majesty's reign and chaptered three, relating to the Pontiac Pacific Junction Railway Company extended and extends the several subsidies in aid of the said company for four years from the passing of the said Act, that is to say, from the twenty-second day of May, one thousand eight hundred and eighty-eight.

LAND SUBSIDIES.

By 47 Vic., cap. 25, clause 7, (1884). (*Assented to 19th April, 1884*):—

185. "The Governor in Council is hereby authorised, in aid of the construction of a railway from some point on the Canadian Pacific Railway to Hudsons Bay to make a free grant of not more than six thousand four hundred acres for each mile of railway within Manitoba, and not more than twelve thousand eight hundred acres for each mile in the North West Territories."

By 48-49 Vic., cap. 60 (1885). (*Assented to 20th July, 1885*):—

186. To the North-Western Coal and Navigation Company (Limited), Dominion lands to an extent not exceeding three thousand eight hundred acres for each mile of the company's railway, from Medicine Hat to the coal banks on the Belly River, about one hundred and ten miles.

187. To the Manitoba and South-Western Colonization Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway, from its commencement at Winnipeg to its terminus at Whitewater Lake, about one hundred and fifty miles.

188. To the Manitoba and North-Western Railway Company, Dominion lands to the extent of six thousand four hundred acres for each mile of the company's railway, for the whole distance from Portage la Prairie to the crossing of the south branch of the River Saskatchewan, twenty miles from Prince Albert, about four hundred and thirty miles.

189. To the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway, from its commencement near Regina, to the navigable waters of Long Lake.

The said grants, and each of them, may be so made in aid of the construction of the said railways respectively, in the proportion and upon the conditions fixed by the Orders in Council made in respect thereof,—each of the said enterprises being respectively subject to any modification thereof which may hereafter be made by the Governor in Council; and except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively of the cost of survey of the lands and incidental expenses, at the rate of ten cents per acre in cash on the issue of the patents therefor.

By **49 Vic., cap. 11 (1886)**. (*Assented to 2nd June, 1886*) :—

- 190.** To the Manitoba and North-Western Railway Company, Dominion lands to the extent of six thousand four hundred acres per mile for each mile of the company's branch railway running from a point on the main line of that railway, at or near Todburn, in a north-westerly direction through the county of Russell to the Assiniboine River, near the town of Shellmouth, about twenty-six miles.
- 191.** To the North-West Central Railway Company, or to such other company as may undertake the construction of the railway or a railway from a point on the Manitoba and North-Western Railway, *via* Rapid City, westward, Dominion lands to the extent of six thousand four hundred acres for each mile of the company's railway, for the whole distance from Brandon Station, on the Canadian Pacific Railway, or from such point on the Manitoba and North-Western Railway as aforesaid, to Battleford, in the Provisional District of Saskatchewan, about four hundred and fifty miles.
- 192.** To the Wood Mountain and Qu'Appelle Railway Company, Dominion lands to the extent of six thousand four hundred acres for each mile of the company's railway for the whole distance commencing at a point in township number four, in range number thirty, west of the second meridian, in the Dominion lands system of survey, passing through the town of Fort Qu'Appelle, to join the Manitoba and North-Western Railway at a point to be fixed for that purpose by the Governor in Council, about two hundred and forty miles.

The said grants, and each of them may be so made in aid of the construction of the said railways respectively, in the proportions and upon the conditions fixed by the Orders in Council made in respect thereof,—each of the said enterprises being respectively subject to any modification thereof which may hereafter be made by the Governor in Council; and, except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively of the cost of survey of the lands and incidental expenses at the rate of ten cents per acre in cash on the issue of the patents therefor.

By **50-51 Vic., cap. 23 (1887)**. (*Assented to 23rd June, 1887*) :—

- 193.** To the Alberta and Athabaska Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway from some point on the Bow River or Canadian Pacific Railway, at or between Calgary and Crowfoot Creek, to a point near the town plot of Edmonton, about three hundred miles.
- 194.** To the Qu'Appelle, Long Lake and Saskatchewan Railway and Steamboat Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway, from a point near the northern terminus of the completed portion of that railway, at or near Long Laketon, on the navigable waters of Long Lake, to a point at or near where the fifty-second parallel of latitude crosses the South Saskatchewan River, thence to a point at or near the elbow of the North Saskatchewan River, with branches to Prince Albert and Battleford, about three hundred and twenty-five miles.

195. To the Medicine Hat Railway and Coal Company Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the Company's railway, from a point at or near Medicine Hat, on the line of the Canadian Pacific Railway, to the coal field in or near townships twelve and thirteen, range six, west of the fourth principal meridian, a distance of about eight miles, to be selected out of such lands as are at the disposal of the Government in the proximity of the line of the Company's railway.

The said grants, and each of them may be so made in aid of the construction of the said railways respectively, in the proportions and upon the conditions fixed by the Orders in Council made in respect thereof,—each of the said enterprises being respectively subject to any modification thereof which may hereafter be made by the Governor in Council; and, except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively of the cost of survey of the lands and incidental expenses at the rate of ten cents per acre in cash on the issue of the patents therefor.

By 52 Vic., cap. 4. (*Assented to 2nd May, 1889*) :—

196. To the North-Western Coal and Navigation Company (limited), in addition to the grant provided for by section one of the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign and chaptered sixty, Dominion lands to an extent not exceeding two thousand six hundred acres for each mile of the Company's railway from Dunmore Station, on the Canadian Pacific Railway, to Lethbridge, on the Belly River, the present terminus of the said railway, a distance of one hundred and nine and one-half miles,—such additional grant to be made only on condition that the gauge of the said railway be made standard width; and also to the said North-Western Coal and Navigation Company (limited), Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the Company's railway from Lethbridge to the International Boundary, a distance of about fifty miles.

197. To the Red Deer Valley Railway and Coal Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the Company's railway from Cheadle Station, on the Canadian Pacific Railway, to its terminus at a point in or near township twenty-nine, range twenty-three, west of the fourth meridian, a distance of about fifty-five miles.

198. To the North-Western Railway Company of Canada, Dominion lands to an extent not exceeding ten thousand acres for each mile of the Company's railway from Calgary, on the Canadian Pacific Railway, northerly to a point on the North Saskatchewan River, at or near Edmonton, a distance of about two hundred and ten miles; and also to the said North-Western Railway Company of Canada, Dominion lands to an extent not exceeding ten thousand acres for each mile of the Company's railway from Calgary, southerly to Lethbridge, a distance of about one hundred and twenty miles.

199. To the Lake Manitoba Railway and Canal Company, Dominion lands to an extent not exceeding six thousand acres for each mile of the Company's railway from Portage la Prairie to the southern boundary of Lake Manitoba, a distance of about seventeen miles.

2. The said grants and each of them may be so made in aid of the construction of the said railways respectively, in the proportions and upon the conditions fixed by the Orders in Council made in respect thereof, and, except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively of the cost of survey of the lands and incidental expenses at the rate of ten cents per acre in cash on the issue of the patents therefor.

3. The Governor in Council may make the grant of land provided for by section three of the Act forty-ninth Victoria, chapter eleven, being for the line of the Wood Mountain and Qu'Appelle Railway, of about two hundred and forty miles in length, applicable to the line of railway of the said Company, as authorised by the Act respecting the Wood Mountain and Qu'Appelle Railway Company passed during the present session of Parliament, upon the like terms and subject to the like conditions as those upon which the grant hereinbefore mentioned was authorised to be made to the said Company by the Act in this section first cited.

CANALS.

The canal systems of the Dominion, under Government control, in connection with lakes and navigable rivers, are as follows:—

1. The River St. Lawrence and Lakes
2. The River Ottawa.
3. The Rideau Navigation, from Ottawa to Kingston.
4. The Trent Navigation.
5. The River Richelieu, from the St. Lawrence to Lake Champlain.
6. St. Peter's Canal, Bras d'Or Lake, Nova Scotia.

The collection of the revenue derivable from the canals of the Dominion, formerly in the hands of the Department of Inland Revenue, has now been assumed by this Department, under an Order in Council of the 4th of June, 1889, as authorized by the Act 52 Victoria, chap. 19. Details relating to this branch will be found in the Appendices, page 164 and following pages.

The following statement shows the amount accrued on each canal, for canal revenue proper and hydraulic rents, etc., during the fiscal year ended the 30th of June, 1889.

| Name of Canal. | Tolls. | Wharfage and Storage. | Fines and Damages. | Other Receipts. | Hydraulic Rents. | Total. |
|-------------------------|------------|-----------------------|--------------------|-----------------|------------------|------------|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Welland..... | 182,007 90 | | 1,000 00 | | 4,061 91 | 187,069 81 |
| St. Lawrence..... | 55,517 26 | 5,718 05 | 136 00 | 11,071 57 | 29,216 34 | 101,659 22 |
| Chambly..... | 23,270 43 | | 15 00 | | 80 00 | 23,365 43 |
| Ottawa..... | 53,637 63 | | 2 00 | | 20 00 | 53,659 63 |
| Rideau..... | 6,864 24 | 35 78 | 17 40 | 222 40 | 615 75 | 7,755 57 |
| Newcastle District..... | 259 72 | | | | | 259 72 |
| St. Peter's..... | 2,510 50 | | | | | 2,510 50 |
| | 324,067 68 | 5,753 83 | 1,170 40 | 11,293 97 | 33,994 00 | 376,279 88 |

RIVER ST. LAWRENCE AND LAKES.

The River St. Lawrence, with the system of canals established on its course above Montreal, and the Lakes Ontario, Erie, St. Clair, Huron and Superior, with connecting canals, afford a course of water communication extending from the Straits of Belle-Ile to Port Arthur, at the head of Lake Superior, a distance of 2,260 statute miles. The distance to Duluth is 2,384 miles (A table giving the intermediate distances will be found in Appendix No. 14, p. 123.)

The difference in level between Lake Superior and the point on the St. Lawrence near to Three Rivers, where tidal influence ceases, is about 600 feet.

The Dominion canals, constructed between Montreal and Lake Erie, are the Lachine, Beauharnois, Cornwall, Farran's Point, Rapide Plat, Galops and Welland, Their aggregate length is $70\frac{1}{2}$ miles: total lockage (or height directly overcome by locks) is $533\frac{1}{4}$ feet; number of locks, 53.

Communication between Lakes Huron and Superior is obtained by means of the Sault Ste. Marie Canal, situated on the United States side of the river.

The canal is a little over a mile in length, and has one lock, the dimensions being:—length 515 feet, width 80 feet, with 16 feet of water on the sills, and a lift of about 18 feet.*

Steps have been taken by the Dominion Government for the construction of a lock and canal on the Canadian side, a general description of which will be found further on in the present report, page .

In 1841, as was observed in the report presented last year, at the time when the system of canals between Montreal and Lake Ontario was designed, it was in contemplation to afford a depth, at all stages of the St. Lawrence waters, of 9 feet, a depth seemingly, from the data then possessed, secured through the works proposed. The River St. Lawrence is, however, from various causes, subject to fluctuations, the extent of which it was impossible, at the time when these canals were originally constructed, to arrive at with precision, and the continued observations and experience of subsequent years have shown that while the intermediate river reaches, at all times, afford ample depth for vessels of 9 feet draught, in the canals themselves, at certain periods of low water, this depth cannot be maintained, the bottom not having been sunk to a sufficiently low level.

The following list shows the least depth of water on the sills of the locks of the St. Lawrence Canals at a time of exceptionally low water, in the year 1872 (*vide* report of Chief Engineer, 1880)—

| | Feet. | Inches. |
|------------------------------|-------|---------|
| Williamsburg Canals— | | |
| Rapide Plat, guard lock..... | 6 | 7 |
| “ “ lower entrance..... | 7 | 0 |

* From the report of the Chief of Engineers, U. S. army dated the 1st of October, 1888 for the fiscal year ended the 30th June, 1888, the last available, it appears that the construction of a new and still larger lock is in progress, taking the site occupied by the two old locks built in 1855, the canal itself being deepened to correspond. The dimensions of the proposed lock will be,—length 800 feet, width 100 feet, with 21 feet of water on the sills: the estimated cost of this new lock and work of canal deepening is set down at \$4,738,865. For this work an appropriation of \$250,000 was made by Congress in August 1886, and a further appropriation of \$1,000,000 in August, 1888.

From the same report and its appendices it appears that during the fiscal year ended the 30th of June, 1888, the canal was open for 210 days; that 8,823 vessels, etc., passed through, carrying 5,581,169 tons of freight, and 29,494 passengers, the number of lockages being 3,940.

| | | |
|-------------------------------|----|----|
| Galops, guard lock..... | 8 | 1 |
| Iroquois, lower entrance..... | 9 | 3 |
| Farran's Point..... | 7 | 9 |
| Cornwall, guard..... | 8 | 3 |
| “ lower entrance..... | 9 | 0 |
| Beauharnois..... | 10 | 10 |
| “ lower entrance..... | 9 | 3 |

In the year 1871 it was decided to enlarge the canals on the St. Lawrence route so as to afford a navigable depth of 12 feet throughout. Subsequently, however, it was decided that the depth should ultimately be increased so as to accommodate vessels of 14 feet draught; and accordingly in the scheme of enlargement which has so far been carried out, while, at present, a channel-way in the canals is provided for vessels drawing 12 feet only, all permanent structures, locks, bridges, &c., are being built of such proportions as to accommodate vessels of 14 feet draught, the locks being 270 feet long between the gates, 45 feet in width, and with a clear depth of 14 feet of water on the sills.

In view of the interest now being taken in the question of the completion of the scheme of enlarging the St. Lawrence Canals, the following brief *resumé* of matters treated more at length further on, under their proper headings, may be of some use as indicating the works of canal enlargement for a 14 feet navigation so far executed, and those remaining untouched:—

Lachine Canal.—This canal is completed for a 12 feet navigation, with locks, bridges and culverts adapted for a 14 feet navigation. The untouched work consists of the excavation of the canal prism to a further depth of 2 feet for about six out of the eight and a-half miles comprising the canal. About one-half of this excavation would be rock. No work has been carried on during the past year for the deepening of this canal.

Beauharnois Canal.—No enlargement works whatever have been commenced on this canal, but examinations are in progress.

Cornwall Canal.—Here, out of the six new locks required, two locks have been built at the lower end, and are in use, the remaining four, together with the work of enlarging and deepening the entire canal for a 14 feet navigation, are now under contract. Out of the eleven and a-half miles comprising this canal, about ten a-half have a navigable depth of 9 feet only.

Williamsburgh Canal:—

Farran's Point.—No work has been done here. The canal is three-quarters of mile long, with one lock, the navigable depth being 9 feet.

Rapide Plat.—One new lock is completed and in use, leaving one yet to be dealt with. Of the prism of the canal, four miles long, about three-quarters of a mile is completed to the requisite depth for a 14 feet navigation.

Galops Canal.—The approach to the upper entrance has been improved, and a new guard lock and lift lock from the river below the rapids, at a point connecting the upper entrance with the deep water channel, are under contract.

Welland Canal.—The whole of the works, including excavation throughout, are completed, and the present depth of water on the canal accommodates vessels drawing 14 feet.

Besides the above, the channel way of the River St. Lawrence itself, offers, in parts, obstacles to a 14 feet navigation which it would be necessary to remove. Of this work, progress has been made with a certain portion, and that the most difficult and in the shallowest section of the river, namely at the Galops Rapids, through which a channel giving safe passage to vessels drawing 14 feet is now completed. From Cornwall down through Lake St. Francis a channel of sufficient depth for a 14 feet navigation already exists, the improvement of which at a few points, if considered desirable, can be effected at small cost.

LACHINE CANAL.

| | Old Line. | New Line. |
|------------------------------|-------------------------|----------------------|
| Length of Canal..... | 8½ statute miles. | 8½ statute miles. |
| Number of locks..... | 5 | 5 |
| Dimensions of locks..... | 200 feet by 45 feet. | 270 feet by 45 feet. |
| Total rise or lockage..... | 45 “ | 45 “ |
| Depth of water { | at two locks 16 “ | 18 “ |
| on sills..... { | at three locks..... 9 “ | 14 “ |
| Mean width of new canal..... | | 150 “ |

The depth of the canal between locks is adapted to vessels of 12 feet draught.

The canal now consists of one channel, with two distinct systems of locks, the old and the enlarged. There are two entrances at each end.

The new canal having been extended for some distance above the entrance of the old canal, the total rise has been increased from $44\frac{3}{4}$ to 45 feet.

This canal extends from the City of Montreal to the Village of Lachine, overcoming the St. Louis Rapids, the first of the series of rapids which bars the ascent of the River St. Lawrence. They are 986 miles distant from the Straits of Belle-Ile.

The full scheme for the enlargement of this, in common with the other canals of the St. Lawrence, contemplated the affording a navigable depth of 14 feet throughout; the improvement immediately in view, however, was only intended to furnish a navigable depth of 12 feet in the canal proper, and accordingly, on the following reaches, namely, between Lachine and Côte St. Paul, Côte St. Paul and St. Gabriel, and between St. Gabriel and Wellington Basin, the channel has been adapted to navigation by vessels of 12 feet draught only. All permanent works on the canal, such as locks, bridges, side walls and culverts, have been built to afford a navigable depth of 14 feet. Through Lake St. Louis down to the Lachine Canal—a distance of about 15 miles—the existing channel, which is wide and deep, would be available for about 11 miles. Over the lower four miles, however, the channel will require to be deepened and widened at a number of places.

The canal was closed on the 2nd of November, 1888, and opened on the 21st of April, 1889.

Neither delay to vessels nor accident occurred during the year, and the water was maintained at a good height both for navigation and for manufacturing purposes.

The report of the Superintending Engineer gives details of the repairs and new works executed, and shows generally the condition of the canal. (App. p.);

BEAUHARNOIS CANAL.

| | |
|---|---------------------------------|
| Length of canal..... | 11 $\frac{1}{4}$ statute miles. |
| Number of locks..... | 9 |
| Dimensions of locks..... | 200 feet by 45 feet. |
| Total rise or lockage..... | 82 $\frac{1}{2}$ feet. |
| Depth of water on sills | 9 “ |
| Breadth of canal on bottom | 80 “ |
| Breadth of canal at water surface | 120 “ |

This canal commences on the south side of the St. Lawrence, 15 $\frac{1}{4}$ miles from the head of the Lachine Canal. It connects Lakes St. Louis and St. Francis, and passes the three rapids known respectively as the Cascades, the Cedars, and the Coteau.

The canal was closed on the 1st of December, 1888, and was re-opened for traffic on the 17th of April, 1889.

No accident or interruption to navigation occurred during the year.

Nothing has been done towards the enlargement of this canal. (App. 8, p. 98.)

CORNWALL CANAL.

| | |
|--|---------------------------------|
| Length of canal..... | 11 $\frac{1}{2}$ statute miles. |
| Number of locks..... | 6 |
| Dimensions of locks (four)..... | 200 feet by 45 feet. |
| “ of two lower entrance locks..... | 270 by 45 |
| Total rise or lockage | 48 feet. |
| Depth of water on sills | 9 “ |
| “ “ at the two lower entrance locks | 14 “ |
| Breadth of canal at bottom (except at two culverts)..... | 100 “ |
| Breadth of canal at water surface | 150 “ |

From the head of the Beauharnois to the foot of the Cornwall Canal, there is a navigable stretch through Lake St. Francis of 32 $\frac{3}{4}$ miles.

The Cornwall Canal extends past the Long Sault Rapids.

This canal was closed on the 26th of December, 1888, and re-opened on the 22nd of April, 1889.

On the evening of the 11th of October, 1888, a serious break occurred in the south bank of this canal, between Mille Roches and Moulinette, the breach made being of a mean length of about 300 feet. The re-formation of the bank proved to be a matter of considerable difficulty and cost, owing not only to the extent of the damage done but to the exceptionally wet character of the weather, which retarded operations. The navigation was, in consequence, delayed until the 11th of November. A further delay of two days was caused by the displacement of the gates of one of the works on the 17th of that month. (See appendix 7. page 93.)

NEW WORKS.

The two locks at the new lower entrance (taking the place of three on the old line), were in constant use during the season of navigation. The dimensions of the new locks are those of the general enlargement scheme, namely: Length, 270 feet; breadth, 45 feet; depth of water, 14 feet. The basin between these two locks is 825 feet long.

The four locks still to be dealt with are all under contract, together with supply weirs and bridges; also the work of deepening and enlarging the prism of the canal.

The proposed channel will be sunk to such depth as to admit of the passage of vessels of 14 feet draught.

The works at the upper end of the canal consists of the widening and deepening of the channel-way and the construction of a lock and a large regulating weir. It is expected all that these works will be completed by the opening of navigation in 1891. These and all the other works are described in detail in an appendix of the present report. (See appendix 7. page 94.)

WILLIAMSBURGH CANALS.

The Farren's Point, Rapide Plat, and Galops Canals are collectively known as the Williamsburgh Canals.

These canals were closed on the 10th of December, 1888, and re-opened on the 22nd of April, 1889.

They have been maintained in good repair through the season. (See Appendix 8 p. 91).

FARRAN'S POINT CANAL.

| | |
|--|----------------------|
| Length of canal | $\frac{3}{4}$ mile. |
| Number of locks..... | 1 |
| Dimensions of lock..... | 200 feet by 45 feet. |
| Total rise, or lockage..... | 4 feet. |
| Depth of water on sills at ordinary water level. | 9 " |
| Breadth of canal at bottom..... | 50 " |
| Breadth of canal on water surface..... | 90 " |

From the head of the Cornwall Canal to the foot of Farran's Point Canal the distance on the River St. Lawrence is 5 miles. The latter canal enables vessels ascending the river to avoid the Farran's Point Rapid. Descending vessels run the rapids with ease and safety.

No steps have been taken for the enlargement of this canal.

RAPIDE PLAT CANAL.

| | |
|---|----------------------|
| Length of canal..... | 4 miles |
| Number of locks..... | 2 |
| Dimensions of locks..... | 200 feet by 45 feet. |
| Total rise, or lockage..... | 11½ feet. |
| Depth of water on sills..... | 9 " |
| Breadth of canal at bottom..... | 50 " |
| Breadth of canal at surface of water..... | 90 " |

From the head of Farran's Point Canal to the foot of Rapide Plat Canal there is a navigable stretch of 10½ miles. This canal was formed to enable vessels ascending the river to pass the rapid at that place. Descending vessels run the rapid safely.

NEW WORKS.

The enlargement of this canal in conformity with the proportions of the general scheme has been commenced. The works consist of the enlargement of the channel way above and for some distance below the present guard lock at the head of the canal, and the construction of a new lock and a supply weir in connection with the old lock. The bottom of the channel, for a distance of about 1,000 feet below, and out into deep water, above the lock, about 700 feet, has been excavated to an extent sufficient to afford a navigable depth of 14 feet. The new lock is completed and in operation, and the remaining works in that connection are well advanced. Arrangements are in progress for the enlargement of the lower portion of the canal, consisting of the prism and lock at the canal outlet.

GALOPS CANAL.

| | |
|---|----------------------|
| Length of canal..... | 7½ miles. |
| Number of locks..... | 3 |
| Dimensions of locks..... | 200 feet by 45 feet. |
| Total rise, or lockage..... | 15¾ feet. |
| Depth of water on sills..... | 9 " |
| Breadth of canal at bottom..... | 50 " |
| Breadth of canal at surface of water..... | 90 " |

From the head of Rapide Plat Canal to Iroquois, at the foot of the Galops Canal, the St. Lawrence is navigable for 4½ miles. This canal enables vessels to overcome the rapids at Pointe aux Iroquois, Pointe Cardinal and the Galops.

NEW WORKS.

The excavation and deepening of a channel way at the upper end, leading to deep water, so as to give a depth available for vessels of 14 feet draught is completed, as was reported last year, and consequently access to this canal is found to be greatly facilitated. The extension of the 14 feet navigation down to deep water below the rapids, placing a guard lock at that point, and the construction of a lift lock to the river remain to be executed. These works are under contract.

GALOPS RAPIDS IMPROVEMENT.

The Galops Rapids, about seven miles below Prescott, the most shallow of the three passed by the Galops Canal, have been improved for purposes of navigation by certain works of submarine blasting and dredging.

These works, commenced in 1880, consist of the excavation of a straight channel through the rapids, 3,300 feet long, 200 feet wide, and of such depth as to afford safe passage at low water to vessels of 14 feet draught. This implies affording a depth of 17 feet of water.

The whole of these works have been completed.

WELLAND CANAL.

MAIN LINE, FROM PORT DALHOUSIE, LAKE ONTARIO, TO PORT COLBORNE, LAKE ERIE.

By the works of enlargement, passage is now afforded, at all stages of the Lake Erie level, to vessels drawing 14 feet of water.

| | Old Line. | Enlarged or New Line. |
|--|---------------------------|-------------------------|
| Length of Canal..... | 27 $\frac{1}{5}$ miles. | 26 $\frac{3}{4}$ miles. |
| Pairs of guard gates (formerly 3)..... | | 2 |
| Number of locks { | lift..... 26 | } lift 25 |
| | | |
| Dimensions. | 1 lock 200 x 45 | } 270 feet x 45 feet. |
| | 1 " 200 x 45 | |
| | 1 tidal) 230 x 45 | |
| | 24 150 x 26 $\frac{1}{2}$ | |
| Total rise or lockage..... | 326 $\frac{3}{4}$ feet. | 326 $\frac{3}{4}$ feet. |
| Depth of water on sills..... | 10 $\frac{1}{4}$ " | 14 " |

WELLAND RIVER BRANCHES.

| | |
|--|-------------|
| Length of Canal—Port Robinson Cut to River Welland..... | 2,622 feet. |
| " From the Canal at Welland to the river, <i>via</i> lock at aqueduct..... | 300 " |
| " Chippewa Cut to River Niagara..... | 1,020 " |

| | |
|--|------------------|
| Number of locks—One at aqueduct and one at Port Robinson..... | 2 “ |
| Dimensions of locks..... | 150 by 26½ feet. |
| Total lockage from the Canal at Welland down to River Welland..... | 10 feet. |
| Depth of water on sills..... | 9 “ 10 inches. |

GRAND RIVER FEEDER.

| | |
|------------------------------|---|
| Length of canal..... | 21 miles. |
| Number of locks..... | 2 |
| Dimensions of locks..... | { 1 of 150 by 26½ feet. 1 of 200 by 45 “ |
| Total rise, or lockage..... | 7 to 8 feet. |
| Depth of water on sills..... | 9 feet. |

PORT MAITLAND BRANCH.

| | |
|------------------------------|-----------------|
| Length of canal..... | 1¼ miles. |
| Number of locks..... | 1 |
| Dimensions of locks..... | 185 by 45 feet. |
| Total rise, or lockage..... | 7½ feet. |
| Depth of water on sills..... | 11 “ |

The Welland Canal has one entrance from Lake Ontario, at Port Dalhousie, serving for both the old and new canals, and two from Lake Erie, of which one is for the main line at Port Colborne, and one for the feeder route at Port Maitland; it has also an entrance from the River Niagara, at the town of Chippewa. The enlarged route lies between Port Dalhousie and Port Colborne.

From Port Dalhousie to Allanburgh, 11¾ miles, there are now two distinct lines of canal in operation, the old line, and the enlarged, or new line.

From Allanburgh to Port Colborne, a distance of 15 miles, there is only one channel, the old canal having been enlarged.

The canal was opened in 1883 for vessels drawing 12 feet of water, and in May 1887, for vessels drawing 14 feet

The main line of the canal was closed to navigation on the 1st of December, 1888, and re-opened on the 16th of April, 1889, the old route being re-opened on the 1st of May.

Certain casualties have occurred during the year. The propellor “Escanaba” on the 3rd of May, 1889, carried away the head gates of one of the locks, causing a delay of 44 hours. On the 29th of July the steamer “Haskell” struck the head gates of another lock, thereby causing the displacement and almost the total destruction of three of its gates; also damage to the canal banks and injury to lands below, through the sudden rush of water. This accident caused a delay of 39 hours.

On the 9th of January, 1889, a violent westerly storm raised the waters of Lake Erie to an unusual height, and resulted in serious damage. The same storm did great damage to the pier works at the entrance to the Port Colborne harbour, and also damaged the piers at Port Maitland.

As showing the extent to which the water level of Lake Erie is affected by the prevalent wind, it may be observed that at the time of the storm of the 9th of January, the wind being westerly, the level at Port Colborne was fully 7 feet above the assumed low water line while at the close of the month of May, and beginning of June it was reduced by continuous easterly winds to fully 1 foot below any previously observed level, or 18 inches below the assumed low water line, the variation, in the two levels being $8\frac{1}{2}$ feet. The lowness of the water caused, on the 3rd June, a delay of several hours.

The waters of both Lake Erie and Lake Ontario were unusually low during the season, and consequently vessels drawing 16 feet of water experienced difficulty under certain conditions of the wind in getting out of the harbour of Port Dalhousie, the channel at the entrance having been greatly reduced owing to the drifting in of sand through the western pier. The remedies now being applied have in view the removal of the cause, and the difficulty will, it is expected, cease next season.

The experiment made in 1888 of substituting concrete for wood in the superstructure of the piers at this point appears to be successful.

All the works on the canal have been efficiently maintained.

The traffic on the main line, during the season, was approximately about one-third greater than that of any season for the past three years. (App. 7, p. 87.)

MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine Canal, the navigation section of the lower River Ottawa, and the Ottawa River Canals, to the City of Ottawa; thence by the River Rideau and the Rideau Canal to Kingston, on Lake Ontario—a total distance of $245\frac{3}{8}$ miles.

After leaving the Lachine Canal, the works constructed to overcome difficulties of navigation are:—

| | |
|--|----------------------|
| The St. Anne's Lock; } Carillon Canal; } Grenville Canal; } Rideau Canal; } | Ottawa River Canals. |
|--|----------------------|

The total lockage (not including that of the Lachine Canal), is 509 feet—(345 rise, 164 fall)—and the number of locks is 55.

The following table exhibits the intermediate distance from Montreal Harbour:—

| Sections of Navigation. | Intermediate Distance. | Total Distance from Montreal. |
|---|------------------------|-------------------------------|
| | Miles. | Miles. |
| The Lachine Canal..... | $8\frac{1}{2}$ | |
| From Lachine to Ste. Anne's Lock..... | 15 | $23\frac{1}{2}$ |
| Ste. Anne's Lock and Piers..... | $\frac{1}{8}$ | $23\frac{1}{8}$ |
| From Ste. Anne's Lock to Carillon Canal..... | 27 | 50 |
| The Carillon Canal..... | $\frac{3}{4}$ | $51\frac{3}{4}$ |
| From Carillon Canal to Grenville Canal..... | $6\frac{1}{4}$ | 57 |
| The Grenville Canal..... | $\frac{3}{4}$ | $63\frac{3}{4}$ |
| From the Grenville Canal to entrance Rideau Navigation... | 56 | 119 |
| Rideau Navigation, ending at Kingston..... | $126\frac{1}{4}$ | $245\frac{3}{8}$ |

STE. ANNE'S LOCK.

| | Old Lock. | New Lock. |
|------------------------------|---------------------|---------------------|
| Length of canal..... | $\frac{1}{8}$ mile. | $\frac{1}{8}$ mile. |
| Number of locks..... | 1 | 1 |
| Dimensions of lock..... | 190 by 45 feet. | 200 by 45 feet. |
| Total rise, or lockage..... | 3 feet. | 3 feet. |
| Depth of water on sills..... | 6 " | 9 " |

This work, with guide piers above and below, surmounts the Ste. Anne's Rapids between Ile Perrot and the head of the Island of Montreal, at the outlet of that portion of the Ottawa River which forms the Lake of Two Mountains, $23\frac{1}{2}$ miles from Montreal Harbour.

This lock was closed to navigation on the 22nd November, 1888, and re-opened on the 19th of May, 1889.

Navigation has been conducted without interruption or accident during the year.

Both the old and the new locks are available. (App. 9, p. 114.)

THE CARILLON CANAL.

| | |
|--|---------------------|
| Length of canal..... | $\frac{3}{4}$ mile. |
| Number of locks..... | 2 |
| Dimensions of locks..... | 200 by 45 feet. |
| Total rise, or lockage..... | 16 feet. |
| Depth of water on sills..... | 9 " |
| Breadth of canal at bottom..... | 100 " |
| Breadth of canal at water surface..... | 110 " |

This canal overcomes the Carillon Rapids.

From Ste. Anne's Lock to the foot of the Carillon Canal there is a navigable stretch of 27 miles, through the Lake of Two Mountains and the River Ottawa.

The canal was closed on the 2nd December, 1888, and re-opened on the 26th of April, 1889.

No interruption to traffic has taken place. (App. 9, p. 114.)

By the construction of the Carillon dam, the water at that point has been raised 9 feet. Above this point, for a distance of nearly 7 miles, as far as the foot of Grenville Canal, the level of the river has been raised, and, consequently, the depth of water on the lower sill of the entrance lock of that canal has been increased, and the necessity of using the Chute à Blondeau Canal, situated between these points, is obviated.

GRENVILLE CANAL.

| | |
|---|-----------------------|
| Length of canal..... | $5\frac{3}{4}$ miles. |
| Number of locks..... | 5 |
| Dimensions of locks..... | 200 feet by 45 feet. |
| Total rise, or lockage..... | $43\frac{3}{4}$ feet. |
| Depth of water on sills..... | 9 " |
| Breadth of canal at bottom..... | 40 to 50 feet. |
| Breadth of canal at surface of water..... | 50 to 80 feet. |

From the head of the Carillon Canal to the foot of the Grenville Canal there is a navigable stretch of $5\frac{1}{2}$ miles.

This canal, by which the Long Sault Rapids are avoided, is about 56 miles below the City of Ottawa.

The canal was closed on the 2nd of December, 1888, and re-opened on the 26th of April, 1889. (See App. 9, p. 114.)

UPPER OTTAWA RIVER.

CULBUTE LOCKS AND DAMS.

| | |
|-------------------------------|-----------------|
| Number of locks..... | 2 |
| Dimensions of locks..... | 200 by 45 feet. |
| Total rise, or lockage..... | 18 to 20 “ |
| Depth of water on sills..... | 5 “ |
| Aggregate length of dams..... | 625 “ |

From the Grenville Canal to the city of Ottawa, a distance of about 56 miles, the river is navigable. Beyond the city, for a distance of 107 miles, to L'Islet or Culbute, continuous navigation is rendered impracticable by the undermentioned rapids :—

The Chaudière, the Des Chenes, the Chats, the Chenaux, the Portage du Fort and the Grand Calumet.

The Culbute works, situated at L'Islet, surmount the Culbute and L'Islet Rapids on the north channel of the Ottawa.

These works comprise two locks and three continuous dams, all built of wood. The dams reduce the rapids to smooth water, enabling the river to be navigated from the head of the locks to Des Joachims, a distance of 37 miles.

There is a navigation route of 80 miles with a minimum depth of 7 feet at extreme low water, between Des Joachims and Bryson; making a total above and below Culbute of 117 miles. (App. 9, p. 115.)

In view of the fact that the locks on this canal were built of wood, and are much decayed; that in order to make these works permanently effective considerable cost would be entailed, while, on the other hand, the traffic is of but insignificant extent, the presence of railway facilities having greatly lessened the anticipated usefulness of the work, it has been decided to abandon the idea of maintaining the water at an abnormal height, and an Order in Council has been passed on the 24th of October, 1889, to the effect that the river should be allowed to resume its natural level, one which, save at special seasons, admits of navigation.

RIDEAU NAVIGATION.

The Rideau system connects the River Ottawa, at the city of Ottawa, with the eastern end of Lake Ontario, at Kingston.

| | |
|--|--------------------------|
| Length of navigation waters..... | 126 $\frac{1}{4}$ miles. |
| Number of locks going from Ottawa to Kingston. | { 33 ascending |
| | { 14 descending. |

| | | | |
|--|-------------------|---|-----------------------|
| Total lockage..... | 446 $\frac{1}{4}$ | } 282 $\frac{1}{4}$ rise and 164 fall. | } at high water. |
| Dimensions of locks..... |  |  |  | 134 by 33 feet. |
| Depth of water on sills, 5 feet; navigable depth through the several reaches..... | | | 4 $\frac{1}{2}$ feet. |
| Breadth of canal reaches at bottom..... | } | 60 | " in earth. |
| | | 54 | " in rock. |
| Breadth at surface of water..... | | 80 | " in earth. |

The summit level of this system is at Upper Lake Rideau, but several of the descending reaches are also supplied by waters which have been made tributary to them. The following description gives the sources of supply :

From the summit, the route towards Ottawa follows the River Rideau, and that towards Kingston follows the River Cataraqui. The supply of water for the canal is derived from the reserves given in detail below.

These may be divided into three systems, viz:—

1. The summit level, supplied by the Wolfe Lake system.
2. The eastern descending level to Ottawa, supplied by the River Tay system, discharging into Lake Rideau.
3. The south-west descending level to Kingston, supplied by the Mud Lake system, formerly known as the Devil Lake system, discharging into Lake Openacon.

Lake Openacon receives the waters of Buck Lake and Rock Lake.

All these waters on the descending level, supplemented by those of Lake Loughboro', flow into Cranberry Lake, which, discharging through Round Tail outlet, forms the River Cataraqui. This river, rendered navigable by dams at various points, affords a line of navigation to Kingston.

The navigation stopped at Ottawa on the 22nd and at Kingston Mills on the 3rd of November, 1888, and recommenced at Ottawa on the 22nd and at Kingston Mills on the 23rd of April, 1889.

On the reaches descending from the summit towards Ottawa the water was maintained up to the close of navigation at the full depth required, but on those descending towards Kingston the water fell early in July, and continued below the proper height until at Newboro' at the close of navigation, it stood one foot below the ordnance standard.

The spring freshets this year were of no importance.

Navigation throughout the year was uninterrupted.

The continuous spring rains, however, rendered it necessary for the first time in 20 years to leave the waste weir open until the end of July. (App. 10, p. 116.)

TAY CANAL.

| | |
|-----------------------------|----------------------|
| Length of canal..... | 6 miles. |
| Number of locks..... | 2 |
| Dimensions of locks..... | 134 feet by 32 feet. |
| Total rise or lockage | 26 feet. |

For table of distances of stations between Ottawa and Kingston, see Appendix 15, p. 124.

| | |
|---|--|
| Depth of water on sills..... | 5 feet 6 inches. |
| Length of dam..... | 200 feet. |
| Breadth of canal at bottom | 40 feet. |
| Breadth of canal at surface of water..... | { 40 feet in rock. 64 feet in clay. |

This canal is a branch of the Rideau Canal, affording communication between Beveridge's Bay, on Lake Rideau, and the town of Perth.

Certain work still remained to be executed at the close of the fiscal year in the way of basin construction and deepening, but the canal was used by steamers during the season at the risk of the owners. (App. 11, p. 119).

RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the Rivers St. Lawrence and Richelieu, 46 miles below Montreal, extends along the River Richelieu through the St. Ours Lock to the Basin of Chambly, thence by the Chambly Canal to St. Johns and the River Richelieu to Lake Champlain. The distance from Sorel to the boundary line is 81 miles.

At Whitehall, the southern end of Lake Champlain, the Champlain Canal is entered, and connection is obtained with the River Hudson, by which the city of New York is directly reached. From the boundary line to New York the distance is 330 miles.

The following table shows the distance between Sorel and New York :—

| Sections of Navigation. | Intermediate Distance in miles. | Total Distances. |
|--|---------------------------------|------------------|
| Sorel to St. Ours Lock..... | 14 | 14 |
| St. Ours Lock to Chambly Canal..... | 32 | 46 |
| Chambly Canal | 12 | 58 |
| Chambly Canal to Boundary Line..... | 23 | 81 |
| Boundary Line to Champlain Canal | 111 | 192 |
| Champlain Canal to Junction with Erie Canal..... | 66 | 258 |
| Erie Canal from Junction to Albany..... | 7 | 265 |
| Albany to New York..... | 146 | 411 |

ST. OURS LOCK AND DAM.

| | |
|---|----------------------|
| Length of canal..... | 1/8 mile. |
| Number of locks..... | 1 |
| Dimensions of lock..... | 200 feet by 45 feet. |
| Total rise, or lockage..... | 5 " |
| Depth of water on sills..... | 7 " at low water. |
| Length of dam in eastern channel.. | 300 " |
| " " western channel.. | 690 " |

At St. Ours, fourteen miles from Sorel, the River Richelieu is divided by a small island into two channels. The St. Ours Lock is the eastern channel.

There is a navigable depth of 7 feet between St. Ours Lock and Chambly Basin, a distance of thirty-two miles.

Navigation closed on the 24th of November, 1888, and re-opened on the 19th of April, 1889.

This lock was constructed in 1849, and has for some years been in bad condition. It has been carefully examined, with a view to its repair. (See Appendix 8, p. 101; also Appendix 8*b*, p. 109.)

CHAMBLY CANAL.

| | |
|---|----------|
| Length of canal..... | 12 miles |
| Number of locks..... | 9 |
| Dimensions of locks :— | |
| Guard Lock, No. 1, at St. Johns..... | 122 feet |
| Lift " " 2..... | 124 " |
| " " " 3, 4, 5, 6..... | 118 " |
| " " " 7, 8, 9 combined..... | 125 " |
| Total rise, or lockage..... | 74 " |
| Depth of water on sills..... | 7 " |
| Breadth of canal at bottom..... | 36 " |
| " " surface of water..... | 60 " |

This canal succeeds the 32 miles of navigable water between St. Ours Lock and Chambly Basin—a natural reservoir formed by the expansion of the River Richelieu. This canal overcomes the rapids between Chambly and St. Johns.

The canal was closed to navigation on the 22nd of December, 1888, and was re-opened on the 29th of April, 1889.

Navigation was conducted without accident or detention.

In addition to ordinary repairs, various improvements have been made, chargeable to income, including the deepening of the canal entrance at St. Johns and the excavation of passing places for vessels. (See App. 8, p. 100; also App. 8*a*, p. 107.)

A survey was made, with a view to a diversion of the sewerage of the town of St. Johns from the canal, into which it is at present emptied, to the River Richelieu, by means of a collecting drain under the canal.

RIVER RICHELIEU.

The work of surveying the River Richelieu was continued, the portion surveyed being that between Ile Ste. Thérèse and Chambly, a distance of about six miles. (See app. 8a, p. 107.)

ST. PETER'S CANAL, CAPE BRETON.

| | |
|---|-----------------------------------|
| Length of canal..... | About 2,400 feet. |
| Breadth at water line. | 55 feet. |
| Lock..... | One tidal lock, 4 pairs of gates. |
| Dimensions..... | 200 feet by 48 feet. |
| Depth of water on sills..... | 18 " at lowest water. |
| Depth through canal..... | 19 " |
| Extreme rise and fall of tide in St. Peter's Bay..... | 4 " |

This canal connects St. Peter's Bay, on the southern side of Cape Breton, Nova Scotia, with the Bras d'Or Lakes. It crosses an isthmus half a mile in width, and gives access from the Atlantic.

Navigation was closed on the 6th of January, 1889, and re-opened on the 23rd of March.

The works of the canal are in good order, with the exception of the retaining wall of the western side of the canal, which is in bad condition. It was not, however, considered advisable to touch this wall at present. The traffic returns show the passage of 1,203 vessels bound north, and 1,014 vessels bound south. (App. 13, p. 122.)

TRENT RIVER NAVIGATION.

The term "Trent River Navigation" is applied to a series of water stretches, which do not, however, form a connected system of navigation, and which, in their present condition, are efficient only for local use.

This series is composed of a chain of lakes and rivers, extending from Trenton, at the mouth of the Trent, on the Bay of Quinté, Lake Ontario, to Lake Huron.

Many years ago the utilizing of these waters for the purpose of through water communication between Lake Huron and Lake Ontario was projected.

The course in contemplation was as follows:—

Through the River Trent, Rice Lake, the River Otonabee and Lakes Clear, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to Lake Balsam, the summit water, about 165 miles from Trenton; from Lake Balsam by a canal and the River Talbot to Lake Simcoe; thence by the River Severn to Georgian Bay, Lake Huron, the total distance being about 235 miles.

The execution of this scheme, commenced in 1837, was subsequently deferred. By certain works, however, below specified, sections of these waters were made practicable for navigation and for the passage of timber. A branch of the main

course, extending from Sturgeon Lake south, affords communication with the town of Lindsay, and through Lake Seugog to Port Perry, a distance of 190 miles from Trenton.

The following table gives the distance of navigable and unnavigable reaches :

| | Navigable Miles. | Unnavigable Miles. |
|---|---------------------|-----------------------|
| From Trenton, Bay of Quinté, to Nine Mile Rapids.... | | 9 |
| “ Nine Mile Rapids to Percy Landing..... | 19½ | |
| “ Percy Landing to Heely's Fall Dam..... | | 14¼ |
| “ Heeley's Fall Dam to Peterboro'..... | 51¾ | |
| “ Peterboro' to Lakefield..... | | 9½ |
| “ Lakefield to a point across Balsam Lake..... | 61 | |
| | 132¼ | 32¾ |
| Total distance, Bay of Quinté to Balsam Lake..... | | 165 |
| From Sturgeon Point on Sturgeon Lake, 48¾ miles from Lakefield, the branch through the town of Lindsay to Port Perry at the head of Lake Seugog..... | 27½ | |

The following is a list of the works :—

MAIN LINE FROM TRENTON TO BALSAM LAKE.

Chisholm's Rapids.

| | Distance from Trenton in miles. |
|--|------------------------------------|
| The work here consists of a canal and lock, a dam and slide. | 15½ |

Percy Landing.

| | |
|------------------------------------|-----|
| A retaining boom for saw logs..... | 28½ |
|------------------------------------|-----|

Campbellford.

| | |
|------------------|-----|
| Guide booms..... | 34¾ |
|------------------|-----|

Middle Falls.

| | |
|---|-----|
| The work consists of 4 dams and 2 slides..... | 37¾ |
|---|-----|

Crow Bay.

| | |
|-----------------------|----|
| A retaining boom..... | 38 |
|-----------------------|----|

Heeley's Falls.

| | |
|----------------------|-----|
| A dam and slide..... | 42¾ |
|----------------------|-----|

Crook's Rapids, Hastings.

| | |
|--|-----|
| The works consist of 1 lock, 1 dam and slide for timber..... | 56½ |
|--|-----|

Whitlas' Rapids.

| | |
|--|-----|
| The works, situated below Peterboro', consist of a lock, dam and canal..... | 92¾ |
|--|-----|

| | |
|--|------|
| <i>Peterboro'.</i> | |
| The works consist of 3 piers and 1 boom..... | 94 |
| <i>Lakefield.</i> | |
| The works consist of a dam and wharf..... | 103½ |
| <i>Young's Point.</i> | |
| One lock (a Provincial Government work) and dam..... | 108½ |
| <i>Burleigh.</i> | |
| Timber slides, 2 dams, 2 locks (new)..... | 118 |
| <i>Lovesick Rapids.</i> | |
| One lock and dam..... | 119½ |

Buckhorn Rapids.

| | |
|---|-----|
| There is a dam at this point, which is important as keeping up the level of the water of the lakes west of it, as far as Bobcaygeon, including Lakes Pigeon, Buckhorn and Chemong, 1 lock, 1 slide (new works)..... | 125 |
|---|-----|

Bobcaygeon.

| | |
|---|------|
| There are 2 dams here with canal, lock and slide. These dams retain the waters of the reach as far as Fenelon Falls and Lindsay Lock..... | 140¾ |
|---|------|

Fenelon Falls.

| | |
|--|------|
| A large slide and booms, 2 combined locks (new)..... | 154¾ |
|--|------|

Rosedale.

| | |
|---|------|
| An old lock maintained by the Ontario Government, giving entrance from Cameron's Lake to Balsam Lake..... | 162¾ |
|---|------|

BRANCH FROM STURGEON LAKE TO LAKE SCUGOG.

Lindsay.

| | |
|--|------|
| One lock, rebuilt by the Government of the Province of Ontario in 1879. Its dimensions are 134 x 33 feet, with 5 feet of water on the sills..... | 161¼ |
| The navigation is, by this work, extended to Port Perry, Lake Scugog..... | 190 |

The water on the several reaches was maintained at a good height, there being between 5 feet 6 inches and 6 feet of water on the sills till near the close of navigation.

The number of lockages on the several canals was 2,814, as against 1,140 vessels passed during the season of 1887-88.

Navigation ceased on the 22nd of November, 1888, and re-opened on the 17th of April, 1889.

NEW WORKS.

The new works for the improvement of the Trent Valley navigation, are at the following places :—Canals, with locks and bridges, at Burleigh Rapids, Buckhorn Rapids and Fenelon Falls; also dams at Lakefield and Young's Point. By these works, which are now all completed, there is afforded communication between Lakefield, $9\frac{1}{2}$ miles from Peterboro', and Balsam Lake, the headwaters of the system; opening up of a total of about 160 miles of direct and lateral navigation.

At Lakefield, $9\frac{1}{2}$ miles from Peterboro', the new dam, at the head of the Nine Mile Rapids of the River Otonabee, which maintains navigation on Lake Katchewanoe up to Young's Point, was completed during the fiscal year 1886-87.

At Young's Point, 5 miles from Wakefield, the new dam between Lake Katchewanoe and Clear Lake controls the water level through Clear and Stony Lakes up to the foot of the Burleigh Canal. The lock here, it should be observed, is controlled by the Provincial Government.

At Burleigh Rapids, 10 miles from Young's Point, a canal, about $2\frac{1}{4}$ miles in length, passes the Burleigh and Lovesick Rapids, and gives communication between Stony Lake and Deer Bay; it comprises three lift locks and certain dams.

At Buckhorn Rapids, 7 miles from Burleigh Rapids, a canal of about one-fourth of a mile long has been constructed, having one lift lock.

At Bobcaygeon, $15\frac{3}{4}$ miles from Buckhorn Rapids, the new dam, 553 feet long, taking the place of two old ones, is now completed, together with a dry dock formed by the extension of two piers of the dam. By this work the water level is controlled up to Fenelon Falls.

At Fenelon Falls, 15 miles from Bobcaygeon, a canal about one-third of a mile in length, with two lift locks, was constructed in 1885, connecting Sturgeon Lake with Cameron Lake.

In all the above named works the locks are of the following dimensions :—

| | |
|--|-----------|
| Length..... | 134 feet. |
| Breadth..... | 33 " |
| Depth of water on the mitre sills..... | 5 " |

(App. 12, p. 120.)

MURRAY CANAL.

| | |
|--|-----------------------|
| Length between eastern and western pier heads..... | $5\frac{1}{8}$ miles. |
| Breadth at bottom..... | 80 feet. |
| Depth below lowest known lake level..... | 11 " |
| No locks. | |

This canal extends through the Isthmus of Murray, giving connection westward between the headwaters of the Bay of Quinté and Lake Ontario.

The works on this canal comprise a cut through the isthmus $4\frac{1}{4}$ miles long, and improvements in the way of dredging and other work to the entrance channels at either end, covering a total distance of $9\frac{1}{2}$ miles in all.

Its western terminus is near the village of Brighton in the harbour of Presqu'île, from which point to Port Dalhousie, the entrance of the Welland Canal, the distance is about 120 miles.

The new entrance from the lake to Presqu'île harbour, has a width varying from 1000 feet outside the main light, to 200 feet at the entrance to the channel. The maximum depth is 16 feet. (App. 7, p. 91.)

SAULT STE. MARIE CANAL.

This canal is being constructed on the Canadian side of the River St. Mary between Lakes Huron and Superior, being formed through St. Mary's Island on the north side of the rapids.

At ordinary stages of the river water there is a difference of 18 feet in the levels of the water above and below this island. The distance across the island, is about two thirds of a mile. The canal will have a mean width of 150 feet and a depth of 18 feet below the lowest known water line of that part of the river. The difference in level will be overcome by one lock 600 feet in length and 85 feet in width, having guard gates at both ends facing in opposite directions.

These gates are to be worked by "Hydraulic power," the water being admitted or withdrawn at the floor of the lock.

The works, including both those for the lock and the canal, are under contract ; also the entrance channels at both ends.

The contracts require the whole to be completed and ready for use in May, 1892.

COMMISSION ON THE TRENT NAVIGATION.

In view of the interest taken in the scheme for connecting the waters of the Bay of Quinté, Lake Ontario, with those of Georgian Bay, Lake Huron, it was thought advisable that the matter should receive investigation at the present time; and accordingly an Order in Council was passed on the 8th of October, 1887, authorizing the appointment of a Commission of Enquiry to examine and report on the question of the expediency of extending the Trent Valley navigation. The Commission was constituted accordingly. It has not yet reported.

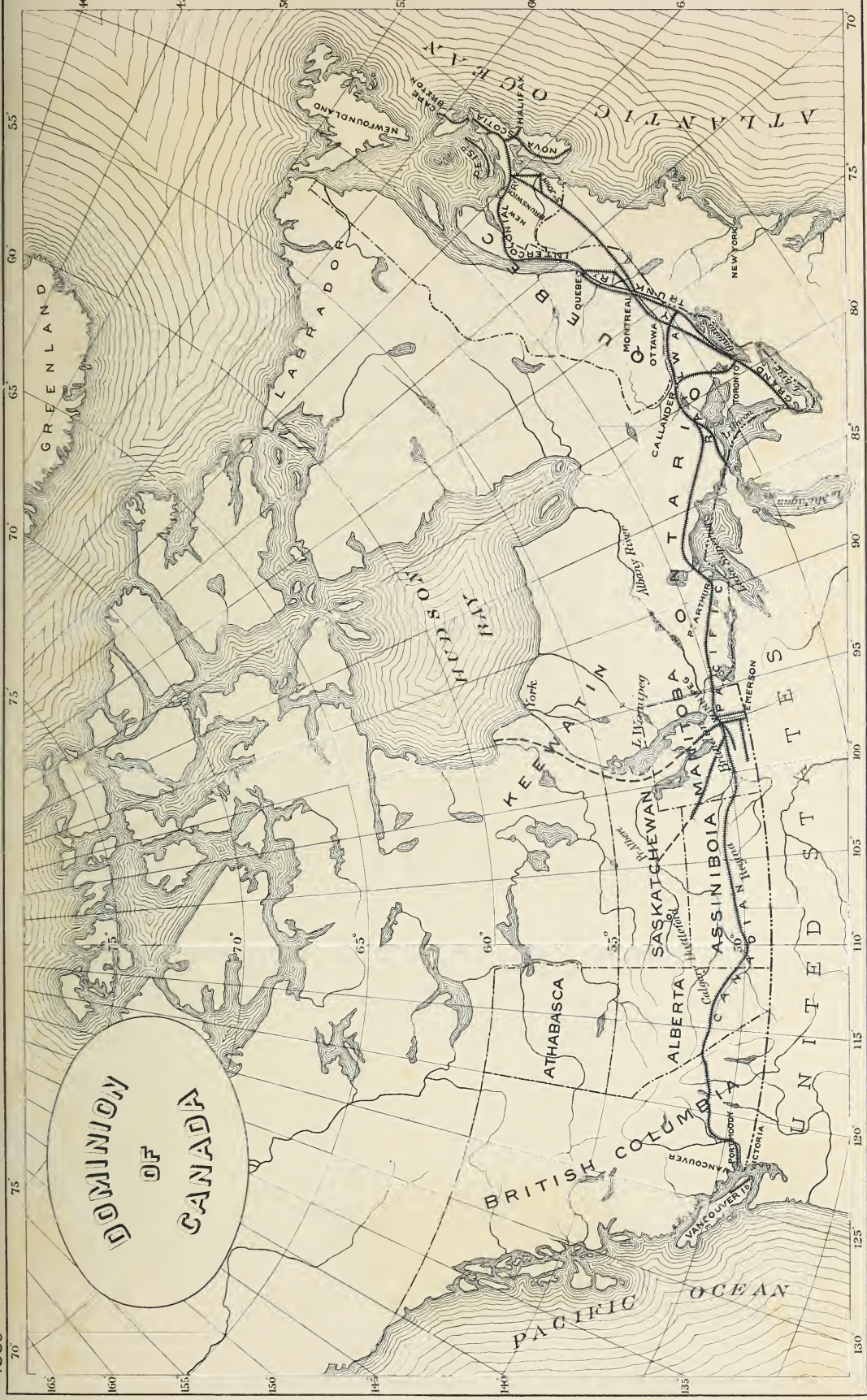
I have the honour to be,

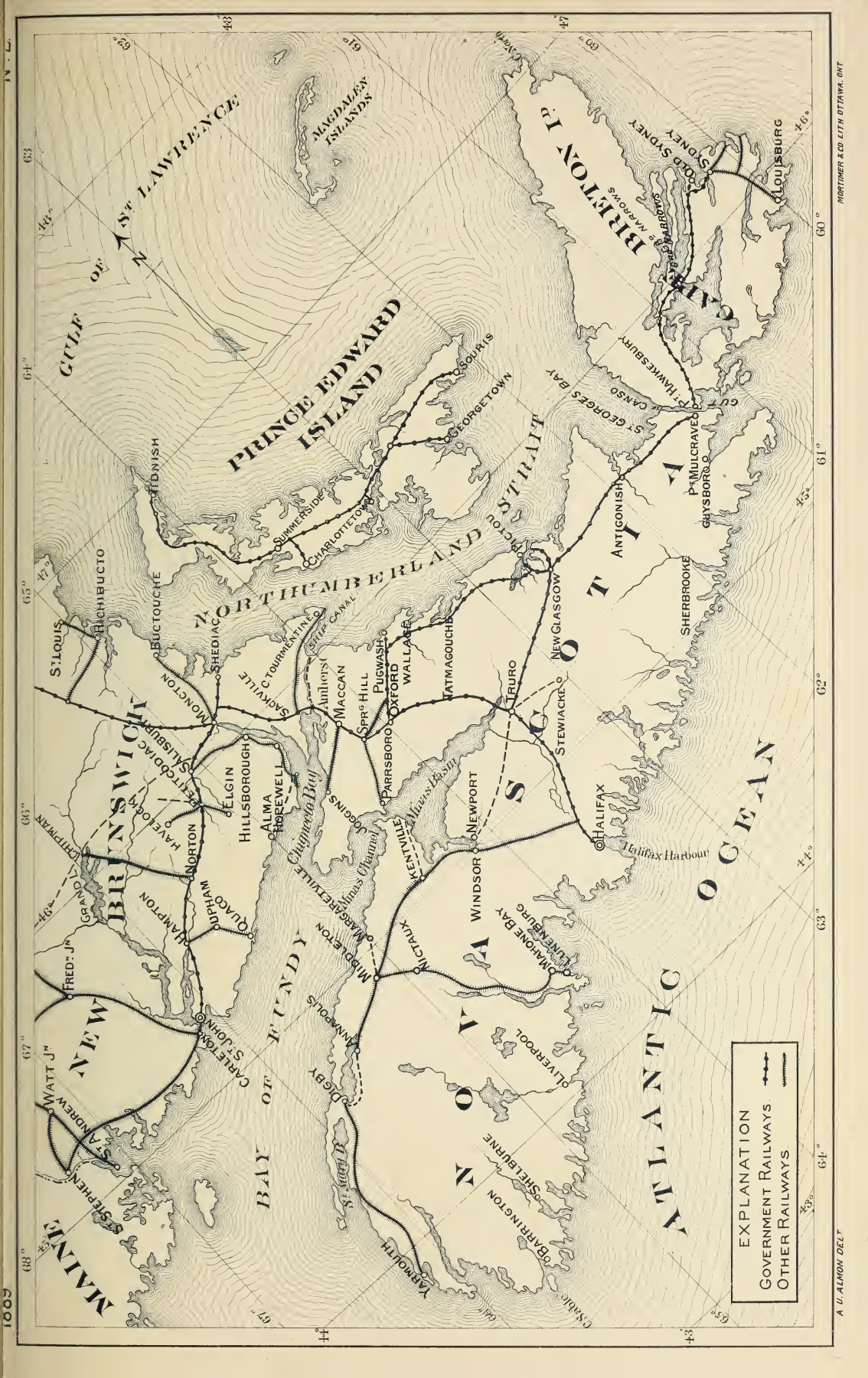
Your Excellency's most obedient servant,

JOHN A. MACDONALD,

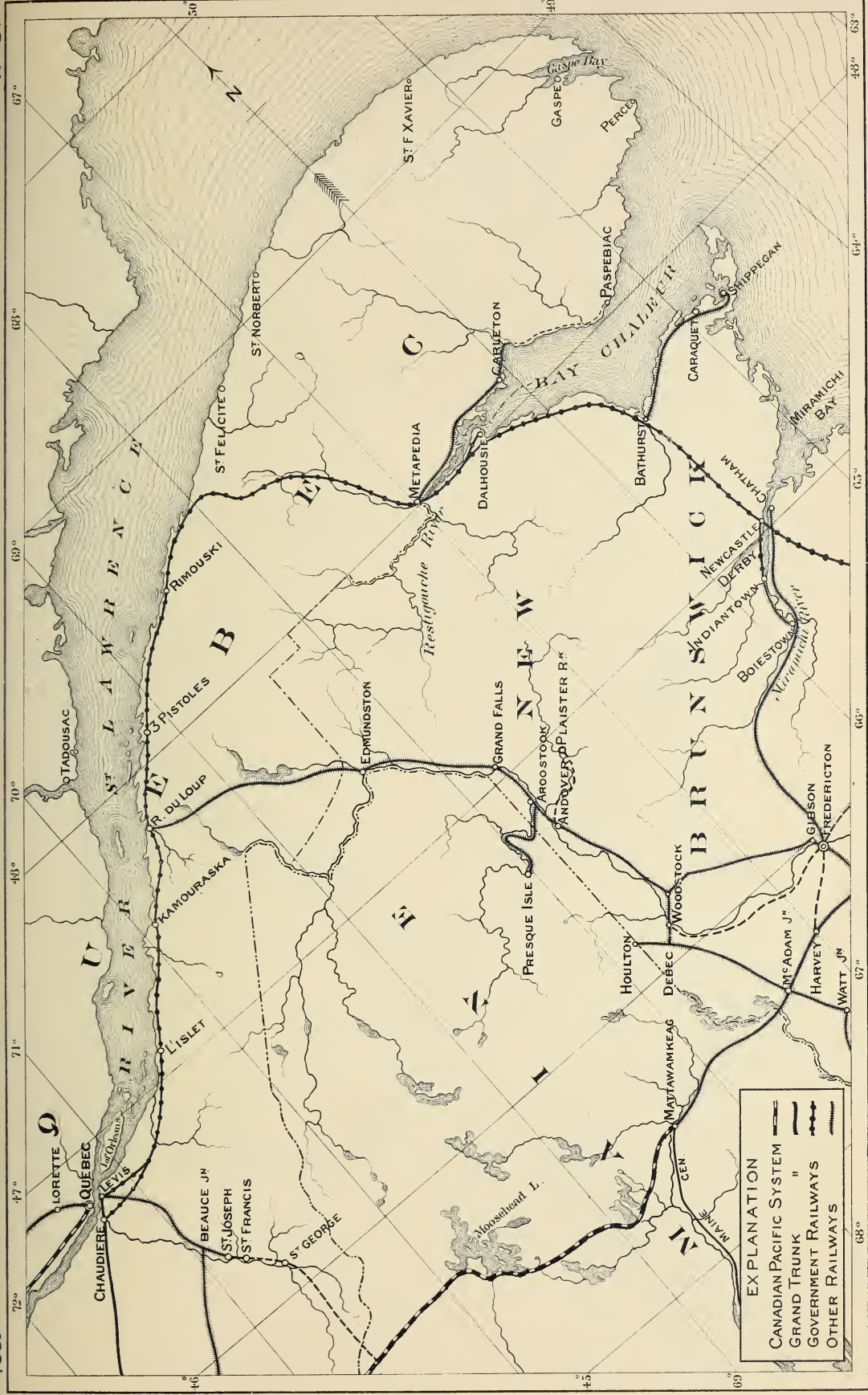
Minister of Railways and Canals.

31st December, 1889.



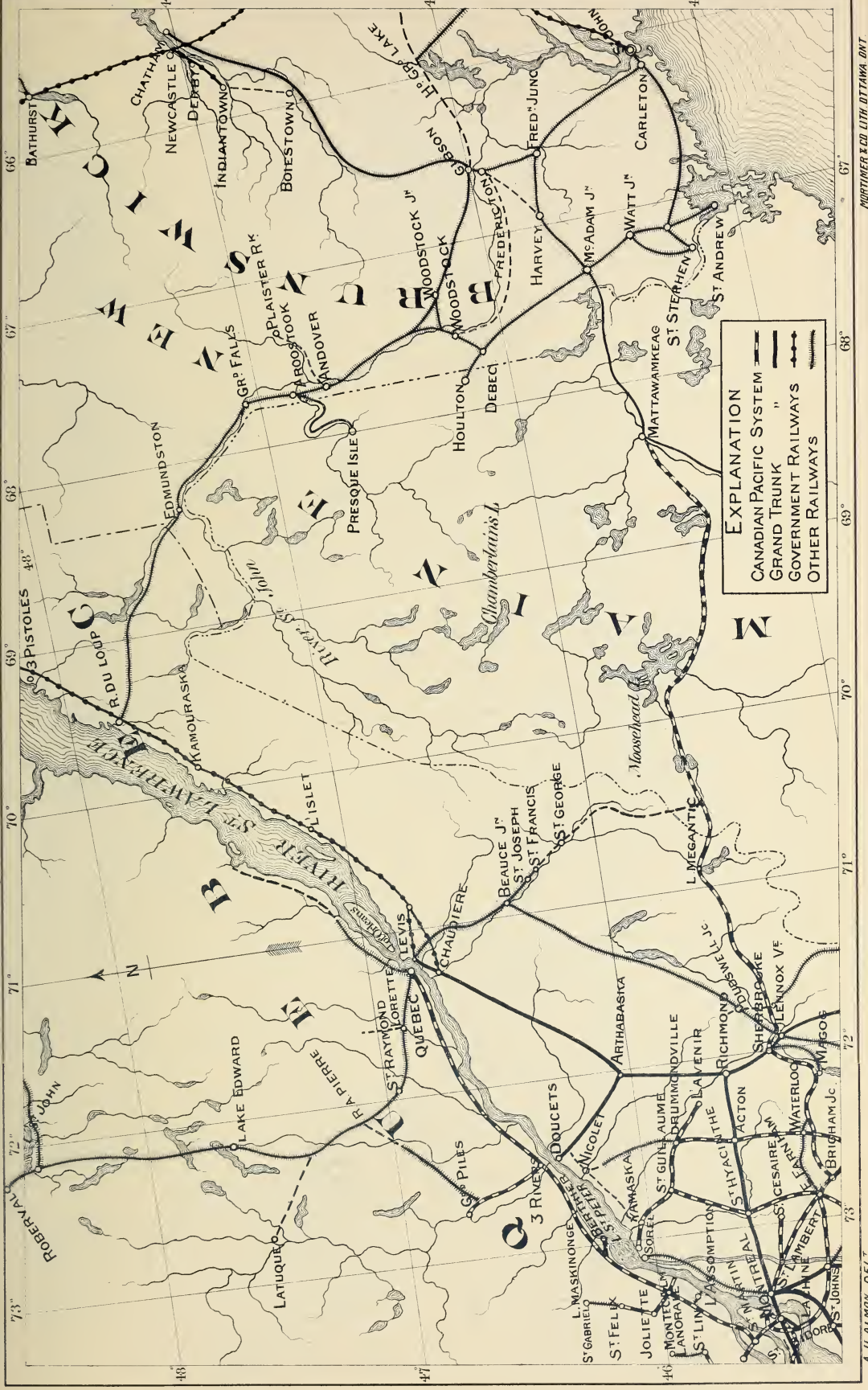


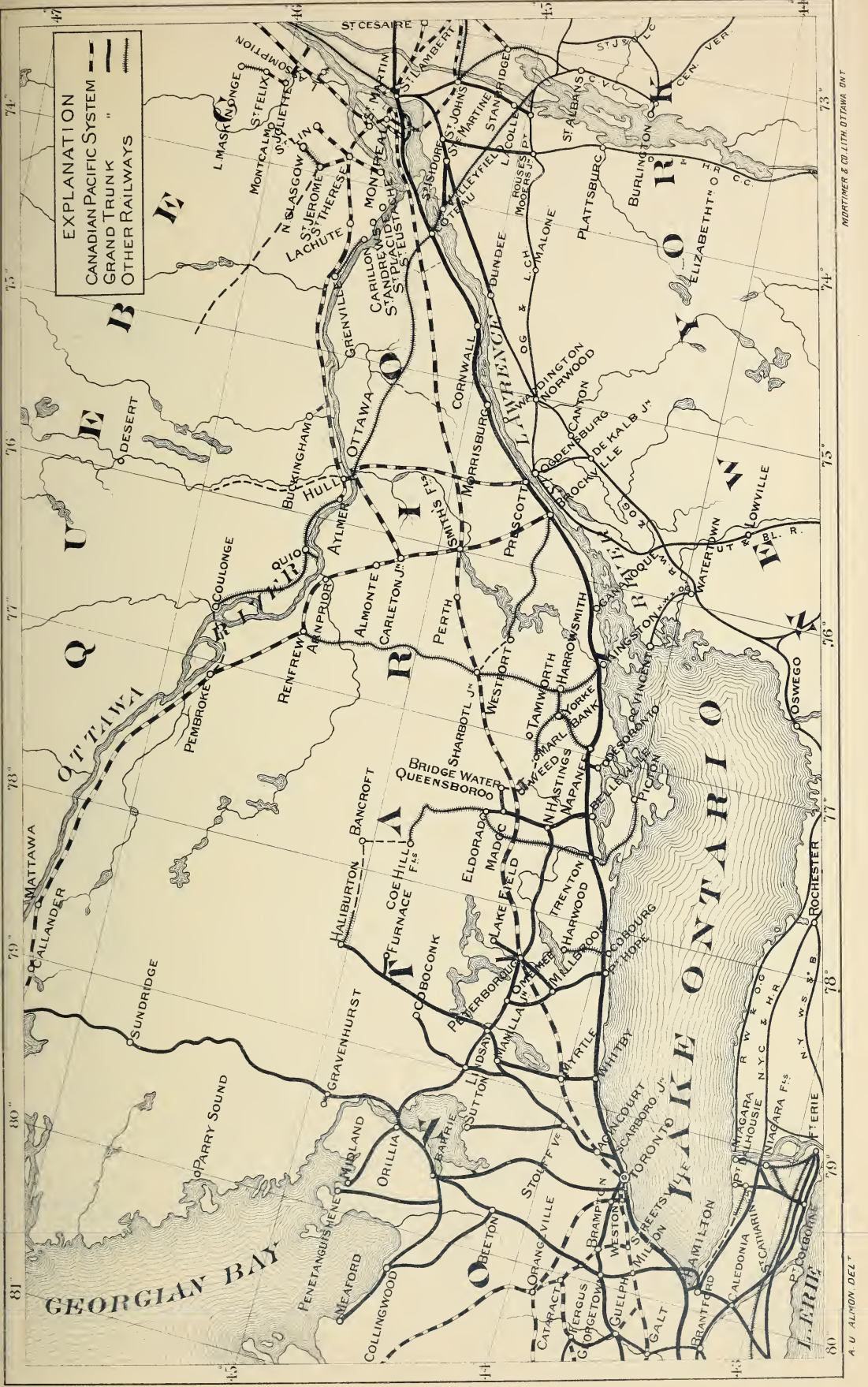
EXPLANATION
 GOVERNMENT RAILWAYS ———+———
 OTHER RAILWAYS - - - - -



EXPLANATION

- Canadian Pacific System
- Grand Trunk
- Government Railways
- Other Railways





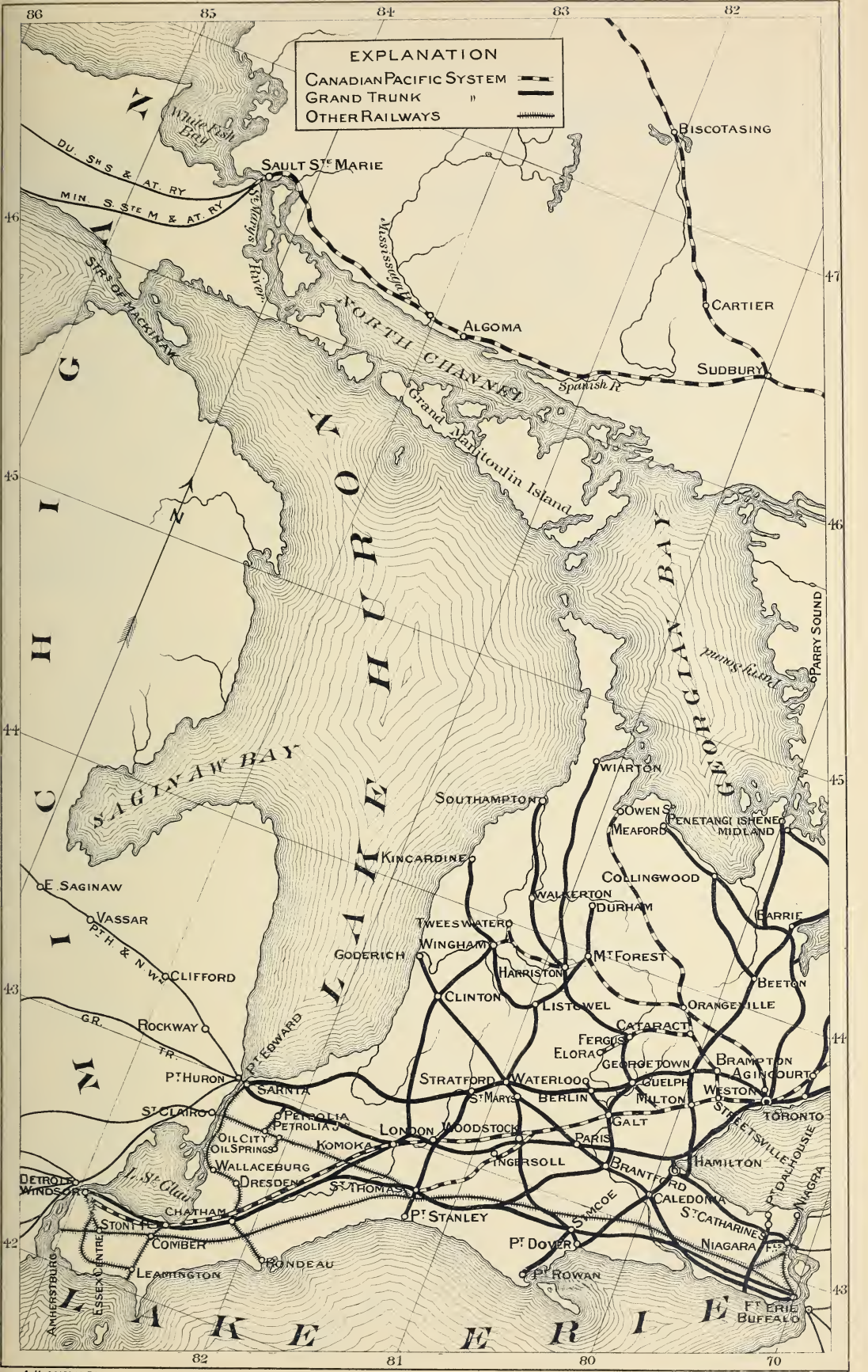
EXPLANATION
 CANADIAN PACIFIC SYSTEM
 GRAND TRUNK
 OTHER RAILWAYS

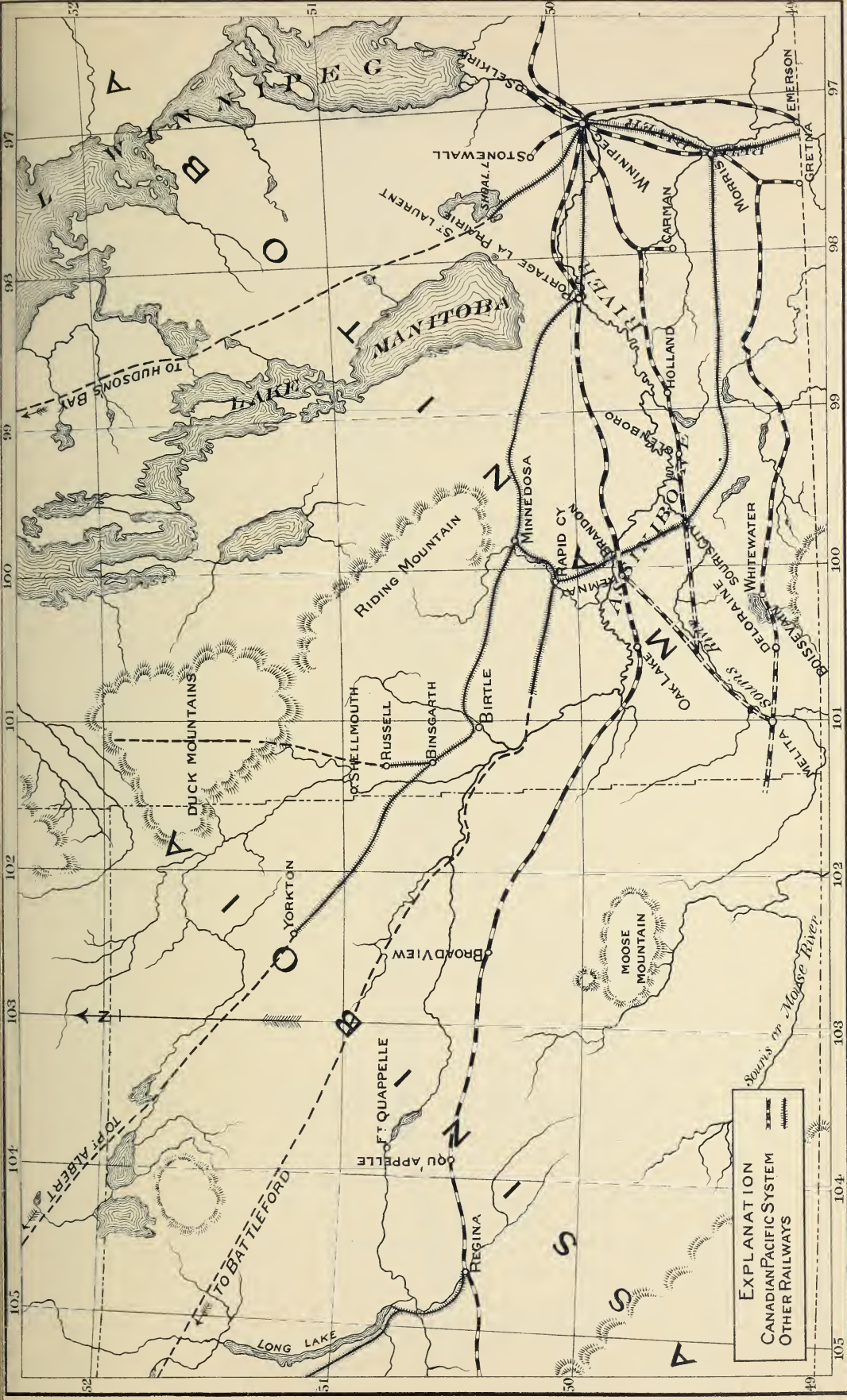
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EXPLANATION

| | |
|-------------------------|--|
| CANADIAN PACIFIC SYSTEM | |
| GRAND TRUNK | |
| OTHER RAILWAYS | |





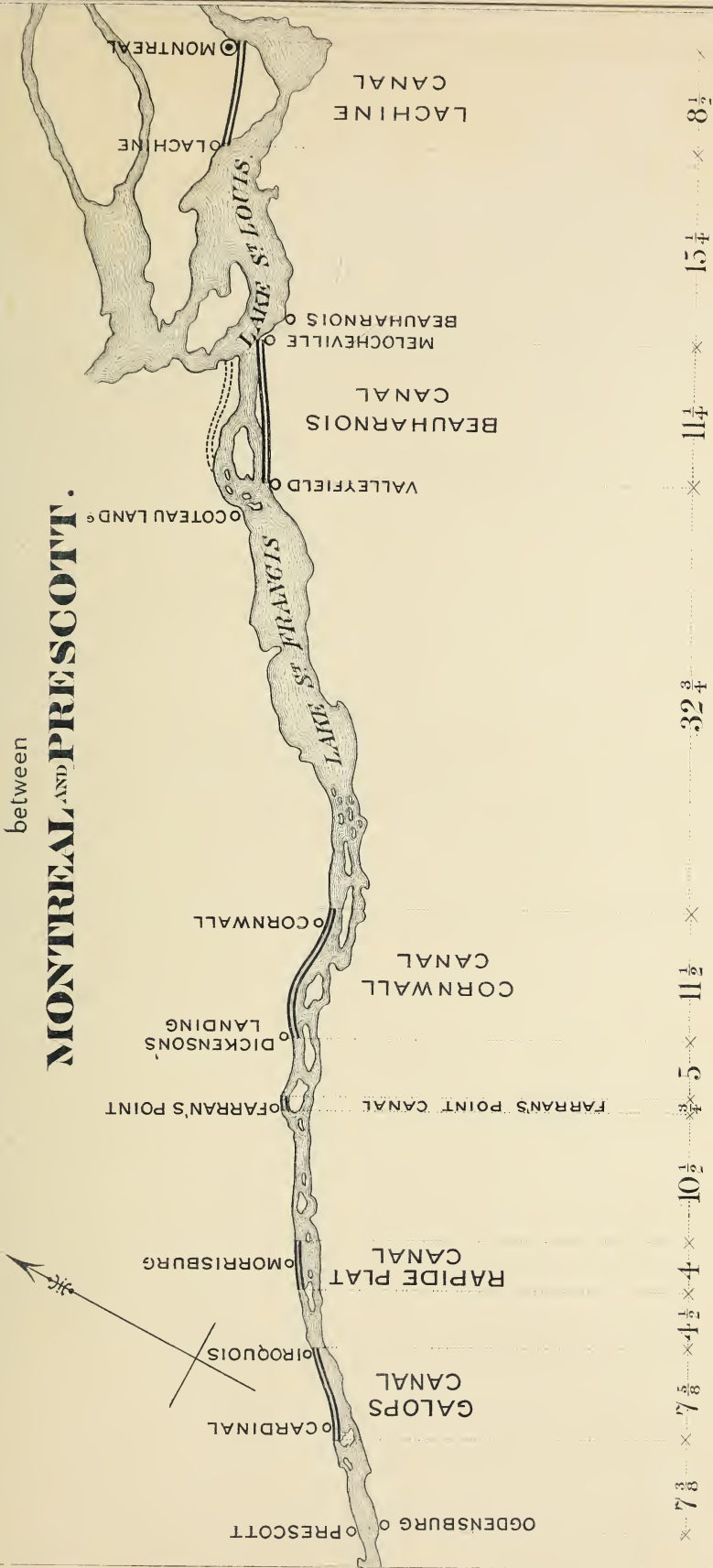
EXPLANATION
 CANADIAN PACIFIC SYSTEM
 OTHER RAILWAYS

DIAGRAM

Shewing the Canals on the
S^T LAWRENCE RIVER.

between

MONTREAL AND PRESCOTT.



| | |
|--------------------------|--------------------------------------|
| Total Canal Navigation | 43 ⁵ / ₈ Miles |
| " River " | 75 ³ / ₈ " |
| " Prescott to Montreal " | 119 " |

APPENDICES.

APPENDIX No. 1.

STATEMENT showing the amount expended by the Department of Railways and Canals,
Dominion of Canada, during the Fiscal Year ended 30th June, 1889.

| Name of Work. | Construction. | | Repairs. | | Staff and Maintenance. | |
|---|---------------|------|----------|--------|------------------------|------|
| | \$ | cts. | \$ | cts. | \$ | cts. |
| CANALS. | | | | | | |
| Lachine..... | 76,032 | 96 | 22,957 | 71 | 54,110 | 67 |
| do Income..... | 972 | 71 | | | | |
| Cornwall..... | 163,993 | 85 | 58,205 | 26 | 17,890 | 55 |
| Williamsburgh..... | 59,867 | 26 | 8,794 | 61 | 7,485 | 28 |
| Beauharnois—Income..... | 10,993 | 52 | 14,982 | 54 | 20,019 | 11 |
| St. Lawrence..... | 18,493 | 92 | | | | |
| Welland..... | 44,494 | 56 | 77,547 | 77 | 113,587 | 05 |
| do deepening to 14 ft..... | 179,468 | 76 | | | | |
| do land and damages..... | 2,909 | 50 | | | | |
| do weirs and dams, Dunnville—Income..... | 15,500 | 83 | | | | |
| do dams above and below Dunnville—Income..... | 760 | 00 | | | | |
| do overhauling superstructure, Pt. Dalhousie pier—Income..... | 13,721 | 63 | | | | |
| do bridge at Chippewa—Income..... | 9,861 | 33 | | | | |
| do construction bridge across Feeder—Income..... | 3,960 | 01 | | | | |
| Sault Ste. Marie..... | 34,018 | 95 | | | | |
| St. Anne's..... | 24,786 | 33 | 1,730 | 79 | 2,569 | 22 |
| Carillon..... | 137 | 10 | | | | |
| Grenville..... | 161 | 07 | 10,135 | 66 | 22,098 | 88 |
| Culbute..... | 17,112 | 01 | | 116 53 | 1,050 | 00 |
| Rideau—Income..... | 6,665 | 22 | 18,106 | 36 | 33,801 | 77 |
| Trent..... | 47,592 | 13 | 5,935 | 94 | 3,242 | 05 |
| do Income..... | 29,677 | 92 | | | | |
| Murray..... | 215,326 | 46 | | | | |
| St. Ours—Income..... | 17,964 | 45 | 2,002 | 63 | 2,421 | 14 |
| Chambly do..... | 51,437 | 87 | 19,392 | 18 | 19,679 | 22 |
| St. Peters do..... | 500 | 00 | 353 | 38 | 3,085 | 29 |
| Tay..... | 89,486 | 18 | | | | |
| Arbitrations and awards—Income..... | 4,121 | 31 | | | | |
| Steam dredge—Income..... | 900 | 00 | 1,999 | 79 | | |
| Surveys—Income..... | 4,857 | 06 | | | | |
| Miscellaneous..... | 213 | 50 | | | | |
| Salaries and contingencies, canal officers..... | | | | | *3,207 | 85 |
| Total on Canals..... | 1,145,988 | 40 | 242,261 | 15 | 304,248 | 08 |
| RAILWAYS. | | | | | | |
| Pacific..... | 87,134 | 47 | | | | |
| Intercolonial..... | 656,338 | 43 | | | 3,153,928 | 69 |
| do Eastern Extension..... | 34,235 | 73 | | | 90,719 | 04 |
| do Windsor Branch..... | | | | | 20,856 | 50 |
| Prince Edward Island..... | | | | | 247,559 | 44 |
| Cape Breton..... | 1,083,276 | 60 | | | | |
| Annapolis and Digby..... | 9,847 | 27 | | | | |
| Oxford and New Glasgow..... | 841,942 | 97 | | | | |
| Surveys—Income..... | 15,991 | 70 | | | | |
| Statistics do..... | 560 | 94 | | | | |
| Carried forward..... | | | | | | |

* Expenditure from 1st of June, 1889.

STATEMENT showing the amount expended by the Department of Railways and Canals, Dominion of Canada, &c.—*Concluded.*

| Name of Work. | Construction. | Repairs. | Staff and Maintenance. |
|---|---------------|------------|------------------------|
| | \$ cts. | \$ cts. | \$ cts. |
| Brought forward..... | | | |
| <i>RAILWAYS—Concluded.</i> | | | |
| Subsidies..... | 846,721 83 | | |
| Albert Railway Company (Loan)..... | 176 62 | | |
| Fredericton and St. Mary's Bridge Company (Loan)..... | 25,053 00 | | |
| Total on Railways..... | 3,501,279 56 | | 3,513,063 67 |
| Total on Railways and Canals..... | 4,747,267 96 | 242,261 15 | 3,817,311 75 |

Total amount expended.....\$8,806,840 86

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
31st December, 1889.

APPENDIX

STATEMENT showing the amount expended on the construction and the

(Repairs not

NOTE.—Some of the items in the following canal statements have been

| By Whom Expenditure Incurred. | Year ending 30th June. | Lachine Canal. | Beauharnois Canal. |
|-------------------------------|-------------------------|----------------|--------------------|
| | | \$ cts. | \$ cts. |
| Imperial Government..... | } Up to June 30, 1867 { | 40,000 00 | ..... |
| Provincial Government..... | | 2,547,532 85 | 1,611,424 11 |
| Dominion Government..... | 1868 | 1,852 70 | 63,193 75 |
| do | 1869 | 2,000 00 | 55 00 |
| do | 1870 | ..... | 27 50 |
| do | 1871 | 12,231 40 | ..... |
| do | 1872 | 36,708 15 | 27 50 |
| do | 1873 | 42,982 49 | 5,122 50 |
| do | 1874 | 158,618 35 | 26 00 |
| do | 1875 | 197,420 52 | 36 00 |
| do | 1876 | 327,769 39 | ..... |
| do | 1877 | 1,439,375 73 | ..... |
| do | 1878 | 1,484,619 63 | ..... |
| do | 1879 | 958,053 30 | ..... |
| do | 1880 | 369,566 74 | 266 15 |
| do | 1881 | 292,165 51 | ..... |
| do | 1882 | 255,799 99 | ..... |
| do | 1883 | 398,356 64 | 6,727 44 |
| do | 1884 | 188,266 18 | 3,277 98 |
| do | 1885 | 111,215 23 | 7,999 79 |
| do | 1886 | 210,509 42 | 8,491 80 |
| do | 1887 | 41,754 11 | 3,633 57 |
| do | 1888 | 27,410 72 | 14,411 97 |
| do | 1889 | 77,005 67 | 10,993 52 |
| Total ..... | ..... | 9,221,214 72 | 1,733,714 58 |

No. 2.

enlargement of Canals of the Dominion of Canada, up to 30th June, 1889.

(included.)

reclassified, bringing them into agreement with the Public Accounts.

| Cornwall Canal. | St. Lawrence Canals. — Not Appor-tioned. | Williamsburg Canals. | St. Lawrence — Chain Vessel and Improve-ment of Navigation. | Surveys, St. Lawrence and Canals. | Welland Canal. |
|-----------------|--|----------------------|---|-----------------------------------|----------------|
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| | | | | | 222,220 00 |
| 1,933,152 69 | 116,821 31 | 1,320,655 54 | | | 7,416,019 83 |
| 2,786 60 | | | | | 12,097 84 |
| 10,692 04 | | | | | 43,486 36 |
| 17,780 05 | | | | | 22,173 72 |
| 7 50 | | | | | 48,569 10 |
| 10,000 21 | | 1,077 00 | | | 59,702 76 |
| 1,011 75 | | | | 33,241 69 | 130,158 47 |
| | | | | 26,541 30 | 746,420 61 |
| 1,780 00 | | | | 20,611 36 | 1,047,119 91 |
| | | | 28,500 00 | 21,715 47 | 1,570,178 19 |
| 49,211 37 | | | 28,064 67 | 19,312 64 | 2,199,962 61 |
| 145,015 45 | | | 1,623 76 | 3,946 70 | 2,138,392 99 |
| 143,092 05 | | | | 9,265 77 | 1,552,697 41 |
| 109,454 95 | | | 623 52 | 8,591 04 | 1,252,924 75 |
| 53,948 14 | | | 6,927 96 | | 1,249,536 56 |
| 44,587 61 | | | 28,933 45 | | 617,066 97 |
| 21,728 93 | | 13 19 | 44,874 31 | | 555,412 32 |
| 23,018 13 | | 2,473 44 | 89,846 03 | | 432,336 21 |
| 78,333 86 | | 103,237 12 | 115,110 17 | | 469,655 59 |
| 64,781 78 | | 149,835 71 | 116,051 73 | | 216,739 75 |
| 46,966 43 | | 115,853 00 | 74,437 31 | | 1,074,902 54 |
| 67,945 74 | | 71,741 96 | 56,482 85 | | 440,461 80 |
| 163,993 85 | | 59,867 26 | | 18,493 92 | 269,714 01 |
| 2,989,288 53 | 116,821 31 | 1,824,754 22 | 591,475 76 | 161,719 89 | 23,787,950 30 |

APPENDIX

STATEMENT showing the amount expended on the construction and the

(Repairs not

| By whom Expenditure incurred. | Year ending 30th June. | Ste. Anne's Lock. | Carillon and Grenville Canals. | Culbute Lock. | Rideau Canal. | Chambly Canal. |
|-------------------------------|------------------------|-------------------|--------------------------------|---------------|---------------|----------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Imperial Government..... | Up to June 30, 1887. | | | | 3,911,701 47 | |
| Provincial Government..... | | 134,456 51 | 63,053 64 | | 153,062 60 | 634,711 76 |
| Dominion Government..... | 1868 | | 19,817 22 | | 7,298 12 | |
| do | 1869 | | | | | |
| do | 1870 | | 4,167 96 | | 13 16 | |
| do | 1871 | | 23,119 37 | | 11,732 98 | 2,839 85 |
| do | 1872 | 1,939 46 | 165,257 28 | | 4,967 50 | 1,906 40 |
| do | 1873 | 540 11 | 136,250 48 | 835 53 | 18,070 97 | 759 00 |
| do | 1874 | 12,753 27 | 245,258 38 | 38,388 99 | 5,793 16 | 2,810 00 |
| do | 1875 | 32,627 71 | 339,864 76 | 63,659 29 | 9,310 85 | 2,415 00 |
| do | 1876 | 24,935 85 | 326,203 16 | 76,842 44 | 2,163 96 | |
| do | 1877 | 30,003 08 | 245,738 04 | 56,081 87 | 214 11 | 80 00 |
| do | 1878 | 14,618 85 | 22,676 20 | 5,933 53 | | |
| do | 1879 | 22,113 02 | 243,141 24 | 20,694 19 | 7,703 88 | |
| do | 1880 | 3,054 68 | 281,514 27 | 16,688 20 | | |
| do | 1881 | 69,042 76 | 336,707 53 | 4,721 62 | 133 50 | |
| do | 1882 | 193,158 36 | 433,084 39 | 29,567 15 | | 31,796 41 |
| do | 1883 | 172,959 95 | 433,575 10 | 14,249 60 | 70 65 | 21,332 36 |
| do | 1884 | 142,006 25 | 399,267 16 | 8,151 16 | 4,597 50 | 41,640 77 |
| do | 1885 | 93,679 57 | 157,187 72 | 19,071 76 | 2,098 76 | 21,049 23 |
| do | 1886 | 129,681 67 | 105,048 24 | 26,385 27 | 550 00 | 14,547 27 |
| do | 1887 | 51,330 18 | 20,747 11 | 7,760 88 | 20,823 96 | 17,911 17 |
| do | 1888 | 20,283 14 | 38,996 29 | 7,573 99 | 18,889 48 | 65,536 64 |
| do | 1889 | 24,786 33 | 298 17 | 17,112 01 | 6,665 22 | 51,437 87 |
| Total..... | | 1,173,970 75 | 4,040,973 71 | 413,717 48 | 4,185,861 83 | 910,773 73 |

No. 2.—*Concluded.*enlargement of the Canals of the Dominion of Canada, &c.—*Concluded.*
included.)

| St. Peter's Canal. | Survey Baie Verte Canal. | Murray Canal. | Trent Canal. | Tay Canal. | Sault Ste. Marie Canal. | St. Our's Lock. | Total. |
|--------------------|--------------------------|---------------|--------------|------------|-------------------------|-----------------|---------------|
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| | | | | | | | 4,173,921 47 |
| 156,523 32 | | | 309,371 31 | | | 121,537 65 | 16,518,323 12 |
| 21,519 72 | | 400 00 | | | | | 128,965 35 |
| 70,719 80 | | | | | | | 126,953 20 |
| 46,193 57 | | | | | | | 90,355 96 |
| | 17,929 34 | | | | | | 116,429 54 |
| | 6,399 41 | | | | | | 287,985 67 |
| | 14,943 83 | | | | | | 383,916 82 |
| | 4,018 90 | | | | | | 1,240,628 96 |
| 20 97 | 443 00 | | | | | | 1,715,309 37 |
| 11,125 00 | 110 75 | | | | | | 2,389,544 21 |
| 63,330 18 | 22 30 | | | | | | 4,131,396 60 |
| 26,511 51 | | | | | | | 3,843,338 62 |
| 107,337 75 | | | | | | | 3,064,098 61 |
| 80,120 54 | | | 561 50 | | | | 2,123,366 34 |
| 69,434 76 | 520 00 | | | | | | 2,083,138 34 |
| 484 00 | | 7,135 63 | 5,836 51 | 748 65 | | | 1,648,199 12 |
| | | 84,071 68 | 50,070 82 | 4,831 80 | | 17,230 32 | 1,825,505 11 |
| 2,471 40 | | 118,187 43 | 126,592 48 | 50,878 12 | | 5,279 17 | 1,638,289 41 |
| 16,820 15 | | 148,902 66 | 121,382 84 | 92,473 97 | | 4,700 64 | 1,562,919 06 |
| 2,316 85 | | 179,704 52 | 75,103 30 | 65,561 51 | | | 1,365,308 82 |
| 1,837 75 | | 142,563 66 | 179,541 63 | 49,617 92 | | | 1,849,681 22 |
| | | 146,754 37 | 114,879 35 | 54,166 57 | 8,145 06 | | 1,153,679 93 |
| 500 00 | | 215,326 46 | 77,270 05 | 89,486 18 | 34,018 95 | 17,964 45 | 1,134,933 92 |
| 677,267 27 | 44,387 53 | 1,043,046 41 | 1,060,609 79 | 407,764 72 | 42,164 01 | 166,712 23 | 54,596,188 77 |

APPENDIX No. 3.

STATEMENT showing Subsidies voted for Railways as to which contracts have been entered into and payments made, up to 30th June, 1889.

| Subsidies Voted. | | Railways. | | Payments. | | | | | Total to June 30, 1889. | |
|---------------------------------|------------|---|-------|-----------|----------|-----------|----------|------------|-------------------------|-------------------------|
| Authority | Amount. | Railways. | | 1883-84. | 1884-85. | 1885-86. | 1886-87. | 1887-88. | 1888-89. | Total to June 30, 1889. |
| | \$ | | cts. | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| 45 Vic., cap. 25. | 156,800 00 | International Railway, Quebec. | | 144,000 | | | | 8,960 00 | | 152,960 00 |
| 46 do 14. | 384,000 00 | Quebec and Lake St. John Railway, Quebec. | | 32,000 | 37,027 | 186,745 | 202,219 | 232,013 00 | 19,911 00 | 709,915 00 |
| 48-9 do 25. | 80,000 00 | | | | | | | | | |
| 49 do 59. | 96,000 00 | | | | | | | | | |
| 49 do 10. | 186,295 00 | | | | | | | | | |
| 50-1 do 24. | 28,800 00 | Napanea, Tamworth and Quebec Ry., Ont. | | 32,000 | 57,600 | | | | | 89,600 00 |
| 51 do 3. | 96,000 00 | | | | | | | | | |
| 46 do 25. | 89,600 00 | Pontiac Pacific Junction Railway, Quebec. | | | 49,090 | 41,000 | 60,580 | 24,158 00 | | 174,828 00 |
| 49 do 10. | 70,000 00 | | | | | | | | | |
| 50-1 do 24. | 12,800 00 | | | | | | | | | |
| 50-1 do 3. | 32,000 00 | | | | | | | | | |
| 50-1 do 8. | 272,000 00 | Carraquet Railway, N.B. | | | 32,000 | 76,800 | 61,200 | 40,050 00 | 13,950 00 | 224,000 00 |
| 50-1 do 25. | 115,200 00 | | | | | | | | | |
| 47 do 8. | 76,800 00 | | | | | | | | | |
| 47 do 24. | 32,000 00 | | | | | | | | | |
| 47 do 8. | 32,000 00 | Great Northern Railway, Quebec. | | | 25,088 | | | | | 25,088 00 |
| 49 do 10. | 57,600 00 | | | | | | | | | |
| 52 do 3. | 22,400 00 | | | | | | | | | |
| 47 do 8. | 48,000 00 | | | | | | | | | |
| 45 do 14. | 660,000 00 | Kingston and Pembroke Railway, Ontario. | | | 48,000 | | | | | 48,000 00 |
| 46 do 25. | 660,000 00 | | | | | | | | | |
| 47 do 15. | 660,000 00 | | | | | | | | | |
| 47 do 8. | 128,000 00 | | | | | | | | | |
| 48-9 do 59. | 19,200 00 | Northern and Pacific Junction Ry., Ontario. | | | 154,440 | 1,051,590 | 78,370 | | | 1,284,400 00 |
| 49 do 10. | 32,000 00 | | | | | | | | | |
| 48-9 do 59. | 140,800 00 | | | | | | | | | |
| 47 do 8. | 211,200 00 | | | | | | | | | |
| 47 do 8. | 128,000 00 | Northern and Western Railway, N.B. | | | | 128,000 | 18,200 | 159,400 00 | 6,300 00 | 311,900 00 |
| 48-9 do 59. | 19,200 00 | | | | | | | | | |
| 49 do 10. | 32,000 00 | | | | | | | | | |
| 47 do 8. | 128,000 00 | | | | | | | | | |
| Written off by 51 Vic., cap. 3. | 150,858 00 | Quebec Central Railway, Quebec. | | | | 60,342 | | | | 60,342 00 |
| 48-9 do 59. | 72,000 00 | Montreal and Sorel Railway, Quebec. | | | | 64,972 | 4,950 | | | 69,922 00 |
| 48-9 do 59. | 30,000 00 | Montreal and Champlain Junction Ry., Que. | | | | 30,000 | | 16,400 00 | 30,700 00 | 83,100 00 |
| 50-1 do 24. | 64,000 00 | | | | | | | | | |
| 46 do 25. | 38,400 00 | Elgin, Petitcodiac and Havelock Ry., N.B. | | | | 38,400 | | | | 38,400 00 |
| 51 do 3. | 44,252 82 | | | | | | | | | |
| 47 do 8. | 22,400 00 | St. Louis and Richibucto Railway, N.B. | | | | 22,400 | | | | 22,400 00 |

| | | | | | | | | | |
|------|----|-----|------------|---|--|-----------|--------------|------------|--------------|
| 48-9 | do | 59. | 96,000 00 | { | Canada Atlantic Railway, Ontario. | 48,480 | 44,384 | 9,491 20 | 102,355 20 |
| 49 | do | 10. | 38,400 00 | { | Esquimault and Nanaimo Railway, B.C. | 422,520 | 327,480 | | 750,000 00 |
| 47 | do | 6. | 750,000 00 | { | Erie and Huron Railway, Ontario. | | 96,000 | | 96,000 00 |
| 47 | do | 8. | 96,000 00 | { | Bate des Chaleurs Railway, Quebec. | | 250,000 | 75,200 00 | 375,500 00 |
| 46 | do | 25. | 320,000 00 | | | | | | |
| 47 | do | 8. | 300,000 00 | | | | | | |
| 47 | do | 3. | 320,000 00 | | | | | | |
| 52 | do | 8. | 118,400 00 | | | | | | |
| 48-9 | do | 59. | 217,600 00 | | New Brunswick and P. E. Railway, N.B. | | 97,440 | | 113,440 00 |
| 50-1 | do | 24. | 11,200 00 | | St. Lawrence, Lower Laurentian and Saguenay Railway, Quebec. | | 64,430 | | 92,813 00 |
| 49 | do | 10. | 32,000 00 | | L'Assomption Railway, Quebec. | | 11,200 | | 11,200 00 |
| 49 | do | 10. | 90,000 00 | | Great Eastern Railway, Quebec. | | 19,200 | | 19,200 00 |
| 50-1 | do | 24. | 160,000 00 | | Frondeale, Bancroft and Ottawa Ry., Ontario. | | 15,000 | | 15,000 00 |
| 47 | do | 8. | 96,000 00 | | Ductouche and Moncton Railway, N.B. | | 40,480 | | 61,053 57 |
| 49 | do | 10. | 6,400 00 | | Albert Southern Railway, N.B. | | 1,000 | | 20,815 63 |
| 50-1 | do | 24. | 51,200 00 | | Lake Temiscamingue Colonization Railway, Que. | | 14,400 | | 26,400 00 |
| 47 | do | 8. | 65,200 00 | | | | | | |
| 48-9 | do | 59. | 38,400 00 | | Joggins Railway, N.S. | | | | 26,138 78 |
| 50-1 | do | 24. | 4,000 00 | | | | | | |
| 49 | do | 10. | 4,000 00 | | Temiscouata Railway, N.B. | | | | 412,900 00 |
| 50-1 | do | 24. | 240,000 00 | | | | | | |
| 45 | do | 14. | 258,000 00 | | | | | | |
| 48-9 | do | 58. | 100,000 00 | | Leamington and St. Clair Railway, Ontario. | | | | 26,138 78 |
| 52 | do | 3. | 44,800 00 | | Toronto, Grey and Bruce Railway, Ontario. | | | | |
| 48-9 | do | 59. | 16,000 00 | | Dominion Line Co., Quebec. | | | | 249,684 00 |
| 50-1 | do | 24. | 6,400 00 | | | | | | |
| 49 | do | 10. | 256,000 00 | | West Ontario Pacific Railway, Ontario. | | | | 163,216 00 |
| 50-1 | do | 24. | 96,000 00 | | Drummond County Railway, Quebec. | | | | 32,000 00 |
| 49 | do | 10. | 128,000 00 | | Brockville, Westport and Sault Ste. Marie Ry., Ont. | | | | 14,656 00 |
| 49 | do | 10. | 32,000 00 | | Montreal and Lake Maskinonge Railway, Que. | | | | 11,840 00 |
| 50-1 | do | 24. | 54,400 00 | | South Norfolk Railway, Ontario. | | | | 3,520 00 |
| 50-1 | do | 24. | 51,200 00 | | Guelph Junction Railway, Ontario. | | | | 800 00 |
| 48-9 | do | 59. | 22,400 00 | | Belleveille and North Hastings Railway, Ontario. | | | | 13,815 00 |
| 49 | do | 10. | 108,800 00 | | Hereford Railway, Quebec. | | | | 45,000 00 |
| 52 | do | 3. | 48,000 00 | | | | | | 19,700 00 |
| 50-1 | do | 24. | 118,400 00 | | Lake Erie, Essex and Detroit River Ry., Ont. | | | | 54,400 00 |
| 50-1 | do | 24. | 96,000 00 | | Beauharnois Junction Railway, Quebec. | | | | 28,872 00 |
| 50-1 | do | 24. | 38,400 00 | | St. Catharines and Niagara Central Ry., Ont. | | | | 45,000 00 |
| 52 | do | 3. | 30,000 00 | | Fredenickton and St. Mary's Ry. Bridge Co., N.B. | | | | 19,700 00 |
| 50-1 | do | 24. | 9,600 00 | | Harvey Branch Railway Co., N.B. | | | | 54,400 00 |
| 50-1 | do | 24. | | | | | | | 46,000 00 |
| 48-9 | do | 59. | | | | | | | 46,000 00 |
| 49 | do | 10. | | | | | | | 21,888 00 |
| 52 | do | 3. | | | | | | | 63,900 00 |
| 50-1 | do | 24. | | | | | | | 106,500 00 |
| 50-1 | do | 24. | | | | | | | 54,650 00 |
| 50-1 | do | 24. | | | | | | | 26,640 00 |
| 52 | do | 3. | | | | | | | 30,000 00 |
| 50-1 | do | 24. | | | | | | | 5,553 57 |
| 50-1 | do | 24. | | | | | | | 5,553 57 |
| | | | | | | 208,000 | 1,406,533 | 846,721 83 | 6,062,790 75 |
| | | | | | | 403,245 | 1,027,041 92 | | |
| | | | | | | 2,171,249 | | | |

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 31st December, 1889.

APPENDIX No. 4.

CANADIAN GOVERNMENT RAILWAYS,
OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,

OTTAWA, 1st October, 1889.

SIR,—I have the honor to report to you upon the progress made during the fiscal year ended the 30th June, 1889 and up to this date, with the railways under my charge in process of survey, and also with those under construction.

HARVEY-SALISBURY SHORT LINE.

From Harvey station, on the New Brunswick Railway, to a junction with the Intercolonial Railway near Berry's Mills station.

About 115 miles under survey.

Early in the summer I was instructed to have a survey made of the proposed line of railway from Harvey station, on the New Brunswick Railway, *via* Fredericton, to a point on the Intercolonial Railway a few miles north or west of Moncton. I was to keep in view the object of securing the shortest, best and cheapest line the country would afford. Mr. Vernon Smith, being an engineer of long experience, was selected to take charge of the survey in the field, and his staff was to consist of three surveying parties, each under a capable and trustworthy engineer, and for this service Mr. Maxwell, Mr. Walsh, and Mr. Houghton, were chosen, as men who would devote their skill and energy to the laying out of the best line to be found between the two objective points. They took the field in June, and first ran out a trial line with a view of improving on the survey made by Messrs. Brown and Bright in the season of 1885. Their efforts, so far, have been crowned with success. They have closed their preliminary survey throughout, and it indicates a considerable shortening of the distance of the old survey, without any increase in the quantity of works of construction. The country has been more thoroughly explored than in 1885, and it has been found that, while the route taken by Messrs. Brown and Bright was in general well chosen, the country required a more thorough examination than they could give it during that season. I have every expectation that the line when located, between Harvey station, on the New Brunswick Railway and Moncton on the Intercolonial Railway *via* Fredericton, will be about 32 miles shorter than the route *via* St. John.

The work of location is now in progress, Mr. Maxwell having about 24 miles located from Harvey station towards Fredericton, showing a very favorable line; Mr. Walsh has 20 miles located, from the railway bridge over St. John River at Fredericton towards Moncton, giving good results; and Mr. Houghton has run out about 25 miles of location between the Salmon Arm and Moncton. This latter section shows a rather heavier line than I had expected; nevertheless, the amount of work thereon is only moderately heavy. Mr. Smith informs me that he expects to have all the field works completed before the end of October, whereupon the preparation of the plans, profiles and estimates will be proceeded with and pushed forward vigorously, so as to enable me to make my report upon them by the close of the year, or shortly afterward.

OXFORD AND NEW GLASGOW RAILWAY.

Under Construction—72 miles.

The summer of 1888 in Nova Scotia was so unfavorable for the prosecution of works of railway construction that the work on this road did not proceed so rapidly

[1889]

9

as had been anticipated. The continuous heavy rains throughout the season impeded the progress of the work, especially on those contracts where heavy, sticky clay was met with. Consequently, a lull occurred in the prosecution of the work, and the contractors appeared to be undecided as to the course they would pursue. Early in the present season they organized a weak force on the sections west of Mingo Road, and the work for some time dragged slowly along. In July the force employed was increased, and efforts are being made to complete the work this season, which I hope may be successful, the principal works remaining to be done being the building of a masonry pier in the Wallace River bridge, and the pivot pier in the Pugwash Harbor bridge. These, if henceforth carried on with skill and vigor, should be completed within a short time. With proper management they should have been completed long ago.

On the section from Brown's Point to Mingo Road, 28 miles, the track is laid, and a lift of ballast is put under it throughout, and the contractors are now engaged in putting on the finishing lift. The fencing is in a forward state, and the station buildings are nearly finished.

The contract for track-laying and ballasting on the sections west of Mingo Road to Oxford, including the Pugwash Branch, in all about $41\frac{1}{2}$ miles, has recently been awarded to Messrs. Gray, McManus, Trites & Co., the contractors for the section of road between Brown's Point and Mingo Road. Upon the section between Mingo Road and Oxford, Messrs. McDonald & O'Brien had laid about $4\frac{1}{2}$ miles of track, leaving about 37 miles to be laid by Messrs. Gray, McManus, Trites & Co. The ballast for this section will, it is believed, have to be transported from Oxford, at the west end of the section, and from Scotsburn, 18 miles east of the east end. The haul is rather long, but these are the only places along the line, so far as is known, where suitable material can be obtained.

These contractors have commenced the work, and have laid 4 miles of track, leaving a balance of 33 miles to be laid; and it is to be expected that the track will be laid over the entire road this season. The station buildings on the section west of Mingo Road, under contract with Messrs. Rhodes, Curry & Co., are in the course of erection, and it is confidently expected that they will be finished at an early day, about 50 per cent. of the work having already been done. The wells for the water supply throughout are being built, Messrs. McDougall & Giles who commenced the work of sinking them a short time ago.

The steel superstructures for the bridges over the several rivers on the section west of Mingo Road are delivered on the ground. All the larger spans contracted for are to be erected by the Dominion Bridge Company of Lachine, and the six 20-foot spans by Mr. Macpherson, of Oxford. The erecting gangs have arrived on the works, and are now engaged in the erection of the Waugh River bridge of 125 feet span. The work of erecting these bridges should only take a short time.

The following is a list of contractors for the several works of construction on this road:—

1. Messrs. Gray, McManus, Trites & Co., for the construction of the section between Brown's Point and Mingo Road, 28 miles.
2. Messrs. Stewart & Jones, for the grading, bridge and culvert masonry, fencing, &c., upon the section between Mingo Road and Wallace, 18 miles.
3. Messrs. McDonald & O'Brien, for the grading, bridge and culvert masonry, fencing, &c., upon the section from Wallace to Oxford, 20 miles.
4. Messrs. McDonald & O'Brien, for the construction (except buildings) of the section between Oxford and Oxford Junction, 3 miles.
5. Donald Sutherland, for the grading, bridge and culvert masonry, fencing, &c., upon the Pugwash Branch, from Pugwash Junction to Pugwash Harbor, 4 miles.
6. Messrs. McDougall & Giles, for the grading, bridge and culvert masonry, fencing, &c., from Pugwash Harbor to the wharf at Pugwash, 1 mile.
7. Messrs. McDougall & Giles, for the construction of the wharf at Pugwash.
8. Messrs. Rhodes, Curry & Co., for the erection of station buildings, water tanks, &c., between Mingo Road and Oxford Junction, including the Pugwash Branch.

9. The Dominion Bridge Company, for the construction of steel superstructures for all bridges of spans of over 20 feet, on the section between Mingo Road and Oxford.

10. Messrs. A. McPherson & Co., for the construction of the six iron plate girder bridges of 20 feet span.

11. Messrs. McDougall & Giles, for the building of wells for the water service over the whole line.

12. Messrs. Gray, McManus, Trites & Co., for the ballasting and track-laying between Mingo Road and Oxford.

13. Richard Black and Archibald Campbell, 100,000 ties for the section west of Mingo Road.

The following rolling stock has been purchased and delivered for this road:—

- 6 Engines, Canadian Locomotive Company,
- 4 do Manchester Locomotive Company,
- 50 Box cars, James Harris & Co.,
- 10 do fitted with Eastman heaters, James Harris & Co.,
- 22 do James Crossen,
- 6 Cattle cars, James Crossen,
- 10 Platform cars, James Crossen,
- 2 Conductors' vans, James Crossen;

and contracts are about to be made for the balance of the rolling stock required, namely:—

- | | |
|--------------------------------|---------------------|
| 6 First-class passenger cars, | 140 Platform cars, |
| 8 Second-class passenger cars, | 6 Conductors' vans, |
| 4 Baggage and smoking cars, | 2 Snow ploughs, |
| 3 Mail cars, | 2 Flangers. |
| 68 Box cars, | |

The rolling stock will consist of:—

- | | |
|--------------------------------|---------------------|
| 10 Locomotives, | 150 Box cars, |
| 6 First-class passenger cars, | 6 Cattle cars, |
| 8 Second-class passenger cars, | 8 Conductors' vans, |
| 4 Baggage and smoking cars, | 2 Snow ploughs, |
| 3 Mail cars. | 2 Flangers. |

150 Platform cars.

A sufficient tonnage of rails to cover this road, 7,000 tons, with fastenings, has been provided.

It is the intention to have all the track laid and ballasted this season, if possible. It is believed that the works of construction, when finished, will be very substantial and durable.

CAPE BRETON RAILWAY.

This road extends from Point Tupper, on the Cape Breton shore of the Strait of Canseau, to Sydney and North Sydney. It is 98 miles in length.

The wharf at Point Tupper has been completed for some time. It has withstood the run of ice in the strait remarkably well, having received scarcely a scratch. One section of this wharf was constructed by Mr. O'Donohue and the other by Messrs. Isbester & Reid.

The section of road between Point Tupper and the Grand Narrows is being constructed by Messrs. Isbester & Reid. The grading on the first 35 miles, except one clay cutting at Orangedale, which will be finished at the end of the present month, may be said to be practically completed, and the work of track-laying and ballasting is in progress, the contractors having two engines and twenty-one cars at work, and some 15 miles of track laid. Upon the remaining portion of this section the grading is being pushed forward, and is in an advanced stage. The ground consists largely of a very stiff, hard clay, which, when saturated with water, becomes like so much pudding, running and slipping both in cuttings and fills, carry-

ing everything before it. It is a material which does not stand in embankments, as it sloughs outside the ordinary slope lines, and it is a dangerous material to place near masonry structures; and in some cases it has, on this account, been necessary to waste it, and borrow a drier and more suitable material to place around them. Several heavy embankments have to be completed with material to be taken from borrow pits. These embankments the contractors propose to make up with material hauled by train from a distance, as the clay material to be had in the immediate locality is very hard and costly to work, besides being of a character so uncontrollable that it spews out of the embankments and is wasted. This will involve the necessity for the erection of temporary trestles at these points, from which to drop the materials to make up the embankments. As the sites of these embankments will be passed over by temporary trestles, they will not interfere with the track-laying; but a large gypsum cutting, some four miles from the Grand Narrows, will probably not be completed until some time in December, and if such be the case, the ballasting will scarcely be completed this season.

A large number of 3-foot cast iron culverts have been introduced, and are laid in a bed of concrete which forms a 12-inch coating all around them, the ends being neatly finished with good, strong masonry. They make an excellent passage for water in such a country, and are, I consider, an excellent and durable piece of work. Most of the bridge masonry is completed. All the iron trestles, and there are some large ones, are completed, and the steel bridge superstructures are for the most part erected. A large quantity of cedar fence posts and track ties are delivered on the line. The freight house on the wharf at Point Tupper is nearly finished, and the passenger station and engine-house foundations are in course of construction. Nothing has yet been done on any of the other station buildings.

The bridge over the Grand Narrows is being built by Messrs. Reid & Isbester. It is to be a steel structure of six spans of 242 feet each, and a swing over all of 245 feet, giving an aggregate length of 1,697 feet. The piers and abutments are of massive masonry. The depth of water for 1,200 feet in the line of the bridge is 75 feet. Mr. Reid takes special charge of this work. He is a good organizer, and has his work well in hand. Of the 9,000 cubic yards of stone required for the structure, about 8,000 have been delivered at the site of the bridge, and a large stock of Portland cement is under cover at the Grand Narrows. The abutment at the west side of the Narrows is completed. It rests on a pile foundation. The caissons of four of the piers are set in place, and the masonry is built up in three of them to within about 3 feet of the bridge, and about 40 feet of masonry built in the fourth. Two more caissons are under construction, in one of which the masonry is being built. All the piles required for the work are on hand; also, the creosoted timber and the steel superstructure is being built at the Dominion Bridge Works at Lachine. Mr. Reid's organization is so complete, and the skill and attention he applies to his work is so thorough, that I can see no difficulty in having the bridge finished this year.

The construction of the section of road from the Grand Narrows to Sydney and North Sydney, $52\frac{1}{2}$ miles in length, is being carried on by the Government. The masonry and steel bridge superstructure is completed, except the bridge under the coal company's railway at Sydney, which it is thought can be built to greater advantage after the trains on the Sydney and Louisburg Railway cease running for the season. The grading throughout is in such an advanced state that it will not interfere with the track-laying, which is now in progress, and which it is intended to push forward with vigor to completion. There are now 25 miles of track laid. It is expected that the track-laying and one lift of ballast throughout this section will be completed this season. The station-houses, engine-house and water services are in an advanced stage. They are being erected by Mr. J. F. Teed, who is making good progress with the work.

The following is a list of the contractors for the several works of construction on this railway.—

1. Messrs. O'Donohue & Kennedy, for the south section of Point Tupper Wharf.

2. Messrs. Isbester & Reid, for the northern section of point Tupper Wharf.
3. Messrs. Isbester & Reid, for the construction of the western section, Point Tupper to Grand Narrows.
4. Messrs. Sims & Slater, for the construction of the eastern section, Grand Narrows to Sydney and North Sydney.
5. Messrs. McDonald & Moffatt, for the wharf at Sydney.
6. Messrs. Reid & Isbester, for the construction of the bridge over the Grand Narrows.

The following rolling stock has been purchased and delivered for this road :—

| | |
|----------------|---------------|
| 8 Locomotives. | 25 Box cars ; |
|----------------|---------------|

| | |
|-------------------|--|
| 85 Platform cars, | |
|-------------------|--|

and contracts are about to be made for the balance of the rolling stock required, *i. e.* :—

| | |
|-------------------------------|---------------------|
| 5 First-class passenger cars, | 20 Cattle cars, |
| 6 Second-class do | 4 Conductors' vans, |
| 3 Baggage and smoking cars, | 2 Snow ploughs, |
| 3 Mail cars, | 2 Flangers. |
| 75 Box cars, | |

The rolling stock will thus consist of :—

| | |
|--------------------------------|---------------------|
| 8 Locomotives, | 20 Cattle cars, |
| 5 First class passenger cars, | 85 Platform cars, |
| 6 Second-class passenger cars, | 4 Conductors' vans, |
| 3 Baggage and smoking cars, | 2 Snow ploughs, |
| 3 Mail cars, | 2 Flangers. |
| 100 Box cars, | |

DIGBY AND ANNAPOLIS RAILWAY.

Under Construction—22 miles.

This line is an extension of the Western Counties Railway from Digby to connect with the Windsor and Annapolis Railway, and thus give unbroken railway connection between Yarmouth and Halifax. This section is familiarly known as the "Missing Link." Its construction was commenced some years ago by the Western Counties Railway Company, but their funds giving out work was suspended. A few miles of grading had been done, and subsequently several schemes were attempted by the company to raise the necessary funds, which, together with the cash assistance granted them by the Dominion Government, should enable them to carry on the work.

Having failed in doing this, the Government, under the terms of the agreement according to which the \$500,000 were granted, is now expending that sum in the construction of the 22 miles of the "Missing Link" between Digby and Annapolis.

Messrs. O'Neil & Campbell are the contractors for this work, the Government providing them with the rails and fastenings. The works of grading and masonry are in an advanced state. The piles for the foundations of the Bear River and Moose River bridges are nearly all driven, and a large quantity of fencing and other materials is delivered on the works, all of which had to be brought from the Province of New Brunswick. A quantity of stone is prepared for the concrete of which the piers of the bridges are to be built, and several of the wooden caissons are built and ready to float into position. There, however, remains a large amount of work to be done before the road is completed, and although the steel rails are delivered at Annapolis, I have no expectation of the track being laid throughout till next summer; but with ordinary diligence the road should be ready for traffic by August, 1890.

I have the honor to be, Sir,

Your obedient servant,

COLLINGWOOD SCHREIBER,

Chief Engineer and General Manager.

A. P. BRADLEY, Esq.,

Secretary Department Railways and Canals, Ottawa.

[1889]

APPENDIX No. 5.

CANADIAN GOVERNMENT RAILWAYS,
OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,
OTTAWA, 1st October, 1889.

Mileage Table of Canadian Government Railways in Operation.

| | Miles. |
|-----------------------------------|--------|
| Intercolonial Railway..... | 894 |
| Eastern Extension..... | 80 |
| Windsor Branch. ... | 32 |
| Prince Edward Island Railway..... | 211 |
| | 1,217 |
| | 1,217 |

SIR,—I have the honor to submit to you, with this my annual report, the reports and accounts of the working of the railways in operation under my charge during the year ended the 30th June, 1889.

On the 3rd June, 1889, the Canadian Pacific Railway Company opened their through route from Montreal *via* Mattawamkeag to St. John, having first made an arrangement with the Dominion Government for fast express trains to be put on between St. John and Halifax to make close connection with their trains at St. John, the Canadian Pacific Railway Company's solid trains being allowed to run through to and from Halifax. These trains between Halifax and St. John have, as a rule, made very good time. The addition of this train, connecting at St. John at the hours named by the Canadian Pacific Railway Company, necessitated a re-adjustment of the time of arrival and departure of the through trains between Montreal, Halifax and St. John *via* Levis, so as to give the fullest accommodation to the travelling public. The Canadian Pacific Railway Company's through trains *via* St. John leaves Halifax at 5:50, reaching Montreal at 8:35 the following day; whereas, the Intercolonial through train departs from Halifax at 13:35 and reaches Montreal the next day at 20:05, and *vice versa*. The Canadian Pacific Railway's through train leaves Montreal at 20:30, and arrives at Halifax the next day at 23:30; whereas the Intercolonial through train leaves Montreal at 8, and arrives at Halifax at 13:55 the next day.

A portion of the business of the Maritime Provinces with Montreal, Western Canada and the Western States may be expected to take the Canadian Pacific Route *via* St. John and Mattawamkeag; and, as a consequence, a falling off must be looked for in the volume of traffic passing over the Intercolonial route *via* Levis, and, of course, a drop in the gross earnings of the Intercolonial Railway, but to what extent it is difficult to form an estimate at the present time, as so much depends on the policy to be adopted as regards this new connection.

The result of the year's operations of the Government railways may be stated as follows :—

| Name of Railway. | Average Mileage per Year. | — | Amount. | Profit. | Loss. |
|---------------------------|---------------------------|----------------------|--------------|----------|------------|
| | | | \$ cts. | \$ cts. | \$ cts. |
| Intercolonial..... | 894 | Earnings..... | 2,895,364 35 | | |
| | | Working expenses... | 3,153,928 69 | | 258,564 34 |
| Eastern Extension..... | 80 | Earnings..... | 72,436 65 | | |
| | | Working expenses... | 90,719 04 | | 18,282 39 |
| Windsor Branch..... | 32 | One-third earnings.. | 28,372 11 | | |
| | | Maintenance..... | 20,856 50 | 7,515 61 | |
| Prince Edward Island..... | 211 | Earnings..... | 171,369 56 | | |
| | | Working expenses... | 247,559 44 | | 76,189 88 |
| | | | | 7,515 61 | 353,036 61 |
| | | | | | 7,515 61 |
| Total..... | 1,217 | | | | 345,521 00 |

The foregoing statement does not exhibit so satisfactory a result as could be desired, but is nevertheless an improvement upon the net result of the previous year's operations.

Loss during year 1887-88.....\$454,823 40

Loss during year 1888-89..... 345,521 10

Balance in favor of 1888-89.....\$109,302 30

INTERCOLONIAL RAILWAY.

The improvement in the net result of the operations of the Government Railway is almost entirely due to the Intercolonial, the loss on operating which, having been less by \$105,093.42 than during 1887-88. This result is partly due to the favorable character of the last winter, and partly to the reduction in the quantity of coal carried to points west of Chaudière.

The following table shows the gross earnings, the tonnage of freight and the number of passengers carried in each year since 1st July, 1876, when the railway was opened as a through line.

| Years. | Average Miles in Operation | Earnings. | Tons of Freight Carried. | Number of Passengers Carried. |
|--------------|----------------------------|--------------|--------------------------|-------------------------------|
| | | \$ cts. | | |
| 1876-77..... | 714 | 1,154,445 35 | 431,327 | 613,428 |
| 1877-78..... | 714 | 1,378,946 78 | 522,710 | 618,957 |
| 1878-79..... | 714 | 1,292,099 69 | 510,861 | 640,101 |
| 1879-80..... | 825 | 1,506,298 48 | 561,924 | 581,483 |
| 1880-81..... | 840 | 1,760,393 92 | 725,577 | 631,245 |
| 1881-82..... | 840 | 2,079,262 66 | 838,956 | 779,994 |
| 1882-83..... | 840 | 2,370,921 10 | 970,961 | 878,600 |
| 1883-84..... | 847 | 2,353,647 26 | 1,001,163 | 920,870 |
| 1884-85..... | 861 | 2,368,153 65 | 970,089 | 914,785 |
| 1885-86..... | 866 | 2,383,200 77 | 1,008,545 | 889,864 |
| 1886-87..... | 867 | 2,596,009 83 | 1,131,334 | 940,144 |
| 1887-88..... | 886 | 2,912,783 85 | 1,275,995 | 996,194 |
| 1888-89..... | 894 | 2,895,364 35 | 1,204,790 | 1,091,189 |

I attribute the decrease in the gross earnings mainly to the holding back of shipments to and from St. John and other points, in anticipation on the part of shippers of obtaining lower rates of freight upon the opening of the Canadian Pacific Short Line. The reduction in the quantity of coal carried to points west of Chaudière has also contributed to this result.

The English mails were landed at Halifax during the winter, and at Rimouski in summer, as in past years, and were forwarded over the Intercolonial Railway by special mail train, except in cases in which the mail steamer landed them shortly before the schedule time of departure of the regular through express trains. The season being favorable, they made excellent time. For the greater comfort of the passengers by these special mail trains, a sleeping car is attached, which was impossible in previous years, owing to the limited number of these cars on the road, which was barely sufficient for the regular express train service.

The ocean-borne freight traffic was well maintained, and compares favorably with the business of previous years. The Allan and Dominion Companies' mail steamers, however, landed and shipped very little freight at Halifax to and from points along and beyond the Intercolonial, their cargoes being for the most part destined for Montreal and the west *via* Portland, Maine. But many other lines of steamers found it to their advantage to land and ship their cargoes, or a large portion of them at Halifax, to and from points along and beyond the Intercolonial. The following table shows the tonnage of such ocean-borne freight landed and shipped at Halifax to and from such points in each year since the opening of the railway as a through line:—

| East Bound. | | West Bound. | |
|--------------|--------|--------------|--------|
| Year. | Tons. | Year. | Tons. |
| 1876-77..... | 5,448 | 1876-77..... | 9,895 |
| 1877-78..... | 5,736 | 1877-78..... | 27,040 |
| 1878-79..... | 3,528 | 1878-79..... | 34,715 |
| 1879-80..... | 13,104 | 1879-80..... | 40,994 |
| 1880-81..... | 15,936 | 1880-81..... | 42,629 |
| 1881-82..... | 21,259 | 1881-82..... | 42,785 |
| 1882-83..... | 23,421 | 1882-83..... | 51,666 |
| 1883-84..... | 34,901 | 1883-84..... | 51,728 |
| 1884-85..... | 35,461 | 1884-85..... | 49,958 |
| 1885-86..... | 38,524 | 1885-86..... | 37,826 |
| 1886-87..... | 46,477 | 1886-87..... | 65,640 |
| 1887-88..... | 44,343 | 1887-88..... | 76,020 |
| 1888-89..... | 40,058 | 1888-89..... | 72,114 |

The business in fish, fresh or salted, has not attained the dimensions which might have been anticipated from the measures taken for its encouragement at the request of parties engaged in it. Refrigerator cars were provided, special fast trains run, and low rates of freight granted; but the trade during the past few years has

not corresponded to these efforts to foster it. I submit here a table showing the tonnage carried each year since 1875-76:—

| Fresh Fish. | Tons. | Salt Fish. | Tons. |
|---------------|--------|---------------|--------|
| 1875-76 | 1,249 | 1875-76 | 2,748 |
| 1876-77 | 1,429 | 1876-77 | 3,635 |
| 1877-78 | 2,276 | 1877-78 | 3,912 |
| 1878-79 | 2,638 | 1878-79 | 3,126 |
| 1879-80 | 1,802 | 1879-80 | 5,176 |
| 1880-81 | 2,085 | 1880-81 | 9,964 |
| 1881-82 | 2,033 | 1881-82 | 7,973 |
| 1882-83 | 2,723 | 1882-83 | 9,213 |
| 1883-84 | 3,375 | 1883-84 | 9,832 |
| 1884-85 | 3,643 | 1884-85 | 10,841 |
| 1885-86 | 5,987 | 1885-86 | 5,915 |
| 1886-87 | 4,400 | 1886-87 | 7,135 |
| 1887-88 | 3,739 | 1887-88 | 6,668 |
| 1888-89 | 5,034 | 1888-89 | 7,950 |
| Total | 42,413 | Total | 94,108 |

The following is a statement of the quantity and classes of rolling stock purchased on capital account up to 30th June, 1888, and of the additions made to it during the last fiscal year. This stock has to be maintained at the cost of revenue:—

| | Engines. | Passenger Car Stock. | | | | | Conductor's Vans. | Box Cars. | Platform Cars. | Coal Cars of three several kinds. | Snow Ploughs. | Wing Ploughs. | Flangers. | Steam Ploughs. |
|----------------------------------|----------|---------------------------------|-----------|---------------------|------------|-------------------|-------------------|-----------|----------------|-----------------------------------|---------------|---------------|-----------|----------------|
| | | 1st Class Sleepers and Parlors. | 1st Class | 2nd Class Sleepers. | 2nd Class. | Baggage and Mail. | | | | | | | | |
| Total up to 30th June, 1888..... | 164 | 15 | 69 | 6 | 76 | 47 | 79 | 1635 | 1450 | 2186 | 37 | 10 | 17 | .... |
| Additions in 1888-89..... | 12 | 2 | 6 | .... | .... | 4 | 2 | 233 | 20 | .... | 3 | .... | .... | 2 |
| | 176 | 17 | 75 | 6 | 76 | 51 | 81 | 1868 | 1470 | 2186 | 40 | 10 | 17 | 2 |

N.B.—Four of the baggage cars are running as conductors' vans.

The following rolling stock has been re-built during the year, at the cost of working expenses, to maintain the stock:—

| | Engines. | Passenger Car Stock. | | | | | Conductors' Vans. | Box Cars. | Platform Cars. | Coal Cars. | Snow Ploughs. | Wing Ploughs. | Flangers. |
|--------------|----------|---------------------------------|------------|---------------------|------------|-------------------|-------------------|-----------|----------------|------------|---------------|---------------|-----------|
| | | 1st Class Sleepers and Parlors. | 1st Class. | 2nd Class Sleepers. | 2nd Class. | Baggage and Mail. | | | | | | | |
| 1888-89..... | 4 | .... | .... | .... | 2 | 2 | 6 | 1 | 59 | 52 | .... | .... | .... |

The heating of the passenger train stock by steam direct from the locomotive appears to work very satisfactorily. It is now applied to cars running on the Halifax

[1889]

17

and Quebec express, and I recommend, in the interest of the safety of the travelling public, that provision should be made for applying it to all passenger train stock.

The lighting of the trains by electricity, which was also introduced to guard against fire in case of accident, proves to be very expensive; but it lights the trains brightly, and is, I understand, much safer, should accidents happen, than the old method of lighting, and for this reason the increased cost is possibly warranted. I would therefore recommend that provision be made to extend it throughout the passenger stock.

The introduction of heavier types of engines and other rolling stock has necessitated, as I mentioned in my report of last year, the strengthening of the iron bridges. Many of the smaller spans have been provided with additional braces, and the large bridge over the Miramichi River has formed a charge against revenue.

The replacing of the 56-lb. by 67-lb. steel rails has been continued during the past year, and if the new rails prove to be good quality good results will no doubt follow. During the past four years, however, the quality of the rails supplied has been far from satisfactory, and in consequence the track has not had such an easy riding surface as could be desired. But great care has been taken to maintain it in good condition, and I believe it to be equal to and other road in Canada.

All rails are now supplied under a seven year guarantee. So far, the makers have not replaced any rails which have failed under the guarantee contracts, but it is expected that they will do so shortly.

CAPITAL ACCOUNT.

The expenditure on works on capital account, up to 30th June, 1888, and also during the last fiscal year, may be stated as follows:—

| | |
|---|----------------------|
| Total cost of road and equipment to 30th June, '88... | \$ 45,887,759 20 |
| Refunds..... | 1,110 30 |
| | <u>45,886,648 90</u> |

Appropriations:—

| | |
|--|-------------------|
| Increased accommodation at terminal and junction stations..... | \$ 26,108 49 |
| Branch lines, including rolling stock therefor..... | 258,443 15 |
| Rolling stock..... | 327,789 90 |
| Heating cars by steam and lighting by electricity..... | 41,047 91 |
| Original construction..... | 2,948 98 |
| | <u>656,338 43</u> |
| Total up to 30th June, 1889..... | \$ 46,542,987 33 |

This amount may be classified as follows:—

| | |
|--------------------|----------------------|
| Road..... | \$ 39,585,674 99 |
| Rolling stock..... | 6,957,312 34 |
| | <u>46,542,987 33</u> |

During the past summer I made an inspection of the way and works, and I can state, from personal observation, that the road is well maintained and in excellent running condition.

EASTERN EXTENSION RAILWAY.

CAPITAL ACCOUNT.

The expenditure on works on capital account up to the 30th June, 1888, and also during the last fiscal year, may be stated as follows :—

| | |
|---|----------------|
| Total cost of road and equipment to 30th June, '88... | \$1,284,495 76 |
| Expended during 1888-89 :— | |
| On elevated water service..... | \$ 21,482 16 |
| On increased accommodation at Mulgrave..... | 12,753 57 |
| | 34,235 73 |
| Total to 30th June, 1889..... | \$1,318,731 49 |
| Classified as follows :— | |
| Road..... | \$1,122,547 70 |
| Rolling stock..... | 196,183 79 |
| Total..... | \$1,318,731 49 |

A very slight improvement has taken place in the revenue during the last fiscal year, and I scarcely look for any material change in the near future. The working expenses are practically the same as in the preceding year.

The following statement shows the earnings and working expenses for each year since the purchase of the road by the Dominion Government :—

| | 1884-85. | 1885-86. | 1886-87. | 1887-88. | 1888-89. |
|-----------------------|-----------|-----------|-----------|-----------|-----------|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Earnings..... | 73,050 01 | 66,893 11 | 64,107 10 | 70,552 20 | 72,436 65 |
| Working expenses..... | 78,273 65 | 94,756 06 | 94,254 04 | 90,954 73 | 90,719 04 |
| Profit..... | | | | | |
| Loss..... | 5,223 64 | 27,862 95 | 30,146 94 | 20,402 53 | 18,282 39 |

I trust that, as the fencing has been for the most part re-built, and is now of a strong and durable character, and that the greater portion of the ties has been renewed, and also a number of the wooden structures, that a reduction in the working expenses may be looked for ; but it cannot be very long before a considerable outlay will have to be made in replacing the wooden truss bridges by bridges of steel. Even so, I think the cost of operating the road will be less in future.

It is expected that the Cape Breton Railway, which will connect with this line at the Strait of Canso by steamer ferry between Port Mulgrave and Port Tupper, will be opened for traffic some time during the current fiscal year, whereupon it is hoped that there may be some increase in the traffic of the Eastern Extension.

WINDSOR BRANCH RAILWAY.

The same arrangement as in former years is in force for the operation of this line, the Windsor and Annapolis Railway Company working the traffic and the Government maintaining the way and works, the former receiving $\frac{2}{3}$ and the latter $\frac{1}{3}$ of the gross earnings.

The result of the year's operations is as follows :—

| | |
|--|-------------|
| One-third gross earnings received by the Government. | \$28,372 11 |
| Cost of maintenance of way and works..... | 20,856 50 |
| | \$7,515 61 |

It is probable that after the "Missing Link" is completed from Annapolis to Digby, which will give unbroken railway connection between Halifax and Yarmouth, and which is now being constructed by the Government, that the business of the Windsor Branch will increase.

This road has been well maintained, and is in an efficient state.

PRINCE EDWARD ISLAND RAILWAY.

CAPITAL ACCOUNT.

The expenditure on capital account remains the same as at the close of the preceding fiscal year :—

| | |
|----------------------------|----------------|
| Cost of road..... | \$3,283,051 89 |
| Cost of rolling stock..... | 458,729 00 |
| Total..... | \$3,741,780 89 |

The rolling stock provided on capital account, and representing the sum of \$458,729, consists of :—

| | |
|------------------------------------|-----|
| Engines..... | 21 |
| First-class passenger cars..... | 17 |
| Second-class and baggage cars..... | 15 |
| Postal and smoking cars..... | 3 |
| Box cars..... | 175 |
| Platform cars..... | 125 |
| Conductor's vans..... | 3 |
| Pay car..... | 1 |
| Snow ploughs..... | 8 |
| Flangers..... | 7 |

The passenger traffic continues to increase, 21,534 more passengers having been carried this year than during 1887-88. The earnings from this source have increased by \$7,687.73 over those of the preceding year. No improvement, however, has taken place in the volume of freight carried, nor in the revenue accruing from this source.

Owing largely to the cost of steel rail renewals, and the heavy expenditure on bridge and fence renewals, the working expenses exceed those of the preceding year by \$17,719.49. It will be necessary to renew from 10 to 12 miles of track annually with steel rails, until the entire line is steeled. During the year 1888-89 platform cars were rebuilt to maintain the stock.

The traffic on the Cape Traverse Branch is so very light, both passenger and freight, that it scarcely warrants the running of a daily train each way.

Prior to 1886-87, there was only a bi-weekly train service on this branch, but the Minister, at the urgent request of the residents of the district, granted them a daily service as a tentative arrangement, to see how far the traffic would develop. So far as business is concerned, it has proved a failure, though it is no doubt a convenience to a few persons living along the line.

I have the honor to be, Sir,

Your obedient servant,

COLLINGWOOD SCHREIBER,

Chief Engineer and General Manager.

A. P. BRADLEY, Esq.,

Secretary Department Railways and Canals, Ottawa.

APPENDIX No. 6.

INTERCOLONIAL RAILWAY.

OFFICE OF THE CHIEF SUPERINTENDENT,

MONCTON, N.B., 26th September, 1889.

SIR,—I have the honor to submit the following report on the working of the Intercolonial Railway during the fiscal year which ended 30th June, 1889.

I enclose the reports of the Chief Engineer and the Mechanical Superintendent and the following statements prepared by the Chief Accountant and Treasurer:—

- No. 1. Capital account.
2. Revenue account.
3. Locomotive power (Abstract No. 1.)
4. Car expenses (do 2.)
5. Maintenance of way and works (do 3.)
6. Station expenses (do 4.)
7. General charges (do 5.)
8. General stores account.
9. General balance.
10. Comparative statement of averages.

The length of railway in operation during the year was 894 miles.

CAPITAL ACCOUNT.

The total cost of road and equipment on 30th June, 1888, was... \$45,887,759 20
 Less refunded on account of previous year's expenditure..... 1,110 30

\$45,886,648 90

The additions during the year are as follows:—

| | | | |
|--|----|---------|----|
| Halifax Extension..... | \$ | 6,784 | 04 |
| Increased accommodation, Halifax..... | | 2,798 | 23 |
| do do St. John..... | | 2,452 | 69 |
| do do Moncton..... | | 5,366 | 80 |
| do do Maccan..... | | 2,999 | 60 |
| do do Spring Hill..... | | 4,005 | 96 |
| do do Rivière du Loup.... | | 1,701 | 17 |
| Rolling stock..... | | 327,789 | 90 |
| St. Charles Branch..... | | 135,060 | 74 |
| Pictou Town Branch..... | | 65,474 | 27 |
| Dartmouth Branch..... | | 18,119 | 99 |
| Dalhousie Branch..... | | 17,400 | 00 |
| Rivière du Loup Town Branch..... | | 6,357 | 14 |
| Indian Town Branch..... | | 16,031 | 01 |
| Appliances for heating cars by steam and lighting them by electricity..... | | 41,047 | 91 |
| Completion of the line between Rivière du Loup and Truro..... | | 2,948 | 98 |

656,338 43

\$46,542,987 33

The amount refunded on account of capital expenditure in previous years consists of small amounts for which cheques were drawn but were not issued.

The expenditure at Halifax was for a building of freight shed on one of the wharves.

The expenditure for increased accommodation at St. John was for the settlement of claims and legal expenses in connection with the works there.

The expenditure at Moncton was for the fitting up of the new workshop erected last year.

The expenditure at Maccan was for enlarging the yard to provide for the increased traffic coming from the Joggins Railway, recently opened for traffic, and which connects with the Intercolonial at that station.

The expenditure at Spring Hill was for enlarging the yard to accommodate the increased traffic from the Cumberland Railway.

The expenditure at Rivière du Loup was in payment of land for the branch line, and for additional machinery for the workshops.

The expenditure for rolling stock was to provide additional locomotives and passenger and freight cars, and two patent rotary steam snow-shovels.

The expenditure on account of the St. Charles Branch was for the payment of land claims, and for land, and for legal expenses; and also for the extension of the wharf at Lévis and the construction of a covered pontoon to facilitate the landing of passenger and freights.

The expenditure on the Pictou Town Branch was for the completion of that branch, for the extension of the wharf at Pictou, and the erection of a large freight shed upon it; and for providing rolling stock.

The expenditure on the Dartmouth Branch was to provide a locomotive, and to pay land and other claims in connection with the construction of the branch.

The expenditure on the Dalhousie Branch was to provide the necessary rolling stock.

The expenditure on the Indian Town Branch was for land claims, and for the necessary rolling stock.

The fitting of the passenger train cars with apparatus for heating them by steam from the locomotive, and lighting them by electricity was continued, and the total number now fitted for electric light is fifty-six, and for steam sixty-three.

REVENUE ACCOUNT.

The expenditure and earnings for the year compare as follows:—

| | |
|------------------|----------------|
| Expenditure..... | \$3,153,928 69 |
| Earnings..... | 2,895,364 35 |
| | \$ 258,564 34 |

The gross earnings for the year were a little less than last year, as follows:—

| | |
|------------------------------|----------------|
| Gross earnings, 1887-88..... | \$2,912,783 85 |
| do 1888-89..... | 2,895,364 35 |
| | \$ 17,419 50 |

The decrease was in freight traffic.

There was an increase in passenger traffic of \$22,129.05.

The number of passengers carried compares as follows with the previous year:—

| | |
|-----------------|-----------|
| In 1888-89..... | 1,091,189 |
| In 1887-88..... | 996,194 |
| | 94,995 |

The weight of freight carried compares as follows with the previous year:—

| | Tons. |
|-----------------|------------------|
| In 1887-88..... | 1,275,995 |
| In 1888-89..... | <u>1,204,790</u> |

The following is a comparative statement of a few of the chief articles of freight, showing the quantity carried in this and in the previous year:—

| ARTICLES. | 1887-88. | 1888-89. | Increase. | Decrease. |
|---------------------------|-------------|-------------|-----------|---------------|
| Barrels of flour..... | 845,750 | 927,014 | 81,264 | |
| Bushels of grain..... | 1,211,540 | 1,519,862 | 308,322 | |
| Lumber, in feet..... | 196,444,819 | 197,545,777 | 1,100,958 | |
| Head of live stock..... | 90,439 | 77,661 | | 12,778 |
| Other goods, in tons..... | 909,487 | 814,993 | | <u>94,494</u> |

The quantity of coal carried from the mines in Nova Scotia to the Upper Provinces was not quite as large as last year, as will be seen by the following comparative statement for the year which ended 31st December:—

| | Tons. | | Tons. |
|-----------|--------|-----------|----------------|
| 1879..... | 570 | 1884..... | 112,898 |
| 1880..... | 10,246 | 1885..... | 165,791 |
| 1881..... | 30,629 | 1886..... | 175,512 |
| 1882..... | 35,089 | 1887..... | 192,022 |
| 1883..... | 54,891 | 1888..... | <u>173,732</u> |

WORKING EXPENSES.

The working expenses were somewhat less than last year, as will be seen by the following comparison:—

| | |
|-----------------|----------------------|
| In 1887-88..... | \$ 3,276,441 61 |
| In 1888-89..... | 3,153,928 69 |
| | <u>\$ 122,512 92</u> |

They compare with last year's as follows per mile run by engines and by trains, and per mile of railway:—

| Per mile run by engines:— | Cents. |
|---------------------------|--------------|
| 1888-89..... | 57.48 |
| 1887-88..... | <u>55.19</u> |

Per mile run by trains:—

| | |
|--------------|--------------|
| 1888-89..... | 68.69 |
| 1887-88..... | <u>66.33</u> |

Per mile of railway:—

| | |
|--------------|-----------------|
| 1888-89..... | \$ 3,527 88 |
| 1887-88..... | <u>3,723 23</u> |

The necessary repairs were made to the permanent way and structures, and all the works of the railway were maintained in a state of efficiency.

The total number of new ties put into the track was 297,252. Ninety-one miles of track were reballasted. Forty-six sidings were put in at various points to accommodate the traffic. One hundred and twenty-nine miles of the main track were re-laid with heavier steel rails.

The fences received necessary repairs, and one hundred and sixteen miles of fences were built.

The snow sheds received necessary repairs, and two thousand five hundred and ninety lineal feet of sheds were re-built.

In addition to the repairs of snow fences, twenty-one thousand nine hundred and seventy-nine lineal feet of snow fences were built.

The buildings on all parts of the line were repaired; four station houses, one freight house, and some smaller buildings were erected. At Rivière du Loup an addition, built of brick, was made to the station house, to provide more commodious offices for the superintendent and the train despatchers.

In order to provide for the greater security of the travelling public, interlocking signals and switches were placed at the point where the Buctouche and Moncton railway crosses the Intercolonial.

Twenty-one semaphore signals were erected at various stations.

The wharves at the several shipping stations received all necessary repairs, and at some points these repairs and renewals were quite extensive.

The bridges and culverts on all parts of the line were kept in good repair.

A large expenditure was made in strengthening the bridges over the Miramichi River. Two over-head bridges of wood requiring renewal were replaced by substantial structures of iron, supported on foundations of masonry.

The rolling stock received necessary repairs, and is in good order.

Four new and more powerful locomotives were purchased to replace an equal number of lighter ones taken out of service.

Four passenger train cars, one hundred and eighteen freight cars and vans, and five snow ploughs, were purchased to replace an equal number taken out of service because unfit for use. These new freight cars were each of twenty tons capacity, while the cars they replaced had only a capacity of ten tons each.

The water service was efficiently maintained, and numerous improvements were made.

STORES.

| | |
|---|----------------|
| The value of stores purchased was..... | \$1,285,888 84 |
| The value of stores used was..... | 1,243,605 03 |
| The value of old material sold was..... | 150,533 88 |

The value of stores on hand at the end of the year was :—

| | |
|--|---------------------|
| Ordinary stores, including fuel..... | 353,143 38 |
| Iron and steel rails and fastenings..... | 190,307 63 |
| Old materials for sale..... | 48,993 25 |
| | <u>\$592,444 26</u> |

GENERAL.

The winter of 1888-89 was mild, and very little delay was experienced from snow storms.

On the 20th of June, 1889, the Debert River, swollen by heavy rains, washed out an embankment near Debert station. This delayed the traffic for a day or two, until temporary repairs were made.

The Canadian Pacific Railway "Short Line" from Montreal to St. John was opened for passenger traffic on Monday, 3rd June, 1889. This caused a re-arrangement of the passenger train service.

I have the honour to be, Sir,

Your obedient servant,

D. POTTINGER,

Chief Superintendent.

COLLINGWOOD SCHREIBER, Esq.,
Chief Engineer and Gen. Manager Government Railways,
Ottawa.

No. 1.—INTERCOLONIAL RAILWAY.

CAPITAL ACCOUNT Year, ending 30th June, 1889.

DR.

CR.

| 1888. June 30... | 1888. June 30... | \$ cts. | \$ cts. | 1888. June 30... | By Dominion of Canada. | \$ cts. |
|--|---------------------|------------|---------------|---------------------|------------------------|---------------|
| To Cost of road and equipment..... | | | 45,887,759 20 | | | 45,886,648 90 |
| Less—Refunds on account of previous year's expenditure..... | | | 1,110 30 | | | |
| | | | 45,886,648 90 | | | |
| Halifax Extension..... | 6,784 04 | | | | | |
| Increased accommodation, Halifax..... | 2,798 23 | | | | | |
| do St. John..... | | 9,582 27 | | | | |
| do Moncton..... | | 2,432 69 | | | | |
| do Maccan..... | | 5,366 80 | | | | |
| do Spring Hill..... | | 2,999 60 | | | | |
| do Riviere du Loup..... | | 4,005 96 | | | | |
| do do..... | | 1,701 17 | | | | |
| Rolling Stock..... | | 327,789 90 | | | | |
| St. Charles Branch..... | | 135,060 74 | | | | |
| Pictou Town Branch..... | | 65,474 27 | | | | |
| Dartmouth do..... | | 18,119 99 | | | | |
| Dalhousie do..... | | 17,400 00 | | | | |
| Riviere du Loup Town Branch..... | | 6,357 14 | | | | |
| Indian Town Branch..... | | 16,031 01 | | | | |
| Appliances for lighting cars by electricity and heating with steam..... | | 41,047 91 | | | | |
| Completion of I. C. R. between Riviere du Loup and Truro (works, permanent way, buildings, right of way, &c.)..... | | 2,948 98 | | | | |
| | | | 656,338 43 | 1888. June 30... | By Dominion of Canada. | 656,338 43 |
| | | | 46,542,987 33 | | | 46,542,987 33 |

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N. B., 30th June, 1889.

No. 2.—INERCOLONIAL RAILWAY.

DR. REVENUE ACCOUNT, Year ending 30th June, 1889. CR.

| Previous Year. | Expenditure. | Year ending 30th June, 1889. | Previous Year. | Earnings. | Year ending 30th June, 1889. |
|----------------|---|------------------------------|----------------|---------------------|------------------------------|
| \$ cts. | | \$ cts. | \$ cts. | | \$ cts. |
| 1,135,325 00 | Locomotive power, Abstract No. 1 | 1,107,338 19 | 845,041 65 | Passenger traffic.. | 867,170 70 |
| 769,155 84 | Car expenses, Abstract No. 2. . . . | 686,862 62 | 1,909,842 04 | Freight do .. | 1,882,361 01 |
| 811,225 31 | Maintenance of way and works, Abstract No. 3. | 789,678 18 | 157,900 16 | Mails and sundries. | 145,832 64 |
| 377,969 18 | Station expenses, Abstract No. 4. | 369,874 54 | 2,912,783 85 | | 2,895,364 35 |
| 174,809 23 | General charges do 5. | 178,808 09 | 363,637 76 | Balance | 258,564 34 |
| 3,268,484 56 | | 3,132,561 66 | | | |
| 7,957 05 | Car mileage..... | 21,367 03 | | | |
| 3,276,441 61 | | 3,153,928 69 | 3,276,441 61 | | 3,153,928 69 |

THOMAS WILLIAMS,

Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1889.

No. 3.—INTERCOLONIAL RAILWAY.

LOCOMOTIVE POWER—(Abstract No. 1).

| Previous Year. | | Year ending 30th June, 1889. |
|----------------|--|------------------------------|
| \$ cts. | | \$ cts. |
| 10,436 35 | Mechanical Superintendent's salary, clerks, office and travelling expenses.. | 10,345 90 |
| 234,682 95 | Wages, drivers, firemen and cleaners..... | 221,856 16 |
| 463,604 82 | Fuel..... | 437,882 58 |
| 51,635 80 | Oil, tallow, waste and small stores..... | 49,058 00 |
| 290,220 04 | Repairs to engines, tenders and engine tools..... | 296,625 82 |
| 40,452 73 | Water, including pump and tank repairs | 38,480 40 |
| 44,292 31 | Miscellaneous..... | 53,089 33 |
| 1,135,325 00 | | 1,107,338 10 |

THOMAS WILLIAMS,

Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1889.

No. 4.—INTERCOLONIAL RAILWAY.

CAR EXPENSES—(Abstract No. 2).

| Previous Year. | | Year ending 30th June, 1889. |
|----------------|--|------------------------------|
| \$ cts. | | \$ cts. |
| 102,375 31 | Repairs to passenger cars..... | 82,614 69 |
| 47,828 95 | do postal, express and baggage cars..... | 28,113 94 |
| 254,493 65 | do freight cars and vans..... | 218,581 75 |
| 250,266 85 | Wages of conductors, train baggage masters and brakemen..... | 238,168 33 |
| 36,703 85 | Oil and waste for packing..... | 36,112 66 |
| 57,132 35 | Small stores and fuel..... | 61,792 43 |
| 20,354 88 | Miscellaneous..... | 21,478 86 |
| 769,155 84 | | 686,862 66 |

THOMAS WILLIAMS,

Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1889.

No. 5.—INTERCOLONIAL RAILWAY.

MAINTENANCE OF WAY AND WORKS—(Abstract No. 3).

| Previous Year. | | Year ending 30th June, 1889. |
|----------------|--|------------------------------|
| \$ cts. | | \$ cts. |
| 6,752 57 | Chief and Assfstant Engineers, Salaries, Clerks, office and travelling expenses | 6,595 66 |
| 315,899 33 | Wages in repairing roadway, fences and semaphores, including new sidings laid in..... | 339,861 97 |
| 38,127 28 | Rails and fastenings, including new sidings laid in..... | 42,276 02 |
| 71,553 27 | Ties..... | 63,408 37 |
| 160,739 34 | Timber, lumber, &c., for repairs to bridges, cattle guards, crossings, snow-sheds, fences, &c..... | 172,010 13 |
| 36,072 19 | Repairs to wharves..... | 30,314 76 |
| 85,673 84 | Repairs to buildings and platforms, including extensions of and additions to same..... | 68,838 05 |
| 26,141 43 | Repairs to snow ploughs, flangers and tools..... | 19,803 54 |
| 67,781 25 | Clearing ice and snow..... | 43,032 70 |
| 2,484 81 | Miscellaneous..... | 3,536 98 |
| 811,225 31 | | 789,678 18 |

THOMAS WILLIAMS,

Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1889.

No. 6.—INTERCOLONIAL RAILWAY.

STATION EXPENSES—(Abstract No. 4).

| Previous Year. | | Year ending 30th June, 1889. |
|----------------|---|------------------------------|
| \$ cts. | | \$ cts. |
| 293,981 79 | Salaries and Wages of Station Masters, Agents, Clerks, Telegraph Operators, Station Baggage Masters, Yard Masters, Switchmen, Watchmen and Laborers | 284,717 53 |
| 83,987 39 | Fuel, oil, light, stationery, tickets and other incidental expenses | 85,157 01 |
| 377,969 18 | | 369,874 54 |

THOMAS WILLIAMS,

Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1889.

No. 7.—INTERCOLONIAL RAILWAY.

GENERAL CHARGES—(Abstract No. 5).

| Previous Year. | | Year ending 30th June, 1889. |
|----------------|---|------------------------------|
| \$ cts. | | \$ cts. |
| 65,601 92 | Chief Superintendent, District Superintendents, Train Despatchers, General Freight Agent, General Passenger Agent, Clerks, office and travelling expenses | 65,989 16 |
| 25,072 04 | Accounting Department—Salaries of the Chief Accountant and Treasurer, Traffic Auditor, Paymaster, Cashier, Clerks, office and travelling expenses | 22,533 44 |
| 13,222 71 | Damages to men, animals and goods | 9,709 49 |
| 16,580 52 | Ferry service | 12,615 68 |
| 619 98 | Telegraph expenses (not including pay to operators) | 703 34 |
| 38,814 91 | Miscellaneous—Printing, advertising, &c. | 52,112 57 |
| 14,897 15 | Agency expenses | 15,144 41 |
| 174,809 23 | | 178,808 09 |

THOMAS WILLIAMS,

Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1889.

No. 8—INTERCOLONIAL RAILWAY.

GENERAL STORES ACCOUNT, Year ending 30th June, 1889.

Dr.

Cr.

| 1888. | To Balance..... | \$ cts. | 1889. | June 30... | \$ cts. | \$ cts. |
|------------|-----------------------------------|--------------|------------|---|--------------|--------------|
| June 30... | | | 498,634 83 | | 1,243,605 03 | |
| 1889. | | | | By Issues during year..... | 41,100 46 | |
| June 30... | Purchases during year..... | 1,285,888 84 | | Sales of material, fuel, &c., to other Railways, &c..... | 150,533 88 | 1,435,239 37 |
| | Charges from other Departments... | 175,935 29 | | Sales of old material..... | | |
| | Labor..... | 54,729 27 | | Balance— | | |
| | Staff pay-rolls..... | 12,495 40 | | Ordinary stores, including fuel... | 353,143 38 | |
| | | | | Iron and steel rails and fasten- ings..... | 190,307 63 | |
| | | | | Old material for sale..... | 48,963 25 | 592,444 26 |
| | | | | | | |
| | | | | | | 2,027,683 63 |

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1889.

No. 9.—INTERCOLONIAL RAILWAY.

DR.

GENERAL BALANCE, Year ending 30th June, 1889.

Cr.

| | \$ | cts. | | \$ | cts. |
|---|-----------|------|----|----|-------|
| Cash..... | | 740 | 31 | | |
| General Stores:— | | | | | |
| Ordinary stores, including fuel..... | \$353,143 | | 38 | | |
| Iron and steel rails and fastenings..... | 190,307 | | 63 | | |
| Old material for sale..... | 48,993 | | 25 | | |
| Stations..... | 592,444 | | 26 | | |
| Rents..... | 27,987 | | 55 | | |
| Accident insurance..... | 2,881 | | 09 | | |
| Department Accounts:— | 10,557 | | 85 | | |
| Militia..... | \$3,279 | | 06 | | |
| Agriculture..... | 2,471 | | 47 | | |
| Marine and Fisheries..... | | | 06 | | |
| Post Office..... | 1,828 | | 75 | | |
| Canadian Pacific Railway, rolling stock..... | 7,588 | | 34 | | |
| Oxford and New Glasgow Railway..... | 22,046 | | 19 | | |
| Chatham Branch Railway..... | 3,470 | | 75 | | |
| Kent Northern Railway..... | 1,120 | | 73 | | |
| Northern and Western Railway, traffic..... | | | 83 | | 49 |
| do do..... | | | | | |
| Quebec Central Railway..... | 2,522 | | 14 | | |
| Windsor Branch Railway..... | 2,774 | | 69 | | |
| Temiscouata Railway..... | 2,003 | | 37 | | |
| Windsor and Annapolis Railway..... | | | 35 | | 04 |
| Central Railway of New Brunswick..... | 377 | | 70 | | |
| Canadian Pacific Railway..... | 2 | | 00 | | |
| New Brunswick..... | 272 | | 79 | | |
| Buctouche and Moncton Railway..... | 29 | | 47 | | |
| Albert Railway..... | 88 | | 49 | | |
| Prince Edward Island Railway..... | 9 | | 15 | | |
| Maine Central Railway..... | 194 | | 02 | | |
| Joggins Railway..... | 15 | | 92 | | |
| New Brunswick and Prince Edward Railway..... | 2,154 | | 25 | | |
| Carasquet Railway..... | | | 4 | | 07 |
| International Railway..... | 310 | | 98 | | |
| Elgin, Petitoodiac and Havelock Railway..... | 13 | | 25 | | |
| Western Counties Railway, general..... | | | 74 | | 70 |
| do do..... | | | | | |
| Spring Hill and Parrsboro' Railway..... | 17,550 | | 77 | | |
| Halifax and Cape Breton Railway..... | 3,161 | | 99 | | |
| | 1,546 | | 82 | | |
| Dominion of Canada..... | | | | | |
| Suspense..... | | | | | |
| Unclaimed freight..... | | | | | |
| Grand Trunk Railway, traffic..... | \$0,942 | | 20 | | |
| do do..... | | | | | 2,261 |
| Delaware, Lackawana and Western Railway..... | 9,204 | | 01 | | |
| Bay Chaleur Railway..... | 10 | | 00 | | |
| Carleton Branch Railway..... | 0 | | 25 | | |
| Prince Edward Island Steam Navigation Co..... | 396 | | 76 | | |
| Ontario Car Co..... | 49 | | 32 | | |
| | 176 | | 75 | | |

| | |
|--|------------|
| Elgin Branch Railway..... | 726 10 |
| Cumberland Railway and Coal Co..... | 44 87 |
| Armour Refrigerator Line..... | 11 50 |
| Intercolonial Express Co..... | 3,560 35 |
| Pullman Car Co..... | 1,093 45 |
| Allan Steamship Line Co..... | 1,892 13 |
| National Despatch Line..... | 20 00 |
| Steamer "Admiral"..... | 6,032 22 |
| Steamer "Contest"..... | 2,356 25 |
| Acadia Coal Co..... | 5,203 15 |
| Intercolonial Coal Co..... | 489 98 |
| Londonderry Iron Co..... | 15 80 |
| Union Bearing Co..... | 928 18 |
| Halifax Cotton Co. Siding..... | 9,612 52 |
| Halifax Rolling Mills..... | 10 00 |
| Coldbrook Rolling Mills..... | 1,907 41 |
| Town of Dartmouth..... | 12,000 00 |
| Canadian Locomotive and Engine Co..... | 1,236 74 |
| Western Union Telegraph Co..... | 19 00 |
| Great North-West Telegraph Co..... | 5 75 |
| International Steamship Co..... | 13 55 |
| Remittances destroyed..... | 788 81 |
| Schooner "Mary Jane"..... | 71 30 |
| Glengarry Station..... | 5 00 |
| Bloomfield Station..... | 25 21 |
| Coal Branch Station..... | 65 84 |
| Weldford Station..... | 55 00 |
| Ste. Luce Station..... | 80 00 |
| Bic Station..... | 22 00 |
| St. Arsene Station..... | 6 11 |
| McElroy Car Heating Co..... | 18 00 |
| Westinghouse Air Brake Co..... | 140 00 |
| Individual accounts..... | 8,504 36 |
| | 759,032 75 |

759,032 75

THOS. WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1889.

No. 10.—INTERCOLONIAL RAILWAY.

COMPARATIVE STATEMENT of Averages, Year ending 30th June, 1889.

| | 1889. | 1888. |
|---|------------|------------|
| Mileage of railway..... | 894 | 880 |
| Engine mileage..... | 5,486,856 | 5,936,035 |
| Train do..... | 4,591,087 | 4,939,253 |
| Car do..... | 54,322,712 | 56,608,930 |
| Receipts per engine mile.....Cents. | 52·77 | 49·07 |
| do mile of railway.....Dollars. | 3,238·66 | 3,309·98 |
| Percentage of passenger earnings to gross earnings..... | 29·95 | 29·01 |
| do freight do do..... | 65·01 | 65·57 |
| do other do do..... | 5·04 | 5·42 |
| Expenses per engine mile— | | |
| Drivers, firemen and cleaners' wages.....Cents. | 4·04 | 3·95 |
| Fuel..... | 7·98 | 7·81 |
| Oil, tallow, waste and small stores..... | ·89 | ·87 |
| Repairs to engines..... | 5·41 | 4·89 |
| Water and tank repairs..... | ·70 | ·68 |
| Miscellaneous..... | ·97 | ·75 |
| Total..... | 19·99 | 18·95 |
| Mechanical Superintendent's salary, office and travelling expenses..... | ·19 | ·17 |
| Total..... | 20·18 | 19·12 |
| Locomotive power per engine mile..... | 20·18 | 19·12 |
| Car expenses do..... | 12·52 | 12·96 |
| Maintenance of way and works do..... | 14·39 | 13·67 |
| Station expenses do..... | 6·74 | 6·37 |
| General charges do..... | 3·26 | 2·94 |
| Car mileage..... | 57·09 | 55·06 |
| | Add ·39 | Add ·13 |
| Total per engine mile..... | 57·48 | 55·19 |
| Locomotive power per train mile..... | 24·12 | 22·98 |
| Car expenses do..... | 14·96 | 15·57 |
| Maintenance of way and works do..... | 17·20 | 16·43 |
| Station expenses do..... | 8·06 | 7·65 |
| General charges do..... | 3·89 | 3·54 |
| Car mileage..... | 68·23 | 66·17 |
| | Add ·46 | Add ·16 |
| Total per mile train..... | 68·69 | 66·33 |
| Working expenses per mile of railway..... | 3,527·88 | 3,723·23 |

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1889.

 INTERCOLONIAL RAILWAY.

CHIEF ENGINEER'S OFFICE,
 MONCTON, N.B., 10th September, 1889.

SIR,—I have the honor to submit my report of the Engineering Department for the year ending 30th June, 1889.

TRACK.

The mileage of the main line and branches remains the same as reported last year—894 miles.

During the year 129 miles of steel rails, weighing 56 pounds to the yard, were taken up and replaced with new steel rails weighing 67 pounds to the yard.

Four and-a-half miles of 4-inch Barrow rails were taken up on the Western Division and replaced with picked 4½-inch steel rails taken up on the Northern Divisions.

TIES.

During the year, 297,252 ordinary ties and 150 sets of switch ties were renewed.

BALLASTING.

About 125,000 cubic yards of ballast were used during the year on 91 miles of track.

SEMAPHORE SIGNALS.

Nine electric semaphore and twelve of Piper's semaphore signals were put up during the year between St. Flavie and Truro.

One of Saxby & Farmers interlocking machines (locked electrically), and supplied by the Union Switch and Signal Company, was put up at the level crossing of the Buctouche and Moncton Railway with the Intercolonial, 2 miles east of Moncton, at a cost of \$3,847.94.

Two sections of Gould & Tisdale's Automatic Electric Block System was put on trial between Sackville and Dorchester near the close of the year.

SIDINGS.

Forty-six sidings have been put in at various points throughout the line, making additional accommodation to the extent of 23,221 feet.

FENCING.

One hundred and six miles of new wire fencing were erected, and about 10 miles of the old barb wire fence, with the posts sunk in the ground, were taken down and rebuilt on posts framed into sills.

About 30 miles of the new fence was put up on parts of the line that had never been enclosed before.

The expenditure for fencing the past year was \$78,689.32, as against \$86,836.68 the year previous.

SNOW SHEDS AND SNOW FENCES.

On Northern Division, No. 3, 1,790 lineal feet of snow sheds were entirely renewed, and about 1,200 feet was thoroughly overhauled and repaired.

At St. Charles, 800 lineal feet of snow shed was re-built.

21,979 lineal feet of new snow fencing was erected on Northern Divisions 2, 3 and 4; \$21,938.15 has been expended during the year in the maintenance of snow sheds and snow fences.

WHARVES AND TRESTLES.

At the Deep Water Terminus, Halifax, the wharf and trestle approach were overhauled and repaired and a number of new piles put in. A portion of the top was also re-covered.

At Richmond the renewal of the wharf and coal trestles referred to in my report of last year was completed.

The lumber wharf was re-covered and a pile foundation put in for freight shed, 336 by 45 feet.

At Pictou Landing large repairs were made to the East Wharf. At Pictou an extension of 151 feet by 82 feet was made to the old wharf. It was built of creosoted piling and pitch pine capping, braces, &c.

The old wharf was repaired and a large portion of it re-covered.

Two crib and stone winter landings were provided at Marr's Slip and Collrain street, to enable teams to get on and off the harbor during winter.

At Sackville and Dorchester necessary repairs were made to wharves and coal chutes.

At Point du Chene, Moncton and St. John necessary repairs were made to wharves and trestles.

At Dalhousie some damage caused by the ice to wharf was made good.

At Rimouski large repairs were made to wharf by contract at a cost of about \$12,000. It is a very old structure, and will require further repairs almost immediately.

At St. Charles the coal trestle was partially renewed.

At Levis wings were built on either side of the railway wharf and a covered pontoon, with moveable bridge connecting it with the wharf, was provided at a cost of \$27,000.

BUILDINGS AND PLATFORMS.

At Halifax necessary repairs were made to the freight sheds and elevator at the Deep Water Terminus.

At Richmond a freight shed, 336 by 45 feet, was erected on the lumber wharf to provide accommodation for the increasing sugar business.

The cattle pens were rebuilt.

The car shops were repaired and painted. One side of the roof of Windsor and Annapolis freight shed was re-covered.

At Wellington the tool-house and platform were renewed.

At Enfield the tool-house was renewed.

At Shubenacadie, Brookfield and Truro the station buildings were overhauled and repaired.

At Johnston's, Gordon Summit and Lansdowne new platforms were erected.

The following stations were repaired and painted on the Eastern Division:—

| | |
|-------------------|-------------|
| Windsor Junction, | Valley, |
| Enfield, | West River, |
| Shubenacadie, | Glengarry. |
| Johnson's, | |

At Pictou a new freight shed, 149 feet by 48 feet, was erected on the wharf extension above referred to, for the accommodation of the Prince Edward Island business which was transferred from Pictou Landing after the completion of the Pictou Town Branch.

The old building formerly occupied as a freight shed was removed to another site and converted into a coal shed.

A new wing, 16 by 22 feet, was added to the lately erected brick-cased station for a ladies' waiting-room, the old room being used for an enlargement of the station-master's and clerk's office.

At Westville an extension of 20 to 30 feet was made to the freight shed.

At Stellarton the old station was moved across the track and converted into a double tenement house, which is occupied by employes who pay rent.

At New Glasgow a track store room, 25 by 15, was erected.

The stone station was overhauled, painted, and the wood work painted.

The freight shed was also repaired, and 450 feet of freight and loading platform renewed.

At Pictou Landing new sills were put under the station and windows repaired. The roof of engine house was repaired.

The following stations on the Central Division between Truro and Painsec Junction were repaired and painted :—

| | |
|--------------|--------------|
| Folly Lake, | Spring Hill, |
| Wentworth, | Athol, |
| Westchester, | Aulac. |

At Spring Hill a new freight shed was erected and the old one converted into a baggage room and lamp room.

The roof of the engine house was re-shingled. New floors were laid in the office and waiting-room of the station. The old baggage room was moved and converted into a coal house.

At Maccan the station was re-shingled, and clapboards, &c., repaired.

New tool houses for trackmen were built at Debert, Nappan and Dorchester.

At Amherst a bay window was put in the dining saloon and front vestibule was re-built, having blown down in a gale of wind.

At Sackville the freight shed was raised up and a new foundation put under it and a new floor in it.

New loading platforms were built at Belmont, Maccan and Nappan.

Platforms at Amherst, Sackville, Memramcook and Painsec were almost wholly renewed.

Repairs were made to platforms at Belmont, Debert, Londonderry, River Philip, Salt Springs, Athol and Aulac.

At Poilet River and Dunsinane flag stations were erected.

The following stations on the Western Division were repaired and painted :—

| | |
|-----------------|-------------|
| Point du Chene, | Sussex, |
| Salisbury,, | Bloomfield, |
| Dusinane, | Quispamsis; |
| Penobsquis, | |

and a tenement house at St. John.

Armour's tank, on the Shediac Branch, destroyed by fire, was re-built.

At Moncton the twelve tenement houses occupied by Mechanics were raised up, new foundations put under them, the clapboards repaired, the roofs shingled and the exterior walls painted.

The floors of machine and paint shops were renewed.

A new building, 30 by 20 feet, for the electric light plant and apparatus was erected.

The general waiting room and delivery room of station were sheathed up 8 feet from the floors.

At Hampton the old coal shed was taken down and removed to Bloomfield.

The following platforms were renewed and repaired :—

| | | |
|---------------------------|--------------|---------|
| Point du Chene, repaired. | Petitcodiac, | renewed |
| Shediac, do | Anagance, | do |
| Moncton, do | Dunsinane, | do |
| Boundary Creek, do | Sussex, | do |
| Poilet River, renewed. | Norton, | do |

At Berry's Mills the approaches to loading platform were renewed.

At Coal Branch the roof of tank house was renewed and the station repaired.

At Barnaby River the section foreman's house was repaired and roof re-shingled.

At Chatham Junction the old baggage room was converted into an enlargement of the freight house.

The following stations were painted between Moncton, and Campbellton:—

| | |
|----------------|---------------------|
| Canaan, | Bathurst, |
| Coal Branch, | Dalhousie Junction, |
| Barnaby River, | Dalhousie. |
| Bartibogue, | |

At Gloucester Junction a new station and freight house were erected to replace those destroyed by fire at a cost of \$2,468.

At Nash's Creek a new station was erected.

Necessary repairs were made on the station at Bathurst, Petit Roche and Jacquet River.

Passenger platforms were renewed and repaired at the following places:—

| | | | |
|--------------|----------|----------------|-----------|
| Bartibogue, | renewed. | Beaver Brook, | repaired. |
| Red Pine, | do | Belledune, | do |
| Petit Roche, | do | Jacquet River, | do |
| Charlo, | do | New Mills, | do |

A new loading platform, 300 feet long, was erected at Bathurst.

At Moffat's a new station and platform were erected.

At Millstream, a new station and platform were erected in place of those destroyed by fire.

General repairs were made to the following stations; Campbellton, Metapedia, Assametquagham, St. Octave and St. Flavie.

Terra Cotta smoke stacks were put up on the round house at Campbellton in place of the iron ones rusted out.

The following stations were painted between Campbellton and Rivière du Loup:—

| | |
|-------------|-------------|
| Cedar Hall, | Bic, |
| Sayabec, | Isle Verte. |
| Rimouski, | |

At Rimouski necessary repairs were made to the station, and the platform was renewed.

At Trois Pistoles the platform was renewed.

At Rivière du Loup an addition was made to the station, to provide office accommodation for the superintendent and train despatchers. The old building occupied by the train despatchers was re-arranged and converted into a baggage room.

The following platforms were renewed and repaired:—

| | | | |
|---------------------|-----------|-----------------------|----------|
| Rivière du Loup, | renewed. | St. Anne, | repaired |
| St. Paschal, | do | Elgin Road, | do |
| Trois Saumons, | do | L'Islet, | do |
| Cap. St. Ignace, | do | L'Anse à Gile, | do |
| St. Thomas, | do | St. Valier, | do |
| Chaudiere Junction, | do | St. Charles Junction, | do |
| Etehemin, | do | Chaudière. | do |
| River Ouelle, | repaired. | | |

The interior walls and ceilings of Harlaka station, first and second floors, were sheathed with pine, it being impossible to keep this building from heaving and breaking the plaster.

At Hadlow the house occupied by the mechanical foreman was thoroughly overhauled, repaired and painted.

At Levis a building 76 feet by 30 feet was erected, for charging batteries in connection with the electric lighting of cars.

At Quebec City an extension was made to the baggage room.

The second flat of the station building at Lévis was fitted up for a restaurant.

Large repairs were made to the tenement buildings at Chaudière Junction.

BRIDGES AND CULVERTS.

At Richmond 150 feet of brick sewer was renewed, at a cost of \$2,300.

The following box culverts were renewed on the Eastern Division :—

| | |
|-------------------------|---------------|
| One 24 feet long, 4x2½, | Shubenacadie. |
| 78 do do | Stewiacke. |
| 25 do do | do |
| 22 do do | do |

At Smelt Brook, near New Glasgow, an 8 foot arch culvert was extended 18 feet, to enable a through siding to be put in to the steel company's works.

Three 4 by 2½ box culverts were renewed on the Western Division, and a large number of bridges and culverts overhauled and painted, a gang of masons being engaged at this work during the season.

A culvert was extended through the yard at Spring Hill Junction by using two old oil tanks set in cement.

A large expenditure has been made in strengthening the bridges of the North-West and South-West Miramichi.

The floor beams have been strengthened and a complete new system of lateral bracing has been provided.

The labor and materials for this work have cost \$25,400.

The old over-bridges at Tête-à-Gauche and Little River roads, one and two miles respectively, north of Bathurst, were replaced with iron spans built on first-class masonry at a cost of \$3,591.

A portion of Tartague tunnel having caved in it was decided to line it with masonry. After about 100 feet of it had been lined a further fall occurred which rendered it impracticable to complete the lining, and the tunnel is now being changed into an open cutting.

The Howe truss of two spans of 100 feet (built in 1872) at Isle Verte, has been replaced by two steel spans of the same length. The new bridge is of the heaviest type, furnished with standard top and angle guard rail, &c.

The following swing bridges were overhauled, scraped and painted :—

| | | |
|--|----------|-----------|
| Overhead Bridge, Quispamsis station, Hammond River Bridge..... | 3 Spans. | 100 feet. |
| Pass-keag do | 1 do | 86 do |
| Scadanc do | 4 do | 66 do |
| Tête-à-Gauche do | 5 do | 100 do |
| Causapsal do | 3 do | 100 do |
| Indian Brook do | 3 do | 50 do |
| River Ouelle do | 10 do | 40 do |
| St. Thomas Bridges | 15 do | 60 do |
| St. Henri Bridge..... | 6 do | 100 do |
| Etchemin do | 1 do | 170 do |
| do do | 1 do | 50 do |

Additional lateral bracing was provided for the following bridges :—

| | | |
|-----------------------|---------|----------|
| Elm Tree..... | 1 Span. | 80 feet. |
| Nicodoo | 1 do | 80 do |
| McKinnon's Brook..... | 2 do | 80 do |

The following deck bridges were raised ; stone and standard floors put on :—

| | | |
|---|----------|-----------|
| Nepisiquit..... | 6 Spans. | 100 feet. |
| Belledune | 2 do | 60 do |
| Eel River..... | 3 do | 60 do |
| Mill Creek | 3 do | 60 do |
| Moffit's Bridge..... | 8 do | 60 do |
| Gilmour's Brook..... | 1 do | 60 do |
| McKinnon's Brook..... | 2 do | 80 do |
| Bridge 4 miles west of Rivière du Loup..... | 1 do | 46 do |

The old cross ties were taken off the following bridges and standard floors put on :—

| | | |
|--------------------------|---------|----------|
| Stewart's..... | 1 Span. | 40 feet. |
| Enfield | 1 do | 112 do |
| East River..... | 4 do | 80 do |
| Debert..... | 2 do | 100 do |
| Sodom Bridge..... | 1 do | 50 do |
| River Philip Bridge..... | 3 do | 100 do |
| Little Forks do | 1 do | 100 do |
| McManns' do | 1 do | 50 do |
| Trout Creek do | 3 do | 86 do |
| Moose Horn do | 1 do | 86 do |
| Hammond River do | 3 do | 100 do |
| Kane's Brook do | 1 do | 25 do |
| Clarke's Brook do | 1 do | 60 do |
| Mill Stream do | 4 do | 100 do |
| Adams' do | 3 do | 100 do |
| Indian Brook do | 3 do | 50 do |

The following bridges were thoroughly overhauled and all loose rivets replaced :—

| | | |
|-----------------------------|---------|----------|
| Nicodoo Bridge..... | 1 Span. | 80 Feet. |
| Elm Tree do | 1 do | 80 do |
| Moffit's do | 8 do | 60 do |
| Gordon's do | 1 do | 60 do |
| Gilmour's Brook Bridge..... | 1 do | 60 do |
| Clarke's Brook do | 1 do | 60 do |
| Mill Stream do | 4 do | 100 do |
| McKinnon's Brook do | 2 do | 80 do |
| Adam's do | 3 do | 100 do |
| St. Henri do | 6 do | 100 do |

GENERAL.

New track scales were provided at the following places—Point du Chene and Newcastle.

Those at St. John, Spring Hill and Moncton were taken up and sent to Montreal, thoroughly overhauled and repaired.

The one at Moncton was removed to a more convenient place to weigh, and a new foundation put in for it.

At Spring Hill, on account of the re-arrangement of the yard, it was also necessary to move the track scale and put in a new foundation.

A 30-foot cast iron turn-table was put in at Bathurst, also one at Causapscaal.

The turntables at Truro, Spring Hill, Moncton, Newcastle, Campbellton and Rivière du Loup were strengthened on account of heavier locomotives being introduced.

About 200 pairs of cattle guards have been renewed throughout the line.

At Maccan the yard was enlarged to provide for the coal business coming from the Joggins Branch Railway lately constructed.

At Spring Hill a large addition was made to the siding accommodation and the tracks re-arranged to facilitate the shunting of trains.

I have the honour to be, Sir,

Your obedient servant,

P. S. ARCHIBALD,

Chief Engineer.

D. POTTINGER, Esq.,

Chief Superintendent Intercolonial Railway,
Moncton, N.B.

 INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE MECHANICAL SUPERINTENDENT,
 MONCTON, N.B., 12th September, 1889.

SIR,—I beg to submit for your information the following statements of the operations of the mechanical department, for the year ending 30th June, 1889.

A.—Statement showing the number of locomotives and various classes of cars.

B.—Statement showing the locomotive and car mileages, and the average number of passenger and freight cars hauled per mile run by engines.

C.—Abstract of locomotive returns.

D.—Statement of the cost of locomotive power for each month during the year.

E.—General statement of the expenses of the mechanical department.

During the year, twelve locomotives, two first-class sleeping, six first-class passenger, four baggage and express, two hundred and thirty-three box, and twenty platform cars were purchased at cost of capital and added to rolling stock of the railway.

Three ordinary and two rotary steam snow ploughs, were also purchased at cost of capital. Four locomotives were purchased and charged to revenue, to replace four condemned.

Two second-class passenger, two baggage and express, one box, fifty-nine platform, forty-two gondola and ten platform cars, six vans, three ordinary and two wing snow ploughs, were also built from revenue, to replace others condemned.

The box and platform cars rebuilt were of twenty-tons capacity, replacing those of only ten tons.

In addition to this, two hundred and twenty-one box and other freight cars have had extensive repairs put on them, almost equal to rebuilding, and eighty-two cars have been strengthened to carry 34,000 lbs. instead of 20,000 and 24,000 lbs.

Twelve sleepers were thoroughly overhauled and painted, and three painted only.

Twenty-three first-class, twenty-one second-class, six postal and six baggage cars, were thoroughly overhauled and painted; while eight first-class, twenty-one second-class, seven postal and eight baggage cars received lighter repairs and painting.

Two hundred and eighty-seven freight cars of various kinds were re-painted. Old sleeper "Rover" was entirely remodelled, and renamed "Rimouski;" sixteen conductors' vans have been heavily repaired and re-painted; fifteen refrigerator cars were fitted with air brake and steam pipes and re-painted.

Three sleeping, nine first-class, thirteen second class, six postal and four baggage cars were fitted with electric lights; seven sleepers have been fitted with the "McIlroy" auxiliary steam-heating apparatus, and ten first-class, twelve second-class, four postal and four baggage cars were fitted with steam-heating devices.

Eight engines got new cabs, twenty-three new cylinders, thirty-eight smoke-box extensions, one new saddle, and three new tenders.

WATER SERVICE.

The necessary repairs were made to the water service during the year.

A number of the small tanks are getting in bad condition, and will have to be replaced during the ensuing year.

At Halifax, a portion of the pipe leading from the reservoir to the round house was taken up and re-laid in a more direct line, to prevent the accumulation of silt at the bends.

Windsor Junction—The tank at this place was raised to accommodate the increased height of the new tenders.

The trestle under tank at Alton was re-built.

[1889]

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At Londonderry the trestle was repaired.

Penobsquis tank was raised.

At Metapedia a new trestle and second-hand tank were put in, to replace old ones.

At Trois Pistoles a new fifty thousand gallon tank was erected, to replace the old one, and a new reservoir made.

At River du Loup one thousand one hundred feet of 4-inch pipe was laid from near the station to the round house.

St. Moïse—Trestle repaired.

St. Paschal—New water valve at Crane.

Elmsdale—New trestle and new boiler.

The service at other stations has been well maintained.

I have the honor to be, Sir,

Your obedient servant,

H. A. WHITNEY,

Mechanical Superintendent.

D. POTTINGER, Esq.,

Chief Superintendent, Moncton.

A.—INTERCOLONIAL RAILWAY.

STATEMENT showing the number of Locomotives and the various classes of Cars on the 1st July, 1888, and on the 30th July, 1889.

| | | The Various Classes of Cars. | | | | | | | | | | | | | | | | | | | | |
|---|-----|------------------------------|------------------------|---------|------------------------|-------------------------|---------------------|----------------------|-------|------|---------|-------------------------------|----------------------|--------------------|---------------------|--------|--------------|--------------|-----------|---------------|--------|--|
| Locomotives. | | First Class Sleepers. | Second Class Sleepers. | Parlor. | First Class Passenger. | Second Class Passenger. | Postal and Smoking. | Baggage and Express. | Vans. | Box. | Cattle. | Platform, 10, 15 and 20 tons. | Hoppers, 5 & 6 tons. | Gondolas, 20 tons. | Coal Cars, 20 tons. | Total. | Snow Plough. | Wing Plough. | Flangers. | Steam Plough. | Total. | |
| On hand, 1st July, 1888, serviceable..... | 164 | 13 | 6 | 2 | 68 | 75 | 17 | 25 | 78 | 1561 | 64 | 1436 | 695 | 744 | 706 | 5490 | 37 | 10 | 17 | | 64 | |
| do do condemned..... | | | | | 1 | 1 | 1 | 1 | 5 | 2 | 8 | 14 | 14 | 32 | 9 | 73 | | | | | | |
| Total..... | | | | | | | | | | | | | | | | | | | | | | |
| Purchased on capital account..... | 164 | 13 | 6 | 2 | 69 | 76 | 17 | 26 | 83 | 1563 | 72 | 1450 | 695 | 776 | 715 | 5563 | 37 | 10 | 17 | | 64 | |
| Changed from Gondola and coal to 20 ton platform..... | 12 | 2 | | | 6 | | 4 | 2 | 2 | 233 | | 20 | 50 | 41 | 9 | 267 | 3 | | | | 5 | |
| [1889] | | | | | | | | | | | | | | | | | | | | | | |
| Condemned, 1st July, 1888..... | | | | | 1 | 1 | 1 | 1 | 5 | 2 | 8 | 14 | 14 | 32 | 9 | 73 | | | | | | |
| Condemned during year..... | 4 | | | | 1 | 1 | 3 | 3 | 1 | 26 | 1 | 85 | 17 | 30 | 4 | 169 | 3 | 2 | | | | |
| Total condemned..... | 4 | | | | 2 | 2 | 4 | 4 | 6 | 28 | 9 | 99 | 17 | 62 | 13 | 242 | 3 | 2 | | | | |
| Less—Rebuilt..... | 4 | | | | | 2 | 2 | 2 | 6 | 1 | 1 | 59 | 42 | 10 | 122 | 10 | 3 | 2 | | | | |
| ADD—Serviceable and repairing..... | | | | | 2 | | 2 | 2 | | 27 | 9 | 40 | 17 | 20 | 3 | 120 | | | | | | |
| Total..... | 176 | 15 | 6 | 2 | 73 | 76 | 17 | 28 | 85 | 1769 | 63 | 1480 | 678 | 715 | 703 | 5710 | 40 | 10 | 17 | 2 | 69 | |
| Total..... | 176 | 15 | 6 | 2 | 75 | 76 | 17 | 30 | 85 | 1796 | 72 | 1520 | 695 | 735 | 706 | 5830 | 40 | 10 | 17 | 2 | 69 | |

MONCTON, N. B., 30th June, 1889

J. SUTTON,
Mechanical Accountant.

B.—INTERCOLONIAL RAILWAY.
STATEMENT OF Locomotive and Car Mileage for the Year ending 30th June, 1889.

| Months. | Locomotive Mileage. | | | | Car Mileage. | | | | | | |
|-------------------|---------------------|-----------|-----------|-----------|--------------|-----------------------------|----------|--------|----------------------|------------------|--------------------|
| | Passenger. | | Freight. | | Passenger. | Express Postal and Baggage. | Freight. | Total. | Snow Plough Mileage. | Average Freight. | Average Passenger. |
| | | | | | | | | | | | |
| 1888—July..... | 92,966 | 286,066 | 435,198 | 194,019 | 3,707,084 | 4,336,301 | ..... | 6.77 | 12.96 | | |
| August..... | 95,128 | 303,909 | 452,332 | 196,204 | 3,994,336 | 4,042,872 | ..... | 6.81 | 13.14 | | |
| September..... | 82,318 | 296,255 | 416,750 | 173,128 | 4,056,469 | 4,046,347 | ..... | 7.16 | 13.72 | | |
| October..... | 86,577 | 339,004 | 379,804 | 182,569 | 4,753,131 | 5,315,564 | 129 | 6.56 | 14.00 | | |
| November..... | 78,656 | 309,733 | 346,355 | 175,016 | 4,231,504 | 4,802,875 | 831 | 6.02 | 13.82 | | |
| December..... | 70,550 | 328,113 | 330,767 | 181,437 | 4,093,246 | 4,605,450 | 5,478 | 7.25 | 12.47 | | |
| 1889—January..... | 72,732 | 379,017 | 324,622 | 183,292 | 4,618,981 | 5,126,895 | 7,139 | 6.84 | 12.18 | | |
| February..... | 68,444 | 265,906 | 283,266 | 139,902 | 3,244,927 | 3,668,095 | 20,498 | 6.17 | 12.20 | | |
| March..... | 75,731 | 316,687 | 341,212 | 154,230 | 4,265,297 | 4,760,739 | 5,758 | 6.53 | 13.46 | | |
| April..... | 77,368 | 276,530 | 389,371 | 171,815 | 3,715,747 | 4,276,933 | 503 | 7.22 | 13.43 | | |
| May..... | 73,544 | 269,902 | 350,772 | 175,734 | 3,586,362 | 4,112,868 | 84 | 7.11 | 13.28 | | |
| June..... | 101,653 | 244,298 | 390,215 | 198,295 | 3,439,263 | 4,027,773 | ..... | 5.69 | 14.08 | | |
| Total..... | 975,667 | 3,615,420 | 4,440,724 | 2,125,641 | 47,756,347 | 54,322,712 | 40,420 | 6.73 | 13.21 | | |

[1889]

J. SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1889.

C.—INTERCOLONIAL RAILWAY.
 ABSTRACT of Locomotive Returns for the Year ending 30th June, 1889.

| Months. | Hours in Steam. | Locomotive Mileage. | Consumption. | | | | Average Consumption per 100 Miles. | | | | |
|-------------------|-----------------|---------------------|---------------|----------------|----------------|---------------|------------------------------------|--------------|------------|----------------|---------------|
| | | | Tons of Coal. | Pints of Oils. | Pounds Tallow. | Pounds Waste. | Miles Run to hour in Steam. | Pounds Coal. | Pints Oil. | Pounds Tallow. | Pounds Waste. |
| 1888—July..... | 42,730 | 448,920 | 11,618 | 33,349 | 12,293 | 9,866 | 10.50 | 5,797 | 7.42 | 2.73 | 2.08 |
| August..... | 44,604 | 472,836 | 12,316 | 33,664 | 12,782 | 9,773 | 10.50 | 5,841 | 7.12 | 2.70 | 2.07 |
| September..... | 43,018 | 448,458 | 12,272 | 33,402 | 11,268 | 9,512 | 10.42 | 6,129 | 7.44 | 2.51 | 2.12 |
| October..... | 48,605 | 502,808 | 14,639 | 36,934 | 12,093 | 10,503 | 10.34 | 6,548 | 7.34 | 2.40 | 2.00 |
| November..... | 44,559 | 460,443 | 14,298 | 35,456 | 10,509 | 9,738 | 10.33 | 6,956 | 7.70 | 2.28 | 2.11 |
| December..... | 48,652 | 480,753 | 14,963 | 36,641 | 10,183 | 9,500 | 9.88 | 6,971 | 7.62 | 2.11 | 1.98 |
| 1889—January..... | 53,397 | 539,075 | 16,788 | 43,123 | 12,146 | 11,452 | 10.09 | 6,976 | 7.99 | 2.25 | 2.01 |
| February..... | 42,587 | 412,277 | 13,295 | 35,317 | 7,914 | 9,418 | 9.68 | 7,223 | 8.56 | 1.92 | 2.28 |
| March..... | 45,856 | 469,340 | 14,491 | 37,998 | 9,290 | 9,998 | 10.23 | 6,916 | 8.09 | 1.98 | 2.13 |
| April..... | 40,420 | 422,680 | 12,060 | 30,181 | 8,088 | 9,283 | 10.45 | 6,391 | 7.14 | 1.91 | 2.20 |
| May..... | 39,633 | 414,115 | 10,606 | 34,744 | 7,810 | 9,492 | 10.44 | 5,737 | 8.38 | 1.88 | 2.29 |
| June..... | 39,111 | 415,651 | 10,501 | 36,163 | 8,802 | 9,500 | 10.63 | 5,659 | 8.70 | 2.11 | 2.28 |
| Total..... | 533,172 | 5,486,856 | 157,997 | 426,972 | 123,178 | 117,535 | 10.29 | 6,446 | 7.78 | 2.24 | 2.14 |

J. SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1889.

D.—INTERCOLONIAL RAILWAY.

STATEMENT of the cost of Locomotive Power for each month, from 1st July, 1888, to 30th June, 1889.

| Months. | Miles run by Engines. | Mechanical Supt.'s Salary and Office Expenses. | | Engine men's wages. | | Fuel. | | Oil, Tallow and Waste. | | Repairs to Engines, Tenders and Tools. | | Water. | | Miscellaneous, including Engine-houses. | | Total. | | Average per 100 Miles. | | | | | | | | | | | | |
|-------------|-----------------------|--|------|---------------------|------|---------|------|------------------------|------|--|------|--------|------|---|------|-----------|------|------------------------|------|-----------------------|--------|-------|------------------------|----------|--------|----------------|--------|----|----|----|
| | | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | Mechanical Supt., &c. | Wages. | Fuel. | Oil, Tallow and Waste. | Repairs. | Water. | Miscellaneous. | Total. | | | |
| 1888—July.. | 448,920 | 921 | 14 | 18,187 | 14 | 32,117 | | 3,925 | 10 | 32,261 | 21 | 3,842 | 61 | 3,501 | 05 | 94,756 | 24 | 21 | 4 | 03 | 7 | 16 | 87 | 7 | 19 | 86 | 78 | 21 | 10 | |
| Aug.. | 472,336 | 1,088 | 61 | 18,732 | 28 | 33,679 | 64 | 4,200 | 74 | 26,103 | 14 | 1,353 | 31 | 3,117 | 78 | 88,335 | 50 | 23 | 3 | 97 | 7 | 13 | 89 | 5 | 54 | 28 | 66 | 18 | 70 | |
| Sept.. | 448,458 | 772 | 57 | 17,606 | 68 | 33,427 | 72 | 3,886 | 05 | 30,287 | 64 | 7,969 | 01 | 3,191 | 23 | 97,140 | 90 | 17 | 3 | 93 | 7 | 45 | 87 | 6 | 75 | 1 | 71 | 21 | 66 | |
| Oct... | 502,808 | 790 | 96 | 19,219 | 42 | 40,325 | 76 | 4,361 | 63 | 51,101 | 07 | 3,242 | 97 | 7,181 | 48 | 126,223 | 29 | 16 | 3 | 82 | 8 | 02 | 87 | 10 | 16 | 64 | 1 | 43 | 25 | 10 |
| Nov.. | 460,443 | 863 | 23 | 19,101 | 55 | 40,474 | 08 | 4,199 | 98 | 37,411 | 98 | 4,377 | 61 | 4,243 | 97 | 110,672 | 40 | 18 | 4 | 15 | 8 | 79 | 91 | 8 | 13 | 95 | 92 | 24 | 03 | |
| Dec... | 480,753 | 790 | 72 | 18,673 | 39 | 41,051 | 31 | 4,057 | 65 | 23,774 | 45 | 3,086 | 61 | 6,788 | 51 | 98,222 | 64 | 16 | 3 | 89 | 8 | 54 | 84 | 4 | 45 | 64 | 1 | 41 | 20 | 43 |
| 1889—Jan.. | 539,075 | 788 | 84 | 20,428 | 78 | 46,295 | 22 | 4,958 | 98 | 17,001 | 60 | 2,584 | 58 | 5,214 | 25 | 97,272 | 25 | 15 | 3 | 79 | 8 | 59 | 92 | 3 | 15 | 48 | 96 | 18 | 04 | |
| Feb... | 412,277 | 913 | 71 | 17,212 | 13 | 37,518 | 84 | 3,893 | 18 | 17,549 | 31 | 3,250 | 89 | 4,406 | 31 | 84,804 | 37 | 22 | 4 | 18 | 9 | 10 | 94 | 4 | 26 | 79 | 1 | 08 | 20 | 57 |
| Mar... | 463,340 | 915 | 41 | 19,871 | 74 | 41,210 | 30 | 4,292 | 83 | 17,142 | 14 | 2,046 | 11 | 4,231 | 60 | 89,620 | 13 | 19 | 4 | 23 | 8 | 79 | 90 | 3 | 65 | 44 | 90 | 19 | 10 | |
| April.. | 422,680 | 808 | 77 | 18,079 | 57 | 33,653 | 65 | 3,614 | 25 | 14,008 | 22 | 1,970 | 39 | 4,108 | 66 | 76,243 | 51 | 19 | 4 | 28 | 7 | 96 | 85 | 3 | 32 | 47 | 97 | 18 | 04 | |
| May.. | 414,115 | 796 | 27 | 17,180 | 69 | 28,712 | 90 | 3,706 | 20 | 19,361 | 05 | 2,613 | 09 | 4,085 | 43 | 76,455 | 63 | 19 | 4 | 14 | 6 | 92 | 89 | 4 | 67 | 63 | 98 | 18 | 42 | |
| June.. | 415,651 | 895 | 67 | 17,562 | 79 | 29,415 | 17 | 4,051 | 41 | 10,564 | 01 | 2,143 | 22 | 2,959 | 06 | 67,591 | 33 | 22 | 4 | 23 | 7 | 07 | 97 | 2 | 54 | 52 | 71 | 16 | 26 | |
| Total... | 5,486,856 | 10,345 | 90 | 221,856 | 16 | 437,882 | 58 | 49,058 | 00 | 296,625 | 82 | 38,480 | 40 | 53,089 | 33 | 1,107,338 | 19 | 19 | 4 | 04 | 7 | 98 | 89 | 5 | 41 | 70 | 97 | 20 | 18 | |

J. SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1889.

E.—INTERCOLONIAL RAILWAY.

GENERAL STATEMENT of the Expenses of the Mechanical Department, for the Year ended 30th June, 1889.

| | \$ | cts. |
|--|------------|------|
| The miles run by trains..... | 4,591,087 | |
| do engines..... | 5,486,856 | |
| do cars..... | 54,322,712 | |
| do snow pioughs..... | 40,420 | |
| The cost of locomotive power..... | 1,107,338 | 19 |
| The cost of car repairs : | | |
| Repairs to passenger cars..... | 82,614 | 69 |
| do postal, express and baggage cars..... | 28,113 | 94 |
| do freight cars and vans..... | 218,581 | 75 |
| Oil and waste for packing..... | 31,686 | 51 |
| Miscellaneous..... | 680 | 19 |
| Total cost of car expenses..... | 361,677 | 08 |
| The cost of locomotive power per 100 miles run by trains..... | 24 | 12 |
| do do do engines..... | 20 | 18 |
| do do do cars..... | 2 | 04 |
| The cost of repairs to cars per 100 miles run by trains..... | 7 | 17 |
| do do engines..... | 6 | 00 |
| do do cars..... | 60 | |
| The cost of oil and waste for packing per 100 miles run by trains..... | 69 | |
| do do do engines..... | 57 | |
| do do do cars..... | 05 | |
| The cost of repairs to passenger cars per 100 miles run by them..... | 1 | 86 |
| do postal, express and baggage do..... | 1 | 32 |
| do freight cars and vans do..... | 46 | |

J. SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1889.

[1889]

INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in Canada on the

| Date, | Time of day. | No. of Train. | Description of Train. | Name of Conductor. | Name of Driver. | No. of Engine. |
|-----------|--------------|---------------|-----------------------|----------------------|---------------------|----------------|
| 1888. | | | | | | |
| July 10.. | 11.50 | 39 | Freight | J. W. Henderson..... | John Morton..... | 106 |
| do 12.. | 9.00 | Special | do | E. Thompson..... | N. Sinclair..... | 119 |
| do 12.. | 15.05 | 6 | do | Geo. A. Chesley..... | C. McCarthy..... | 48 |
| do 15.. | 10.00 | Special | do | F. Morency..... | L. Boule..... | 130 |
| do 24.. | 5.00 | | Shunting..... | | Chas. McHugh..... | 18 |
| do 25.. | 16.00 | 60 | Accommodation.. | E. S. Vye..... | M. Fuller..... | 169 |
| do 26.. | 4.40 | Special | Freight | T. C. Ayer..... | G. W. Anderson..... | 68 |
| do 27.. | 18.55 | 68 | do | J. J. Daley..... | H. Smith..... | 135 |
| do 28.. | 17.00 | Special | Ballast..... | D. McIntosh..... | N. Copeland..... | 44 |
| do 30.. | 19.00 | do | Freight | P. Y. Christie..... | T. W. Hennessy..... | 63 |
| Aug. 4.. | 15.30 | | Shunting..... | | Thos. O'Brien..... | 11 |
| do 10.. | | Special | Freight | W. McClafferty..... | R. Kennedy..... | 88 |
| do 14.. | 24.10 | 40 | do | M. Cummings..... | D. McQuarry..... | 170 |
| do 15.. | 13.00 | Special | Working | Geo. Sears..... | N. Sinclair..... | 174 |
| do 17.. | 15.00 | do | Freight | W. Hains..... | E. Rushton..... | 114 |
| do 17.. | 17.10 | 49 | do | Geo. Guay..... | W. Brock..... | 141 |
| do 20.. | 10.30 | 56 | do | F. Ross..... | D. Duncan..... | 70 |
| do 22.. | 8.00 | Special | do | W. M. Thompson..... | W. H. Anderson..... | 61 |
| do 23.. | 7.30 | do | do | Alex. Mitchell..... | A. Scott..... | 44 |
| do 25.. | 1.40 | | | | | |
| do 31.. | 8.20 | 33 | Express..... | E. McKenna..... | H. A. Turner..... | 162 |
| Sept. 4.. | 18.00 | 9 | do | | | |
| do 4.. | 13.25 | 27 | do | W. Foster..... | J. H. Campbell..... | 7 |
| do 7.. | 16.00 | | Shunting | | P. Fogarty..... | 188 |
| do 14.. | 13.10 | Special | Freight | G. Margeson..... | M. White..... | 80 |
| do 15.. | 17.00 | | Shunting | | R. James..... | 100 |
| do 17.. | 15.00 | | | | | |
| do 21.. | 20.40 | 34 | Express..... | N. E. Olive..... | W. Martin..... | 154 |
| do 24.. | 14.00 | | Shunting..... | | R. James..... | 100 |
| do 26.. | 14.00 | | | | | |
| do 27.. | 3.10 | Special | Working | Geo. Conehy..... | J. Quim..... | 120 |
| do 28.. | 9.40 | | Shunting | | W. Mackie..... | 97 |
| do 30.. | 4.30 | | do | | O. Brock..... | 96 |
| Oct. 1.. | 14.30 | | do | | D. McNeil..... | 97 |
| do 2.. | 10.00 | Special | Freight | W. McDermott..... | O. McGinity..... | 180 |
| do 2.. | 19.00 | do | Freight | J. L. Herbert..... | J. Oakleaf..... | 138 |
| do 3.. | 13.30 | | Shunting | | W. Fraser..... | 10 |
| do 4.. | | | | | | |
| do 8.. | 18.40 | Special | Freight | J. E. Evans..... | W. F. Hicks..... | 113 |
| do 16.. | 14.00 | 55 | do | Jas. McDowell..... | G. Feetham..... | 171 |
| do 16.. | 14.10 | Special | do | Jas. Daley..... | R. Smith..... | 181 |
| do 18.. | 14.45 | do | do | John McDonald..... | W. Lovett..... | 35 |
| do 19.. | 10.45 | do | do | E. Thompson..... | J. Donald..... | 197 |
| do 22.. | 9.00 | do | do | J. Sweetman..... | S. Wilson..... | 128 |

RAILWAY.

Line of the Intercolonial Railway, during the Year ended 30th June, 1889.

| Place of Accident. | Name of Person injured. | Whether Passenger or Employé. | Particulars of Accident. | Extent of Injury. | Verdict of Coroner's Jury. |
|------------------------|-------------------------------------|-------------------------------|--|--------------------------------|----------------------------|
| Campbellton.... | { Mrs. Braham } { Mrs. Wilson. } | Neither.... | { Struck by engine while crossing track with team. | Slightly injured. | |
| Sackville | Geo. Stiles..... | Employé ... | While coupling..... | Body crushed... | |
| Nauwigewauk.... | J. S. Nickerson.... | do | While applying brake... | Arm sprained... | |
| St. Henri..... | N. Blais..... | do | While coupling..... | Fingers crushed.. | |
| Moncton..... | J. Osborne..... | do | Fell off car..... | Ankle sprained.. | |
| Near Derby Jct. | Jas. Lewis..... | do | do | Shoulder and head injured.. | |
| Canaan..... | Jos. Poirier..... | do | While couplng..... | Fingers crushed.. | |
| Elmsdale..... | B. McLellan..... | do | While releasing brake... | Back sprained... | |
| Near Pictou.... | Dan. Gillis..... | Neither.... | Struck by engine..... | Arm broken..... | |
| Londonderry.... | P. Y. Christie.... | Employé ... | While releasing brake... | Sprained wrist.. | |
| Halifax..... | Geo. Bowers..... | do | Fell between freight- house and car. | Hips injured.... | |
| Spring Hill Jct. | Geo. Kenn..... | do | While coupling..... | Finger injured.. | |
| Near Bartibogue | M. Cummings.... | do | Torpedo exploded in van. | Leg injured.... | |
| Salisbury..... | H. Boyce (boy).... | Neither.... | Fell off flat car..... | Leg cut off..... | |
| Newcastle..... | E. McAnn..... | Employé ... | Fell into gondola car... | Knee cut..... | |
| Chaudière..... | Arthur Cannie.... | do | Fell between cars and run over by engine. | Fatal..... | Accidental. |
| New Glasgow... | — Patterson..... | Neither.... | Walking on track was struck. | Head cut..... | |
| Gloucester Jct. | J. S. Akern..... | Employé ... | While coupling..... | Arm crushed.... | |
| New Glasgow... | Daniel Fraser.... | do | do | Fatal..... | do |
| Berry's Mills... | H. England..... | do | Fell on track..... | Wrist fractured.. | |
| Campbellton.... | Henry Michaud.... | do | Putting tool chest on train. | Stomach injured. | |
| Halifax..... | Harvey Brown.... | Neither.... | Fell or jumped off train. | Head injured.... | |
| Near Pictou.... | James Fraser.... | do | Walking on track was struck by engine. | Slightly injured.. | |
| Moncton..... | Mickl. Wryn..... | Employé ... | While coupling..... | Fingers crushed.. | |
| Atkinson's..... | M. A. Fletcher.... | do | do | Foot injured.... | |
| St. John..... | Geo. Knowles.... | do | While getting on engine. | Hand injured.... | |
| do | John Quinn..... | do | While loading freight in car. | Back injured.... | |
| Near Jacques River. | — Miller..... | Passenger.. | Jumped from train while in motion. | Seriously injured | |
| St. John..... | A. E. Wilson..... | Employé ... | While coupling..... | Leg injured.... | |
| Halifax..... | W. Parker..... | do | While unloading cattle.. | Finger crushed.. | |
| St. Valier..... | F. Morrisette.... | do | Switch iamp fell..... | Hand injured.... | |
| River du Loup.. | Frank Fargue.... | do | While shunting was run over. | Fatal..... | do |
| Chaudière..... | O. Brock..... | do | Attempting to extinguish fire in cab. | Hands and face burned..... | |
| River du Loup.. | H. Laprise..... | do | While couplng..... | Collar bone broken | |
| Amherst..... | W. Manship..... | do | Fell between cars..... | Knee injured.... | |
| Sayabec..... | Chas. Bélanger.... | do | Rail fell on foot..... | Foot injured.... | |
| Lévis..... | — Pelchat..... | Neither.... | Fell between cars..... | Leg crushed.... | |
| St. John..... | John Quinn..... | Employé ... | Attempting to move cask. | Arm broken..... | |
| W. of Bartibogue | E. Thompson..... | do | Fell off train while in motion. | Head injured.... | |
| Antigonish..... | W. H. Pushie.... | do | While coupling..... | Knee injured.... | |
| Spring Hill Jct. | A. W. Murray.... | do | Fell off coal trestle..... | Slightly injured.. | |
| Stellarton.... | John McDonald.... | do | While coupling..... | Fingers crushed.. | |
| Aulac..... | Geo. Mills..... | do | do | Collar bone broken | |
| Petite Roche... | W. Crossman.... | do | Jumped from car and fell. | Knee injured.... | |

INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in Canada

| Date. | Time of Day. | No. of Train. | Description of Train. | Name of Conductor. | Name of Driver. | No. of Engine. |
|-----------|--------------|---------------|-----------------------|----------------------|----------------------|----------------|
| 1888. | | | | | | |
| Oct. 22.. | 21.30 | Special. | ..... | ..... | B. C. Gesner..... | 183 |
| do 25.. | 20.35 | do | Freight..... | J. R. Dalton..... | do..... | 206 |
| do 27.. | 12.15 | do | do..... | John McDonald..... | { C. Saunders..... | 13 } |
| Oct. 27.. | 13.45 | Special. | Freight..... | M. Marchessault..... | { J. Dean..... | 124 } |
| do | 3. | ..... | ..... | ..... | L. Belleau..... | 28 |
| do 31.. | 23.00 | 10 | Express..... | W. Kelly..... | R. Carr..... | 155 |
| Nov. 1.. | 17.00 | 24 | Freight..... | J. Berry..... | G. A. Kentley..... | 79 |
| do 3.. | 6.00 | 39 | do..... | A. McPherson..... | J. Morton..... | 34 |
| do 6.. | 15.05 | 1 | Express..... | G. H. Trueman..... | J. Stewart..... | 137 |
| do 7.. | 11.30 | Special. | Freight..... | A. Copeland..... | { H. McPhee..... | 22 } |
| Nov. 8.. | 20.45 | ..... | Shunting..... | ..... | { J. Williamson..... | 47 } |
| do 9.. | 6.15 | Special. | Freight..... | G. C. Keys..... | Geo. Currie..... | 189 |
| do 9.. | 10.00 | do | do..... | A. Mitchell..... | H. Cummings..... | 136 |
| do 9.. | 22.15 | do | do..... | W. Haines..... | A. Scott..... | 7 |
| do 9.. | 16.25 | do | do..... | do..... | R. H. Coggon..... | 30 |
| do 13.. | 6.40 | ..... | ..... | ..... | do..... | 30 |
| do 13.. | 17.45 | 33 | Express..... | M. Letarte..... | J. McDonald..... | 157 |
| do 14.. | 10.20 | 2 | do..... | G. H. Trueman..... | T. Prince..... | 101 |
| do 17.. | 16.55 | Special. | Working..... | L. A. Bélanger..... | W. Duncan..... | 6 |
| do 19.. | 17.52 | 1 | Express..... | A. Rannie..... | T. W. Prince..... | 151 |
| do 22.. | 7.00 | Special. | Freight..... | John McDonald..... | R. Lightbody..... | 72 |
| do 23.. | 21.00 | ..... | Shunting..... | ..... | C. McHugh..... | 68 |
| do 27.. | 19.45 | Special. | Freight..... | J. B. Crockett..... | W. Grass..... | 179 |
| do 28.. | 6.00 | do | do..... | E. Rioux..... | J. Devereaux..... | 148 |
| do 28.. | 16.30 | ..... | Shunting..... | ..... | John Brownell..... | 60 |
| Dec. 3.. | 11.45 | 23 | Freight..... | G. W. McCally..... | C. Edwards..... | 4 |
| do 5.. | ..... | ..... | ..... | ..... | ..... | ..... |
| do 7.. | 18.20 | ..... | Shunting..... | ..... | M. Normand..... | 16 |
| do 7.. | 10.30 | ..... | ..... | ..... | ..... | ..... |
| do 8.. | 11.15 | Special. | Freight..... | G. Margeson..... | J. Donald..... | 197 |
| do 10.. | 16.40 | do | Working..... | L. A. Bélanger..... | W. Duncan..... | 6 |
| do 11.. | 2.00 | Special. | Freight..... | C. H. Bass..... | J. Cook..... | 34 |
| do 12.. | 19.00 | 5 | do..... | W. J. Campbell..... | J. R. Moore..... | 46 |
| do 13.. | 11.00 | ..... | Shunting..... | ..... | Jas. Stockall..... | 167 |
| do 15.. | 7.15 | Special. | Freight..... | G. McElkenney..... | Ben. Cooke..... | 69 |
| do 20.. | 18.00 | do | Plow train..... | J. E. Evans..... | { E. Thomas..... | 108 } |
| Dec. 21.. | 19.30 | ..... | Shunting..... | ..... | { E. B. Price..... | 115 } |
| do 22.. | 7.00 | ..... | do..... | ..... | M. F. G'Brien..... | 99 |
| do 22.. | 12.00 | 37 | Freight..... | P. E. Hennie..... | J. W. Boyd..... | 95 |
| do 24.. | 19.40 | 39 | do..... | Jas. Card..... | C. Atkinson..... | 39 |
| do 26.. | 13.00 | ..... | ..... | ..... | W. Bell..... | 192 |

RAILWAY.

on the Line of the Intercolonial Railway, &c.—*Continued.*

| Place of Accident. | Name of Person Injured. | Whether Passenger or Employé. | Particulars of Accident. | Extent of Injury. | Verdict of Coroner's Jury. |
|----------------------------|------------------------------|-------------------------------|--|--------------------------|----------------------------|
| Moncton | H. McPhee..... | Employé .. | Struck by engine..... | Severely injured. | |
| Sackville..... | Hugh Wright... | do .. | While shunting stepped into cattle guard. | Shoulder and arm broken. | |
| Elmsdale..... | F. Dickson..... | do .. | Whiles hunting got caught between cars. | Fatal..... | Accidental. |
| St. Valier | L. Langlols..... | Employé .. | Fell off cars and was run over. | do | do |
| Lake Side..... | D. Freeland | Passenger.. | Lamp fell from top of car. | Nose cut..... | |
| Londonderry .. | J. McLeod | Employé .. | Slipped while unloading freight. | Leg injured.... | |
| Near Newcastle. | J. Morton | do .. | Rocker arm broke. | Fingers injured. | |
| Boundary Creek. | D. Taylor..... | do .. | Fell off engine..... | Slightly injured. | |
| Beaver Creek... | E. Perkins..... | do .. | While coupling | do | |
| Halifax | J. McEachern .. | do .. | do | Hand injured... | |
| Stellarton | Hiran Ross..... | do .. | do | Fingers crushed. | |
| Glass Works.... | D. McKenzie..... | do .. | do | do | |
| Chatham Jct.... | C. Scarr | do .. | do | Hand crushed... | |
| Newcastle..... | C. Long | do .. | Fell between cars | Ankle and arm crushed. | |
| St. John..... | P. Driscoll..... | do .. | While lifting trunk..... | Back injured.... | |
| Trois Saumons.. | Frs. Bourgault.. | Neither.... | Struck by engine while crossing track with team. | Fatal | do |
| Near Moncton.. | Mrs. Mitten ; Miss Lutes. | Passengers.. | Jumped off train while in motion. | Considerably injured. | |
| Metapedia..... | Jos. Gallant.... | Employé .. | While unloading rails ... | Leg broken | |
| Cold Brook..... | Naknonee | Stealing ride | Jumped off train in motion. | Seriously injured | |
| Dorchester..... | Jas. McLeod.... | Employé .. | Foot caught in frog and car passed over him. | Fatal | do |
| Moncton | M. Harris..... | do .. | Fell while stepping off engine. | Knee injured ... | |
| E. of Dorchester. | Thos. Carrol.... | do .. | Fell off tender and was run over. | Fatal | do |
| Millstream | D. McLaughlin.. | do .. | Slipped and fell on oil can. | Throat injured.. | |
| Moncton | Jas. Arbing..... | do .. | Fell while getting off engine. | Ankle sprained. | |
| Spring Hill Jct.. | H. Patten | do .. | While unloading freight. | Hand sprained.. | |
| St. John..... | R. McDonald.... | do .. | While moving freight... | Foot injured.... | |
| Chaudière..... | Pierre Demers.. | do .. | While coupling..... | Fingers crushed. | |
| Trois Pistoles.. | P. P. Michaud.. | do .. | While unloading freight. | Leg broken | |
| Spring Hill Jct.. | Thos. Snodgrass. | do .. | While coupling..... | Hand crushed... | |
| Berniers..... | Jos. Normand .. | do .. | do | do | |
| Spring Hill Jct. | Ernest Smith.. | Employé .. | While coupling..... | Fingers crushed.. | |
| Pt. du Chêne.... | M. Scarr..... | do .. | do | do | |
| Halifax..... | T. W. Ridgeway | Neither.... | Attempting to cross between cars. | Foot injured.... | |
| Johnson..... | R. Copeland.... | Employé .. | While coupling..... | Leg injured.... | |
| 2 miles E. Gloucester Jct. | F. Le Tourneau. | Neither.... | While walking on track was struck by plow. | Leg broken | |
| do | Philip Theberge. | do | do | Head injured... | |
| Moncton..... | J. Dunlop..... | Employé .. | While coupling..... | Fingers crushed. | |
| Truro | N. H. Hopper... | do .. | do | Hand crushed... | |
| Chatham Jct.... | C. Smallwood.. | do .. | While cleaning ash pan.. | do | |
| Canaan..... | T. W. Hennessy. | do .. | Slipped while getting off engine. | Leg injured.... | |
| Near Truro..... | Wm. Bokleman. | do .. | Found dead on track from natural causes. | Natural causes.. | |

INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in Canada

| Date. | Time of Day. | No. of Train. | Description of Train. | Name of Conductor. | Name of Driver. | No. of Engine. |
|-----------|--------------|---------------|-----------------------|--------------------|-----------------|----------------|
| 1888. | | | | | | |
| Dec. 27. | 15.30 | 1 | Express. | G. H. Trueman. | Wm. Wall. | 57 |
| do 29. | 10.40 | | Shunting. | | J. Code. | 18 |
| do 31. | 22.40 | 47 | Freight. | B. Walker. | F. Sheedy. | 130 |
| 1889. | | | | | | |
| Jan. 1. | 12.12 | 24 | Freight. | W. J. Dickson. | C. Edwards. | 34 |
| do 4. | 11.00 | | Shunting. | | Jas. Fahey. | 131 |
| do 8. | 11.50 | | do | | M. Tobie. | 189 |
| do 11. | 3.00 | | | | | |
| do 14. | 1.10 | Special. | Freight. | G. C. Keys. | J. J. Smith. | 135 |
| do 15. | 20.30 | do | do | Jas. Daley. | J. J. Smith. | 183 |
| do 16. | 22.00 | do | do | J. Craigie. | W. Coffey. | 103 |
| do 17. | 3.00 | do | do | J. Paradis. | A. Jolivet. | 146 |
| do 18. | 14.30 | 6 | do | W. J. Campbell. | J. Gilfillan. | 53 |
| do 19. | 14.00 | 37 | do | Jas. Graves. | Jas. Stratton. | 144 |
| do 19. | 22.00 | | Shunting. | | Chas. M. Hugh. | 18 |
| do 20. | 4.00 | Special. | Freight. | W. Q. Treen. | W. G. Bell. | 187 |
| do 22. | 7.00 | | Shunting. | | J. W. Boyd. | 95 |
| do 26. | 4.50 | Special. | Freight. | G. Mayerson. | D. Yould. | 39 |
| do 30. | | | | | | |
| do 31. | 3.00 | Special. | Freight. | G. Lankee. | W. E. Hunter. | 40 |
| Feb. 2. | 13.30 | | Shunting. | | Geo. Sears. | 94 |
| do 2. | | | | | | |
| do 8. | 14.55 | 31 | Express. | J. McFadyen. | J. H. Moore. | 11 |
| do 7. | 15.00 | | Shunting. | | A. McDonald. | 71 |
| do 8. | 10.30 | 38 | Freight. | D. Hunter. | A. McCabe. | 61 |
| do 9. | 9.30 | Special. | do | T. A. Moreau. | A. Chenier. | 159 |
| do 11. | 14.45 | 38 | do | E. L. Watts. | | |
| do 16. | 16.10 | 1 | Express. | G. H. Trueman. | J. Stewart. | 68 |
| do 23. | 11.10 | Special. | Plow train. | E. S. Vye. | H. Malthy. | 169 |
| Feb. 25. | | do | Freight. | H. Archibald. | | |
| Mar. 12. | 7.10 | 1 G.T.R. | Express. | J. Tardiff. | — Gosselin. | 89 |
| do 13. | 4.30 | | Shunting. | | C. McHugh. | 18 |
| do 14. | | Special. | Freight. | G. C. Keys. | | |
| March 15. | 17.30 | Special. | Freight. | A. B. Vance. | M. White. | 13 |
| do 19. | 11.05 | 33 | Express. | M. Letarte. | H. Whitney. | 160 |
| do 19. | 11.05 | Special. | Freight. | H. Michaud. | A. Jollivette. | 146 |
| do 26. | 23.00 | Special. | Freight. | A. B. Vance. | J. J. Ferguson. | 99 |
| do 27. | 17.45 | | Shunting. | | J. McDermott. | 91 |
| April 1. | 7.00 | Special. | Freight. | W. L. Broad. | N. Sinclair. | 95 |
| do 3. | 15.00 | | Shunting. | | J. W. Boyd. | 52 |
| do 3. | 10.15 | | do | | W. Appleton. | |
| do 4. | 21.00 | | do | | | |
| do 5. | 13.30 | | | | | |
| do 8. | 22.10 | 33 | Express. | P. Corbett. | W. D. Martin. | 154 |
| do 11. | 17.00 | | | | | 176 |
| do 12. | 22.55 | | | | B. C. Gesner. | 164 |

RAILWAY.

on the line of the Intercolonial Railway, &c.—*Continued.*

| Place of Accident. | Name of Person Injured. | Whether Passenger or Employé. | Particulars of Accidents. | Extent of Injury. | Verdict of Coroners' Jury. |
|--------------------|-------------------------|-------------------------------|--|-----------------------|----------------------------|
| Cook's Brook... | R. Casey..... | Neither.... | Struck by engine while crossing track. | Fatal..... | Accidental. |
| Moncton..... | F. Cormier..... | Employé... | While coupling..... | Fingers crushed. | |
| St. Alexander.. | F. Turcotte..... | do | While loading freight... | Hand cut..... | |
| Maccan..... | W. J. Dickson.. | do | Collided with special train | Shoulder injured | |
| Ste. Flavie.... | F. LeBel..... | do | While coupling..... | Hand injured... | |
| Richmond..... | W. Pickering... | do | While attempting to turn points. | Back strained... | |
| Ste. Flavie.... | A. Wright..... | do | Fell off station platform. | Knee injured... | |
| Truro..... | A. McGrath.... | do | While turning switch.... | Fingers crushed. | |
| Painsec Jct.... | D. Sullivan.... | do | While coupling..... | do | |
| Greenville.... | J. Craigie..... | do | Stepped into drain in yard | Leg bruised.... | |
| Ste. Luce..... | A. Dumas..... | do | Struck by semaphore lever | Arm injured.... | |
| Coldbrook.... | J. Nickerson... | do | Jumped off train..... | Ankle sprained. | |
| Red Pine..... | E. C. Belliveau. | do | While shunting..... | Fingers crushed. | |
| Moncton..... | J. Melanson... | do | do | Arm injured.... | |
| Weldford.... | W. Campbell... | do | While coupling..... | Body injured... | |
| Truro..... | N. Hopper..... | do | do | Hand crushed... | |
| Londonderry.. | H. Potton..... | do | Fell off engine..... | Legs injured.... | |
| Sussex..... | Chas. Chestnut. | do | While handling baggage. | Knee sprained. | |
| Ste. Flavie.... | C. E. Morton... | do | Fell into gondola car.... | Knee injured... | |
| do | J. Fenton..... | do | While coupling..... | Leg injured.... | |
| St. John..... | J. Cosman..... | do | While loading freight... | Back strained... | |
| Painsec..... | C. Saunders... | do | Struck by tender of engine | Considerably injured. | |
| Pictou..... | N. Gratto..... | Neither.... | While coupling..... | Hand injured... | |
| Cobbetts..... | R. Hodgkin... | Employé... | do | Fingers crushed. | |
| Elgin Road... | Etienne Caron. | Neither.... | Found side of track dead. | | do |
| New Castle... | A. M. Keiver... | Employé... | Grindstone fell on foot... | Ankle dislocated | |
| North River.. | G. Cochrane... | Neither.... | Attempting to drive across track. | Fatal..... | do |
| New Castle... | { J. Drummond. | Employé... | Plow jumped the track... | Ribs broken.... | |
| | { Wm. Galley... | do | do | Legs injured... | |
| Brookfield... | J. J. McGrath... | do | While coupling..... | Thumb crushed. | |
| Lévis..... | J. Kilimberg... | Neither.... | Struck by engine(G.T.R.) | Head injured... | |
| Moncton..... | W. Welling... | Employé... | Struck by engine..... | Seriously injured | |
| West River... | John Campbell. | Neither.... | Attempting to get on train in motion. | do | |
| Atkinson Stn. | Henry Hynes... | Employé... | While applying brake... | Fingers crushed. | |
| | { H. Whitney... | do | No. 33 and Michaud's | | |
| | | | Special Trains collided. | Fatal..... | do |
| Rimouski.... | { H. Michaud... | do | do | do | do |
| | { F. J. Levesque | do | do | do | do |
| | { John Fahey... | do | do | do | do |
| | { A. Levesque... | do | do | Seriously injured | |
| | { A. Jollivette... | do | do | do | |
| Atkinson Ldg. | Ben. Wood..... | do | While coupling..... | Fingers crushed. | |
| Moncton..... | Charles Clarke. | do | do | Arm injured.... | |
| Maccan..... | Jas. Guard.... | do | do | Fingers crushed. | |
| Truro..... | — Joary (boy) | Neither.... | Caught between car and building. | Back and hip injured. | |
| Richmond..... | Charles Rhinee. | Employé... | Caught between car and switch. | Feet bruised... | |
| Moncton..... | J. White..... | do | Slipped while sealing cars | Breast injured... | |
| Richmond..... | D. McTernan... | do | Fell on track..... | Knee do | |
| Moncton..... | W. Gardener... | do | Fell from baggage car.... | Leg do | |
| St. John..... | D. McCarthy... | do | While unloading freight. | Hand do | |
| Moncton..... | B. C. Gesner... | do | Collided with No. 5 train | Seriously..... | |

INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in Canada

| Date. | Time of Day. | Number of Train. | Description of Train. | Name of Conductor. | Name of Driver. | No. of Engine. |
|------------|--------------|------------------|-----------------------|-----------------------|--------------------|----------------|
| 1889. | | | | | | |
| April 17.. | 21.50 | 34 | Express | P. Corbett | J. J. Smith | 102 |
| do 18.. | 6.00 | | | | | |
| do 24.. | 5.50 | Special | Freight | H. D. Archibald | P. Peterson | |
| do 23.. | | | | | | |
| do 26.. | 16.00 | | | | | 40 |
| do 28.. | 19.00 | | | | S. Wilson | |
| do 30.. | 18.00 | | | | John Gallon | 181 |
| May 2.. | 9.05 | | | | Jas Fahey | 131 |
| do 14.. | | 9 | Express | | | |
| do 14.. | 14.12 | | | | | |
| do 20.. | 14.30 | Special | Working | A. Belanger | J. S. Smith | 37 |
| do 25.. | | 10 | Express | J. Michaud | | |
| do 30.. | 15.00 | | Shunting | | M. Normand | 96 |
| do 31.. | | | | | | |
| June 4.. | | | Shunting | | H. Cowes | 191 |
| do 7.. | 10.30 | | | | | |
| do 12.. | 11.57 | 2 | Express | | W. J. Hunter | 61 |
| do 18.. | 16.00 | | Shunting | | R. James | 190 |
| do 20.. | 13.35 | | Light engine | | H. McAuley | 153 |
| do 26.. | 15.00 | Special | Freight | Jno. Thompson | N. McLean | 92 |
| do 28.. | 15.30 | | Shunting | | J. Cole | 18 |

RAILWAY.

on the Line of the Intercolonial Railway, &c.—*Concluded.*

| Place of Accident. | Name of Person Injured. | Whether Passenger or Employé. | Particulars of Accident. | Extent of Injury. | Verdict of Coroner's Jury. |
|--------------------|-------------------------|-------------------------------|--|------------------------|----------------------------|
| Belledune | J. J. Smith..... | Employé... | Gauge glass burst..... | Hand scalded. | |
| Richmond | D. Dwyer..... | Neither..... | Found in 2nd class car in injured condition. | | |
| Londonderry | H. H. Ross..... | Employé... | Run over while shunting | Fatal | Accidental. |
| St. John..... | M. Morrison..... | do | While unloading anchor. | Leg cut..... | |
| Moncton..... | Jas. Cochran | do | While moving safe | Thumb injured.. | |
| Newcastle..... | M. C. Lockhart. | do | While fixing headlight .. | Side do | |
| Belmont..... | J. W. Grund..... | do | Slipped and fell..... | Knee and back injured. | |
| Ste. Flavie..... | John Rioux..... | do | While uncoupling..... | Fingers crushed. | |
| Belmont..... | Miss Lauder..... | Passenger .. | Struck by engine while crossing track. | Considerably injured. | |
| Athol..... | J. W. Gallagher | Employé... | Slipped and fell..... | Foot injured. ... | |
| Sayabec | Jean Michaud .. | do | While coupling | Hand do | |
| Hampton..... | E. Grier (child). | Passenger .. | Died on train from natural causes. | | |
| Chaudière..... | Louis Lemieux .. | Employé... | Fell off engine | Head do | |
| Moncton..... | Geo. Mills..... | do | While turning switch .. | Hand do | |
| Brookfield..... | V. S. Donkin..... | do | While handling freight.. | Arm do | |
| St. John..... | Jno. Henderson. | do | While coupling | Hand crushed... | |
| Frosty Hollow { | Miss Lee..... | Passenger } | Train ran off track..... | Slightly injured. | |
| | — LeBlanc..... | do } | | | |
| St. John..... | Alex. Ward..... | Employé... | While coupling | Finger do .. | |
| Near Truro..... | Geo. Nelson..... | Neither..... | Struck by engine..... | Fatal | do |
| Amherst..... | Miss Cahill..... | do | do | Seriously injured | |
| Moncton..... | A. Lutes..... | Employé... | Struck by flat car | Side do | |

APPENDIX No. 6a.

EASTERN EXTENSION RAILWAY.

OFFICE OF THE CHIEF SUPERINTENDENT,
MONCTON, N.B., 26th September, 1889.

SIR,—I have the honor to submit the following report on the working of the Eastern Extension Railway for the fiscal year which ended on the 30th June, 1889.

I enclose the report of the Chief Engineer on the permanent way and works, the report of the Mechanical Superintendent on the rolling stock, and the following statements prepared by the Chief Accountant and Treasurer:—

- No. 1. Capital account.
- 2. Revenue account.
- 3. Locomotive power (Abstract No. 1.)
- 4. Car expenses (do)
- 5. Maintenance of way and works (do)
- 6. Station expenses (do)
- 7. General charges (do)
- 8. General balance.

The length of railway operated was the same as last year—80 miles.

The cost of the road and equipment on the 30th June,
 1888, was..... \$1,284,495 76
 There was expended during the year..... 34,235 73

Making the total cost to the 30th June, 1889... \$1,318,731 49

The expenditure on capital account was for an extension of the wharf at Mulgrave, and for equipping the road with tanks and water works at various stations, to supply water to the locomotives.

The working expenses for the year were \$90,719 04
 The gross earnings were..... 72,436 65
\$18,282 39

The gross earnings are a little more than last year, as follows:—

In 1888—89..... \$72,436 65
 In 1887—88..... 70,552 20
\$ 1,884 45

The working expenses are about the same as last year, as follows:—

In 1887—88..... \$90,954 73
 In 1888—89..... 90,719 04
\$ 235 69

The whole of the permanent way and works were maintained in good repair, and various improvements were made.

The rolling stock is also in good condition.

I have the honor to be, Sir,

Your obedient servant,

D. POTTINGER,

Chief Superintendent.

COLLINGWOOD SCHREIBER, Esq.,

Chief Engineer and General Manager Government Railways, Ottawa.

[1889]

No. 1.—EASTERN EXTENSION RAILWAY.

DR. CAPITAL ACCOUNT, Year ending 30th June, 1889. CR.

| 1888. | | \$ | cts. | 1888. | | \$ | cts. |
|--------------|----------------------------------|-----------|------|--------------|------------------------|-----------|------|
| June 30. . . | To cost of road and equipment. | 1,284,495 | 76 | June 30. . . | By Dominion of Canada. | 1,284,495 | 76 |
| 1889. | | | | 1889. | | | |
| June 30. . . | Water supply \$21,482 16 | | | June 30. . . | do do | 34,235 | 73 |
| | Works at Mulgrave. 12,753 57 | | | | | | |
| | | 34,235 | 73 | | | | |
| | | 1,318,731 | 49 | | | 1,318,731 | 49 |

THOMAS WILLIAMS,

Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1889.

No. 2—EASTERN EXTENSION RAILWAY.

DR. REVENUE ACCOUNT, Year ending 30th June, 1889. CR.

| Year ending 30th June, 1888. | Expenditure. | Year ending 30th June, 1889. | Year ending 30th June, 1888. | Earnings. | Year ending 30th June, 1889. |
|------------------------------------|---|------------------------------------|------------------------------------|-----------------------|------------------------------------|
| \$ | | \$ | \$ | | \$ |
| cts. | | cts. | cts. | | cts. |
| 17,356 01 | Locomotive power, Abstract No. 1 | 20,176 01 | 38,406 42 | Passenger traffic . . | 39,075 77 |
| 11,726 68 | Car expenses do 2 | 12,131 63 | 24,035 81 | Freight traffic . . . | 26,733 43 |
| 43,845 04 | Maintenance of way works, Abstract No. 3. | 38,281 32 | 8,109 97 | Mails and sundries | 6,627 45 |
| 7,474 28 | Station expenses, Abstract No. 4 | 7,825 46 | 70,552 20 | | 72,436 65 |
| 10,552 72 | General charges do 5 | 12,304 62 | 20,402 53 | Balance. | 18,282 39 |
| 90,954 73 | | 90,719 04 | 90,954 73 | | 90,719 04 |

THOMAS WILLIAMS,

Chief Accountant and Treasurer.

MONCTON, N. B., 30th June, 1889.

No. 3.—EASTERN EXTENSION RAILWAY.

LOCOMOTIVE POWER—(Abstract No. 1).

| Year ending 30th June, 1888. | | Year ending 30th June, 1889. |
|------------------------------------|---|------------------------------------|
| \$ cts. | | \$ cts. |
| 75 15 | Mechanical Superintendent's salary, clerks, office and travelling expenses... | 207 86 |
| 3,413 29 | Wages, drivers, firemen and cleaners | 3,767 20 |
| 7,062 81 | Fuel | 7,644 80 |
| 788 11 | Oil, tallow, waste and small stores. | 963 69 |
| 4,556 68 | Repairs to engines, tenders and engine tools. | 5,970 84 |
| 701 92 | Water, including pump and tank repairs. | 608 52 |
| 758 05 | Miscellaneous | 1,013 10 |
| 17,356 01 | | 20,176 01 |

THOMAS WILLIAMS,

Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1889.

No. 4.—EASTERN EXTENSION RAILWAY.

CAR EXPENSES—(Abstract No. 2).

| Year ending 30th June, 1888. | | Year ending 30th June, 1889. |
|------------------------------------|---|------------------------------------|
| \$ cts. | | \$ cts. |
| 3,004 70 | Repairs to passenger cars | 2,465 00 |
| 1,613 31 | do postal, express and baggage cars. | 1,368 94 |
| 1,419 28 | do freight cars and vans | 2,488 73 |
| 4,954 97 | Wages of conductors, train baggage masters and brakemen | 5,300 46 |
| 308 09 | Oil and waste for packing | 369 45 |
| 367 60 | Small stores and fuel | 67 40 |
| 58 73 | Miscellaneous | 71 65 |
| 11,726 68 | | 12,131 63 |

THOMAS WILLIAMS,

Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1889.

No. 5.—EASTERN EXTENSION RAILWAY.

MAINTENANCE OF WAY AND WORKS—(Abstract No. 3).

| Year ending 30th June, 1888. | | Year ending 30th June, 1889. |
|------------------------------------|---|------------------------------------|
| \$ cts. | | \$ cts. |
| 23,194 03 | Wages repairing roadway, fences, semaphores. | 24,891 80 |
| 893 40 | Rails and fastenings. | 442 75 |
| 7,124 30 | Ties. | 1,124 83 |
| 9,369 66 | Timber, lumber, &c., for repairs to bridges, fences, &c. | 9,801 76 |
| 85 55 | Repairs to wharves. | 23 32 |
| 1,346 96 | do buildings and platforms. | 1,284 06 |
| 365 88 | do snow ploughs, flangers and tools. | 320 49 |
| 1,426 24 | Clearing ice and snow. | 226 80 |
| 39 02 | Miscellaneous. | 165 51 |
| 43,845 04 | | 38,281 32 |

THOMAS WILLIAMS,

Chief Accountant and Treasurer.

MONCTON, N. B., 30th June, 1889.

No. 6.—EASTERN EXTENSION RAILWAY.

STATION EXPENSES—(Abstract No. 4).

| Year ending 30th June, 1888. | | Year ending 30th June, 1889. |
|------------------------------------|--|------------------------------------|
| \$ cts. | | \$ cts. |
| 5,928 91 | Salaries and wages of Station Masters, Agents, Clerks, Telegraph Operators, Baggage Masters, Yard Masters, Switchman, Watchmen and Laborers. | 5,851 70 |
| 1,545 37 | Fuel, oil, light, stationery, tickets and other incidental expenses. | 1,973 76 |
| | Miscellaneous. | |
| 7,474 28 | | 7,825 46 |

THOMAS WILLIAMS,

Chief Accountant and Treasurer.

MONCTON, N. B., 30th June, 1889.

No. 7.—EASTERN EXTENSION RAILWAY.

GENERAL CHARGES—(Abstract No. 5).

| Year ending 30th June, 1888. | | Year ending 30th June, 1889. |
|------------------------------------|---|------------------------------------|
| \$ | cts. | \$ |
| | | cts. |
| 500 04 | Superintendent, Train Despatchers, Clerks, office and travelling expenses..... | 500 04 |
| 116 10 | Accounting Department, salary of the Accountant and Auditor, Clerks, office and travelling expenses..... | 41 67 |
| 409 24 | Advertising..... | 505 93 |
| 9,491 73 | Damages to men, animals and goods..... | 11,133 93 |
| 3 30 | Ferry..... | 4 00 |
| 32 31 | Telegraph expenses (not including pay to Operators)..... | 119 05 |
| | Miscellaneous..... | |
| 10,552 72 | | 12,304 62 |

THOMAS WILLIAMS,

Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1889.

No. 8.—EASTERN EXTENSION RAILWAY.

DR. GENERAL BALANCE, Year ending 30th June, 1888.

CR.

| | \$ | cts. | | \$ | cts. |
|------------------------------------|--------|------|-------------------------------------|--------|------|
| Stores..... | 6,599 | 73 | Dominion of Canada..... | 12,822 | 64 |
| Stations..... | 5,050 | 81 | Maine Central Railway..... | 301 | 09 |
| Cash..... | 321 | 09 | International SS. Company..... | 698 | 47 |
| Rents..... | 27 | 00 | Boston and Maine Railway..... | 47 | 86 |
| Fines and rewards..... | 3 | 30 | P. E. I. Steam Navigation Company.. | 3 | 50 |
| Canada Atlantic Railway..... | 2 | 85 | Canada Atlantic SS. Company..... | 135 | 00 |
| Cooke & Son..... | 29 | 52 | Bras d'Or SS. Company..... | 52 | 50 |
| Grand Trunk Railway..... | 62 | 01 | P. E. I. Railway..... | 5 | 45 |
| Morrison & Co..... | 7 | 70 | | | |
| Intercolonial Express Company..... | 45 | 50 | | | |
| Western Union Telegraph Company.. | 353 | 93 | | | |
| Short Line Railway..... | 7 | 15 | | | |
| Yarmouth SS. Company..... | 3 | 60 | | | |
| Departmental accounts— | | | | | |
| Militia Department..... | 103 | 92 | | | |
| P. O. Department..... | 1,448 | 40 | | | |
| | 1,552 | 32 | | | |
| | 14,066 | 51 | | 14,066 | 51 |

THOMAS WILLIAMS,

Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1889.

EASTERN EXTENSION RAILWAY.

RETURN of Accidents and Casualties which have occurred in Canada on the Line of the Eastern Extension Railway, during the Year ending 30th June, 1889.

| Date. | Time of Day. | No. of Train. | Description of Train. | Name of Conductor. | Name of Driver. | No. of Engine. | Place of Accident. | Name of Person Injured. | Whether Passenger or Employé. | Particulars of Accident. | Extent of Injury. | Verdict of Coroner's Jury. |
|---------|--------------|---------------|-----------------------|--------------------|-----------------|----------------|--------------------|--|-------------------------------|--------------------------|-------------------|----------------------------|
| 1888. | | | | | | | | | | | | |
| Aug. 16 | 6.55 | 56 | Freight... | F. Ross..... | A. Dumblear.... | 166 | Pomquet Bridge... | Arthur Gray..... | Employé... | Fell off car..... | Fatal..... | Accidental. |
| Sept. 4 | 14.45 | 55 | do ... | do | do ... | 172 | do | { O. Christie..... } { Jno. Cummings... } | do .. | do | do | do |
| Oct. 16 | 14.00 | 55 | do ... | J. McDowell.. | G. Feetham... | 171 | Antigonish..... | W. H. Pushie..... | do .. | White coupling.. | Knee injured. | do |

MONCTON, N. B., August, 27th 1889.

 INTERCOLONIAL RAILWAY.

CHIEF ENGINEER'S OFFICE,

MONCTON, N.B., 3rd September, 1889.

SIR,—I have the honor to submit the following report of the maintenance of the Eastern Extension Railway for the year ending 30th June, 1889.

TRACK.

The mileage remains the same as last year.

TIES.

During the year 7,164 ties were renewed, as against 55,703 the previous year.

FENCING.

During the year 9,870 rods of new barb and woven-wire fencing were erected, in place of the old pole and rail fence.

Necessary repairs were made to the snow fences at West Merigomish, Tracadie and Harbor Bouche.

WHARVES AND TRESTLES.

At Mulgrave a portion of the old wharf was re-covered. An addition was made to this wharf, 227 feet long by 24 feet wide.

An approach of crib-work was also built at the south end, 350 feet long and 13 feet wide. This work was done by contract.

BUILDINGS AND PLATFORMS.

At Woodburn the platform was renewed.

At West Merigomish necessary repairs were made to the station, and 42 feet of the platform was renewed. A coal house was provided for the use of the station.

At Merigomish a coal house was provided for the station.

At Piedmont the station was overhauled and painted, and a coal house provided for the station. The platform was renewed.

At Avondale the station was repaired and a coal house provided.

At Dewar's Mills the platform was renewed.

At Barney River the station was repaired and coal house provided.

At Marshy Hope the station was repaired, a coal house provided and the platform renewed.

At Antigonish the station was repaired, and 160 feet of the platform renewed. A bonded warehouse was provided in the freight shed.

At South River the roof of station was re-shingled and necessary repairs made to the station.

At Pomquet, the platform was renewed.

At Harbor Bouche, the station roof was re shingled.

At Mulgrave 100 feet of the old platform was renewed and a new door put in the station, and necessary repairs made.

BRIDGES AND CULVERTS.

The pile trestle bridge at Pine Tree was partially renewed, 21 new bents of 15 feet span were put in, and 150 feet of the top was entirely renewed.

Sutherland's River Howe Truss—new stringers were put on, also 49 floor beams and 95 cross ties.

French River Howe Truss—35 new braces, 10 floor beams and new stringers were put on.

Dewar's Mill bridge was entirely renewed.

James River Howe Truss was overhauled and painted.

Murphy's Mill bridge, Howe Truss—(160 feet span), had 35 floor beams and 2 braces renewed. The chords and rods were painted.

West River pile bridge at Antigonish was entirely renewed.

The Howe Truss at West River had 24 floor beams renewed.

McDonald's Cove pile bridge (155 feet long), was provided with new stringers and corbels, 12 new bents and 138 cross-ties.

McKinnon's Cove pile bridge (60 feet long) received new stringers and corbels. Five bents were renewed and 53 cross-ties.

Pomquet little pile bridge received 6 new stringers and corbels, 6 new bents and 53 ties.

Pomquet large pile bridge (447 feet long), received new stringers, corbels and braces. Twenty-seven bents and 396 ties were also renewed on this bridge.

At Pomquet Howe Truss bridge the stringers were renewed and the track straightened and levelled on bridge.

Black River Howe Truss bridge received new stringers, and corbels and rods were painted.

Chapel pile bridge (75 feet long) received new stringers and corbels. Six bents and 52 cross-ties were also renewed.

Gerrior's Cove pile bridge (60 feet long) received stringers, corbels and braces; also 6 new bents and 52 ties.

Eighty-two pairs of stringers, and cattle guards, and beam culverts, were renewed.

At 16 mile post a cedar box culvert, 3 by 3 and 50 feet long, was put in.

GENERAL.

Seventy-five farm gates were renewed.

Fifteen public and 30 private crossings were re-planked.

Five thousand feet B. M. 4-inch deals were used in repairing the roadway under Pirate Harbor bridge.

Cedar crib-work, 102 feet long, was built near Antigonish, to protect the embankment from freshets of the adjoining stream.

At Antigonish the cattle pens were renewed.

At Bear Brook a siding 210 feet long was put in, for the accommodation of a mill.

At Mulgrave 1,500 feet of additional siding was provided.

At Mulgrave 4,393 yards of filling was put in between the newly erected crib-work and old wharf. About as much more requires to be done before the ground can be properly utilized.

At Piedmont, Antigonish, Bayfield and Mulgrave 50,000-gallon water tanks were erected, at a cost of \$21,400.00. The Haggas system, which had previously been in use on this line, was discontinued after the erection of the tanks.

A large amount of clearing and burning was done on the right of way.

The track has been well maintained and is in good order.

I have the honor to be, Sir,

Your obedient servant,

P. S. ARCHIBALD,

Chief Engineer.

D. POTTINGER, Esq.,

Chief Superintendent Intercolonial Railway,

Moncton, N.B.

 INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE MECHANICAL SUPERINTENDENT,
 MONCTON, N.B., 12th September, 1889.

DEAR SIR,—I beg to submit the following statements concerning the rolling stock on the Eastern Extension Railway.

It consists of:—

- 9 engines,
- 6 first-class passenger cars,
- 4 second-class passenger cars,
- 4 postal, baggage and express cars,
- 2 conductors' vans,
- 25 box cars,
- 5 cattle cars,
- 70 platform cars,
- 150 5 ton hopper coal cars.

The rolling stock generally is in good condition.

Four new 50,000-gallon tanks have been erected on the line of the Eastern Extension Railway, one at each of the following places:—

| | |
|-------------|-----------|
| Piedmont. | Bayfield, |
| Antigonish, | Mulgrave. |

I have the honor to be, Sir,

Your obedient servant,

H. A. WHITNEY,

Mechanical Superintendent.

D. POTTINGER, Esq.,

Chief Superintendent Intercolonial Railway,
 Moncton, N.B.

APPENDIX No. 66.

WINDSOR BRANCH RAILWAY.

OFFICE OF THE CHIEF SUPERINTENDENT,
MONCTON, N.B., 26th September, 1889.

SIR,—I have the honor to submit the following statements showing the results of the working of the Windsor Branch Railway for the year which ended 30th June, 1889:—

1. Revenue Account.
2. Maintenance of way and works.
3. General balance.
4. Statement of earnings.

I also send you the report of the Chief Engineer on the condition of the permanent way and works.

This line, thirty-two miles in length, was operated during the year by the Windsor and Annapolis Railway Company on the same terms as last year, the company being allowed to retain two-thirds of the gross earnings—the balance, one-third, being paid over to the Government, the latter maintaining the line.

There was a considerable increase in the earnings accruing to the Government, when compared with the last year, as follows:—

| | |
|-----------------|-------------|
| In 1888-89..... | \$28,372 11 |
| In 1887-88..... | 24,553 55 |
| | \$ 3,818 56 |

The expenses of maintenance were less than last year, as follows:—

| | |
|-----------------|-------------|
| In 1887-88..... | \$24,040 33 |
| In 1888-89..... | 20,856 50 |
| | \$ 3,183 83 |

The earnings and expenditure compare as follows:—

| | |
|--------------------------|-------------|
| The earnings were..... | \$28,372 11 |
| The expenditure was..... | 20,856 50 |
| | \$ 7,515 61 |

The necessary repairs and renewals of the track, fences, buildings and other structures were made, and the permanent way and works are in good order.

I have the honor to be, Sir,

Your obedient servant,

D. POTTINGER,

Chief Superintendent.

COLINGWOOD SCHREIBER, Esq.,

Chief Engineer and General Manager

Government Railways, Ottawa.

[1889]

No. 1.—WINDSOR BRANCH RAILWAY.

REVENUE ACCOUNT, Year ending 30th June, 1889.

DR.

CR.

| Previous Year. | Expenditure. | Year ending 30th June, 1889. | Previous Year. | Receipts and Earnings. | Amount, Year ending 30th June, 1889. |
|----------------|---|------------------------------|----------------|----------------------------|--------------------------------------|
| \$ cts. | | \$ cts. | \$ cts. | | \$ cts. |
| 24,040 33 | Maintenance of way and works, Abstract No. 1. | 20,856 50 | 8,576 04 | Passenger traffic. | 9,578 81 |
| | | | 14,821 99 | Freight traffic. | 17,045 14 |
| | | | 1,155 52 | Mails. | 1,148 16 |
| 513 22 | Balance | 7,515 61 | | | 28,372 11 |
| 24,553 55 | | 28,372 11 | 24,553 55 | | |

R. B. BOGGS,
Acct., W. B. Ry.

MONCTON, N. B., 30th June, 1889.

No. 2.—WINDSOR BRANCH RAILWAY.

Abstract No. 1—MAINTENANCE of Way and Works.

| Previous Year. | Particulars. | Amount. |
|----------------|---------------------------------------|-----------|
| \$ cts. | | \$ cts. |
| 8,162 71 | Repairs to track..... | 11,063 68 |
| 127 86 | Rails and fastenings..... | 1,542 35 |
| 3,182 00 | Ties..... | 2,620 94 |
| 816 82 | Bridges..... | 327 38 |
| 36 34 | Signals..... | 106 07 |
| 2,311 11 | Culverts and cattle guards..... | 140 20 |
| 32 25 | Wharf at Windsor..... | |
| 1,044 27 | Buildings and platforms..... | 438 49 |
| 23 70 | Switch locks..... | 15 90 |
| 4,797 83 | Fencing..... | 2,802 32 |
| 112 67 | Hand cars and trollies..... | 46 81 |
| 358 57 | Tools and repairs..... | 234 03 |
| 1,856 98 | Snow ploughs and flangers..... | 58 15 |
| 1,137 22 | Accountant's office and expenses..... | 1,121 69 |
| 40 00 | Miscellaneous | 338 49 |
| 24,040 33 | | 20,856 50 |

R. B. BOGGS,

Acct., W. B. Ry.

MONCTON, N.B., 30th June, 1889.

No. 3—WINDSOR BRANCH RAILWAY.

DR.

GENERAL BALANCE.

CR.

| 1889. | | \$ cts. | 1889. | | \$ cts. |
|------------|--------------------------------|----------|-----------|----------------------------|----------|
| June 30... | Windsor and Annapolis Railway. | 2,563 10 | June 30.. | Intercolonial Railway..... | 2,003 37 |
| | Stores account..... | 6,205 00 | | Dominion account..... | 6,764 73 |
| | | 8,768 10 | | | 8,768 10 |

R. B. BOGGS,

Acct., W. B. Ry.

MONCTON, N.B., 30th June, 1889.

No. 4.—WINDSOR BRANCH RAILWAY.

MONTHLY STATEMENT of Receipts—One third-Earnings.

| Month. | Passengers. | Freight. | Mails. | Totals. |
|--------------------|-------------|-----------|----------|-----------|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 1888—July | 993 23 | 1,066 30 | 95 68 | 2,155 21 |
| August | 1,238 43 | 1,071 41 | 95 68 | 2,405 52 |
| September | 1,283 47 | 1,647 44 | 95 68 | 3,026 59 |
| October | 775 55 | 2,315 36 | 96 91 | 3,187 82 |
| November | 681 96 | 2,035 88 | 96 91 | 2,814 75 |
| December | 748 44 | 1,628 13 | 96 90 | 2,473 47 |
| 1889—January | 560 14 | 1,349 95 | 94 46 | 2,004 55 |
| February | 458 48 | 1,202 40 | 94 45 | 1,755 33 |
| March | 583 13 | 1,425 86 | 94 45 | 2,103 44 |
| April | 673 35 | 1,380 68 | 95 68 | 2,149 71 |
| May | 711 20 | 1,422 64 | 95 68 | 2,229 52 |
| June | 871 43 | 1,099 09 | 95 68 | 2,066 20 |
| | 9,578 81 | 17,645 14 | 1,148 16 | 28,372 11 |

R. B. BOGGS,
Acct., W. B. Ry.

MONCTON, N. B., 30th June, 1889.

 INTERCOLONIAL RAILWAY.

CHIEF ENGINEER'S OFFICE,
 MONCTON, N.B., 10th September, 1889.

SIR,—I have the honor to submit the following report of the maintenance of the Windsor Branch for the year ending 30th June, 1889.

The length of the branch is 32 miles.

TIES.

Eleven thousand ties have been renewed during the past year.

FENCING.

Two thousand four hundred and nineteen rods of woven wire and barbed-wire fencing have been erected, in place of the old decayed pole fencing.

TURNTABLES.

The old turntable at Windsor was taken out and replaced with a cast-iron table.

BUILDINGS AND PLATFORMS.

The car shed at Windsor was repaired and shingled.

A new platform was erected at Hayes' siding near Mount Uniacke.

BRIDGES.

Eight pairs of iron rail girders were put in between Ellershouse and Windsor.

A standard top was put on the Sackville bridge, the abutments were overhauled and pointed.

A culvert at Stillwater was partially rebuilt.

GENERAL.

The track scale at Windsor was taken up, sent to Montreal for repairs, returned and put in on a new foundation.

A train and gang of men were engaged five weeks in cleaning cuttings and ballasting.

The track is in very good order.

I have the honor to be, Sir,

Your obedient servant,

P. S. ARCHIBALD,

Chief Engineer.

D. POTTINGER, Esq.,

Chief Superintendent Intercolonial Railway,

Moncton, N. B.

APPENDIX No. 6c.

PRINCE EDWARD ISLAND RAILWAY.

SUPERINTENDENT'S OFFICE,
CHARLOTTETOWN, P.E.I., 10th September, 1889.

SIR,—I have the honor to submit the following report on the working of the Prince Edward Island Railway for the fiscal year ended 30th June, 1889.

I enclose the following statements prepared by the Accountant and Auditor:—

- No. 1. Capital account.
 2. Revenue account.
 3. Locomotive power (Abstract No. 1.)
 4. Car expenses (do 2.)
 5. Maintenance of way and works (do 3.)
 6. Station expenses (do 4.)
 7. General charges (do 5.)
 8. Statement of general stores account.
 9. General balance.
 10. Comparative statement of averages.

CAPITAL ACCOUNT.

| | |
|---|----------------|
| The total expenditure on capital account to 30th June, 1888, was..... | \$3,741,780 89 |
| No additions being made during the year, the total expenditure to 30th June, 1889, was the same as the previous year..... | \$3,741,780 89 |

REVENUE ACCOUNT.

| | |
|--|--------------|
| The gross earnings for the year amounted to..... | \$171,369 56 |
| Previous year..... | 158,363 62 |
| Increase..... | \$ 13,005 94 |

The earnings per mile of railway compare with the previous year as follows:—

| | |
|--------------|----------|
| 1887-88..... | \$754 11 |
| 1888-89..... | 816 04 |

An increase per mile of..... \$ 61 93

The length of road operated in each year was the same, namely, 210 miles.

STATEMENT.

| | Passengers Carried. | Earnings. |
|---------------|---------------------|-------------|
| 1887-88..... | 131,246 | \$66,943 28 |
| 1888-89..... | 152,786 | 74,631 01 |
| Increase..... | 21,534 | \$ 7,687 73 |

| | Tons of Freight Carried. | Earnings. |
|--|-----------------------------|--------------------|
| 1887-88..... | 59,603 | \$80,399 79 |
| 1888-89..... | 55,682 | 79,594 05 |
| Decrease..... | <u>3,921</u> | <u>\$ 805 74</u> |
| Mails and sundries, 1887-88 | | \$11,020 55 |
| do 1888-89 | | 17,144 50 |
| Increase..... | | <u>\$ 6,123 95</u> |
| The engine mileage compared with last year was:— | | |
| 1887-88..... | | 306,924 |
| 1888-89..... | | 307,540 |
| Increase..... | | <u>616</u> |
| The train mileage compared with last year was : | | |
| 1887-88..... | | 248,410 |
| 1888-89..... | | 248,294 |
| Decrease..... | | <u>116</u> |
| The car milage compared with last year was : | | |
| 1887-88..... | | 1,309,922 |
| 1888-89..... | | 1,369,666 |
| Increase..... | | <u>59,744</u> |

EXPENDITURE.

The working expenses, as compared with last year, were as follows:—

RENEWALS.

| | Ordinary Rolling Stock. | Rails and Fastenings. | Total. |
|---------------|----------------------------|--------------------------|--------------------|
| 1887-88..... | \$227,745 33 | \$1,897 62 | \$229,639 95 |
| 1888-89 | 232,678 43 | 14,881 01 | 247,559 44 |
| Increase..... | <u>\$ 4,933 10</u> | <u>\$12,986 39</u> | <u>\$17,919 49</u> |

Included in the above ordinary expenditure are the following amounts for new works:—

| | |
|--|--------------------|
| Iron bridge at Five Houses..... | \$ 2,864 64 |
| do at Freetown..... | 1,968 59 |
| do at Carroll's..... | 2,060 96 |
| Addition to North Wiltshire station..... | 103 57 |
| Total new works..... | <u>\$ 6,997 76</u> |
| Increase over last year in fencing..... | 3,485 78 |
| Total..... | <u>\$10,483 54</u> |

TRACK.

Seven and one-quarter miles of steel rails were laid from Summerside westward, and four miles between Royalty Junction and York, to replace iron rails.

Three thousand steel fish-plates have been used to replace broken iron ones. Five steel rail frogs were put in.

SIDINGS.

Suffolk siding was extended 150 feet, and 140 feet were added to Rollo Bay siding.

SLEEPERS.

During the year 76,882 sleepers have been put in the track. Forty sets of switch sleepers, 20 switch frames, and 22 head blocks with switch frames have been renewed.

BALLASTING.

Ten thousand two hundred and ten cubic yards of ballast were distributed where most needed. One thousand five hundred and fifteen cubic yards of earth were used to widen embankments at bridge ends.

BRIDGES, CATTLE GUARDS, &c.

Pig brook bridge received new sills and extensive repairs.

Harper's bridge received four new sills and other repairs.

Huntley bridge was re-built with pitch pine timber.

Carroll's bridge has been replaced by a 26-foot iron rail girder, with stone abutments.

Northam bridge received four new end stringers.

Wellington bridge has been re-built with pitch pine timber.

Freetown bridge has been replaced by a 20-foot iron rail girder and stone abutments.

Breadalbane bridge received two new bents and general repairs.

Breadalbane Road, Clyde and Hunter River bridges received new stringers and top sleepers.

The bridge at Tracadie Tank had new stringers and top coverings; Mount Stewart bridge received ten new floor beams and other necessary repairs.

Neufrage bridge received a new bent under the centre span, and new truss braces.

Saint Peter's bridge had a new covering and two new truss braces.

Midgell bridge was painted, and had necessary repairs.

Marie bridge was painted and received, nine new floor beams.

Mooney's bridge received extensive repairs.

Five Houses bridge has been replaced by an iron plate girder, with stone abutments.

Seven stone drains were replaced by timber culverts.

Seven timber culverts were re-built.

Fifty-seven cattle guards have been renewed.

BUILDINGS AND PLATFORMS.

At Alberton a new double hand-car house was erected.

A new hand-car house was put up at Port Hill to replace one burned down.

At Summerside the coal shed received extensive repairs. The freight house on the wharf received repairs, and new doors.

A new cattle pen was built at Kensington.

At Barbara Weit the flag station was re-built to replace one burned down.

At Hunter River the coal shed was re-built.

At North Wiltshire the freight house received an addition 17 feet long.

At Charlottetown the roofs of the station, store and machine shop were re-shingled. Five new skylights were put in the carpenter shop. A new tool house was built near Charlottetown to replace the one at St. Peter's Road crossing, which was destroyed by fire on 24th, March 1889.

The engine house at Mount Stewart, which was damaged by storm, had extensive repairs.

A platform and flag station were placed at 48 Road.

A new tool house was erected at Baldwin's.

At Souris the engine house, and the roof of the wharf freight house, were re-shingled.

All other buildings received the necessary repairs and renovation.

WHARVES.

At Alberton the wharf received considerable repairs and a number of new fenders.

Summerside wharf received new stringers, and a top plank covering 150 feet long; 195 tons of hewn hemlock, and 30,000 feet of 3-inch plank were used on this wharf. New fenders were placed opposite the steamer's berth.

At Charlottetown 50 tons of ballast and 25 tons of timber were used in repairing the wharf; 10,000 feet of hemlock plank, and four stringers were used to repair the roadway on the wharf.

Georgetown wharf received 1,000 tons of stone ballast, 10 new fenders, and other repairs; 6,000 feet of plank were used in the repair of the top covering.

Souris wharf had 15 new fenders and other necessary repairs; 8,000 feet of hemlock plank were used in repairing the top covering.

FENCING.

Nineteen miles of old fence were replaced with barb wire, and eleven and one-third miles were replaced with woven wire.

3,827 feet of wire and picket fence were erected.

200 feet of board fence and 900 feet of snow fence, which was blown down, was re-built.

SEMAPHORE SIGNALS, &c.

A new semaphore was put up at Royalty Junction to replace one blown down by storm.

STORES.

The purchases of stores during the year amounted to \$95,057.56.

The value of stores on hand to 30th June, 1888, was:—

| | |
|-------------------------------|---------------------|
| General stores..... | \$ 83,688 30 |
| Coal..... | 1,349 71 |
| Rails and fastenings..... | 31,689 81 |
| Old material serviceable..... | 7,932 00 |
| Total..... | <u>\$124,659 82</u> |

These stores have, for the most part, been purchased by tender and contracts, which follows out the practice of previous years.

I enclose a return of accidents and casualties which have occurred on the railway during the year.

I am pleased to say that the road-bed, buildings and rolling stock are in good condition.

I have the honor to be, Sir,

Your obedient servant,

J. UNSWORTH,

Superintendent.

COLLINGWOOD SCHREIBER, Esq.,
Chief Engineer and General Manager
Government Railways, Ottawa.

[1889]

No. 1.—PRINCE EDWARD ISLAND RAILWAY.

| DR. | | CAPITAL ACCOUNT. | | CR. | | |
|---------|---|------------------|------|---------|--------------------------|--------------|
| 1888. | | \$ | cts. | 1888. | \$ | cts. |
| June 30 | To Cost of Road and Equipment to date..... | 3,741,780 | 89 | June 30 | By Dominion of Canada... | 3,741,780 89 |
| 1889. | | | | 1889. | | |
| June 30 | To Expenditure, Year ended 30th June, 1888..... | | | June 30 | do do | |
| | | 3,741,780 | 89 | | | 3,741,780 89 |

W. T. HUGGAN,

Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1889.

No. 2.—PRINCE EDWARD ISLAND RAILWAY.

REVENUE ACCOUNT for Year ended 30th June, 1889.

| Previous Year. | Expenditure. | Year ended 30th June, 1889. | Previous Year. | Receipts. | Year ended 30th June, 1889. |
|----------------|--------------|-----------------------------|----------------|-------------------------|-----------------------------|
| \$ | cts. | \$ | cts. | \$ | cts. |
| 66,390 | 76 | 60,357 | 88 | 66,943 | 28 |
| 32,158 | 91 | 34,576 | 58 | 80,399 | 79 |
| 92,339 | 10 | 113,248 | 88 | 11,020 | 55 |
| 26,712 | 41 | 28,043 | 42 | 158,363 | 62 |
| 12,038 | 77 | 11,332 | 68 | 71,276 | 33 |
| 229,639 | 95 | 247,559 | 44 | | |
| | | | | Passenger traffic | 74,631 01 |
| | | | | Freight traffic | 79,594 05 |
| | | | | Mails and sundries..... | 17,144 50 |
| | | | | Total Receipts..... | 171,369 56 |
| | | | | Balance | 76,189 88 |
| | | | |Totals..... | 247,559 44 |

W. T. HUGGAN,

Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1889.

No. 3.—PRINCE EDWARD ISLAND RAILWAY.

LOCOMOTIVE POWER—(Abstract No. 1).

| Previous Year. | Details. | Year ended 30th June, 1889. |
|----------------|---|-----------------------------|
| \$ cts. | | \$ cts. |
| 1,272 37 | Mechanical Superintendent's salary, clerks, office and travelling expenses..... | 1,252 67 |
| 15,690 49 | Wages of drivers, firemen and cleaners..... | 15,772 39 |
| 13,539 59 | Fuel..... | 16,150 96 |
| 2,291 98 | Oil, tallow, waste and small stores..... | 2,091 33 |
| 30,685 43 | Repairs to engines, tenders and engine tools..... | 22,717 17 |
| 783 07 | Water, including pump and tank repairs..... | 600 68 |
| 2,127 83 | Miscellaneous..... | 1,844 68 |
| 66,390 76 |Totals..... | 60,357 88 |

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1889.

No. 4.—PRINCE EDWARD ISLAND RAILWAY.

CAR EXPENSES—(Abstract No. 2).

| Previous Year. | Details. | Year ended 30th June, 1889. |
|----------------|--|-----------------------------|
| \$ cts. | | \$ cts. |
| 7,776 34 | Repairs to passenger cars..... | 9,100 96 |
| 994 16 | do postal and baggage cars..... | 1,163 25 |
| 6,712 69 | do freight cars and vans..... | 6,730 47 |
| 12,707 53 | Wages of conductors, train baggage masters and brakemen..... | 13,370 06 |
| 515 46 | Oil and waste for packing..... | 384 13 |
| 2,818 53 | Small stores and fuel..... | 2,897 85 |
| 634 20 | Miscellaneous..... | 929 86 |
| 32,158 91 |Totals..... | 34,576 58 |

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1889.

No. 5.—PRINCE EDWARD ISLAND RAILWAY.

MAINTENANCE of Way and Works—(Abstract No. 3).

| Previous Year. | Details. | Year ended 30th June, 1889. |
|----------------|--|-----------------------------|
| \$ cts. | | \$ cts. |
| 411 96 | Engineer's salary, clerks, office and travelling expenses | 398 71 |
| 45,235 69 | Wages in repairing roadway, fences and semaphores | 51,714 82 |
| 4,957 31 | Rails, chairs and spikes | 14,276 62 |
| 16,880 15 | Sleepers | 13,508 66 |
| 13,685 83 | Timber and lumber for repairs to bridges, cattle guards, fences, &c. | 20,117 31 |
| 1,284 53 | Repairs to wharves | 3,912 99 |
| 5,075 18 | do buildings and platforms | 6,128 82 |
| 2,757 82 | do snow ploughs, flangers and tools | 2,716 80 |
| 2,050 63 | Clearing ice and snow | 474 15 |
| 92,339 10 | Totals | 113,248 88 |

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1889.

No. 6.—PRINCE EDWARD ISLAND RAILWAY.

STATION EXPENSES—(Abstract No. 4).

| Previous Year. | Details. | Year ended 30th June, 1889. |
|----------------|--|-----------------------------|
| \$ cts. | | \$ cts. |
| 19,546 66 | Salaries and wages of station masters, agents, clerks, telegraph operators, station baggage men, yardmasters, switchmen, watchmen and laborers | 20,251 45 |
| 7,165 75 | Fuel, oil, light, stationery, tickets and other incidental expenses | 7,791 97 |
| ..... | Miscellaneous ..... | ..... |
| 26,712 41 | Totals | 28,043 42 |

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1889.

No. 7.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL CHARGES (Abstract No. 5).

| Previous Year. | Details. | Year ended 30th June, 1889. |
|----------------|--|-----------------------------|
| \$ cts. | | \$ cts. |
| 4,783 09 | Superintendent's and train despatcher's salaries, clerks, office and travelling expenses | 4,442 19 |
| 5,237 33 | Accountant and auditor's, paymaster's and cashier's salaries, clerks, office and travelling expenses | 5,288 11 |
| 477 04 | Advertising | 708 28 |
| 211 80 | Damages to men, animals and goods | 244 76 |
| 642 10 | Telegraph expenses (not including pay to operators) | 217 92 |
| 687 41 | Miscellaneous | 431 42 |
| 12,038 77 | Totals | 11,332 68 |

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P. E. I., 30th June, 1889.

No. 8.—PRINCE EDWARD ISLAND RAILWAY.

STATEMENT of General Stores Account, Year ended 30th June, 1889.

| | | Dr. | | Cr. | |
|------------|--|----------|------|---------|------|
| | | \$ | cts. | \$ | cts. |
| 1888. | | | | | |
| June 30... | To balance brought forward..... | | | 114,743 | 29 |
| 1889. | | | | | |
| June 30... | To purchase during the year including rails..... | 95,057 | 56 | | |
| | Charges from other Departments..... | 14,511 | 52 | | |
| | Pay-rolls..... | 2,590 | 60 | | |
| | | | | 112,159 | 68 |
| 1889. | | | | | |
| June 30... | By issues during the year..... | | | 102,243 | 15 |
| | Balance.... | | | | |
| | { Ordinary stores..... | \$83,688 | 30 | | |
| | { Fuel..... | 1,349 | 71 | | |
| | { Rails and fastenings on hand..... | 31,689 | 81 | | |
| | { Old material, serviceable..... | 7,932 | 00 | | |
| | | | | 124,659 | 82 |

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P. E. I., 30th June, 1889.

No. 9.—PRINCE EDWARD ISLAND RAILWAY.

DR.

GENERAL BALANCE.

CR.

| | \$ | cts. | | \$ | cts. |
|--------------------------------------|---------|------|----------------------------|---------|------|
| General stores..... | 124,659 | 82 | Dominion account..... | 121,095 | 25 |
| Cash..... | 1,229 | 68 | Accident insurance..... | 4,555 | 76 |
| Stations..... | 1,218 | 14 | Through ticket ledger..... | 2,609 | 72 |
| Militia Department..... | 153 | 55 | | | |
| Anglo-American Telegraph Co..... | 46 | 43 | | | |
| Judge Weatherbee..... | 30 | 00 | | | |
| Sidney Gray..... | 25 | 00 | | | |
| Intercolonial Railway..... | 95 | 28 | | | |
| Railway Extension, Charlottetown.... | 802 | 83 | | | |
| Total..... | 128,260 | 73 | Total..... | 128,260 | 73 |

W. T. HUGGAN,

Accountant and Auditor.

CHARLOTTETOWN, P. E. I., 30th June, 1889.

No. 10.—PRINCE EDWARD ISLAND RAILWAY.

COMPARATIVE STATEMENT of Averages for Year ended 30th June, 1889.

| Details. | 1889. | 1888. |
|---|-----------|-----------|
| Mileage of railway open | 210 | 210 |
| Engine mileage..... | 307,540 | 306,924 |
| Train do | 248,294 | 248,410 |
| Car do | 1,369,666 | 1,309,922 |
| Receipts per engine mile..... Cents | 55·72 | 51·59 |
| do mile of railway..... Dollars | 816·04 | 754·11 |
| Percentage of passenger earnings to gross receipts..... | 43·55 | 42·27 |
| do freight do do | 46·45 | 50·77 |
| do other do do | 10·00 | 6·96 |
| Expenses per engine mile— | | |
| Drivers, firemen and cleaners' wages..... | 5·13 | 5·11 |
| Fuel..... | 5·25 | 4·42 |
| Oil, tallow, waste and small stores..... | 0·66 | 0·75 |
| Repairs to engines..... | 7·39 | 10·00 |
| Water and tank repairs..... | 0·19 | 0·25 |
| Miscellaneous..... | 0·60 | 0·69 |
| Mechanical Superintendent's salary, office and travelling expenses..... | 19·22 | 21·22 |
| | 0·41 | 0·41 |
| Total..... Cents | 19·63 | 21·63 |
| Locomotive power per engine mile..... | 19·63 | 21·63 |
| Car expenses do | 11·24 | 10·48 |
| Maintenance of way and works do | 36·83 | 30·09 |
| Station expenses do | 9·12 | 8·70 |
| General charges do | 3·68 | 3·92 |
| Total per engine mile..... Cents | 80·50 | 74·82 |
| Locomotive power per train mile..... | 24·31 | 26·73 |
| Car expenses do | 13·93 | 12·94 |
| Maintenance of way and works do | 45·61 | 37·17 |
| Station expenses do | 11·29 | 10·75 |
| General charges do | 4·56 | 4·85 |
| Total per train mile..... Cents | 99·70 | 92·44 |
| Railway expenses per mile of railway..... Dollars | 1,177·85 | 1,093·52 |

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1889.

PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL SUPERINTENDENT'S OFFICE,
CHARLOTTETOWN, 22nd August, 1889.

SIR,—I beg to submit for your information the following statements, showing the operation of the Mechanical Department of this railway for the fiscal year ending 30th June, 1889:

A.—Monthly statement of the cost of locomotive power.

B.—Statement of the performance and consumption of locomotives.

C.—Monthly statement of car mileage.

D.—Statement showing the number of locomotives, cars, snow ploughs and flangers.

E.—Comparative statement of the expenses of the Mechanical Department for the years 1887-88 and 1888-89.

During the year nine 10-ton platform cars have been re-built to replace an equal number worn out in the service. The cost of these cars, \$3,264.37, has been included in repairs to freight cars.

By reference to Statement "D" it will be seen that the stock of locomotives, cars, snow ploughs and flangers provided on capital account consists of:—

- 21 locomotives,
- 17 first-class passenger cars,
- 15 second-class passenger and baggage cars,
- 3 postal and smoking cars,
- 175 box cars,
- 125 platform cars,
- 3 conductors' vans,
- 1 pay car,
- 8 snow ploughs,
- 7 flangers.

I am pleased to be able to report that the efficiency of the rolling stock has been well maintained during the year, and is in good condition.

I have the honor to be, Sir,

Your obedient servant,

J. UNSWORTH,

Superintendent and Mechanical Superintendent.

COLLINGWOOD SCHREIBER, Esq.,
Chief Engineer and General Manager
Government Railways, Ottawa.

PRINCE EDWARD

MECHANICAL

A.—STATEMENT of the Cost of Locomotive

| Months. | Miles run by Engines, Less Ballasting. | Cost of | | | | |
|-------------------|---|-----------------------|-----------|----------------------------|----------|---|
| | | Enginemen's Wages. | Fuel. | Oil, Tallow, Waste, &c. | Repairs. | Water, including Tank and Pump repairs. |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 1888—July..... | 31,939 | 1,425 28 | 1,400 36 | 198 58 | 1,381 45 | 167 55 |
| August..... | 31,542 | 1,437 87 | 1,596 00 | 193 59 | 1,808 53 | 13 02 |
| September..... | 28,682 | 1,477 52 | 1,518 01 | 187 35 | 1,326 17 | 1 17 |
| October..... | 31,822 | 1,603 75 | 1,854 10 | 219 07 | 1,934 39 | 69 17 |
| November..... | 31,218 | 1,358 95 | 1,825 20 | 169 92 | 1,743 93 | 60 59 |
| December..... | 19,858 | 1,133 26 | 1,478 26 | 175 65 | 2,388 65 | 4 88 |
| 1889—January..... | 21,510 | 1,285 07 | 1,221 53 | 162 99 | 2,160 97 | 77 29 |
| February..... | 19,321 | 1,175 85 | 1,133 75 | 141 48 | 2,207 48 | 53 10 |
| March..... | 20,561 | 1,235 06 | 1,158 22 | 135 34 | 1,940 | 15 37 |
| April..... | 18,615 | 1,056 09 | 808 09 | 108 85 | 1,858 | 43 73 |
| May..... | 24,033 | 1,214 79 | 1,052 92 | 158 41 | 1,940 | 44 90 |
| June..... | 28,439 | 1,368 90 | 1,104 52 | 168 10 | 2,025 | 49 91 |
| Totals..... | 307,540 | 15,772 39 | 16,150 96 | 2,019 33 | 22,71 | 600 68 |

ISLAND RAILWAY.

DEPARTMENT.

Power, for the Year ended 30th June, 1889.

| Miscellaneous, including ex- penses of Office and Engine House. | | Average per Mile Run. | | | | | | |
|---|-----------|-----------------------|-----------|-------|------------------|----------|--------|----------------|
| | | Total. | Enginemn. | Fuel. | Oil, Tallow, &c. | Repairs. | Water. | Miscellaneous. | Total. |
| \$ cts. | \$ cts. | Cts. | Cts. | Cts. | Cts. | Cts. | Cts. | Cts. |
| 212 57 | 4,785 79 | 4·47 | 4·38 | 0·62 | 4·32 | 0·53 | 0·66 | 14·98 |
| 232 49 | 5,281 50 | 4·56 | 5·06 | 0·61 | 5·73 | 0·04 | 0·74 | 16·74 |
| 259 03 | 4,769 25 | 5·15 | 5·29 | 0·65 | 4·62 | 0·01 | 0·90 | 16 62 |
| 244 69 | 5,925 17 | 5·04 | 5·83 | 0·69 | 6·08 | 0·21 | 0·77 | 18·62 |
| 223 28 | 5,381 87 | 4·38 | 5·84 | 0·51 | 5·59 | 0·19 | 0·72 | 17·23 |
| 281 22 | 5,461 92 | 5·71 | 7·45 | 0·88 | 12·03 | 0·02 | 1·41 | 27·50 |
| 300 99 | 5,208 84 | 5·97 | 5·68 | 0·76 | 10·05 | 0·35 | 1·40 | 24·21 |
| 345 46 | 5,057 12 | 6·08 | 5·87 | 0·73 | 11·43 | 0·28 | 1·78 | 26·17 |
| 287 59 | 4,772 14 | 6·00 | 5·63 | 0·66 | 9·44 | 0·08 | 1·39 | 23·20 |
| 237 67 | 4,113 11 | 5·67 | 4·34 | 0·58 | 9·99 | 0·23 | 1·28 | 22·09 |
| 264 17 | 4,675 95 | 5·05 | 4·38 | 0·66 | 8·08 | 0·19 | 1·09 | 19·45 |
| 208 19 | 4,925 22 | 4·81 | 3·88 | 0·59 | 7·12 | 0·18 | 0·73 | 17·31 |
| 3,097 35 | 60,357 88 | 5·13 | 5·25 | 0·66 | 7·39 | 0·19 | 1·00 | 19·62 |

J. UNSWORTH,
Superintendent and Mechanical Superintendent.

PRINCE EDWARD

MECHANICAL

B.—STATEMENT of the Performance and Consumption

| Months. | Hours in Steam. | Train Mileage. | | | | Miles run by Engines. | | | |
|------------------------|-----------------|----------------|--------------------|-------------|-----------|-----------------------|--------|-----------|---------|
| | | Passenger. | Freight and Mixed. | Ballasting. | Piloting. | With Train. | Light. | Shunting. | Total. |
| 1888—July | 4,111 | 12,539 | 13,686 | 1,849 | 32 | 28,106 | 289 | 5,473 | 33,868 |
| August | 4,093 | 12,706 | 13,284 | 3,222 | 34 | 29,246 | 18 | 5,520 | 34,784 |
| September | 3,995 | 11,016 | 13,062 | 3,659 | 22 | 27,759 | 35 | 4,557 | 32,351 |
| October | 4,442 | 11,178 | 14,573 | 5,316 | 103 | 31,170 | 131 | 6,037 | 37,338 |
| November | 4,059 | 10,534 | 14,392 | 1,187 | 113 | 26,226 | 147 | 6,100 | 32,473 |
| December | 3,181 | 1,462 | 14,036 | 543 | 395 | 16,436 | 156 | 3,824 | 20,416 |
| 1889—January | 3,247 | 2,332 | 14,289 | ..... | 275 | 16,896 | 61 | 4,553 | 21,510 |
| February | 3,128 | 2,170 | 12,636 | 28 | 490 | 15,324 | 100 | 3,925 | 19,349 |
| March | 3,360 | 2,388 | 13,774 | 1,243 | 151 | 17,556 | ..... | 4,408 | 21,964 |
| April | 3,011 | 488 | 13,704 | 1,637 | 110 | 15,939 | ..... | 4,423 | 20,362 |
| May | 3,441 | 4,597 | 14,347 | 1,374 | 44 | 20,362 | 35 | 5,103 | 25,500 |
| June | 3,433 | 10,218 | 13,114 | 66 | ..... | 23,398 | 77 | 5,040 | 28,515 |
| Totals | 43,501 | 81,628 | 164,897 | 20,124 | 1,769 | 268,418 | 1,049 | 58,963 | 328,430 |

ISLAND RAILWAY.

DEPARTMENT.

of Locomotives, for the Year ended 30th June, 1889.

| Total Mileage. | | Average Mileage. | | | Consumption. | | | | Consumption per 100 Miles run by Engines. | | | |
|----------------|---------------|--|-----------------------------|---------------------------|-----------------|---------------|--------------------|------------------|---|---------------|--------------------|------------------|
| Cars. | Snow Ploughs. | * Average of Cars per Mile run with Train. | Miles to one hour in Steam. | Of Cars to one of Engine. | Bushels of Coal | Pints of Oil. | Pounds of Tal-low. | Pounds of Waste. | Bushels of Coal | Pints of Oil. | Pounds of Tal-low. | Pounds of Waste. |
| 145,829 | ..... | 5·19 | 8·23 | 4·30 | 15,142 | 1,426 | 1,001 | 524 | 44·71 | 4·21 | 2·96 | 1·54 |
| 151,724 | ..... | 5·11 | 8·50 | 4·36 | 15,653 | 1,325 | 1,073 | 605 | 45·00 | 3·80 | 3·08 | 1·74 |
| 137,232 | ..... | 4·95 | 8·10 | 4·24 | 14,529 | 1,213 | 893 | 557 | 44·91 | 3·75 | 2·76 | 1·72 |
| 170,385 | ..... | 5·48 | 8·40 | 4·56 | 17,321 | 1,487 | 934 | 726 | 46·39 | 3·98 | 2·50 | 1·94 |
| 154,153 | ..... | 5·80 | 8·00 | 4·74 | 17,996 | 1,228 | 763 | 560 | 55·41 | 3·78 | 2·38 | 1·72 |
| 102,877 | ..... | 6·41 | 6·41 | 5·03 | 12,654 | 1,047 | 553 | 451 | 61·98 | 5·12 | 2·70 | 2·20 |
| 86,393 | 1,643 | 5·19 | 6·62 | 4·01 | 10,246 | 964 | 488 | 443 | 47·69 | 4·48 | 2·27 | 2·05 |
| 74,695 | 919 | 5·03 | 6·18 | 3·86 | 10,335 | 894 | 536 | 384 | 53·41 | 4·62 | 2·77 | 1·98 |
| 109,111 | 5,282 | 6·26 | 6·54 | 4·96 | 11,396 | 959 | 621 | 456 | 51·88 | 4·36 | 2·82 | 2·07 |
| 102,147 | ..... | 6·45 | 6·76 | 5·01 | 9,713 | 854 | 492 | 430 | 47·70 | 4·19 | 2·41 | 2·11 |
| 126,610 | ..... | 6·22 | 7·41 | 4·96 | 11,596 | 1,079 | 602 | 436 | 45·47 | 4·23 | 2·36 | 1·70 |
| 120,218 | ..... | 5·13 | 8·31 | 4·21 | 10,652 | 1,095 | 469 | 519 | 37·35 | 3·84 | 1·64 | 1·82 |
| 1,481,374 | 7,844 | 5·55 | 7·55 | 4·51 | 137,233 | 13,571 | 8,425 | 6,091 | 47·87 | 4·13 | 2·56 | 1·85 |

*Deduct Piloting in making these averages.

J. UNSWORTH,
Superintendent and Mechanical Superintendent.

PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

C.—MONTHLY STATEMENT of Car Mileage, Year ended 30th June, 1889.

| Months. | First-Class. | Second-Class and Baggage. | Postal and Smoking. | Box and Stock. | Platform. | Total. |
|-----------------------|--------------|---------------------------|---------------------|----------------|-----------|-----------|
| 1888—July | 30,968 | 27,689 | 15,526 | 46,504 | 25,142 | 145,829 |
| August | 27,223 | 30,258 | 17,151 | 41,201 | 35,878 | 151,724 |
| September | 26,785 | 24,601 | 11,540 | 42,099 | 32,207 | 137,232 |
| October | 30,148 | 36,810 | 8,902 | 53,524 | 41,001 | 170,385 |
| November | 24,845 | 26,548 | 16,191 | 73,036 | 13,533 | 154,153 |
| December | 15,813 | 19,067 | 7,739 | 51,825 | 8,433 | 102,877 |
| 1889—January | 17,424 | 19,188 | 9,251 | 32,694 | 7,836 | 86,393 |
| February | 14,998 | 16,323 | 9,419 | 22,465 | 11,490 | 74,695 |
| March | 16,693 | 16,656 | 10,972 | 46,780 | 18,010 | 109,111 |
| April | 14,630 | 14,147 | 10,841 | 39,852 | 22,677 | 102,147 |
| May | 18,109 | 17,635 | 15,444 | 56,356 | 19,066 | 126,610 |
| June | 23,865 | 27,237 | 10,780 | 43,667 | 14,669 | 120,218 |
| Totals | 261,514 | 276,159 | 143,756 | 550,003 | 249,942 | 1,481,374 |
| LESS—Ballasting | ... | 228 | 17,050 | 15,300 | 79,130 | 111,708 |
| Balance | 261,514 | 275,931 | 126,706 | 534,703 | 170,812 | 1,369,666 |

J. UNSWORTH,
Superintendent and Mechanical Superintendent.

PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

D.—STATEMENT showing the Number of Locomotives and the various classes of Cars and Snow Ploughs on hand 30th June, 1889.

| Particulars. | Locomotives. | Classification of Cars. | | | | | | | | Snow Ploughs. | Flangers. | Total. |
|--|--------------|-------------------------|------------------------|---------------------|----------------|-----------|-------|----------|--------|---------------|-----------|--------|
| | | 1st Class. | 2nd Class and Baggage. | Postal and Smoking. | Box and Stock. | Platform. | Vans. | Pay Car. | Total. | | | |
| On hand 30th June, 1888, serviceable | 21 | 17 | 15 | 3 | 175 | 120 | 3 | 1 | 334 | 8 | 7 | 15 |
| do do condemned | ... | ... | ... | ... | ... | 5 | ... | ... | 5 | ... | ... | ... |
| Total stock, 30th June, 1888 | 21 | 17 | 15 | 3 | 175 | 125 | 3 | 1 | 339 | 8 | 7 | 15 |
| Condemned on hand 1st July, 1888 | ... | ... | ... | ... | ... | 5 | ... | ... | 5 | ... | ... | ... |
| do during the year | ... | ... | ... | ... | ... | 14 | ... | ... | 14 | ... | ... | ... |
| Less—Rebuilt | ... | ... | ... | ... | ... | 19 | ... | ... | 19 | ... | ... | ... |
| ADD—Serviceable and repairing | 21 | 17 | 15 | 3 | 175 | 10 | ... | ... | 10 | ... | ... | ... |
| Total on record 30th June, 1889 | 21 | 17 | 15 | 3 | 175 | 115 | 3 | 1 | 329 | 8 | 7 | 15 |

J. UNSWORTH,
Superintendent and Mechanical Superintendent.

[1889]

PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

E.—COMPARATIVE STATEMENT of the Expenses of the Mechanical Department,
for the Year ended 30th June, 1889.

| | 1889. | 1888. |
|---|-----------|-----------|
| The miles run by trains were..... | 248,294 | 248,410 |
| do engines were..... | 307,540 | 306,924 |
| do cars were..... | 1,369,666 | 1,309,922 |
| do snow ploughs were..... | 7,844 | 16,641 |
| | \$ cts. | \$ cts. |
| The cost of locomotive power was..... | 60,357 88 | 66,390 76 |
| do repairs to cars was..... | 16,994 68 | 15,483 19 |
| do labor, oil, and waste for packing, was..... | 384 13 | 515 46 |
| do repairs to passenger cars was..... | 9,100 96 | 7,776 34 |
| do postal and smoking cars was..... | 1,163 25 | 994 16 |
| do freight cars and vans was..... | 6,730 47 | 6,712 69 |
| The cost of locomotive power per 100 miles run by trains was..... | 24 31 | 26 74 |
| do do do engines was..... | 19 63 | 21 63 |
| do do do cars was..... | 4 40 | 5 06 |
| The cost of repairs to cars per 100 miles run by trains was..... | 6 82 | 6 23 |
| do do do engines was..... | 5 52 | 5 03 |
| do do do cars was..... | 1 20 | 1 18 |
| The cost of labor, oil and waste, for packing, per 100 miles run by trains was... | 0 15 | 0 20 |
| do do do engines was... | 0 12 | 0 17 |
| do do do cars was..... | 0 02 | 0 04 |
| Repairs to passenger cars per 100 miles run by trains were..... | 3 66 | 3 13 |
| do postal and smoking cars were..... | 0 47 | 0 40 |
| do freight cars and vans were..... | 2 71 | 2 72 |

J. UNSWORTH,
Superintendent and Mechanical Superintendent.

PRINCE EDWARD ISLAND RAILWAY.

RETURN of Accidents and Casualties which have occurred on the Prince Edward Island Railway, during the Year ending 30th June, 1889.

| Date. | Time of Day or Night. | No. of Train. | Description of Train. | Name of Conductor. | Name of Driver. | No. of Engine. | Place of Accident. | Name of Persons Injured. | Whether Passenger or Employé. | Particulars of Accident. | Extent of Injury. | Verdict of Coroner's Jury. |
|-----------|-----------------------|---------------|-----------------------|--------------------|-----------------|----------------|--------------------|--------------------------|-------------------------------|---------------------------------|-------------------------|----------------------------|
| 1888. | | | | | | | | | | | | |
| Sept. 19. | 1.10p.m. | 3 | Accommodation. | J. Thompson. | J. Yeo | 4 | Summerside | Charles Villiard. | Employé. | Fell off train while in motion. | Fatal. | No inquest. |
| Dec. 19. | 5.45p.m. | 2 | Accommodation. | D. A. Macgowan | J. Hunter | 7 | Summerside | Theo. Nelson | Employé. | Struck by flanger lever. | Jaw fractured. | |
| 1889. | | | | | | | | | | | | |
| Jan. 15. | 5.42p.m. | 5 | Accommodation. | G. W. Hibbett. | J. Hughes | 6 | Georgetown | Frank Trale | Employé. | Fell from top of box car. | Foot and thigh injured. | |
| McH 20. | 4.55p.m. | 5 | Accommodation. | G. W. Hibbett. | J. Hughes | 6 | 48 Road | John Stewart | Employé. | While coupling | Fingers injured. | |

[1889]

 APPENDIX No. 7.

REPORT ON THE WELLAND AND ST. LAWRENCE CANALS.

 BY J. PAGE, ESQ., CHIEF ENGINEER OF CANALS.

OTTAWA, 27th November, 1889.

SIR,—Having been requested to furnish, for the information of the Department, a report on the present condition, working and repairs of the Welland and St. Lawrence Canals; also the works in progress and other matters connected with them, such as will enable the various questions to be readily understood, I have endeavored to collect and condense such details of the main features of the works as enables me to submit a brief outline of matters in the following order:—

 WELLAND CANAL.

When adapting this canal to the enlarged scale of navigation a new line to the eastward of the old one was followed from Port Dalhousie to near the north end of what is called the Deep Cut, a little south of Allanburgh, a distance of about $11\frac{1}{2}$ miles. By this plan the summit or Lake Erie level was taken $2\frac{1}{2}$ miles farther to the north and all of the twenty-five lift locks were placed within a stretch of about $8\frac{1}{2}$ miles. The guard lock is situated about 800 feet above or south of the twenty-fifth lock.

From Allanburgh southward to Port Colborne, a distance of 14.94 miles, the old line was deepened and enlarged. The canal was opened throughout in 1883 for vessels drawing 12 feet of water, and in May, 1887, the whole line was opened to vessels drawing 14 feet of water.

A number of vessels of the draught stated—14 feet—and adapted to the length of the locks, which are 270 feet between the gates and 45 feet wide, carry through the canal a cargo of upwards of 2,000 tons each. Some of these large vessels enter the harbor of Port Colborne drawing 16 feet of water and are there lightened to about 14 feet draught by removing part of the cargo, sending it to Port Dalhousie by rail and, at that place, again putting it in the vessel.

The water of both Lakes Erie and Ontario, especially those of the latter being unusually low this season, there was, during a continuance of certain winds, considerable difficulty and sometimes delay in vessels drawing 16 feet of water getting out of the harbor at Port Dalhousie. This, there is good reason to believe, will be remedied next season, as we are now taking measures to prevent sand drifting through the west pier which has long been and still continues to be the main cause of diminishing the entrance channel to barely half its original and, it may be stated, proper serviceable width. It was considered best to adopt measures certain to remove the cause before proceeding to deepen or clear out the channel; the maintenance of which can only be secured by preventing the sand entering through and between the cribs forming the western side of the harbor.

The short life of timber used in the superstructure of piers can scarcely fail to be noticed by any observant person, and when the time for the renewal becomes necessary the inquiry is generally made as to whether something more durable could not be economically adopted for that purpose. With a view to this object an experiment was made at Port Dalhousie in the latter part of the summer and autumn of 1888, to form a superstructure of concrete, composed of broken stone,

Portland and Thorold cement and sand, properly mixed and laid for about 407 feet in length on the inner end of the east pier at that place. This stands well, except the surface of a small piece near the outer end that was laid late in the fall. The outlay upon it was about twice as much as a wooden superstructure filled with stone, planked on top, and with the usual wale pieces along the side, &c., would have cost.

There is, however, a reasonable prospect, that at the end of twelve or thirteen years, the concrete will be in quite as good a condition as it is at present; while a wooden superstructure, by that time, would require renewal.

A considerable extent of the east pier at that place, and part of the upper timber of the west pier, are in a dilapidated condition.

The former should be re-built either with timber or concrete, as may be determined, and the latter overhauled.

The channel between the piers should be sunk or cleared out to a depth of from 18 inches to 2 feet below the top of the mitre sill of the new lock, for a width of 170 feet; but the deepening should not at any place approach nearer than to within 15 feet of the side piers, the greater part of which were sunk 44 years ago, when the means of preparing the foundations for them were both deficient and less suitable for the purpose than can now be readily obtained.

On the 9th January last a violent westerly storm—wind said to have had a force equal to 68 miles per hour—raised the water at the eastern end of Lake Erie to an unusual height, and the rush of it being unchecked at Port Colborne raised the summit level of the canal to within 26 inches of the top of the coping of the aqueduct, which is about $7\frac{2}{3}$ miles from the lake, and when stopped by the guard gates near Thorold the piling of the water was such as to leave indications that a small quantity had passed in rear of the lock, situated about $16\frac{1}{4}$ miles from Lake Erie.

It is fortunate that the structure on the summit level has been throughout adapted to what is called the *Grand River Level*, that is to say, a height of 8 feet over the ordinary surface level of Lake Erie.

This great rise of water in the canal, together with the action of wind upon it, had the effect of washing out the face of "made banks" over the stone facing intended for their protection. This facing or lining of the banks consists of broken stone, placed so as to be 18 inches below and 5 feet above ordinary low-water line of Lake Erie. This, as previously stated, was considered sufficiently high to meet the temporary swell or surge raised by steam vessels in motion when the canal is at the usual level of the lake. In order to be able to prevent sudden rises of the lake, affecting the summit level of the canal, the entrance lock is provided with gates facing towards the south. These, it was considered, might reasonably be allowed to remain open when Lake Erie is low or at ordinary height in moderate weather during the season of navigation; but they should be closed and the entrance lock used as a lift-lock at periods of high water, and at all times they should be shut on the approach of a storm and invariably at the close of navigation each year. It is only the unusual height of the banks of the summit level that would justify or warrant the lock gates being left open at any time or season of the year.

To maintain the supply when the guard gates are closed, a covered raceway, 25 feet in width, and an open raceway, 32 feet wide, were both formed on the west side of the canal, and at the lower end of these there is a regulating weir, in which there are five clear openings, aggregating 80 feet in width. The lower part of each of these five bays forms a movable bulkhead, and over each there are three sluices, making in all fifteen. The lower bulkheads and sluices can be easily and readily operated by the machinery, fitted up for that purpose, in a house over the weir.

From some unfortunate unknown reason the gates of both the old and new locks were open at the time of the storm in January last. The material washed out of the top inner edges of the banks has, of course, been deposited in the channel and must at some time be removed, the quantity of which, ascertained from cross-sections made the same month, was estimated at upwards of 22,000 cubic yards. With a view of getting at the cost of making up the banks and protecting them in case of a

similar occurrence, one-third of the quantity of material required was estimated as *earth* and two-thirds as *broken stone*. The probable cost of both these items was assumed at \$15,000.

On again considering the matter, it was decided not to put any loose earth on the top edge of the bank or stones in a position that they might easily be dragged into the channel; but to use the amount appropriated for the purpose of making good the damage done in a way that it would be equally effective and at the same time present a fair appearance. This consisted in giving the inner top part of the banks a greater slope and sodding it, as well as the rear or outer sides of all the banks between Lock No. 25, at Thorold and Allanburgh. This has been done, and not only gives the banks a good appearance, but will be found to be a lasting benefit, that will have a tendency to diminish the cost of future maintenance.

The unusually violent storm above mentioned that occurred in January last did great damage to the superstructure of the pier work on the western side of the entrance channel to Port Colborne Harbor, and the top part of three of the detached cribs on the east side were slightly injured. For an extent of about 1,900 feet from the southern end, inward, the covering plank of the west pier was torn off, which, together with the cap and wale pieces for that distance, as well as the side timbers, from one to three courses in depth, were twisted, torn off and carried away by the action of the storm. The stone ballast was washed out at many places from 1 to 2 feet in depth, and at several places from 3 to 4 feet in depth. The stone, however, appears to have been either dropped close alongside of the pier or carried beyond the range of the channel.

The timber and plank required for repairs were supplied under a special contract, and the work was done by men employed by the day, under the immediate direction of Mr. Thomas Secord, a competent local officer, who did it well and economically.

The piers at Port Maitland were also damaged by the storm of the 9th January last, but to a less extent than those at Port Colborne.

Materials for the repairs at Port Maitland were provided by contract, and the work done under the direct superintendence of Mr. John E. Scott, the local officer, who, during the summers of 1888-89 has unwatered, thoroughly overhauled the floor and aprons and re-built part of the three waste weirs on the Haldimand side of the river, opposite Dunnville, besides securing and raising the dam at that place; so that all the works in that vicinity are now in the best possible state of repair. These various and, it may be stated in some cases, very difficult works were intrusted to the direct management of Mr. Scott, who has given full satisfaction and shown himself to be a competent, energetic and reliable officer.

The great and sudden variation of the water level of Lake Erie, caused by winds, is shown in a marked degree by the fact that at the time above mentioned (9th January last) it was at Port Colborne fully 7 feet over the assumed low water line, and that in the latter end of May and beginning of June a continuance of strong easterly winds reduced it to fully one foot below what it was ever known to be before, or 18 inches below the assumed low water line; thus making a variation of $8\frac{1}{2}$ feet between the 9th January and 3rd June.

At the latter time a few vessels were detained several hours.

When the Government, by Order in Council of 20th December, 1886, resumed the direct control of what is called the "Chippewa Cut," the bridge which forms the main road crossing through the village of Chippewa was in so dilapidated a condition that an entire new structure had to be built. This, after an examination had been made and a decision arrived at as to what work should be done, was placed under the control of Mr. Ellis, the Canal Superintendent, who has succeeded in getting a very good bridge constructed: the swing part of which is a light structure of mild steel, and was built by Mr. Weddell, of Trenton. Other parts of the work were done by men employed by the day.

Having thus drawn attention to some of the outlying works and other special matters, it may now be stated that the main or enlarged line of the Welland Canal

was closed for the season of 1888, or the 1st of December, and was again opened for the passage of vessels on the 16th April, 1889. The old route from Allanburgh to Port Dalhousie, *via* the valley of the Twelve-Mile Creek, closed also on the 1st December, and was opened 1st May, 1889. The main line since June, 1888, up to the present time has been kept in a good state of repair, and in successful operation, except for 44 hours in May last, when a propeller named the "Escanaba" carried away the head gates of Lock No. 6, on the 3rd of that month. The owners of the vessel have since paid for the damage done to canal property. Again, on the 29th July the steamer "Haskell" struck the head gates of Lock No. 16, which resulted in displacing, and almost the total destruction of three of the gates of that lock, and great damage to the banks of the canal, and injury to some of the adjoining lands below, by the sudden lowering of the level above, and escape of so large a body of water. This caused a delay of 39 hours, but it is considered proper to state that the owners of the vessel promptly paid the proprietors of the land for the injury they had sustained, and gave a bond for the damages done to canal property, to be settled when the correct amount has been ascertained.

All the lock gates, swing bridges, weirs and other structures on the main line have been kept in an efficient state of repair; the side ditches have been cleared out and deepened where necessary; the banks, where required, raised, strengthened and protected, and everything done that was required to keep the canal in good condition.

The sodding of the banks of the new canal, in 1887, between Port Dalhousie and Thorold has been found of great benefit in the way of protection from the cutting action of rain and melted snow which, on the sloping side banks, whether cut out of the solid or "made," are all but certain to be formed into ruts more or less deep and worn out of shape, unless in some way protected.

It may further be stated that properly selected sods have also the beneficial effect of preventing the growth of thistles on the banks, which are so much objected to by farmers in the vicinity, that a considerable expense had previously to be incurred in cutting them down. As before stated, the banks between Thorold and Allanburgh were sodded last autumn; seeing the good effect of what has been done in that way, I feel warranted in advising that authority be granted to have the banks of the Deep Cut, between Allanburgh and Port Robinson, sodded at the best time for that purpose during the year 1890.

A new swing bridge has been built over the "Feeder" in line of what is called the Forks Road; and the swing part of the bridge over the old canal, at Hurst's Road, about a mile above Thorold, has been re-constructed. It may further be stated that, within the past three years, four of the other swing bridges over the old canal have been entirely re-built, as stated by Mr. Ellis, after the plan sent from this office for the St. Paul street bridge, at St. Catharines, modified to suit the respective plans.

All the main bridges on the old line are now in a serviceable condition and likely to continue so for a number of years.

The raceway connected with the old regulating weirs in use in the town of Thorold, in the vicinity of Albert street, have been well secured; permanent abutments and a suitable bridge constructed in line of the street, and the work throughout done in a strong and substantial manner.

The culverts at Sun Fish Creek, near Dunnville, at Hall's and Broad Creek, have been thoroughly cleared out. The banks on the line of the old canal, between Allanburgh and Port Dalhousie, as well as the old lock gates and weirs on that line, have been kept in as good a state of repair as could be done at a moderate expense.

It is, however, proper to state that many parts of the old works are much decayed, and require a good deal of attention to keep them in anything like a safe working condition for even the comparatively small number of vessels that make use of it for local traffic.

The traffic on the main line during the season of 1889, as near as can be approximated at the present, has been about 33 per cent. greater than it has been for any season during the previous three years.

MURRAY CANAL.

This canal is nearly $5\frac{1}{8}$ miles in length between the pier head at the western and that of the eastern entrance ; each of these piers is about 500 feet long. The canal is 80 feet wide at bottom, and sunk to a uniform depth of 11 feet below the lowest known water level of Lake Ontario ; the side slopes throughout are 2 horizontal to 1 vertical.

There are four swing bridges on the line, each of which, when not in position, leaves two clear openings of 61 feet in width. The bridges are situated as follows :—

| |
|--|
| One on the line of the Brighton Road ; |
| do do Smithfield Road ; |
| do do Picton Railway ; |
| do do Trenton Road. |

At each of these bridges both sides of the canal have been protected with masonry laid in cement mortar for a distance of 250 feet on the east and west sides of the centre line of the respective structures. At the western entrance from the inner end of the pier eastward, for a distance of 2,500 feet, the banks on both sides of the canal have been protected by a facing of rip-rap stone. At Picton Railway bridge 996 feet of the banks have been similarly faced with stone, and at the eastern entrance both banks have been protected with rip-rap stone for a distance of 4,025 feet.

There are still about $3\frac{1}{8}$ miles of the inner faces of both banks exposed to the action of the swell raised by easterly and westerly winds as well as that caused by vessels using this route, and it may be said that these parts of the banks are being very considerably cut into and damaged ; the material washed out is, of course, deposited in the bottom of the canal.

It is very desirable that authority be granted to have the parts of the banks above mentioned protected with a lining of stone as early as circumstances will admit.

It is also important that a keeper for each of three highway bridges should be named, in order to prevent any unauthorized person interfering with them.

When in that neighborhood, on the 19th October last, I went from the eastern end of the canal to the town of Trent on the line that the people there represent they are desirous of having deepened and improved. The local officer, J. E. Rosamond, accompanied me, and was requested to have soundings taken along the proposed route, as well as on the line of the existing but more circuitous channel, and to have a survey made as soon as the ice takes this winter that will supply all the necessary information to enable a decision to be arrived at.

WILLIAMSBURG CANALS.

All the different divisions of these canals, viz. :—Galops, Iroquois, Rapide Plat and Farran's Point, were closed on the 10th December, 1888, and were again opened for the passage of vessels on the 22nd of April, 1889. All the lock gates, bridges, entrance piers and banks have been kept in good condition during the season, with ordinary repairs, except the upper gates of the lock at Farran's Point, which have not been working well for some time. It is therefore intended to have them taken out and thoroughly overhauled, so as to be ready for next season's operations.

The buoys between Johnstown and Dickenson's Landing were moored in position by the time they were required for the guidance of those in charge of vessels. The buoy-boat has, in a great measure, been rebuilt, and is now in good condition for the service.

A. G. Macdonald, who was for a number of years superintendent of these canals, died on the 27th January, 1889. Since that time Mr. John Reid, of Cardinal, has been in charge of them, and has shown himself to be a careful, attentive and energetic officer.

Within the past few years the upper approach to the Galops Canal has been greatly improved, by the formation of a deep-water channel more to the north and in a course leading direct to and from the entrance.

The upper part of this canal is under contract to be widened and deepened to 14 feet at the lowest stage of the river, embracing the construction of a lock in a position that will admit of vessels passing either up from or down to the smooth deep water below the rapids. The dams necessary to enable this object to be effected are well advanced, and other parts of the works are in progress.

It may here be stated that the contract provides for the water to be shut out of this canal for one winter, for the purpose of enabling the present guard lock to be removed and a supply weir constructed. This will of course necessitate the shutting down for a time of the mills at Cardinal and Iroquois, as well as other business, or establishments, at these places that depend on water power from the canal.

GALOPS RAPIDS.

The channel undertaken some years ago to be formed through these rapids has been completed. It is now 200 feet in width, straight, and from 16½ to 17 feet in depth; but pilots, as usual, prefer putting up with all the disadvantages of the old, crooked, shallow line rather than use a new one, with which they are unfamiliar. It is no uncommon occurrence for even this important and useful class of men to be a little prejudiced in favor of the route they have been accustomed to follow. It is, however, quite likely that the new line will, ere long, be found the most advantageous; at all events, this is certain to be the case when a larger, deeper-laden class of vessels are brought into use.

RAPIDE DU PLAT CANAL.

A new and enlarged lock has been built at the upper end of this canal and the old guard lock converted into a supply weir; both are completed and in use, but there still remains some work to be done by and at the contractor's expense before a settlement can be made. This consists in the removal of a shoal, at the upper outer side of the entrance, formed there either with the concurrence or want of attention on the part of the contractor.

The survey and examination for the enlargement and deepening of this canal, as well as those for the construction of the lift lock and weir at the lower entrance, are well advanced, so that tenders for the works can, within a short time, be invited. It may, however, be now stated that the north bank of it is, generally, very high, and the one on the south side, for the most part, close to the rapids and so formed that it cannot be safely interfered with in any way; consequently, long hauls and double handling of the material to be removed in widening and deepening the prism will be rendered indispensable. This of course means a considerable outlay for executing the work.

In this connection it may be stated that the shoal indent or bay east of the mills and opposite the eastern part of the town of Morrisburg could readily be made available for deposit ground for material excavated from the canal, and the place could afterwards be used for mills, wharves or other useful purposes. To admit of doing this the old saw-mill, logs and lumber in that vicinity should be removed. There being no lease nor letter of permission for any such an establishment being there, the owner should be at once notified to vacate the premises.

FARRAN'S POINT CANAL.

Having recently given a good deal of attention to the lines of the channel, the course and direction of the river currents in this vicinity, and after full consideration, the conclusion has been arrived at that the attempt to meet the requirements of the enlarged scale of navigation at this place, by means of a chain-vessel, would be so problematical that I cannot now recommend the experiment, although hitherto favorably impressed with it.

After looking at the matter from every point of view in which it presents itself, I am now fully convinced that although the deepening and enlarging of the prism of the canal and the construction of a new lift lock at that place will be both difficult and expensive, it will be found the most certain way of effecting the contemplated

object of securing a permanent route for the passage of large vessels engaged in the trade.

CORNWALL CANAL.

It is no doubt within the recollection of those directly interested in the navigation of the upper part of the River St. Lawrence that a serious breach occurred on the night of the 11th October, 1888, in the south bank of the Cornwall Canal, between Mille Roches and Moulinette, which prevented the passage of vessels until the morning of the 15th November following. This breach in the bank, although large and of a peculiar nature, was not of that extent that would, under ordinary circumstances, have required for its repairs over one-third of the time that had to be spent upon it. During the greater part of the time that the works were in progress it rained almost incessantly night and day; whilst the moving around of men and horses worked up the material into a soft, sticky sort of puddle, that added greatly to the difficulties which had to be met. Besides, the requisite number of suitable men and teams could not be obtained. Although there was no scarcity of either men or teams ready to put in an appearance, very few of them were accustomed to the kind of work and certainly showed no great desire to learn.

This unfavorable state of matters led to delay and greatly increased the expense.

On carefully examining the river side of this part of the line it was found that the water was fully 19 feet deep up to near the toe of the outer slope, and that the place which formed the seat of the bank had a great declivity outward, rapidly increasing from the toe of the slope downward to the depth above stated. This inclination of the seat of the bank, together with the softening effects, on its south side, by high water in the north branch of the river in January and February, 1888 no doubt led, in a great measure, if not wholly, to the breach that occurred at the time before mentioned.

On looking closely along the outer lower side of the different parts of the banks it appears that the place above referred to is the only one on the line where the same state of matters exists, *i.e.*, at all other places the natural surface of the ground is either level or only slightly inclined from the toe of the slope of the "made" banks outward; consequently, such another disastrous occurrence as that above mentioned is quite unlikely again to take place.

On the evening of Saturday, the 17th November, the lower gates of Lock No. 18 were forced out of place by the pressure of the water when filling the lock; the men in charge having neglected, or from some unknown cause, omitted to have them properly mitred. Arrangements were at once made to put in new gates in place of those that had been damaged, which was fully accomplished and navigation resumed by noon of Monday, the 19th November.

Excepting the casualties at and delays for the respective times above stated, this canal was kept, by means of ordinary repairs, in fair working condition throughout the season of 1888, when it was closed on the 26th December. It was again opened for traffic on the 22nd April, 1889.

It is believed proper to state here that on the 30th June last D. A. McDonald, who had been for many years an energetic and faithful superintendent of the works on this canal, was, at his own request, allowed to retire from the service, on the understanding that he should remain for at least three months to advise and assist his successor, A. P. Ross, who at the date above mentioned entered on the discharge of the duties of superintendent. These for the past few months have been of an unusually onerous nature, caused in a great measure by the low stage of the water in the River St. Lawrence and the importunities of both forwarders and mill-owners, the latter pressing for water to drive their machinery and the former insisting on getting a sufficient depth for vessels drawing fully 9 feet to pass freely, both of which are demands that it is extremely difficult to comply with, not only from the low state of the river, but also from the fact that the bottom of the canal at the eastern or lower end of the summit level is higher than it is at the upper or western end, or the reverse of what should be the case to meet the requirements of even a

moderate supply at the lower end of the line. But there is good reason to believe that the works of deepening and enlargement, now under contract, when completed will fully meet not only all the wants of navigation at that place, but will afford without, inconvenience a surplus for all the water power leased or likely to be required at the lower end of the canal.

The new entrance formed at the lower end of this canal and the two enlarged locks built in connection with it were opened to the trade on the 20th October, 1882, and since that time, during the season of navigation, they have continued in efficient use.

It may here be stated that this part of the enlargement of this canal was first undertaken for the reason that the lower old lock showed indications of what has since taken place—its entire failure—and the line was placed further to the south, so that the difference of level might be overcome by two locks, and admit of leaving a large basin between them, as on the old route.

Previous to undertaking the enlargement at this end of the canal the mill-owners and other interested parties in that vicinity memorialized the Department in January, 1875, to the effect that to raise the water in the Cornwall reach of the canal 2 feet above its present level would be a great benefit to them, and that if it be done that they, the memorialists, will “undertake to make the necessary changes “in their own inside flumes and sluices at their own expense and to relieve the “Government from liability therefor.”

This having been agreed to at the time, all the new works, as well as the bottom and surface levels of the canal and banks, have been arranged to meet the case. It is therefore desirable that mill owners and others should be informed that during the winter in which the canal is emptied for the purpose of proceeding with certain bridge and weir works connected with the enlargement that they (the mill owners) will be expected to carry out their part of the agreement relative to the alterations required to their flumes, sluices, &c.

The works at the upper end of this canal consist of widening and deepening the channel-way; the construction of a lock, adapted to the variation of the river level, and a large regulating weir. They were let in April, 1884, to a firm of contractors named Jocks & DeLorimier, who, through an agent, have been letting and farming out the various parts of the works ever since that time.

It is true that a large part of the material to be removed has been of a hard nature and difficult to excavate. This was, however, known before tenders were invited, and therefore can only be accepted in a limited sense as an excuse for the dilatory manner in which the works have been carried on. Still it affords conclusive evidence of the impropriety of being obliged to accept a low tender from persons who have neither a knowledge of the value of works nor of how to conduct them, and who appear to feel no responsibility—moral or otherwise—relative to carrying out the spirit of the agreement entered into.

When attention was drawn to the slow rate of progress, and the necessity for greater efforts urged, the person present generally remarked that he had nothing to do with the part of the work mentioned; he would, however, sometimes give the name of someone who should attend to it, but almost invariably the person named was absent. Thus the operations continued to drag on for years in a slow and unsatisfactory manner, but during the past season better indications of progress have been displayed than heretofore. The foundation of the lock has been laid throughout, in the manner provided for in the contract, and the walls carried up of a good, sound and substantial class of masonry for a height of from 10 to 14 feet, or for nearly two-thirds of their full height.

The supply weir has still to be built, which must be done during the winter of 1890-91, as it is to be built across what is now used as a navigable channel. There is now good reason to believe that all the works embraced in this contract will be completed and ready for use on the opening of navigation in 1891.

The Legislature, during 1887-8, granted an appropriation towards completing the enlargement of this canal from opposite the town of Cornwall to the lower end of what is known as the Dickenson's Landing section.

On receiving the necessary authority surveys and examinations were at once proceeded with, in order to enable a decision to be arrived at as to what should be done, and the best course to adopt to affect the contemplated object. This, after a careful consideration of the various questions that presented themselves led to dividing the line into seven sections, then making a plan and detailed description in the form of a specification of the various works that have to be done on each of them.

Tenders were then invited by public advertisement from parties desirous of engaging as contractors in the performance of such undertakings.

Seventeen tenders were sent in for the three lowest sections, viz.:—Nos. 2, 3 and 4—all three of which were awarded to Messrs. Wm. Davis & Sons, who entered into contract in November, 1888.

For sections Nos. 5, 6, 7 and 8 there were nine tenders received. All the four sections were awarded to what is termed the "Gilbert Blasting and Dredging Co., Limited," who also entered into contract in November, 1888.

Section No. 2 commences 30 feet east of the wharf opposite Pitt street, in the town of Cornwall, and extends fully $1\frac{3}{4}$ miles to the westward. It embraces lowering the bottom of the canal, at least 3 feet, and raising the banks 2 feet; repairing and increasing the height of the walls of old Lock No. 17; raising the banks of the hydraulic raceway, so as to provide for an additional height of water in the Cornwall level of the canal; the formation of centre piers and abutments for a swing bridge in line of Augusta street, in the town of Cornwall, also retaining wall in that vicinity, the construction of an enlarged lift lock on the south side of the present structure, and all the work necessary to convert the old lock into a regulating weir; the extension of Wood's Creek culvert, and such other work on the section as may be found necessary to carry out the contemplated object.

Section No. 3 is a little over one mile and a-third in length. It embraces the construction of an enlarged lock of 6 feet lift on the south of the one at present in use, and converting the old lock into a regulating weir; the lowering of the bottom of the canal 3 feet and raising the banks 2 feet east of the lock; and on the upper or western part of the section lowering the bottom 5 feet, and such other work as may be required.

Section No. 4 is fully $1\frac{2}{3}$ miles in length. On it an enlarged lock of $7\frac{1}{2}$ feet lift is to be built; the bottom of the canal is to be lowered fully 5 feet east of the lock, and on the western end of the section the bottom is to be made $7\frac{3}{4}$ feet below the top of the mitre sill of the old guard lock; the regulating weir is to be placed in such a position that the old lock will form a raceway from it.

The tunnel or roadway under the canal at Robinson's is to be removed and a drainage culvert built and extended to the outside lines of the banks on both sides of the canal.

All the land between the canal and the river, from the 9-mile road up to Lock No. 20 has been acquired by the Government and either settled for or arrangements made for that purpose. The enlarged lock on each of these three sections being intended to be placed on the south side of the old structures; all the workmen's houses have been taken down and the materials of which they were built removed.

The foundation or floor for the lock on Section No. 2 has been laid in the best manner that could be done. It consists chiefly of a stratum of Portland cement concrete, 24 inches in depth, on which the cross of floor timbers have an uniform bearing throughout; besides, at the mitre sill platform at the lower end bearing piles are driven and every precaution taken to make the whole secure. The walls on both sides have been carried up one course and the north upper wing has been raised several courses in order to support the bank at that place. Wood's Creek culvert has been lengthened, at the outer end of which has been placed a self-acting gate intended to remain open when the drainage water from the north is higher than the surface of the river and closed when the river rises higher than summer water level. The wall between the culvert and lock has been carried up to about 8 feet in height. The wall on the south side of Water street, near the lower end of

the section, has been completed. Old Lock No. 17 has been partly repaired and the walls at the upper end of it have been raised to the height required for a considerable distance below the gates.

On Section No. 3 about half of the excavation for the lock pit has been taken out, the side piling done, and the foundation for the outer side of the bank, at the lower end of the lock, formed, and such other work done as time and circumstances would permit.

The lock pit on Section No. 4 has been excavated to the required depth and piles have been driven to receive the mitre still platforms at both ends of the lock, and such other works done and arrangements made as will facilitate future operations.

It is considered proper to state here that the contractors have on the ground a full supply of the best description of plant and equipment for carrying on the different parts of the works expeditiously. These in part consist of a large number of derricks for handling and laying the stones; pile drivers; dredging machines; a planing machine; a great number of horses and carts; buildings for various purposes; abundance of tools for workmen; besides, every indication is shown that they possess the ability and energy to conduct the various operations advantageously, and manifest, not only a desire to urge them forward, but to do so in a satisfactory and creditable manner.

The greater part of the face or dressed stones for the lock have been prepared and large quantities of them have been delivered in the vicinity of the respective places where they are required.

The unusually wet season and at some places the peculiar nature of the excavation have at times led to considerable difficulty and delay, but no efforts have been spared to meet, energetically, the various cases as they arose.

Section No. 5 is 6,967 feet in length. It embraces the removal of the culvert or tunnel at old Mille Roches; the construction of the piers and abutments for a roadway, swing bridge, and the formation of approaches to it; also the widening and deepening of the canal prism and the protection of the north bank with stone.

Section No. 6 is 6,000 feet in length. It includes the widening and deepening of the canal, raising the banks where required, facing the north bank and elsewhere with stone, etc.

Section No. 7 is 7,500 feet in length. It embraces the widening and deepening of the channel way of the canal, the removal of the culvert or tunnel at Moulinette, the construction of piers and abutments for a roadway swing bridge and the formation of approaches to it; facing north bank, and where required, with stone.

Section No. 8 is 7,317 feet in length. It includes widening and deepening of the water way of the canal, raising certain parts of south and facing the north bank, etc., with stone.

The execution of the works on the four above mentioned sections (No. 5, 6, 7 and 8) was, as before stated, awarded to one firm, who have not succeeded in doing as much of the work as was expected. This is, no doubt, in a great measure due to the death of E. E. Gilbert, the senior member of the firm, on the evening of the 12th February last, who had called the same day at this office and described certain machinery he intended to make and use in doing the work his firm had contracted to perform, and there is little or no doubt that he would have affected the object, as he, as a machinist, would not suffer by comparison with any one engaged in that branch of business.

The works are in progress under the other members of the firm, who represent that they would have been further advanced if certain amounts due them, about the time above mentioned, for work done, had not been unfairly withheld from them.

Under the circumstances, it has not been considered desirable to do more than to urge the contractors to greater exertions, which they, within the past two months, have succeeded in making.

There are now three dredging machines on the works, but not a sufficient number of scows and other equipment to keep them all employed. The contractors

state that by the next season they will be prepared to urge forward the work expeditiously.

It is now considered proper to remark that the greater part of the lands necessary for the enlargement on the north side of the canal have been settled for, or arrangements made for that purpose.

LAKES ST. LOUIS AND ST. FRANCIS.

The surveys and examinations on both sides of the River St. Lawrence, between Lakes St. Louis and St. Francis, previously made, had in view the requirements of a canal of 12 feet draught of water, that being the scale of navigation decided on prior to 1875. But on authority being granted at the last session of the Legislature for forming a line of enlarged canal to overcome the difference of level between these two lakes it was understood that it should be of the character and dimensions of that adopted for the enlarged canals constructed and those in progress between Lake Erie and Montreal.

It was therefore considered necessary to have both sides of the river re-surveyed and re-examined, as the addition of 2 feet more to the depth would not only be likely to affect the question of the entrances to the canal, but also the crossing of streams and drainage courses of any line that could be adopted on either side. These surveys and examinations are now well advanced, although not in such a condition as warrants anything like a reliable opinion being yet submitted or recommendation made on the subject.

I had hopes of being able to get matters sufficiently advanced to enable a decision to be arrived at and land for the right of way acquired or expropriated before it was covered with snow. This, however, could not be accomplished, but no effort will be spared to have the leading questions connected with the subject disposed of at the earliest possible time.

I have the honor to be, Sir,

Your obedient servant,

JOHN PAGE,

Chief Engineer of Canals.

A. P. BRADLEY, Esq.,
Secretary Department Railways and Canals,
Ottawa.

APPENDIX No. 8.

DEPARTMENT OF RAILWAYS AND CANALS.
SUPERINTENDING ENGINEER'S OFFICE,
MONTREAL, 21st November, 1889.

SIR,—I have the honor to submit my report on the various works under my charge, for the fiscal year 1888–89, ended 30th June last.

These works are the Lachine and Beauharnois Canals, on the River St. Lawrence, and the Chambly Canal and St. Ours Lock, on the Richelieu River.

These canals have been maintained in an efficient state, without accident or interruption to the traffic. Statements are annexed, showing the amount collected for fines, damages, &c., together with monthly returns of the highest and lowest water registered at the lower and upper entrances of each canal, and on each of the mitre sills of St. Ours Lock.

LACHINE CANAL.

This canal was closed by ice on 2nd of December, 1888. The water was drawn out of the canal on the night of the 5th of April, 1889, and let in again on the night of the 20th of that month, navigation was fully opened at midnight on the 21st.

During the fifteen days the water was out, all the works under water were overhauled and repaired.

During season of navigation the water was kept at a good height in all the levels, both for navigation and manufacturing purposes.

From opening of navigation on 21st April, 1889, until the close of the fiscal year, the trade through this canal was very brisk. Apart from the four weeks detention to the St. Lawrence route trade, caused by a break in the Cornwall Canal bank at Mille Roches, no accident or delay occurred on this canal during the year.

All the mechanical structures and other works in connection with this canal have been kept in the best condition possible.

NEW WORKS.

The landing wharf built on piles, on the south side of the canal, immediately below Cote St. Paul Lock, was removed in April last, and replaced by a substantial dry stone rubble wall, measuring 525 feet in length, 4 feet wide at bottom, carried up to a width of 3 feet at top, and averaging 13 feet in height, with four openings as tail-races to the mills at that point.

This work was done under contract by Mr. Alexander de Lorimier, and was completed to surface water for opening of navigation on 21st of April, 1889, the remainder, or work above water, being finished before the end of the month.

The openings in the wall were bridged over and the wall itself connected with the mooring pier at the north-eastern end of the lock by a bridge 55 feet in length, for towing purposes.

During the months of September and October, 1888, the survey staff employed on the Richelieu River, under Mr. L. S. Pariseau, C.E., made a survey of a portion of the town of Lachine and of the low ground between it and the River St. Pierre. The object of this survey was to find a proper outlet for the drainage water of the low portion of that town.

From the 20th May up to the end of the fiscal year the above staff was also engaged in making surveys and taking levels along the north boundary of the Lachine Canal, in view of a proposed drain to carry off the leakage water of the canal into the River St. Pierre.

 BEAUHARNOIS CANAL.

This canal was closed on the 1st of December, 1888, and re-opened to navigation on the 17th of April, 1889. No accident occurred, and consequently there was no interruption to navigation during the fiscal year.

The work done during the lapsed year is described under two headings, viz.: Ordinary Repairs and Income.

REPAIRS.

Locks and Lock Gates.

One pair of gates were built and placed in the lower recess of Lock No. 12, and the old gates were brought down to the work shop and taken apart.

The foot bridges of the gates at Locks Nos. 6, 11 and 14 were renewed, and new valves placed in one of the gates at Locks No. 11. The lower gates of Locks Nos. 6, 8 and 10 were raised and new heel plates provided for same. Chains for gates at Locks Nos. 10, 12 and 14 were renewed, and three ladders placed in man holes.

Bridges.

The swing bridges at Locks Nos. 7, 11 and 12, the St. Timothy bridge, as well as the waste weir at Lock No. 12, were overhauled, and received the necessary repairs. All the farm bridges were kept in good order.

Banks, Dykes, Dams, &c.

Considerable repairs were made at Hungry Bay during the year. About 250 toises of stone were placed on the dyke and afterwards covered with gravel. This had the effect to considerably raise the bank to protect the lands adjoining from being flooded and, further, to provide good travelling accommodation for the public.

The canal banks have been maintained in good order. The sides or slopes were repaired, and about two miles of the tow path on the north side have been macadamized and the whole bank kept in excellent order.

The culvert wells, discharges, drains and side ditches were cleaned last summer, and in the spring were cleared of snow and ice.

The weeds were removed on both sides of the canal at the proper time.

Four new guard posts were placed at each of the Locks Nos. 6, 7, 13 and 14.

One hundred mooring posts were set on both sides of the canal where required, and several posts which had been pulled out by vessels or disturbed by frost were set again.

Buildings and Fences.

A new barb-wire fence was erected on the canal in front of the strip of land purchased in December last from Mr. Etienne Payment, and all the other fences were kept in good repair.

The lockmaster's, lockmen's houses and lock shanties were repaired and re-painted.

Wharves.

The banks forming the upper entrance of the canal at Valleyfield have been raised by 4 feet, and faced with a dry rubble stone wall for a distance of half a mile on each side, the whole being covered with a superstructure of timber consisting of two square pieces 12 in. x 12 in., firmly secured in the rear to another piece of square timber in the bank by means of traverses laid 4 feet apart.

The construction of these wharves has proved very beneficial to navigation, and has been the means of efficiently protecting the adjoining town properties against the high waters.

INCOME.

The new dredge, No. 2, was stationed during the whole season at Valleyfield, and employed at deepening the canal entrance to a 10 feet draught and widening that

portion of the canal by at least 10 feet. The material excavated was utilized in raising the banks and as filling for the wharves built at that place.

The entrances to the main feeder of the Montreal Cotton Company and Buntin's paper mills were cleaned and deepened, and some dredging done in the bay close to the site of the lower dam connecting Valleyfield with the Grand Ile.

During March and April the dredging fleet on this canal was overhauled and repaired; the hull of the dredge and scows were caulked and painted, and the machinery fitted and everything put in readiness to resume operations in the spring.

CHAMBLY CANAL.

This canal was closed by ice on the 22nd of November, 1888, and re-opened to navigation on the 29th of April, 1889. No accident occurred, and no detention was caused to the trade.

Considerable works were executed during the fiscal year, and are described under two heads, viz. :—

Ordinary Repairs and Improvements chargeable to Income.

REPAIRS.

One pair of lock gates were built, and placed in the upper recesses of Lock No. 8, and the mitre sill entirely rebuilt.

All the buildings, dwelling houses and bridges were kept in good order, and painted when required.

The roadway at Rivière aux Iroquois was raised by 18 inches, covered with gravel and rolled.

The superstructure of the landing above Bridge No. 7, which measures 275 ft. by 60 ft. was entirely renewed.

The Government lots upon which are erected the dwelling houses of Lockmasters Nos. 4, 5, 6, 7, 8 and 9, and of Bridge Tender No. 6, were fenced in with wire fences.

Seven thousand feet of wooden railing or garde-corps were replaced by a $\frac{3}{8}$ inch wire cable with metallic caps on head of each post, with swivels at different points to tighten the cable when required.

Four and one-half miles in length of ditches were cleaned between Lock No. 2 and the lower extremity of Ile Ste. Thérèse.

During April the slope walls of the canals were repaired, the bottom cleaned and sixty mooring posts renewed. The bottom and sides of tail race of the new waste weir or by-wash above Lock No. 2, was planked so as to prevent under-mining.

Repairs to road and swing bridges, by-washes, culverts and ditches, fences, ferry and canal scows, have been made when required, to ensure efficient working of the canal during the year.

IMPROVEMENTS CHARGEABLE TO INCOME.

The work done on this canal during the lapsed fiscal year under the head of Income is subdivided as follows :—

1st Dredging.

The work done by the dredging fleet consisted principally in deepening the canal entrance in the harbor of St. Johns, P.Q. Cuts were also made at different points in the canal for the meeting of vessels, and the excavated material used in filling in behind the inside and outside slope walls, in raising the canal banks at different places, as well as the wharves in St. John's harbour.

2nd. Inside Slope Walls between Ile Ste. Thérèse and Langelier's Mill.

Twelve thousand feet in length of dry rubble walls by 2 feet in width were built between the above named points, the bank raised and 4,290 tons of gravel laid on the tow path.

3rd.—Piers and Booms, St. John's.

In order to protect the boats against the strong current existing between the C. V. R., drawbridge and the extremity of the long entrance wharf—three piers two 15 feet by 15 feet and one 25 feet by 15 feet—were built and placed 50 feet apart, as an extension to said wharf, and three booms measuring 205 feet placed in position.

4th.—Wharves 1, 2 and 3, St. John's.

Wharf No. 1, although not provided for in the estimate, received an additional tier of timber 1 foot high by 250 feet in length, and a face sheeting of 3 inch pine plank.

Wharf No. 2.—The wooden superstructure of this wharf, which measures 664 feet by 5 feet in height, has been entirely taken down and re-built.

These two wharves, as well as Wharf No. 3, adjoining, were filled in, levelled covered with a good layer of gravel (4,000 tons.)

5th.—Fence in Town of St. Johns.

The money voted for this purpose (\$500) was utilized in repairs to the existing fence.

6th.—Culvert, Rivière aux Iroquois.

To obviate the claims of adjoining proprietors, who were continually complaining about the flooding of portions of their lands, caused by the bad state of said culvert, it was completely taken up and re-built during March and April last.

7th.—Stop Logs at Bridge No. 1.

With a view of more easily contending against water in case of a break in the canal bank, between Ile Ste. Thérèse and Lock No. 2, the abutments at Bridge No. 1 were sheeted with plank, and a bottom platform built, so as to receive a set of stop-logs when required.

8th.—Machinery.

The sum of \$2,200, granted in the fiscal year's estimates, 1888-89, was utilized in purchasing and placing in position in the new workshops machinery (driven by steam power) considered to be the most required for the wants of the canal.

This has proved to be a very valuable improvement, and will effect a considerable yearly saving in doing the work.

9th.—Lighting St. John's Harbor.

Eighteen coal oil lamps were erected and placed on the wharves and canal entrance pier in the harbor of St. Johns.

10th.—Re-building Locks Nos. 4 and 6.

As foreseen in last annual report, portions of the west chamber wall of Lock No. 4, and east chamber wall of Lock No. 6, had to be taken down, and were re-built during the winter.

11th.—Repairs to Dredge No. 1.

The dredging fleet was thoroughly overhauled and repaired during the winter; the hulls of the dredge and scows were caulked and painted, and the machinery received some slight repairs.

ST. OURS LOCK.

This lock was closed on 24th of November, 1888, and re-opened to navigation on the 19th of April, 1889.

There was no accident or delay, nor was it necessary to impose any fine for damages or violation of the canal regulations.

[1889]

101

The walls of the lock were pointed ; some leaks under the upper mitre sill and walls were stopped with gravel. The gates also received sundry repairs, and other mechanical structures kept in good order.

The banks on the west side of the dam were raised and strengthened with stone and gravel. The piers were repaired. The ice was cut away from the piers and lock gates, and the gates were loaded down, to prevent their being lifted by high water in the spring.

The booms were removed in the fall, placed in winter quarters, and replaced in the spring.

The Superintendent's house, out buildings and fences received the usual repairs.

INCOME.

At the close of navigation work was commenced towards extensive repairs to bottom of this lock. This work was carried on under the immediate supervision of Mr. L. G. Papineau, C. E., who was detached from the Richelieu River survey staff for the purpose, and is fully described in his subjoined report.

RICHELIEU RIVER SURVEY.

The hydrographic survey of the Richelieu River was continued during the year, and was confined to that portion of the river between Ile Ste. Thèrese and Chambly.

Mr. L. S. Pariseau, C. E., and P. L. S., had charge for most of the time of this survey, replacing Mr. Papineau, who was transferred to St. Ours Lock as engineer in charge of works of re-construction.

I append his report on the work done during the year.

I have the honor to be, Sir,

Your obedient servant,

E. H. PARENT,

Superintending Engineer.

LACHINE CANAL.

STATEMENT showing the depth of the River Water on the Mitre Sills of Lock No. 1 at Lower Entrance and Lock No. 5 at Upper Entrance during the Fiscal Year ending 30th June, 1889. (From Lockmaster's Returns.)

| Months. | Lock No. 1, Lower Sill. | | Lock No. 5, Upper Sill. | |
|----------------|-------------------------|---------|-------------------------|---------|
| | Highest. | Lowest. | Highest. | Lowest. |
| 1888. | ft. in. | ft. in. | ft. in. | ft. in. |
| July..... | 20 6 | 17 10 | 12 8 | 11 1 |
| August..... | 17 11 | 17 3 | 11 1 | 10 8 |
| September..... | 17 6 | 16 9 | 10 9 | 10 3 |
| October..... | 17 3 | 16 4 | 10 5 | 9 10 |
| November..... | 20 1 | 16 7 | 12 4 | 9 11 |
| December..... | 27 0 | 16 6 | 11 9 | 9 10 |
| 1889. | | | | |
| January..... | 34 10 | 23 11 | 12 2 | 10 3 |
| February..... | 31 6 | 26 7 | 11 9 | 9 8 |
| March..... | 29 0 | 26 8 | 11 8 | 9 4 |
| April..... | 33 11 | 19 10 | 13 7 | 11 2 |
| May..... | 23 1 | 19 7 | 13 10 | 11 11 |
| June..... | 22 6 | 19 9 | 14 0 | 10 10 |

BEAUHARNOIS CANAL.

STATEMENT showing the depth of the River Water on the Mitre Sill of Lock No. 6 at Lower Entrance and Lock No. 14 at Upper Entrance, during the Fiscal Year ending 30th June, 1889. (From Lockmaster's Returns.)

| Months. | Lock No. 6, Lower Sill. | | Lock No. 14, Upper Sill. | |
|----------------|-------------------------|---------|--------------------------|---------|
| | Highest. | Lowest. | Highest. | Lowest. |
| 1888. | ft. in. | ft. in. | ft. in. | ft. in. |
| July..... | 12 7 | 11 3 | 11 11 | 11 9 |
| August..... | 11 2 | 10 3 | 11 10 | 11 6 |
| September..... | 10 3 | 9 7 | 12 0 | 11 5 |
| October..... | 9 6 | 9 4 | 11 8 | 11 2 |
| November..... | 10 10 | 9 5 | 12 2 | 11 3 |
| December..... | 12 8 | 9 7 | 12 0 | 11 5 |
| 1889. | | | | |
| January..... | 14 10 | 12 8 | 13 0 | 11 3 |
| February..... | 16 10 | 15 0 | 12 10 | 11 0 |
| March..... | 15 6 | 11 4 | 12 4 | 10 10 |
| April..... | 13 8 | 11 5 | 12 10 | 11 10 |
| May..... | 13 5 | 11 10 | 12 6 | 11 10 |
| June..... | 13 10 | 11 9 | 12 10 | 12 0 |

CHAMBLY CANAL.

STATEMENT showing the depth of the River Water on the Mitre Sills of Lock No. 9, at Lower Entrance and Lock No. 1 at Upper Entrance, during the Fiscal Year ending 30th June, 1889. (From Lockmaster's Return).

| Months. | Lock No. 9, Lower Sill. | | Lock No. 1, Upper Sill. | |
|----------------|-------------------------|---------|-------------------------|---------|
| | Highest. | Lowest. | Highest. | Lowest. |
| 1888. | ft. in. | ft. in. | ft. in. | ft. in. |
| July | 12 6 | 10 3 | 10 9 | 9 3 |
| August..... | 10 6 | 9 7 | 9 5 | 8 9 |
| September..... | 10 11 | 10 1 | 9 8 | 8 8 |
| October..... | 12 6 | 10 6 | 10 2 | 9 2 |
| November..... | 15 7 | 12 4 | 11 10 | 9 6 |
| December..... | 16 7 | 11 5 | 11 0 | 10 3 |
| 1889. | | | | |
| January | 17 1 | 14 7 | 11 10 | 10 9 |
| February | 18 8 | 15 3 | 10 4 | 9 6 |
| March | 17 0 | 14 6 | 10 6 | 9 2 |
| April | 16 6 | 13 10 | 11 2 | 9 11 |
| May..... | 15 10 | 13 2 | 10 6 | 9 1 |
| June | 14 1 | 13 0 | 9 8 | 8 8 |

ST. OUR'S LOCK.

STATEMENT showing the depth of the River Water on the Mitre Sills of St. Our's Lock, during the Fiscal Year ending 30th June, 1889. (From Superintendent's Return).

| Months. | Lock No. 1, Lower Sill. | | Lock No. 1, Upper Sill. | |
|----------------|-------------------------|---------|-------------------------|---------|
| | Highest. | Lowest. | Highest. | Lowest. |
| 1888. | ft. in. | ft. in. | ft. in. | ft. in. |
| July | 12 5 $\frac{1}{2}$ | 9 2 | 10 8 | 9 2 |
| August..... | 9 11 | 8 5 | 9 3 | 8 8 |
| September..... | 9 10 | 8 2 | 9 9 | 8 11 |
| October..... | 9 11 | 8 7 | 10 5 | 9 4 |
| November..... | 15 10 | 9 9 | 12 9 $\frac{1}{2}$ | 10 6 |
| December..... | 16 6 | 9 10 | 12 9 | 10 0 |
| 1889. | | | | |
| January | 16 0 | 13 6 | 12 11 | 10 6 |
| February | 13 4 | 11 4 | 10 9 | 9 9 |
| March | 16 4 | 12 4 | 12 10 | 9 11 |
| April | 16 2 | 14 7 | 13 8 | 10 10 |
| May..... | 16 9 | 12 3 | 13 5 | 11 1 |
| June..... | 14 7 | 12 8 | 11 10 | 10 11 |

LACHINE CANAL.

STATEMENT of Fines and Damages collected during the Fiscal Year ending
30th June, 1889.

| Date. | Names of Vessels. | Name of Owner. | Fines. | Damages. | Totals. |
|-------------|------------------------------|-------------------------------------|---------|----------|---------|
| 1888-89. | | | \$ cts. | \$ cts. | \$ cts. |
| Sept. 22.. | Steamer "Silver Spray"..... | Sincennes & McNaughton Line..... | 10 00 | 12 00 | 22 00 |
| Oct. 1.... | do "William Paul"..... | Narcisse Paul..... | 20 00 | ..... | 20 00 |
| " 12.... | Barge "Brodeur Demerse"..... | Damase Leroux..... | 10 00 | 4 00 | 14 00 |
| Nov. 14.... | do "Hebert"..... | C. Lamarche..... | 5 00 | ..... | 5 00 |
| June 17.... | Steamer "E. B. Eddy"..... | D. Murphy & Co..... | 10 00 | ..... | 10 00 |
| | | Totals..... | 55 00 | 16 00 | 71 00 |

JOHN O'NEIL,
Collector.

CANAL OFFICE,
MONTREAL, July, 1889.

LACHINE CANAL.

STATEMENT of Amounts collected for Wood Dues and Winterage of Vessels, during
the Fiscal Year ending 30th June, 1889.

| Date. | Items. | Amounts. |
|------------|----------------|----------|
| 1888-89... | | \$ cts. |
| | Wood dues..... | 648 91 |
| | Winterage..... | 301 27 |
| | Total..... | 950 18 |

JOHN O'NEIL,
Collector.

CANAL OFFICE,
MONTREAL, July, 1889.

LACHINE CANAL.

STATEMENT of Wharfage, Basin and Bank Dues collected during the Fiscal Year ending 30th June, 1889.

| Date. | Items. | Amounts. |
|------------|---------------------|------------------|
| 1888-89... | Wharfage dues | \$ cts. 47 58 |
| | Basin dues | 1,340 78 |
| | Bank dues | 46 00 |
| | Total | 1,434 36 |

J. B. DESCHAMPS,
Per Collector.

CANAL OFFICE,
LACHINE, July, 1889.

APPENDIX No. 8a.

MONTREAL, 1st July, 1889.

SIR,—I have the honor to transmit my annual report upon the various surveys under my charge during the fiscal year ending 30th June, 1889. These surveys were made along the Richelieu River, at the towns of Lachine, St. Johns and along the Lachine Canal.

Richelieu River.

The hydrographic survey of this river, between the foot of Ste. Thèrese Island and the Chambly Basin, a distance of about six miles, was resumed on the 22nd of August, 1888, and continued until the latter part of November following. The extraordinary wet weather experienced during the last season, and the temporary absence of myself and assistants on other works, have been serious impediments to the rapid progress of the outside work, and of this section there remains one and a-half mile yet to be surveyed.

The mode of proceeding with the survey of this river has been the same as during the previous years. An accurate triangulation was first made and auxiliary lines were run between the triangulation points, for the purpose of laying out the sounding lines and taking the topography of the shores.

Soundings have been taken on lines across the river every 200 feet, from the foot of Ste. Thèrese Island to some distance in the Ste. Thèrese Rapids.

The topography of the west shore has been taken as far back as the Chambly Canal, in view of the general plan now in course of preparation for the Superintendent's office of this canal.

In compliance with instructions received from your office, the work on the Richelieu River was interrupted from the 15th to the 22nd of October, 1888, and the staff proceeded to the town of St. Johns, where measurements and levels were taken along Richelieu street, from a point opposite the military school, to another point below Langelier's Mill. This work was made in connection with a proposed collecting drain along the above street, to carry the sewage water of the town under the Chambly Canal into the Richelieu. At present, all the sewers of St. Johns have their outlets right opposite the town and into the Chambly Canal, whose water is thus contaminated and rendered injurious to the health of those residing along the line of this canal.

During the fall of 1888 a survey was made of a portion of the town of Lachine, and of the low grounds lying between it and the River St. Pierre. Numerous levels were also taken. The difference of level between the surface of the water inside and of the water outside of the wing-dam at the upper entrance of the Lachine Canal were ascertained.

The object of this survey and levelling was to find a proper outlet to the drainage water of the town of Lachine, there being serious objections against this town emptying its sewers into the Lachine Canal.

To do this work, which lasted from the 22nd of September, 1888, to the 15th of the following month, the survey of the Richelieu River was not interrupted, but its progress was seriously interfered with.

From the 22nd of May, 1889, to the end of the fiscal year, I have been engaged with my assistants in making surveys and taking levels, in view of a proposed drain along the north boundary of the Lachine Canal, to carry all the leakage of this canal and possibly the sewage water of the town of Lachine into the River St.

[1889]

107

Pierre, at a point nearly opposite the Côte St. Paul Canal bridge. The drainage of the Côte St. Paul swamp has also been kept in view while doing the above work.

During the period of time between the 23rd of November, 1888, and the 20th of May, 1889, only office work has been done.

The plans and profiles of the works done at Lachine and St. Johns were first made and transmitted to your office during the months of December and January.

During the latter portion of the winter season my assistant and I were kept busy making copies of the above plans, working at the general map of Richelieu River below St. Johns, and preparing a general plan of the Chambly Canal for the Superintendent's office.

I have the honor to be, Sir,

Your obedient servant,

L. S. PARISEAU,

Resident Assistant Engineer.

E. H. PARENT, Esq.,
Superintending Engineer of Canals,
Montreal.

APPENDIX No. 8b.

(Translation.)

ST. OURS, November 1, 1889.

SIR,—I have the honor to submit my report on the works executed at the St. Ours Lock during the fiscal year 1888-89:—

In the month of June I was requested by a letter dated 21st of said month, to examine the locality and the nature of the bottom of the river in the neighborhood of the St. Ours Lock, in order to determine the most suitable location for the establishment of two cofferdams, one at the head, the other at the foot of the lock, in view of repairs to be executed in the bottom of said lock.

In selecting this location, I was guided by the following considerations:—

1. The cofferdams should be built in the immediate vicinity of the lock, so as to give these works the smallest dimensions possible.
2. This location, however, to be at a sufficient distance to give free access to all the parts of the lock walls, in case it should be deemed necessary to demolish the walls partly or in totality.

At first a less expensive mode had been considered, that is, the dam with stop logs in the checks existing at each end of the lock, but the doubtful state of the bottom would not allow the adoption of this system. In fact, great difficulties would have been met with in making a water-tight dam at these points, as was ascertained after the water was out of the lock.

As to the construction of the cofferdams proper, several conditions imposed themselves:—

1. A certain character of durability that would allow the resuming of the works in a following year, if it became necessary.
2. A free passage for navigation to the close of the season.
3. Sufficient strength to resist a head of water 16 feet at the upper dam, and of 20 feet at the lower one.
4. Possibility of re-opening in spring a passage for navigation without totally demolishing the works.

Under these conditions the following system was adopted:—

Each coffer dam to be composed of two piers with vertical sides, leaving between them a clear space equal to the width of the lock.

These piers, loaded with stone, form abutments for the moveable caisson which is intended to close the open space when the navigation season is over.

Next come two caissons with their outside face inclined 45°, supporting a double sheeting similarly inclined. A thick layer of clay is spread over this sheeting.

These last mentioned caissons connect the abutments with the shore, in which they are securely bound. They are also filled with stone.

Finally the cofferdam is completed with a moveable wedge-shaped caisson, intended to close at will the opening left for passing vessels.

The annexed plan will show the general disposition of the two coffer dams. The upper one measures on its outer face 214 feet in length, and the lower one gives a total length of 237 feet.

The latter on the south-east side has been extended on a parallel line with the lock walls, in order to avoid the connection of the cofferdam with the lock embankment at a point where this embankment was narrow and where leakages were to be feared through the dry stone wall protecting the end of the lock.

CONSTRUCTION OF THE SEVERAL PORTIONS OF THE COFFER DAM—UPPER END.

The moveable caisson measures 66 feet outside and 52 feet inside, by 13 feet in width. It is built of hemlock plank, laid flat and cross-jointed, forming three vertical partitions in longitudinal line, the two first on the outside, being close jointed, the third one open-jointed.

It is sub-divided in its length by five transverse partitions in plank, which are close-jointed in the outer portion and left open-jointed in the rear portion of the caisson.

The intersections of the two longitudinal partitions with their transverse partitions, all water tight, therefore form six compartments with solid sides but open at the bottom.

These compartments measure inside 4 feet wide, and are filled with puddle clay, carefully rammed so as to ensure the tightness of the partitions. The puddle also spreads on the natural bottom of the river and remedies its unevenness.

This plank framing is bound together with 1 inch diameter round iron bolts, 4 feet long, driven at each intersection of the longitudinal and transvers pieces.

To avoid filterings, which might have taken place under the cofferdams, its upper face was covered with a row of sheet piles, with a puddle clay embankment outside.

The moveable caisson when brought into position is loaded with stone, so disposed on a platform, a few feet only below the surface, that they can be removed in spring before the water is let into the lock.

The abutment piers are built in the same manner as the moveable caisson, but they are much more loaded with stone.

The inclined face piers are built of flatted timber, 1 foot or more in thickness. The pieces are simply superposed and bolted together with $\frac{3}{4}$ -inch square bolts at each intersection, which go through two timbers, and half the third one.

The battered face only is planked, so as to give a uniform slope of 45° ; it is then sheeted with two layers of 2-inch sheet piles overlapping the joints, and which are driven down with a 300 lbs. pile-driver to a depth of 3 feet to 5 feet, as required, so as to go through the muddy bed covering the bottom of the river.

The width of these caissons, which is 20 feet at the base, decreases with the height, so as to be about 8 feet only at the top.

In order to secure good circulation facilities on top of the caissons, the upper transverse ties were extended inwards, and planked so as to give a platform 13 feet wide (this is not indicated on the drawings), which allowed the tombereau carts to reach every point of the slopes where the clay had to be dumped. In order to cross the space left open a moveable bridge was established on the large scow used for repairs so that the carts could convey the clay directly to all parts of the cofferdam.

The cofferdam at the lower entrance is built on the same principle, there are, however, some peculiar points worth noticing.

In the location selected for its erection the bottom was filled with loose stone which had been dumped there some time after the lock was built, to resist the washing away of the bottom, caused by the rush of water through the gate valves.

It was not prudent to build a dam on this bed of stones, through which water could easily find its way, and it was therefore necessary to use a dredge and clean out the channel to its natural bottom.

It was then found that the bottom, was a bed of grey quicksand, through which the least filtering taking place leakages would become uncontrolable.

In order to obviate this risk, a layer of earth, 2 feet deep, was spread over the bottom, extending about 10 feet in front of the dam. The centre caisson was then brought into position and loaded with stone, as the one at the upper entrance; but instead of facing it with sheet piles, tarpaulins were used to cover the angle formed by the bottom and vertical face of the caisson. Those tarpaulins cover about 10 feet of bottom in front of the caisson and rise 6 or 7 feet along its vertical face. The angle was then filled with clay to a height of about 12 feet.

This method has proved successful, and no leakage has been noticed under the moveable caisson.

PROGRESS OF WORKS.

The building of the cofferdam was commenced on the 19th of September, but the works were delayed by continuous wet weather and high water in the river. Much difficulty was experienced in driving the sheet piles of the upper cofferdam, the bottom of the river being strewn with stone, and sticks of timber sunk in the mud. These had to be removed by the diver—a slow and tedious work.

At the lower dam but few difficulties were met with on that account, but the depth being greater and the water at a high level, very long timbers had to be used, and it was also more difficult to obtain an uniform surface; on the other hand, the constant thaws which took place during the months of November and December allowed clay to be procured in good condition for the puddling remaining to be done.

Finally, the cofferdams could only be completed about the latter end of December, and about that time a most unusual rise took place in the river, which compelled the trial of the cofferdam and pumps to be put off until the commencement of January.

It was then ascertained that the steam boiler which was expected to drive the pumps was insufficient, and we had to devise the means of procuring an additional pump and another boiler to supply steam.

The works were suspended, and it was only in February that the state of the roads permitted the conveying from Sorel of this machinery.

We at last succeeded in working a 6 inch centrifugal pump and emptying the lock to within $1\frac{1}{2}$ feet from the bottom, where the water remained in the centre portion of the lock, which is lower than the rest. It was also necessary to haul out the ice which had formed in the previous month to a depth of 2 feet. After this operation it became easy to examine the state of the lock and find out the most important damages it had sustained.

The season being then much advanced, we came to the conclusion that the needed repairs were too considerable to be executed before the re-opening of navigation, and that it was more advisable to put off the whole until next fall.

Precautionary measures were taken to prevent the damages being increased during the coming season of navigation, and while the lock was emptied the walls were carefully pointed below the line of low water.

The only thing now left to be done was to put the lock in readiness for navigation. For this object Dredge No. 1, which had wintered in the Chambly Canal, was available.

Under the circumstances the Dredge could only reach the cofferdam at the upper entrance of the lock, and unless it could pass over the St. Ours Dam it would not be able to reach the cofferdam at the lower entrance of the lock.

Ordinarily this would have been practicable, but this year no vessels could pass over the St. Ours Dam.

The operation was attempted by means of levers and pulleys, but the mass of clay dumped on the face of the cuisson resisted and the latter was divided into two portions, 10 feet each in height; the upper half was raised, but the remainder stuck to the bottom. However, this giving a depth of 6 or 7 feet, the dredge could easily pass over.

As soon as the river was free of ice from Chambly, the dredge was taken down to St. Ours and went to work removing the clay dumped on the face of the upper central caisson; then with levers and pullies the moveable caisson was loosened from its abutments, taking an inclined position; the current then took effect and the puddle was washed away at the bottom and the caisson floated.

The dredge could then enter the lock and pass over the lower dam. The dumped clay was removed, as at the upper dam, and with pulleys and crabs the lower half of the caisson was removed; thereby a free passage for navigation was established.

CONDITION OF THE ST. OURS LOCK.

The masonry of the lock has not suffered since the forty years it is built. Below the level of low water it is in a good state of preservation, and does not seem disturbed, except at the western end of the wall, where it appears to have settled about 2 inches on its foundation.

Above low water line the masonry is more damaged, a sliding inwards having taken place between the different beds; but nowhere a vertical deviation of more than 2 inches on the total height of the wall, has been noticed. These deviations are more noticeable in the neighborhood of the hollow quoins and the chain holes. The chamber walls, although in a better condition, indicate, however, according to recent measurements, compared with the original dimensions of the lock, that the upper portions of the walls have inclined towards the centre. The cement in the joints seems solid, save a few leakages near the hollow quoins. These walls, according to their present appearance, are sound for many years more.

The bottom of the lock is not in so good a condition; the platform above the upper sill or the flooring of the recess is a simple layer of 4 inch oak plank, the joints of which have been worn out by the action of water, and in some cases to $\frac{1}{2}$ an inch wide. This existing over the whole length of the platform and between each plank, it is readily understood that a large volume of water can thus find its way.

That is what happened: the water must have found its way under the sheet piling partitions driven at each end of the platform supporting the sill. In fact, it has been ascertained that under the whole flooring of the recess the puddle rammed between the piles and between the transverse flooring beams had been washed away, and holes 10 feet deep were found alongside the sheet-piles.

These holes had been partly filled up with large quantities of gravel, dumped there for the last three or four years; but two remained to show to what extent the bottom soil had been washed away. The outlet of these leakages is found underneath the platform upon which the masonry sill or breast wall is built. About that spot several planks of the flooring had been lifted by the under pressure of the water, and for some years past accumulations of earth and gravel around the openings proved the action of water under the flooring and the sill.

Another leakage took place under the recess wall on the west side, which undermined the embankment in rear of the wall and caused a portion of it to cave in. The outlet of this leak could not be ascertained, the stream having been choked with gravel and pounded clay.

The platform of the lower sill is not in a better condition; there, also, the sills have been deeply undermined, and the loss of water has sometimes been so considerable that the working of the upper gates becomes most difficult in consequence of the lowering of the level in the chamber.

REPAIRS REQUIRED.

After the examination we made of the St. Ours Lock, and upon such information as we could gather as to the mode of construction of this and other locks in the same period, I come to the following conclusion:

It is not necessary to pull down the masonry, which is sound, especially under low water line, and it would be very difficult, unless it was completely demolished, to modify the present lock so as to increase its depth, as it had been proposed at first. Therefore, the only thing now to be done is to repair the lock in its present state.

The flooring must be renewed entirely, except the oak planking in the upper and lower recesses, which will require only slight repairs.

The bottom of this lock being strewed with springs it will be necessary, in order to make it water tight, to substitute for the puddle originally used under the floorings beds of concrete, of such a depth as can meet the pressure to be supported.

We might take advantage of the lock being empty during the progress of the above work to establish a strong sheet-pile partition, backed with a concrete wall at

both ends of the lock, and in line with the stop-log checks now existing. This would answer for unwatering the lock when future repairs will be required.

We could also, at the foot of the lock and beyond the king walls, spread a layer of stones, hand-laid, over a bed of broken stones, in order to prevent the washing of the bottom, as it took place formerly, since the building of the lock, and would still take place if the bottom was not protected against the rush of water from the gate valves at each lockage.

I have the honour to be, Sir,

Your obedient servant,

L. G. PAPINEAU,

Resident Assistant Engineer.

E. H. PARENT, Esq.,
Superintendent Engineer Canals,
Montreal.

 APPENDIX No. 9.

 OTTAWA RIVER CANALS.

SUPERINTENDING ENGINEER'S OFFICE,
OTTAWA, 3rd September, 1889.

SIR,—I have the honor to submit herewith my report for the fiscal year ending 30th June, 1889.

CONSTRUCTION.

No works under the head of construction have been called for.

MAINTENANCE.

St. Anne's Canal.

Navigation here closed on the 22nd of November, 1888, and was re-opened on the 19th May, 1889.

Required ordinary repairs have been made to the locks and lock-gates, as well as to Government buildings, fences, roads, &c., &c. The piers marking the channel above lock, and for guiding vessels into the entrance, have been raised 3 feet higher than they were left by the contractor for construction, in order to increase their usefulness in time of high water. Two small piers have also been erected in Isle Perrot Bay, for the purpose of wintering booms to, and ordinary repairs made to other piers, booms, scows, &c.

Navigation has been carried on in a smooth and regular manner, having received no interruption from any cause throughout the year.

Carillon Canal.

Navigation closed here on the 2nd December, 1888, and was re-opened on the 26th April, 1889.

A stable and woodshed were built in connection with the house provided for the Tollcollector, and a wire fence erected round the premises.

The usual repairs have been made to Locks 1 and 2, and such strengthening and repair to the entrance piers and booms as showed itself to be necessary attended to.

The southern retaining wall of the canal basin has undergone a general course of re-pointing.

The new scows for the purpose of diving and the transport of material for canal uses have been constructed and placed at work.

The Government roads have received all necessary attention, as also the bridging, fencing, and ditching, and everything about the canal shows itself to be in a sound and durable condition.

Grenville Canal.

This canal was, like the Carillon, closed on the 2nd December, 1888, and re-opened on the 26th April, 1889.

The locks Nos. 3, 4, 5, 6 and 7 have undergone thorough examination, and received all necessary repair, as well as their gates and appurtenances, which have been re-painted.

The swing bridge at Grenville (now an old structure) has received a thorough overhauling, and any decayed or weakened portions of it have been removed and replaced.

The same can be said of the one at Lock No. 5, though it is getting into so unsound a condition that it cannot be long before a total renewal will be here required.

The fencing round the various lock stations has received attention, and been re-painted where necessary.

The banks along the prism of the canal have received the usual annual amount of attention and repair, and damaged portions of the present boulder-retaining work been rebuilt. The culverts along the canal have been examined and thoroughly cleaned out.

No interruption to the traffic from any cause occurred throughout the year, and the general working of the canal has been regular and satisfactory.

Culbute Canal.

This canal has had the small amount of traffic through it that exists for it. And what repairs were found necessary for keeping the locks available have received due attention.

I have the honor to be, Sir,

Your obedient servant,

D. STARK,

Superintending Engineer.

A. P. BRADLEY, Esq.,
Secretary Department of Railways and Canals.

 APPENDIX No. 10.

RIDEAU CANAL OFFICE,
OTTAWA, 19th Sept., 1889.

SIR,—I have the honor to submit my annual report on the state of the works under my charge for the fiscal year ending 30th June, 1889.

Navigation closed at Ottawa 22nd November and at Kingston Mills 23rd November, 1888.

Opened at Ottawa 22nd April and at Kingston Mills 29th April, 1889.

On the descending reaches from the Little Rideau Lake (Summit) towards Ottawa, the water was maintained to give the full depth required on the lock sills until the close of navigation.

On those descending towards Kingston the water fell below navigation height on the upper still at Newboro' lock by the 8th July, and continued falling until the close of navigation, when it was one foot below the ordnance standard.

At Kingston Mills the water fell by July to 1 foot 2 inches below the ordnance standard, but recovered by the fall rains a few inches towards the close of the season.

This year, although the snow fall was exceptionally light, with no spring freshet to speak of, the continuous rains experienced in the spring brought all our levels up to the full height, and our waste weirs had then to be kept open until the end of July to carry off the flood water a state of things which has not occurred for the last twenty years.

The old dam at the foot of Hart Lake was renewed, and also a dam at the outlet of Rock Lake the latter was cut away in the spring by some parties who considered their land would be affected by its reconstruction.

An agreement was also entered into whereby the old ordnance dam at the outlet of Wolfe Lake will be restored, which expenditure will materially assist the supply of water in the Upper Rideau, and remedy, to a certain extent, the low water on the upper sill at Newboro'.

It is expected that next year a dredge will be at work on the canal, so that the deepening of the shallow cuts and the tightening of the dams can be proceeded with.

The principal repairs to the works at the several stations were as follows:—

Kingston Mills.

Lower lock gates renewed, long bridge over the by-wash re-planked, six new swing beams, repairs to lockmaster's house.

Brewer's Lower Mills.

Seventy-five yards of gravel placed on lock and dam.

Brewer's Upper Mills.

Centre gates renewed, and repairs to lower gates.

Brass's Pond.

Built a lodge for bridge-tender.

Jones' Falls.

Upper wing wall of masonry taken down and re-built; repairs to dam at Morton, and general repairs to lock gates.

Davis's Lock.

Lock pumped and lower sill renewed; four new snubbing piers at head of lock.

Newboro'.

Cleaned out cut with diver, reconstructed block house for lockmaster's residence.

Narrows.

Re-built bulk-head and bridge over by-wash, and repaired piers above and below lock.

Oliver's Ferry.

Renewed swing bridge.

Poonamalie.

Built one pair of lock gates; repaired upper gates.

Smith's Falls (detached).

Repairs to lockmaster's house.

Smith's Falls (combined).

Laid foundation for a new iron swing bridge; built piers in basin for protection of same.

Old Sly's.

General repairs to station.

Edmond's.

General repairs to station.

Kilmarnock.

New swing bridge complete, and repairs to gates.

Merrickville.

General repairs.

Clowe's Quarry.

Sixty loads of broken stone put back of stone dam.

Nicholson's.

One pair of lock gates rebuilt, and new chain blocks.

Long Island.

New stone sill put in middle lock, and general repairs to station.

Black Rapids.

Repairs to upper gates.

Hogsback.

General repairs to station.

Hartwell's.

General repairs to station.

Dow's Swamp.

Repaired break in south embankment.

Little's Bridge (Bank Street Road).

Renewed swing bridge and piers of same.

Ottawa.

Renewed one pair of gates; raised and re-planked long wharf at basin.

Works for which Special Appropriations were made.

The new iron swing bridge at Smith's Falls was completed, also the fencing to approaches, and the bridge opened for traffic.

Timber was delivered for the new dam at the outlet of Wolfe Lake.

Navigation was maintained without any interruption.

Returns show an increase in the lockages.

I have the honor to be, Sir,

Your obedient servant,

FRED. A. WISE,

Superintending Engineer.

A. P. BRADLEY, Esq.,
Secretary Dept. of Railways and Canals,
Ottawa.

APPENDIX No. 11.

TAY CANAL.

RIDEAU CANAL OFFICE,
OTTAWA, 19th September, 1889.

REPORT OF PROGRESS FOR THE YEAR ENDING 30TH JUNE, 1889.

The Messrs. W. Davis & Sons commenced work on their contract from Craig street to the south side of Peter street, including excavation of old basin, building wharves, deepening the river, building masonry for three swing and fixed bridges, in September, and carried the work on with unusual energy, so that the main portion of the work was nearly finished by the end of January, leaving only the deepening of the river between Craig street and the basin to complete the contract, which does not expire during this fiscal year.

A dredge suitable for the work was especially ordered by the contractors from a Welland firm, but it had not arrived on the ground by the 30th June.

The contractor for the steel bridges, as soon as the masonry was ready, completed his contract, and the road traffic is now carried over them.

Steamers have been allowed at their own risk to use the canal, so far as completed, all the season.

I have the honor to be, Sir,

Your obedient servant,

FRED. A. WISE,

Superintending Engineer.

A. P. BRADLEY, Esq.,
Secretary Department of Railways and Canals,
Ottawa.

APPENDIX No. 12.

TRENT CANAL.

PETERBOROUGH, 12th November, 1889.

SIR,—I have the honor to submit the following report on the works under my charge for the fiscal year ending 30th of June, 1889.

Navigation closed on the 22nd of November and opened again on the 17th of April. The water on the several stretches was good, there being between 5 feet 6 inches and 6 feet on the sills till near the close of navigation. There was very little Spring freshet this year and fears were entertained that there would be a scarcity of water before the season was over; I therefore commenced holding the water—closing the dams—much earlier than usual. However, on the last two or three days of May and the first ten days of June there was an extraordinary fall of rain, which, according to the records of the Toronto Observatory, has only been equalled—for the space of time—twice since the year 1854. This rain raised the water in the reservoirs to a great height, but there was no damage done to any of the works. It is impossible to regulate the water to advantage under present circumstances, as all the large reservoirs above Sturgeon Lake are different control.

The total number of lockages (including those at Young's Point) is 2,814. The lock at Young's Point is under the control of the Ontario Government, but it is dependent upon the dams at Lakefield and Young's Point, recently constructed by this Department, to keep the water at proper levels, so that it may be operated. The number of lockages does not fairly represent the traffic on these waters, as the water stretches between locks being long, such as between Lindsay and Bobcaygeon or Chemong and Bobcaygeon, there is considerable traffic between points for which no returns are made. There are at present twenty-one steamers on the stretches between Lakefield and Balsam Lake and six between Peterboro' and Heely's Falls.

The works at the several stations between Trenton and Balsam Lake have been described in former reports. The works of construction and repair for the year are as follows:—

Fenelon Falls.

The corner was broken off one of the valves of the lock gates. This was repaired. The passage through to Cameron's Lake is stopped by the fixed bridge of the Grand Trunk Railway across the river at the head of the canal. This bridge should be provided with a swing before the opening of navigation next season.

Scugog River.

A second beacon has been built at the mouth of the river, and lights have been kept on both, which has been a great benefit to navigation.

Bobcaygeon.

A new dam was built at this station, also a dry dock formed by the extension of two piers of the dam. The dam is 553 feet long, with a 35 foot base, and 20 feet high at the highest part. It has nine 25-foot sluices, one 18-foot sluice and 12-foot sluice; besides, the opening for the dock (35 feet) is provided with stop-logs at the lower end, and may be used as a sluice if required. There is also 75 feet of flat dam on the south side. A dyke made of crib-work runs along the north side of the river from

the end of the dam for a distance of 1,093 feet, with an average height of 7 feet and a width of 8 feet. Beyond this, for a distance of 200 feet, is a face work of timber with ties running into the bank. The dry dock is formed, as has been mentioned above, by the extension of two piers of the dam, and is 170 feet long by 35 feet wide, the natural bed rock forming the bottom. Vessels of 5 foot draft can enter this dock at ordinary low water.

The flooring of the lock chamber was covered with sheets of boiler plate iron three-sixteenths ($\frac{3}{16}$) of an inch thick, the whole being rivetted together and cut to the shape of the chamber. The iron was spiked to the bottom, and the angle formed by the walls and flooring of the lock was filled in with concrete. This has made a perfectly tight bottom at a comparatively small cost. The lower lock gates were lifted and the steps raised.

A new quoin stone was placed for the south-east gate, the frost having cracked the old one so badly that it would not hold the straps of the gate.

Buckhorn.

A quantity of loose rock that had been washed into the lock from the canal above was removed. A dozen "nigger-heads" were placed along the coping of the lock and iron hooks along the piers at the lower entrance. Work was also done on the road leading to the swing bridge.

Burleigh.

Many of the keepers in the valve rods broke off and were replaced in a more substantial manner.

Lakefield.

A landing pier, 425 feet long by 16 feet wide, and an average height of eight feet, was built.

Peterboro'.

Slight repairs were made to the lock gates and also to the dam. The sawdust is a terrible nuisance at this lock, some mornings rendering the lock gates almost impossible to open.

Otonabee River.

The entrance of the river into Rice Lake is by three mouths, all of which were navigable till this last few years. The sawdust has totally closed the east and centre mouths for navigable purposes, and it is only with the greatest difficulty that steamers can pass through the only remaining mouth.

Hastings.

Some repairs were done to the swing bridge and to the lower lock gates.

Trent River.

Boulders were removed from the channel at the shoal known as "Humphrey's Bar."

Chisholm's Rapids.

Some small repairs were made to the dam.

The work of cleaning out the channel between Lakefield and Balsam Lake was proceeded with, work having been done at the Narrows in Katchewanoe Lake, at Bobcaygeon and at several intermediate points. The channel has buoys and beacons placed where necessary.

I have the honor to be, Sir,

Your obedient servant,

RICHARD B. ROGERS,

Superintending Engineer.

A. P. BRADLEY, Esq.,
Secretary Department of Railways and Canals,
Ottawa.

APPENDIX No. 13.

ST. PETER'S CANAL.

OTTAWA, 6th November, 1889.

SIR,—I have the honor to submit the following with reference to the St. Peter's Canal:—

Navigation through the canal closed on the 6th January, and opened on the 23rd March of the present year.

The following is a statement of the traffic through the canal during the year ended 30th June, 1889.

| YEAR. | VESSELS. | | TONNAGE. | | TOLLS COLLECTED. | |
|----------------|----------|--------|----------|--------|------------------|---------|
| | North. | South. | North. | South. | North. | South. |
| 1888. | No. | No. | Tons. | Tons. | \$ cts. | \$ cts. |
| July..... | 174 | 141 | 6,421 | 6,232 | 50 53 | 40 32 |
| August..... | 112 | 94 | 4,213 | 4,209 | 93 40 | 23 22 |
| September..... | 142 | 121 | 4,478 | 7,023 | 93 00 | 85 00 |
| October..... | 155 | 128 | 7,122 | 6,144 | 100 07 | 110 07 |
| November..... | 106 | 86 | 4,327 | 5,921 | 151 06 | 112 13 |
| December..... | 79 | 62 | 3,870 | 2,421 | 40 00 | 60 00 |
| 1889. | | | | | | |
| March..... | 6 | 4 | 204 | 287 | 6 00 | 4 00 |
| April..... | 120 | 99 | 5,432 | 3,510 | 100 00 | 58 00 |
| May..... | 171 | 130 | 11,101 | 8,428 | 247 41 | 200 40 |
| June..... | 138 | 149 | 7,826 | 6,112 | 234 51 | 213 22 |
| Total..... | 1,203 | 1,014 | 54,994 | 50,287 | 1,115 98 | 906 36 |

The lock and works in connection therewith are in good order, only requiring during the year ordinary care and attention.

The retaining wall—to the decayed state of which attention was called in my report of last year—was examined, the result being that though decayed in places it was not thought advisable to effect repairs at present, but to wait until a greater amount of decay had taken place, when a general and effectual repair would be made.

I have the honor to be, Sir,

Your obedient servant,

HENRY F. PERLEY,

Engineer in Charge.

A. P. BRADLEY, Esq.,

Secretary Department Railways and Canals.

APPENDIX No. 14.

ST. LAWRENCE NAVIGATION—TABLE OF DISTANCES—A.

FROM STRAITS OF BELLE-ILE TO PORT ARTHUR, AT HEAD OF LAKE SUPERIOR, BY WATER.

| From | To | Sections of Navigation. | Statute Miles. | |
|---|-----------------------------------|-----------------------------|------------------|--------------------------------|
| | | | Inter-mediate | Total to Straits of Belle-Île. |
| Straits of Belle-Île..... | Cape Whittle..... | Gulf of St. Lawrence.... | 240 | 240 |
| Cape Whittle..... | West Point, Anticosti..... | do | 201 | 441 |
| West Point, Anticosti..... | Father Point..... | River St. Lawrence..... | 202 | 643 |
| Father Point..... | Rimouski..... | do | 6 | 649 |
| Rimouski..... | Bic..... | do | 12 | 661 |
| Bic..... | Isle Verte..... | do | 39 | 700 |
| Isle Verte (opp. Saguenay)..... | Quebec..... | do | 126 | 826 |
| Quebec..... | Three Rivers..... | do to Tide-water | 74 | 900 |
| Three Rivers..... | Montreal..... | do | 86 | 986 |
| Montreal..... | Lachine..... | Lachine Canal..... | 8 $\frac{1}{2}$ | 994 $\frac{1}{2}$ |
| Lachine..... | Beauharnois..... | Lake St. Louis..... | 15 $\frac{1}{2}$ | 1,009 $\frac{3}{4}$ |
| Beauharnois..... | Ste. Cécile..... | Beauharnois Canal..... | 11 $\frac{1}{2}$ | 1,021 |
| Ste. Cécile..... | Cornwall..... | Lake St. Louis..... | 32 $\frac{3}{4}$ | 1,053 $\frac{3}{4}$ |
| Cornwall..... | Dickinson's Landing..... | Cornwall Canal..... | 11 $\frac{1}{2}$ | 1,065 $\frac{1}{4}$ |
| Dickinson's Landing..... | Farran's Point..... | River St. Lawrence..... | 5 | 1,070 $\frac{1}{4}$ |
| Farran's Point..... | Upper end of Croyle's Island..... | Farran's Point..... | 3 $\frac{3}{4}$ | 1,071 |
| Upper end Croyle's Island..... | Williamsburg or Morrisburg..... | River St. Lawrence..... | 10 $\frac{1}{2}$ | 1,081 $\frac{1}{2}$ |
| Williamsburg..... | Rapide Plat..... | Rapide Plat Canal..... | 4 | 1,085 $\frac{1}{2}$ |
| Rapide Plat..... | Point Iroquois Village..... | River St. Lawrence..... | 4 $\frac{1}{2}$ | 1,090 |
| Point Iroquois Village..... | Upper end Presqu'Île..... | Point Iroquois Canal..... | 3 | 1,093 |
| Presqu'Île..... | Point Cardinal, Edwardsburg..... | Junction Canal..... | 2 $\frac{5}{8}$ | 1,095 $\frac{5}{8}$ |
| Point Cardinal..... | Head of Galops Rapids..... | Galops Canal..... | 2 | 1,097 $\frac{5}{8}$ |
| Galops Rapids..... | Prescott..... | River St. Lawrence..... | 7 $\frac{3}{8}$ | 1,105 |
| Prescott..... | Kingston..... | do | 59 | 1,164 |
| Kingston..... | Port Dalhousie..... | Lake Ontario..... | 170 | 1,334 |
| Port Dalhousie..... | Port Colborne..... | Welland Canal..... | 26 $\frac{3}{4}$ | 1,360 $\frac{3}{4}$ |
| Port Colborne..... | Amherstburg..... | Lake Erie..... | 232 | 1,592 $\frac{3}{4}$ |
| Amherstburg..... | Windsor..... | River Detroit..... | 18 | 1,610 $\frac{3}{4}$ |
| Windsor..... | Foot of St. Mary's Island..... | Lake St. Clair..... | 25 | 1,635 $\frac{3}{4}$ |
| Foot of St. Mary's Island..... | Sarnia..... | River St. Clair..... | 33 | 1,668 $\frac{3}{4}$ |
| Sarnia..... | Foot of St. Joseph's Island..... | Lake Huron..... | 270 | 1,938 $\frac{3}{4}$ |
| Foot of St. Joseph's Island..... | Foot of Sault Ste. Marie..... | River St. Mary..... | 47 | 1,985 $\frac{3}{4}$ |
| Sault Ste. Marie..... | Head of Sault Ste. Marie..... | Sault Ste. Marie Canal..... | 1 | 1,986 $\frac{3}{4}$ |
| Head of Sault Ste. Marie..... | Pointe aux Pins..... | River St. Mary..... | 7 | 1,993 $\frac{3}{4}$ |
| Pointe aux Pins..... | Port Arthur..... | Lake Superior..... | 266 | 2,259 $\frac{3}{4}$ |
| Port Arthur to Lake Shebandowan..... | | | 45 | |
| Lake Shebandowan to North-West Angle..... | | | 312 | |
| North-West Angle to Winnipeg..... | | | 95 | |
| Pointe aux Pins to Duluth..... | | | 390 | |

Of the 2,259 $\frac{3}{4}$ miles from the Straits of the Belle-Île to the head of Lake Superior, 71 miles are artificial navigation, and 2,188 $\frac{3}{4}$ open navigation.

Straits of Belle-Île to Liverpool, 1,942 geographical or 2,234 statute miles.

The total fall from Lake Superior to Tide-water is about 600 feet.

The steamboat voyage from Collingwood to Port Arthur is 532 miles.

APPENDIX No. 15.

TABLE of distances of Stations between the cities of Ottawa and Kingston.

| No. of Station. | Name of Station. | Distances from Ottawa. | Locks. | | Dams. | | | Length of Artificial Canal at each Station in miles. |
|-------------------------------|----------------------------------|------------------------|--------|--------------------|-------|-----------------------|----------------|--|
| | | | No. | Lift at Low Water. | No. | Length. | Height. | |
| | | | | | | | | |
| 1 | Ottawa | 0 | 8 | 82 0 | 3 | 230 1,320 1,616 | 13 33 14 | 4.00 |
| 2 | Hartwell's | 4 $\frac{1}{2}$ | 2 | 22 0 | ... | 100 | 28 | |
| 3 | Hogsback | 5 $\frac{1}{2}$ | 2 | 13 6 | 1 | 320 | 60 | |
| 4 | Black Rapids | 9 $\frac{1}{2}$ | 1 | 10 0 | 1 | 300 | 12 | |
| 5 | Long Island | 14 $\frac{1}{2}$ | 3 | 27 0 | 3 | 850 | 68 | |
| 6 | Burritt's | 40 $\frac{3}{4}$ | 1 | 10 6 | 1 | 240 | 14 | |
| 7 | Nicholson | 43 $\frac{3}{4}$ | 2 | 15 2 | 1 | 500 | 9 | |
| 8 | Clowes | 44 $\frac{1}{2}$ | 1 | 10 0 | 1 | 481 | 16 | |
| 9 | Merrickville | 46 $\frac{3}{4}$ | 3 | 25 0 | 1 | 150 | 6 | |
| 10 | Maitland | 55 | 1 | 4 9 | 1 | 270 | 8 | |
| 11 | Edmunds | 59 $\frac{1}{2}$ | 1 | 10 10 | 1 | 343 | 8 | |
| 12 | Old Slys | 60 $\frac{1}{2}$ | 2 | 15 6 | 1 | 250 | 20 | |
| 13 | Smith's Falls | 61 $\frac{1}{2}$ | 4 | 33 9 | 2 | 600 | 24 | |
| 14 | First Rapids or Poonamalie | 64 | 1 | 7 9 | 1 | 260 | 5 | |
| 15 | Narrows | 83 $\frac{1}{4}$ | 1 | 4 0 | 1 | 600 | 9 | |
| Total rise at low water | | | | 292 3 | | | | |
| | | | | Fall. | | | | |
| 16 | Isthmus | 87 $\frac{1}{2}$ | 1 | 4 0 | | | | 1.25 |
| 17 | Chaffey's | 92 | 1 | 12 6 | | | | 0.13 |
| 18 | Davis | 94 $\frac{1}{2}$ | 1 | 9 0 | 1 | 300 | 15 | 0.06 |
| 19 | Jones' Falls | 97 $\frac{1}{4}$ | 4 | 60 0 | 1 | 300 | 60 | 0.25 |
| 20 | Brewer's Upper Mills | 108 $\frac{1}{4}$ | 2 | 19 0 | 1 | 200 | 20 | 1.75 |
| 21 | do Lower Mills | 110 | 1 | 14 2 | 1 | 200 | 12 | 4.25 |
| 22 | Kingston Mills | 120 $\frac{1}{4}$ | 4 | 46 8 | 1 | 6,042 | 14 | 0.25 |
| 23 | Kingston | 126 $\frac{1}{4}$ | | | | | | |
| Total fall at low water | | | | 165 4 | | | | |
| Total | | | 47 | | 24 | 15,472 | | 16.46 |

APPENDIX No. 16.

TABLE showing the dates of the closing of the Canals in the Autumn of 1888 and of the opening in the Spring of 1889.

| Canals. | Closing. | Opening |
|--------------------------------------|-------------------------|--------------------------------------|
| Lachine Canal | 2nd December, 1888.... | 21st April, 1889. |
| Beauharnois Canal | 1st December, 1888.... | 17th April, 1889. |
| Cornwall Canal | 26th December, 1888.... | 22nd April, 1889. |
| Williamsburg Canal..... | 10th December, 1888.... | 22nd April, 1889. |
| Welland Canal— | | |
| New Canal | 1st December, 1888.... | {16th April, 1889. 1st May, 1889. |
| Old Canal | | |
| St. Anne's Lock and Dam..... | 22nd November, 1888.... | 19th May, 1889. |
| Carillon Canal | 2nd December, 1888.... | 26th April, 1889. |
| Grenville Canal..... | | |
| Culbute Lock and Dam..... | ..... | ..... |
| Chute à Blondeau | | |
| Rideau.. { Kingston Mills | 23rd November, 1888.... | 29th April, 1889. |
| { Ottawa..... | 22nd November, 1888.... | 22nd April, 1889. |
| St. Ours Lock..... | 24th November, 1888.... | 19th April, 1889. |
| Chambly Canal..... | 22nd November, 1888.... | 29th April, 1889. |
| Erie Canal (New York)..... | 30th November, 1888.... | 1st May, 1889. |
| St. Peter's Canal (Cape Breton)..... | 6th January, 1889.... | 23rd March, 1889. |
| Trent Canal Works | 22nd November, 1888.... | 17th April, 1889. |

APPENDIX No. 17.

STATEMENT of Contracts entered into during the Fiscal Year ended 30th June, 1889.
SUBSIDIZED RAILWAYS.

| No. of Contract. | Name of Contractor. | Date of Signature. | General Description. |
|------------------|---|--------------------|--|
| 8407 | Montreal and Western Ry. Co. | June 6, 1888 | Subsidy agreement, St. Jérôme to La Chute aux Iroquois. |
| 8299 | Lake Temiscamingue Colonization Ry. Co..... | do 27, 1888 | Subsidy agreement, Long Sault to Lake Kippewa; also to overcome the Rapids La Micharge, La Cave, La Erables and La Montagne; also wharves and landing stage. |
| 9381 | Ottawa and Gatineau Valley Ry. Co..... | Aug. 19, 1889 | Subsidy agreement, Hull towards Le Désert. |
| 9537 | Canada Atlantic Ry. Co. | Dec. 5, 1888 | do Railway bridge at Côteau Landing. |
| 9667 | do do | July 12, 1889 | do (supplemental), to operate railway bridge at Côteau Landing. |
| 9550 | Nova Scotia Central Ry. Co.... | Oct. 15, 1888 | Subsidy agreement, from a point 33½ miles from Lunenburg, in the District of New Germany, to Middleton on Windsor and Annapolis Railway. |
| 9593 | Quebec and Lake St. John Ry. Co | Dec. 5, 1888 | Subsidy agreement, Chambord Junction, near Lake St. John, towards Chicoutimi. |
| 9660 | Vaudreuil and Prescott Ry. Co. | Feb. 11, 1889 | Subsidy agreement, Grand Trunk Railway, at Vaudreuil, towards Hawkesbury. |
| 9666 | Temiscouta Ry. Co..... | Jan. 22, 1889 | Subsidy agreement, Edmundston towards River St. François. |
| 9838 | Woodstock and Centreville Ry. Co..... | May 6, 1889 | Subsidy agreement, Upper Woodstock Station on New Brunswick Railway to or towards Centreville. |
| 9839 | Drummond County Ry. Co.... | do 2, 1889 | Subsidy agreement, from end of line covered by Contract No. 8,997, of 1st Dec., 1887, towards Nicolet. |
| 9557 | Medicine Hat Ry. and Coal Co. | Feb. 14, 1889 | Subsidy agreement (in land), Medicine Hat to coal field in Townships 12 and 13, Range 6, West. |

CAPE BRETON RAILWAY.

| | | | |
|------|-----------------------|----------------|---|
| 9613 | J. W. McDonald..... | Sept. 20, 1888 | Build 5 miles, North Sydney Extension. |
| 9614 | McDonald Moffatt..... | Oct. 30, 1888 | do piling for foundations, Sydney River Bridge. |
| 9669 | do | Feb. 28, 1889 | do wharf at Barrack Point. |
| 9753 | Sumner & Co..... | 1889 | Supply cedar timber at Grand Narrows. |
| 9754 | W. Taylor..... | Apr. 4, 1889 | do Boisdale and George's River. |
| 9755 | J. P. Mowat..... | Mar. 18, 1889 | do Grand Narrows, Boisdale, George's River, Leitch's or Ball's Creek and Sydney |
| 9756 | J. Culligan..... | do 7, 1889 | do Sydney. |
| 9757 | E. A. McNeil..... | 1889 | do Leitch's or Ball's Creek. |
| 9758 | J. Graham..... | Mar. 13, 1889 | Build gates for railway at Sydney and Grand Narrows. |

STATEMENT of Contracts entered into during the Fiscal Year—*Continued.*CAPE BRETON RAILWAY—*Continued.*

| No. of Contract. | Name of Contractor. | Date of Signature. | General Description. |
|------------------|----------------------------|--------------------|--|
| 9759 | J. F. Teed..... | Mar. 26, 1889 | Buildings, water tanks, &c., at Sydney and Grand Narrows. |
| 9810 | Western Union Tel. Co..... | 1889 | Telegraph line, Pt. Tupper to Leitch's Creek, thence to North Sydney and to Sydney. |
| 9824 | Reid & Isbester..... | Apr. 4, 1889 | Build railway bridge at Grand Narrows. |
| 9841 | E. C. Cole..... | do 15, 1889 | Supply railway ties at Newcastle. |
| 9842 | N. Poirier..... | do 17, 1889 | do at Bonaventure River. |
| 9843 | Cyr & Colville..... | do 18, 1889 | do between Caplin and Bonaventure Rivers. |
| 9844 | J. B. Henderson..... | do 22, 1889 | do within 5 miles of Black Cape. |
| 9845 | W. Houston, jun..... | May 24, 1889 | do between Little Casapedia River and Caplin. |
| 9846 | J. Enright..... | do 3, 1889 | do at Port Daniel Harbor. |
| 9854 | McDonald & Moffatt..... | Sept. 20, 1888 | Prepare foundations for masonry of bridge abutments, freshwater creek, Sydney. |
| 9882 | H. A. Powell..... | May 1, 1889 | Load and freight the railway ties, from points in Baie de Chaleurs and New Brunswick to the railway. |
| 9889 | J. P. Mowatt..... | Mar. 20, 1889 | Additional quantity of cedar timber. |
| 9890 | C. P. Moffatt & Co..... | May 6, 1889 | Fencing between Sydney River and Sydney. |
| 9900 | R. Keating..... | June 1, 1889 | Transport rails, &c., Port Mulgrave to Grand Narrows. |

OXFORD AND NEW GLASGOW RAILWAY.

| | | | |
|------|-------------------------|---------------|---|
| 9577 | Rhodes, Curry & Co..... | Nov. 13, 1888 | Construct buildings, stations, engine houses, &c. |
| 9735 | Dominion Bridge Co..... | Jan. 28, 1889 | do superstructure for bridges and spans. |
| 9784 | A. McPherson & Co..... | Mar. 6, 1889 | do do 6 spans. |
| 9903 | McDougall & Giles..... | July 6, 1889 | Digging and lining wells. |

PRINCE EDWARD ISLAND RAILWAY.

| | | | |
|------|---------------------|---------------|-------------------------------------|
| 9896 | S. Cunard & Co..... | June 14, 1889 | Supply 6,200 tons coal for engines. |
|------|---------------------|---------------|-------------------------------------|

INTERCOLONIAL RAILWAY.

| | | | |
|------|-----------------------------|---------------|---|
| 9511 | S. D. Oakes..... | Aug. 10, 1888 | Water supplies on Eastern Extension and dam at Mulgrave, N.S. |
| 9512 | J. N. McElmon..... | do 10, 1888 | Water supplies on Eastern Extension and dam at Piedmont and Antigonish. |
| 9513 | R. Maxwell..... | do 10, 1888 | Water supplies on Eastern Extension and dam at Bayfield. |
| 9531 | J. Brown..... | do 28, 1888 | Passenger station and freight shed at Gloucester Junction. |
| 9532 | McQueen, Grant & Maxwell... | do 10, 1888 | Water tanks, Eastern Extension, at Piedmont, Antigonish, Bayfield and Mulgrave. |
| 9633 | Rhodes, Curry & Co..... | do 25, 1888 | Freight shed, &c., at Spring Hill Junction. |
| 9542 | J. N. McElmon..... | Sept. 7, 1888 | Works at Wharf No. 2, Richmond, N.S. |
| 9543 | J. A. Wheaton..... | do 8, 1888 | Trench and water pipes at Hampton, N.B. |
| 9572 | Dussault & Beaulieu..... | Oct. 4, 1888 | Repairs to Rimouski Wharf. |
| 9581 | Michaud & Plante..... | do 13, 1888 | Alterations to Rivière du Loup station. |
| 9586 | Powers & Blouin..... | do 25, 1888 | Snow fence, St. Charles Branch. |

[1889]

STATEMENT of Contracts entered into during the Fiscal Year—*Continued.*INTERCOLONIAL RAILWAY—*Concluded.*

| No. of Contract. | Name of Contractor. | Date of Signature. | General Description. |
|------------------|---|--------------------|---|
| 9587 | Moncton Gas Light and Water Co. | do 31, 1888 | Supply water, 10 years, Moncton. |
| 9596 | C. C. Dugan. | Nov. 13, 1888 | Loading sugar at Richmond, N.S. |
| 9599 | J. N. McElmon. | do 8, 1888 | Filling between wharves at Mulgrave, Eastern Extension. |
| 9599 | J. Mulligan. | do 8, 1888 | Finish station and freight room at Nash's Creek. |
| 9603 | J. Harris & Co. | Nov. 19, 1888 | Construct 2 Russell snow ploughs. |
| 9604 | J. Crossen. | do 20, 1888 | do 100 box cars. |
| 9605 | do | do 20, 1888 | do 70 platform cars. |
| 9608 | E. Dion. | do 8, 1888 | do a station and freight room at Millstream. |
| 9612 | J. Harris & Co. | do 27, 1888 | do 50 platform cars. |
| 9615 | do | do 28, 1888 | do 120 box cars. |
| 9623 | Jas. Brown. | Oct. 23, 1888 | do a freight shed, &c., on lumber wharf at Richmond, N.S. |
| 9630 | Town of New Glasgow. | June 19, 1889 | Supply water, 10 years, at New Glasgow and Stellarton. |
| 9642 | J. Crossen. | Dec. 24, 1888 | Build 8 conductors' vans. |
| 9793 | J. A. Jones. | Feb. 25, 1889 | do an old rail overhead bridge at Tetagouche, near Bathurst, N.B. |
| 9807 | Ontario Car Co. | Oct. 10, 1887 | do 100 coal cars. |
| 9814 | Ross Bros. | March 5, 1889 | Furnish 100 standard switch signal frames. |
| 9816 | Barrow Hematite Steel Co. (Lim) | do 5, 1889 | do 2,300 tons steel rails at Annapolis. |
| 9822 | C. Cammell & Co. | do 12, 1889 | do 300 do Halifax. |
| 9848 | Barrow Hematite Steel Co. (Lim) | do 26, 1889 | do 7,000 do St. John. |
| 9860 | J. Harris & Co. | April 10, 1889 | Build 6 1st class passenger cars. |
| 9867 | J. Crossen. | May 2, 1889 | do 4 baggage cars. |
| 9916 | St. John Bolt and Nut Co. | June 10, 1889 | Supply 50 tons fishplate bolts and nuts. |
| 9920 | Rhodes, Curry & Co. | July 9, 1889 | Build a round house and shop, to erect locomotives, at Moncton. |
| 9922 | Nova Scotia Steel and Forge Co. (Limited) | June 22, 1889 | Supply 460 tons angle fishplates. |
| 9924 | F. B. Atkinson | July 18, 1889 | Build freight shed and remove station at St. André, P.Q. |
| 9925 | C. J. McKinnon | do 23, 1889 | Lay a water pipe at Stellarton. |
| 9927 | W. Castel. | do 8, 1888 | Loading sugar at Richmond and Deep Water Terminus, Halifax. |
| 9934 | R. R. Call. | do 30, 1889 | Build coal shed and trestle at Moncton, N.B. |
| 9935 | Rhodes, Curry & Co. | do 30, 1889 | do stone ash pit at Moncton, N.B. |
| 9943 | Forbes Manufacturing Co. | do 22, 1889 | Floor system, &c., Sackville Bridge. |
| 9945 | Ontario Car Co. | April 22, 1889 | Construct 31 platform cars. |
| 9946 | do | do 22, 1889 | do 25 box cars. |

ANNAPOLIS AND DIGBY RAILWAY.

| | | | |
|------|---------------------------------|----------------|--|
| 9816 | Barrow Hematite Steel Co. (Lim) | March 15, 1889 | Supply 2,300 tons steel rails at Annapolis, N.S. |
| 9857 | O'Neill & Campbell | May 13, 1889 | Construct 20 miles of railway. |
| 9917 | St. John Bolt and Nut Co. | June 10, 1889 | Supply 20 tons fishplate bolts and nuts. |

WELLAND CANAL.

| | | | |
|--------|--------------------|----------------|--|
| Let's | | | |
| 120567 | John Battle. | July 20, 1888 | Supply and deliver Thorold hydraulic cement for repairs to Port Dalhousie Piers. |
| 120922 | | Aug. 20, 1888 | |
| 9851 | McCleary & McLean. | April 23, 1889 | Supply timber for repairs to pier at Port Colborne. |
| 9852 | W. Hutchinson. | do 22, 1889 | do do Port Maitland. |

STATEMENT of Contracts entered into during the Fiscal Year—*Concluded.*

TAY CANAL.

| No. of Contract. | Name of Contractor. | Date of Signature. | General Description. |
|------------------|-----------------------|--------------------|--------------------------------------|
| Letter 12242 | Wm. Davis & Sons..... | Nov. 12, 1888 | Extension of basin in town of Perth. |

CORNWALL CANAL.

| | | | |
|------|---|---------------|---|
| 9558 | Wm. Davis & Sons..... | Nov. 5, 1888 | Section 2, canal enlargement. |
| 9560 | do | do 5, 1888 | do 3 do |
| 9562 | do | do 5, 1888 | do 4 do |
| 9564 | Gilbert Blasting and Dredging Co. (Limited)..... | do 2, 1888 | do 5 do |
| 9566 | do do .. | do 2, 1888 | do 6 do |
| 9568 | do do .. | do 2, 1888 | do 7 do |
| 9570 | do do .. | do 2, 1888 | do 8 do |
| 9783 | J. D. Silcox..... | March 1, 1889 | Strengthen south bank of canal, broken Oct. 11, 1888. |

WILLIAMSBURGH CANAL.

| | | | |
|------|--------------------------|---------------|-------------------------------------|
| 9591 | Murray & Cleveland | Nov. 14, 1888 | Enlarge Galops Division, locks, &c. |
|------|--------------------------|---------------|-------------------------------------|

SAULT STE. MARIE CANAL.

| | | | |
|------|----------------------|----------------|--|
| 9594 | Hugh Ryan & Co..... | Nov. 30, 1888 | Form the canal, lift lock, &c. |
| 9643 | do | Jan. 30, 1889 | Form and deepen lower entrance to canal. |
| 9645 | Allan & Fleming..... | March 26, 1889 | do upper do |

H. A. FISSIAULT.

OTRAWA, 25th October, 1889.

APPENDIX
GENERAL STATE

1st. Water Power and other Public Property leased on Canals

| Date of Signature. | Term of Lease. | Lessees. | Property Leased. | For what purpose used. |
|-------------------------------|------------------------------------|---------------------------------|--|--|
| <i>Intercolonial Railway.</i> | | | | |
| Aug. 14, '89 | When done with or when called for. | Gray, McManus, Trites & Co. | Use of locomotive engine No. 69, delivered at Brown's Point. | For ballasting on Oxford & New Glasgow Ry. |
| May 16, '89 | do .. | do .. | Use of 2 locomotive engines and 24 platform cars. | do .. |
| June 4, '89 | do .. | do .. | Use of 1 locomotive engine and 6 platform cars. | do .. |
| July 1, '89 | 1 year..... | Jos. Fortin..... | License to sell books on trains between Point Lévis and Campbellton. | ..... |
| do 1, '89 | do | Canada Rail'way News Co. | License to sell books on trains between Halifax and Campbellton. | ..... |
| June 6, '89 | When done with or when called for. | McDonald & O'Brien | Use of 1 locomotive and 12 platform cars. | Track laying, &c., Oxford & N. G. Ry. |
| <i>Cape Breton Railway.</i> | | | | |
| April 2, '89 | Pleasure of the Government. | Neil McNeil | Part lot 165, Long Island, Barrachois, Cape Breton County. | Yard..... |
| <i>Beauharnois Canal.</i> | | | | |
| July 4, '89 | 1 month | John R. Booth..... | Use of Government dredge No. 2, now at Valleyfield. | Côteau Bridge.. |
| do 25, '89 | Pleasure of the Government. | Jas. T. Anderson.... | Lot 846, Valleyfield, on Grande Isle. | Foundry..... |
| <i>Cornwall Canal.</i> | | | | |
| June 27, '89 | do .. | Toronto Paper Manufacturing Co. | To lay a water pipe under canal, near lock 18, to river. | Water pipe..... |
| <i>Lachine Canal.</i> | | | | |
| July 12, '88 | do .. | Wm. Davis & Sons.. | Lot above new upper lock at Lachine. | Storing plant and tools. |
| Jan. 19, '89 | do .. | H. Bulmer & Bro.... | Lots 10 and 11, west of St. Gabriel Basin No. 3, Montreal. | Storing lumber.. |
| Aug. 15, '88 | 1 year..... | J. R. Walker | Space in shed No. 1, St. Gabriel Basin No. 3, Montreal. | Storing chalk in bulk. |
| do 30, '88 | Pleasure of the Government. | R. McCrory | Lot 21, west of St. Gabriel Basin No. 2, Montreal. | Storing coal..... |
| Oct. 17, '88 | do .. | Albert Fox..... | Lay 2-inch pipe from canal to boiler, lot 3,682, Côte St. Paul. | Glue factory.... |
| Dec. 19, '88 | 1 year..... | Dobell, Beckett & Co. | Space in shed No. 1, St. Gabriel, Montreal. | Storing lumber.. |
| Dec. 19, '88 | do | do .. | do 2 do .. | do .. |
| May 8, '89 | 4 months | Lalonde & Levesque. | do 1 do .. | Skating rink.... |
| do 8, '89 | Winter, 1889. | P. Lamothe..... | Build vessels on canal grounds..... | Build vessels.... |

No. 18.

MENT SHOWING

and Railways, during the Fiscal Year ended 30th June, 1889.

| Amount of Water Power Leased. | Area of Property Leased. | Date from which Lease is reckoned. | Annual Rental. | Terms of Payment. | | | Remarks. |
|-------------------------------|--------------------------|------------------------------------|-----------------------------------|----------------------------|---------------------|--------------------------------|--------------------|
| | | | | Amount of each instalment. | When Due each Year. | When first instalment was Due. | |
| | | | \$ cts. | \$ cts. | | | |
| | | From date of delivery to return. | Per day. 10 00 | | Monthly.. | | |
| | | do .. | Per day. Eng. \$10 cars 50c | | do .. | | |
| | | do .. | do .. | | do .. | | |
| | | July 1, '89 | 400 00 | 33 34 | do .. | July 1, '89.. | In advance. |
| | | do 1, '89 | 1,418 96 | 118 25 | do .. | do 1, '89.. | do |
| | | From deliv. to date of return. | Per day. Eng. \$10 cars 50c each. | | do .. | | |
| | 1,700 ft... | Feb. 1, '89 | 1 00 | | Feb. 1... | Feb. 1, '89.. | |
| | | Delivery to return. | Per day. 10 00 | | | | Pays all expenses. |
| | 233 x 200 x 130 ft. | July 1, '89 | 40 00 | 40 00 | July 1... | On delivery of lease. | In advance. |
| | | April 1, '89 | 5 00 | 5 00 | April 1... | do .. | do |
| | 20,972 ft.. | May 1, '88 | 20 00 | 20 00 | May 1... | do .. | do |
| | 23,214 ft.. | do 1, '88 | 362 72 | 362 72 | do 1... | do .. | |
| | 25 x 40 ft.. | July 14, '88 | 50 00 | 50 00 | do 1... | do .. | do |
| | 14,912 ft.. | May 1, '88 | 174 40 | 174 40 | do 1... | do .. | |
| | | Nov. 1, '88 | 10 00 | 10 00 | Nov. 1... | do .. | do |
| | 650 x 40 ft. | May 1, '88 | 600 00 | 50 00 | Monthly.. | do .. | do |
| | 500 x 40 ft. | June 1, '88 | 600 00 | 50 00 | do .. | do .. | do |
| | | Dec. 1, '88 to Apl. 1, '89 | 10 00 | 10 00 | ..... | do .. | do |
| | | Winter, '89 | 30 00 | 30 00 | ..... | do .. | do |

GENERAL STATEMENT showing: 1st. Water Power and other

| Date of Signature. | Term of Lease. | Lessees. | Property Leased. | For what purpose used. |
|-----------------------|-----------------------------|------------------------------|---|-----------------------------|
| <i>Rideau Canal.</i> | | | | |
| Aug. 11, '88 | Pleasure of the Government. | Ottawa Canoe Club.. | Water lot, near Sterling's Wharf, Ottawa. | Boat house..... |
| Sept. 3, '88 | do .. | J. R. Booth | Lot 40, 1st Concession, Ottawa Front, Nepean, near Dow's Swamp. | Lumber yard and track. |
| do 28, '88 | do .. | Wm. Anglin..... | Lot 25, 8th Concession, Pittsburg, at Brewer's Upper Mills. | Grist mill..... |
| | do .. | Corporation City of Ottawa. | Lay main sewer along and across canal at Ottawa. | Sewerage..... |
| Feb. 26, '89 | do .. | Denis Bergin..... | Part lot N. ½ 6, in 2nd Concession, Nepean, on Nichol's Island. | Farming, &c.... |
| April 11, '89 | do .. | Josiah Payne..... | Part lot 9, Concession A, Wolford, at Merrickville. | To shorten his fence. |
| do 17, '89 | do .. | W. H. Whealey..... | Part lot No. 1, in 5th Concession, N. Crosby, at Newboro'. | Brickyard..... |
| <i>Welland Canal.</i> | | | | |
| Aug. 20, '88 | do .. | Corporation Town of Welland. | Surplus water from raceway, to drive pump; surplus water from canal, to supply water. | Domestic and fire purposes. |
| Nov. 17, '88 | do .. | Henry Jarvis..... | Sub-lots 3 and 4 of lot 15, 4th Concession, Grantham, St. Catharines. | Sail loft..... |

Public Property leased on Canals and Railways, &c.—*Concluded.*

| Amount of Water Power Leased. | Area of Property Leased. | Date from which Lease is reckoned. | Annual Rental. | Terms of Payment. | | | Remarks. |
|-------------------------------|--------------------------|------------------------------------|----------------|----------------------------|---------------------|--------------------------------|---|
| | | | | Amount of each instalment. | When Due each Year. | When first instalment was Due. | |
| | | | \$ cts. | \$ cts. | | | |
| ..... | 0.10 acre. | July 1, '88 | 1 00 | 1 00 | July 1... | On delivery of lease. | In advance. |
| ..... | 5.25 acres | Sept. 1, '88 | 25 00 | 25 00 | Sept. 1... | do .. | do |
| 10 h. p.. | 43.00 do | Jan. 1, '88 | 76 00 | 76 00 | Jan. 1... | do .. | do |
| ..... | ..... | Date of lease | 1 00 | 1 00 | Dec. 1... | do .. | do (not signed yet.) |
| ..... | 10.00 acres | Jan. 1, '89 | 7 50 | 7 50 | Jan. 1... | do .. | do |
| ..... | 5,269 ft... | April 1, '89 | 1 00 | 1 00 | April 1... | do .. | do |
| ..... | 400 × 200 ft | Sept. 1, '87 | 10 00 | 10 00 | Sept. 1... | do .. | do |
| 10 h. p.. | ..... | 88 | 80 00 | 40 00 | Jan. 1 and July 1. | do .. | do no rent first year ; \$8 per h. p. for fire. |
| ..... | 0.23 acre.. | July 1, '88 | 10 00 | 10 00 | July 1.... | do .. | do |

2nd. Property purchased or damaged, and property sold by the Department of Railways and Canals as not being required for the Railways or Canals of the Dominion, during the Fiscal Year ended 30th June, 1889.

| Date of Signature. | Vendors. | Purchasers. | PROPERTY PURCHASED, SOLD OR DAMAGED. | | | For what Purpose. | Area of Land. | Amount Paid. | Remarks. |
|--------------------|-----------------------------|----------------|--------------------------------------|-----------------------|-------------|-------------------|---------------|--------------|----------|
| | | | <i>Cape Breton Railway.</i> | | | | | | |
| | | | Lots. | District. | County. | | | | |
| Nov. 26, 1888 | Government | E. T. Moseley. | 256 | Sydney | Cape Breton | Private | 0.72 | \$ cts. | |
| Oct. 20, 1888 | E. T. Moseley | Her Majesty | 256 | do | do | Cape Breton Ry | 0.72 | 440 90 | |
| Apr. 25, 1888 | H. Campbell <i>et ux.</i> | do | 168 | Grand Narrows | Victoria | do | 3.24 | 12 96 | |
| Nov. 12, 1887 | D. Gillis <i>et ux.</i> | do | 154 | do | do | do | 1.09 | 7 60 | |
| do 12, 1887 | Jas. Campbell <i>et ux.</i> | do | 169 | Jamesville | do | do | 3.15 | 12 60 | |
| do 12, 1887 | do | do | 165 | do | do | do | 2.06 | 10 40 | |
| Apr. 25, 1888 | Neil Gillis. | do | 164 | do | do | do | 4.09 | 15 75 | |
| Jan. 23, 1888 | Jas. Campbell <i>et al.</i> | do | 163 | do | do | do | 7.18 | 64 62 | |
| do 23, 1888 | Frs. McKinnon | do | 157 | McKinnon's Harbour. | do | do | 1.20 | 72 00 | |
| Apr. 25, 1888 | Jas. McKinnon <i>et al.</i> | do | 158 | McKinnon's Intervale. | do | do | 2.09 | 146 30 | |
| do 25, 1888 | Don. McNeil <i>et al.</i> | do | 151 | McKinnon's Harbour. | do | do | 1.66 | 41 50 | |
| do 25, 1888 | Frs. McKinnon | do | 152 | McKinnon's Intervale. | do | do | 1.48 | 17 76 | |
| Aug. 20, 1888 | Neil Campbell. | do | 173½ | Grand Narrows | do | do | 3.74 | 18 70 | |
| May 9, 1888 | C. J. Campbell. | do | 167 | do | do | do | 1.34 | 8 04 | |
| July 3, 1888 | J. S. McNeil | do | 182 | do | do | do | 1.01 | 600 00 | |
| do 28, 1888 | C. R. Hart | do | 179 | do | do | do | 2.49 | 125 00 | |
| Apr. 24, 1888 | J. McNeil | do | 178 | do | do | do | 1.03 | 15 45 | |
| do 24, 1888 | H. McNeil | do | 176 | do | do | do | 1.89 | 30 24 | |
| do 24, 1888 | M. McNeil | do | 171 | do | do | do | 2.08 | 20 80 | |
| do 24, 1888 | Isabella McNeil | do | 171 | do | do | do | 3.71 | 37 10 | |
| Aug. 20, 1888 | M. McNeil | do | 173 | do | do | do | 3.03 | 30 30 | |
| Apr. 24, 1888 | James McNeil | do | 172 | do | do | do | 2.61 | 26 10 | |
| do 24, 1888 | M. McNeil | do | 169½ | do | do | do | 1.18 | 11 80 | |
| do 25, 1888 | Anne Campbell | do | 170½ | Jamesville | do | do | 1.36 | 150 00 | |
| Jan. 23, 1888 | Neil McNeil | do | 166 | do | do | do | 1.82 | 18 20 | |
| Apr. 25, 1888 | J. A. McDonald | do | 161 | McKinnon's Harbour. | do | do | 0.39 | 4 23 | |
| do 25, 1888 | John McDonald | do | 140 | do | do | do | 0.53 | 5 20 | |
| do 25, 1888 | D. McDonald | do | 139 | do | do | do | 2.81 | 28 10 | |
| do 25, 1888 | do | do | 137 | do | do | do | 4.78 | 57 36 | |
| do 25, 1888 | Alex. McNeil | do | 137 | do | do | do | | | |

| | | | | | | | | |
|---------------|---------------------------|----|-----------------|-------------------------|----|----|-------------|--------|
| do 26, 1888 | Don. Kennedy | do | 131 | Little Crossing | do | do | 5 35 | 32 10 |
| Nov. 12, 1887 | M. McDonald | do | 128 | do | do | do | 0 97 | 5 82 |
| Jan. 21, 1888 | Chas. McDonald | do | 130 | do | do | do | 1 13 | 13 56 |
| Nov. 12, 1887 | Chas. Campbell | do | 132 | McKinnon's Harbour | do | do | 9 53 | 52 42 |
| Apr. 25, 1888 | Neil McNeil | do | 136 | do | do | do | 5 41 | 27 20 |
| Jan. 21, 1888 | Jno. McDonald | do | 138 | do | do | do | 6 99 | 55 92 |
| Nov. 12, 1887 | J. A. McNeil | do | 144 | do | do | do | 2 04 | 28 80 |
| Jan. 21, 1888 | A. McLean | do | 142, 145 | do | do | do | 1 75 | 14 00 |
| Nov. 12, 1887 | Angus McDonald | do | 148 | do | do | do | 2 17 | 15 19 |
| Apr. 25, 1888 | Jno. McLean | do | 143 | do | do | do | 2 61 | 23 49 |
| do 25, 1888 | H. McLean | do | 147, 147a | do | do | do | 3 57 | 28 56 |
| do 25, 1888 | Don. Walker | do | 147b | do | do | do | 2 54 | 58 42 |
| do 25, 1888 | Jessie McNeil | do | 147c | do | do | do | 1 73 | 20 76 |
| do 25, 1888 | Rodk. McNeil | do | 146 | do | do | do | 6 51 | 78 12 |
| Jan. 21, 1888 | Rodk. McLean | do | 149 | do | do | do | 2 36 | 14 16 |
| Apr. 26, 1888 | Rodk. McLeod | do | 127 | Little Crossing | do | do | 1 12 | 6 72 |
| do 26, 1888 | Sarah McDonald | do | 129 | do | do | do | 0 94 | 11 28 |
| Aug. 20, 1888 | Christina McLean | do | 150 | McKinnon's Harbour | do | do | 1 06 | 32 00 |
| Dec. 22, 1888 | R. C. Campbell | do | 162 | Grand Narrows | do | do | 1 63 | 6 52 |
| do 22, 1888 | Don. McNeil | do | do | do | do | do | 3 14 | 18 84 |
| do 22, 1888 | M. Melnis <i>et al.</i> | do | do | do | do | do | 5 05 | 40 30 |
| Nov. 26, 1888 | W. H. McKenzie, (trustee) | do | 27 | Head of Port Hawkesbury | do | do | 4 60 | 36 54 |
| do | do | do | 34 | Little River | do | do | 0 83 | 6 78 |
| do | do | do | 3, 6, 7, 10, 11 | Guernsey | do | do | 1 16 | 500 00 |
| do | do | do | 36 | Little River Coal Mines | do | do | 15 60 | 121 32 |
| do | do | do | 258, 258a | Fresh Water Creek | do | do | 0 64 & 0 34 | 1 00 |
| do | do | do | 81a | River Dennis | do | do | 4 67 | 28 02 |
| do | do | do | 126 | Little Crossing | do | do | 24 35 | 146 10 |
| do | do | do | 107a | Orangedale | do | do | 3 46 | 41 52 |
| do | do | do | 125 | Little Crossing | do | do | 4 31 | 27 95 |
| do | do | do | 124 | Gillis Cove | do | do | 7 33 | 43 98 |
| do | do | do | 122 | do | do | do | 1 88 | 27 45 |
| do | do | do | 123 | do | do | do | 4 61 | 36 88 |
| do | do | do | 121 | do | do | do | 1 88 | 18 80 |
| do | do | do | 120 | do | do | do | 2 28 | 434 20 |
| do | do | do | 119 | do | do | do | 1 01 | 25 00 |
| do | do | do | 118a | do | do | do | 3 23 | 24 22 |
| do | do | do | 117 | do | do | do | 1 41 | 25 00 |
| do | do | do | 116 | do | do | do | 4 84 | 33 88 |
| do | do | do | 115 | Marysdale | do | do | 4 67 | 28 02 |
| do | do | do | 114 | do | do | do | 2 28 | 11 40 |
| do | do | do | 113 | do | do | do | 8 72 | 87 20 |
| do | do | do | 110 | do | do | do | 3 37 | 50 55 |
| do | do | do | 107 | do | do | do | 13 52 | 67 00 |
| do | do | do | 106a | do | do | do | 5 31 | 24 10 |
| do | do | do | 106 | do | do | do | 5 31 | 58 41 |
| do | do | do | 105 3/4 | Seal Cove | do | do | 5 19 | 36 33 |

[689]

155

2ND. PROPERTY PURCHASED, DAMAGED, OR SOLD BY THE DEPARTMENT OF RAILWAYS AND CANALS, &c.—Continued.

| Date of Signature. | Vendors. | Purchasers. | PROPERTY PURCHASED, SOLD OR DAMAGED. | | | For what Purpose. | Area of Land. | Amount Paid. | Remarks. |
|--------------------|--------------------|--------------|--------------------------------------|--------------------|-------------|-------------------|---------------|--------------------|----------|
| | | | Cape Breton Railway—Continued. | | | | | | |
| | | | Lots. | District. | County. | | | | |
| do 14, 1888 | Angus Munro | Her Majesty. | 105 ⁵ | Seal Cove | Inverness | Cape Breton Ry. | 5.19 | | |
| Feb. 24, 1888 | B. McLean. | do | 104 ^a | do | do | do | 1.51 | | |
| Mar. 14, 1888 | J. & C. McLean | do | 103 ^a | do | do | do | 2.26 | Wood and timber. | |
| Jan. 26, 1888 | John McLean | do | 103 | do | do | do | 1.47 | | |
| do 26, 1888 | H. McLean | do | 102 | do | do | do | 3.79 | | |
| do 26, 1888 | N. McLean | do | 101 | do | do | do | 8.43 | | |
| do 26, 1888 | Don. McLean | do | 99 | Lower River Dennis | do | do | 3.00 | | |
| do 26, 1888 | Murdock McLean | do | 98 | Seal Cove | do | do | 15.00 | | |
| do 24, 1888 | Cowan D. McLean | do | 96 | River Dennis | do | do | 4.42 | | |
| do 24, 1888 | D. Pringle | do | 95 ^a | do | do | do | 10.38 | | |
| do 24, 1888 | Jas. Pringle | do | 95 | do | do | do | 1.73 | | |
| do 24, 1888 | Jas. Pringle | do | 94 | do | do | do | 4.68 | | |
| Jan. 24, 1888 | D. Blue | do | 93 | do | do | do | 1.76 | | |
| do 24, 1888 | A. Cummings | do | 92 | do | do | do | 1.56 | | |
| Feb. 24, 1888 | B. Smith | do | 90 ^a | do | do | do | 1.73 | | |
| July 13, 1888 | John Cummings | do | 89 | do | do | do | 9.06 | | |
| Feb. 27, 1889 | A. McFadden | do | 88 | do | do | do | 3.15 | | |
| do 27, 1889 | L. McFadyen | do | 87 | do | do | do | 3.86 | | |
| Jan. 24, 1888 | M. McKenzie | do | 86 | do | do | do | 177.78 | | |
| Feb. 23, 1888 | A. McLennan | do | 85 ^a | do | do | do | 44.00 | | |
| July 13, 1888 | J. & J. Cummings | do | 84 | do | do | do | 73.34 | | |
| Jan. 24, 1888 | Rod. Cummings | do | 83 ^b | do | (Big Brook) | do | 105.60 | | |
| Feb. 25, 1888 | P. McIntyre | do | 83 ^a | do | do | do | 7.04 | | |
| Dec. 17, 1888 | H. McLean | do | 83 | do | do | do | 114.90 | | |
| Jan. 24, 1888 | do | do | 82 ^a | do | do | do | 11.81 | | |
| Feb. 23, 1888 | D. McLean | do | 82 ^a | do | do | do | 2.02 | | |
| Jan. 23, 1888 | do | do | 82 | do | do | do | 40.40 | | |
| Jan. 23, 1888 | do | do | 81 | do | do | do | 84.60 | | |
| Feb. 24, 1884 | H. McIntyre | do | 80 | do | do | do | 8.07 | | |
| Jan. 23, 1888 | John McIntyre | do | 79 ^a | do | do | do | 3.50 | | |
| Aug. 18, 1888 | S. McLean et al. | do | 78 | do | do | do | 2.00 | | |
| Jan. 23, 1888 | D. McLean | do | 77 | Big Brook | do | do | 16.00 | | |
| Feb. 25, 1888 | D. McLeod | do | 76 | do | do | do | 4.65 | | |
| Jan. 23, 1888 | R. McLeod | do | 74 | do | do | do | 2.51 | | |
| do 23, 1888 | M. & D. McLeod | do | 73 | do | do | do | 5.50 | | |
| do 23, 1888 | Arch. McLean | do | 72 | do | do | do | 33.06 | | |
| do 23, 1888 | Grace McArthur | do | 70 | do | do | do | 6.83 | | |
| Mar. 16, 1888 | A. McArthur et al. | do | 70 | do | do | do | 5.00 | More or less area. | |
| | | | | | | | 7.79 | | |

2ND. PROPERTY purchased, damaged, or sold by the Department of Railways and Canals, &c.—Continued.

| Date of Signature. | Vendors. | Purchasers. | Property purchased, sold or damaged. | | For what Purpose. | Area of Land. | Amount Paid. | Remarks. |
|--------------------|------------------|--------------|---|--------------------|-------------------|---------------|--------------|------------------------|
| | | | Cape Breton Railway.—Continued. | | | | | |
| | | | Lots. | District. |  |  |  |  | County. |
| Nov. 3, 1888 | J. Osborne. | Her Majesty. | 18 | 1st Con. Cornwall. | Stormont. | | | |
| do 9, 1888 | J. N. Ault. | do | 22, | do | do | 5.00 | 150 00 | |
| do 29, 1888 | J. Pescod | do | 17 | do | do | 20.50 | 1,950 00 | |
| Dec. 4, 1888 | D. Pescod | do | 17 | do | do | 3.12 | 97 50 | |
| do 10, 1888 | G. Pescod | do | 17 | do | do | 2.64 | 79 20 | |
| do 11, 1888 | J. Blackadder. | do | 20, | do | do | 5.28 | 158 32 | |
| Jan. 16, 1889 | W. J. & H. Wood | do | W ¹ / ₃ | do | do | 10.00 | 2,000 00 | |
| do 23, 1889 | G. E. Robertson. | do | 21, | do | do | 6.60 | 956 00 | |
| do 28, 1889 | W. J. Wood | do | E ¹ / ₃ | do | do | 38.39 | 2,282 25 | |
| do 29, 1889 | A. Serviss. | do | E ¹ / ₃ | do | do | 10.50 | 1,544 00 | |
| do 2, 1889 | Wm. Brown | do | W ¹ / ₂ | do | do | | 92 24 | Principal and interest |
| do 1, 1889 | T. Shields | do | W ¹ / ₂ | do | do | | 89 98 | do |
| do 1, 1889 | F. Clark | do | W ¹ / ₂ | do | do | | 52 55 | do |
| do 1, 1889 | E. Ryan | do | E ¹ / ₃ | do | do | | 53 27 | do |
| do 16, 1889 | C. Winters | do | W ¹ / ₂ | do | do | | 173 34 | do |
| do 4, 1889 | W. Serviss | do | W ¹ / ₂ | do | do | | 36 21 | do |
| Mar. 4, 1889 | J. A. Hill | do | 18 | 1st Con. Cornwall | do | 540 feet. | 98 96 | do |
| do 18, 1889 | W. C. Serviss | do | N ¹ / ₄ | do | do | | 160 20 | |
| do 16, 1889 | E. Ryan | do | E ¹ / ₃ | do | do | 1.76 | 365 00 | |
| do 18, 1889 | T. Shields | do | W ¹ / ₂ | do | do | 2.67 | 747 50 | |
| Apr. 20, 1889 | J. A. Shearer | do | 18 | 1st Con. Cornwall | do | 0.67 | 533 00 | |
| Mar. 18, 1889 | F. Clark | do | W ¹ / ₂ | do | do | 0.68 | 5 00 | Release, as tenant. |
| July 1, 1889 | S. Moss | do | E ¹ / ₃ | do | do | 0.89 | 255 00 | |
| May 14, 1889 | G. A. Moss | do | E ¹ / ₃ & W ¹ / ₃ | do | do | 2.78 | 700 00 | |
| | | | | | | 0.14 | 1,157 81 | |
| Jan. 25, 1889 | Joseph Remy | Her Majesty. | | | | | 50 00 | |
| July 30, 1889 | Eduard Marcoux | do | | | | | 150 00 | |

| Dept. of Interior | Carillon Canal and Dam. | Intercolonial Railway. | Lachine Canal. | Murray Canal. |
|-------------------|---|------------------------|----------------|---------------|
| Nov. 30, 1888 | Dept. of Railways and Canals | | | |
| do 26, 1888 | Her Majesty: Lot part 9, 1st Con., Chatham, near feeder, damages | | | |
| Dec. 27, 1888 | do Lot E. $\frac{1}{2}$ 7, 1st Con., East Hawkesbury, damages | | | |
| do 27, 1888 | do Lot E. $\frac{1}{2}$ 11, 1st Con. do | | | |
| do 27, 1888 | do Lot W. pt. 11, 1st Con. do | | | |
| do 27, 1888 | do Lot W. of W. pt. 11, 1st Con. do | | | |
| do 27, 1888 | do Lot E. $\frac{1}{2}$ 12, 1st Con. do | | | |
| do 27, 1888 | do Lot E. $\frac{1}{2}$ 13, 1st Con. do | | | |
| do 27, 1888 | do Lot E. $\frac{1}{2}$ 14, 1st Con. do | | | |
| do 27, 1888 | do Lot E. pt. 5, 1st Con. do | | | |
| do 27, 1888 | do Lot pt. 4, 1st Con. do | | | |
| Jan. 10, 1889 | do Lot W. $\frac{1}{2}$ 8, 1st Con. do | | | |
| Feb. 9, 1889 | do Lot 2, 1st Con. do | | | |
| Jan. 16, 1889 | do Lot N. E. $\frac{1}{4}$ 4, 8th Con. do | | | |
| Dec. 27, 1888 | do Lot W. $\frac{1}{2}$ 3, 1st Con. do | | | |
| Mar. 12, 1889 | do Lot 200, 1st Con., Chatham, damages | | | |
| Dec. 29, 1888 | do Grande Isle or Struthers Island, 1st Con., East Hawkesbury, damages | | | |
| Mar. 25, 1889 | do Lot W. $\frac{1}{2}$ 12, 1st Con., E. Hawkesbury, damages | | | |
| Apr. 15, 1889 | do Lot E. $\frac{1}{2}$ 8, 1st Con. do | | | |
| do 27, 1889 | do Lot 125, 1st Con. do | | | |
| Sep. 15, 1888 | do Lot 60, Ste. Anne, Pointe au Pèrre, damages | | | |
| Jan. 30, 1889 | do Lot 471, Lauzon ward, Town of Lévis | | | |
| Feb. 26, 1889 | do Lot 273, Lauzon Village, Lévis County | | | |
| Apr. 26, 1889 | do Lots 423, 424 do | | | |
| June 12, 1889 | do Lot 423 do | | | |
| May 6, 1889 | do Receipt. Land at Côte St. Paul, damages | | | |
| Nov. 1, 1888 | do House on Lot N. W. $\frac{1}{4}$ 8, carrying place block, township of Murray | | | |

2nd. PROPERTY purchased, damaged, or sold by the Department of Railways and Canals, &c.—Continued.

| Date of Signature. | Vendors. | Purchaser. | Property Purchased, Damaged or Sold. | For what Purpose. | Area of Land. | Amount Paid. | Remarks. |
|--------------------|--------------------------------|--------------|---|-------------------|---------------|--------------|-------------------------|
| | | | <i>Ottawa River, damages by Dams at Rocher Fenou and Grand Calumet Falls.</i> | | Acres. | \$ cts. | |
| Nov. 5, 1888 | Peter Comrie | Her Majesty. | Lot 23, B, East front Westmeath. | Culbute Works. | ..... | 60 00 | |
| July 28, 1888 | Geo. Carswell | do | Lot 32, 8th Con., Grand Calumet. | do | ..... | 150 00 | |
| Oct. 12, 1888 | Jas. Colton | do | Lot 20, 2nd Con., Litchfield. | do | ..... | 125 00 | |
| do 13, 1888 | M. Kavanagh | do | Lot 16, 6th Con. do | do | ..... | 100 00 | |
| Nov. 3, 1888 | C. Dumouchel <i>et al.</i> | do | Lot 27, 8th Con., Grand Calumet | do | ..... | 85 00 | |
| do 19, 1888 | Widow L. Lacourse | do | Lot 12, 1st Con. do | do | ..... | 260 00 | |
| do 21, 1888 | Hon. J. Bryson, Sen. | do | Lots 19, 20, 21, 2nd Con., Mansfield | do | ..... | 500 00 | |
| do 22, 1888 | T. M. Carswell | do | Lot 11, A, Mansfield. | do | ..... | 125 00 | |
| Dec. 3, 1888 | Widow Wm. Flynn | do | Lot S.E. $\frac{1}{2}$ 12, 5th Con., Litchfield | do | ..... | 150 00 | |
| do 4, 1888 | Widow J. Vaillant | do | Lot 14, 3rd Con., Litchfield | do | ..... | 110 00 | |
| do 6, 1888 | J. Young | do | Lot 4, Con. A, Mansfield | do | ..... | 400 00 | |
| Feb. 2, 1889 | W. Sharpe <i>et al.</i> | do | Lots 9, 10, Con. D, Westmeath | do | ..... | 200 00 | |
| Apr. 9, 1889 | P. Buchanan | do | Lots 20, 21, Con. B do | do | ..... | 300 00 | |
| Mar. 26, 1889 | H. Bannon & A. Grogore | do | Lot 1, 7th Con., Litchfield | do | ..... | 100 00 | |
| Jan. 31, 1889 | J. & G. Bryson | do | Lot 16, 1st Con., Mansfield | do | ..... | 175 00 | |
| Apr. 17, 1889 | Hon. G. Bryson | do | Lot 27, 2nd Con. do | do | ..... | 125 00 | |
| Jan. 31, 1889 | John Bryson, M.P. | do | Island No. 9 and pt. 15, 1st Con., Mansfield | do | ..... | 200 00 | |
| Apr. 18, 1889 | Widow R. Stewart <i>et al.</i> | do | Lot 17, 2nd Con., Mansfield. | do | ..... | 500 00 | |
| Mar. 8, 1889 | D. Frost | do | Lot 16, 1st Con., Lot rear $\frac{1}{2}$ 2, Con. B, Mansfield | do | ..... | 124 00 | |
| do 20, 1889 | J. Balland, Jun | do | Lot rear $\frac{1}{2}$ 28, 7th Con., Grand Calumet | do | ..... | 75 00 | |
| Apr. 13, 1889 | W. Durrell | do | Lot 6, Con. R.S., do | do | ..... | 30 00 | |
| do 13, 1889 | W. T. Durrell | do | Lot 5, Con. R.S., do | do | ..... | 10 00 | |
| Mar. 6, 1889 | R. Humphrey <i>et al.</i> | do | Lot 30, 1st Con., Waltham | do | ..... | 75 00 | |
| Jan. 16, 1889 | J. Wilson | do | Lot 48, 2nd Con. do | do | ..... | 80 00 | |
| Mar. 21, 1889 | J. Humphrey | do | Lots 31, 33, 34, 1st Con., Waltham | do | ..... | 175 00 | |
| Jan. 25, 1889 | H. Connelly | do | Lots 31, 32, 33, 2nd Con., Mansfield | do | ..... | 325 00 | |
| Apr. 17, 1889 | T. Carrall | do | Lots 35, 36, 1st Con., Waltham | do | ..... | 160 00 | |
| July 3, 1889 | J. Trotter | do | Lot 8, 1st Con., Grand Calumet. | do | ..... | 50 00 | Calumet Island Reserve. |
| Sep. 18, 1889 | A. Gervais <i>et al.</i> | do | Lots 3, 4, Con. C, Westmeath. | do | ..... | 25 00 | |

Oxford and New Glasgow Railway.

| Lots. | | District. | County. | | |
|----------------------|---|-----------------------|------------|---------------------|--------|
| Her Majesty. | Lot..... | River Philip..... | Cumberland | O. & N. G. Ry..... | 1 50 |
| do | do | do | do | do | 1 60 |
| do | do | do | do | do | 1 90 |
| do | do | do | do | do | 8 99 |
| do | do | do | do | do | 1 00 |
| do | do | do | do | do | 6 00 |
| do | do | do | do | do | 1 41 |
| do | do | do | do | do | 25 00 |
| do | do | do | do | do | 25 00 |
| do | do | do | do | do | 60 00 |
| do | do | do | do | do | 7 72 |
| do | do | do | Pictou | do | 360 00 |
| do | 82 | River John Road..... | do | do | 1 12 |
| do | 150 | Haliburton Creek..... | do | do | 1 36 |
| do | 118 | Hardwood Hill..... | do | do | 1 08 |
| do | 140 | Near West River Road | do | do | 2 22 |
| do | 148 | North of do | do | do | 3 84 |
| do | 121 | Haliburton Hill..... | do | do | 15 00 |
| do | 121 | Haliburton Creek..... | do | do | 0 20 |
| do | 151 | Scotsburn..... | do | do | 1 9 |
| do | 104½ | do | Cumberland | do | 8 38 |
| do | 90 | do | do | do | 7 77 |
| do | 89 | do | do | do | 3 75 |
| do | 83 | do | do | do | 6 49 |
| do | 81 | do | do | do | 4 48 |
| do | 73 | do | do | do | 2 97 |
| do | 69 | do | do | do | 2 81 |
| do | 65 | do | do | do | 1 36 |
| do | 64 | do | do | do | 2 14 |
| do | 47 | do | do | do | 10 45 |
| do | 47 | do | do | do | 4 29 |
| do | 35 | do | do | do | 11 14 |
| do | 31a | Tatamagouche..... | Colchester | do | 0 65 |
| do | 34 | River John..... | Pictou | do | 0 89 |
| do | 141 | West River Road..... | do | do | 48 50 |
| do | 129 | do | do | do | 103 00 |
| do | 69½ | River John..... | do | do | 0 44 |
| do | 69 | do | do | do | 0 85 |
| do | 52, 52½, 53 | do | do | do | 4 25 |
| do | 36 | do | do | do | 4 63 |
| do | 146 | West River Road..... | do | do | 1 27 |
| do | 113 | West River..... | do | do | 0 85 |
| do | 114 | Hardwood Hill..... | do | do | 7 15 |
| do | do | do | do | do | 300 00 |
| <i>Rideau Canal.</i> | | | | | |
| Her Majesty. | Lot 13, 13, 2nd Con., Bastard, damages..... | do | do | Poonamalie dam..... | 200 00 |
| do | Lot 20, 4th Con., Bedford, damages..... | do | do | Bobs Lake dam..... | 325 00 |
| do | do | do | do | do | do |

1-Sep. 12, 1888 Henry Polk.....
 4-Apr. 27, 1889 L. Bador *et al.*

2ND. PROPERTY purchased, damaged, or sold by the Department of Railways and Canals, &c.—Continued.

| Date of Signature. | Vendors. | Purchasers. | Property purchased, sold, or damaged. | For what Purpose. | Area of Land. | Amount Paid. | Remarks. |
|--------------------|--|--------------|---|-------------------|---------------|--------------|----------------------|
| | | | <i>Canadian Pacific Railway.</i> | | Acres. | \$ cts. | |
| Nov. 20, 1888 | L. Hautier (trustees). | Her Majesty. | Lots 7, 8, Lytton Division, Yale District, B.C. | C. P. Ry. | 8.05 | 150 00 | |
| Oct. 16, 1888 | Hudson Bay Co. | do | Lot NW $\frac{1}{4}$ Sec. 26, Tp. 12, R. 8 E. | Stonewall Branch. | 6.38 | 1 00 | |
| do 16, 1888 | do | do | Lot SW $\frac{1}{4}$ Sec. 8, Tp. 13, R. 7 E. | do | 0.34 | 1 00 | |
| Feb. 1, 1889 | Agnes Schultz. | do | Lots SW $\frac{1}{4}$ and SE $\frac{1}{4}$ NW $\frac{1}{4}$ Sec. 12, Tp. 12, R. 2 E. | do | 8.02 | 75 00 | Torrens certificate. |
| Oct. 1, 1888 | Wm. Owens. | do | Lot N $\frac{1}{2}$ NW $\frac{1}{4}$ 12, Tp. 12, R. 2 E. | do | 0.88 | 15 00 | |
| May 20, 1884 | Hon. A. Boyd | do | Lot 41, St. John, Selkirk | do | 1.61 | 1 00 | |
| do 20, 1884 | Alfred Boyd | do | Lot 42, do | do | 1.60 | 1 00 | |
| Apr. 18, 1884 | W. N. Kennedy | do | Lot NE $\frac{1}{4}$ 24, Tp. 11, R. 2 E. | do | 6.14 | 1 00 | |
| Feb. 18, 1888 | L. Clark | do | Leg. Subd. 3 and 6, of Sec. 7, and 11, 14 of Sec. 6, Tp. 3, R. 4 E. | Pembina Branch. | 8.00 | 40 00 | |
| June 15, 1888 | N. R. Slater | do | Lot NW $\frac{1}{4}$ Sec. 15, Tp. 3, R. 3 E. | do | 0.46 | 2 30 | |
| Dec. 14, 1888 | D. Ross | do | Lot 1000, St. Boniface (wind mill for water tank). | do | | 270 00 | Receipt. |
| Aug. 15, 1888 | Manitoba Mortgage & Inv. Co., Limited. | do | Lot 74, Ste. Agathe. | do | 2.60 | 26 00 | |
| Dec. 21, 1888 | E. Taylor. | do | Lots 198, 199, St. Norbert | do | 3.46 | 27 50 | Torrens certificate. |
| do 27, 1888 | Mercantile's Bank. | do | Lots NE $\frac{1}{4}$ and N $\frac{1}{2}$ SE $\frac{1}{4}$ Sec. 36, Tp. 8, R. 3 T. | do | 6.00 | 6 00 | do |
| Oct. 16, 1888 | Hudson Bay Co. | do | Sec. 8, Tp. 2, R. 3 E. | do | 12.00 | 1 00 | |
| do 11, 1888 | W. J. Whitley (Lond. & Ontario Inv. Co., Limited). | do | S. W. $\frac{1}{4}$ sec. 5, tp. 12, R. 3 E. | do | 0.86 | 8 60 | |
| Feb. 14, 1889 | F. Proudfoot & Co. | do | Lot NW $\frac{1}{4}$ Sec. 31, Tp. 4, R. 4 E. | do | 3.13 | 23 40 | Torrens certificate. |
| Dec. 5, 1888 | Western Canada Loan, &c., Co. | do | S. E. $\frac{1}{4}$ section 1, township 9, R. 3 E. | do | 4.00 | 20 00 | |
| Mar. 1, 1889 | L. Hunter | do | S. E. $\frac{1}{4}$ and S. $\frac{1}{2}$ N. E. $\frac{1}{4}$ sect. 13, tp. 5, R. 3 E. | do | 6.00 | 60 00 | |
| Dec. 24, 1888 | Jos. Taylor | do | N. $\frac{1}{2}$ N. E. $\frac{1}{4}$ sec. 13, tp. 5, R. 3 E. | do | 2.00 | 10 00 | |
| Sep. 27, 1884 | S. Mulvey | do | S. W. $\frac{1}{4}$ sec. 36, tp. 11, R. 2 E., Selkirk. | Stonewall Branch. | 0.35 | 1 00 | |
| do 20, 1884 | A. J. L. Peebles. | do | N. W. $\frac{1}{4}$ sec. 36, tp. 11 do | do | 6.11 | 1 00 | |
| June 3, 1884 | J. Grisdale | do | N. W. $\frac{1}{4}$ sec. 1, tp. 12 do | do | 6.17 | 61 70 | |
| Mar. 6, 1884 | Wm. Fraser | do | N. W. $\frac{1}{4}$ sec. 1, tp. 12 do | do | 6.13 | 1 00 | |
| Apr. 25, 1884 | R. D. Bathgate | do | N. W. $\frac{1}{4}$ sec. 36, tp. 12 do | do | 5.83 | 1 00 | |
| do 18, 1884 | Wm. N. Kennedy | do | S. W. $\frac{1}{4}$ sec. 2, tp. 13 do | do | 6.15 | 92 25 | |
| Dec. 4, 1883 | W. W. Macalister. | do | S. E. $\frac{1}{4}$ sec. 10, tp. 13 do | do | 6.23 | 50 00 | |
| do 20, 1883 | Wm. McDougall. | do | S. E. $\frac{1}{4}$ sec. 15, tp. 13 do | do | 6.96 | 80 00 | |
| Nov. 20, 1883 | Wm. Nesbit | do | N. E. $\frac{1}{4}$ sec. 21, tp. 13 do | do | 4.39 | 45 00 | |
| do 23, 1883 | C. Mahon. | do | S. E. $\frac{1}{4}$ sec. 28, tp. 13 do | do | | | |

| Date | Applicant | Description | Area | Value | Remarks |
|----------------------------|--------------------------|--|----------|-------------|---------------------------|
| Apr. 26, 1884 | Jos. C. Bishop | S. W. $\frac{1}{2}$ sec. 22, tp. 13 do Lisgar | 1 00 | 6 33 | |
| Sep. 29, 1884 | J. F. Bain | S. $\frac{1}{2}$ N. E. $\frac{1}{2}$ sec. 10, tp. 13, R. 2 E., Selkirk | 1 00 | 3 07 | |
| Jan. 6, 1887 | D. Sinclair | Part lot 35, St. John, outer, 2 miles. | 1 00 | Not stated. | |
| Apr. 15, 1889 | St. John's Cathedral. | do do do | 1 00 | 2 54 | |
| <i>Trent Valley Canal.</i> | | | | | |
| July 24, 1888 | Louisa D. Bell et al. | Lot 3, East of Water St. and lot 3, West of Strickland St., Lakefield. | | | Damages by Lakefield dam. |
| Aug. 4, 1888 | Wm. Garbutt | Lot 84, 15th Con., Smith | 50 00 | | |
| Sep. 19, 1888 | Jas. Jory | Lot W $\frac{1}{2}$ 21, 5th Con., Douro | 100 00 | | Lovestock dam. |
| July 25, 1888 | T. Stephenson | Lot $\frac{1}{2}$ 7, 3rd Con., Emily. (The mill property at Omenece) | 100 00 | | Lakefield dam. |
| Sep. 12, 1888 | A. & T. H. McQuade. | Lot S. $\frac{1}{2}$ 10, 5th Con., Emily | 2,000 00 | | Buckhorn dam. |
| do 12, 1888 | A. & B. J. McQuade. | Lot S. E. $\frac{1}{4}$ 8 and S. $\frac{1}{4}$ 9, in 5th Con., and lot N. $\frac{1}{4}$ 8 and N. $\frac{1}{4}$ 9, in 4th Con., Emily | 30 00 | | do |
| do 12, 1888 | A. & W. R. McQuade | Lot N. W. $\frac{1}{4}$ 12, in 6th Con., Emily | 84 00 | | do |
| Oct. 16, 1888 | C. Harrington et al. | Fox Island (or A. B.), tp. Harvey | 51 00 | | do |
| Nov. 24, 1888 | Estate J. Harrington. | Lots 12, 13, 14, in 5th Con., Emmismore. | 200 00 | | do |
| do 27, 1888 | M. Grundy | Lot 10, in 8th Con., and lot E. $\frac{1}{2}$ 10, in 9th Con., Harvey | 120 00 | | do |
| Dec. 10, 1888 | P. O'Connor | Lot N. $\frac{1}{2}$ 11, in 7th Con., Emmismore. | 150 00 | | Lovestock dam. |
| 1889 | R. Boate et al. | Lot E. $\frac{1}{2}$ 22, 5th Con., Emily | 50 00 | | Buckhorn dam. |
| June 10, 1889 | M. O'Connor et al. | Lot S. pt. 10, 8th Con., Emmismore. | 50 00 | | Damages by Buckhorn dam. |
| do 17, 1889 | Ellen Young | Lot 35, 12th Con., Smith | 100 00 | | do |
| <i>Tay Canal.</i> | | | | | |
| Oct. 18, 1888 | Geo. Graham | Lot 16, N. of South St.; lot 15 N. and 16, S. Robinson St.; lot 15, S. of Hulton St., and lot N. on Robinson St., Perth | 100 00 | | Tay Canal. |
| do 15, 1888 | J. Arthur et al. | Lot 11, N. of Cockburn St., and lot 11, S. of Brock St., Perth | 200 00 | | do |
| do 22, 1888 | R. Stone | Lots 10, 11, S. Craig St. and lot 11, N. Brock, St., Perth | 300 00 | | do |
| do 19, 1888 | S. T. Dawson | Island in Tay River, removal of bridge and cutting road on lots 21, $\frac{1}{2}$ 22, $\frac{1}{2}$ 23 in 9th Con., North Elmsley | | | |
| Nov. 3, 1888 | E. Cameron | Lot 14, N. Hulton St., town of Perth | 1,000 00 | | do |
| do 21, 1888 | W. Nievens | Lot 11, S. Cockburn St. do | 75 00 | 0 31 | do |
| Dec. 4, 1888 | Corp. North Elmsley. | Closing road between lots in 9th and 10th Con., North Elmsley | 75 00 | 0 21 | do |
| do 5, 1888 | J. R. Matheson et al. | Lots 5, 6, de Watteville St., Perth | 500 00 | | do |
| do 6, 1888 | J. Templeton (executors) | Lot 7 do do | 400 00 | 0 20 | do |
| do 22, 1888 | D. Low | Part lot 5 do do | 550 00 | 0 20 | do |
| | | | 250 00 | 0 17 | do |

\$1 to John Oatway, loss of annuity.

And release.

On S. D. Dawson's lot.

2nd. PROPERTY purchased, damaged, or sold by the Department of Railways and Canals, &c.—Continued.

| Date of Signature. | Vendors. | Purchaser. | Property Purchased, Damaged or Sold. | For what Purpose. | Area of Land. | Amount Paid. | Remarks. |
|--------------------|-----------------------------|----------------------|---|---------------------------------------|---------------|--------------|-------------------|
| Dec. 18, 1888 | J. McMaster | Her Majesty | <i>Tay Canal—Continued.</i> Lot 10, N. of Craig St., and lot 10 S. of Harvey St., Perth. | do | 0.88 | 500 00 | And release. |
| Nov. 30, 1888 | E. G. Malloch <i>et al.</i> | do | Lots 12 and 13, S. of Cockburn St., Perth. | do | 0.54 | 100 00 | do |
| June 25, 1888 | L. Flagg <i>et al.</i> | do | <i>Williamsburg Canals.</i> Lots 6, 7 and part of road, 1st Con., Matilda. | Rapide Plat | 1.442 | 3,066 67 | Fencing and main- |
| May 18, 1889 | S. Robertson | do | Fencing lots 5 and 6, 1st Con., Matilda. | do | | 167 67 | tenance. |
| Apr. 3, 1889 | T. Moorehouse | do | Fencing lots E. $\frac{1}{4}$ of W $\frac{1}{4}$ and W $\frac{1}{2}$ of E $\frac{1}{2}$ 5, in 1st Con., Matilda | do | | | |
| Sep. 10, 1889 | Sarah Shaver | do | Lot W. $\frac{1}{2}$ 11, in 1st Con., Edwardsburg | Galops Canal | 0.33 | 30 00 | |
| Aug. 3, 1889 | Susan Poupore | do | Lot 12, in 1st Con., Edwardsburg | do | 0.028 | 10 00 | |
| do 13, 1889 | Geo. Bolton | do | Lot E. $\frac{1}{2}$ 13, in 1st Con., Edwardsburg | do | 0.205 | 75 00 | |
| Dec. 13, 1888 | Plooma Rooney | do | <i>Walled Canal.</i> Lot B, East St., Port Colborne. | Obstructing East Street | | 480 00 | Damages. |
| Mar. 6, 1889 | E. Beamsley | do | Part lot 5, Dockstader tract, Cauborough | Dunville dam, damages | | 85 00 | Release. |
| Aug. 11, 1888 | Corp. township Dunn. | do | Damages to roads and bridges, tp. Dunn. | do | | 306 00 | do |
| July 12, 1888 | S. Murphy <i>et al.</i> | do | Lot S. $\frac{1}{2}$ 13, in 3rd Con., North Cayuga. | do | | 140 00 | do |
| Aug. 4, 1888 | Est. J. Beatty | do | Part lots 12 and 13, 1st Con., Dunn. | do | | 192 00 | do |
| Oct. 6, 1888 | Her Majesty | Corp. St. Catharines | | | | | |
| Nov. 29, 1888 | Mary Stevenson | Her Majesty | Pts. Lots 9, 10, 7th Con. Grantham Lots 31, 32, 33, 1st Con., North Cayuga. | Cemetery Damages by Dunnville Dam. | 0.74 | 80 00 | Special grant. |
| do 28, 1888 | do | do | Lots 30, 31, 32 | do | | 60 00 | Release. |
| Jan. 24, 1889 | D. Manson | do | Schooner "Eric Belle," damaged in passing through the Canal | do | | 52 00 | do |
| Feb. 4, 1889 | W. A. McCrae <i>et al.</i> | do | Lot No. 1, Indian Reserve, Dunnville. | Damages | | 1,000 00 | do |
| Mar. 1, 1889 | Mary Braund | do | Lots 1 and 22 and E $\frac{1}{2}$ 23, Indian Reserve, Dunnville. | Dunnville Dam. | | 83 00 | do |
| | | | | do | | 75 00 | do |

| | | | | | | |
|---|----|--|--------------------|-------|----------|-------------------|
| Feb. 1, 1889) J. W. Holmes <i>et al.</i> | do | Lots 19, 20, 21 in Village Dunnville..... | do | ..... | 480 00 | do |
| Jan. 30, 1889) S. M. Davis <i>et al.</i> | do | Lot 4, 5, 3rd Con., North Cayuga..... | do | ..... | 20 00 | do |
| Dec. 27, 1888) H. Hamlin..... | do | Lot 30, 7th Con., Crowland, and damages to Lots 29, 30, 31..... | do | ..... | 250 00 | Deed and release. |
| Sep. 12, 1888) R. S. Thornton <i>et al.</i> ... | do | Lot 9, 10, Ouse St., Town of Cayuga..... | Brown's Ditch..... | ..... | 50 00 | Release. |
| Apr. 17, 1889) E. & A. McDonald..... | do | Lot 2, Indian Reserve, Township Moulton..... | Dunnville Dam..... | ..... | 99 00 | do |
| May 20, 1889) J. Dickson <i>et al.</i> | do | Lot N $\frac{1}{2}$ 6, 2nd Con., Dover Road, Dunnville..... | do | ..... | 35 00 | do |
| do 20, 1889) A. Dickson..... | do | Lot S pt. 6, 2nd Con. do | do | ..... | 190 00 | do |
| June 22, 1889) M. J. Johnson <i>et al.</i> | do | Lots 18, 19, 20, Dunnville, or 1 Moulton..... | do | ..... | 135 00 | do |
| do 22, 1889) J. T. Johnson <i>et al.</i> | do | Lot W $\frac{3}{4}$ 18 do | do | ..... | 9 00 | do |
| do 13, 1889) S. Burnham <i>et al.</i> | do | Lots 7, 8, Huff tract, pt. 19, 3rd C., N. Cayuga..... | do | ..... | 325 00 | do |
| Aug. 21, 1889) W. M. Hendershot..... | do | Lot 15, Thorold..... | Canal enlargement. | ..... | 1,322 00 | Deed |
|  |  |  |  | ..... | 1 84 | |

3RD. AGREEMENT respecting subsidies granted by the Dominion Government to aid the Minister of Railways and Canals, during

| Date of Signature. | Name of Railway Company. | Lines of Railway to be constructed. | Acts of Canada Granting Subsidy. | Number of miles to be Subsidized. |
|--------------------|--|---|----------------------------------|-----------------------------------|
| Aug. 19, 1889 | Ottawa and Gatineau Valley Railway Co. | Hull, P.Q., towards Le Désert. | 52 Vic., c. 3. | 62 |
| Sep. 4, 1888 | Tobique Valley Railway Co. | Perth Centre Station of New Brunswick Railway, towards Plaister Rock Islands. | 50-51 Vic., c. 24. | 14 |
| Aug. 24, 1888 | South Norfolk Railway Co. | Port Rowan to Simcoe | 50-51 Vic., c. 24. | 17 |
| Sep. 4, 1888 | Ontario and Quebec Railway Co. | London to Chatham, Ont. | 49 Vic., c. 10. | 65 |
| July 31, 1888 | Napanee, Tamworth and Quebec Railway Co. | } Tamworth to Tweed. | { 49 Vic., c. 10. | 18 |
| Aug. 16, 1888 | Brantford, Waterloo and Lake Erie Railway Co. |  |  |  | } Brantford to Waterloo . . . . . | { 50-51 Vic., c. 24 . . . . . | 4 |
| do 31, 1888 | Qu'Appelle, Long Lake and Saskatchewan Railway and Steamboat Co. | { Regina to Saskatoon. Land grant | { 48-49 Vic., c. 60. | 160 |
| Feb. 14, 1889 | Medicine Hat Railway and Coal Co. |  |  |  | { This is a contract for transport of mails, &c. Government supplies on line so subsidized . . . . . | { 50-51 Vic., c. 23. . . . . | 8 |
| Dec. 5, 1888 | Canada Atlantic Railway Co. | Medicine Hat to Coal field in Tp. 12, 13, R. 6 W. | 50-51 Vic., c. 23. | 8 |
| May 6, 1889 | Woodstock and Centreville Railway Co. | Bridge at Coteau Landing. | 50-51 Vic., c. 24. | 20 |
| Oct. 15, 1888 | Nova Scotia Central Railway Co. | Upper Woodstock Station on New Brunswick Railway, to or towards Centreville. | 50-51 Vic., c. 24. | 20 |
| Oct. 15, 1888 | Nova Scotia Central Railway Co. | Lunenburg in New Germany, to Middleton, on Windsor and Annapolis Railway. | 51 Vic., c. 3. | 39½ |
| Dec. 5, 1888 | Quebec and Lake St. John Railway Co. | Chambord Junction, near Lake St. John, towards Chicoutimi. | 51 Vic., c. 3. | 30 |
| Feb. 11, 1889 | Vaudreuil and Prescott Railway Co. | Grand Trunk Railway, at Vaudreuil, towards Hawkesbury. | 50-51 Vic., c. 24. | 30 |
| Jan. 22, 1889 | Temiscouata Railway Co. | Edmundston towards River St. Francis. | 51 Vic., c. 3. | 20 |
| May 2, 1889 | Drummond County Railway Co. | End of line covered by contract of 1st Dec., 1887, towards Nicolet. | 50-51 Vic., c. 24. | 17½ |
| July 20, 1889 | Oshawa Railway and Navigation Co. | Port Oshawa to Town of Oshawa, thence back of East Whitby. | 50-51 Vic., c. 24. | 7 |

OTTAWA, 25th October, 1889.

in the construction of Railways, entered into by certain Railway Companies, with the Fiscal Year ending 30th June, 1889.

| Amount of Subsidy. | | Maximum Grade Feet per mile. | Radius of Curvature, not less than— | Width of clear- ing each side. | | Embankments. | Steel Rails, lbs., per lineal yard. | When to be completed. | Remarks. |
|---|--------------------------|---------------------------------|--|-----------------------------------|-------------------|--------------|--|--|---|
| Per mile. | Not more in all than. | | | Width | of cut- tings. | | | | |
| \$ | \$ | Feet. | Feet. | Ft. | Ft. | Ft. | Lbs | | |
| ..... | 320,000 | 106 | 574 (10°) | 50 | 20 | 15 | 56 | Aug. 1, 1893 | Former subsidy lapsed. |
| ..... | 89,600 | 80 | { 819 (7°) } 716 (8°) | 50 | 20 | 15 | 56 | { Dec. 31, 1888 } { Sept. 1, 1888 } | Extension by O. C. to 1st Sept., 1889. |
| 3,200 | 54,400 | 58 | 1,910 (3°) | 50 | 20 | 15 | 56 | July 1, 1889 | |
| 3,200 | 256,000 | 53 | 2,865 (2°) | 50 | 20 | 15 | 56 | Aug. 1, 1890 | |
| ..... | 70,000 | 80 | 955 (6°) | 50 | 20 | 15 | 56 | Aug. 1, 1890 | |
| 3,200 | 12,800 | | | | | | | | |
| 3,200 | 57,600 | 40 | 1,719 (3°.20) | 50 | 20 | 15 | 56 | Aug. 1, 1891 | |
| 6,400 acres per mile. } |  | ..... | ..... | ..... | ..... | ..... | ..... | July 1, 1889 | Land subsidy for 1st 50 miles; subject to ap- proval of Parliament. |
| \$50,000 per year.... } | | | | | | | | June 2, 1890 |  | Land subsidy. |
| 6,400 ac. per mile, about 51,354 acres. 15% on value of struc- ture, not over \$180,000. |  | ..... | ..... | ..... | ..... | ..... | ..... | Aug. 1, 1891 | Supplemental agreement of 12th July, 1889, for operating bridge. |
| 3,200 | 64,000 | 80 | 955 (6°) | 50 | 20 | 15 | 56 | Oct. 1, 1890 | |
| 3,200 | 147,200 | 80, 87 | 882 (6½°) | 50 | 20 | 16 | 56 | Dec. 31, 1890 | |
| 3,200 | 96,000 | 80 | { 955 (6°) } 818 (7°) | 50 | 20 | 15 | 56 | Aug. 1, 1890 | |
| 3,200 | 96,000 | 53 | 1,910 (3°) | 50 | 20 | 15 | 56 | Aug. 1, 1891 | |
| ..... | 100,000 | 70 | 818 (7°) | 50 | 20 | 15 | 56 | Aug. 1, 1892 | |
| 3,200 | 96,000 | 63 | 1,433 (4°) | 50 | 20 | 15 | 56 | April 1, 1890 | |
| 3,200 | 22,400 | 93 | 410 (14°) | 50 | 20 | 15 | 56 | Aug. 1, 1890 | |

H. A. FISSIAULT.

APPENDIX No. 19.

CANADIAN GOVERNMENT RAILWAYS.

OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,
OTTAWA, 8th November, 1889.

SIR,—I have the honor to submit to you my annual remarks upon the progress made in the construction of railways to which Parliamentary grants of cash subsidies have been made.

(1) Railways receiving cash mileage subsidies are 79 in number, of an aggregate length of 3,037 miles, and to these cash subsidies have been granted to the extent of \$11,748,607. Of these railways 59 have entered into contracts under the Subsidy Act, the works upon which are completed or in progress, 44 having earned and received \$5,709,872, leaving 15 which have not progressed sufficiently to have earned any portion of the subsidies granted to them.

(2) Railways receiving cash subsidies otherwise than by the mile. These are 8 in number, having an aggregate mileage of 2,489 miles. Of these 5, representing 2,450 miles, are completed and under traffic, the other 3 being in progress.

The Annapolis and Digby Railway, 20 miles, is being constructed by the Government for the Western Counties Railway Company. The Chignecto Marine Transport Railway, a novel work, is being rapidly built, and promises to be ready for traffic at an early date. The St. Clair Frontier Tunnel is intended to connect the railway systems of the United States and Canada. It will be a most useful work, and it is being vigorously pushed forward, substantial progress having already been made.

I am, Sir,

Your obedient servant,

COLLINGWOOD SCHREIBER,

Chief Engineer and General Manager.

A. P. BRADLEY, Esq.,

Secretary, Department Railways and Canals.

List of Railways to which other than Mileage Cash Subsidies are Granted, showing Amount Granted and Amount Paid.

| Name of Railway. | No. of Miles. | Amount of Subsidy. | Amount paid to 30th June, 1889. | Amount paid to 4th November, 1889. | Miles under Contract. | Remarks. |
|---|---------------|--------------------|---------------------------------|------------------------------------|-----------------------|--|
| Annapolis and Digby..... | 20 | 500,000 | ..... | ..... | 20 | Being constructed by Government for Western Counties Ry. Co. |
| Atlantic and North-West (Short Line)..... | 353 | *250,000 | ..... | ..... | 353 | *Per annum for 20 years; 253 miles completed and in operation. |
| Canada Central..... | 120 | 1,440,000 | 1,440,000 | 1,440,000 | 120 | Completed and in operation. |
| Canadian Pacific..... | 1,905 | 25,000,000 | 25,000,000 | 25,000,000 | 1,906 | do |
| Chignecto Marme..... | 17 | *170,602 | Nil. | Nil. | 17 | *Per annum; work in progress. |
| Esquimalt and Nanaimo..... | 71 | 750,000 | 750,000 | 750,000 | 71 | Completed and in operation. |
| Fredericton and St. Mary's Railway Bridge Co..... | 1 | 30,000 | 30,000 | 30,000 | 1 | do |
| St. Clair Frontier Tunnel..... | 2 | 375,000 | Nil. | Nil. | 2 | Work in progress. |

COLLINGWOOD SCHREIBER.

OTTAWA, 4th November, 1889.

List of Railways to which Mileage Subsidies are granted, showing the Amount of Subsidy granted, and Amount aid up to 4th November, 1887.

| Name of Railway. | Number of Miles. | Amount of Subsidy Granted. | Amount of Subsidy Paid to 30th June, 1889. | Amount of Subsidy Paid to 4th November, 1889. | Number of Miles for which Contracts have been made. | Remarks. |
|--|-------------------|----------------------------|--|---|---|--|
| Albert Southern..... | 16 | 51,200 | 19,428 | 20,815 | 16 | Track laid upon about 10 miles. |
| Aurthurburg, Lake Shore and Blenheim..... | 20 | 64,000 | Nil. | Nil. | Nil. | No contract. |
| Baie des Chateaux..... | 70 | 620,000 | 375,500 | 524,175 | 70 | Track laid upon about 60 miles. |
| Brockville, Westport and Sault Ste. Marie..... | 60 | 192,000 | 45,000 | 45,000 | 40 | Track laid upon about 40 miles, and trains running. |
| Belleville and North Hastings..... | 7 | 22,400 | 21,888 | 21,888 | 7 | do |
| Beauharnois Junction..... | 30 | 96,000 | 54,650 | 54,650 | 30 | do |
| Brantford, Waterloo and Lake Erie..... | 18 | 57,600 | Nil. | Nil. | 16 ^{3/4} | No work done. |
| Buctouche and Moncton..... | 32 | 102,400 | 61,054 | 61,054 | 32 | Track is laid upon about 32 miles, and trains running. |
| Cap Tourment towards Murray Bay..... | 20 | 64,000 | Nil. | Nil. | Nil. | No contract. |
| Cararquet..... | 67 | 224,000 | 224,000 | 224,000 | 67 | Completed and in operation. |
| Central..... | 40 | 128,000 | Nil. | Nil. | 40 | Track laid upon about 40 miles, and trains running. |
| Canada Atlantic..... | 59 | 314,400 | 102,355 | 102,355 | 59 | 59 miles completed and in operation. |
| Carillon and Grenville..... | 12 | 38,400 | Nil. | Nil. | Nil. | No contract. |
| Cornwallis Valley..... | 14 | 44,800 | Nil. | Nil. | 14 | Work in progress. |
| Cumberland..... | 14 | 44,800 | Nil. | 25,000 | 14 | Track laid upon about 14 miles. |
| Cap Rouge and St. Lawrence..... | 12 | 38,400 | Nil. | Nil. | Nil. | No contract. |
| Railway Mount Forest to Wallerton..... | 24 | 76,800 | Nil. | Nil. | Nil. | do |
| Drummond County..... | 34 ^{1/2} | 110,400 | 28,872 | 34,372 | 30 | Track laid upon about 12 miles. |
| Dominion Line Company..... | 7 | 22,400 | 15,360 | 15,360 | 7 | Completed and in operation. |
| Erie and Huron..... | 30 | 96,000 | 96,000 | 96,000 | 30 | do |
| Elgin, Peritocodiac and Havelock..... | 12 | 38,400 | 38,400 | 38,400 | 12 | do |
| Gatineau Valley..... | 62 | 320,000 | Nil. | Nil. | 62 | Grading is in progress. |
| Great Northern..... | 28 | 89,600 | 25,088 | 25,088 | 28 | Track laid. |
| Grand Trunk, Georgian Bay and Lake Erie..... | 15 | 48,000 | Nil. | Nil. | Nil. | No contract. |
| Great Eastern..... | 60 | 192,000 | 19,200 | 19,200 | 31 ^{1/2} | 6 miles completed. |
| Guelph Junction..... | 16 | 51,200 | 46,000 | 46,000 | 16 | Completed and in operation. |
| Harvey Branch..... | 3 | 9,600 | 5,554 | 5,554 | 3 | Track laid throughout. |
| Hereford..... | 49 | 156,800 | 63,900 | 63,900 | 49 | Track laid on about 34 miles, and trains running. |
| International..... | 49 | 156,800 | 152,960 | 152,960 | 49 | Road completed and in operation. |
| Irondale, Bancroft and Ottawa..... | 50 | 160,000 | 15,000 | 15,000 | 50 | Track laid on 10 miles. |
| Joggins..... | 18 ^{1/2} | 58,400 | 26,138 | 27,555 | 13 ^{1/2} | Track laid on about 11 ^{1/2} miles, and trains running. |
| Jacques Cartier Union..... | 5 | 20,000 | Nil. | Nil. | Nil. | No contract. |

| | | | | | |
|--|-------|------------|-----------|--------|--|
| Kingston and Pembroke..... | 15 | 48,000 | 48,000 | 15 | Completed and in operation. |
| Kingston, Smith's Falls and Ottawa..... | 20 | 64,000 | Nil. | Nil. | No contract. |
| L. Association..... | 34 | 11,200 | 11,200 | 27 | Completed and in operation. |
| Lake Erie, Essex and Detroit River..... | 27 | 118,400 | 106,500 | 37 | do |
| Lake Temiscamungue Colonization..... | 33 | 113,200 | 26,400 | 19 | Track laid on about 17 miles. |
| Leamington and St. Clair..... | 16 | 51,200 | 51,200 | 16 | Completed and in operation. |
| Massawippi Valley..... | 25 | 80,000 | Nil. | Nil. | No contract. |
| Maskinonge and Nipissing..... | 15 | 48,000 | Nil. | Nil. | do |
| Mundie Branch..... | 51 | 17,600 | Nil. | 51 | No work done. |
| Montreal and Sorel..... | 45 | 72,000 | 69,922 | 45 | Completed and in operation. |
| Montreal and Champlain Junction..... | 63 | 103,600 | 83,100 | 63 | Track laid throughout, and trains running. |
| Montreal and Western..... | 70 | 361,270 | Nil. | 70 | Work commenced. |
| Montreal and Lake Maskinonge..... | 10 | 32,000 | 19,700 | 10 | Track laid throughout, and trains running. |
| Northern and Western..... | 100 | 320,000 | 311,900 | 100 | Completed and in operation. |
| Northern and Pacific..... | 110 | 1,320,000 | 1,319,400 | 110 | do |
| Napanee, Tamworth and Quebec..... | 57 | 204,400 | 89,600 | 57 | 28 miles completed and in operation. |
| New Brunswick and Prince Edward Island..... | 37 | 118,400 | 113,440 | 37 | Completed and in operation. |
| Nova Scotia Central..... | 80 | 256,000 | 150,390 | 80 | Track laid throughout. |
| Ontario and Pacific..... | 142 | 172,400 | Nil. | 82 | No work done. |
| Ottawa and Parry Sound..... | 22 | 70,400 | Nil. | Nil. | No contract. |
| Oshawa..... | 7 | 22,400 | Nil. | 7 | Work commenced. |
| Parry Sound Colonization..... | 40 | 128,600 | Nil. | Nil. | do |
| Port Arthur, Duluth and Western..... | 84 | 271,200 | Nil. | Nil. | Track laid 70 miles, and trains running. |
| Pontiac Pacific Junction..... | 88 | 313,100 | 174,828 | 88 | Track laid throughout. |
| Pontiac and Renfrew..... | 6 | 19,200 | Nil. | 43 | 15 miles completed and under traffic. |
| Quebec Central..... | 105 | 348,342 | 60,342 | 66 | Track laid for about miles, and trains running. |
| Quebec and Lake St. John..... | 246 | 933,695 | 709,915 | 246 | Track laid for about miles, and trains running. |
| Quebec, Montmorency and Charlevoix..... | 30 | 96,000 | Nil. | Nil. | Track laid 21 miles. |
| Richmond Hill Junction..... | 5 | 16,000 | Nil. | Nil. | No contract. |
| St. Catharines and Niagara Central..... | 32 | 102,400 | 26,640 | 12 | Track laid 12 miles, and trains running. |
| South Ontario Pacific..... | 49 | 158,400 | Nil. | Nil. | No contract. |
| South Norfolk..... | 17 | 54,400 | 54,400 | 17 | Completed and in operation. |
| St. Louis and Richibucto..... | 7 | 22,400 | 22,400 | 7 | do |
| St. Lawrence and Lower Laurentian..... | 39 | 217,600 | 92,813 | 39 | Track laid for about 25 miles. |
| Railway from St. Césaire to St. Paul d'Abbotsford..... | 5 | 16,000 | Nil. | Nil. | No contract. |
| St. John Valley..... | 44 | 140,800 | Nil. | 44 | Grading commenced ; operations suspended. |
| Railway, St. Andrew's to Lachute..... | 7 | 22,400 | Nil. | Nil. | Grading and bridging in progress. |
| Stewiacke Valley and Lansdowne..... | 25 | 80,000 | Nil. | 25 | No contract. |
| Railway, Sicoma's Narrows to Lake Okanagan..... | 51 | 163,200 | Nil. | 5 | Completed and in operation. |
| Toronto, Grey and Bruce..... | 5 | 16,000 | 14,656 | 5 | Track laid about 80½ miles, and train running. |
| Temiscouata..... | 103 | 598,000 | 412,900 | 103 | No contract. |
| Railway, Truro to Newport..... | 49 | 156,000 | Nil. | 14 | Grading in progress. |
| Tobique Valley..... | 17 | 89,600 | Nil. | 4 | 4 miles completed and in operation. |
| Thousand Islands..... | 14 | 54,400 | Nil. | 4 | 20 miles completed and in operation ; balance in progress. |
| West Ontario Pacific..... | 80 | 256,000 | 60,800 | 80 | Grading and bridging in progress. |
| Vaudreuil and Prescott..... | 30 | 96,000 | Nil. | 30 | No substantial progress made. |
| Railway, Woodstock to Centreville..... | 20 | 64,000 | Nil. | 20 | |
| | 3,037 | 11,748,607 | 5,281,403 | 2,353½ | |

APPENDIX No. 20.

ALPHABETICAL List of Railways Subsidized by the Dominion Government.

| AUTHORITY FOR GRANT. | | CONDITIONS OF GRANT UNDER THE SUBSIDY ACT. | | | | | | | |
|----------------------|-------------------------|---|--|--|------------------------------|--------------|-------------------------|--|-----------|
| A.D. | Designation of Act. | COMPANY OR WORK SUBSIDIZED. | | Rate per Mile, Land or Rails. | Esti- mated Number of Miles. | If per Mile. | If for a term of Years. | Total Subsidy. | |
| | | Rate per Mile, Land or Rails. | Number of Miles. | | | | | Total for the whole work not to exceed-- | Money. | Land. |
| [1889] | 1887. 50-51 Vic, c. 23. | | | Alberta and Athabasca Ry. Co., Bow River on C.P.R., between Calgary and Crowfoot, to point near Town Plot of Edmonton. | 6,400 acres | 300 | \$ |  |  |  | $ cts. |  | \$ | Acres. |
| | 1886. 49 Vic, c. 10. | Albert Ry. Co., Salisbury to Hopewell. | 776 tons. | 16 | 3,200 | 14,665 45 | | 15,000 00 | 1,920,000 |
| | 1888. 51 Vic, c. 3. | Albert Southern Railway Co., Hopewell to Alma. | | 20 | 3,200 | 51,200 00 | | 14,665 45 | |
| | 1884. 47 Vic, c. 8. | Amherstburg and Lake Shore Ry. Co. | | 70 | 3,200 | 64,000 00 | | 51,200 00 | |
| | 1889. 52 Vic, c. 3. | Baie des Chaleurs Ry. Co., Metapedia towards Paspébiac. | | | | 300,000 00 | | 64,000 00 | |
| | 1884. 52 Vic, c. 8. | do | | | | 320,000 00 | | 620,000 00 | |
| | 1883. 46 Vic, c. 25. | do | | | | | | | |
| | 1886. 49 Vic, c. 17. | do | Acts of Amendment | | | | | | |
| | 1889. 52 Vic, c. 3. | do | to the 100th to the subsidy for the 40th to the 70th mile. | | | | | | |
| | 1887. 50-51 Vic, c. 24. | Beauharnois Junction Ry. Co., St. Martin's to Valleyfield. | | 30 | 3,200 | 96,000 00 | | 96,000 00 | |
| | 1885. 48-49 Vic, c. 59. | Belleville and North Hastings Ry. Co., Madoc to Eldorado. | | 7 | 1,500 | 10,500 00 | | 22,400 00 | |
| | 1886. 49 Vic, c. 10. | Brantford, Waterloo and Lake Erie Ry. Co., Brantford to Hagersville or Waterloo, or some intermediate point on Canada Southern Railway. | | | 1,700 | 11,900 00 | | | |
| | 1887. 50-51 Vic, c. 24. | Brockville, Westport and Sault Ste. Marie Ry. Co., Brockville to Westport. | | 18 | 3,200 | 57,600 00 | | 57,600 00 | |
| | 1885. 48-49 Vic, c. 59. | do | | 40 | 3,200 | 128,000 00 | | 192,000 00 | |
| | 1889. 52 Vic, c. 3. | do | point near Newboro', | | | | | | |
| | 1886. 49 Vic, c. 10. | towards Palmer Rapids | | 20 | 3,200 | 64,000 00 | | | |
| | 1887. 50-51 Vic, c. 24. | Buctouche and Moncton Ry. Co., Moncton to Buctouche. | | 30 | 3,200 | 96,000 00 | | | |
| | | do | from W. end of section sub- | | | | | | |
| | | sidized to Moncton. | | 2 | 3,200 | 6,400 00 | | 102,400 00 | |

| Year | Bill | Description | Length (m) | Cost | Value | Notes | Land on Vancouver Island (see 47 V., c. 6.) |
|------|--------------------|---|-------------|--------------|---------------|--|---|
| 1855 | 48-49 Vic., c. 59. | Canada Atlantic Ry. Co. { Valleyfield to Lacolle. | 1,600 | 96,000 00 | 314,400 00 | | |
| 1856 | 49 Vic., c. 10. | do { Terminus, Ottawa, to Chaudière Falls (Clarke's Island to Valleyfield. | 3,200 | 38,400 00 | | | |
| 1857 | 50-51 Vic., c. 24. | do { Lacolle to International Boundary for a bridge over the St. Lawrence | 3,200 | 180,000 00 | 1,440,000 00 | | |
| 1874 | 37 Vic., c. 14. | at Coteau Landing on the line of the Canada Atlantic Ry. | 12,000 | 1,440,000 00 | 25,000,000 00 | | |
| 1881 | 44 Vic., c. 1. | Canada Central Ry., Pembroke to Callander Canadian Pacific Ry. Co., Callander to Port Arthur, and Seakirk to Kamloops | 6,000 | 960,000 00 | | | |
| 1884 | 47 Vic., c. 8. | { St. Martin's Junction to Quebec do do (additional) Connecting Jacques Cartier Union junction with North Shore. | 3,200 | 38,400 00 | 38,400 00 | | |
| 1885 | 48-49 Vic., c. 58. | Cap Rouge and St. Lawrence Ry. Co., Lorette to Quebec. | 3,200 | 115,200 00 | 224,000 00 | | |
| 1884 | 47 Vic., c. 8. | Caraquet Ry. Co., Bathurst to Caraquet. | 3,200 | 76,800 00 | 38,400 00 | | |
| 1887 | 50-51 Vic., c. 24. | do { Lower Caraquet to Shippegan do Carillon and Grenville Ry. Co., St. Eustache to Sault au Recollet | 3,200 | 32,000 00 | 38,400 00 | | |
| 1884 | 47 Vic., c. 8. | { Head of Grand Lake to Intercolonial Central Ry. Co., N.B. Ry., Sussex, N.B. | 3,200 | 128,000 00 | 128,000 00 | | |
| 1889 | 52 Vic., c. 3. | Chatham Branch Ry., iron rails. | 4,032 tons. | 83,612 54 | 83,612 54 | | |
| 1888 | 51 Vic., c. 3. | Chignecto Marine Transport Ry. Co., Ship Railway—Gulf of St. Lawrence to Bay of Fundy. | 958 tons. | 24,439 84 | 24,439 84 | | |
| 1886 | 49 Vic., c. 18. | Cornwallis Valley Ry. Co., Kentville to Kingsport from end of subsidized line to Kingsport. | 3,200 | 41,600 00 | 44,800 00 | 2-yearly instalments of \$85,301 for 20 years. | |
| 1887 | 50-51 Vic., c. 24. | Cumberland Ry. and Coal Co., near Spring Hill to near Oxford Village. | 3,200 | 3,200 00 | 44,800 00 | | |
| 1887 | 50-51 Vic., c. 24. | Dominion Limne Co., from point on Quebec Central Railway to Dudsell Lime Co.'s Quarries Drummond County Ry. Co., Drummondville towards Nicolet. | 3,200 | 22,400 00 | 22,400 00 | | |
| 1889 | 52 Vic., c. 3. | do { from end of subsidized line to Ball's Wharf, St. Lawrence River. | 3,200 | 96,000 00 | 110,400 00 | | |
| 1883 | 46 Vic., c. 25. | Elgin, Peticoodiac and Havelock Ry. Co., Peticoodiac to Havelock Corner | 3,200 | 14,400 00 | | | |
| 1888 | 51 Vic., c. 3. | do { iron rails. | 3,200 | 38,400 00 | 38,400 00 | | |
| 1884 | 47 Vic., c. 8. | Erie and Huron Ry. Co., Wallaceburg to Sarnia. | 2,201 tons. | 44,252 82 | 44,252 82 | | |
| 1884 | 47 Vic., c. 6. | Esquimalt and Nanaimo Ry. Co., Esquimalt to Nanaimo, Vancouver's Island. | 3,200 | 96,000 00 | 96,000 00 | | |
| 1887 | 50-51 Vic., c. 26. | Fredericton and St. Mary's Bridge Ry. Co., for a bridge over the St. John River at Fredericton. | | 30,000 00 | 30,000 00 | Loan of 80 p.c. on cost, repayable in 15 yrs. | |
| 1889 | 52 Vic., c. 3. | | | | | | Land on Vancouver Island (see 47 V., c. 6.) |

ALPHABETICAL LIST of Railways Subsidized by the Dominion Government—Continued.

| AUTHORITY FOR GRANT. | | COMPANY OR WORK SUBSIDIZED. | CONDITIONS OF GRANT UNDER THE SUBSIDY ACT. | | | | | |
|----------------------|---------------------|--|--|------------------------------|---|---|-------------------------------------|----------------|
| A.D. | Designation of Act. | | Rate per Mile, Money, Land, or Rails. | Esti- mated Number of Miles. | If per Mile. | | If for a term of Years. | |
| | | | | | Total for the whole work not to exceed— | \$ cts. | Amount and duration of Instalments. | Total Subsidy. |
| | | | | | \$ cts. | Money. | Land. | |
| | | | | | | \$ cts. | Acres. | |
| 1889. | 52 Vic., c. 3. | Grand Trunk, Georgian Bay and Lake Erie Ry. Co., from Tara or point between Tara and Hepworth in the Town of Owen Sound. | 3,200 | 15 | 48,000 00 | 48,000 00 | | |
| [1886. | 49 Vic., c. 10. | Great Eastern Ry. Co., Yamaska to River St. Francis. | 3,200 | 10 | 32,000 00 | | | |
| 1887. | 50-51 Vic., c. 24. | do do St. Francis to St. Grégoire. | 3,200 | 30 | 96,000 00 | 192,000 00 | | |
| 1889. | 52 Vic., c. 3. | do do St. Grégoire towards Chaudière Junction, I. C. R. | 3,200 | 20 | 64,000 00 | | | |
| 1884. | 47 Vic., c. 8. | Great Northern Ry. Co., St. Jérôme to New Glasgow. | 3,200 | 10 | 32,000 00 | | | |
| 1886. | 49 Vic., c. 10. | do do New Glasgow or St. Lin to Montcalm. | 3,200 | 18 | 57,600 00 | | | |
| 1886. | 49 Vic., c. 3. | do do St. Andrews to Lachute. | 3,200 | 7 | 22,400 00 | 112,000 00 | | |
| 1889. | 52 Vic., c. 11. | Great North-West Central Ry. Co., Brandon to Battleford. | 6,400 acres | 450 | | | 2,880,000 | |
| 1887. | 50-51 Vic., c. 24. | Guelph Junction Ry. Co., from Campbellville, on C. P. R., to Guelph. | 3,200 | 16 | 51,200 00 | 51,200 00 | | |
| 1888. | 51 Vic., c. 3. | Halifax Cotton Co., iron rails. | 233 tons. | | 4,335 00 | 4,335 00 | | |
| 1887. | 50-51 Vic., c. 24. | Harvey Branch Ry. Co., from southern terminus of Albert Ry. to Harvey Bank. | 3,200 | 3 | 9,600 00 | 9,600 00 | | |
| 1886. | 49 Vic., c. 10. | Hereford Ry. Co., Hereford to International Railway. | 3,200 | 34 | 108,000 00 | | | |
| 1889. | 52 Vic., c. 3. | do do Cookshire to Quebec Central Ry. at Dudswell. | 3,200 | 15 | 48,000 00 | 156,800 00 | | |
| 1883. | 46 Vic., c. 25. | International Ry. Co., Sherbrooke to International Boundary. | 3,200 | 49 | 156,800 00 | 156,800 00 | | |
| 1884. | 47 Vic., c. 8. | International Ry. Co. (Atlantic and North-Western) Montreal to Harbours of St. Andrews, St. John and Halifax. | | 351 | | \$170,000 for 15 yrs. \$30,000 for 20 yrs., or \$230,000 per ann. for 20 yrs. | | |
| 1885. | 48-49 Vic., c. 58. | | | | | | | |
| 1884. | 47 Vic., c. 8. | Irondale, Bancroft and Ottawa Ry. Co., Victoria Branch of Midland Railway to Bancroft. | 3,200 | 50 | 160,000 00 | 160,000 00 | | |
| 1887. | 50-51 Vic., c. 24. | Jacques Cartier Union Ry. Co., to extend and complete the line. | | | 20,000 00 | 20,000 00 | | |

| | | | | | | | |
|------|-------------------|---|-------------|-----|------------|------------|--|
| 1886 | 49 Vic, c. 10. | Joggins Ry. Co., McCann Station to Joggins. | 3,200 | 12 | 38,400 00 | 58,400 00 | |
| 1887 | 50-51 Vic, c. 24. | do from south end to the wharves. | 3,200 | 14 | 4,000 00 | | |
| 1889 | 52 Vic, c. 3. | do from some point on Joggins Ry. to Young's Mills | 3,200 | 5 | 16,000 00 | | |
| 1884 | 51 Vic, c. 3. | Kent Northern Ry. of New Brunswick, iron rails. | 2,549 tons. | | 58,334 27 | 58,334 27 | |
| 1884 | 47 Vic, c. 8. | Kingston and Pembroke Ry. Co., Mississippi to Renfrew. | 3,200 | 15 | 48,000 00 | 48,000 00 | |
| 1889 | 52 Vic, c. 3. | Kingston, Smith's Falls and Ottawa Ry. Co., Kingston towards Smith's Falls. | 3,200 | 20 | 64,000 00 | 64,000 00 | |
| 1886 | 49 Vic, c. 10. | L'Assomption Ry. Co., L'Assomption to L'Epiphanie. | 3,200 | 3½ | 11,200 00 | 11,200 00 | |
| 1887 | 50-51 Vic, c. 24. | Lake Erie, Essex and Detroit River Ry. Co., Walkerville to Cedar Creek Station. | 3,200 | 27 | 118,400 00 | 118,400 00 | |
| 1885 | 48-49 Vic, c. 59. | Lake Temiscamingue Colonization Ry. Co., Long Sault to Lake Temiscamingue (amended). | 3,200 | 6 | 19,200 00 | | |
| 1887 | 50-51 Vic, c. 24. | do do to overcomerapids of the Ottawa River at La Miché, La Cave, Les Erables and La Montagne, and for construction of wharves and landings at such rapids. | 3,200 | 2 | 12,400 00 | 113,200 00 | |
| 1887 | 50-51 Vic, c. 24. | do Long Sault to Lake Kippewa | 3,200 | 10½ | 33,600 00 | | |
| 1889 | 52 Vic, c. 3. | do Mattawa towards Long Sault or Long Sault towards Mattawa. | 3,200 | 15 | 48,000 00 | | |
| 1885 | 48-49 Vic, c. 59. | Leamington and St. Clair Ry. Co., Comber to Lake Erie. | 3,200 | 14 | 44,800 00 | 51,200 00 | |
| 1887 | 50-51 Vic, c. 24. | do from N. end of section subsidized to Comber. | 3,200 | 2 | 6,400 00 | | |
| 1885 | 48-49 Vic, c. 60. | Manitoba and North-Western Ry. Co., Portage la Prairie to 20 miles from Albert. | 6,400 acres | 430 | | 2,752,000 | |
| 1886 | 49 Vic, c. 11. | do Branch from Todburn to Shelmouth. | 6,400 do | 26 | | 166,400 | |
| 1885 | 48-49 Vic, c. 60. | Manitoba South-Western Ry. Co., Winnipeg to White Water Lake. | 6,400 do | 150 | | 960,000 | |
| 1888 | 51 Vic, c. 3. | Massawippi Ry. Co., from point on Atlantic and North-Western Railway, near Magog, to Ayer's Flat Station on the Massawippi Ry. | 3,200 | 10 | 32,000 00 | 32,000 00 | |
| 1889 | 52 Vic, c. 3. | do do | 3,200 | 15 | 48,000 00 | 48,000 00 | |
| 1889 | 52 Vic, c. 3. | Maskinongé and Nipissing Ry. Co., Ayer's Flat to Coaticook. | 3,200 | 15 | 48,000 00 | 48,000 00 | |
| 1887 | 80-51 Vic, c. 23. | Louisville towards Parish of St. Michel des Saints, P.Q. | 3,200 | 15 | 48,000 00 | 48,000 00 | |
| 1887 | 50-51 Vic, c. 24. | Medicine Hat Ry. and Coal Co., Medicine Hat to Coal Fields. | 6,400 acres | 8 | | 51,200 | |
| 1887 | 50-51 Vic, c. 24. | Minudie Branch Ry. Co., from near River Hebert Ry. Bridge to Minudie. | 3,200 | 5½ | 17,600 00 | 17,600 00 | |
| 1885 | 48-49 Vic, c. 59. | Montreal and Sorel Ry. Co., St. Lambert to Sorel. | 1,600 | 45 | 72,000 00 | 72,000 00 | |
| 1887 | 48-49 Vic, c. 39. | Montreal and Champlain Junction Ry. Co., Brossseau to Dundee | 500 | 60 | 30,000 00 | 103,600 00 | |
| 1887 | 50-51 Vic, c. 24. | do do Salmon River at Fort Covington to Massena Springs. | 3,200 | 3 | 9,600 00 | | |
| 1888 | 51 Vic, c. 3. | do do from end of subsidized line. | 5,161 | 70 | 361,270 00 | 361,270 00 | |
| 1886 | 49 Vic, c. 10. | Montreal and Western Ry. Co., St. Jérôme towards Le Désert. | 3,200 | 10 | 32,000 00 | 32,000 00 | |
| 1886 | 49 Vic, c. 10. | Montreal and Lake Maskinongé Ry. Co., St. Félix to Lake Maskinongé. | 3,200 | 24 | 76,800 00 | 76,800 00 | |
| 1887 | 50-51 Vic, c. 24. | For a line from Mount Forest to Walkerton. | 3,200 | 28 | 89,600 00 | 89,600 00 | |
| 1883 | 46 Vic, c. 25. | Napanee, Tamworth and Quebec Ry. Co., Napanee to Tamworth | 3,200 | 18 | 70,000 00 | 70,000 00 | |
| 1886 | 49 Vic, c. 10. | do do Tamworth to Tweed. | 3,200 | 4 | 12,600 00 | 204,400 00 | |
| 1887 | 50-51 Vic, c. 24. | do from N. end of section subsidized to Tweed. | 3,200 | 3 | 32,000 00 | | |
| 1889 | 52 Vic, c. 3. | do do Yarker to Harrowsmith and Harrowsmith to W. Sydenham. | 3,200 | 7 | 32,000 00 | | |
| 1885 | 48-49 Vic, c. 59. | New Brunswick and Prince Edward Ry. Co., Sackville to Cape Tormentine. | 3,200 | 37 | 118,400 00 | 118,400 00 | |

[1889]

ALPHABETICAL LIST of Railways Subsidized by the Parliament of Canada—Continued.

| AUTHORITY FOR GRANT. | | COMPANY OR WORK SUBSIDIZED. | CONDITIONS OF GRANT UNDER THE SUBSIDY ACT. | | | | | | |
|----------------------|---------------------|--|--|------------------------------|--|--------------|-------------------------|----------------|-------|
| A.D. | Designation of Act. | | Rate per Mile Money, Land or Rails. | Esti- mated Number of Miles. | If per Mile. | | If not a term of years. | Total Subsidy. | |
| | | | | | Total for the whole work not to exceed — | \$ cts. | | Money. | Land. |
| 1884. | 47 Vic., c. 8. | Northern and Western Ry. Co., Fredricton to Miramichi River | \$ 3,200 | 40 | 128,000 00 | } | 320,000 00 | | |
| 1885. | 48-49 Vic., c. 59. | do end of line previously subsidized to Bpistown. | 3,200 | 6 | 19,200 00 | | | | |
| 1886. | 49 Vic., c. 10. | do additional between Fredricton and Indian town, and extension to deep water at Chatham. | 3,200 | 10 | 32,000 00 | } | 1,320,000 00 | | |
| 1887. | 48-49 Vic., c. 59. | do Indian town to Junction with Northern and Western Ry. at or near Bolestown. | 3,200 | 44 | 140,800 00 | | | | |
| 1888. | 45 Vic., c. 14. | Northern and Pacific Junction Ry. Co., Gravenhurst to Callander | 6,000 | 110 | { 660,000 00 | { 660,000 00 | | | |
| 1889. | 46 Vic., c. 25. | do do (additional). | 6,000 | | | | | | |
| 1885. | 48-49 Vic., c. 60. | North-Western Coal and Navigation Co., Dunmore Station, C. P. R. to Lethbridge. | 3,800 acres | 109 | | | | 418,560 | |
| 1887. | 50-51 Vic., c. 22. | do do (additional). | 40 do | | | | | | |
| 1887. | 50-51 Vic., c. 24. | Nova Scotia Central Ry. Co., Lunenburg to a point in district of New Germany, and branch to Bridgewater Railway Wharf. | 3,200 | 34 | 108,800 00 | } | 256,000 00 | | |
| 1889. | 52 Vic., c. 3. | Nova Scotia Central Ry. Co. | 3,200 | 46 | 147,200 00 | | | | |
| 1887. | 50-51 Vic., c. 24. | Ontario and Pacific Ry. Co., Cornwall to Ottawa. | 3,200 | 7 | 172,400 00 | } | 22,400 00 | | |
| 1885. | 48-49 Vic., c. 59. | Oshawa Ry. and Navigation Co., Port Oshawa towards Raglan. | 3,200 | | | | | | |
| 1889. | 52 Vic., c. 3. | Ottawa and Gaîneau Valley Ry., Hull Station to Le Désert. | | 62 | 320,000 00 | } | 320,000 00 | | |
| 1888. | 51 Vic., c. 3. | Ottawa and Parry Sound Ry. Co., from a point on C. P. R. to Eganville. | | | | | | | |
| 1886. | 49 Vic., c. 10. | Parry Sound Colonization Ry. Co., Parry Sound to Sundridge. | 3,200 | 22 | 70,400 00 | } | 128,000 00 | | |
| 1889. | 52 Vic., c. 3. | do do | 3,200 | 40 | 128,000 00 | | | | |
| 1884. | 47 Vic., c. 8. | Pontiac Pacific Junction Co., Hull to Pembroke | 3,200 | 85 | 272,000 00 | } | 313,100 00 | | |
| 1888. | 51 Vic., c. 3. | do do from 3 miles east of Pembroke to Pembroke | 3,200 | 3 | 9,600 00 | | | | |
| 1889 | 52 Vic., c. 3. | Pontiac and Renfrew Ry. Co., opposite Brasieide or Bristol to Pontiac Pacific Junction Ry. near Quion River. | 3,200 | 6 | 19,200 00 | } | | | |
| | | | | | | | | | |

| | | | | | | | |
|------|-------------------|---|-----------|------|--------------|--------------|---|
| 1888 | 51 Vic, c. 3. | Port Arthur, Duluth and Western Ry. Co., Port Arthur to Gun Flint Lake. | 3,200 | 84½ | 271,200 00 | 271,200 00 | |
| 1884 | 47 Vic, c. 8. | Provincial Government of Quebec. (Montreal to Quebec. do Ottawa | 6,000 | 159 | 954,000 00 | 2,394,000 00 | |
| 1885 | 48-49 Vic, c. 60. | Qu'Appelle, Long Lake and Saskatchewan Ry. and Steamboat Co., Regina to Long Lake. do Long Lake to near | 12,000 | 120 | 1,444,000 00 | | |
| 1887 | 50-51 Vic, c. 23. | do do Elbow N. Saskatchewan, with Branches to Prince Albert and Battleford. | 6,400 ac. | 22½ | | 142,784 | |
| 1884 | 47 Vic, c. 8. | Quebec Central Ry. Co., Beauce Junction to International Boundary (amended). | 6,400 ac. | 325 | | | |
| 1888 | 51 Vic, c. 3. | do do St. Francis Station to near Moose River on Atlantic and North-Western | 3,200 | 15 | 60,342 00 | 348,342 00 | |
| | | | | 90 | 288,000 00 | | \$21,191.54 per ann. for 20 years, or guarantee of a like sum as interest on bonds of Co. representing a grant in cash of \$288,000.00. |
| 1882 | 45 Vic, c. 14. | Quebec and Lake St. John Ry. Co., St. Raymond to Lake St. John. | 3,200 | 120 | 384,000 00 | | |
| 1883 | 46 Vic, c. 25. | do do St. Raymond to Lake St. John (additional). | 3,200 | 25 | 80,000 00 | | |
| 1885 | 48-49 Vic, c. 59. | do do Junction on North Shore Ry. to St. Raymond. | 3,200 | 32 | 96,000 00 | | |
| 1886 | 49 Vic, c. 10. | do do do 50 miles north of St. Raymond to Lake St. John (additional). | 3,200 | (95) | 186,295 00 | 935,095 00 | |
| 1887 | 50-51 Vic, c. 24. | do do being portion uncovered by previous subsidies. | 3,200 | 9 | 28,800 00 | | |
| 1888 | 51 Vic, c. 3. | do do St. John towards Chicoutimi. | 3,200 | 30 | 96,000 00 | | |
| 1889 | 52 Vic, c. 3. | do do from end of section subsidized from St. John towards Chicoutimi. | 3,200 | 20 | 64,000 00 | | |
| 1889 | 52 Vic, c. 3. | Quebec, Montmorency and Charlevoix Ry. Co., East bank of St. Charles River to or near Cape Tourmente. | 3,200 | 30 | 96,000 00 | 96,000 00 | |
| 1889 | 52 Vic, c. 3. | For a line, Cape Tourmente towards Murray Bay. | 3,200 | 20 | 64,000 00 | 64,000 00 | |
| 1887 | 50-51 Vic, c. 24. | Richmond Hill Junction Ry. Co., Richmond Hill Junction on Northern Ry. to Richmond Hill Village. | 3,200 | 5 | 16,000 00 | 16,000 00 | |
| 1889 | 52 Vic, c. 3. | For a line, from Sicamous to a point on Lake Okanagan. | 3,200 | 51 | 163,200 00 | 103,200 00 | |
| 1889 | 50-51 Vic, c. 24. | South Norfolk Ry. Co., Port Rowan to Simcoe. | 3,200 | 17 | 54,400 00 | 54,400 00 | |
| 1889 | 52 Vic, c. 3. | South Ontario Pacific Ry. Co., Woodstock to Hamilton. | 3,200 | 49 | 158,400 00 | 158,400 00 | |
| 1887 | 50-51 Vic, c. 24. | St. Catharines and Niagara Central Ry. Co., St. Catharines to Bridge over Niagara River. | 3,200 | 12 | 38,400 00 | 102,400 00 | |
| 1889 | 52 Vic, c. 3. | do do end at St. Catharines towards Hamilton. | 3,200 | 20 | 64,000 00 | | |
| 1889 | 52 Vic, c. 3. | For a line, St. Césaire to St. Paul d'Abbotsford. | 3,200 | 5 | 16,000 00 | 16,000 00 | |

ALPHABETICAL LIST of Railways Subsidized by the Parliament of Canada—Continued.

| AUTHORITY FOR GRANT. | | CONDITIONS OF GRANT UNDER THE SUBSIDY ACT. | | | | | | | | | |
|----------------------|---------------------|---|--|--------------------------------------|------------------------------|---|-------------------------------------|-------------------------|----------------|-------|--------|
| A.D. | Designation of Act. | COMPANY OR WORK SUBSIDIZED. | | Rate per Mile. Money, Land or Rails. | Esti- mated Number of Miles. | If per Mile. | | If not a term of years. | Total Subsidy. | | |
| | | | | | | Total for the whole work not to exceed— | Amount and duration of instalments. | | Money. | Land. | |
| | | | | \$ | | \$ | cts. | | \$ | cts. | Acres. |
| 1889 | 52 Vic, c. 3. | St. Clair Frontier Tunnel Co., for a tunnel under St. Clair River at or near Sarnia. | | | | | | | | | |
| 1887 | 50-51 Vic, c. 24. | St. Lawrence and Lower Laurentian and Saguenay Ry. Co., Grand Piles to Junction with Lake St. John Ry. | | | | 375,000 00 | | | 375,000 00 | | |
| 1884 | 47 Vic, c. 8. | St. Louis, Richibucto and Buctouche Ry. Co., Richibucto to St. Louis. | | 3,200 | 7 | 22,400 00 | | | 22,400 00 | | |
| 1883 | 46 Vic, c. 26. | St. John Bridge and Railway Extension Co., to build bridge and connection. | | | | | | | | | |
| 1886 | 49 Vic, c. 10. | St. John Valley and Riviere du Loup Ry. Co., Fredericton to the Village of Prince William. | | 3,200 | 22 | 70,400 00 | | | 140,800 00 | | |
| 1887 | 50-51 Vic, c. 24. | do do Village of Prince William towards Town of Woodstock. | | | | | | | | | |
| 1888 | 51 Vic, c. 3. | Steel Co. of Canada, N.S., Iron rails. | | 3,200 | 22 | 70,400 00 | | | 11,964 66 | | |
| 1886 | 49 Vic, c. 10. | Stewiacke Valley and Lansdowne Ry. Co., from a point on Intercolonial Railway through Stewiacke Valley towards Iron Mines, &c. | | 597 tons. | | 11,964 66 | | | 11,964 66 | | |
| 1882 | 45 Vic, c. 14. | Témiscouata Ry. Co., Riviere du Loup to Edmundston. | | 3,200 | 25 | 80,000 00 | | | 80,000 00 | | |
| 1885 | 48-49 Vic, c. 58. | do do Branch from Edmundston towards St. Francis River. | | \$3,200 for 75 m. | | 240,000 00 | | | | | |
| 1888 | 51 Vic, c. 3. | do do Branch from Edmundston towards St. Francis River. | | \$3,800 for 75 m. | | 258,000 00 | | | | | |
| | | | | \$6,000 for 8 m. | | 100,000 00 | | | | | |
| 1889 | 52 Vic, c. 3. | { Ganaoquoie to Ganaoquoie Junction, G.T.R. } Thousand Islands Ry. Co. { Ganaoquoie Junction, G.T.R., to connect with Brockville, Westmeath and Sault Ste. Marie Ry. } | | 3,200 | 4 | 54,400 00 | | | 54,400 00 | | |
| 1887 | 50-51 Vic, c. 24. | Tobique Valley Ry. Co., Perth Centre towards Plaster Rock. | | | | | | | 89,600 00 | | |
| 1886 | 49 Vic, c. 10. | Toronto, Grey and Bruce Ry. Co., Glenham to Wingham. | | 3,200 | 5 | 16,000 00 | | | 16,000 00 | | |
| 1889 | 52 Vic, c. 3. | For a line, Truro to Newport. | | 3,200 | 49 | 156,800 00 | | | 156,800 00 | | |

| | | | | | | | |
|------|----------------------|---|---------------------|-----|------------|------------|-----------|
| 1887 | 50-51 Vic., c. 25... | Western Counties Ry., Yarmouth to Annapolis | 3,200 | 80 | 256,000 00 | 500,000 00 | |
| 1886 | 49 Vic., c. 10... | Western Ontario Pacific Ry. Co., Ingersoll to London <i>via</i> Chatham, Ont. | 6,400 ac. in Man. | 225 | | 256,000 00 | |
| 1884 | 47 Vic., c. 25... | Winnipeg and Hudson Bay Ry. Co., Winnipeg to Hudson Bay. | 12,000 ac. N. W. T. | 425 | | | 6,880,000 |
| 1886 | 49 Vic., c. 11... | Wood Mountain and Qu'Appelle Ry. Co., from Wood Mountain <i>via</i> Qu'Appelle and Fort Qu'Appelle to the Manitoba and the North-Western Railway. | 6,400 ac. | 240 | | | |
| 1887 | 50-51 Vic., c. 24... | For a line, Woodstock towards Centreville. | 3,200 | 20 | 64,000 00 | 64,000 00 | 1,536,000 |
| 1887 | 50-51 Vic., c. 24... | Vaudreuil and Prescott Ry. Co., Vaudreuil towards Hawkesbury. | 3,200 | 30 | 96,000 00 | 96,000 00 | |

Grants under Subsidy Acts—

| Year. | Act. | Company or Work Susidized. |
|-------|--------------------|---|
| 1884. | 47 Vic., c. 8. | Albert Southern Ry. Co., Solisbury to Hopeweli. |
| 1884. | 47 Vic., c. 8. | For a railway, Annapolis to Digby. |
| 1883. | 46 Vic., c. 25. | Baie des Chaleurs Ry. Co., towards Paspebiac. |
| 1886. | 49 Vic., c. 10. | Caraquet Ry. Co., for 10 miles, Lower Caraquet to Shippegan. |
| 1886. | 49 Vic., c. 10. | Cap Rouge and St. Lawrence, Lorette to Quebec. |
| 1884. | 47 Vic., c. 8. | Central Ry. Co. of N.B., Grand Lake to I.C.R. |
| 1885. | 48-49 Vic., c. 59. | Central Ontario Ry. Co., Coe Hill to Bancroft. |
| 1884. | 47 Vic., c. 8. | For a branch of the I.C. Ry., Derby to Indian Town. |
| 1886. | 49 Vic., c. 10. | Gananoque, Perth and James' Bay Ry. Co. |
| 1883. | 46 Vic., c. 25. | { For first 50-mile section from Hull station. |
| 1884. | 47 Vic., c. 8. | Gatineau Valley Ry. Co. { |
| 1885. | 48-49 Vic., c. 59. |  | { From Kazabazua to Le Désert. |
| 1883. | 46 Vic., c. 25. | { Hull to Le Désert. |
| | | Great American and European Short Line Ry. Co., for 80 miles from Canso to Louisburg or Sydney. |
| 1884. | 47 Vic., c. 8. | For a railway { |
| 1885. | 48-49 Vic., c. 59. |  | { From Grand Piles to Lake Edward. |
| 1884. | 47 Vic., c. 8. | Irondale, Bancroft and Ottawa Ry., Victoria Branch Midland Ry. to Bancroft. |
| 1886. | 49 Vic., c. 10. |  | Lake Erie, Essex and Detroit Riv. Ry. Co., for 37 miles, Windsor to Leamington. |
| 1885. | 48-49 Vic., c. 59. | Lake Temiscamingue Ry. Co. { |
| 1886. | 49 Vic., c. 10. |  | { For 8 miles of railway from Long Sault to foot of Lake Temiscamingue. |
| 1887. | 50-51 Vic., c. 24. | Massawippi Ry. Co., For 10 miles of their railway, Magog to Ayer's Flat. |
| 1883. | 46 Vic., c. 25. | Montreal and Western { |
| 1884. | 47 Vic., c. 8. |  | { For first 50 mile section out of St. Jérôme, P.Q. |
| 1884. | 47 Vic., c. 8. | Napanee, Tamworth and Quebec Ry. Co. { |
| 1885. | 48-49 Vic., c. 59. |  | { For end of line subsidized towards Le Désert. |
| 1885. | 48-49 Vic., c. 59. | { For a line of Railway from Tamworth towards Bogart or Bridgewater. |
| 1886. | 49 Vic., c. 10. | For 16 miles of Railway, from Tamworth towards Bogart or Bridgewater. |
| 1886. | 49 Vic., c. 10. | For a railway from Newcastle to opposite Chatham. |
| 1883. | 46 Vic., c. 25. | Northern Pacific Junction Ry., Gravenhurst to Calendar. |
| 1883. | 46 Vic., c. 25. | Northern and Western Ry. Co., I.C.R., near Miramichi to Morans (32 miles), near Dephy Village. |
| 1884. | 47 Vic., c. 8. | Ontario Pacific Ry., Cornwall to Perth. |
| 1887. | 50-51 Vic., c. 24. | |
| 1885. | 48-49 Vic., c. 59. |  | Ottawa Waddington and New York Ry. Co., Ottawa to Waddington. |
| 1882. | 45 Vic., c. 14. | For a railway, Oxford to Louisburg or Sydney. |
| 1883. | 46 Vic., c. 25. | |
| 1884. | 47 Vic., c. 8. | |
| 1886. | 49 Vic., c. 10. | Parry Sound Colonization Ry., Parry Sound to Sundridge. |

Cancelled, Amended or Lapsed.

| Amount. | | Authority for Change and Particulars. |
|--|-----------------|--|
| \$ | | |
| 31,171 | Lapsed | Re-voted—52 Vic., c. 3. |
| 64,000 | Lapsed | |
| 244,500 | Lapsed | Re-voted—52 Vic., c. 3. |
| 32,000 | Cancelled . . . | By 50-51 Vic., c. 24, 1887.—\$32,000 was voted for 7 miles, in place of 10 miles, and in lieu of grant made under 49 Vic., c. 10, to same work. |
| 38,400 | Lapsed | Re-voted—52 Vic., c. 3. |
| 128,000 | Lapsed | Re-voted—52 Vic., c. 3. |
| 64,000 | Lapsed | |
| 140,000 | ..... | Constructed by Government. |
| 54,400 | Lapsed | |
| 160,000 | Cancelled . . . | By 48-49 Vic., c. 59, 1885.—The sum of \$320,000 was granted for 62 miles from Hull towards le Désert, in lieu of the subsidies granted by 46 Vic., c. 25, and 47 Vic., c. 8. |
| 160,000 | Cancelled . . . | |
| 320,000 | Lapsed | Re-voted—52 Vic., c. 3. |
| ..... | Amended . . . | By 47 Vic., c. 8, sec. 2.—The words "To the Great American and Short Line Railway" were struck out; the word "the" substituted for "their," and figures "for 80 miles of" omitted. See also—Oxford to Louisburg or Sydney, below. |
| 217,600 | Cancelled . . . | By 48-49 Vic., c. 59, 1885.—The same amount of subsidy, \$217,600, for a specified distance of 50 miles in lieu of that granted by 47 Vic., c. 8, for an unnamed distance. |
| 217,600 | Cancelled . . . | By 50-51 Vic., c. 24, 1887.—Subsidy of \$217,600 was granted to the St. Lawrence, Lower Laurentine and Sagueway Ry. Co., in lieu of subsidy granted by 48-49 Vic., c. 59. |
| 145,000 | Lapsed | Re-voted—52 Vic., c. 3. |
| 118,400 | Cancelled . . . | By 50-51 Vic., c. 24, 1887.—\$118,400 was voted for 27 miles in place of 37 miles, and in lieu of grant made under 49 Vic., c. 10. |
| 6,400 | Cancelled . . . | By 50-51 Vic., c. 24, 1887.—The grant of \$25,600 for 8 miles of railway, at \$3,200 per mile, was altered to \$19,200 for 6 miles, and a further sum of \$12,400 was granted (in lieu of the \$6,400 deducted from the \$25,600, and in lieu of the \$6,000 granted by 49 Vic., c. 10) to complete the three short sections of railway, about 2 miles in length, required to overcome the four rapids, known as La Mi-charge, La Cave, Les Erables and La Montagne, and for the construction of wharves and landing stages thereon. |
| 6,000 | Cancelled . . . | |
| 32,000 | Cancelled . . . | 51 Vic., c. 3, grants subsidy of \$32,000 for the work, distance unnamed, in lieu of \$32,000 for 10 miles, under 50-51 Vic., c. 24. |
| 160,000 | Cancelled . . . | By 49 Vic., c. 10, 1886.—A subsidy of \$361,270 was granted for 70 miles of their railway, in lieu of the subsidies granted under 46 Vic., c. 25, and 47 Vic., c. 8. |
| 160,000 | Cancelled . . . | |
| 70,400 | Cancelled . . . | By 48-49 Vic., c. 59. |
| 70,000 | Cancelled . . . | By 49 Vic., c. 10.—A subsidy of \$70,400 was granted for 18 miles, in lieu of 16 miles, and in lieu of the subsidy granted under 48-49 Vic., c. 59. |
| 19,200 | Lapsed | |
| 35,600 | Lapsed | \$35,000 re-voted by 52 Vic., c. 3. |
| 102,400 | Cancelled . . . | By 47 Vic., c. 8.—A subsidy of \$128,900 was granted for a line from Fredericton to Miramichi, in lieu of subsidy under 46 Vic., c. 25. |
| 262,400 | Lapsed | |
| 19,200 | Lapsed | |
| 166,400 | Lapsed | |
| 224,000 | | |
| 256,000 | | |
| \$30,000 p. ann. for 15 yrs., with lease or transfer of Eastern Extension from New Glasgow to Canso. | Lapsed. | Work undertaken by Government and cost provided by special vote of Parliament. |
| 128,000 | Lapsed | Re-voted—52 Vic., c. 3. |

Grants under Subsidy Acts—

| Year. | Act. | Company or Work Subsidized. |
|--------|---------------------|--|
| 1886.. | 49 Vic., c. 10..... | For a railway from point on C.P.R. to Eganville..... |
| 1884.. | 47 Vic., c. 8..... | Quebec Central Ry. Co., Beauce Junction to International Boundary..... |
| 1887.. | 50-51 Vic., c. 24.. | Saguenay and Lake St. John Ry. Co., for 30 miles, Lake St. John towards Chicoutimi, or Chicoutimi towards Lake St. John. |
| 1884.. | 47 Vic., c. 8..... | For a railway, St. Andrew's to Lachute..... |
| 1886.. | 49 Vic., c. 10..... | For a railway, St. Andrew's to Lachute..... |
| 1886.. | 49 Vic., c. 10..... | For a railway, St. Eustache to St. Placide..... |
| 1887.. | 50-51 Vic., c. 24.. | Temiscouata Ry. Co., for 30 miles, Edmundston towards St. Francis River..... |
| 1885.. | 48-49 Vic., c. 59.. | Thunder Bay Colonization Ry. Co., Murillo to Crooked Lake..... |
| 1886.. | 49 Vic., c. 10..... | |
| 1886.. | 49 Vic., c. 10..... | For a railway, for 28 miles, Perth Centre to near Plaister Rock..... |
| 1886.. | 49 Vic., c. 10..... | For a railway, Truro to Newport..... |

Cancelled, Amended or Lapsed.

| Amount. | Authority for Change and Particulars. | |
|---------|---------------------------------------|---|
| \$ | | |
| 70,000 | Cancelled... | By 51 Vic., c. 3.—A subsidy of \$70,000 was granted to Ottawa and Parry Sound Ry. Co. for 22 miles of their road, in lieu of subsidy under 49 Vic., c. 10. |
| 150,858 | Cancelled... | By 51 Vic., c. 3.—The grant of \$211,200, under 47 Vic., c. 8, was reduced to \$60,342 for 15 miles, and in lieu of the unexpended balance of \$150,658, a new grant of \$288,000 was authorized to complete the line to the Atlantic and N.W. Ry. near Moose River, a distance of 90 miles. Total subsidy to the company is \$60,342 + \$388,000 = \$348,342. |
| 96,000 | Cancelled by transfer. | 51 Vic., c. 3.—Transferred the subsidy to the Quebec and Lake St. John Railway Company. |
| 22,400 | Cancelled... | 49 Vic., c. 10. |
| 22,400 | Cancelled... | Re-voted—52 Vic., c. 3. |
| 57,600 | Lapsed | |
| 96,000 | Cancelled... | By 51 Vic., c. 3.—A subsidy of \$100,000 was granted for 20 miles of the same road, in lieu of the subsidy of \$96,000 for 30 miles granted under 50-51 Vic., c. 24. |
| 179,200 | } Cancelled. | By 51 Vic., c. 3.—A subsidy of \$271,200 was granted to the Port Arthur, Duluth and Western Ry. Co. for 84½ miles of railway from Port Arthur to Gun Flint Lake, in lieu of the subsidies granted under 48-49 Vic., c. 59, and 49 Vic., c. 10. |
| 92,000 | | By 50-51 Vic., c. 24.—A subsidy of \$89,600 was granted to the Tobique Valley Ry. Co. for 14 miles of the road, in lieu of 28 miles, and in lieu of the subsidy granted under 49 Vic., c. 10. |
| 89,600 | Cancelled... | |
| 156,800 | Lapsed | Re-voted—52 Vic., c. 3. |

**DEPARTMENT OF RAILWAYS AND CANALS,
CANALS REVENUE BRANCH,**

OTTAWA, 9th December, 1889.

A. P. BRADLEY, Esq.,

Secretary Railways and Canals Department.

SIR,—I have the honor to submit herewith the statements of the Canals Revenues collected during the year ended 30th June, 1889, with the financial statements and general statistics respecting the source whence the Revenues were derived.

The following summary shows an increase of \$17,534.00 after deducting the refunds made under authority of various Orders in Council modifying the Tariff :—

| — | 1887-88. | 1888-89. | Increase. | Decrease. |
|---|----------|----------|-----------|-----------|
| | \$ | \$ | Per cent. | Per cent. |
| Canals Tolls, &c. | 320,300 | 342,285 | 6·86 | |
| Hydraulic and other Rents..... | 35,878 | 39,762 | 10·82 | |
| | 356,178 | 382,047 | | |
| LESS—Refunds under Orders in Council..... | 35,640 | 43,975 | | |
| | 320,538 | 338,072 | | |

The following statement gives a summary of the Canal Revenue, showing increase or decrease on each canal :—

| — | 1887-88. | 1888-89. | Increase. | Decrease. |
|--------------------|----------|----------|-----------|-----------|
| | \$ | \$ | Per cent. | Per cent. |
| Welland..... | 154,645 | 183,008 | 18·34 | |
| St. Lawrence..... | 80,187 | 72,443 | | 9·65 |
| Chambly..... | 22,006 | 23,285 | 5·81 | |
| Ottawa..... | 54,425 | 53,639 | | 1·44 |
| Rideau..... | 5,923 | 7,140 | 20·54 | |
| St. Peter's..... | 2,794 | 2,510 | | 10·16 |
| Trent Valley..... | 320 | 260 | | 18·75 |
| | 320,300 | 342,285 | | |
| LESS—Refunds | 33,311 | 43,107 | | |
| | 286,989 | 299,178 | | |

The following statement will exhibit the increases and decreases upon the Welland Canal, and the classes of articles upon which they arose :—

| | 1887-88. | 1888-89. | Increase. | Decrease. |
|-------------------------------------|----------|----------|-----------|-----------|
| | \$ | \$ | Per cent. | Per cent. |
| Vessels | 13,286 | 15,978 | 20·26 | |
| Passengers | 174 | 125 | | 28·16 |
| Produce of forest | 15,231 | 22,385 | 47·03 | |
| do animal | 353 | 148 | | 58·07 |
| do agriculture | 78,780 | 90,496 | 14·87 | |
| Manufactures and merchandises | 46,508 | 52,875 | 13·69 | |
| Total tolls | 154,332 | 182,007 | | |
| Fines and damages | 312 | 1,000 | | |
| Total | 154,644 | 183,007 | 18·34 | |
| Less—Refunds | 32,302 | 41,846 | | |
| | 122,342 | 141,161 | | |

The statement of grain transhipped at Ports Colborne and Kingston will be given in the supplementary report for the Season of Navigation.

I have the honor to be, Sir,

Your obedient servant,

B. H. TEAKLES,

Chief Clerk Canals Revenue.

CANALS,

No. 1.—Collectors of Canal Tolls

(For Details, see

Dr.

| Balances due by Collectors, &c., 1st July, 1888. | CANAL REVENUE. | | | | Total Canal Revenue Accrued. | Hydraulic Rents and other Revenue from Public Works <i>Vide</i> Statements. | Total. |
|--|----------------|-----------------------|--------------------|-----------------|------------------------------|---|------------|
| | Tolls. | Wharfage and Storage. | Fines and Damages. | Other Receipts. | | | |
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 1,644 00 | 125,199 14 | | | | | 222 74 | 127,065 88 |
| 247 60 | 54,640 54 | | | | | 272 27 | 55,160 41 |
| 85 78 | 379 66 | | | | | 76 67 | 542 11 |
| 3 75 | 79 66 | | | | | | 83 41 |
| 112 22 | 1,132 57 | | | | | 297 00 | 1,541 79 |
| ..... | 457 89 | | 1,000 00 | | | 3,210 09 | 4,667 98 |
| 10 72 | 118 44 | | | | | | 129 16 |
| 2,104 07 | 182,007 90 | | 1,000 00 | | 183,007 90 | 4,078 77 | 189,190 74 |
| 136 34 | 688 11 | 46 00 | 20 00 | | | 895 00 | 1,785 45 |
| 202 61 | 15,895 88 | | | | | 790 00 | 16,888 49 |
| ..... | 887 44 | | | | | 864 00 | 1,751 44 |
| 163 01 | 2,641 15 | 47 58 | | 1,386 78 | | | 4,238 52 |
| ..... | 24,293 21 | 5,624 47 | 116 00 | 9,684 79 | | 26,667 34 | 66,385 81 |
| 741 48 | 11,111 47 | | | | | | 11,852 95 |
| 1,243 44 | 55,517 26 | 5,718 05 | 136 00 | 11,071 57 | 72,442 88 | 29,216 34 | 102,902 66 |
| ..... | 6,969 09 | | 5 00 | | | 80 00 | 7,054 09 |
| ..... | 15,789 91 | | 10 00 | | | | 15,799 91 |
| 45 01 | 511 43 | | | | | | 556 44 |
| 45 01 | 23,270 43 | | 15 00 | | 23,285 43 | 80 00 | 23,410 44 |
| ..... | 33,926 74 | | | | | | 33,926 74 |
| ..... | 17,597 13 | | | | | | 17,597 13 |
| 206 09 | 648 51 | | 2 00 | | | 20 00 | 876 60 |
| 77 43 | 1,465 25 | | | | | | 1,542 68 |
| 283 52 | 53,637 63 | | 2 00 | | 53,639 63 | 20 00 | 53,943 15 |
| ..... | 4,780 02 | 35 78 | 17 40 | 190 00 | | 503 75 | 5,526 95 |
| 25 08 | 1,540 52 | | | 15 00 | | 108 00 | 1,688 60 |
| ..... | 543 70 | | | 17 40 | | 4 00 | 565 10 |
| 25 08 | 6,864 24 | 35 78 | 17 40 | 222 40 | 7,139 82 | 615 75 | 7,780 65 |

1888-89.

in Account with Revenue.

Appendix A.)

CR.

| COLLECTION DIVISIONS. | DEPOSITED TO THE CREDIT OF THE RECEIVER-GENERAL. | | Balances due by Collectors, &c., 30th June, 1889. | Total. |
|-----------------------------|---|---|--|------------|
| | On account of Canal Revenue. | On account of Hydraulic Rents and other Public Works. | | |
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| <i>Welland Canal.</i> | | | | |
| Port Colborne | 126,229 96 | 222 74 | 613 18 | 127,065 88 |
| Port Dalhousie | 54,351 73 | 272 27 | 536 41 | 55,160 41 |
| Dunnville | 465 44 | ..... | 76 67 | 542 11 |
| Port Maitland | 69 18 | ..... | 14 23 | 83 41 |
| Port Robinson | 1,233 01 | 297 00 | 11 78 | 1,541 79 |
| St. Catharines | 1,457 84 | 3,210 09 | 0 05 | 4,667 98 |
| Chippawa | 129 16 | ..... | ..... | 129 16 |
| Totals | 183,936 32 | 4,002 10 | 1,252 32 | 189,190 74 |
| <i>St. Lawrence Canals.</i> | | | | |
| Beauharnois | 839 59 | 912 40 | 33 46 | 1,785 45 |
| Cornwall | 15,338 16 | 790 00 | 760 33 | 16,888 49 |
| Cardinal | 821 35 | 563 00 | 367 09 | 1,751 44 |
| Lachine | 4,189 66 | ..... | 48 86 | 4,238 52 |
| Montreal | 39,393 00 | 26,667 34 | 325 47 | 66,385 81 |
| Kingston | 11,056 98 | ..... | 795 97 | 11,852 95 |
| Totals | 71,638 74 | 28,932 74 | 2,331 18 | 102,902 66 |
| <i>Chambly Canals.</i> | | | | |
| Chambly | 6,701 59 | 80 00 | 272 50 | 7,054 09 |
| St. John's | 13,799 91 | ..... | ..... | 13,799 91 |
| St. Ours | 525 59 | ..... | 30 85 | 556 44 |
| Totals | 23,027 09 | 80 00 | 303 35 | 23,410 44 |
| <i>Ottawa Canals.</i> | | | | |
| Ottawa | 33,926 74 | ..... | ..... | 33,926 74 |
| Grenville | 17,597 13 | ..... | ..... | 17,597 13 |
| Carillon | 691 14 | 20 00 | 165 46 | 876 60 |
| St. Anne's Lock | 1,416 77 | ..... | 125 91 | 1,542 68 |
| Totals | 53,631 78 | 20 00 | 291 37 | 53,943 15 |
| <i>Rideau Canals.</i> | | | | |
| Ottawa | 5,023 20 | 503 75 | ..... | 5,526 95 |
| Kingston Mills | 1,458 88 | 108 00 | 121 72 | 1,688 60 |
| Smith's Falls | 561 10 | 4 00 | ..... | 565 10 |
| Totals | 7,043 18 | 615 75 | 121 72 | 7,780 65 |

CANALS,

No. 1.—Collectors of Canal Tolls,

DR.

(For Details, see

| Balances due by Collectors, &c., 1st. July, 1888. | CANAL REVENUE. | | | | Total Canal Revenue Accrued. | Hydraulic Rents and other Revenue <i>Vide</i> Statement No. 3. | Total. |
|---|----------------|-----------------------|--------------------|-----------------|------------------------------|--|------------|
| | Tolls. | Wharfage and Storage. | Fines and Damages. | Other Receipts. | | | |
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 35 82 | 169 18 | ..... | ..... | ..... | ..... | ..... | 205 00 |
| ..... | 18 18 | ..... | ..... | ..... | ..... | ..... | 18 18 |
| 16 50 | 72 36 | ..... | ..... | ..... | ..... | ..... | 88 86 |
| 52 32 | 259 72 | ..... | ..... | ..... | 259 72 | ..... | 312 04 |
| 167 15 | 2,510 50 | ..... | ..... | ..... | 2,510 50 | ..... | 2,677 65 |
| 3,920 59 | 324,067 68 | 5,753 83 | 1,170 40 | 11,293 97 | 342,285 88 | 34,010 86 | 380,217 33 |
| | | | | | 43,107 84 | ..... | 43,107 84 |
| | | | | | 299,178 04 | ..... | 337,109 49 |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1889.

1888-89—*Concluded.*in Account with Revenue—*Concluded.**Appendix A.)*

Cr.

| COLLECTION DIVISIONS. | DEPOSITED TO THE CREDIT OF THE RECEIVER-GENERAL. | | Balances due by Collectors, &c., 30th June, 1889. | Total. |
|--------------------------------------|---|---|--|------------|
| | On account of Canal Revenue. | On account of Hyd. Rents and other Public Works. | | |
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| <i>Trent Valley Canal.</i> | | | | |
|Bobcaygeon..... | 170 42 | ..... | 34 58 | 205 00 |
|Hastings..... | 18 18 | ..... | ..... | 18 18 |
|Peterborough..... | 72 24 | ..... | 16 62 | 88 86 |
|Totals..... | 260 84 | ..... | 51 20 | 312 04 |
| <i>St. Peter's Canal</i> | 2,311 74 | ..... | 365 91 | 2,677 65 |
|Grand Total..... | 341,849 69 | 33,650 59 | 4,717 05 | 380,217 33 |
|Less Refunds, per Statement 4. | | | | |
|Net Revenue. | | | | |

B. H. TEAKLES,
Chief Clerk Canals Revenue.

CANALS,
No. 2.—COLLECTORS of Canal Tolls
(For Details, see

Dr.

| Amounts received from Department to meet Expenditure. | Deductions from Salaries for Super- annuations. | Balances due to Collectors, 30th June, 1889. | Total. | COLLECTION DIVISIONS. |
|---|---|--|-----------|-----------------------------|
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | |
| 3,476 53 | 65 00 | | 3,541 53 | <i>Welland Canal.</i> |
| 2,126 84 | 36 00 | | 2,162 84 | Port Colborne..... |
| 771 19 | 15 00 | | 786 19 | Port Dalhousie..... |
| 575 00 | 10 00 | | 585 00 | Dunnville..... |
| 738 54 | 14 40 | | 752 94 | Port Maitland..... |
| 202 75 | 4 00 | | 206 75 | Port Robinson..... |
| 128 50 | 2 00 | | 130 50 | St. Catharines..... |
| | | | | Chippawa..... |
| 8,019 35 | 146 40 | | 8,165 75 | Total..... |
| | | | | <i>St. Lawrence Canals.</i> |
| 1,310 83 | 17 00 | | 1,327 83 | Beauharnois..... |
| 1,205 25 | 20 00 | | 1,225 25 | Cardinal..... |
| 1,758 90 | 22 00 | | 1,780 90 | Cornwall..... |
| 1,195 59 | 22 00 | | 1,217 59 | Kingston..... |
| 2,169 15 | 34 00 | | 2,203 15 | Lachine..... |
| 8,196 70 | 142 00 | | 8,338 70 | Montreal..... |
| 15,836 42 | 257 00 | | 16,093 42 | Total..... |
| | | | | <i>Chambly Canal.</i> |
| 1,573 81 | 26 25 | | 1,600 06 | Chambly..... |
| 1,533 66 | 24 25 | | 1,557 91 | St. John's..... |
| 621 76 | | | 621 76 | St. Ours..... |
| 3,729 23 | 50 50 | | 3,779 73 | Total..... |
| | | | | <i>Ottawa Canals.</i> |
| 849 01 | 14 00 | | 863 01 | Carillon..... |
| 1,123 64 | 20 00 | | 1,143 64 | Grenville..... |
| 1,544 57 | 6 25 | | 1,550 82 | St. Anne's Lock..... |
| 3,517 22 | 40 25 | | 3,557 47 | Total..... |
| | | | | <i>Rideau Canal.</i> |
| 464 00 | 5 00 | | 469 00 | Kingston Mills..... |
| 2,223 52 | 40 00 | | 2,263 52 | Ottawa..... |
| 337 85 | 3 75 | | 341 60 | Smith's Mills..... |
| 3,025 37 | 48 60 | | 3,074 12 | Total..... |
| | | | | <i>Hastings</i> |
| 2 82 | | | 2 82 | St. Peter's Canal..... |
| 196 00 | 4 00 | | 200 00 | |
| 2,117 15 | 36 00 | | 2,153 15 | Inspector of Canals..... |
| 714 24 | | | 714 24 | Queen's Printer..... |
| 176 18 | | | 176 18 | Stationery..... |
| 1,202 13 | | | 1,202 13 | General..... |
| 38,536 11 | 582 90 | | 39,119 01 | Grand Total..... |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1889.

1888-89.

in account with Expenditure.

Appendix B.)

CR.

| Balances due to Collectors, 1st July, 1888. | EXPENDITURE AUTHORIZED BY THE DEPARTMENT. | | | | | Total. |
|---|---|---------------------|----------|----------------------|-----------|-----------|
| | Salaries. | Special Assistance. | Rent. | Travelling Expenses. | Sundries. | |
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| | 3,250 00 | 75 00 | 176 00 | | 40 53 | 3,541 53 |
| | 1,800 00 | 85 00 | | 140 00 | 137 84 | 2,162 84 |
| | 750 00 | | | | 36 19 | 786 19 |
| | 500 00 | | 75 00 | | 10 00 | 585 00 |
| | 720 00 | | | 2 00 | 30 94 | 752 94 |
| | 200 00 | | | | 6 75 | 206 75 |
| | 100 00 | | 25 00 | | 5 50 | 130 50 |
| | 7,320 00 | 160 00 | 276 00 | 142 00 | 267 75 | 8,165 75 |
| | 1,216 00 | | | 14 00 | 97 83 | 1,327 83 |
| | 1,150 00 | | 50 00 | 8 50 | 16 75 | 1,225 25 |
| | 1,100 00 | 528 00 | 60 00 | | 92 90 | 1,780 90 |
| 1 00 | 1,100 00 | 27 00 | 45 00 | | 44 59 | 1,217 59 |
| | 1,700 00 | | 360 00 | 36 30 | 106 85 | 2,203 15 |
| | 7,100 00 | | 525 00 | 13 60 | 700 10 | 8,338 70 |
| 1 00 | 13,366 00 | 555 00 | 1,040 00 | 72 40 | 1,059 02 | 16,093 42 |
| | 1,500 00 | | | 36 00 | 64 06 | 1,600 06 |
| | 1,400 00 | 66 00 | | | 91 91 | 1,557 91 |
| | 600 00 | | | | 21 76 | 621 76 |
| | 3,500 00 | 66 00 | | 36 00 | 177 73 | 3,779 73 |
| | 700 00 | | 100 00 | | 63 01 | 863 01 |
| | 1,000 00 | | 50 00 | | 93 64 | 1,143 64 |
| | 1,499 96 | | | | 50 86 | 1,550 82 |
| | 3,199 96 | | 150 00 | | 207 51 | 3,557 47 |
| | 400 00 | | | 34 00 | 35 00 | 469 00 |
| | 2,000 00 | | | 16 88 | 246 64 | 2,263 52 |
| | 300 00 | | | 10 85 | 30 75 | 341 60 |
| | 2,700 00 | | | 61 73 | 312 39 | 3,074 12 |
| | 200 00 | | | | 2 82 | 2 82 |
| | 1,800 00 | | | 276 40 | 76 75 | 2,153 15 |
| | | | | | 714 24 | 714 24 |
| | | | | | 176 18 | 176 18 |
| | | | | | 1,202 13 | 1,202 13 |
| 1 00 | 32,085 96 | 781 00 | 1,466 00 | 588 53 | 4,196 52 | 39,119 01 |

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

HYDRAULIC AND OTHER RENTS.
 No. 3—SUMMARY Statement of Lessees' Accounts.
 (For Details, see Appendix A, No. 28.)

| Balances due 1st July, 1888. | Accrued during the Year ended 30th June, 1889. | Total. | NAME OF WORK. | Author-ized Abate-ments. | Paid into hands of Collectors, <i>Vide</i> Statement No. 1. | Deposited to the Credit of the Receiver General. | Balances due 30th June, 1889. | Total. |
|------------------------------|--|-----------|--------------------------------------|--------------------------|---|--|-------------------------------|-----------|
| \$ cts. | \$ cts. | \$ cts. | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 20,468 53 | 7,170 98 | 27,639 51 | Welland Canal..... | 625 00 | 4,061 91 | 838 00 | 22,114 60 | 27,639 51 |
| 6,471 62 | 1,056 00 | 7,527 62 | Williamsburg Canal..... | 280 00 | 864 00 | ..... | 6,383 62 | 7,527 62 |
| 872 50 | 825 00 | 1,697 50 | Cornwall do..... | ..... | 790 00 | 80 00 | 827 50 | 1,697 50 |
| 2,254 50 | 3,062 30 | 5,316 80 | Beauharnois do..... | 859 50 | 895 00 | 1,068 30 | 2,494 00 | 5,316 80 |
| 16,925 44 | 25,919 88 | 42,845 32 | Lachine do..... | 582 27 | 26,666 34 | 40 00 | 15,556 71 | 42,845 32 |
| 171 84 | 70 00 | 241 84 | Chambly do..... | ..... | 80 00 | ..... | 161 84 | 241 84 |
| 5,912 10 | 1,252 20 | 7,164 30 | Rideau do..... | 70 50 | 615 75 | 134 50 | 6,343 55 | 7,164 30 |
| 398 00 | 119 00 | 517 00 | Sundry Accounts..... | 184 00 | 21 00 | 131 00 | 181 00 | 517 00 |
| | | | <i>Land Sales.</i> | | | | | |
| 6,350 92 | 287 00 | 6,637 92 | Principal and Interest Accounts..... | ..... | ..... | ..... | 6,637 92 | 6,637 92 |
| 59,825 45 | 39,762 36 | 99,587 81 | Totals..... | 2,601 27 | 33,994 00 | 2,291 80 | 60,700 74 | 99,587 81 |

Amount of Hydraulic Rents accrued to 30th June, 1889..... \$39,762 36
 Less—Refunds..... 868 31
 Net Revenue..... \$38,894 05

B. H. TEAKLES,
 Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, 30th November, 1889.

No. 4.—REFUNDS, 1888–89.

CANAL TOLLS.

| Canal. | To whom Paid. | Date. | Office. | Under what Authority Refunded. | Amount. | Total. |
|--------------|--------------------------|---------|----------------|--|----------|---------|
| | | 1888. | | | \$ cts. | \$ cts. |
| Welland | J. B. Fairgrieve & Son.. | July 18 | Port Colborne. | Refunded under Revised Statutes, Chap. 29 Sec. 8.... | 99 90 | |
| do | K. & M. Forwarding Co. | do 18 | do .. | do .. | 321 84 | |
| do | A. D. Thompson & Co.. | do 18 | do .. | do .. | 115 92 | |
| do | Montreal Transport Co.. | do 24 | do .. | do .. | 3,074 76 | |
| do | A. M. Robertson..... | Aug. 2 | do .. | do .. | 187 92 | |
| do | K. & M. Forwarding Co. | do 13 | do .. | do .. | 207 54 | |
| do | Montreal Transport Co.. | do 20 | do .. | do .. | 2,428 56 | |
| do | K. & M. Forwarding Co. | do 20 | do .. | do .. | 523 26 | |
| do | A. H. Malcolmson..... | do 20 | do .. | do .. | 111 96 | |
| do | J. B. Fairgrieve & Son.. | do 20 | do .. | do .. | 99 90 | |
| do | A. M. Robertson..... | do 20 | do .. | do .. | 187 02 | |
| do | Montreal Transport Co.. | do 21 | do .. | do .. | 3,066 48 | |
| do | Æ. D. Mackay's Sons .. | do 22 | do .. | do .. | 97 20 | |
| do | A. H. Malcolmson..... | do 22 | do .. | do .. | 108 00 | |
| do | A. M. Robertson..... | do 21 | do .. | do .. | 177 30 | |
| do | J. B. Fairgrieve & Son.. | do 31 | do .. | do .. | 99 90 | |
| do | K. & M. Forwarding Co. | do 31 | do .. | do .. | 116 64 | |
| do | Frank T. Hill..... | Sept. 5 | do .. | do .. | 425 52 | |
| do | Æ. D. Mackay's Sons .. | do 6 | do .. | do .. | 93 06 | |
| do | K. & M. Forwarding Co. | do 6 | do .. | do .. | 227 16 | |
| do | A. M. Robertson..... | do 14 | do .. | do .. | 85 94 | |
| do | Æ. D. Mackay's Sons .. | do 14 | do .. | do .. | 96 12 | |
| do | A. H. Malcolmson..... | do 14 | do .. | do .. | 105 84 | |
| do | A. M. Robertson..... | do 20 | do .. | do .. | 100 00 | |
| do | Montreal Transport Co.. | do 24 | do .. | do .. | 3,933 90 | |
| do | Æ. D. Mackay's Sons .. | do 24 | do .. | do .. | 90 54 | |
| do | A. M. Robertson..... | do 24 | do .. | do .. | 177 48 | |
| do | A. E. Hume..... | do 24 | do .. | do .. | 210 60 | |
| do | K. & M. Forwarding Co. | do 27 | do .. | do .. | 104 22 | |
| do | F. T. Hill..... | Oct. 8 | do .. | do .. | 115 92 | |
| do | J. B. Fairgrieve & Son.. | do 11 | do .. | do .. | 99 90 | |
| do | A. M. Robertson..... | do 11 | do .. | do .. | 167 76 | |
| do | A. H. Malcolmson..... | do 26 | do .. | do .. | 85 68 | |
| do | Montreal Transport Co.. | do 29 | do .. | do .. | 1,836 22 | |
| do | do | Nov. 6 | do .. | do .. | 48 60 | |
| do | Capt. D. N. Sherwood.. | do 6 | Port Dalhousie | do .. | 17 40 | |
| do | Montreal Transport Co.. | do 17 | Cornwall..... | do .. | 9 84 | |
| do | A. E. McKay & Sons... | do 29 | Port Colborne. | do .. | 273 42 | |
| do | Montreal Transport Co.. | Dec. 1 | do .. | do .. | 1,873 26 | |
| do | J. B. Fairgrieve & Son.. | do 3 | do .. | do .. | 50 22 | |
| do | K. & M. Forwarding Co. | do 13 | do .. | do .. | 455 40 | |
| do | J. & J. T. Mathews..... | do 20 | do .. | do .. | 20 00 | |
| do | Montreal Transport Co.. | do 28 | do .. | do .. | 1,953 90 | |
| | | 1889. | | | | |
| do | G. E. Jaques & Co..... | Jan. 4 | do .. | do .. | 120 96 | |
| do | Crane & Baird..... | do 8 | do .. | do .. | 110 52 | |
| do | J. B. Fairgrieve & Son.. | do 22 | do .. | do .. | 45 00 | |
| do | Hingston & Woods..... | Feb. 2 | do .. | do .. | 153 41 | |
| do | Montreal Transport Co.. | do 8 | do .. | do .. | 7 20 | |
| do | E. & L. M. Transport Co. | do 20 | do .. | do .. | 14 20 | |
| do | Bank of Montreal..... | do 27 | do .. | do .. | 244 50 | |
| do | F. B. McNamee..... | March 1 | do .. | do .. | 44 76 | |
| do | Montreal Transport Co.. | May 4 | do .. | do .. | 3,385 98 | |
| do | K. & M. Forwarding Co. | do 9 | do .. | do .. | 1,198 80 | |
| do | do | do 9 | do .. | do .. | 343 26 | |
| do | Jas. Malcolmson..... | do 22 | do .. | do .. | 103 86 | |
| do | Montreal Transport Co.. | do 28 | do .. | do .. | 2,693 88 | |

No. 4.—REFUNDS, 1888-89—Continued.

CANAL TOLLS—Continued.

| Canal. | To whom Paid. | Date. | Office. | Under what Authority Refunded. | Amount. | Total. |
|--------------|--------------------------|---------|-----------------|--|----------|----------|
| | | 1889. | | Refunded under Revised Statutes, Cap. 29, Sec. 8. | \$ cts. | \$ cts. |
| Welland.... | K. & M. Forwarding Co. | June 5 | Port Colborne. | | 762 66 | |
| do | A. E. Hume..... | do 10 | do .. | | 211 68 | |
| do | K. & M. Forwarding Co. | do 11 | do .. | | 803 16 | |
| do | do | do 21 | do .. | | 380 34 | |
| do | Montreal Transport Co.. | do 21 | do .. | | 3,467 88 | |
| do | J. B. Fairgrieve & Son.. | do 21 | do .. | | 99 90 | |
| do | W. Ira Story..... | do 21 | do .. | | 100 80 | |
| do | J. Malcolmson..... | do 22 | do .. | | 181 80 | |
| do | Æ. D. MacKay's Sons .. | do 27 | do .. | | 91 62 | |
| do | A. E. Hume..... | do 27 | do .. | | 82 44 | |
| do | K. & M. Forwarding Co. | do 27 | do .. | | 664 56 | |
| do | Montreal Transport Co.. | do 27 | do .. | | 2,430 00 | |
| do | J. B. Fairgrieve & Son.. | do 27 | do .. | | 97 20 | |
| do | K. & M. Forwarding Co. | do 27 | do .. | | 215 28 | |
| do | W. Ira Story..... | do 27 | do .. | | 108 36 | |
| | | 1888. | | | | 1,846 01 |
| St. Lawrence | A. Perrault..... | July 24 | Montreal..... | do .. | 10 50 | |
| do | F. C. Henshaw..... | do 24 | do | do .. | 3 15 | |
| do | Kingsman Brown & Co.. | Oct. 8 | do | do .. | 75 00 | |
| do | Reid G. Metzler..... | do 15 | Cardinal..... | do .. | 4 00 | |
| do | Ogdensburgh C. & T. Co. | Nov. 29 | Cornwall..... | do .. | 20 70 | |
| do | Montreal Transport Co.. | Dec. 27 | Cardinal..... | do .. | 33 24 | |
| | | 1889. | | | | |
| do | Ogdensburgh C. & T. Co. | Jan. 17 | Cornwall..... | do .. | 51 25 | |
| do | J. B. Fairgreves..... | do 17 | Montreal..... | do .. | 18 20 | |
| do | K. & M. F. Co..... | do 21 | Cardinal..... | do .. | 95 77 | |
| do | W. Broder..... | Feb. 20 | do | do .. | 25 34 | |
| do | T. H. Phippen..... | Mar. 28 | do | do .. | 36 60 | |
| do | Sincennes & McNaughton | May 22 | Montreal..... | do .. | 88 25 | |
| | | 1888. | | | | 462 00 |
| Chambly.... | J. Mochen..... | July 24 | Chambly..... | do .. | | 20 00 |
| Ottawa..... | T. D. Williamson..... | do 13 | Grenville..... | do .. | 5 93 | |
| do | A. P. McLaurin..... | do 13 | do | do .. | 8 82 | |
| do | John Wade..... | do 13 | (Grenville..... | do .. | 5 88 | |
| do | A. Perrault..... | do 13 | Grenville..... | do .. | 4 50 | |
| do | Jos. Grondin..... | do 17 | Carillon..... | do .. | 31 08 | |
| do | F. H. Wilson..... | do 21 | do | do .. | 16 67 | |
| do | S. Charette..... | do 21 | do | do .. | 10 00 | |
| do | D. Murphy & Co..... | do 26 | Ottawa..... | do .. | 29 00 | |
| do | J. B. Burnett..... | Aug. 10 | Carillon..... | do .. | 4 32 | |
| do | Isaac Quindon..... | do 10 | do | do .. | 6 48 | |
| do | do | do 10 | do | do .. | 14 01 | |
| do | J. A. Thérien..... | do 10 | do | do .. | 4 50 | |
| do | Chas. Thérien..... | do 10 | do | do .. | 2 16 | |
| do | W. J. Reid..... | do 22 | do | do .. | 9 50 | |
| do | Thos. Mackan..... | do 25 | do | do .. | 33 45 | |
| do | W. R. Mackan..... | do 25 | do | do .. | 9 30 | |
| do | Jas. Mackan..... | do 25 | do | do .. | 8 33 | |
| do | Ulric Gagnon..... | Sept. 3 | do | do .. | 7 50 | |
| do | Wm. Lagacé..... | do 4 | do | do .. | 18 00 | |
| do | Jas. Charette..... | do 5 | do | do .. | 33 73 | |
| do | D. Murphy & Co..... | do 8 | Grenville..... | do .. | 20 43 | |
| do | F. Paul..... | do 12 | Carillon..... | do .. | 15 54 | |
| do | Teresa Byrne..... | Oct. 11 | do | do .. | 9 38 | |
| do | D. Murphy & Co..... | do 15 | Ottawa..... | do .. | 19 91 | |
| do | J. B. Blanchard..... | do 15 | Grenville..... | do .. | 10 43 | |
| do | Felix Plouffe..... | Dec. 10 | Carillon..... | do .. | 28 51 | |
| do | J. K. Ward..... | do 11 | do | do .. | 212 00 | |

No. 4.—REFUNDS, 1889–89—*Concluded.*CANAL TOLLS—*Concluded.*

| Canal. | To whom Paid. | Date. | Office. | Under what Authority Refunded. | Amount. | Total. |
|-------------|----------------------------|--------|---------------|---|---------|-----------|
| | | 1889. | | | \$ cts. | \$ cts. |
| Ottawa..... | L. T. Simpson..... | May 28 | Carillon..... | Refunded under Re- vised Statutes, Cap. 29, Sec. 8..... | 5 00 | |
| do..... | A. St. Jean..... | June 7 | do..... | do..... | 9 00 | |
| do..... | J. Lagacé..... | do 7 | do..... | do..... | 3 60 | |
| do..... | Ulric Gagnon..... | do 10 | do..... | do..... | 3 00 | |
| do..... | Wm. Legacé..... | do 18 | do..... | do..... | 24 00 | |
| do..... | J. B. Laurin..... | do 21 | do..... | do..... | 1 02 | |
| do..... | Xavier Alliar..... | do 21 | do..... | do..... | 4 29 | |
| do..... | B. Lavoie..... | do 21 | do..... | do..... | 1 59 | |
| do..... | E. Mainville..... | do 21 | do..... | do..... | 8 08 | |
| do..... | Narcisse Mainville..... | do 21 | do..... | do..... | 6 40 | |
| do..... | John Baptist..... | do 21 | do..... | do..... | 10 00 | |
| do..... | H. Gerard..... | do 21 | do..... | do..... | 9 45 | |
| do..... | J. Montreuil..... | do 21 | do..... | do..... | 7 71 | |
| do..... | Elisha Cook..... | do 21 | do..... | do..... | 12 67 | |
| do..... | Felix Plouffe..... | do 28 | do..... | do..... | 5 40 | |
| do..... | Bazille Laurin, sr..... | do 28 | do..... | do..... | 4 80 | |
| do..... | F. X. Wilson..... | do 28 | do..... | do..... | 30 00 | |
| do..... | Thos. McKan..... | do 28 | do..... | do..... | 23 32 | |
| do..... | John Baptist Beaulieu..... | do 28 | do..... | do..... | 25 80 | |
| | | | | Total Tolls refunded..... | | 779 83 |
| | | | | | | 43,107 84 |

HYDRAULIC RENTS REFUNDS.

| | | | | | | |
|--------------|-------------------------------------|-----------------|--|--|--|--------|
| Pt. Colborne | J. A. Black & D. E. MacFarland..... | 1889. May 28 | | | | 868 31 |
|--------------|-------------------------------------|-----------------|--|--|--|--------|

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1889.

APPENDIX A—Continued—CANALS.

No. 5.—GENERAL STATEMENT showing the Quantity of each Article transported on the Welland Canal, and the Amount of Revenue collected during the Fiscal Year ended 30th June, 1889.

| ARTICLES. | From Canadian to Canadian Ports. | | From Canadian United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. |
|--|----------------------------------|-------|------------------------------------|-------|--|-------|---------------------------------------|--------|---------|---------|-------------|------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| | | | | | | | | | | | | |
| Ashes, Pot and Pearl..... | | 2 | | | | | | | | | | |
| Apples..... | 233 | 624 | | | 1 | | | | 1 | 83 | 84 | 16 75 |
| Agricultural Products not enumerated, Vegetable. | 7 | | | | | | | | 233 | 669 | 902 | 33 72 |
| “ “ “ “ “ “ Animal | | | | | | | | | 7 | | 7 | 0 14 |
| Agricultural Implements..... | | | | | | | | | | | | |
| Barley..... | | 65 | 5,706 | 488 | | 2 | | | 5,706 | 555 | 6,261 | 883 29 |
| Bricks..... | 52 | 19 | | | | | | | 52 | 19 | 71 | 2 59 |
| Bones..... | | | | | | | | | | | | |
| Brimstone..... | | | | | 15 | | | | 15 | | 15 | 2 25 |
| Cement and Water Lime..... | 42 | 6 | | | 232 | 4 | | | 274 | 10 | 284 | 40 59 |
| Clay, Lime and Sand..... | 94 | 876 | 200 | | | | | | 234 | 876 | 1,170 | 129 89 |
| Coal..... | 101 | 350 | | | 183,637 | 1,804 | 19,880 | 24,019 | 203,618 | 26,173 | 229,791 | 43,136 62 |
| Corn..... | | | | | 118,619 | | 151,343 | | | 269,962 | 269,962 | 53,992 40 |
| Cattle..... | | | | | | | | | | | | |
| Cotton, Raw..... | | | | | | | | | 77 | 66 | 143 | 4 07 |
| Crockery and Earthenware..... | 76 | 65 | 1 | | | 1 | | | | | | |
| Dye Wood and Dye Stuffs | 1 | | 2 | | 170 | | | | 173 | | 173 | 25 82 |
| Fish..... | | | | | | | | | | | | |
| Flax and Hemp..... | | | | | | | | | | | | |
| Flour..... | 10 | 4,737 | | | | 7,875 | | | 10 | 13,368 | 13,378 | 1,846 17 |
| Furniture..... | 2 | | 13 | | | 37 | | | 15 | 40 | 55 | 10 15 |
| Gypsum..... | | | | | | | | | | 715 | 715 | 43 94 |
| Glass, all kinds..... | 7 | | | 715 | | | | | 7 | 2 | 9 | 0 67 |
| Hay, Pressed..... | 18 | | | | | | | | 18 | | 18 | 0 40 |
| Hogs..... | | | | | | | | | | | | |
| Horses..... | | | 3 | | 1 | | | | 4 | | 8 | 1 40 |
| Hides and Skins, Horns and Hoofs..... | | | | | | 5 | | | | 5 | 5 | 1 00 |
| Ice..... | | | | | | | | | | | | |
| Iron, Railway..... | 30 | | | | 63 | | | | | | | |
| “ Pig..... | 127 | 555 | | | 1,053 | | | | 93 | | 93 | 10 02 |
| “ all other..... | | | 146 | | 514 | | | | 1,787 | | 1,843 | 267 75 |
| Iron Ore..... | | | 10,522 | | 1,204 | | | | 11,726 | | 11,726 | 224 29 |
| | | | | | | | | | | | | 586 30 |

No. 5.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

| ARTICLES. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tols. |
|--|----------------------------------|--------|---------------------------------------|--------|--|---------|---------------------------------------|---------|---------|---------|-------------|-----------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| Railway Ties, in Vessels. | | 25 | | | | | | | | | | \$ |
| “ “ Rafts | | | 375 | 203 | | | | | 375 | 228 | 603 | 76 66 |
| Saw Logs | 280 | 1,827 | 179 | 3,217 | | | 147 | | 606 | 5,044 | 5,650 | 206 55 |
| Staves and Headings, Barrel | | | | 82 | | | | | | 87 | 87 | 9 05 |
| “ “ Pipe | | | | | | | | 757 | | 757 | 757 | 141 43 |
| “ “ West India. | | | | | | | 1,194 | | | 1,194 | 1,194 | 223 32 |
| Staves, Salt Barrel | | | | | | | 2 | | | 2 | 2 | 0 15 |
| Shingles | 4 | | | | | 19 | | | | 4 | 23 | 13 77 |
| Split Posts and Fence Rafts, in Vessels | | | | | | | | | | | | |
| “ “ Rafts | 20 | 7,885 | | | | | | | 20 | 54,299 | 54,319 | 8,145 94 |
| Timber, Square, in Vessels | 80 | | | | | | 46,410 | | 80 | | 86 | 8 89 |
| “ “ Rafts | | | | | | | | | | | | |
| Traverses | | | | | 59 | 7 | | | | 59 | 68 | 27 20 |
| Woodenware and Wood, partly manufactured. | | | | | | | | | | | | |
| Total Freight paying Tolls | 18,218 | 81,898 | 17,908 | 21,798 | 218,988 | 245,427 | 20,224 | 291,625 | 275,338 | 640,748 | 916,086 | 165,904 56 |
| Free Articles having paid Full Tolls on the St. Lawrence Canals. | | | | | | | | | | | | |
| Agricultural Products, not enumerated, Vegetable. | | | | | | | | | | | | |
| Bricks | | | 21 | | | | | | | | 21 | |
| Cement and Water Lime | | | 156 | | | | | | | | 156 | |
| Clay, Lime and Sand | 18 | | 121 | | | | | | | | 139 | |
| Crockery and Earthenware | 10 | | 337 | | | | | | | | 347 | |
| Fish | | | 9 | | | | | | | | 9 | |
| Furniture | | | 1 | | | | | | | | 1 | |
| Glass, all kinds | 40 | | 95 | | | | | | | | 135 | |
| Horses | | | 1 | | | | | | | | 1 | |
| Iron, Railway | 2,853 | | 7,908 | | | | | | | | 10,761 | |
| “ Pig | 363 | | 126 | | | | | | | | 489 | |
| “ all other | 57 | | 424 | | | | | | | | 481 | |
| Meal, all kinds | | | 31 | | | | | | | | 31 | |
| Molasses | | | 5 | | | | | | | | 5 | |

| | | | | | | | | |
|--|--------|--------|--------|---------|---------|---------|---------|------------|
| Nails | 147 | 407 | | | | 554 | | |
| Oil, in Barrels | 6 | 10 | | | | 16 | | |
| Paint | 32 | 21 | | | | 53 | | |
| Salt | 180 | 3,878 | | | | 4,058 | | |
| Seeds, all kinds | | 291 | | | | 291 | | |
| Soda Ash | 142 | 968 | | | | 1,110 | | |
| Sugar | 61 | 26 | | | | 87 | | |
| Spirits, Beer, &c. | 6 | 225 | | | | 231 | | |
| Tin | 3 | 484 | | | | 487 | | |
| Whiting | | 12 | | | | 12 | | |
| All other Goods and Merchandise, not enumerated. | 255 | 940 | | | | 1,195 | | |
| Barrels, Empty | | 2 | | | | 2 | | |
| Timber passed free from Welland to Port Robinson | | | | | | | | |
| | | 1,416 | | | | 1,416 | | |
| Grand Total Freight | 22,391 | 34,487 | 21,798 | 218,988 | 245,427 | 291,625 | 296,090 | 642,164 |
| | | | | | | | | 938,254 |
| <p>Total Tolls on Vessels.....</p> <p>“ “ Passengers.....</p> <p>“ “ Free Goods.....\$3,188 42</p> <p>Fines and Damages.....</p> <p>Total Revenue, exclusive of Hydraulic Rents.....</p> | | | | | | | | |
| | | | | | | | | 15,978 11 |
| | | | | | | | | 125 23 |
| | | | | | | | | 1,000 00 |
| | | | | | | | | 183,007 90 |

B. H. TEAKLES,
Chief Clerk Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1889.

APPENDIX A—Continued—CANALS.

No. 6.—GENERAL STATEMENT shewing the Quantity of each Article of Through Freight transported on the Welland Canal, and the Amount of Tolls collected thereon, during the Fiscal Year ended 30th June, 1889.

| ARTICLES. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls, Up. | Amount of Tolls, Down. | Total Amount of Tolls. |
|--|----------------------------------|-------|---------------------------------------|-------|---------------------------------------|-------|---------|---------|-------------|----------------------|------------------------|------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | | | |
| | | | | | | | | | | | | |
| Ashes, Pot and Pearl. | | 2 | | | | | 83 | 45 | 84 | 0 15 | 16 60 | 16 75 |
| Apples. | | | | | | | 1 | | 1 | | 9 00 | 9 00 |
| Agricultural products not enumerated, Vegetable. | | | | | | | | | | | | |
| Agricultural products not enumerated, Animal. | | | | | | | | | | | | |
| Agri-cultural Implements. | | | | | | | | | | | | |
| Banley | | | 5,706 | 2 | | | 5,706 | 2 | 5,708 | 855 90 | 0 40 | 856 30 |
| Bricks | | | | | | | | | | | | |
| Bones. | | | | | | | 15 | | 15 | 2 25 | | 2 25 |
| Brimstone. | | | | | | | 232 | 4 | 236 | 34 80 | 0 80 | 35 60 |
| Cement and Water Lime. | | | 200 | 4 | | | 200 | | 200 | 30 00 | | 30 00 |
| Clay, Lime and Sand. | | | | | | | 183,637 | 15,603 | 199,240 | 39,848 00 | 4,978 20 | 44,826 20 |
| Coal | | | | | | | 1,804 | 23,087 | 24,891 | | | |
| Corn | | | | | | | 118,619 | 151,343 | 269,962 | | | |
| Cattle. | | | | | | | | | | | | |
| Cotton, Raw. | | | | | | | | | | | | |
| Crockery and Earthenware. | 5 | | | | | | 6 | 1 | 7 | 0 90 | 0 20 | 1 10 |
| Dye Wood and Dye Stuffs. | | | | | | | | | | | | |
| Fish. | | | | | | | 172 | | 172 | 25 80 | | 25 80 |
| Flax and Hemp. | 10 | | | | | | | | | | | |
| Flour | | | | | | | 7,875 | 10 | 8,631 | 1 50 | 1,736 20 | 1,727 70 |
| Furniture. | | | | | | | 37 | 13 | 50 | 1 95 | 8 00 | 9 95 |
| Gypsum. | | | | | | | | | | | | |
| Glass, all kinds. | 1 | | | | | | 2 | 1 | 3 | 0 15 | 0 40 | 0 55 |
| Hay, pressed. | | | | | | | | | | | | |
| Hogs. | | | | | | | | | | | | |
| Horses. | | | | | | | | | | | | |
| Hides and Skins, Horns and Hoofs. | | | | | | | 3 | 4 | 8 | 0 60 | 0 80 | 1 40 |
| Ice. | | | | | | | | | | | | |
| Iron, Railway. | | | | | | | 63 | 5 | 68 | | 1 00 | 1 00 |
| " Pig. | | | | | | | 1,053 | 549 | 1,602 | 157 95 | 109 80 | 267 75 |

| | | | | | | | | | | | |
|---|-----|--------|--------|--------|--------|--------|---------|---------|----------|-----------|-----------|
| " all other | 89 | 555 | 146 | 514 | 1 | 749 | 556 | 1,305 | 112 35 | 111 20 | 223 55 |
| Iron Ore | | | 10,522 | 1,204 | | 11,726 | | 11,726 | 586 30 | | 586 30 |
| Kryolite | | | | | | | | | | | |
| Chemical Ore and other Ore, except Iron | | | | | | | | | | | |
| Lard and Lard Oil | | | | 11 | 27 | | 38 | 38 | | 7 60 | 7 60 |
| Meal, all kinds | | | 12,768 | | 100 | | 12,868 | 12,868 | | 2,573 60 | 2,573 60 |
| Meats, other than Pork | | | | | 17 | | 17 | 17 | | 3 40 | 3 40 |
| Marble | | | | 4,697 | | 4,697 | | 4,697 | 704 55 | | 704 55 |
| Manilla | | | | 20 | | 20 | | 20 | 3 00 | | 3 00 |
| Molasses | | | | 255 | | 255 | | 255 | 38 25 | | 38 25 |
| Nails | | | 58 | | | 68 | | 68 | 10 20 | | 10 20 |
| Oats | 10 | | | | | | | | | | |
| Oil, in barrels | 2 | | 1 | 33 | 3 | 36 | 19,431 | 19,431 | 3,886 20 | | 3,886 20 |
| Oil Cake | | | | | | | 3 | 39 | 5 40 | 0 60 | 6 00 |
| Peas | | | | | | | | | | | |
| Potatoes | | | | | | | | | | | |
| Pork | | | | | 493 | | 502 | 502 | | 100 40 | 100 40 |
| Paint | 2 | | 2 | 421 | | 425 | | 425 | 63 75 | | 63 75 |
| Pitch and Tar | | | | | | | | | | | |
| Rags | | | | | 632 | 295 | 811 | 1,106 | 44 25 | 162 20 | 206 45 |
| Rye | | | 295 | | | | | | | | |
| Rosin | | | | | | | | | | | |
| Salt | 12 | | | 42 | | 54 | | 54 | 8 10 | | 8 10 |
| Stone intended for Cutting | | 1,080 | | | 3,657 | | 4,757 | 4,757 | | 947 40 | 947 40 |
| " wrought | | | | | 127 | | 127 | 127 | | 25 40 | 25 40 |
| " not suitable for Cutting, unwrought | | | | | 375 | 4,242 | 990 | 5,232 | 424 20 | 99 00 | 523 20 |
| Seeds, all kinds | 1 | | 1 | 4,242 | 5 | 1 | 81 | 82 | 0 15 | 16 20 | 16 35 |
| Sheep | | | | | | | | | | | |
| Soda Ash | | | | 33 | | 33 | | 33 | 4 95 | | 4 95 |
| Steel | 5 | | | 554 | | 554 | 3 | 557 | 83 10 | 0 60 | 83 70 |
| Sugar | | | 11 | 1,556 | 2 | 1,572 | 2 | 1,574 | 235 80 | 0 40 | 236 20 |
| Spirits, Beer, &c. | | 5 | 11 | | 16 | 11 | 190 | 201 | 1 65 | 38 00 | 39 65 |
| Tobacco, Raw | | | | | | | | | | | |
| Tallow | | | | 122 | | 122 | | 123 | 18 30 | 0 20 | 18 50 |
| Tin | | | | | | | | | | | |
| Turpentine | | | | | | | | | | | |
| Wheat | | 42,930 | | | 48,129 | | 131,071 | 131,071 | | 26,214 20 | 26,214 20 |
| White Lead | | | | | | | | | | | |
| Whiting | | | | 275 | | 275 | | 275 | 41 25 | | 41 25 |
| Wool | | | | 16 | | 16 | 68 | 84 | 2 40 | 13 60 | 16 00 |
| All other Goods and Merchandise, not enumerated | 146 | 118 | 82 | 19,765 | 172 | 19,993 | 1,899 | 21,892 | 2,998 95 | 379 80 | 3,378 75 |
| Bark | | | | | | | | | | | |
| Barrels, Empty | | | | 8 | | 8 | 210 | 218 | 1 56 | 40 54 | 42 10 |
| Boat Knees | | | | | | | | | | | |
| Floats | | | | | | | | | | | |
| Firewood, in Vessels | | | 300 | | | 300 | | 300 | 20 00 | | 20 00 |
| " Rafts | | | | | | | | | | | |

No. 6.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

| ARTICLES. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls, Up. \$ cts. | Amount of Tolls, Down. \$ cts. | Total Amount of Tolls. \$ cts. |
|---|----------------------------------|--------|---------------------------------------|--------|--|---------|---------------------------------------|---------|---------|---------|-------------|------------------------------|--------------------------------|--------------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | | | |
| Hop Poles..... | | | | | | | | | | | | | | |
| Lumber, Sawn, in Vessels..... | | 1,655 | | 16,209 | | 41,892 | | 9,633 | | 69,389 | 69,389 | 12,463 79 | | 12,463 79 |
| “ “ Rafts..... | | | | | | | | | | | | | | |
| Masts, Spars and Telegraph Poles, in Vessels..... | | | | | | | | | | | | | | |
| Masts, Spars and Telegraph Poles, in Rafts..... | | | | | | | | | | | | | | |
| Railway Ties, in Vessels..... | | | 375 | | | | | | | 375 | 375 | 60 00 | | 60 00 |
| “ “ Rafts..... | | | | | | | | | | | | | | |
| Saw Logs..... | | | | | | | | | | | | | | |
| Staves and Headings, Barrel..... | | | | | | | | | | | | | 0 80 | 0 80 |
| “ “ Pipe..... | | | | | | | | | | | | | 141 43 | 141 43 |
| “ “ West India..... | | | | | | | | | | | | | 223 32 | 223 32 |
| Staves, Salt Barrel..... | | | | | | | | | | | | | 0 15 | 0 15 |
| Shingles..... | | | | | | | | | | | | | 13 50 | 13 50 |
| Split Posts and Fence Rails, in Vessels..... | | | | | | | | | | | | | | |
| Split Posts and Fence Rails, in Rafts..... | | | | | | | | | | | | | | |
| Timber, Square, in Vessels..... | | 7,889 | | | | | | | | | | | | |
| “ “ Rafts..... | | | | | | | | | | | | | | |
| Traverses..... | | | | | | | | | | | | | | |
| Woodenware and Wood partly manufactured..... | | | | | 59 | | | | | 59 | 59 | 23 60 | | 23 60 |
| Total Freight paying Tolls..... | 282 | 54,234 | 17,729 | 16,209 | 218,988 | 245,427 | 15,603 | 287,628 | 252,602 | 603,498 | 856,100 | 58,925 25 | 103,991 58 | 162,916 83 |
| <i>Free Articles having paid full Tolls on the St. Lawrence Canals.</i> | | | | | | | | | | | | | | |
| Agricultural Products, not enumerated, Vegetable..... | | | 21 | | | | | | | 21 | 21 | | | |
| Bricks..... | | | 156 | | | | | | | 156 | 156 | | | |
| Cement and Water Lime..... | 18 | | 121 | | | | | | | 139 | 139 | | | |
| Clay, Lime and Sand..... | | | 80 | | | | | | | 80 | 80 | | | |

| | | | | | | | | | |
|---|-------|--------|--------|--------|---------|---------|--------|---------|---------|
| Crockery and Earthenware..... | 10 | 337 | 347 | 347 | 347 | 347 | 347 | 347 | 347 |
| Fish..... | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 |
| Furniture..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Glass, all kinds..... | 40 | 95 | 135 | 135 | 135 | 135 | 135 | 135 | 135 |
| Horses..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Iron, Railway..... | 2,853 | 7,908 | 10,761 | 10,761 | 10,761 | 10,761 | 10,761 | 10,761 | 10,761 |
| " Pig..... | 363 | 126 | 489 | 489 | 489 | 489 | 489 | 489 | 489 |
| " all other..... | 57 | 424 | 481 | 481 | 481 | 481 | 481 | 481 | 481 |
| Meal, all kinds..... | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 |
| Molasses..... | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Nails..... | 147 | 407 | 554 | 554 | 554 | 554 | 554 | 554 | 554 |
| Oil, in Barrels..... | 6 | 10 | 16 | 16 | 16 | 16 | 16 | 16 | 16 |
| Paint..... | 32 | 21 | 53 | 53 | 53 | 53 | 53 | 53 | 53 |
| Salt..... | 180 | 3,878 | 4,058 | 4,058 | 4,058 | 4,058 | 4,058 | 4,058 | 4,058 |
| Seeds, all kinds..... | 291 | 291 | 291 | 291 | 291 | 291 | 291 | 291 | 291 |
| Soda Ash..... | 142 | 968 | 1,110 | 1,110 | 1,110 | 1,110 | 1,110 | 1,110 | 1,110 |
| Sugar..... | 61 | 26 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Spirits, Beet, &c..... | 6 | 225 | 231 | 231 | 231 | 231 | 231 | 231 | 231 |
| Tin..... | 3 | 484 | 487 | 487 | 487 | 487 | 487 | 487 | 487 |
| Whiting..... | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| All other Goods and Merchandise, not enumerated..... | 255 | 940 | 1,195 | 1,195 | 1,195 | 1,195 | 1,195 | 1,195 | 1,195 |
| Barrels, Empty..... | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Grand Total, Freight..... | 4,455 | 54,234 | 33,593 | 16,209 | 218,988 | 245,427 | 15,603 | 287,628 | 272,611 |
| Total Tolls on Vessels..... | | | | | | | | | |
| " Passengers..... | | | | | | | | | |
| " Free Goods..... | | | | | | | | | |
| Total Through Tolls..... | | | | | | | | | |
| Grand Total..... | | | | | | | | | |

[1889]

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, 30th November, 1889.

B. H. TEAKLES,
 Chief Clerk Canals Revenue.

APPENDIX A—Continued—CANALS.

No. 7.—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported on the Welland Canal, and the Amount of Tolls collected thereon, during the Fiscal Year ended 30th June, 1889.

| ARTICLES. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Toll. |
|--|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|-------|-------|-------------|-----------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| | | | | | | | | | | | | |
| Ashes, Pot and Pearl | | | | | | | | | | | | |
| Apples | 238 | 624 | | | | | | | 238 | 624 | 857 | 24 72 |
| Agricultural Products, not enumerated, Vegetable | 7 | | | | | | | | 7 | | 7 | 0 14 |
| Agricultural Products, not enumerated, Animal | | | | | | | | | | | | |
| Aggricultural Implements. | | | | | | | | | | | | |
| Barley | 52 | 19 | | 488 | | | | | 52 | 19 | 553 | 26 99 |
| Bricks | | | | | | | | | | | 71 | 2 59 |
| Bones | | | | | | | | | | | | |
| Brimstone | | | | | | | | | | | | |
| Cement and Water Lime. | 42 | 6 | | | | | | | 42 | 6 | 48 | 4 93 |
| Clay, Lime and Sand | 94 | 876 | | | | | | | 94 | 876 | 970 | 99 89 |
| Coal. | 101 | 350 | | | | | | | 4,378 | 1,282 | 5,660 | 310 42 |
| Corn. | | | | | | | | | 4,277 | 932 | | |
| Cattle | | | | | | | | | | | | |
| Cotton, Raw | | | | | | | | | | | | |
| Crockery and Earthenware | 71 | 65 | | | | | | | 71 | 65 | 136 | 2 97 |
| Dye Wood and Dye Stuffs | | | | | | | | | | | | |
| Fish | 1 | | | | | | | | 1 | | 1 | 0 02 |
| Flax and Hemp | | | | | | | | | | | | |
| Flour | | 4,737 | | | | | | | | | 4,737 | 118 47 |
| Furniture | 2 | | | | | | | | 2 | | 2 | 0 20 |
| Gypsum | | | | 715 | | | | | | | 715 | 43 94 |
| Glass, all kinds. | 6 | | | | | | | | 6 | | 6 | 0 12 |
| Hay, Pressed | 18 | | | | | | | | 18 | | 18 | 0 40 |
| Hogs | | | | | | | | | | | | |
| Horses | | | | | | | | | | | | |
| Hides and Skins, Horns and Hoofs | | | | | | | | | | | | |
| Ice | | | | | | | | | | | | |
| Iron, Railway | 30 | | | | | | | | 30 | | 30 | 0 57 |
| " Pig. | | | | | | | | | | | | |

| | | | | | | | | |
|--|-------|--------|--|-----|-------|----|--------|--------|
| " all other..... | 38 | | | | | | 38 | 0 74 |
| Iron Ore..... | | | | | | | | |
| Kryolite, Chemical Ore and other Ore, except Iron..... | | | | | | | | |
| Lard and Lard Oil..... | 15 | 229 | | | | | 244 | 11 36 |
| Mead, all kinds..... | | | | | | | | |
| Meats, other than Pork..... | | | | | | | | |
| Marble..... | | | | | | | | |
| Manilla..... | 8 | 5 | | | | | 13 | 0 29 |
| Molasses..... | 115 | | | | | | 115 | 2 21 |
| Nails..... | | 272 | | | | | 272 | 54 40 |
| Oats..... | 22 | 9 | | | 197 | 15 | 243 | 6 57 |
| Oil, in barrels..... | | | | | | | | |
| Oil Cake..... | | | | 708 | | | 708 | 70 80 |
| Pease..... | | | | | | | | |
| Potatoes..... | | | | | | | | |
| Pork..... | | | | | | | | |
| Paint..... | 28 | | | | | | 28 | 0 55 |
| Pitch and Tar..... | | | | | | | | |
| Rags..... | | | | | | | | |
| Rye..... | | | | | | | | |
| Rosin..... | | | | | | | | |
| Salt..... | 120 | 120 | | | | | 240 | 5 25 |
| Stone intended for Cutting..... | | | | | | | | |
| " wrought..... | | | | | 173 | | 173 | 30 28 |
| " not suitable for Cutting; unwrought..... | 1,878 | 75 | | | | | 1,953 | 113 71 |
| Seeds, all kinds..... | 2 | | | | | | 2 | 0 04 |
| Sheep..... | | | | | | | | |
| Soda Ash..... | 185 | 185 | | | | | 370 | 8 10 |
| Steel..... | 2 | | | | | | 2 | 0 04 |
| Sugar..... | 180 | | | | | | 180 | 3 45 |
| Spirits, Beer, &c..... | 20 | 30 | | | | | 52 | 2 73 |
| Tobacco, Raw..... | | | | | 2 | | | |
| Tallow..... | | | | | | | | |
| Tin..... | 30 | | | | | | 30 | 0 57 |
| Turpentine..... | | | | | | | | |
| Wheat..... | 8,554 | 777 | | | 2,338 | | 11,669 | 703 95 |
| White Lead..... | 2 | | | | | | 2 | 0 04 |
| Whiting..... | | | | | | | | |
| Wool..... | | | | | | | | |
| All other Goods and Merchandise not enumerated..... | 377 | 326 | | | | | 703 | 15 93 |
| Bark..... | | | | | | | | |
| Barrels, Empty..... | | | | 123 | | | 123 | 3 05 |
| Boat Knees..... | | | | | | | | |
| Floats..... | 345 | 84 | | | | | 429 | 5 09 |
| Firewood, in Vessels..... | 3,015 | 14,070 | | | 537 | | 17,622 | 738 34 |
| " in Rafts..... | | | | | | | | |
| Hoops..... | | | | | | | | |
| Hop Poles..... | | | | | | | | |

No. 7—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported, &c.—Concluded.

| ARTICLES. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Toll. |
|---|----------------------------------|--------|---------------------------------------|-------|--|-------|---------------------------------------|-------|--------|--------|-------------|-------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| | | | | | | | | | | | | |
| Lumber, sawn, in Vessels..... | 1,959 | 2,888 | | 53 | | | | | 1,959 | 2,941 | 4,900 | \$ cts. 336 63 |
| “ “ Rafts..... | | | | | | | | | | | | |
| Masts, Spars, and Telegraph Poles, in Vessels..... | | | | | | | | | | | | |
| “ “ Rafts..... | | 25 | | 208 | | | | | | 228 | 228 | 16 66 |
| Railway Ties, in Vessels..... | | | | | | | | | | | | |
| “ “ Rafts..... | 280 | 1,827 | 179 | 3,217 | | 147 | | | 606 | 5,044 | 5,650 | 206 55 |
| Saw Logs..... | | | | | | | | | | 82 | 82 | 8 25 |
| Staves and Headings, Barrel..... | | | | | | | | | | | | |
| “ “ Pipe..... | | | | | | | | | | | | |
| “ “ West India..... | | | | | | | | | | | | |
| Staves, Salt Barrel..... | | | | | | | | | | | | |
| Shingles..... | 4 | | | | | | | | 4 | | 4 | 0 27 |
| Split Posts and Fence Rails, in Vessels..... | | | | | | | | | | | | |
| “ “ Rafts..... | | | | | | | | | | | | |
| Timber, Square, in Vessels..... | 20 | | | | | | | | 20 | | 20 | 1 50 |
| “ “ Rafts..... | 80 | | | | | | | | 80 | | 80 | 8 89 |
| Traverses..... | | | | | | | | | | | | |
| Woodenware and Wood partly manufactured..... | | | | | | | | | | | | |
| Total freight paying Tolls..... | 17,936 | 27,664 | 179 | 5,589 | | 4,621 | 3,997 | | 22,736 | 37,250 | 59,986 | 2,987 73 |
| Timber passed free from Welland to Port Robinson..... | | 1,416 | | | | | | | | | 1,416 | |
| Grand Total Freight..... | 17,936 | 29,080 | 179 | 5,589 | | 4,621 | 3,997 | | 22,736 | 38,666 | 61,402 | |
| Total Way Tolls on Vessels..... | | | | | | | | | | | 1,013 80 | |
| “ “ Passengers..... | | | | | | | | | | | 25 78 | |
| “ “ Free Goods..... | | | | | | | | | | | \$75 60. | |
| Total Way Tolls..... | | | | | | | | | | | 4,027 31 | |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1889.

B. H. TEAKLES,
Chief Clerk, Canal Revenue.

APPENDIX A—Continued—CANALS.

No. 8.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Lawrence Canals, and the Amount of Revenue collected during the Fiscal Year ended 30th June, 1889.

| ARTICLES. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. \$ cts. |
|---|----------------------------------|--------|---------------------------------------|-------|--|-------|---------------------------------------|-------|--------|---------|-------------|--------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| | | | | | | | | | | | | |
| Ashes, Pot and Pearl. | 1 | 69 | | | | | | | 1 | 69 | 70 | 14 00 |
| Apples | 48 | 1,628 | | | | | | | 48 | 1,628 | 1,676 | 230 42 |
| Agricultural Products not enumerated, Vegetable | 266 | 382 | | | | | | | 287 | 382 | 669 | 65 87 |
| Agricultural Products not enumerated, Animal | 54 | 588 | | | | | | | 54 | 588 | 642 | 84 72 |
| Agricultural Implements. | 93 | 21 | | | | | | | 93 | 21 | 114 | 14 86 |
| Barley | 540 | 813 | | | 2 | 343 | | | 545 | 1,156 | 1,701 | 61 95 |
| Bones | 6,356 | 307 | | | | | | | 7,440 | 307 | 7,747 | 327 06 |
| Bricks | 1 | 123 | | | | | | | 1 | 710 | 711 | 37 96 |
| Brimstone. | | | | | | | | | | | | |
| Cement and Water Lime. | 2,319 | 122 | | | | | | | 2,300 | 122 | 2,482 | 306 46 |
| Clay, Lime and Sand | 15,936 | 5,910 | 41 | | | | | | 18,854 | 6,050 | 24,904 | 994 70 |
| Coal | 3,919 | 59,238 | 605 | | | | | | 605 | 155,675 | 156,280 | 21,345 51 |
| Corn | 34 | 3,845 | | | | | | | 3,919 | 3,808 | 7,787 | 217 17 |
| Cattle | | 303 | | | | | | | 34 | 312 | 346 | 27 16 |
| Cotton, Raw | 134 | 19 | | | | | | | 563 | 24 | 587 | 115 16 |
| Crockery and Earthenware | 31 | 1 | | | | | | | 219 | 1 | 220 | 13 64 |
| Dye Wood and Dye Stuffs | 462 | 36 | | | | | | | 471 | 36 | 507 | 56 36 |
| Fish | | | | | 8 | | | | | | | |
| Flax and Hemp | 654 | 2,553 | | | | | | | 10 | 17 | 10 | 0 73 |
| Flour | 186 | 434 | | | | | | | 671 | 2,613 | 3,284 | 383 57 |
| Furniture | 2,665 | 393 | | | | | | | 187 | 434 | 621 | 99 59 |
| Gypsum | 489 | 48 | | | | | | | 2,665 | 533 | 3,198 | 83 15 |
| Glass, all kinds. | 1,263 | 321 | | | | | | | 50 | 50 | 523 | 97 74 |
| Hay, Pressed | 5 | 21 | | | | | | | 1,824 | 321 | 1,645 | 84 17 |
| Hogs | 77 | 204 | | | | | | | 5 | 21 | 26 | 3 20 |
| Horses | 10 | 12 | | | | | | | 11 | 12 | 23 | 26 05 |
| Hides and Skins, Horns and Hoofs | | | | | | | | | | | | |
| Ice | 11,340 | 727 | | | | | | | 11,415 | 727 | 12,142 | 1,701 02 |
| Iron, Railway | | | | | | | | | | | | |

No. 8.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

| ARTICLES. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. \$ cts. |
|--|----------------------------------|--------|---------------------------------------|-------|--|-------|---------------------------------------|-------|--------|--------|-------------|--------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| | | | | | | | | | | | | |
| Iron, Pig..... | 4,640 | 43 | 126 | 10 | | | | | 4,766 | 53 | 4,819 | 702 72 |
| " all other..... | 12,342 | 1,448 | 253 | 6 | | | 28 | | 12,601 | 1,476 | 14,077 | 767 99 |
| Iron Ore..... | | | | | | | | | | | | |
| Kryolite, Chemical Ore and other Ore, except Iron..... | 96 | 1,094 | | | | | | | 96 | 1,094 | 1,094 | 54 70 |
| Lard and Lard Oil..... | 45 | 685 | | | | | | | 45 | 685 | 740 | 39 45 |
| Meal, all kinds..... | 14 | 26 | | | | | 2 | | 14 | 28 | 42 | 3 77 |
| Meats, other than Pork..... | 13 | 2 | | | | | | | 13 | 2 | 15 | 2 75 |
| Marble..... | 16 | | | | | | | | 16 | | 16 | 3 20 |
| Manilla..... | 553 | 56 | 5 | | | | | | 2,747 | 56 | 2,803 | 184 71 |
| Molasses..... | 2,144 | 780 | 366 | | | | 2,180 | | 2,510 | 789 | 3,299 | 526 41 |
| Nails..... | 416 | 1,241 | | 5 | | | | | 421 | 1,241 | 1,662 | 97 02 |
| Oats..... | 740 | 215 | 11 | 3 | | 52 | 470 | | 1,224 | 207 | 1,491 | 166 18 |
| Oil, in barrels..... | 1 | 13 | | | | | | | 1 | 13 | 14 | 0 59 |
| Oil Cake..... | 457 | 20,758 | | | | | | | 457 | 20,758 | 21,210 | 435 34 |
| Pease..... | 3 | 258 | | | | | | | 3 | 258 | 261 | 18 74 |
| Potatoes..... | 205 | 226 | | | | | | | 205 | 234 | 439 | 33 28 |
| Pork..... | 225 | 149 | 17 | | | | 17 | | 259 | 149 | 408 | 60 78 |
| Paint..... | 206 | 151 | 1 | | | | 1,152 | | 1,359 | 151 | 1,510 | 108 13 |
| Pitch and Tar..... | 208 | 175 | | | | | | | 208 | 175 | 383 | 41 65 |
| Rags..... | | 7 | | | | | | | | 7 | 7 | 1 05 |
| Rye..... | 44 | 55 | | | | | 1,853 | | 1,897 | 55 | 1,952 | 104 23 |
| Rosin..... | 8 | 8 | 1,752 | 4 | | | | | 4,415 | 12 | 4,427 | 548 45 |
| Salt..... | 1,503 | 1,060 | 2,148 | | | | 850 | | 4,301 | 1,060 | 5,561 | 527 87 |
| Stone intended for Cutting..... | 326 | 2 | | | | | 4 | | 330 | 2 | 332 | 19 29 |
| " wrought..... | | | | | | | | | | | | |
| " not suitable for Cutting, un wrought..... | 254 | 5,365 | | 135 | | | | | 254 | 5,440 | 5,694 | 161 70 |
| Seeds, all kinds..... | 6,566 | 1,309 | 359 | | | | 1 | 3 | 6,926 | 1,312 | 8,238 | 361 05 |
| Sheep..... | 3 | 120 | | | | | | | 3 | 120 | 123 | 11 89 |
| Soda Ash..... | 602 | 6 | 1,099 | | | | 5 | | 1,706 | 6 | 1,712 | 388 61 |
| Steel..... | 196 | 6 | | | | | | | 196 | 6 | 202 | 31 01 |
| Sugar..... | 3,347 | 35 | 33 | | | | | | 7,339 | 35 | 7,374 | 851 08 |
| Spirits, Beer, &c..... | 430 | 231 | 228 | | | | | 11 | 658 | 242 | 900 | 163 69 |

| | | | | | | | | | | |
|--|---------|---------|-------|-------|-------|-------|--------|---------|---------|-----------|
| Tobacco, Raw..... | 28 | 2 | | | | 3 | 3 | 5 | 8 | 0 87 |
| Tallow..... | 225 | 2 | | | | 200 | | 2 | 230 | 11 36 |
| Tin..... | 18 | 7 | 486 | | | 1 | | 89 | 801 | 143 57 |
| Turpentine..... | 14,927 | 758 | | | | 349 | | 7 | 374 | 21 50 |
| Wheat..... | 66 | 26 | | | | | 1 | 758 | 15,685 | 315 01 |
| White Lead..... | 450 | 8 | | | | | | 27 | 93 | 14 70 |
| Whiting..... | 1 | 2 | | | | | | 8 | 458 | 90 02 |
| Wood..... | 6,717 | 2,032 | 897 | | | | 56 | 2,606 | 10,750 | 1,634 12 |
| All other Goods and Merchandise, not enumerated..... | 112 | 34 | | 530 | | | | | | |
| Bark..... | 70 | 4,624 | | 67 | | | | 43 | 227 | 19 71 |
| Barrels, Empty..... | 5,065 | 5,253 | 150 | | | | | 4,624 | 4,694 | 82 32 |
| Boat Knees..... | 3 | 186 | | 75 | | | | 5,253 | 10,543 | 337 79 |
| Floats..... | 27,330 | 74 | | 6 | | | | 186 | 186 | 3 89 |
| Fine Wood, in Vessels..... | 3 | 1 | | | | | | 1 | 10 | 1 10 |
| Rafts..... | 24,785 | 172 | | | | | | 25,453 | 52,975 | 2,184 48 |
| Hoops..... | 3,437 | 256 | | 442 | | | | 74 | 74 | 4 07 |
| Hop Poles..... | 2 | 24,895 | | | | | | 24,895 | 24,897 | 623 10 |
| Lumber, sawn, in Vessels..... | 3,437 | 256 | | | | | | 3,693 | 3,693 | 90 27 |
| Rafts..... | 3 | 22,840 | | | | | | 3 | 22,840 | 522 45 |
| Masts, Spars and Telegraph Poles, in Vessels..... | 20 | 994 | | | | | | 61 | 61 | 6 30 |
| Masts, Spars and Telegraph Poles, in Rafts..... | 20 | 994 | | | | | | 117 | 117 | 3 88 |
| Railway Ties, in Vessels..... | 20 | 994 | | | | | | 994 | 1,014 | 55 34 |
| Rafts..... | 20 | 36 | | | | | | 36 | 59 | 12 75 |
| Saw Logs..... | 9 | 2 | | 3 | | | | 2 | 21 | 4 40 |
| Staves and Headings, barrel..... | 516 | 2,442 | | | | | | 2,462 | 2,978 | 41 46 |
| “ “ pipe..... | 413 | 3,800 | | | | | | 3,800 | 4,213 | 103 84 |
| “ “ West India..... | 11,612 | 11,612 | | | | | | 11,612 | 11,612 | 30 23 |
| Shingles..... | 81 | 24 | | | | | | 26 | 107 | 24 70 |
| Split Posts and Fence Rails, in Vessels..... | 144,604 | 218,426 | 9,776 | 1,031 | 4,752 | 2,807 | 95,438 | 317,702 | 487,948 | 39,243 88 |
| Rafts..... | 81 | 24 | | 1 | | | | 81 | 107 | 24 70 |
| Timber, square, in Vessels..... | 144,604 | 218,426 | 9,776 | 1,031 | 4,752 | 2,807 | 95,438 | 317,702 | 487,948 | 39,243 88 |
| Rafts..... | 81 | 24 | | 1 | | | | 81 | 107 | 24 70 |
| Traverses..... | 81 | 24 | | 1 | | | | 81 | 107 | 24 70 |
| Woodenware and Wood, partly manufactured..... | 81 | 24 | | 1 | | | | 81 | 107 | 24 70 |
| Total Freight paying Tolls..... | 144,604 | 218,426 | 9,776 | 1,031 | 4,752 | 2,807 | 95,438 | 317,702 | 487,948 | 39,243 88 |

No. 8.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

| ARTICLES. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. |
|--|----------------------------------|---------|---------------------------------------|-------|--|-------|---------------------------------------|--------|---------|---------|-------------|------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| <i>Free Articles having paid Tolls on the Welland Canal.</i> | | | | | | | | | | | | |
| Ashes..... | | | | | | | | | | | 80 | |
| Corn..... | | 138,481 | | | | | | | | | 138,481 | |
| Cement and Water Lime..... | | 29 | | | | | | | | | 29 | |
| Clay, Lime and Sand..... | | 4,861 | | | | | 80 | | | | 80 | |
| Flour..... | | 2 | | | | | | | | | 2 | |
| Furniture..... | | 2 | | | | | | | | | 2 | |
| Glass..... | | 3 | | | | | | | | | 3 | |
| Horses..... | | 3 | | | | | | | | | 3 | |
| Iron, all other..... | | 138 | | | | | | | | | 138 | |
| Lard and Lard Oil..... | | 19 | | | | | | | | | 19 | |
| Meals, all kinds..... | | 100 | | | | | | | | | 100 | |
| Meats do..... | | 13 | | | | | | | | | 13 | |
| Pork..... | | 358 | | | | | | | | | 401 | |
| Seeds, all kinds..... | | 4 | | | | | | | | | 4 | |
| Stone for Cutting..... | 1,250 | | | | | | | | | 1,250 | | |
| Wheat..... | | 81,946 | | | | | | | | | 81,946 | |
| Whiskey, Spirits, &c..... | | 14 | | | | | | | | | 14 | |
| Merchandise..... | 20 | 173 | | | | | | | 20 | 173 | 193 | |
| Lumber, in Vessels..... | 268 | 3,840 | | | | | 1,127 | | 268 | 4,967 | 5,235 | |
| “ Rafis..... | | 1,297 | | | | | | | | 1,297 | 1,297 | |
| Staves, barrel..... | | 6 | | | | | | | | | 6 | |
| “ pipe..... | | 311 | | | | | | | | | 311 | |
| “ West India..... | | 1,080 | | | | | | | | | 1,080 | |
| “ salt barrel..... | | 1 | | | | | | | | | 1 | |
| Timber, square, Rafis..... | | 11,510 | | | | | | | | | 11,510 | |
| Woodenware..... | | 1 | | | | | | | | | 1 | |
| Coal, per Order in Council, Free..... | 58,418 | | | | | | | | 108,211 | | 108,211 | |
| | 204,560 | 462,695 | 9,776 | 1,031 | 4,752 | 2,807 | 60,987 | 96,608 | 280,075 | 563,141 | 843,216 | |

| | |
|--|-------------|
| Total Tolls on Vessels..... | 13,889 15 |
| “ “ Passengers..... | 2,384 23 |
| “ “ Free Goods..... | \$13,383 50 |
| “ “ Fines and Damages..... | 136 00 |
| “ “ Wharfage and Storage..... | 5,718 05 |
| Other Receipts..... | 11,071 57 |
| Total Revenue, exclusive of Hydraulic Rents..... | 72,442 88 |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1889.

B. H. TEAKLES,
Chief Clerk Canals Revenue.

APPENDIX A—Continued—CANALS.

No. 9.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected thereon, during the Fiscal Year ended 30th June, 1889.

| ARTICLES. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls Up. | Amount of Tolls Down. | Total Amount of Tolls. |
|---|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|---------|---------|-------------|---------------------|-----------------------|------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | | | |
| | | | | | | | | | | | | | | |
| Ashes, Pot and Pearl | 1 | 65 | | | | | | | 1 | 65 | 66 | 0 20 | 13 00 | 13 20 |
| Apples | | 1,461 | | | | | | | | 1,461 | 1,461 | | 219 15 | 219 15 |
| Agricultural Products not enumerated, Vegetable | 205 | 69 | 21 | | | | | | 226 | 69 | 295 | 33 90 | 10 35 | 44 25 |
| Agricultural Products not enumerated, Animal | 1 | 509 | | | | | | | 1 | 509 | 510 | 0 15 | 76 35 | 76 50 |
| Aggricultural Implements | 20 | | | | | | | | 20 | 20 | 20 | | 4 00 | 4 00 |
| Barley | | | | | | | | | 238 | | 238 | 35 70 | | 35 70 |
| Bricks | 122 | | 116 | | | | 8 | | | 115 | 115 | | 17 25 | 17 25 |
| Bones | | 107 | | | | | | | | | | | | |
| Brimsstone | | | | | | | | | | | | | | |
| Cement and Water Lime | 1,575 | 3 | 41 | | | | | | 1,616 | 3 | 1,619 | 242 40 | 0 45 | 242 85 |
| Clay, Lime and Sand | 85 | 100 | 80 | | | | 40 | | 165 | 140 | 305 | 24 75 | 21 00 | 45 75 |
| Coal | 57,596 | | | | | | 75,407 | | 133,003 | 133,003 | 133,003 | | 19,916 85 | 19,916 85 |
| Corn | 889 | | | | | | | | 889 | 889 | 889 | | 17 91 | 17 91 |
| Cattle | 1 | 34 | | 9 | | | | | 1 | 43 | 44 | 0 15 | 6 45 | 6 60 |
| Cotton, Raw | | | | | | | | | 508 | 23 | 531 | 101 60 | 4 60 | 106 20 |
| Crockery and Earthenware | 81 | 18 | 427 | | | | 5 | | 10 | 20 | 10 | 2 00 | | 2 00 |
| Dye Wood and Dye Stuffs | 10 | | | | | | | | 217 | 3 | 220 | 32 55 | 0 45 | 33 00 |
| Fish | 208 | 3 | 1 | | | | | | | | | | | |
| Flax and Hemp | | | | | | | | | | | | | | |
| Furniture | 50 | 323 | 1 | | | | | | | | | | | |
| Gypsum | 3 | | | | | | | | | | | | | |
| Glass all kinds | 417 | 6 | 33 | | | | 2 | | 51 | 323 | 374 | 10 20 | 64 60 | 74 80 |
| Hay, Pressed | 110 | | | | | | | | 3 | | 3 | | 0 45 | 0 45 |
| Hogs | 19 | | | | | | | | 450 | 8 | 458 | 90 00 | 1 60 | 91 60 |
| Horses | 14 | 36 | 1 | | | | | | 110 | 19 | 110 | 16 50 | 2 85 | 16 50 |
| Hides and Skins, Horns and Hoofs | 9 | 8 | | | | | | | 15 | 36 | 51 | 2 25 | 5 40 | 7 85 |
| Ice | 10,984 | | | | | | | | 10 | 8 | 18 | 1 50 | 1 20 | 2 70 |
| Iron, Railway | 4,335 | | 75 | | | | | | 11,059 | | 11,059 | 1,658 85 | | 1,658 85 |
| " " Pig | | | 126 | | | | | | 4,461 | | 4,461 | 669 15 | | 669 15 |

[1889]

| | 1,495 | 55 | 253 | 1,748 | 55 | 1,803 | 262 20 | 8 25 | 270 45 |
|--|-------|-------|-------|-------|-------|-------|--------|--------|----------|
| " all other | | | | | | | | | |
| Iron Ore..... | 1,495 | 55 | 253 | | | | | | |
| Kryolite, Chemical Ore and other Ore, except Iron..... | | 1,092 | | | | 1,092 | | 54 60 | 54 60 |
| Lard and Lard Oil..... | 59 | 27 | | 59 | 27 | 86 | 8 85 | 4 05 | 12 90 |
| Meal, all kinds..... | 1 | 47 | | 1 | 47 | 48 | 0 15 | 7 05 | 7 20 |
| Meats, other than Pork..... | 8 | 10 | | 2 | 12 | 12 | | 1 80 | 1 60 |
| Marble..... | 16 | | | 8 | | 8 | 1 60 | | 1 60 |
| Manilla..... | 90 | | 5 | 16 | | 16 | 3 20 | | 3 20 |
| Molasses..... | 1,720 | 5 | 366 | 95 | | 95 | 19 00 | | 19 00 |
| Nails..... | | 7 | | 2,086 | 5 | 2,091 | 417 20 | 1 00 | 418 20 |
| Oats..... | 323 | 92 | 11 | 334 | 92 | 426 | 66 80 | 18 40 | 85 20 |
| Oil (in Barrels)..... | | | | | | | | | |
| Oil Cake..... | | 2,934 | | | 2,934 | 2,934 | | 67 91 | 67 91 |
| Pease..... | 3 | 7 | | 3 | 7 | 10 | 0 45 | 1 05 | 1 50 |
| Potatoes..... | 197 | 38 | 17 | 214 | 43 | 43 | 42 80 | 6 45 | 6 45 |
| Pork..... | 78 | 90 | 1 | 79 | 38 | 252 | 15 80 | 7 60 | 50 40 |
| Paint..... | 1 | 61 | | 1 | 90 | 169 | 0 20 | 18 00 | 33 80 |
| Pitch and Tar..... | | 7 | | | 61 | 62 | | 12 20 | 12 40 |
| Rags..... | | | | | 7 | 7 | | 1 05 | 1 05 |
| Rye..... | | 42 | | 42 | 42 | 42 | 8 40 | | 8 40 |
| Rosin..... | 450 | | 1,752 | 2,202 | | 2,202 | 330 30 | | 330 30 |
| Salt..... | 691 | 3 | 2,148 | 2,839 | 3 | 2,842 | 425 85 | 0 45 | 426 30 |
| Stone intended for Cutting..... | 17 | | | 17 | | 17 | 3 40 | | 3 40 |
| " wrought..... | | | | | | | | | |
| " not suitable for Cutting, unwrought..... | | | | | | | | | |
| Seeds, all kinds..... | 66 | 785 | | 425 | 9 | 434 | 63 75 | 1 35 | 65 10 |
| Sheep..... | | 32 | | | 32 | 32 | | 4 80 | 4 80 |
| Soda Ash..... | 562 | 1 | 1,099 | 1,661 | 1 | 1,662 | 332 20 | 0 20 | 332 40 |
| Steel..... | 185 | 1 | | 185 | 1 | 186 | 29 00 | 0 20 | 29 20 |
| Sugar..... | 2,531 | 18 | 33 | 2,564 | 18 | 2,582 | 512 80 | 3 60 | 516 40 |
| Spirits, Beer, &c..... | 200 | 208 | 228 | 428 | 215 | 643 | 85 60 | 43 00 | 128 60 |
| Tobacco, Raw..... | | 2 | | | 5 | 5 | | 0 75 | 0 75 |
| Tallow..... | 22 | | | 22 | 2 | 24 | 3 30 | 0 30 | 3 60 |
| Tin..... | 142 | 3 | 486 | 628 | 3 | 631 | 125 60 | 0 60 | 126 20 |
| Turpentine..... | 18 | | | 18 | | 18 | 3 60 | | 3 60 |
| Wheat..... | 346 | | | 346 | | 346 | | 6 92 | 6 92 |
| White Lead..... | 55 | 3 | | 55 | 4 | 59 | 11 00 | 0 80 | 11 80 |
| Whiting..... | 434 | | | 434 | | 434 | 86 80 | | 86 80 |
| Wool..... | | 1 | | 1 | 1 | 2 | 0 15 | 0 15 | 0 30 |
| All other Goods and Merchandise not enumerated..... | 3,210 | 1,288 | 887 | 4,097 | 1,343 | 5,440 | 819 40 | 268 60 | 1,088 00 |
| Bark..... | | | | | | | | | |
| Barrels, Empty..... | 3 | 1 | 5 | 8 | 1 | 9 | 1 38 | 0 20 | 1 58 |
| Boat Knees..... | | | | | | | | | |
| Floats..... | | | | | | | | | |
| Firewood, in Vessels..... | 2,400 | | | 2,400 | | 2,400 | 160 00 | | 160 00 |
| " Rafts..... | | | | | | | | | |

No. 9.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

| ARTICLES. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls, Up. | Amount of Tolls, Down. | Total Tolls. |
|--|----------------------------------|---------|---------------------------------------|-------|--|-------|---------------------------------------|--------|--------|---------|-------------|----------------------|------------------------|--------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | | | |
| Hop Poles..... | 5 | 10,761 | 561 | | | | | | 566 | 10,970 | 11,536 | 254 40 | 816 50 | 1,070 90 |
| Lumber, sawn, in Vessels..... | | 6 | | | 209 | | | | | 6 | 6 | | 1 06 | 1 06 |
| " " Rafts..... | | | | | | | | | | | | | | |
| Masts, Spars and Telegraph Poles, in Vessels..... | | | | | | | | | | | | | | |
| Masts, Spars and Telegraph Poles, in Rafts..... | 275 | | | | | | | | | | | | | |
| Railway Ties, in Vessels..... | | | | | | | | | | | | | | |
| " " Rafts..... | | | | | | | | | | | | | | |
| Saw Logs..... | | 61 | | | | | | | | 61 | 61 | | 6 30 | 6 30 |
| Staves and Headings, Barrel..... | | 1 | | | | | | | | 1 | 1 | | 0 25 | 0 25 |
| " " Pipe..... | | 282 | | | | | | | | 282 | 282 | | 28 48 | 28 48 |
| " " West India..... | | | | | | | | | | | | | | |
| Staves, Salt Barrel..... | | | | | | | | | | | | | | |
| Shingles..... | | | | | | | | | | | | | | |
| Split Posts and Fence Rails, in Vessels..... | | | | | | | | | | | | | | |
| " " Rafts..... | 72 | | | | | | | | 72 | | 72 | 3 60 | | 3 60 |
| Timber, Square, in Vessels..... | | | | | | | | | | | | | | |
| " " Rafts..... | | | | | | | | | | | | | | |
| Traverses..... | | | | | | | | | | | | | | |
| Woodenware and Wood partly manufactured..... | 17 | 10 | | 1 | | | | | 17 | 12 | 29 | 6 80 | 4 80 | 11 60 |
| Total Freight paying Tolls | 33,600 | 81,743 | 9,134 | 10 | 8 | 209 | | 75,533 | 42,742 | 157,495 | 200,237 | 7,049 83 | 22,167 83 | 29,217 66 |
| <i>Free Articles, having paid full Tolls on the Welland Canal. —</i> | | | | | | | | | | | | | | |
| Ashes..... | | 80 | | | | | | | | 80 | 80 | | | |
| Corn..... | | 133,173 | | | | | | | | | 133,173 | | | 133,173 |
| Flour..... | | 4,861 | | | | | | | | | 4,861 | | | 4,861 |
| Furniture..... | | 2 | | | | | | | | 2 | 2 | | | 2 |

[1889]

| | | | | | | | | | | | | | | |
|---------------------------------------|---------|--|----|--------|--|---|-----|--|--|--|---------|--|--|--|
| Glass, all kinds..... | 2 | | | | | | | | | | 2 | | | |
| Horses..... | 2 | | | | | | | | | | 2 | | | |
| Iron, all other..... | 138 | | | | | | | | | | 138 | | | |
| Lard and Lard Oil..... | 19 | | | | | | | | | | 19 | | | |
| Meal, all kinds..... | 100 | | | | | | | | | | 100 | | | |
| Meats, other than Pork..... | 13 | | | | | | | | | | 13 | | | |
| Pork..... | 358 | | | 43 | | | | | | | 401 | | | |
| Seeds, all kinds..... | 4 | | | | | | | | | | 4 | | | |
| Spirits, Beer, &c..... | 14 | | | | | | | | | | 14 | | | |
| Wheat..... | 81,946 | | | | | | | | | | 81,946 | | | |
| Merchandise, not enumerated..... | 173 | | | | | | | | | | 173 | | | |
| Lumber, sawn, in Vessels..... | 3,673 | | | 1,127 | | | | | | | 4,800 | | | |
| “ “ Rafts..... | 1,297 | | | | | | | | | | 1,297 | | | |
| Staves and Headings, Barrel..... | 6 | | | | | | | | | | 6 | | | |
| “ “ Pipe..... | 311 | | | | | | | | | | 311 | | | |
| “ “ West India..... | 1,080 | | | | | | | | | | 1,080 | | | |
| Staves, Salt Barrel..... | 1 | | | | | | | | | | 1 | | | |
| Timber, Square, in Rafts..... | 11,510 | | | | | | | | | | 11,510 | | | |
| Woodenware..... | 1 | | | | | | | | | | 1 | | | |
| Coal, Free, per Order in Council..... | 6,591 | | | | | | | | | | 6,591 | | | |
| Grand Total, Through Freight..... | 40,191 | | | | | | | | | | 49,333 | | | |
| | | | | 76,703 | | | | | | | 397,429 | | | |
| | 9,134 | | 10 | | | 8 | 209 | | | | | | | |
| | 220,507 | | | | | | | | | | | | | |

4,007 58 4,131 84 8,139 42
 247 20 1,216 55 1,463 75

 11,304 61 27,516 22 38,820 83

Total Through Tolls on Vessels.....
 Passengers.....
 Free Goods..... \$8,359 04

Total Through Tolls.....
 27,516 22 38,820 83

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, 30th November, 1889.

APPENDIX A—Continued—CANALS.

No. 10.—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected thereon during the Fiscal Year ended 30th June, 1889.

| ARTICLES. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Toll. \$ cts. |
|---|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|--------|--------|-------------|----------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| | Ashes, Pot and Pearl. | 48 | 4 | | | | | | | 48 |  |  | 4 | 4 | 0 80 |
| Apples | | 167 | | | | | | | | 167 | 215 | 11 27 |
| Agricultural products not enumerated, Vegetable. | 61 | 313 | | | | | | | 61 | 313 | 374 | 21 62 |
| Agricultural products not enumerated, Animal | 53 | 79 | | | | | | | 53 | 79 | 132 | 8 22 |
| Agricultural Implements. | 93 | 1 | | | | | | | 93 | 1 | 94 | 61 95 |
| Barley | 540 | 813 | | 343 | 2 | | 3 | | 545 | 1,156 | 1,701 | 101 36 |
| Bricks | 6,234 | 307 | | | | | 968 | | 7,202 | 307 | 7,509 | 291 36 |
| Bones. | 1 | 16 | | 579 | | | | | 1 | 595 | 596 | 80 71 |
| Cement and Water Lime | 744 | 119 | | | | | | | 744 | 119 | 863 | 63 61 |
| Clay, Lime and Sand. | 15,851 | 5,810 | | | | | 2,838 | 100 | 18,689 | 5,910 | 24,599 | 948 95 |
| Coal | 3,919 | 1,642 | 605 | | 1,287 | | 19,743 | | 605 | 22,572 | 23,277 | 1,428 66 |
| Corn. | 33 | 2,956 | | | 23 | | | | 3,919 | 2,979 | 6,898 | 199 26 |
| Cattle | 53 | 269 | | | | | | | 33 | 269 | 302 | 20 56 |
| Crokeny and Earthenware | 33 | 1 | | | | | 2 | | 33 | 1 | 34 | 8 96 |
| Dye Wood and Dye Stuffs | 21 | 1 | | | | | 188 | | 209 | 1 | 210 | 11 64 |
| Fish | 254 | 33 | | | | | | | 254 | 33 | 287 | 23 36 |
| Flax and Hemp. | | | | | 10 | | | | 10 | | 10 | 0 75 |
| Flour | 654 | 413 | | | 17 | 60 | | | 671 | 473 | 1,144 | 62 57 |
| Furniture | 136 | 111 | | | | | | | 136 | 111 | 247 | 24 79 |
| Gypsum | 2,662 | 393 | | | 140 | | 1 | | 2,662 | 533 | 3,195 | 82 70 |
| Glass, all kinds. | 22 | 42 | | | | | | | 23 | 42 | 65 | 6 14 |
| Hay, pressed. | 1,153 | 321 | | | 61 | | | | 1,214 | 321 | 1,535 | 67 67 |
| Hogs | 5 | 2 | | | | | | | 5 | 2 | 7 | 0 35 |
| Horses | 63 | 228 | | | | | | | 63 | 228 | 291 | 18 40 |
| Hides and Skins, Horns and Hoofs. | 1 | 4 | | | | | | | 1 | 4 | 5 | 0 41 |
| Iron, Railway | 356 | 727 | | | | | | | 356 | 727 | 1,083 | 42 17 |
| " Pig | 305 | 43 | | | 10 | | | | 305 | 53 | 358 | 33 57 |
| " all other. | 10,847 | 1,393 | | 6 | | 28 | | | 10,853 | 1,421 | 12,274 | 497 54 |
| Kryofite Chemical Ore and other Ore, except Iron. | | 2 | | | | | | | | 2 | 2 | 0 10 |
| Lead and Lead Oil. | 37 | 37 | | | | | | | 37 | 37 | 74 | 4 73 |
| Meal, all kinds. | 44 | 648 | | | | | | | 44 | 648 | 692 | 32 25 |

| | | | | | | | | | | | | |
|---|--------|--------|-------|-------|-------|-------|-------|-------|-------|-------|--------|----------|
| Meats, other than Pork..... | 14 | 16 | 14 | 16 | 14 | 14 | 16 | 14 | 16 | 14 | 30 | 1 97 |
| Marble..... | 5 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 | 1 15 |
| Manilla..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Molasses..... | 463 | 56 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2,708 | 165 71 |
| Nails..... | 424 | 784 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1,208 | 108 21 |
| Oats..... | 416 | 1,234 | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1,655 | 95 97 |
| Oil, in Barrels..... | 417 | 3 | 3 | 52 | ..... | ..... | ..... | ..... | ..... | ..... | 1,065 | 80 98 |
| Oil Cake..... | 1 | 13 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 13 | 0 59 |
| Pease..... | 457 | 17,819 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 18,276 | 367 43 |
| Potatoes..... | ..... | 251 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 251 | 17 24 |
| Pork..... | 205 | 185 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 191 | 26 83 |
| Paint..... | 28 | 111 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 156 | 10 38 |
| Pitch and Tar..... | 128 | 61 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1,341 | 74 33 |
| Rags..... | 207 | 114 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 321 | 29 25 |
| Rye..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Rosin..... | 2 | 55 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1,910 | 95 83 |
| Salt..... | 2,213 | 8 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2,225 | 218 15 |
| Stone intended for Cutting..... | 812 | 1,037 | 850 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | 1,037 | 101 57 |
| “ wrought..... | 309 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 315 | 15 89 |
| “ not suitable for Cutting, unwrought..... | 254 | 4,520 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4,655 | 98 10 |
| Seeds, all kinds..... | 6,500 | 1,300 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1,303 | 235 95 |
| Sheep..... | 3 | 88 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 88 | 7 09 |
| Soda Ash..... | 40 | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 | 6 21 |
| Steel..... | 11 | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 16 | 1 81 |
| Sugar..... | 816 | 17 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4,792 | 334 68 |
| Spirits, Beer, &c..... | 230 | 23 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 257 | 35 09 |
| Tobacco, Raw..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Tallow..... | 6 | 86 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | 0 12 |
| Tin..... | 83 | 7 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 206 | 7 76 |
| Tarpeutine..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 86 | 17 37 |
| White Lead..... | 14,927 | 412 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 | 356 |
| Whiting..... | 11 | 23 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 15,339 | 308 09 |
| Wool..... | 16 | 8 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 34 | 3 22 |
| All other Goods and Merchandise not enumerated..... | 3,507 | 744 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 0 04 |
| Bark..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5,310 | 546 12 |
| Barrels, Empty..... | 109 | 33 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 42 | 218 |
| Boat Knees..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Floats..... | 70 | 4,624 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4,624 | 82 32 |
| Fire Wood, in Vessels..... | 2,665 | 5,253 | 150 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8,143 | 197 79 |
| “ Rafts..... | ..... | 186 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 186 | 3 89 |
| Hoops..... | 3 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 10 |
| Hop Poles..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Lumber, sawn, in Vessels..... | 26,764 | 14,024 | 172 | 442 | ..... | ..... | ..... | ..... | ..... | ..... | 41,439 | 1,113 58 |
| “ Rafts..... | ..... | 68 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 68 | 3 01 |
| Masts, Spars, and Telegraph poles in Vessels..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| “ Rafts..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Railway Ties, in Vessels..... | 2 | 24,895 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 24,895 | 623 10 |
| Saw Logs..... | 3,162 | 22,840 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3,418 | 68 32 |
| ..... | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 22,843 | 522 45 |

No. 10.—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported, &c.—*Concluded.*

| ARTICLES. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Toll. \$ cts. |
|---|----------------------------------|---------|---------------------------------------|-------|--|-------|---------------------------------------|--------|---------|---------|-------------|----------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| Staves and Headings, Barrel | | 116 | | | | | | | | 116 | 116 | 3 63 |
| “ “ Pipe | | | | | | | | | | | | |
| “ “ West India | 20 | 712 | | | | | | | 20 | 712 | 732 | 26 86 |
| Staves, salt barrel | 20 | 36 | | | 3 | | | | 23 | 36 | 59 | 12 75 |
| Shingles | 9 | 2 | 10 | | | | | | 19 | 2 | 21 | 4 40 |
| Split Posts and Fence, Rafts | | | | | | | | | 444 | 2,462 | 2,906 | 37 86 |
| Timber square, in Vessels | 444 | 2,442 | | | | | | | 413 | 3,800 | 4,213 | 103 84 |
| “ “ Rafts | 413 | 3,800 | | | | | | | 11,612 | 11,612 | 11,612 | 30 23 |
| Traverses | 64 | 14 | | | | | | | 64 | 14 | 78 | 13 10 |
| Woodenware and Wood partly manufactured | | | | | | | | | | | | |
| Total Freight paying Tolls | 110,443 | 136,683 | 1,203 | 1,304 | 1,635 | 2,255 | 14,223 | 19,905 | 127,504 | 190,207 | 287,711 | 10,026 22 |
| Coal, Free, per Order in Council | 51,827 | | | | | | 49,793 | | 101,620 | | 101,620 | |
| Stone | 1,250 | | | | | | | | 1,250 | | 1,250 | |
| “ “ | | | | | | | | | | | | |
| Corn | | 5,308 | | | | | | | | 5,308 | 5,308 | |
| Cement and Water Lime, Free, per O. in C. | | 29 | | | | | 80 | | 80 | 29 | 80 | |
| Clay, Lime and Sand | | | | | | | | | 20 | | 20 | |
| Merchandise | 20 | | | | | | | | 208 | | 208 | |
| Lumber | | 167 | | | | | | | | 167 | 435 | |
| Grand Total Way Freight | 163,808 | 142,187 | 1,203 | 1,364 | 1,635 | 2,255 | 64,096 | 19,905 | 230,742 | 165,711 | 396,453 | |
| Total Way Tolls on Vessels | | | | | | | | | | | | 5,749 73 |
| “ “ Passengers | | | | | | | | | | | | 920 48 |
| “ “ Free Goods | | | | | | | | | | | | \$5,024 46 |
| Total Way Tolls | | | | | | | | | | | | 16,696 43 |

B. H. TEAKLES,
Chief Clerk Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1889.

APPENDIX A—Continued.—CANALS.

No. 11.—GENERAL STATEMENT showing the Quantity of each Article of Freight transported on the Ottawa Canals, and the Amount of Revenue collected during the Fiscal Year ended 30th June, 1889.

| ARTICLES | From Canadian Canadian Ports. | | From Canadian United States Ports. | | From United States United States Ports. | | From United States Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. |
|--|-------------------------------|-------|------------------------------------|-------|---|-------|------------------------------------|-------|-------|-------|-------------|------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| | | | | | | | | | | | | |
| Ashes, Pot and Pearl | | 46 | | | | | | | | 46 | 46 | \$ 8 74 |
| Apples | 10 | 37 | | | | | | | 10 | 37 | 47 | 2 00 |
| Agricultural Products, not enumerated, Vegetable | | 56 | | | | | | | | 56 | 56 | 3 39 |
| Agricultural Products, not enumerated, Animal | | 1,597 | | | | | | | | 1,597 | 1,597 | 144 59 |
| Agricultural Implements | 4 | 16 | | | | | | | 4 | 16 | 20 | 2 93 |
| Barley | | 708 | | | | | | | | 708 | 708 | 47 35 |
| Bricks | 3 | 110 | | | | | | | 3 | 110 | 113 | 6 39 |
| Bones | | 18 | | | | | | | | 18 | 18 | 1 00 |
| Brinestone | | | | | | | | | | | | |
| Cement and Wader Lime | 3 | 28 | | | | | | | 3 | 28 | 31 | 2 63 |
| Clay, Lime and Sand | | 7,832 | | | | | | | | 7,832 | 7,832 | 203 88 |
| Coal | | 327 | | | | | | | | 327 | 327 | 10 90 |
| Corn | | | | | | | | | | | | |
| Cattle | | 558 | | | | | | | | 558 | 558 | 35 18 |
| Cotton, Raw | | | | | | | | | | | | |
| Crockery and Earthenware | | | | | | | | | | | | |
| Dye Wood and Dye Stuffs | 2 | | | | | | | | 2 | | 2 | 0 19 |
| Fish | | | | | | | | | | | | |
| Flax and Hemp | | | | | | | | | | | | |
| Flour | | 27 | | | | | | | | 27 | 27 | 1 19 |
| Furniture | 11 | 42 | | | | | | | 11 | 42 | 53 | 6 89 |
| Gypsum | | | | | | | | | | | | |
| Glass, all kinds | | | | | | | | | | | | |
| Hay, Pressed | 5 | 646 | | | | | | | 5 | 646 | 651 | 57 20 |
| Hogs | | 88 | | | | | | | | 88 | 88 | 6 31 |
| Horses | | 235 | | | | | | | | 235 | 235 | 13 58 |
| Hides and Skins, Horns and Hoofs | 20 | 36 | | | | | | | 20 | 36 | 36 | 3 36 |
| Ice | | | | | | | | | | | | |
| Iron, Railway | 5 | | | | | | | | 5 | | 5 | 0 30 |
| " Pig | | | | | | | | | | | | |

No. 11.—GENERAL STATEMENT showing the Quantity of each Article of Freight transported, &c.—Concluded.

| ARTICLES. | From Canadian to Canadian Ports. | | From Canadian United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. |
|--|----------------------------------|-------|------------------------------------|-------|--|-------|---------------------------------------|-------|-------|-------|-------------|------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| | | | | | | | | | | | | |
| Iron all other. | 19 | 37 | | | | | | | 19 | 37 | 56 | \$ 3 76 |
| Kyrolite, Chemical Ore and other Ore, except Iron. | | | | | | | | | | | | |
| Lard and Lard Oil. | | 1,444 | | | | | | | | 1,444 | | 72 20 |
| Meal, all kinds. | | 6 | | | | | | | | 6 | | 0 59 |
| Meats, other than Pork. | | 39 | | | | | | | | 39 | | 3 83 |
| Molasses. | 2 | 2 | | | | | | | 2 | 2 | | 0 58 |
| Nails. | 3 | | | | | | | | 3 | | | 0 30 |
| Oats. | | 696 | | | | | | | | 696 | | 45 45 |
| Oil. | 4 | 8 | | | | | | | 4 | 8 | | 1 45 |
| Oil Cake. | | | | | | | | | | | | |
| Pease. | | 1,504 | | | | | | | | 1,504 | | 108 36 |
| Potatoes. | 2 | 494 | | | | | | | 2 | 494 | | 34 08 |
| Pork. | 4 | 41 | | | | | | | 4 | 41 | | 3 80 |
| Paint. | | | | | | | | | | | | |
| Pitch and Tar. | | | | | | | | | | | | |
| Rags. | | 48 | | | | | | | | 48 | | 8 57 |
| Rye. | | 1 | | | | | | | | 1 | | 0 10 |
| Rosin. | | | | | | | | | | | | |
| Salt. | 5 | | | | | | | | 5 | | | 0 20 |
| Stone intended for Cutting. | | 4 | | | | | | | | 4 | | 0 34 |
| “ wrought. | | | | | | | | | | | | |
| “ not suitable for Cutting, unwrought. | | | | | | | | | | | | |
| Seeds, all kinds. | | 18 | | | | | | | | 18 | | 1 78 |
| Sheep. | | 393 | | | | | | | | 393 | | 27 93 |
| Sugar. | 4 | 5 | | | | | | | 4 | 5 | | 1 36 |
| Spirits, Beer, &c. | | 1 | | | | | | | | 1 | | 0 19 |
| Tobacco, Raw. | | | | | | | | | | | | |
| Tallow. | | 69 | | | | | | | | 69 | | 4 51 |
| Tin. | | 1 | | | | | | | | 1 | | 0 19 |
| Turpentine. | | | | | | | | | | | | |
| Wheat. | | 29 | | | | | | | | 29 | | 2 78 |
| White Lead. | | 2 | | | | | | | | 2 | | 0 38 |
| Whiting. | | | | | | | | | | | | |
| Wool. | | 1 | | | | | | | | 1 | | 0 10 |

| All other Goods and Merchandise not enumerated. | | 61 | 286 | | | | 61 | 286 | 347 | 47 05 |
|---|--|-----|---------|---------|--|--|---------|-----|---------|-----------|
| Bark..... | | | | | | | | | | |
| Barrels, Empty..... | | | 66 | | | | 66 | | | 8 06 |
| Boat Knees..... | | | | | | | | | | |
| Floats..... | | | 17,600 | | | | 17,600 | | 17,600 | 250 46 |
| Firewood, in Vessels..... | | | 59,254 | 2,600 | | | 61,854 | | 61,854 | 2,454 43 |
| Rafts..... | | | 6,450 | 366 | | | 6,816 | | 6,816 | 93 16 |
| Hoops..... | | | 14 | | | | 14 | | 14 | 1 19 |
| Hop Poles..... | | | | | | | | | | |
| Lumber, Sawm, in Vessels..... | | | 394,695 | 155,775 | | | 550,470 | | 550,470 | 48,773 50 |
| Rafts..... | | | 3,904 | | | | 3,904 | | 3,904 | 46 49 |
| Masts, Spars and Telegraph Poles, in Vessels..... | | | | | | | | | | |
| Rafts..... | | | | 31 | | | | | | |
| Railway Ties, in Vessels..... | | | 1,674 | | | | 1,705 | | 1,705 | 164 60 |
| Rafts..... | | | 1,718 | | | | 1,718 | | 1,718 | 161 27 |
| Saw Logs..... | | | 10,382 | | | | 10,382 | | 10,382 | 237 26 |
| Staves and Headings, Barrel..... | | | 1 | | | | 1 | | 1 | 0 15 |
| Shingles..... | | | 244 | 304 | | | 548 | | 548 | 415 48 |
| Split Posts and Fence Rails, in Vessels..... | | | | | | | | | | |
| Rafts..... | | | 11 | | | | 11 | | 11 | 2 32 |
| Timber, Square, in Vessels..... | | | | | | | | | | |
| Rafts..... | | | 4,570 | | | | 4,570 | | 4,570 | 76 32 |
| Traverses..... | | | 80 | | | | 80 | | 80 | 0 50 |
| Woodenware and Wood partly manufactured. | | | | | | | | | | |
| Total Freight paying Tolls..... | | | | 159,076 | | | | | | |
| Floats, Free, per O.C..... | | 172 | 518,296 | | | | | | 677,514 | 48,615 14 |
| Lumber, Sawm, in Rafts, Free, per O.C..... | | | 17,587 | | | | 17,587 | | 17,587 | |
| Saw Logs..... | | | 1,496 | | | | 1,496 | | 1,496 | |
| Timber, Square..... | | | 2,275 | | | | 2,275 | | 2,275 | |
| Rafts..... | | | 6,240 | | | | 6,240 | | 6,240 | |
| Traverses..... | | | 20 | | | | 20 | | 20 | |
| Grand Total Freight..... | | 172 | 545,884 | 159,076 | | | 704,960 | | 705,132 | |

| | |
|--|-----------|
| Total Tolls on Vessels..... | 4,833 76 |
| Passengers..... | 188 73 |
| Free Goods..... | \$343 37 |
| Fines..... | 2 00 |
| Total Revenue, exclusive of Hydraulic Rents..... | 53,639 63 |

B. H. TEAKLES,
Chief Clerk Canal Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1889.

APPENDIX A.—Continued—CANALS.

No. 12.—GENERAL STATEMENT showing the Quantity of each Article transported on the Chambly Canal and the Amount of Revenue collected, during the Fiscal Year ended 30th June, 1889.

| ARTICLES. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. \$ cts. |
|---|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|-------|---------|-------------|-----------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| | | | | | | | | | | | | |
| Ashes, Pot and Pearl..... | | | | | | | | | | | | |
| Apples..... | | 622 | | | | | 87 | | | | 709 | 58 05 |
| Agricultural Products not enumerated, Vegetable..... | 12 | 206 | | | | | | | 12 | 206 | 218 | 7 27 |
| Animal..... | 9 | 30 | | | | | | | 9 | 30 | 39 | 1 30 |
| Agricultural Implements..... | | 9 | | | | | | | | 9 | 9 | 0 90 |
| Barley..... | | 373 | | | | | | | 373 | | 373 | 30 64 |
| Bricks..... | 271 | | | | | | 3,493 | | 271 | 3,493 | 3,764 | 362 34 |
| Bones..... | | 277 | | | | | | | 277 | | 277 | 27 70 |
| Brunstone..... | | | | | | | 16 | | | 16 | 16 | 1 60 |
| Cement and Water Lime..... | | | | | | | 4,424 | | 243 | 4,424 | 4,667 | 482 56 |
| Clay, Lime and Sand..... | 243 | | | | | | 120,104 | | | 120,104 | 120,104 | 11,723 82 |
| Coal..... | | | | | | | | | | | | |
| Corn..... | | | | | | | | | | | | |
| Cattle..... | | 48 | | | | | | | | 48 | 48 | 1 00 |
| Cotton, Raw..... | | | | | | | | | | | | |
| Crockery and Earthenware..... | | 10 | | | | | | | | 10 | 10 | 1 00 |
| Dye Wood and Dye Stuffs..... | 3 | | | | | | 133 | | 3 | 133 | 136 | 13 30 |
| Fish..... | | | | | | | | | | | | |
| Flax and Hemp..... | | | | | | | | | | | | |
| Flour..... | 324 | 11 | | | | | | | 324 | 11 | 335 | 11 38 |
| Furniture..... | 27 | | | | | | 1 | | 27 | 1 | 28 | 1 00 |
| Gypsum..... | | | | | | | | | | | | |
| Glass, all kinds..... | | | | | | | | | | | | |
| Hay, Pressed..... | 146 | 1,325 | | | | | | | 768 | 1,325 | 2,093 | 109 13 |
| Hogs..... | | | | | | | | | | | | |
| Horses..... | | 21 | | | | | | | | 21 | 21 | 0 70 |
| Hides and Skins, Horns and Hoofs..... | | 3 | | | | | | | | 3 | 3 | 0 10 |
| Ice..... | | | | | | | | | | | | |
| Iron, Railway..... | | | | | | | | | | | | |

No. 12.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

| ARTICLES. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls, \$ cts. |
|---|----------------------------------|-------|---------------------------------------|--------|--|-------|---------------------------------------|-------|--------|---------|-------------|--------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| Hop Poles..... | 4,492 | 1,261 | 77,650 | 8,886 | | | | | 82,142 | 10,527 | 92,669 | 5,424 17 |
| Lumber, Sawm, in Vessels..... | 9 | | | | | | | | 9 | | 9 | 3 34 |
| " Rafts..... | | | | | | | | | | | | |
| Masts, Spars, and Telegraph Poles in Vessels..... | 3,739 | 750 | 520 | 3,075 | | | | | 4,259 | 3,825 | 8,084 | 645 26 |
| " Rafts..... | 59 | 28 | | | | | | | 87 | | 87 | 12 84 |
| Railway Ties in Vessels..... | | | | | | | | | | | | |
| Shingles..... | | | | | | | | | | | | |
| Split Posts and Fence Rails, in Vessels..... | | | | | | | | | | | | |
| Timber, Square, in Vessels..... | 126 | | | | | | | | 126 | | 126 | 12 59 |
| " Rafts..... | 14 | | | | | | | | 14 | | 14 | 0 24 |
| Traverses..... | | | | | | | | | | | | |
| Woodenware and Wood partly manufactured..... | | | | | | | | | | | | |
| Total Freight paying Tolls..... | 10,539 | 6,190 | 80,380 | 11,961 | | | 141,268 | | 90,919 | 159,419 | 250,338 | 20,346 84 |
| Coal, Free, per O. C..... | 307 | | | | | | | | 307 | | 307 | |
| Grand Total Freight..... | 10,846 | 6,190 | 80,380 | 11,961 | | | 141,268 | | 91,226 | 159,419 | 250,645 | |
| Total Tolls on Vessels..... | | | | | | | | | | | | 2,862 01 |
| do Passengers..... | | | | | | | | | | | | 62 08 |
| do Free Goods..... | | | | | | | | | | | | \$30 70 |
| Wharfage and Storage..... | | | | | | | | | | | | |
| Fines and damages..... | | | | | | | | | | | | |
| Other receipts..... | | | | | | | | | | | | 15 00 |
| Total Revenue, exclusive of Hydraulic Rents..... | | | | | | | | | | | | 23,285 43 |

DEPARTMENT OF RAILWAY AND CANALS,
 OTTAWA, 30th November, 1886.

B. H. TEAKLES,
 Chief Clerk, Canals Revenue.

APPENDIX A—Continued—CANALS.

No. 13.—GENERAL STATEMENT showing the Quantity of each Article transported on the Rideau Canal, and the Amount of Revenue collected during the Fiscal Year ended 30th June, 1889.

| ARTICLES. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Toll. \$ cts. |
|--|----------------------------------|--------|---------------------------------------|-------|--|-------|---------------------------------------|-------|-------|--------|-------------|-------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| | | | | | | | | | | | | |
| Ashes, Pot and Pearl..... | | 31 | | | | | | | | 31 | 31 | 7 40 |
| Apples..... | | 59 | | | | | | | | 59 | 59 | 2 48 |
| Agricultural products not enumerated, Vegetable..... | 18 | | | | | | | | 18 | | 18 | 0 48 |
| Agricultural products not enumerated, Animal [.....] | 152 | 575 | | | | | | | 152 | 575 | 727 | 35 01 |
| Barley..... | 35 | 78 | | | | | | | 35 | 78 | 113 | 12 82 |
| Bricks..... | 276 | | | | | | | | 276 | | 276 | 6 52 |
| Bones..... | 308 | 145 | | | | | | | 308 | 145 | 453 | 11 19 |
| Brimstone..... | 4 | 28 | | | | | | | 4 | 28 | 32 | 1 32 |
| Cement and Water Lime..... | 127 | 19 | | | | | | | 127 | 19 | 146 | 4 28 |
| Clay, Lime and Sand..... | 18 | 6 | | | | | | | 18 | 6 | 24 | 0 58 |
| Coal..... | | 11,976 | | | | | | | | 11,976 | 11,976 | 535 17 |
| Corn..... | | 62 | | | | | | | | 62 | 62 | 2 04 |
| Cattle..... | 4 | | | | | | | | 4 | | 4 | 0 11 |
| Cotton, Raw..... | | | | | | | | | | | | |
| Crockery and Earthenware..... | 17 | 3 | | | | | | | 17 | 3 | 20 | 2 58 |
| Dye Wood and Dye Stuffs..... | | 2 | | | | | | | | 2 | 2 | 0 18 |
| Fish..... | 166 | 7 | | | | | | | 166 | 7 | 173 | 4 18 |
| Flax and Hemp..... | | | | | | | | | | | | |
| Flour..... | 45 | 325 | | | | | | | 45 | 325 | 374 | 11 13 |
| Furniture..... | 29 | 19 | | | | | | | 29 | 19 | 48 | 4 90 |
| Gypsum..... | | | | | | | | | | | | |
| Glass, all kinds..... | 10 | 3 | | | | | | | 10 | 3 | 13 | 1 16 |
| Hay, pressed..... | 295 | 21 | | | | | | | 295 | 21 | 316 | 14 16 |
| Hogs..... | | | | | | | | | | | | |
| Horses..... | 4 | 9 | | | | | | | 4 | 9 | 13 | 0 37 |
| Hides and Skins, Horns and Hoofs..... | 1 | 8 | | | | | | | 1 | 8 | 9 | 0 26 |
| Ice..... | | | | | | | | | | | | |
| Iron, Railway..... | 1 | | | | | | | | | | | |
| " " Pig..... | 321 | | | | | | | | | | 321 | 9 63 |
| " " all other..... | 252 | 21 | | | | | | | 252 | 21 | 273 | 7 32 |

No. 13.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

| ARTICLES. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Toll. \$ cts. |
|--|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|-------|-------|-------------|----------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| | | | | | | | | | | | | |
| Kryolite, Chemical Ore and other Ore, except Iron. | | | | | | | | | | | | |
| Lard and Lard Oil. | 60 | 1,202 | | | | | | | 60 | 1,202 | 1,262 | 63 10 |
| Mead, all kinds. | 20 | 2 | | | | | | | | | 22 | 0 61 |
| Meats, other than Pork. | 53 | 3 | | | | | | | 33 | 9 | 42 | 1 08 |
| Marble. | 1 | 2 | | | | | | | 1 | 2 | 3 | 0 08 |
| Manilla. | 11 | 5 | | | | | | | 11 | 5 | 16 | 1 42 |
| Molasses. | 88 | 7 | | | | | | | 88 | 7 | 95 | 8 42 |
| Onions. | 210 | 1 | | | | | | | 210 | 1 | 211 | 18 85 |
| Oats. | 1 | 1 | | | | | | | 1 | 1 | 2 | 0 09 |
| Oils, in Barrels. | 50 | 100 | | | | | | | 50 | 100 | 150 | 14 28 |
| Oil Cake. | | 6 | | | | | | | | 6 | 6 | 0 18 |
| Pease. | 8 | 3 | | | | | | | 8 | 3 | 11 | 0 29 |
| Potatoes. | 77 | 24 | | | | | | | 77 | 24 | 101 | 2 58 |
| Pork. | 50 | 42 | | | | | | | 50 | 42 | 92 | 2 72 |
| Paint. | 5 | | | | | | | | 5 | | 5 | 0 45 |
| Pitch and Tar. | 13 | | | | | | | | 13 | | 13 | 1 14 |
| Rags. | 1 | 16 | | | | | | | 1 | 16 | 17 | 2 37 |
| Rye. | 15 | | | | | | | | 15 | | 15 | 0 37 |
| Rosin. | | | | | | | | | | | | |
| Salt. | 727 | 152 | | | | | | | 727 | 152 | 879 | 31 08 |
| Stone intended for Cutting. | 479 | 448 | | | | | | | 479 | 448 | 927 | 32 45 |
| “ wrought. | 1 | | | | | | | | 1 | | 1 | 0 18 |
| “ not suitable for Cutting, unwrought. | 143 | 1,152 | | | | | | | 143 | 1,152 | 1,295 | 30 60 |
| Seeds, all kinds. | 33 | 2 | | | | | | | 33 | 2 | 35 | 0 91 |
| Sheep. | 4 | 2 | | | | | | | 4 | 2 | 6 | 0 16 |
| Soda Ash. | 25 | | | | | | | | 25 | | 25 | 2 18 |
| Steel. | 9 | | | | | | | | 9 | | 9 | 0 05 |
| Sugar. | 422 | 36 | | | | | | | 422 | 36 | 458 | 43 23 |
| Spirits, Beer, &c. | 100 | 22 | | | | | | | 100 | 22 | 122 | 11 06 |
| Tobacco, Raw. | | 1 | | | | | | | | 1 | 1 | 0 03 |
| Tallow. | 1 | | | | | | | | 1 | | 1 | 0 03 |
| Tin. | 10 | | | | | | | | 10 | | 10 | 1 07 |
| Turpentine. | | | | | | | | | | | | |
| Wheat. | 9 | 229 | | | | | | | 9 | 229 | 238 | 6 18 |

APPENDIX A.—Continued—CANALS.

No. 14.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Peter's Canal, and the Amount of Revenue collected, during the Fiscal Year ended 30th June, 1889.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. |
|----------------------------------|----------------------------------|--------|---------------------------------------|-------|--|-------|---------------------------------------|-------|--------|--------|-------------|------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| Fish..... | 41 | 96 | | | | | | | 41 | 996 | 1,037 | \$ cts. |
| Flour..... | 1,601 | 391 | | | | | | | 1,601 | 391 | 1,992 | 10 37 |
| Coal..... | 2,281 | 21,304 | 160 | | | | | | 2,281 | 23,745 | 23,745 | 19 92 |
| Lumber..... | 3,895 | 1,398 | | | | | | | 3,895 | 1,398 | 5,293 | 237 45 |
| Other Agricultural Products..... | 7,535 | 5,826 | | | | | | | 7,535 | 5,826 | 13,361 | 52 93 |
| Other Merchandise..... | 1,251 | 255 | | | | | | | 1,251 | 255 | 1,506 | 133 61 |
| Total Freight paying Tolls..... | 16,604 | 30,170 | 160 | | | | | | 16,604 | 30,330 | 46,934 | 15 06 |
| Tolls on Vessels..... | | | | | | | | | | | | 2,041 16 |
| Total Revenue..... | | | | | | | | | | | | 2,510 50 |

B. H. TEAKLES,
Chief Clerk Canals Revenue.

DEPARTMENT OF RAILWAY AND CANALS,
OTTAWA, 30th November, 1889.

APPENDIX A.—Continued—CANALS.

No 15—GENERAL STATEMENT showing the Quantity of each Article transported on the Trent Valley Canals, and the Amount of Revenue collected during the Fiscal Year ended 30th June, 1889.

| ARTICLES. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. |
|--|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|--------|-------|-------------|------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| All other Goods and Merchandise not enumerated | | | | | | | | | | | | \$ cts. |
| Bark | 1 | | | | | | | | 1 | | 1 | 0 03 |
| Firewood, in Vessels | 12,897 | | | | | | | | 12,897 | | 12,897 | 133 47 |
| Lumber, Sawm, in Vessels | 449 | | | | | | | | 449 | | 449 | 3 23 |
| Railway Ties, in Vessels | 141 | | | | | | | | 141 | | 141 | 4 81 |
| Rafts | | | | | | | | | | | | |
| Saw Logs | 1,225 | | | | | | | | 1,225 | | 1,225 | 24 60 |
| Staves, Salt Barrel | 74 | | | | | | | | 74 | | 74 | 9 41 |
| Shingles | | | | | | | | | | | | |
| Split Posts and Fence Rails, in Vessels | | | | | | | | | | | | |
| Rafts | | | | | | | | | | | | |
| Timber, Square, in Vessels | 505 | | | | | | | | 505 | 200 | 705 | 14 25 |
| Rafts | | 200 | | | | | | | | | | |
| Traverses | | | | | | | | | | | | |
| Woodenware and Wood partly manufactured | 661 | | | | | | | | 661 | | 661 | 4 40 |
| Stone, unwrought | | | | | | | | | | | | |
| Total Freight paying Tolls | 15,953 | 200 | | | | | | | 15,953 | 200 | 16,153 | 194 20 |
| Tolls on Vessels | | | | | | | | | | | | 57 75 |
| Passengers | | | | | | | | | | | | 7 77 |
| Total Revenue, exclusive of Hydraulic Rents | | | | | | | | | | | | 259 72 |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1889.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX A.—

No. 16.—STATEMENT of Traffic on the undermentioned Canals and the

| ARTICLES. | Welland Canal. | | St. Lawrence Canals. | | Chambly Canal. | |
|--|----------------|-----------|----------------------|-----------|----------------|----------|
| | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. |
| <i>Class No. 1.</i> | | \$ cts. | | \$ cts. | | \$ cts. |
| Canadian Vessels, steam..... | 266,065 | 3,705 54 | 606,226 | 3,640 77 | 58,826 | 195 07 |
| United States Vessels, steam.... | 252,706 | 3,795 32 | 18,218 | 129 45 | 529 | 7 19 |
| Canadian Vessels, sail..... | 261,477 | 4,926 18 | 867,135 | 9,433 80 | 57,364 | 938 85 |
| United States Vessels, sail..... | 158,787 | 3,551 07 | 84,359 | 685 13 | 132,648 | 1,720 90 |
| Total, Class No. 1..... | 939,035 | 15,978 11 | 1,575,938 | 13,889 15 | 249,367 | 2,862 01 |
| <i>Class No. 2.</i> | No. | | No. | | No. | |
| Passengers..... | 3,071 | 125 23 | 48,242 | 2,384 23 | 3,713 | 62 08 |
| <i>Class No. 3.</i> | Tons. | | Tons. | | Tons. | |
| Bricks..... | 71 | 2 59 | 7,747 | 327 06 | 3,764 | 362 34 |
| Brimstone..... | 15 | 2 25 | | | 16 | 1 60 |
| Cement and Water Lime..... | 284 | 40 59 | 2,482 | 306 46 | | |
| Clay, Lime and Sand..... | 1,170 | 129 89 | 24,904 | 994 70 | 4,667 | 482 56 |
| Fish..... | 173 | 25 82 | 507 | 56 36 | | |
| Gypsum..... | 715 | 43 94 | 3,198 | 83 15 | | |
| Iron, Railway..... | 93 | 10 02 | 12,142 | 1,701 02 | | |
| “ Pig..... | 1,602 | 267 75 | 4,819 | 702 72 | | |
| “ all other..... | 1,343 | 224 29 | 14,077 | 767 99 | 25 | 2 50 |
| Salt..... | 294 | 13 35 | 4,427 | 548 45 | 436 | 37 48 |
| Steel..... | | | 30 | 4 50 | | |
| Stone, for cutting..... | 4,737 | 947 40 | 5,561 | 527 87 | 1,027 | 96 04 |
| Apples..... | 902 | 33 72 | 1,676 | 230 42 | 709 | 58 05 |
| Barley..... | 6,261 | 883 29 | 1,701 | 61 95 | 373 | 30 64 |
| Corn..... | 269,962 | 53,992 40 | 7,787 | 217 17 | | |
| Cotton, Raw..... | | | | | | |
| Flax and Hemp..... | | | 10 | 0 75 | | |
| Flour..... | 13,378 | 1,846 17 | 3,284 | 383 57 | 335 | 11 38 |
| Hay, Pressed..... | 18 | 0 40 | 1,645 | 84 17 | 2,093 | 109 13 |
| Meals, all kinds..... | 13,112 | 2,584 96 | 740 | 39 45 | | |
| Oil Cake..... | | | 14 | 0 59 | | |
| Oats..... | 19,703 | 3,940 60 | 1,662 | 97 02 | 1,104 | 36 83 |
| Pease..... | 708 | 70 80 | 21,210 | 435 34 | 192 | 7 55 |
| Potatoes..... | | | 261 | 18 74 | | |
| Rye..... | 1,106 | 206 45 | 7 | 1 05 | 9 | 0 30 |
| Seeds, all kinds..... | 84 | 16 39 | 8,238 | 361 05 | 6 | 0 20 |
| Tobacco, Raw..... | | | 8 | 0 87 | 3 | 0 30 |
| Wheat..... | 142,740 | 26,918 15 | 15,685 | 315 01 | 3 | 0 10 |
| All other Agricultural Products, Vegetable..... | 7 | 0 14 | 669 | 65 87 | 218 | 7 27 |
| Bones..... | | | 711 | 97 96 | 277 | 27 70 |
| Cattle..... | | | 346 | 27 16 | 48 | 1 60 |
| Hogs..... | | | 26 | 3 20 | | |
| Hides and Skins, Horns and Hoofs..... | 5 | 1 00 | 23 | 3 11 | 3 | 0 10 |
| Horses..... | 8 | 1 40 | 342 | 26 05 | 21 | 0 70 |
| Lard and Lard Oil..... | 38 | 7 60 | 160 | 17 63 | | |
| Meats, other than Pork..... | 17 | 3 40 | 42 | 3 77 | | |
| Pork..... | 502 | 100 40 | 439 | 33 28 | 6 | 0 20 |
| Sheep..... | | | 123 | 11 89 | 114 | 3 80 |
| Tallow..... | 123 | 18 50 | 230 | 11 36 | 53 | 5 30 |

Continued—CANALS.

Amount of Tolls collected, during the Fiscal Year ended 30th June, 1889.

| Ottawa Canals. | | Rideau Canal. | | St. Peter's Canal. | | Trent Valley Canals. | |
|----------------|----------|---------------|----------|--------------------|----------|----------------------|---------|
| Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. |
| | \$ cts. | | \$ cts. | | \$ cts. | | \$ cts. |
| 169,302 | 669 49 | 69,008 | 719 38 | 17,517 | 350 34 | 3,504 | 53 75 |
| 208,125 | 2,941 51 | 562 | 14 61 | 84,288 | 1,685 76 | 610 | 4 00 |
| 53,271 | 1,222 76 | 97,069 | 1,107 73 | 253 | 5 06 | | |
| 430,698 | 4,833 76 | 17,936 | 240 65 | | | | |
| | | 184,575 | 2,082 37 | 102,058 | 2,041 16 | 4,114 | 57 75 |
| No. | | No. | | No. | | No. | |
| 14,248 | 188 73 | 3,527 | 100 22 | | | 777 | 7 77 |
| Tons. | | Tons. | | Tons. | | Tons. | |
| 113 | 6 39 | 453 | 11 19 | | | | |
| 31 | 2 63 | 146 | 4 28 | | | | |
| 7,832 | 203 88 | 24 | 0 58 | | | | |
| | | 173 | 4 18 | 1,037 | 10 37 | | |
| | | 1 | 0 05 | | | | |
| 5 | 0 30 | 321 | 9 63 | | | | |
| 56 | 3 76 | 273 | 7 32 | | | | |
| 5 | 0 20 | 879 | 31 08 | | | | |
| | | | | | | | |
| 4 | 0 34 | 927 | 32 45 | | | | |
| 47 | 2 60 | 59 | 2 48 | | | | |
| 708 | 47 35 | 276 | 6 52 | | | | |
| | | 62 | 2 04 | | | | |
| | | | | | | | |
| 27 | 1 19 | 374 | 11 13 | 1,992 | 19 92 | | |
| 651 | 57 20 | 316 | 14 16 | | | | |
| 7 | 0 69 | 42 | 1 08 | | | | |
| | | 6 | 0 18 | | | | |
| 696 | 45 45 | 3 | 0 09 | | | | |
| 1,504 | 108 36 | 11 | 0 29 | | | | |
| 496 | 34 08 | 101 | 2 58 | | | | |
| 1 | 0 10 | 15 | 0 37 | | | | |
| 18 | 1 78 | 35 | 0 91 | | | | |
| | | 1 | 0 03 | | | | |
| 29 | 2 78 | 238 | 6 18 | | | | |
| | | | | | | | |
| 56 | 3 39 | 18 | 0 48 | 13,361 | 133 61 | | |
| 18 | 1 60 | 32 | 1 32 | | | | |
| 558 | 35 18 | 4 | 11 00 | | | | |
| 88 | 6 31 | | | | | | |
| | | | | | | | |
| 36 | 3 36 | 9 | 0 26 | | | | |
| 255 | 13 58 | 13 | 0 37 | | | | |
| 6 | 0 59 | 22 | 0 61 | | | | |
| 39 | 3 83 | 3 | 0 08 | | | | |
| 45 | 3 39 | 92 | 2 72 | | | | |
| 393 | 27 93 | | 0 16 | | | | |
| 69 | 4 51 | 1 | 0 03 | | | | |

No. 16.—STATEMENT of Traffic on the undermentioned

| ARTICLES. | Welland Canal. | | St. Lawrence Canals. | | Chambly Canal. | |
|--|----------------|-----------|----------------------|----------|----------------|----------|
| | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. |
| <i>Class No. 3—Concluded.</i> | | \$ cts. | | \$ cts. | | \$ cts. |
| Wool..... | 84 | 16 00 | 3 | 0 34 | | |
| All other Agricultural Products, Animal..... | | | 642 | 84 72 | 39 | 1 30 |
| Total, Class No. 3..... | 479,254 | 92,349 66 | 147,578 | 8,653 77 | 15,541 | 1,284 97 |
| <i>Class No 4.</i> | | | | | | |
| Ashes, Pot and Pearl..... | 84 | 16 75 | 70 | 14 00 | | |
| Agricultural Implements..... | | | 114 | 14 86 | 9 | 0 90 |
| Crockery and Earthenware..... | 143 | 4 07 | 587 | 115 16 | 10 | 1 00 |
| Dye Woods and Dye Stuffs..... | | | 220 | 13 64 | 136 | 13 30 |
| Furniture..... | 55 | 10 15 | 621 | 99 59 | 28 | 1 00 |
| Glass, all kinds..... | 9 | 0 67 | 523 | 97 74 | | |
| Marble..... | 4,697 | 704 55 | 15 | 2 75 | | |
| Manilla..... | 20 | 3 00 | 16 | 3 20 | | |
| Molasses..... | 268 | 38 54 | 2,803 | 184 71 | 2,243 | 219 44 |
| Nails..... | 183 | 12 41 | 3,299 | 526 41 | 3 | 0 10 |
| Oil, in Barrels..... | 282 | 12 57 | 1,491 | 166 18 | 547 | 52 98 |
| Paint..... | 453 | 64 30 | 408 | 60 78 | 12 | 1 20 |
| Pitch and Tar..... | | | 1,510 | 108 13 | 890 | 89 00 |
| Rags..... | | | 383 | 41 65 | | |
| Rosin..... | | | 1,952 | 104 23 | 2,117 | 211 70 |
| Soda Ash..... | 403 | 13 05 | 1,712 | 338 61 | | |
| Steel..... | 559 | 83 74 | 172 | 26 51 | 12 | 0 40 |
| Sugar..... | 1,754 | 239 65 | 7,374 | 851 08 | 3,758 | 375 40 |
| Stone, wrought..... | 300 | 55 68 | 332 | 19 29 | | |
| Tin..... | 30 | 0 57 | 801 | 143 57 | | |
| Turpentine..... | | | 374 | 21 50 | 342 | 34 20 |
| White Lead..... | 2 | 0 04 | 93 | 14 70 | 3 | 0 10 |
| Whiting..... | 275 | 41 25 | 458 | 90 02 | | |
| Whiskey and all other spirits..... | 253 | 42 38 | 900 | 163 69 | | |
| Merchandise, not enumerated..... | 22,595 | 3,394 68 | 10,750 | 1,634 12 | 2,481 | 194 68 |
| Total, Class No. 4..... | 32,365 | 4,738 05 | 36,978 | 4,856 12 | 12,591 | 1,195 40 |
| <i>Class No. 5.</i> | | | | | | |
| Bark..... | | | | | | |
| Barrels, Empty..... | 341 | 45 15 | 227 | 19 71 | | |
| Boat Knees..... | | | | | | |
| Floats..... | 429 | 5 09 | 4,694 | 82 32 | 333 | 18 21 |
| Firewood, in Vessels..... | 17,922 | 753 34 | 10,543 | 357 79 | 780 | 26 00 |
| “ Rafts..... | | | 186 | 3 89 | | |
| Lumber, Sawm, in Vessels..... | 74,289 | 12,800 48 | 52,975 | 2,184 48 | 92,669 | 5,424 17 |
| “ Rafts..... | | | 74 | 4 07 | 9 | 3 34 |
| Hoops..... | | | 10 | 1 10 | | |
| Railway Ties, in Vessels..... | 603 | 76 66 | 3,693 | 90 27 | 8,084 | 645 26 |
| “ Rafts..... | | | | | | |
| Masts, Spars and Telegraph Poles, in Vessels..... | | | | | | |
| Masts, Spars and Telegraph Poles, in Rafts..... | | | 24,897 | 623 10 | | |
| Square Timber, in Vessels..... | 54,319 | 8,145 94 | 2,978 | 41 46 | | |
| “ Rafts..... | 80 | 8 89 | 4,213 | 103 84 | 126 | 12 59 |
| Woodenware and Wood partly manufactured..... | 68 | 27 20 | 107 | 24 70 | | |
| Shingles..... | 23 | 13 77 | 59 | 12 75 | 87 | 12 34 |
| Split Posts and Fence Rails, in Vessels..... | | | 21 | 4 40 | | |

Canals, and the Amount of Tolls collected, &c.—*Continued.*

| Ottawa Canals. | | Rideau Canal. | | St. Peter's Canal. | | Trent Valley Canals. | |
|----------------|-----------|---------------|----------|--------------------|---------|----------------------|---------|
| Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. |
| | \$ cts. | | \$ cts. | | \$ cts. | | \$ cts. |
| 1 | 0 10 | 5 | 0 13 | | | | |
| 1,597 | 144 59 | 727 | 35 01 | | | | |
| 15,391 | 767 44 | 5,668 | 190 08 | 16,390 | 163 90 | | |
| 46 | 8 74 | 31 | 7 40 | | | | |
| 20 | 2 93 | 113 | 12 82 | | | | |
| 2 | 0 19 | 20 | 2 58 | | | | |
| 53 | 6 89 | 48 | 4 90 | | | | |
| | | 13 | 1 16 | | | | |
| | | 16 | 1 42 | | | | |
| 4 | 0 58 | 95 | 8 42 | | | | |
| 3 | 0 30 | 211 | 18 85 | | | | |
| 12 | 1 45 | 150 | 14 28 | | | | |
| | | 5 | 0 45 | | | | |
| | | 13 | 1 14 | | | | |
| 48 | 8 57 | 17 | 2 37 | | | | |
| | | 25 | 2 18 | | | | |
| | | 2 | 0 05 | | | | |
| 9 | 1 35 | 458 | 43 23 | | | | |
| 1 | 0 19 | 1 | 0 18 | | | | |
| | | 10 | 1 07 | | | | |
| 2 | 0 38 | 7 | 0 63 | | | | |
| | | 16 | 1 40 | | | | |
| 1 | 0 19 | 122 | 11 06 | | | | |
| 347 | 47 05 | 979 | 125 10 | 1,506 | 15 06 | 1 | 0 03 |
| 548 | 78 81 | 2,354 | 260 87 | 1,506 | 15 06 | 1 | 0 03 |
| | | 83 | 3 77 | | | | |
| 66 | 8 06 | 20 | 1 54 | | | | |
| 17,600 | 250 46 | 830 | 14 53 | | | | |
| 61,854 | 2,454 43 | 22,676 | 418 38 | | | 12,897 | 133 47 |
| 6,816 | 93 16 | | | | | | |
| 550,472 | 43,773 50 | 59,390 | 2,289 04 | 5,293 | 52 93 | 449 | 3 23 |
| 3,964 | 46 49 | 22 | 1 08 | | | | |
| 14 | 1 19 | | | | | | |
| 1,705 | 164 60 | 6,889 | 785 17 | | | 141 | 4 81 |
| 1,718 | 161 27 | | | | | | |
| | | 519 | 41 52 | | | | |
| 4,570 | 76 32 | 220 | 6 36 | | | 705 | 14 25 |
| 3 | 0 60 | 7 | 1 20 | | | | |
| 548 | 415 48 | 44 | 7 20 | | | 74 | 9 41 |
| | | 20 | 3 08 | | | | |

No. 16.—STATEMENT of Traffic on the undermentioned

| ARTICLES. | Welland Canal. | | St. Lawrence Canals. | | Chambly Canal. | |
|--|----------------|------------|----------------------|-----------|----------------|-----------|
| | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. |
| <i>Class No. 5—Concluded.</i> | | \$ cts. | | \$ cts. | | \$ cts. |
| Split Posts and Fence Rails, in Rafts | | | | | | |
| Saw Logs | 5,650 | 206 55 | 22,843 | 522 45 | | |
| Staves and Headings, Barrel | 87 | 9 05 | 61 | 6 30 | | |
| “ “ Pipe | 757 | 141 43 | 117 | 3 88 | | |
| “ “ West India | 1,194 | 223 32 | 1,014 | 55 34 | | |
| “ “ Salt Barrel | 2 | 0 15 | | | | |
| Traverses | | | 11,612 | 30 23 | 14 | 0 24 |
| Hop Poles | | | | | | |
| Total, Class No. 5 | 155,764 | 22,457 02 | 140,324 | 4,172 08 | 102,102 | 6,142 15 |
| <i>Special Class.</i> | | | | | | |
| Coal | 229,791 | 45,136 62 | 156,280 | 21,345 51 | 120,104 | 11,723 82 |
| Kryolite or Chemical Ore | | | 1,094 | 54 70 | | |
| Iron Ore | 11,726 | 586 30 | | | | |
| Stone, unwrought, not suitable for cutting | 7,185 | 636 91 | 5,694 | 161 70 | | |
| Ice | | | | | | |
| Total, Special Class | 248,702 | 46,359 83 | 163,068 | 21,561 91 | 120,104 | 11,723 82 |
| Total Freight and Tolls | 916,086 | 182,007 90 | 487,948 | 55,517 26 | 250,338 | 23,270 43 |
| Timber and other Wood, Free | 1,416 | 75 60 | 19,441 | 2,195 64 | | |
| Wheat, Corn, Flour, Iron, Salt, Coal, &c., &c., Free | 20,752 | 3,112 82 | 335,827 | 11,187 86 | 307 | 30 70 |
| Grand Totals, Passengers and Tonnage of Vessels not included | 938,254 | 185,196 32 | 843,216 | 68,900 76 | 250,645 | 23,301 13 |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1889.

Canals and the Amount of Tolls collected, &c.—*Continued.*

| Ottawa Canals. | | Rideau Canal. | | St. Peter's Canal. | | Trent Valley Canals. | |
|----------------|-----------|---------------|----------|--------------------|----------|----------------------|---------|
| Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. |
| | \$ cts. | | \$ cts. | | \$ cts. | | \$ cts. |
| 11 | 2 32 | | | | | | |
| 10,382 | 237 26 | 676 | 15 42 | | | 1,225 | 24 60 |
| 1 | 0 15 | 1 | 0 02 | | | | |
| | | | | | | | |
| 80 | 0 50 | 261 | 4 52 | | | | |
| | | 62 | 9 00 | | | | |
| 659,804 | 47,685 79 | 91,720 | 3,601 83 | 5,293 | 52 93 | 15,491 | 189 77 |
| | | | | | | | |
| 327 | 10 90 | 11,976 | 535 17 | 23,745 | 237 45 | | |
| 1,444 | 72 20 | 1,262 | 63 10 | | | | |
| | | | | | | | |
| | | 1,295 | 30 60 | | | 661 | 4 40 |
| | | | | | | | |
| 1,771 | 83 10 | 14,533 | 628 87 | 23,745 | 237 45 | 661 | 4 40 |
| 677,514 | 53,637 63 | 114,275 | 6,864 24 | 46,934 | 2,510 50 | 16,153 | 259 72 |
| 27,618 | 343 37 | | | | | | |
| | | 2,096 | 55 94 | | | | |
| | | | | | | | |
| 705,132 | 53,981 00 | 116,371 | 6,920 18 | 46,934 | 2,510 50 | 16,153 | 259 72 |

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX A—

No. 17.—SUMMARY STATEMENT of Traffic on the undermentioned Canals of each description of Property passed through

| ARTICLES. | Welland Canal. | | St. Lawrence Canals. | | Chambly Canal. | |
|---|----------------|----------------------|----------------------|----------------------|----------------|---------------------|
| | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. |
| Vessels of all kinds..... | 939,035 | \$ cts. 15,978 11 | 1,575,938 | \$ cts. 13,889 15 | 249,367 | \$ cts. 2,862 01 |
| Passengers | No. 3,071 | 125 23 | No. 48,242 | 2,384 23 | No. 3,713 | 62 08 |
| <i>Forest, Produce of Wood.</i> | Tons. | | Tons. | | Tons. | |
| Bark | | | | | | |
| Boat Knees..... | | | | | | |
| Floats..... | 429 | 5 09 | 4,694 | 82 32 | 333 | 18 21 |
| do | Free | | | | | |
| Firewood..... | 17,922 | 753 34 | 10,729 | 361 68 | 780 | 26 00 |
| Hoops and Hop Poles..... | | | 10 | 1 10 | | |
| Lumber, sawed..... | 74,289 | 12,800 48 | 53,049 | 2,188 55 | 92,678 | 5,427 51 |
| do | Free | | 6,532 | | | |
| Masts, Spars, &c..... | | | 24,897 | 623 10 | | |
| Railway Ties..... | 603 | 76 66 | 3,693 | 90 27 | 8,084 | 645 26 |
| Saw logs..... | 5,650 | 206 55 | 22,843 | 522 45 | | |
| do | Free | | | | | |
| Staves, all kinds..... | 2,040 | 373 95 | 1,192 | 65 52 | | |
| do | Free | | 1,398 | | | |
| Shingles..... | 23 | 13 77 | 59 | 12 75 | 87 | 12 34 |
| Split Posts and Rails..... | | | 21 | 4 40 | | |
| Timber, square..... | 54,399 | 8,154 83 | 7,191 | 145 30 | 126 | 12 59 |
| do | Free | | 11,510 | | | |
| Traverses..... | 1,416 | | 11,612 | 30 23 | 14 | 0 24 |
| do | Free | | | | | |
| Total..... | 156,771 | 22,384 67 | 159,430 | 4,127 67 | 102,102 | 6,142 15 |
| <i>Farm Stock.</i> | | | | | | |
| Cattle..... | | | 346 | 27 16 | 48 | 1 60 |
| Hogs..... | | | 26 | 3 20 | | |
| Horses..... | 8 | 1 40 | 342 | 26 05 | 21 | 0 70 |
| do | Free | | 3 | | | |
| Sheep..... | | | 123 | 11 89 | 114 | 3 80 |
| Total..... | 9 | 1 40 | 840 | 68 30 | 183 | 6 10 |
| <i>Produce of Animals.</i> | | | | | | |
| Bones..... | | | 711 | 97 96 | 277 | 27 70 |
| Horns and Hoofs, Hides and Skins, Raw..... | 5 | 1 00 | 23 | 3 11 | 3 | 0 10 |
| Lard and Lard Oil..... | 38 | 7 60 | 160 | 17 63 | | |
| do | Free | | 19 | | | |
| Meats, other than Pork..... | 17 | 3 40 | 42 | 3 77 | | |
| do | Free | | 13 | | | |

Continued—CANALS.

during the Fiscal Year ended 30th June, 1889, showing the Total Quantity and the Amount of Tolls collected thereon.

| Ottawa Canals. | | Rideau Canal. | | St. Peter's Canal. | | Trent Valley Canals. | |
|----------------|-----------|---------------|----------|--------------------|----------|----------------------|---------|
| Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. |
| | \$ cts. | | \$ cts. | | \$ cts. | | \$ cts. |
| 430,698 | 4,833 76 | 184,575 | 2,082 37 | 102,058 | 2,041 16 | 4,114 | 57 75 |
| No. | | No. | | No. | | No. | |
| 14,248 | 188 73 | 3,527 | 100 22 | ..... | ..... | 777 | 7 77 |
| Tons. | | Tons. | | Tons. | | Tons. | |
| ..... |  | 83 | 3 77 | ..... |  | ..... |  |
| 17,600 | 250 46 | 830 | 14 53 | ..... |  | ..... |  |
| 17,587 |  | ..... |  | ..... |  | ..... |  |
| 68,670 | 2,547 59 | 22,676 | 418 38 | ..... |  | 12,897 | 133 47 |
| 14 | 1 19 | 62 | 9 00 | ..... |  | ..... |  |
| 554,436 | 43,819 99 | 59,412 | 2,290 12 | 5,293 | 52 93 | 449 | 3 23 |
| 1,496 |  | ..... |  | ..... |  | ..... |  |
| ..... |  | 519 | 41 52 | ..... |  | ..... |  |
| 3,423 | 325 87 | 6,889 | 785 17 | ..... |  | 141 | 4 81 |
| 10,382 | 237 26 | 676 | 15 42 | ..... |  | 1,225 | 24 60 |
| 2,275 |  | ..... |  | ..... |  | ..... |  |
| 1 | 0 15 | 1 | 0 02 | ..... |  | ..... |  |
| | | | | | | | |
| 548 | 415 48 | 44 | 7 20 | ..... |  | 74 | 9 41 |
| 11 | 2 32 | 20 | 3 08 | ..... |  | ..... |  |
| 4,570 | 76 32 | 220 | 6 36 | ..... |  | 705 | 14 25 |
| 6,240 |  | ..... |  | ..... |  | ..... |  |
| 80 | 0 50 | 261 | 4 52 | ..... |  | ..... |  |
| 20 |  | ..... |  | ..... |  | ..... |  |
| 687,353 | 47,677 13 | 91,693 | 3,599 09 | 5,293 | 52 93 | 15,491 | 189 77 |
| | | | | | | | |
| 558 | 35 18 | 4 | 0 11 | ..... |  | ..... |  |
| 88 | 6 31 | ..... |  | ..... |  | ..... |  |
| 255 | 13 58 | 13 | 0 37 | ..... |  | ..... |  |
| | | | | | | | |
| 393 | 27 93 | 6 | 0 16 | ..... |  | ..... |  |
| | | | | | | | |
| 1,294 | 83 00 | 23 | 0 64 | ..... |  | ..... |  |
| | | | | | | | |
| 18 | 1 60 | 32 | 1 32 | ..... |  | ..... |  |
| 36 | 3 36 | 9 | 0 26 | ..... |  | ..... |  |
| 6 | 0 59 | 22 | 0 61 | ..... |  | ..... |  |
| | | | | | | | |
| 39 | 3 83 | 3 | 0 08 | ..... |  | ..... |  |

No. 17.—SUMMARY STATEMENT of Traffic on

| ARTICLES. | Welland Canal. | | St. Lawrence Canals. | | Chambly Canal. | |
|--|----------------|-----------|----------------------|----------|----------------|---------|
| | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. |
| <i>Produce of Animals—Continued.</i> | | \$ cts. | | \$ cts. | | \$ cts. |
| Pork..... | 502 | 100 40 | 439 | 33 28 | 6 | 0 20 |
| do Free | | | 401 | | | |
| Tallow..... | 123 | 18 50 | 230 | 11 36 | 53 | 5 30 |
| Wool..... | 84 | 16 00 | 3 | 0 34 | | |
| Agricultural Products not enumerated, Animal..... | | | 642 | 84 72 | 39 | 1 30 |
| Total..... | 769 | 146 90 | 2,683 | 252 17 | 378 | 34 60 |
| <i>Agricultural Products.</i> | | | | | | |
| Agricultural Products not enumerated, Vegetable..... | 7 | 0 14 | 669 | 65 87 | 218 | 7 27 |
| do Free | 21 | | | | | |
| Apples..... | 902 | 33 72 | 1,676 | 230 42 | 709 | 58 05 |
| Barley..... | 6,261 | 883 29 | 1,701 | 61 95 | 373 | 30 64 |
| Cotton, Raw..... | | | | | | |
| Corn..... | 269,962 | 53,992 40 | 7,787 | 217 17 | | |
| do Free | | | 138,481 | | | |
| Flax and Hemp..... | | | 10 | 0 75 | | |
| Flour..... | 13,378 | 1,846 17 | 3,284 | 383 57 | 335 | 11 38 |
| do Free | | | 4,861 | | | |
| Hay, Pressed..... | 18 | 0 40 | 1,645 | 84 17 | 2,093 | 109 13 |
| Meals, all kinds..... | 13,112 | 2,584 96 | 740 | 39 45 | | |
| do Free | 31 | | 100 | | | |
| Manilla..... | 20 | 3 00 | 16 | 3 20 | | |
| Oats..... | 19,703 | 3,940 60 | 1,662 | 97 02 | 1,104 | 36 83 |
| Pease..... | 708 | 70 80 | 21,210 | 435 34 | 192 | 7 55 |
| Potatoes..... | | | 261 | 18 74 | | |
| Rye..... | 1,106 | 206 45 | 7 | 1 05 | 9 | 0 30 |
| Seeds—Flax, Clover and Grass..... | 84 | 16 39 | 8,238 | 361 05 | 6 | 0 20 |
| do Free | 291 | | 4 | | | |
| Tobacco, Raw..... | | | 8 | 0 87 | 3 | 0 30 |
| Wheat..... | 142,740 | 26,918 15 | 15,685 | 315 01 | 3 | 0 10 |
| do Free | | | 81,946 | | | |
| Total..... | 468,344 | 90,496 47 | 289,991 | 2,315 63 | 5,045 | 261 75 |
| <i>Manufactures.</i> | | | | | | |
| Ashes, Pot and Pearl..... | 84 | 16 75 | 70 | 14 00 | | |
| do Free | | | 80 | | | |
| Agricultural Implements..... | | | 114 | 14 86 | 9 | 0 90 |
| Barrels, Empty..... | 341 | 45 15 | 227 | 19 71 | | |
| do Free | 2 | | | | | |
| Bricks..... | 71 | 2 59 | 7,747 | 327 06 | 3,764 | 362 34 |
| do Free | 156 | | | | | |
| Cement and Water Lime..... | 284 | 40 59 | 2,482 | 306 46 | | |
| do Free | 139 | | 29 | | | |
| Crockery, earthenware..... | 143 | 4 07 | 587 | 115 16 | 10 | 1 00 |
| do Free | 347 | | | | | |
| Furniture..... | 55 | 10 15 | 621 | 99 59 | 28 | 1 00 |
| do Free | 1 | | | | | |
| Glass, all kinds..... | 9 | 0 67 | 523 | 97 74 | | |
| do Free | 135 | | 2 | | | |
| Iron, Railway..... | 93 | 10 02 | 12,142 | 1,701 02 | | |
| do Free | 10,761 | | | | | |
| Iron, Pig..... | 1,602 | 267 75 | 4,819 | 702 72 | | |
| do Free | 489 | | | | | |

the undermentioned Canals, &c.—*Continued.*

| Ottawa Canals. | | Rideau Canal. | | St. Peter's Canal. | | Trent Valley Canals. | |
|----------------|---------|---------------|---------|--------------------|---------|----------------------|---------|
| Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. |
| | \$ cts. | | \$ cts. | | \$ cts. | | \$ cts. |
| 45 | 3 39 | 92 | 2 72 | | | | |
| 69 | 4 51 | 1 | 0 03 | | | | |
| 1 | 0 10 | 5 | 0 13 | | | | |
| 1,597 | 144 59 | 727 | 35 01 | | | | |
| 1,811 | 161 97 | 891 | 40 16 | | | | |
| | | | | | | | |
| 56 | 3 39 | 18 | 0 48 | 13,361 | 133 61 | | |
| 47 | 2 60 | 59 | 2 48 | | | | |
| 708 | 47 35 | 276 | 6 52 | | | | |
| | | 62 | 2 04 | | | | |
| 27 | 1 19 | 374 | 11 13 | 1,992 | 19 92 | | |
| 651 | 57 20 | 316 | 14 16 | | | | |
| 7 | 0 69 | 42 | 1 08 | | | | |
| | | | | | | | |
| 696 | 45 45 | 3 | 0 09 | | | | |
| 1,504 | 108 36 | 11 | 0 29 | | | | |
| 496 | 34 08 | 101 | 2 58 | | | | |
| 1 | 0 10 | 15 | 0 37 | | | | |
| 18 | 1 78 | 35 | 0 91 | | | | |
| | | 1 | 0 03 | | | | |
| 29 | 2 78 | 238 | 6 18 | | | | |
| | | | | | | | |
| 4,240 | 304 97 | 1,551 | 48 34 | 15,353 | 153 53 | | |
| | | | | | | | |
| 46 | 8 74 | 31 | 7 40 | | | | |
| 20 | 2 93 | 113 | 12 82 | | | | |
| 66 | 8 06 | 20 | 1 54 | | | | |
| 113 | 6 39 | 453 | 11 19 | | | | |
| 31 | 2 63 | 146 | 4 28 | | | | |
| | | 20 | 2 58 | | | | |
| 53 | 6 89 | 48 | 4 90 | | | | |
| | | 13 | 1 16 | | | | |
| | | 1 | 0 05 | | | | |
| 5 | 0 30 | 321 | 9 63 | | | | |

No. 17.—SUMMARY STATEMENT of Traffic on

| ARTICLES. | Welland Canal. | | St. Lawrence Canals. | | Chambly Canal. | |
|---|----------------|------------|----------------------|-----------|----------------|-----------|
| | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. |
| | | \$ cts. | | \$ cts. | | \$ cts. |
| Iron all other..... | 1,343 | 224 29 | 14,077 | 767 99 | 25 | 2 50 |
| do Free | 481 | | 138 | | | |
| Molasses..... | 268 | 38 54 | 2,803 | 184 71 | 2,243 | 219 44 |
| do Free | 5 | | | | | |
| Nails..... | 183 | 12 41 | 3,299 | 526 41 | 3 | 0 10 |
| do Free | 554 | | | | | |
| Oil..... | 282 | 12 57 | 1,491 | 166 18 | 547 | 52 98 |
| do Free | 16 | | | | | |
| Oil Cake..... | | | 14 | 0 59 | | |
| Paint..... | 453 | 64 30 | 408 | 60 78 | 12 | 1 20 |
| do Free | 53 | | | | | |
| Pitch and Tar..... | | | 1,510 | 108 13 | 890 | 89 00 |
| Rosin..... | | | 1,952 | 104 23 | 2,117 | 211 70 |
| Soda Ash..... | 403 | 13 05 | 1,712 | 338 61 | | |
| do Free | 1,110 | | | | | |
| Spirits, Whiskey, &c..... | 253 | 42 38 | 900 | 163 69 | | |
| do Free | 231 | | 14 | | | |
| Steel..... | 559 | 83 74 | 202 | 31 01 | 12 | 0 40 |
| Sugar..... | 1,754 | 239 65 | 7,374 | 851 08 | 3,758 | 375 40 |
| do Free | 87 | | | | | |
| Tin..... | 30 | 0 57 | 801 | 143 57 | | |
| do Free | 487 | | | | | |
| Turpentine..... | | | 374 | 21 50 | 342 | 34 20 |
| White Lead..... | 2 | 0 04 | 93 | 14 70 | 3 | 0 10 |
| Whiting..... | 275 | 41 25 | 458 | 90 02 | | |
| do Free | 12 | | | | | |
| Woodenware..... | 68 | 27 20 | 107 | 24 70 | | |
| do Free | | | 1 | | | |
| Total..... | 23,621 | 1,197 73 | 67,173 | 6,996 22 | 13,763 | 1,352 26 |
| <i>Merchandise.</i> | | | | | | |
| Brimstone, Crude..... | 15 | 2 25 | | | 16 | 1 60 |
| Clay, Lime and Sand..... | 1,170 | 129 89 | 24,904 | 994 70 | 4,667 | 482 56 |
| do Free | 80 | | 80 | | | |
| Coal..... | 229,791 | 45,136 62 | 156,280 | 21,345 51 | 120,104 | 11,723 82 |
| do Free | | | 108,211 | | 307 | |
| Dye Woods, and Dye Stuffs..... | | | 220 | 13 64 | 136 | 13 30 |
| Fish..... | 173 | 25 82 | 507 | 56 36 | | |
| do Free | 9 | | | | | |
| Gypsum..... | 715 | 43 94 | 3,198 | 83 15 | | |
| Ores, all kinds..... | 11,726 | 586 30 | 1,094 | 54 70 | | |
| Marble..... | 4,697 | 704 55 | 15 | 2 75 | | |
| Rags..... | | | 383 | 41 65 | | |
| Salt..... | 294 | 13 35 | 4,427 | 548 45 | 436 | 37 48 |
| do Free | 4,058 | | | | | |
| Stone, all kinds..... | 12,222 | 1,639 99 | 11,587 | 708 86 | 1,027 | 96 04 |
| do Free | | | 1,250 | | | |
| All other Goods and Merchandise, not enumerated..... | 22,595 | 3,394 68 | 10,750 | 1,634 12 | 2,481 | 194 68 |
| do Free | 1,195 | | 193 | | | |
| Total..... | 288,740 | 51,677 39 | 323,099 | 25,483 89 | 129,174 | 12,549 48 |
| Grand Totals, Passengers and Tonnage of Vessels not included..... | 938,254 | 182,007 90 | 843,216 | 55,517 26 | 250,645 | 23,270 43 |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1889.

[1889]

the undermentioned Canals, &c.—*Concluded.*

| Ottawa Canals. | | Rideau Canal. | | St. Peter's Canal. | | Trent Valley Canal. | |
|----------------|-----------|---------------|----------|--------------------|----------|---------------------|---------|
| Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. |
| | \$ cts. | | \$ cts. | | \$ cts. | | \$ cts. |
| 56 | 3 76 | 273 | 7 32 | | | | |
| 4 | 0 58 | 95 | 8 42 | | | | |
| 3 | 0 30 | 211 | 18 85 | | | | |
| 12 | 1 45 | 150 | 14 28 | | | | |
| | | 6 | 0 18 | | | | |
| | | 5 | 0 45 | | | | |
| | | 13 | 1 14 | | | | |
| | | 25 | 2 18 | | | | |
| 1 | 0 19 | 122 | 11 06 | | | | |
| | | 2 | 0 05 | | | | |
| 9 | 1 35 | 458 | 43 23 | | | | |
| 1 | 0 19 | 10 | 1 07 | | | | |
| 2 | 0 38 | 7 | 0 63 | | | | |
| | | 16 | 1 40 | | | | |
| 3 | 0 60 | 7 | 1 20 | | | | |
| 425 | 44 74 | 2,566 | 167 01 | | | | |
| 7,832 | 203 88 | 24 | 0 58 | | | | |
| 327 | 10 90 | 11,976 | 535 17 | 23,745 | 237 45 | | |
| 2 | 0 19 | 2,096 | 2 | | | | |
| | | 173 | 4 18 | 1,037 | 10 37 | | |
| 1,444 | 72 20 | 1,262 | 63 10 | | | | |
| | | 16 | 1 42 | | | | |
| 48 | 8 57 | 17 | 2 37 | | | | |
| 5 | 0 20 | 879 | 31 08 | | | | |
| 4 | 0 34 | 2,223 | 63 23 | | | 661 | 4 40 |
| 347 | 47 05 | 979 | 125 10 | 1,506 | 15 06 | 1 | 0 03 |
| 10,009 | 343 33 | 19,647 | 826 41 | 26,288 | 262 88 | 662 | 4 43 |
| 705,132 | 53,637 63 | 116,371 | 6,864 24 | 46,934 | 2,510 50 | 16,153 | 259 72 |

B. H. TEAKLES,
Chief Clerk Canals Revenue.

APPENDIX A—Continued—CANALS.

No. 18.—STATEMENT showing the Amount of Tolls Accrued each Month during the Fiscal Year ended 30th June, 1889.

| Canals and Offices. | 1888. | | | | | | | | | | | | 1889. | | Total. |
|---------------------------------|-----------|-----------|------------|-----------|-----------|-----------|-------|-------|-----------|-----------|-----------|------------|-------|------|--------|
| | July. | August. | September. | October. | November. | December. | Jan. | Mar. | April. | May. | June. | Total. | \$ | cts. | |
| WELLAND CANAL. | | | | | | | | | | | | | | | |
| Chippawa..... | 17 13 | 5 40 | 8 20 | 23 87 | 14 22 | 7 81 | ..... | ..... | 6 01 | 1 75 | 34 05 | 118 44 | | | |
| Colborne..... | 15,462 93 | 20,130 22 | 16,433 40 | 15,684 23 | 10,145 83 | 16 16 | ..... | ..... | 12,450 54 | 16,397 20 | 18,478 63 | 125,199 14 | | | |
| Dalhousie..... | 7,350 82 | 6,823 62 | 6,963 96 | 7,062 49 | 4,382 12 | 0 76 | ..... | ..... | 4,442 16 | 7,100 55 | 10,314 06 | 54,640 54 | | | |
| Dunnville..... | 32 09 | 72 08 | ..... | 69 36 | 70 20 | ..... | ..... | ..... | ..... | 83 28 | 52 65 | 379 66 | | | |
| Martland..... | 14 17 | 13 35 | 29 83 | 0 25 | 58 77 | ..... | ..... | ..... | ..... | 14 23 | 14 23 | 79 66 | | | |
| Robinson..... | 239 64 | 169 41 | 120 62 | 129 14 | 58 77 | 18 66 | ..... | ..... | 127 34 | 166 95 | 102 04 | 1,132 57 | | | |
| St. Catharines..... | 82 92 | 75 57 | 105 06 | 63 51 | 27 11 | 4 61 | ..... | ..... | 35 68 | 34 73 | 28 70 | 457 89 | | | |
| Total, Welland Canal..... | 23,199 70 | 27,289 65 | 23,661 07 | 23,033 14 | 14,898 50 | 48 00 | ..... | ..... | 17,061 73 | 23,791 75 | 29,024 36 | 182,007 90 | | | |
| ST. LAWRENCE CANALS. | | | | | | | | | | | | | | | |
| Beauharnois..... | 116 64 | 73 25 | 132 11 | 148 17 | 34 79 | ..... | ..... | ..... | 63 32 | 46 96 | 72 87 | 688 11 | | | |
| Cardinal..... | 108 05 | 156 93 | 133 98 | 70 34 | 188 10 | 4 85 | ..... | ..... | 65 05 | 57 68 | 102 46 | 887 44 | | | |
| Cornwall..... | 2,600 08 | 2,259 25 | 3,095 08 | 748 84 | 1,900 77 | 75 44 | ..... | ..... | 8 21 | 2,359 31 | 2,848 90 | 15,895 88 | | | |
| Kingston..... | 2,232 49 | 2,370 32 | 1,764 36 | 645 06 | 293 07 | ..... | ..... | ..... | 439 57 | 1,482 50 | 1,884 10 | 11,111 47 | | | |
| Lachine..... | 363 69 | 525 51 | 1,504 89 | 326 73 | 258 96 | 0 25 | ..... | ..... | 36 09 | 282 60 | 342 43 | 2,641 15 | | | |
| Montreal..... | 4,171 23 | 4,649 78 | 3,627 56 | 2,537 33 | 1,586 86 | ..... | ..... | ..... | 628 60 | 3,421 40 | 3,670 45 | 24,293 21 | | | |
| Total, St. Lawrence Canals..... | 9,592 18 | 10,035 04 | 9,257 98 | 4,476 47 | 4,262 55 | 80 54 | ..... | ..... | 1,240 84 | 7,650 45 | 8,921 21 | 55,517 26 | | | |
| CHAMBIY CANAL. | | | | | | | | | | | | | | | |
| Chambly..... | 1,103 60 | 1,291 69 | 1,052 65 | 1,315 21 | 807 37 | ..... | ..... | ..... | 19 96 | 600 15 | 778 46 | 6,969 09 | | | |
| St. John's..... | 2,029 08 | 2,194 69 | 2,816 99 | 1,937 35 | 943 01 | ..... | ..... | ..... | ..... | 2,906 84 | 2,961 95 | 15,789 91 | | | |
| St. Ours..... | 76 13 | 77 18 | 81 20 | 39 53 | 79 00 | ..... | ..... | ..... | 10 50 | 43 37 | 44 50 | 511 43 | | | |
| Total, Chambly Canal..... | 3,208 83 | 3,563 56 | 3,950 84 | 3,352 09 | 1,829 38 | ..... | ..... | ..... | 30 46 | 3,550 36 | 3,784 91 | 23,270 43 | | | |

| | | | | | | | | | | | | |
|----------------------------------|-----------|-----------|-----------|-----------|-----------|----------|-----------|-----------|-----------|------------|--|--|
| OTTAWA CANALS. | | | | | | | | | | | | |
| Ottawa..... | 4,974 82 | 4,603 02 | 3,557 64 | 4,688 19 | 1,813 38 | 971 12 | 7,191 48 | 6,127 09 | 33,926 74 | | | |
| Carillon..... | 179 33 | 42 00 | 18 74 | 54 77 | 24 66 | 5 83 | 142 49 | 180 69 | 648 51 | | | |
| Grenville..... | 2,808 09 | 2,768 28 | 1,903 90 | 2,705 94 | 1,856 07 | 383 72 | 2,591 86 | 2,506 20 | 17,397 13 | | | |
| St. Anne's..... | 208 34 | 232 35 | 220 74 | 256 11 | 131 99 | 64 46 | 145 33 | 205 93 | 1,465 25 | | | |
| Total, Ottawa Canals..... | 8,170 58 | 7,645 65 | 5,701 02 | 7,705 01 | 3,826 10 | 1,425 13 | 10,071 16 | 9,019 91 | 53,637 63 | | | |
| RIDEAU CANAL. | | | | | | | | | | | | |
| Kingston Mills..... | 354 17 | 261 29 | 263 22 | 169 89 | 50 77 | 7 97 | 179 15 | 254 06 | 1,540 52 | | | |
| Ottawa..... | 1,006 57 | 765 25 | 549 27 | 573 49 | 284 20 | 104 46 | 657 66 | 839 12 | 4,780 02 | | | |
| Smith's Falls..... | 101 75 | 140 61 | 41 21 | 86 50 | 34 68 | ..... | 65 54 | 73 41 | 543 70 | | | |
| Total, Rideau Canal..... | 1,462 49 | 1,167 15 | 853 70 | 829 88 | 369 65 | 112 43 | 902 35 | 1,166 59 | 6,804 24 | | | |
| ST. PETER'S CANAL. | | | | | | | | | | | | |
| St. Peter's | 194 67 | 317 14 | 313 81 | 345 20 | 263 60 | 99 93 | 1 96 9 98 | 457 71 | 356 00 | 2,510 50 | | |
| TRENT VALLEY CANALS. | | | | | | | | | | | | |
| Bobcaygeon..... | 23 09 | 32 19 | 56 47 | 8 07 | ..... | ..... | 14 78 | 34 58 | 169 18 | | | |
| Peterborough..... | 10 50 | 10 50 | 7 00 | 10 00 | 11 10 | ..... | 6 64 | 16 62 | 72 36 | | | |
| Hastings..... | 2 50 | 7 50 | 2 98 | 3 10 | 2 10 | ..... | ..... | ..... | 18 18 | | | |
| Total, Newcastle District Canals | 36 09 | 50 19 | 66 45 | 21 17 | 13 20 | ..... | 21 42 | 51 20 | 259 72 | | | |
| Grand Totals..... | 45,864 54 | 50,068 38 | 43,804 87 | 39,762 96 | 25,462 98 | 301 54 | 1 96 9 98 | 20,021 09 | 52,324 18 | 324,067 68 | | |

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAY AND CANALS,
OTTAWA, 30th November, 1889.

APPENDIX A—Continued—CANALS.

No. 19.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels passed through all the Canals, during the Fiscal Year ended the 30th June, 1889, and the Amount of Tolls collected thereon.

| VESSELS. | Total Number | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. \$ cts. |
|---------------------------------------|--------------|----------------------------------|---------|---------------------------------------|--------|--|---------|---------------------------------------|---------|---------|---------|-------------|-----------------------------|
| | | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| <i>Welland Canal.</i> | | | | | | | | | | | | | |
| Canadian Vessels, steam..... | 789 | 60,833 | 55,341 | 66,034 | 2,929 | 280 | ..... | 4,987 | 75,661 | 132,134 | 133,931 | 266,065 | 3,705 54 |
| do sail..... | 1,191 | 50,558 | 42,115 | 63,744 | 11,427 | 889 | ..... | 15,530 | 74,214 | 133,721 | 127,756 | 261,477 | 4,426 18 |
| Total Canadian..... | 1,980 | 111,391 | 97,456 | 132,778 | 14,356 | 1,169 | ..... | 20,517 | 149,875 | 265,855 | 261,687 | 527,542 | 8,631 72 |
| United States Vessels, steam..... | 352 | 12 | 20 | 5,013 | 391 | 120,363 | 111,109 | 346 | 15,452 | 125,734 | 126,972 | 252,706 | 3,795 32 |
| do sail..... | 507 | 185 | 5 | 3,777 | 862 | 74,333 | 52,879 | ..... | 26,746 | 78,295 | 80,492 | 158,787 | 3,551 07 |
| Total United States..... | 859 | 197 | 25 | 8,790 | 1,253 | 194,696 | 163,988 | 346 | 42,198 | 204,029 | 207,464 | 411,493 | 7,346 39 |
| Grand Total, Welland Canal | 2,839 | 111,588 | 97,481 | 141,568 | 15,609 | 195,865 | 163,988 | 20,863 | 192,073 | 469,884 | 469,151 | 939,035 | 15,978 11 |
| <i>St. Lawrence Canals.</i> | | | | | | | | | | | | | |
| Canadian Vessels, steam..... | 2,900 | 318,741 | 269,721 | 14,118 | ..... | ..... | ..... | ..... | 3,646 | 332,859 | 273,367 | 606,226 | 3,640 77 |
| do sail..... | 5,111 | 486,283 | 306,800 | 26,698 | ..... | 36 | ..... | 73 | 47,245 | 513,090 | 354,045 | 867,135 | 9,433 80 |
| Total Canadian .. | 8,011 | 805,024 | 576,521 | 40,816 | ..... | 36 | ..... | 73 | 50,891 | 845,949 | 627,412 | 1,473,361 | 13,074 57 |
| United States Vessels, steam..... | 470 | 368 | 712 | 1,630 | 68 | 9,328 | 6,320 | 103 | 1,689 | 9,429 | 8,789 | 18,218 | 129 45 |
| do sail..... | 877 | 2,655 | 12,623 | 1,752 | 6,183 | 1,208 | 1,527 | 54,921 | 4,030 | 59,936 | 24,423 | 84,359 | 685 13 |
| Total United States..... | 1,347 | 2,423 | 13,335 | 3,382 | 6,251 | 8,536 | 7,847 | 55,024 | 5,779 | 69,365 | 33,212 | 102,577 | 814 58 |
| Grand Total, St. Lawrence Canals..... | 9,358 | 807,447 | 589,856 | 44,198 | 6,251 | 8,572 | 7,847 | 55,097 | 56,670 | 915,314 | 660,624 | 1,575,938 | 13,889 15 |

| | | | | | | | | | | | | |
|-----------------------------------|-------|--------|---------|--------|--------|-------|-------|-------|-------|-------|-------|-------|
| <i>Chambly Canal.</i> | | | | | | | | | | | | |
| Canadian Vessels, steam..... | 345 | 29,467 | 28,344 | 9 | 1,334 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| do sail..... | 590 | 10,229 | 10,897 | 6,342 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total Canadian..... | 935 | 39,696 | 39,241 | 6,351 | 1,334 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| United States Vessels, steam..... | 12 | 59 | ..... | 424 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| do sail..... | 1,358 | 1,879 | 1,989 | 32,700 | 5,861 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total United States..... | 1,370 | 1,938 | 1,989 | 33,124 | 5,861 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Grand Total, Chambly Canal..... | 2,305 | 41,634 | 41,230 | 39,475 | 7,195 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| <i>Ottawa Canals.</i> | | | | | | | | | | | | |
| Canadian Vessels, steam..... | 968 | 55,026 | 113,184 | ..... | 1,092 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| do sail..... | 1,652 | 12,482 | 176,113 | ..... | 19,530 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total Canadian..... | 2,620 | 67,508 | 289,297 | ..... | 20,622 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| United States Vessels, steam..... | 546 | 9,248 | ..... | ..... | 41,403 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| do sail..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total United States..... | 546 | 9,248 | 1,957 | ..... | 41,403 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Grand Total, Ottawa Canals..... | 3,166 | 76,756 | 291,254 | ..... | 62,025 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| <i>Rideau Canal.</i> | | | | | | | | | | | | |
| Canadian Vessels, steam..... | 1,111 | 33,781 | 35,175 | 52 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| do sail..... | 1,404 | 45,661 | 51,205 | 203 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total Canadian..... | 2,515 | 79,442 | 86,380 | 255 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| United States Vessels, steam..... | 58 | 268 | 294 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| do sail..... | 179 | 5,624 | 9,180 | 3,132 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total United States..... | 237 | 5,892 | 9,474 | 3,132 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Grand Total, Rideau Canal..... | 2,752 | 85,334 | 95,854 | 3,387 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| <i>St. Peter's Canal.</i> | | | | | | | | | | | | |
| Canadian Vessels, steam..... | 99 | 9,739 | 7,778 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| do sail..... | 1,721 | 44,146 | 39,948 | ..... | 97 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total Canadian..... | 1,820 | 53,885 | 47,726 | ..... | 97 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

No. 19.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels, &c.—Continued.

| VESSELS. | Total Number | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. |
|-------------------------------------|--------------|----------------------------------|--------|---------------------------------------|-------|--|-------|---------------------------------------|-------|--------|--------|-------------|------------------|
| | | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| <i>St. Peters Canal</i> —Continued. | | | | | | | | | | | | | \$ cts. |
| United States Vessels, steam | 3 | 78 | 175 | | | | | | | 78 | 175 | 253 | 5 06 |
| do | | | | | | | | | | | | | |
| Total United States. | 3 | 78 | 175 | | | | | | | 78 | 175 | 253 | 5 06 |
| Grand Total, St. Peter's Canal. | 1,823 | 53,963 | 47,901 | | 97 | | | 97 | | 54,060 | 47,998 | 102,058 | 2,041 16 |
| <i>Trent Valley Canal.</i> | | | | | | | | | | | | | |
| Canadian Vessels, steam | 122 | 3,301 | 203 | | | | | | | 3,301 | 203 | 3,504 | 53 75 |
| do | 8 | 410 | 200 | | | | | | | 410 | 200 | 610 | 4 00 |
| Total Canadian. | 130 | 3,711 | 403 | | | | | | | 3,711 | 403 | 4,114 | 57 75 |
| United States Vessels, steam | | | | | | | | | | | | | |
| do | | | | | | | | | | | | | |
| Total United States. | | | | | | | | | | | | | |
| Grand Total, Trent Valley Canal. | 130 | 3,711 | 403 | | | | | | | 3,711 | 403 | 4,114 | 57 75 |

RECAPITULATION.

| CANADIAN VESSELS. | | | | | | | | | | | | | |
|---|--------|-----------|-----------|---------|--------|---------|---------|---------|-----------|-----------|-----------|--------|----|
| <i>Steam and Sail.</i> | | | | | | | | | | | | | |
| Welland..... | 1,980 | 111,391 | 97,456 | 132,778 | 14,356 | 1,169 | 20,517 | 149,875 | 265,855 | 261,687 | 527,542 | 8,631 | 72 |
| St. Lawrence..... | 8,011 | 805,024 | 576,521 | 40,816 | 1,384 | 36 | 73 | 50,891 | 845,949 | 627,412 | 1,473,361 | 13,074 | 57 |
| Chambly..... | 935 | 39,696 | 39,241 | 6,351 | 20,622 | ..... | ..... | 29,508 | 46,047 | 70,143 | 116,190 | 1,133 | 92 |
| Ottawa..... | 2,620 | 67,508 | 289,297 | ..... | ..... | ..... | ..... | ..... | 67,508 | 309,919 | 377,427 | 3,611 | 00 |
| Trent Valley..... | 130 | 3,711 | 403 | ..... | ..... | ..... | ..... | ..... | 3,711 | 403 | 4,114 | 57 | 75 |
| Rideau..... | 2,515 | 79,442 | 86,380 | 255 | ..... | ..... | ..... | ..... | 79,697 | 86,380 | 166,077 | 1,827 | 11 |
| St. Peter's..... | 1,820 | 53,885 | 47,726 | ..... | 97 | ..... | 97 | ..... | 53,982 | 47,823 | 101,805 | 2,036 | 10 |
| Total Canadian..... | 18,011 | 1,100,657 | 1,137,024 | 180,200 | 36,409 | 1,205 | 20,687 | 230,334 | 1,362,749 | 1,463,767 | 2,766,516 | 30,372 | 17 |
| UNITED STATES VESSELS. | | | | | | | | | | | | | |
| <i>Steam and Sail.</i> | | | | | | | | | | | | | |
| Welland..... | 859 | 197 | 25 | 8,790 | 1,253 | 194,696 | 163,988 | 42,198 | 204,029 | 207,464 | 411,493 | 7,346 | 39 |
| St. Lawrence..... | 1,347 | 2,423 | 13,335 | 3,382 | 6,251 | 8,536 | 7,847 | 5,779 | 69,365 | 33,212 | 102,577 | 814 | 58 |
| Chambly..... | 1,370 | 1,988 | 1,989 | 33,124 | 5,861 | ..... | ..... | 90,265 | 35,062 | 98,115 | 133,177 | 1,798 | 09 |
| Ottawa..... | 546 | 9,248 | 1,957 | ..... | 41,403 | ..... | ..... | 663 | 9,911 | 43,360 | 53,271 | 1,222 | 76 |
| Trent Valley..... | 237 | 5,892 | 9,474 | 3,132 | ..... | ..... | ..... | ..... | 9,024 | 9,474 | 18,498 | 235 | 26 |
| Rideau..... | 3 | 78 | 175 | ..... | ..... | ..... | ..... | ..... | 78 | 175 | 253 | 5 | 06 |
| St. Peter's..... | 4,362 | 19,776 | 26,955 | 48,428 | 54,768 | 203,232 | 171,835 | 138,242 | 327,469 | 391,800 | 719,269 | 11,372 | 14 |
| Total United States..... | 22,373 | 1,180,433 | 1,163,979 | 228,628 | 91,177 | 204,437 | 171,835 | 308,576 | 1,690,218 | 1,795,567 | 3,485,785 | 41,744 | 31 |
| Grand Total Canadian and United States..... | | | | | | | | | | | | | |

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1889.

APPENDIX A—Continued—CANALS.

No. 20.—COMPARATIVE STATEMENT of the Total Movement of Property, Passengers and Vessels on the undermentioned Canals for the Fiscal Year ended 30th June, 1889, and the three preceding Years.

| GOODS, WARES AND MERCHANDISE. | Welland Canal. | | | | St. Lawrence Canals. | | | | Chambly Canal. | | | | | |
|---|---|---------|---|---------|---|-----------|--|-----------|--|---------|--|---------|-------|-------|
| | 1887. | | 1888. | | 1887. | | 1888. | | 1886. | | 1887. | | 1888. | |
| | 1886. | | | | | | | | | | | | | 1889. |
| Farm Stock..... | 7 | 15 | 17 | 9 | 1,049 | 1,081 | 1,092 | 840 | 123 | 258 | 195 | 185 | | |
| Forest..... | 212,223 | 159,030 | 121,892 | 136,771 | 183,999 | 170,786 | 169,219 | 159,430 | 80,799 | 77,809 | 103,164 | 102,102 | | |
| Manufactures..... | 27,084 | 30,562 | 34,430 | 23,621 | 54,754 | 57,020 | 65,391 | 67,173 | 10,235 | 9,083 | 16,360 | 13,763 | | |
| Merchandise..... | 330,575 | 280,046 | 251,078 | 288,740 | 274,894 | 283,464 | 306,343 | 323,099 | 95,925 | 90,596 | 111,363 | 129,174 | | |
| Vegetable Food and other Agricultural Products..... | 364,973 | 363,934 | 419,883 | 469,113 | 398,529 | 351,211 | 333,170 | 292,674 | 12,341 | 9,549 | 6,988 | 5,423 | | |
| Total Tons..... | 934,862 | 838,587 | 827,300 | 938,254 | 823,225 | 863,512 | 875,215 | 843,216 | 199,423 | 187,295 | 238,110 | 250,645 | | |
| Passengers..... | 3,851 | 3,565 | 5,464 | 3,071 | 42,837 | 53,574 | 58,079 | 48,242 | 3,756 | 4,944 | 3,419 | 3,713 | | |
| Number of Vessels of all kinds.. | 3,205 | 3,202 | 2,729 | 2,839 | 9,711 | 10,358 | 9,744 | 9,358 | 2,382 | 2,068 | 2,311 | 2,305 | | |
| Total Tonnage of Vessels of all kinds..... | 824,014 | 836,995 | 807,434 | 939,085 | 1,657,036 | 1,720,920 | 1,682,879 | 1,575,938 | 238,485 | 220,828 | 247,766 | 249,367 | | |
| | Welland Canal. | | | | St. Lawrence Canals. | | | | Chambly Canal. | | | | | |
| | Percentage of Increase of 1889 Compared with 1888, is | | Percentage of Increase of 1889 Compared with 1886, is | | Percentage of Decrease of 1889 Compared with 1888, is | | Percentage of Increase of 1889 Compared with 1886 is | | Percentage of Increase of 1889 Compared with 1888 is | | Percentage of Increase of 1889 Compared with 1886 is | | | |
| | 13.41 | | 0.35 | | 3.65 | | 2.42 | | 5.26 | | 25.68 | | | |

[1889]

| GOODS, WARES AND MERCHANDISE. | Burlington Bay Canal. | | | Ottawa Canals. | | | Rideau Canal. | | |
|---|-----------------------|-------|-------|----------------|---------|---------|---------------|---------|---------|
| | 1886. | 1887. | 1888. | 1886. | 1887. | 1888. | 1886. | 1887. | 1888. |
| Farm Stock..... | | | | | | | | | |
| Forest..... | 4,748 | | | 1,220 | 1,510 | 1,220 | 1,294 | 30 | 36 |
| Manufactures..... | 3,423 | | | 688,105 | 718,599 | 688,105 | 687,353 | 66,570 | 75,860 |
| Merchandise..... | 38,850 | | | 484 | 1,079 | 484 | 425 | 4,516 | 2,461 |
| Vegetable Food and other Agricultural Products..... | 5,755 | | | 7,913 | 12,972 | 7,913 | 10,009 | 16,997 | 14,666 |
| Total Tons..... | 52,776 | | | 772,914 | 91,198 | 685,434 | 705,132 | 91,198 | 95,968 |
| Passengers..... | 1,778 | | | 14,889 | 14,952 | 14,477 | 14,248 | 3,114 | 3,552 |
| Number of Vessels of all kinds.. | 304 | | | 3,674 | 4,143 | 3,326 | 3,166 | 2,378 | 2,598 |
| Total Tonnage of Vessels of all kinds..... | 78,690 | | | 458,331 | 477,763 | 431,289 | 430,698 | 141,580 | 163,967 |

| | Ottawa Canals. | | | Rideau Canal. | | |
|--|--|--|--|--|--|--|
| | Percentage of Increase of 1889 compared with 1888 is 4 | Percentage of Decrease of 1889 compared with 1886 is | Percentage of Increase of 1889 compared with 1888 is | Percentage of Increase of 1889 compared with 1886 is | Percentage of Increase of 1889 compared with 1886 is | |
| | 2.87 | 8.77 | 21.26 | 29.52 | | |

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1889.

APPENDIX A—Continued—CANALS.

No. 21.—COMPARATIVE STATEMENT of the Tonnage of Vessels and Goods passed through the Canals during the Fiscal Years ended 30th June, 1886, 1887, 1888, 1889.

| PROPERTY AND VESSELS. | Welland Canal. | | St. Lawrence Canals. | | | | Chambly Canal. | | | | | |
|---|----------------|-----------|----------------------|-----------|-----------|-----------|----------------|-----------|---------|---------|---------|---------|
| | 1886. | 1887. | 1888. | 1889. | 1886. | 1887. | 1888. | 1889. | 1886. | 1887. | 1888. | 1889. |
| Tonnage of Property, Up..... | 314,936 | 262,978 | 273,484 | 296,090 | 139,966 | 162,247 | 186,278 | 280,075 | 86,140 | 81,390 | 106,421 | 91,226 |
| do Down..... | 599,542 | 561,984 | 553,816 | 642,164 | 408,604 | 422,002 | 384,045 | 563,141 | 113,283 | 105,731 | 131,270 | 159,419 |
| Total Tonnage of Property, Up and Down..... | 914,478 | 824,962 | 827,300 | 938,254 | 548,570 | 584,249 | 571,323 | 843,216 | 199,423 | 187,121 | 237,691 | 250,645 |
| Tonnage of Vessels, Up..... | 401,503 | 413,515 | 397,961 | 469,884 | 969,227 | 999,464 | 965,731 | 915,314 | 83,255 | 75,830 | 83,342 | 81,109 |
| do Down..... | 422,511 | 423,480 | 409,473 | 469,151 | 637,809 | 721,456 | 717,148 | 600,624 | 155,230 | 144,938 | 164,424 | 168,258 |
| Total Tonnage of Vessels, Up and Down..... | 824,014 | 836,995 | 807,434 | 939,035 | 1,607,036 | 1,720,920 | 1,682,879 | 1,515,938 | 238,485 | 220,828 | 247,766 | 249,367 |
| Grand Total Tonnage of Property and Vessels, Up and Down..... | 1,577,152 | 1,661,957 | 1,634,734 | 1,877,289 | 2,205,606 | 2,305,169 | 2,254,202 | 2,419,154 | 437,908 | 407,949 | 485,457 | 500,012 |

| PROPERTY AND VESSELS. | Burlington Bay Canal. | | | Ottawa Canals. | | | Rideau Canal. | | |
|---|-----------------------|-------|-------------|----------------|-----------|-------------|---------------|---------|-------------|
| | 1886. | 1887. | 1888. 1889. | 1886. | 1887. | 1888. 1889. | 1886. | 1887. | 1888. 1889. |
| Tonnage of Property, Up..... | 43,674 | | | | | | | | |
| do Down..... | 9,102 | | | 387 | 2,541 | 414 | 71,644 | 72,884 | 74,967 |
| Total Tonnage of Property, Up and Down..... | 52,776 | | | 731,023 | 744,683 | 685,020 | 16,717 | 12,172 | 15,972 |
| Tonnage of Vessels, Up..... | 40,597 | | | 731,410 | 747,224 | 685,434 | 88,361 | 85,056 | 90,939 |
| do Down..... | 38,093 | | | 80,776 | 92,174 | 78,762 | 58,157 | 69,345 | 79,411 |
| Total Tonnage of Vessels, Up and Down..... | 78,690 | | | 377,555 | 385,587 | 352,527 | 72,286 | 72,235 | 84,556 |
| Grand Total Tonnage of Property and Vessels, Up and Down..... | 131,466 | | | 458,331 | 477,763 | 431,289 | 130,443 | 141,580 | 163,967 |
| | | | | 1,189,741 | 1,224,987 | 1,116,723 | 218,804 | 226,636 | 254,906 |
| | | | | | | | | | 300,946 |

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1889.

APPENDIX A—Continued—CANALS.

No. 22.—COMPARATIVE STATEMENT showing the Quantity of each Article transported on the Canals during the Fiscal Years ending 30th June, 1888 and 1889, and the Amount of Tolls collected thereon.

| ARTICLES. | 1888. | | 1889. | |
|---|---------|-----------|---------|-----------|
| | Tons. | Tolls. | Tons. | Tolls. |
| | | \$ cts. | | \$ cts. |
| Ashes, Pot and Pearl..... | 300 | 61 74 | 231 | 46 89 |
| Apples..... | 4,621 | 544 16 | 3,393 | 327 27 |
| Agricultural Products, not enumerated, Vegetable..... | 11,212 | 250 84 | 14,329 | 210 76 |
| do do Animal..... | 2,833 | 205 86 | 3,005 | 265 62 |
| Agricultural Implements..... | 294 | 36 90 | 256 | 31 51 |
| Barley..... | 16,123 | 1,974 53 | 9,319 | 1,029 75 |
| Bricks..... | 11,887 | 816 66 | 12,148 | 709 57 |
| Bones..... | 1,550 | 147 41 | 1,038 | 128 58 |
| Brimstone..... | 46 | 6 23 | 31 | 3 85 |
| Cement and Water Lime..... | 3,963 | 550 36 | 2,943 | 353 96 |
| Clay, Lime and Sand..... | 36,843 | 1,762 14 | 38,597 | 1,811 61 |
| Coal..... | 462,817 | 65,923 03 | 542,223 | 78,989 47 |
| Corn..... | 147,702 | 27,840 49 | 277,811 | 54,211 61 |
| Cattle..... | 1,169 | 76 93 | 956 | 64 05 |
| Cotton, Raw..... | 10 | 1 20 | | |
| Crockery and Earthenware..... | 770 | 146 10 | 760 | 122 81 |
| Dye Woods and Dye Stuffs..... | 358 | 30 10 | 360 | 27 31 |
| Fish..... | 3,732 | 212 69 | 1,890 | 96 73 |
| Flax and Hemp..... | 15 | 2 15 | 10 | 75 |
| Flour..... | 33,220 | 3,668 39 | 19,390 | 2,273 36 |
| Furniture..... | 956 | 146 71 | 805 | 122 53 |
| Gypsum..... | 4,789 | 107 51 | 3,913 | 127 09 |
| Glass, all kinds..... | 595 | 108 40 | 545 | 99 57 |
| Hay, Pressed..... | 2,518 | 159 56 | 4,723 | 265 06 |
| Hogs..... | 119 | 8 64 | 114 | 9 51 |
| Horses..... | 674 | 41 32 | 639 | 42 10 |
| Hides and Skins, Horns and Hoofs..... | 257 | 41 53 | 76 | 7 83 |
| Ice..... | | | | |
| Iron, Railway..... | 3,939 | 530 78 | 12,236 | 1,711 09 |
| Iron, Pig..... | 5,065 | 791 67 | 6,747 | 980 40 |
| Iron, all other..... | 16,560 | 1,506 39 | 15,774 | 1,005 86 |
| Iron Ore..... | 15,675 | 783 75 | 11,726 | 586 30 |
| Kyrolite or Chemical Ore, and other Ore, except Iron | 5,041 | 252 05 | 3,800 | 190 00 |
| Lard and Lard Oil..... | 218 | 23 82 | 226 | 26 43 |
| Meals, all kinds..... | 13,632 | 2,532 16 | 13,901 | 2,626 18 |
| Meats, other than Pork..... | 236 | 31 69 | 101 | 11 08 |
| Marble..... | 2,901 | 436 17 | 4,728 | 708 72 |
| Manilla..... | 699 | 104 15 | 36 | 6 20 |
| Molasses..... | 7,003 | 631 28 | 5,413 | 451 69 |
| Nails..... | 3,873 | 570 83 | 3,699 | 558 07 |
| Oats..... | 28,834 | 4,906 36 | 23,168 | 4,119 99 |
| Oil, in Barrels..... | 4,161 | 446 27 | 2,582 | 247 46 |
| Oil Cake..... | 46 | 4 46 | 20 | 0 77 |
| Pease..... | 29,297 | 750 98 | 23,625 | 622 34 |
| Potatoes..... | 723 | 46 03 | 858 | 55 40 |
| Pork..... | 1,694 | 219 45 | 1,084 | 139 99 |
| Paint..... | 1,560 | 222 74 | 878 | 126 73 |
| Pitch and Tar..... | 2,381 | 200 49 | 2,413 | 198 27 |
| Rags..... | 868 | 108 33 | 448 | 52 59 |
| Rye..... | 148 | 3 23 | 1,138 | 208 27 |
| Resin..... | 3,675 | 284 78 | 4,069 | 315 93 |
| Salt..... | 9,908 | 1,068 40 | 6,041 | 630 56 |
| Stone, intended for cutting..... | 12,031 | 1,484 07 | 12,256 | 1,604 10 |
| do wrought..... | 778 | 128 13 | 633 | 75 15 |
| do not suitable for cutting, unwrought..... | 21,816 | 1,346 24 | 14,835 | 833 61 |
| Seeds, all kinds..... | 8,820 | 385 89 | 8,381 | 380 33 |
| Sheep..... | 596 | 38 22 | 636 | 43 78 |
| Soda Ash..... | 1,879 | 338 20 | 2,140 | 353 84 |

No. 22.—COMPARATIVE STATEMENT showing the Quantity, &c.—*Concluded.*

| ARTICLES. | 1888. | | 1889. | |
|--|-----------|------------|-----------|------------|
| | Tons. | Tolls. | Tons. | Tolls. |
| | | \$ cts. | | \$ cts. |
| Steel..... | 4,904 | 761 97 | 775 | 115 20 |
| Sugar..... | 27,189 | 3,436 46 | 13,353 | 1,510 71 |
| Spirits..... | 1,569 | 259 54 | 1,276 | 217 32 |
| Tobacco, Raw..... | 12 | 1 36 | 12 | 1 20 |
| Tallow..... | 828 | 116 25 | 476 | 39 70 |
| Tin..... | 2,484 | 473 63 | 842 | 145 40 |
| Turpentine..... | 1,326 | 100 79 | 716 | 55 70 |
| Wheat..... | 277,447 | 41,035 72 | 158,695 | 27,242 22 |
| White Lead..... | 230 | 43 64 | 107 | 15 85 |
| Whiting..... | 648 | 108 62 | 749 | 132 67 |
| Wool..... | 139 | 24 17 | 93 | 16 57 |
| All other Goods and Merchandise, not enumerated... | 44,569 | 6,176 17 | 38,659 | 5,410 72 |
| Bark..... | 153 | 3 89 | 83 | 3 77 |
| Barrels, empty..... | 595 | 52 98 | 654 | 74 46 |
| Boat Knees..... | | | | |
| Floats..... | 34,492 | 514 88 | 23,886 | 370 61 |
| Firewood, in Vessels..... | 114,144 | 3,579 62 | 126,672 | 4,143 41 |
| do Rafts..... | 7,548 | 85 74 | 7,002 | 97 05 |
| Hoops..... | 43 | 3 62 | 24 | 2 29 |
| Hop Poles..... | 18 | 2 50 | 62 | 9 00 |
| Lumber Sawed, in Vessels..... | 813,158 | 63,034 30 | 835,537 | 66,527 83 |
| do Rafts..... | 3,580 | 210 81 | 4,069 | 54 98 |
| Masts, Spars and Telegraph Poles, in Vessels..... | 99 | 1 25 | 519 | 41 52 |
| do do Rafts..... | 21,765 | 546 90 | 24,897 | 623 10 |
| Railway Ties, in Vessels..... | 21,428 | 1,684 18 | 21,115 | 1,766 77 |
| do Rafts..... | 3,379 | 296 50 | 1,718 | 161 27 |
| Sawlogs..... | 45,068 | 1,221 10 | 40,776 | 1,006 28 |
| Staves and Headings, Barrel..... | 136 | 6 73 | 150 | 15 52 |
| do Pipe..... | 176 | 21 48 | 874 | 145 31 |
| do West India..... | 1,489 | 224 16 | 2,208 | 278 66 |
| do Salt Barrel..... | | | 2 | 0 15 |
| Shingles..... | 799 | 438 01 | 835 | 470 95 |
| Split Posts and Fence Rails, in Vessels..... | 53 | 6 44 | 41 | 7 48 |
| do do Rafts..... | 3 | 0 74 | 11 | 2 32 |
| Timber, Square, in Vessels..... | 40,441 | 5,732 70 | 58,002 | 8,201 65 |
| do Rafts..... | 17,382 | 531 15 | 9,209 | 208 00 |
| Traverses..... | 10,908 | 30 60 | 11,967 | 35 49 |
| Woodenware and Wood, partly manufactured..... | 701 | 267 04 | 185 | 53 70 |
| Totals—Passengers and Tonnage of Vessels not included..... | 2,452,063 | 256,085 73 | 2,509,248 | 279,455 11 |
| Passengers—Total Number..... | 84,991 | 3,495 99 | 73,578 | 2,868 26 |
| Vessels—Tonnage..... | 3,433,242 | 40,435 02 | 3,485,785 | 41,744 31 |
| Total Tolls Collected..... | | 300,016 74 | | 324,067 68 |
| Total Tolls Free..... | | 14,542 89 | | 17,001 93 |
| Gross Total Tolls..... | | 314,559 63 | | 341,069 61 |

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1889.

APPENDIX A—Continued.

No. (A) 5.—GENERAL STATEMENT showing the Quantity of each Article transported on the Welland Canal, and the Amount of Revenue collected during the Season of Navigation in 1888.

| Articles. | From Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. % cts. |
|---|----------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|--------|---------|---------|-------------|-------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| | | | | | | | | | | | | |
| Ashes, Pot and Pearl. | | 2 | | | 1 | | | | 1 | 85 | 86 | 17 15 |
| Apples. | 233 | 624 | | | | | | | 233 | 669 | 902 | 33 72 |
| Agricultural Products, not enumerated, | | | | | | | | | | | | |
| 100 Vegetable. | 7 | | | | | | | | 7 | | 7 | 0 14 |
| 89 Agricultural Products, not enumerated, | | | | | | | | | | | | |
| Animal | | | | | | | | | | | | |
| Agricultural Implements. | 251 | | | 488 | | | | | 5,351 | 555 | 5,906 | 830 04 |
| Barley. | 32 | | 5,100 | | | | | | 32 | 19 | 51 | 1 09 |
| Bones. | | | | | 15 | | | | 15 | | 15 | 2 25 |
| Brimstone. | 66 | | | | 282 | | | | 348 | 4 | 352 | 50 48 |
| Cement and Water Lime. | 93 | 855 | | | | 4 | | | 93 | | 948 | 96 66 |
| Clay, Lime and Sand. | 101 | 100 | | | 172,381 | | | | 194,978 | 29,298 | 223,871 | 43,901 23 |
| Coal. | | | | | | | | 22,096 | | 104,886 | 194,886 | 38,977 20 |
| Corn. | | | | | | | | | | | | |
| Cattle. | | | | | | | | | | | | |
| Cotton, Raw. | 79 | 65 | 1 | | | | | | 80 | 70 | 150 | 5 71 |
| Crockery and Earthenware. | | | | | | | | | | | | |
| Dye Wood and Dye Stuffs. | | | | | | | | | | | | |
| Fish. | 1 | | 2 | | 214 | | | | 217 | | 217 | 32 42 |
| Flax and Hemp. | | | | | | | | | | | | |
| Flour. | 10 | 7,892 | | | | | 8,563 | 518 | 10 | 16,973 | 16,983 | 2,015 59 |
| Furniture. | 1 | | 10 | | | | 30 | 3 | 11 | 33 | 44 | 8 12 |
| Gypsum. | | | | 680 | | | | | | | | |
| Glass, all kinds. | 10 | 205 | | | | | | | 17 | 5 | 885 | 47 37 |
| Hay, Pressed. | 18 | 20 | | | | | | | 18 | 20 | 38 | 2 64 |
| Hogs. | | | | | | | | | | | | |
| Horses. | | | | | | | | | | | | |
| Hides and Skins, Horns and Hoofs. | | | | | | | | | 3 | 9 | 12 | 1 03 |
| | | | | | | | | | 39 | 39 | 39 | 7 80 |

| | | | | | | | | | | | | | | |
|---|--------|--|--|--|--------|-------|--------|-----|-----|--------|-----|---------|---------|-----------|
| Ice..... | 30 | | | | | 63 | | | | 93 | | | 93 | 10 02 |
| Iron, Railway..... | 141 | | | | | 1,053 | | 549 | | 1,053 | | | 1,692 | 267 75 |
| do Pig..... | | | | | 21 | 548 | | 1 | | 710 | | | 1,618 | 282 88 |
| do all other..... | | | | | 14,563 | 2,309 | | | | 16,872 | | | 16,872 | 843 60 |
| Iron Ore..... | | | | | | | | | | | | | | |
| Kryolite, Chemical Ore and other Ore, except Iron..... | | | | | | | | | | | | | | |
| Lard and Lard Oil..... | | | | | | | 18 | 66 | | | | 84 | 84 | 16 80 |
| Meal, all kinds..... | | | | | | | 11,598 | 100 | | | | 11,927 | 11,927 | 2,349 83 |
| Meats, other than Pork..... | | | | | | | 14 | 45 | | | | 59 | 59 | 11 80 |
| Marble..... | | | | | | | | | | | | | 4,663 | 699 45 |
| Manilla..... | | | | | | | | | | | | | 105 | 15 75 |
| Molasses..... | | | | | | | 139 | | | | | 147 | 152 | 21 14 |
| Nails..... | 8 | | | | 58 | | | | | | | 290 | 290 | 25 72 |
| Oats..... | 232 | | | | | | 26,510 | | | | | 26,629 | 26,629 | 5,318 58 |
| Oil, in Barrels..... | 28 | | | | 1 | 107 | | | | | | 351 | 374 | 24 10 |
| Oil Cake..... | | | | | | | | | | | 215 | | | |
| Pease..... | | | | | | | 708 | | | | | | | |
| Potatoes..... | 17 | | | | | | | | | | | | 762 | 81 60 |
| Pork..... | | | | | | | | | | | | | 17 | 0 33 |
| Paint..... | 29 | | | | 1 | 837 | | | 326 | | | 345 | 345 | 69 00 |
| Pitch and Tar..... | | | | | | | | | | | | 867 | 867 | 126 53 |
| Rags..... | | | | | | | 14 | | | | | | | |
| Rye..... | | | | | | | 179 | | | | | 811 | 811 | 2 80 |
| Resin..... | | | | | | | | | | | | | | 162 20 |
| Salt..... | 132 | | | | 8 | 120 | | | | | | 196 | 196 | 16 65 |
| Stone intended for Cutting..... | | | | | | | | | | | | 5,057 | 6,535 | 1,307 00 |
| do wrought..... | | | | | | | | | | | | 299 | 299 | 55 48 |
| Stone do not suitable for Cutting, un- wrought..... | 2,027 | | | | 75 | 4,176 | | | | | | 6,203 | 6,278 | 536 50 |
| Steeds, all kinds..... | 2 | | | | 1 | | 48 | | | 13 | | 61 | 64 | 12 30 |
| Sheep..... | | | | | | | | | | | | | | |
| Soda Ash..... | 185 | | | | | 30 | | | | | | 185 | 400 | 12 60 |
| Steel..... | 3 | | | | | 881 | | | | | | 884 | 887 | 132 81 |
| Sugar..... | 262 | | | | 13 | 2,949 | | | | | | 3,224 | 3,230 | 451 94 |
| Spirits, Beer, &c..... | 22 | | | | 13 | 7 | 151 | | | | | 42 | 260 | 38 91 |
| Tobacco, Raw..... | | | | | | | | | | | | | | |
| Tallow..... | | | | | | | | | | | | | | |
| Tin..... | 31 | | | | | 429 | | | | | | 429 | 432 | 64 00 |
| Turpentine..... | | | | | | | | | | | | 31 | 31 | 0 50 |
| Wheat..... | 10,130 | | | | | | 39,999 | | | | | 150,833 | 150,833 | 30,249 63 |
| White Lead..... | 6 | | | | | | 45,594 | | | | | | 6 | 0 12 |
| Whiting..... | | | | | | | | | | | | 392 | 392 | 58 80 |
| Wool..... | | | | | | | | | | | | | 18 | 3 00 |
| All other goods and Merchandise not enumerated..... | 626 | | | | 66 | 376 | 1,435 | | | | | | 24,582 | 3,669 75 |
| Bark..... | | | | | | | | | | | | | | |
| Barrels, Empty..... | | | | | | | | | | | | | 302 | 36 69 |
| Boat Knees..... | | | | | | | 133 | | | | | 302 | 302 | |
| Floats..... | 345 | | | | | | | | | | | 345 | 429 | 5 09 |

APPENDIX A—Continued.
 No. A. (5)—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Tons Total. | Amount of Tolls. |
|--|----------------------------------|---------|---------------------------------------|--------|--|---------|---------------------------------------|--------|---------|---------|-------------|------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| | Firewood, in Vessels..... | 2,142 | 16,431 | | | | | 537 | | 2,142 |  |  | 16,968 | 19,110 | 838 11 |
| do Rafts..... | | | | | | | | | | | | |
| Hoops..... | | | | | | | | | | | | |
| Hop Poles..... | | | | | | | | | | | | |
| Lumber, sawn, in Vessels..... | 2,335 | 2,455 | | 17,538 | | | 8,943 | | 2,335 | 57,269 | 59,604 | 10,216 98 |
| do do Rafts..... | | | | | | | | | | | | |
| [Masts, Spars and Telegraph Poles, in Vessels..... | | | | | | | | | | | | |
| do do Rafts..... | | | | | | | | | | | | |
| [Masts, Spars and Telegraph Poles, in Rafts..... | 25 | | 1,073 | 226 | | | | | 1,073 | 251 | 1,324 | 189 51 |
| do do Rafts..... | | | | | | | | | | | | |
| Saw Logs..... | 41 | 5,494 | 949 | 3,376 | | | | 140 | 1,130 | 8,870 | 10,000 | 332 71 |
| Staves and Headings, Barrel..... | | | | | | | | | | 104 | 104 | 11 68 |
| do do Pipe..... | | | | | | | | | | 543 | 543 | 101 43 |
| do do W. India..... | | | | | | | | | | 1,247 | 1,247 | 233 18 |
| Staves, Salt Barrel..... | | | | | | | | | | 2 | 2 | 0 15 |
| Shingles..... | 12 | | | | | | | | | 6 | 6 | 5 21 |
| Split Posts and Fence Rails in Vessels..... | | | | | | | | | | | | |
| do do Rafts..... | 20 | 12,699 | | | | | | | | 20 | 45,255 | 6,786 43 |
| Timber, Square, in Vessels..... | 221 | | | | | | | | 221 | | 221 | 24 62 |
| do do Rafts..... | | | | | | | | | | | | |
| Traverses..... | | | | | | | | | | | | |
| Woodenware and Wood, partly manufactured..... | | | 100 | | | | | | | 100 | 134 | 53 60 |
| Total Freight paying Tolls..... | 19,929 | 116,041 | 21,882 | 23,016 | 213,689 | 221,064 | 217,632 | 22,451 | 277,951 | 577,753 | 855,704 | 151,811 68 |
| Free Articles, having paid Full Tolls on the St. Lawrence Canals.— | | | | | | | | | | | | |
| Agricultural Products, not enumerated, Vegetable..... | | | 35 | | | | | | | | 35 | |

| | | | | | | | | | | | | | | | | | | | | | | |
|---|--------|---------|-------|--------|--------|---|---------|--------|---------|---------|-------|---------|---------|-----------|--------|--------|----------|------------|-------|-------|-------|--|
| Bricks..... | 187 | 187 | 187 | 187 | 187 | 187 | 187 | 187 | 187 | 187 | 187 | 187 | 187 | 187 | 187 | 187 | 187 | 187 | 187 | 187 | 187 | |
| Cement and Water Lime..... | 440 | 440 | 440 | 440 | 440 | 440 | 440 | 440 | 440 | 440 | 440 | 440 | 440 | 440 | 440 | 440 | 440 | 440 | 440 | 440 | 440 | |
| Clay, Lime and Sand..... | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | |
| Crockery and Earthenware..... | 326 | 326 | 326 | 326 | 326 | 326 | 326 | 326 | 326 | 326 | 326 | 326 | 326 | 326 | 326 | 326 | 326 | 326 | 326 | 326 | 326 | |
| Cattle..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| Fish..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| Furniture..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| Glass, all kinds..... | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | |
| Iron, railway..... | 9,148 | 9,148 | 9,148 | 9,148 | 9,148 | 9,148 | 9,148 | 9,148 | 9,148 | 9,148 | 9,148 | 9,148 | 9,148 | 9,148 | 9,148 | 9,148 | 9,148 | 9,148 | 9,148 | 9,148 | 9,148 | |
| do pig..... | 363 | 363 | 363 | 363 | 363 | 363 | 363 | 363 | 363 | 363 | 363 | 363 | 363 | 363 | 363 | 363 | 363 | 363 | 363 | 363 | 363 | |
| do all other..... | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | |
| Manilla..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| Meal, all kinds..... | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | |
| Molasses..... | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | |
| Nails..... | 147 | 147 | 147 | 147 | 147 | 147 | 147 | 147 | 147 | 147 | 147 | 147 | 147 | 147 | 147 | 147 | 147 | 147 | 147 | 147 | 147 | |
| Oil..... | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | |
| Paint..... | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | |
| Salt..... | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | |
| Seeds, all kinds..... | 3,419 | 3,419 | 3,419 | 3,419 | 3,419 | 3,419 | 3,419 | 3,419 | 3,419 | 3,419 | 3,419 | 3,419 | 3,419 | 3,419 | 3,419 | 3,419 | 3,419 | 3,419 | 3,419 | 3,419 | 3,419 | |
| Soda ash..... | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | |
| Steel..... | 1,054 | 1,054 | 1,054 | 1,054 | 1,054 | 1,054 | 1,054 | 1,054 | 1,054 | 1,054 | 1,054 | 1,054 | 1,054 | 1,054 | 1,054 | 1,054 | 1,054 | 1,054 | 1,054 | 1,054 | 1,054 | |
| Sugar..... | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | |
| Spirits..... | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 | |
| [Th..... | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | |
| Turpentine..... | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | |
| White Lead..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| All other merchandise not enumerated..... | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | |
| Saw logs passed free from Welland to Port Robinson..... | 1,004 | 1,004 | 1,004 | 1,004 | 1,004 | 1,004 | 1,004 | 1,004 | 1,004 | 1,004 | 1,004 | 1,004 | 1,004 | 1,004 | 1,004 | 1,004 | 1,004 | 1,004 | 1,004 | 1,004 | 1,004 | |
| Grand Total..... | 21,968 | 119,827 | 3,786 | 39,153 | 23,016 | 213,689 | 221,064 | 22,451 | 217,632 | 297,261 | 3,786 | 581,530 | 878,800 | 14,113 53 | 130 58 | 297 00 | 1,010 00 | 167,962 79 | | | | |
| | | | | | | Total Tolls on Vessels..... | | | | | | | | | | | | | | | | |
| | | | | | | do Passengers..... | | | | | | | | | | | | | | | | |
| | | | | | | do Free Goods..... | | | | | | | | | | | | | | | | |
| | | | | | | Fines..... | | | | | | | | | | | | | | | | |
| | | | | | | Damages..... | | | | | | | | | | | | | | | | |
| | | | | | | Total Revenue exclusive of Hydraulic Rents..... | | | | | | | | | | | | | | | | |

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1889.

APPENDIX A—Continued.

No. (A) 6.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported on the Welland Canal, and the Amount of Tolls collected thereon during the Season of Navigation in 1888.

| Articles. | From Canadian to Canadian Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls Up. \$ cts. | Amount of Tolls Down. \$ cts. | Total Amount of Tolls. \$ cts. |
|---|----------------------------------|-------|--|-------|---------------------------------------|--------|---------|--------|-------------|-----------------------------|-------------------------------|--------------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | | | |
| Ashes, Pot and Pearl. | | | | | | | | | | | | |
| Apples. | | 2 | 1 | | | | 88 | 1 | 88 | 0 15 | 17 00 | 17 15 |
| Agricultural Products, not enumerated, Vegetable. | | | | | | | 45 | | 45 | | 9 00 | 9 00 |
| Agricultural Products, not enumerated, Animal | | | | | | | | | | | | |
| Agricultural Implements. | | | | | | | | | | | | |
| Barley | 251 | | | | 2 | | | 5,351 | 2 | 802 65 | 0 40 | 803 05 |
| Bricks | | | | | | | | | | | | |
| Bones | | | | | | | | 15 | 15 | 2 25 | | 2 25 |
| Brimstone | | | 15 | | | | | 282 | 4 | 42 30 | 0 80 | 43 10 |
| Cement and Water Lime. | | | 282 | 4 | | | | | | | | |
| Clay, Lime and Sand. | | | 172,381 | 878 | 17,365 | 27,183 | 189,746 | 28,061 | 217,807 | 37,949 20 | 5,612 20 | 43,561 40 |
| Coal. | | | 102,974 | | | 91,912 | 194,886 | | 194,886 | | 38,977 20 | 38,977 20 |
| Corn. | | | | | | | | | | | | |
| Cattle | | | | | | | | | | | | |
| Cotton, Raw | | | | | | | | | | | | |
| Crockery and Earthenware | 11 | | 1 | | 4 | | | 12 | 5 | 1 80 | 1 00 | 2 80 |
| Dye Wood and Dye Stuffs. | | | | | | | | | | | | |
| Fish | | | 214 | | | | | 216 | | 32 40 | | 32 40 |
| Flax and Hemp. | | | | | | | | | | | | |
| Flour | 10 | | | | 8,563 | 518 | 9,081 | 10 | 9,091 | 1 50 | 1,816 20 | 1,817 70 |
| Furniture. | | | | | 30 | 3 | 33 | 10 | 43 | 1 50 | 6 60 | 8 10 |
| Gypsum. | | | | | | | | | | | | |
| Glass, all kinds | 3 | | | | | | | 10 | 15 | 1 50 | 1 00 | 2 50 |
| Hay, pressed | | 20 | | | | | | 20 | 20 | | 4 00 | 4 00 |
| Hogs. | | | | | | | | | | | | |
| Horses. | | | | | | | | 3 | 2 | 0 45 | 0 40 | 0 85 |
| Hides and Skins, Horns and Hoofs. | | | | | | | | 39 | 39 | | 7 80 | 7 80 |
| Ice. | | | | | | | | | | | | |

| | | | | | |
|---|--------|--------|---------|-----------|-----------|
| Iron, Railway | 63 | 549 | 1,053 | 63 | 9 45 |
| do Pig | 1,053 | 549 | 1,602 | 157 95 | 267 75 |
| do all other | 548 | 670 | 1,578 | 100 50 | 282 10 |
| Iron Ore | 2,309 | 1 | 16,872 | 16,872 | 843 60 |
| Kryolite, Chemical Ore and other Ore, except Iron | 18 | 66 | 84 | 16 80 | 16 80 |
| Lard and Lard Oil | 11,598 | 100 | 11,698 | 2,339 60 | 2,339 60 |
| Meal, all kinds | 14 | 45 | 59 | 11 80 | 11 80 |
| Meats, other than Pork | 4,663 | 4,663 | 4,663 | 639 45 | 639 45 |
| Marble | 105 | 105 | 105 | 15 75 | 15 75 |
| Mamilla | 139 | 139 | 139 | 20 85 | 20 85 |
| Mollasses | 58 | 154 | 154 | 23 10 | 23 10 |
| Nails | 26,510 | 26,510 | 26,510 | 5,302 00 | 5,302 00 |
| Oats | 107 | 3 | 110 | 16 50 | 17 10 |
| Oil, in Barrels | 1 | 54 | 54 | 10 80 | 10 80 |
| Oil Cake | 54 | 54 | 54 | 10 80 | 10 80 |
| Pease | 19 | 326 | 345 | 69 00 | 69 00 |
| Potatoes | 837 | 840 | 840 | 126 00 | 126 00 |
| Pork | 1 | 1 | 1 | 2 80 | 2 80 |
| Paint | 14 | 14 | 14 | 162 20 | 162 20 |
| Pitch and Tar | 179 | 632 | 811 | 11 40 | 11 40 |
| Rags | 56 | 5,057 | 76 | 76 | 11 40 |
| Rye | 12 | 126 | 6,535 | 6,535 | 1,307 00 |
| Rosin | 1,478 | 126 | 126 | 25 20 | 25 20 |
| Salt | 4,176 | 13 | 4,176 | 4,176 | 417 60 |
| Stone intended for Cutting | 1 | 1 | 1 | 62 | 12 35 |
| Stone, wrought | 48 | 13 | 61 | 0 15 | 12 20 |
| do not suitable for Cutting, unwrought | 30 | 30 | 30 | 4 50 | 4 50 |
| Seeds, all kinds | 881 | 881 | 881 | 132 75 | 132 75 |
| Sheep | 2,949 | 2,949 | 2,973 | 445 95 | 447 15 |
| Soda Ash | 7 | 5 | 20 | 3 00 | 34 20 |
| Steel | 429 | 1 | 429 | 64 35 | 64 35 |
| Sugar | 64,267 | 44,013 | 148,279 | 29,655 80 | 29,655 80 |
| Spirits, Beer, &c | 392 | 392 | 392 | 58 80 | 58 80 |
| Tobacco, Raw | 18 | 18 | 18 | 3 60 | 3 60 |
| Tallow | 21,914 | 134 | 22,258 | 3,337 95 | 3,652 75 |
| Tin | 5 | 40 | 173 | 33 48 | 33 48 |
| Turpentine | 66 | 66 | 66 | 66 | 66 |
| Wheat | 243 | 243 | 243 | 243 | 243 |
| White Lead | 5 | 5 | 5 | 5 | 5 |
| Whiting | 18 | 18 | 18 | 18 | 18 |
| Wool | 18 | 18 | 18 | 18 | 18 |
| All other Goods and Merchandize, not enumerated | 183 | 183 | 183 | 183 | 183 |
| Bark | 183 | 183 | 183 | 183 | 183 |
| Barrels, Empty | 183 | 183 | 183 | 183 | 183 |
| Boat Knives | 183 | 183 | 183 | 183 | 183 |
| Boats | 183 | 183 | 183 | 183 | 183 |
| Firewood, in Vessels | 183 | 183 | 183 | 183 | 183 |

[189]

APPENDIX A—Continued.
No. (A) 6.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Concluded.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls, Up. \$ cts. | Amount of Tolls Down. \$ cts. | Total Tolls. \$ cts. |
|---|----------------------------------|--------|---------------------------------------|--------|--|-------|---------------------------------------|--------|---------|---------|-------------|------------------------------|-------------------------------|----------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | | | |
| | | | | | | | | | | | | | | |
| Firewood in Rafts | | | | | | | | | | | | | | |
| Hoops | | | | | | | | | | | | | | |
| Hop Poles | | | | | | | | | | | | | | |
| Lumber, Sawm, in Vessels | | 746 | | 17,485 | 28,333 | | | 8,943 | | 55,507 | | 9,967 14 | | 9,967 14 |
| do Rafts | | | | | | | | | | | | | | |
| Masts, Spars and Telegraph Poles, in Vessels | | | | | | | | | | | | | | |
| do Rafts | | | | | | | | | | | | | | |
| Masts, Spars and Telegraph Poles, in Rafts | | | 1,073 | | | | | | | 1,073 | | 170 60 | | 170 60 |
| Railway Ties, in Vessels | | | | | | | | | | | | | | |
| do Rafts | | | | | | | | | | | | | | |
| Saw Logs | | | | | | | | | | | | | | |
| Staves and Headings, Barrels | | | | | | | | | | | | | | |
| do Pipe | | | | | | | | | | | | | | |
| do West India | | | | | | | | | | | | | | |
| Staves, Salt Barrel | | | | | | | | | | | | | | |
| Shingles | | | | | | | | | | | | | | |
| Split Posts and Fence Rails, in Vessels | | | | | | | | | | | | | | |
| do Rafts | | | | | | | | | | | | | | |
| Split Posts and Fence Rails, in Rafts | | | | | | | | | | | | | | |
| Timber, Square, in Vessels | | 12,699 | | | | | | | | | | | | |
| do Rafts | | | | | | | | | | | | | | |
| Traverses | | | | | | | | | | | | | | |
| Woodenware and wood, partly manufactured | | | | | 100 | | | | | 100 | | 34 00 | | 34 00 |
| Total Through Freight paying Tolls | 742 | 80,178 | 20,933 | 17,485 | 194,472 | | | 17,365 | 240,716 | 252,729 | 532,851 | 45,529 80 | 19 60 | 148,689 30 |
| Free Articles having paid full tolls on the St. Lawrence Canals | | | | | | | | | | | | | | |
| Agricultural Products, not enumerated, Vegetables | | | 35 | | | | | | | 35 | | | | |

APPENDIX A—Continued.

No. (A) 7.—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported on the Welland Canal, and the Amount of Tolls collected thereon during the Season of Navigation in 1888.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Toll. \$ cts. |
|--|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|-------|-------|-------------|----------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| | Ashes, Pot and Peal | | | | | | | | | | | |
| Apples | 233 | 624 | | | | | | | 233 | 624 | 857 | 24 72 |
| Agricultural Products not enumerated, Vegetable. | 7 | | | | | | | | 7 | | 7 | 0 14 |
| Agricultural Products not enumerated, Animal. | | | | | | | | | | | | |
| Barley | | 65 | | 488 | | | | | | | 553 | 26 99 |
| Bricks | 32 | 19 | | | | | | | 32 | 19 | 51 | 1 09 |
| Bones | | | | | | | | | | | | |
| Brimstone | 66 | | | | | | | | 66 | | 66 | 7 38 |
| Cement and Water Lime | 93 | 855 | | | | | | | 93 | 855 | 948 | 96 66 |
| Clay, Lime and Sand | 101 | 100 | | | | | 4,731 | 1,132 | 4,832 | 1,232 | 6,064 | 339 83 |
| Coal | | | | | | | | | | | | |
| Corn | | | | | | | | | | | | |
| Cattle | | | | | | | | | | | | |
| Cotton, Raw | 68 | 65 | | | | | | | 68 | 65 | 133 | 2 91 |
| Crockery and Earthenware | | | | | | | | | | | | |
| Dye Wood and Dye Stuffs | 1 | | | | | | | | 1 | | 1 | 0 02 |
| Fish | | | | | | | | | | | | |
| Flax and Hemp | | 7,892 | | | | | | | | 7,892 | 7,892 | 197 89 |
| FLOUR | | | | | | | | | | | | |
| Furniture | 1 | | | | | | | | 1 | | 1 | 0 02 |
| Gypsum | | 205 | | 680 | | | | | | | 885 | 47 37 |
| Glass, all kinds | 7 | | | | | | | | 7 | | 7 | 0 14 |
| Hay, Pressed | 18 | | | | | | | | 18 | | 18 | 0 40 |
| Hogs | | | | | | | | | | | | |
| Horses | | 7 | | | | | | | | 7 | 7 | 0 18 |
| Hides and Skins, Horns and Hoofs | | | | | | | | | | | | |
| Ice | | | | | | | | | | | | |
| Iron, Railway | 30 | | | | | | | | 30 | | 30 | 0 57 |

| | | | | | | | | | |
|---|--------|-----|--|--|--|-----|--------|--|--------|
| " Pig..... | 40 | | | | | | 40 | | 0 78 |
| " all other..... | | | | | | | | | |
| Iron Ore..... | | | | | | | | | |
| Kryolite, Chemical Ore and other Ore, except Iron..... | | | | | | | | | |
| Lead and Lead Oil..... | 229 | | | | | | 229 | | 10 23 |
| Meal, all kinds..... | | | | | | | | | |
| Meats, other than Pork..... | | | | | | | | | |
| Marble..... | | | | | | | | | |
| Mamilla..... | 8 | | | | | | 8 | | 0 29 |
| Molasses..... | 136 | | | | | | 136 | | 2 62 |
| Nails..... | 119 | | | | | | 119 | | 16 58 |
| Oats..... | 20 | 215 | | | | | 20 | | 7 00 |
| Oil (in Barrels)..... | | | | | | | | | |
| Oil Cake..... | | | | | | | | | |
| Pease..... | | 708 | | | | | 708 | | 70 80 |
| Potatoes..... | 17 | | | | | | 17 | | 0 33 |
| Pork..... | | | | | | | | | |
| Paint..... | 27 | | | | | | 27 | | 0 53 |
| Pitch and Tar..... | | | | | | | | | |
| Rags..... | | | | | | | | | |
| Rye..... | | | | | | | | | |
| Rosin..... | | | | | | | | | |
| Salt..... | 120 | | | | | | 120 | | 5 25 |
| Stone intended for Cutting..... | | | | | | 173 | 173 | | 30 28 |
| " wrought..... | | | | | | | | | |
| " not suitable for Cutting, un- wrought..... | 2,027 | | | | | | 2,027 | | 118 90 |
| Seeds, all kinds..... | 2 | | | | | | 2 | | 0 04 |
| Sheep..... | | | | | | | | | |
| Soda Ash..... | 185 | | | | | | 185 | | 8 10 |
| Steel..... | 3 | | | | | | 3 | | 0 06 |
| Sugar..... | 251 | | | | | | 251 | | 4 79 |
| Spirits, Beer, &c..... | | | | | | | | | |
| Tobacco (Raw)..... | 22 | | | | | 2 | 62 | | 4 71 |
| Tallow..... | | | | | | | | | |
| Tin..... | 31 | | | | | | 31 | | 0 05 |
| Turpentine..... | | | | | | | | | |
| Wheat..... | 10,130 | | | | | | 10,130 | | 593 83 |
| White Lead..... | 6 | | | | | | 6 | | 0 12 |
| Whiting..... | | | | | | | | | |
| Wool..... | | | | | | | | | |
| All other Goods and Merchandise, not enumerated..... | 383 | | | | | | 383 | | 17 00 |
| Barik..... | | | | | | | | | |
| Barrels, Empty..... | | | | | | | | | |
| Boat Knees..... | | | | | | | | | |
| Flour..... | 345 | | | | | | 345 | | 5 09 |
| Firewood, in Vessels..... | 2,142 | | | | | 537 | 2,142 | | 838 11 |
| do Rafts..... | | | | | | | | | |

APPENDIX A—Continued.

No. (A) 7.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Concluded.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. \$ cts. |
|---|----------------------------------|--------|---------------------------------------|-------|--|-------|---------------------------------------|-------|--------|--------|-------------|--------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| Hoops..... | | | | | | | | | | | | |
| Hop Poles..... | | | | | | | | | | | | |
| Lumber, Sawm, in Vessels..... | 2,325 | 1,709 | | 53 | | | | | 2,335 | 1,762 | 4,097 | 249 84 |
| Rafts..... | | | | | | | | | | | | |
| Masts, Spars and Telegraph Poles, in Vessels..... | | | | | | | | | | | | |
| Masts, Spars and Telegraph Poles, in Rafts..... | | 25 | | 226 | | | | | | 251 | 251 | 18 91 |
| Railway Ties, in Vessels..... | | | | | | | | | | | | |
| Rafts..... | 41 | 5,494 | 949 | 3,376 | | | 140 | | 1,130 | 8,870 | 10,000 | 332 71 |
| Saw Logs..... | | | | 82 | | | | | | 82 | 82 | 8 25 |
| Staves and Headings, Barrel..... | | | | | | | | | | | | |
| Pipe..... | | | | | | | | | | | | |
| West India..... | | | | | | | | | 12 | | 12 | 0 95 |
| Staves, Salt Barrel..... | | | | | | | | | | | | |
| Shingles..... | | | | | | | | | | | | |
| Split Posts and Fence Rails, in Vessels..... | | | | | | | | | | | | |
| Rafts..... | 20 | | | | | | | | 20 | | 20 | 1 50 |
| Timber, Square, in Vessels..... | 221 | | | | | | | | 221 | | 221 | 24 62 |
| Rafts..... | | | | | | | | | | | | |
| Traverses..... | | | | | | | | | | | | |
| Woodenware and Wood, partly manufactured..... | | | | | | | | | | | | |
| Total Way Freight paying Tolls..... | 19,187 | 35,734 | 949 | 5,742 | | | 5,086 | 3,426 | 25,222 | 44,902 | 70,124 | 3,122 38 |
| Timber passed Free from Welland to Port Robinson..... | | 3,786 | | | | | | | | 3,786 | 3,786 | |
| Grand Total Way Freight..... | 19,187 | 39,520 | 949 | 5,742 | | | 5,086 | 3,426 | 25,222 | 48,688 | 73,910 | |

| | |
|---------------------------------|----------|
| Total Way Tolls on Vessels..... | 1,012 29 |
| “ “ Passengers, | 29 73 |
| “ “ Free Goods, | \$182 91 |
| Total Way Tolls..... | 4,194 40 |

B. H. TEAKLES,
Chief Clerk Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, 30th November, 1889,

APPENDIX A—Continued.

No. (A) 8.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Lawrence Canals, and the Amount of Revenue collected during the Season of Navigation in 1888.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. \$ cts. |
|---|----------------------------------|--------|---------------------------------------|-------|--|-------|---------------------------------------|--------|--------|---------|-------------|--------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| Ashes, Pot and Pearl..... | 1 | 78 | | | | | | | 1 | 78 | | 15 80 |
| Apples..... | 48 | 1,619 | | | | | | | 48 | 1,619 | | 229 85 |
| Agricultural Products, not enumerated, Vegetable..... | 278 | 392 | | | | 1 | | | 313 | 393 | | 68 60 |
| Agricultural Products, not enumerated, [1] Animal..... | 44 | 478 | | | | | 25 | | 69 | 478 | | 65 12 |
| 66 Agricultural Implements..... | 96 | 13 | | | | | | | 96 | 13 | | 13 10 |
| 82 Barley..... | 533 | 685 | | | 2 | 343 | | | 535 | 1,028 | | 59 05 |
| 89 Bricks..... | 6,654 | 293 | | 147 | | | 1,039 | | 7,840 | 293 | | 337 10 |
| Bones..... | 1 | 393 | | 412 | | | | 15 | 1 | 820 | | 99 22 |
| Brimstone..... | | | | | | | | | | | | |
| Cement and Water Lime..... | 2,375 | 120 | | 457 | | | | | 2,832 | 120 | | 405 48 |
| Clay, Lime and Sand..... | 17,982 | 6,835 | | 95 | | | 2,245 | 140 | 20,322 | 6,975 | | 1,091 58 |
| Coal..... | | 60,957 | | 605 | | 956 | | 81,106 | 605 | 143,019 | | 19,650 30 |
| Corn..... | 3,916 | 3,583 | | | 4 | 35 | | | 3,920 | 3,618 | | 223 09 |
| Cattle..... | 39 | 325 | | 1 | | | | | 40 | 325 | | 28 07 |
| Cotton, Raw..... | | 10 | | | | | | | | 10 | | 1 20 |
| Crockery and Earthenware..... | 135 | 23 | | 413 | | | | 5 | 548 | 28 | | 113 27 |
| Dye Wood and Dye Stuffs..... | 16 | | | | | | 197 | | 213 | | | 11 45 |
| Fish..... | 464 | 32 | | 1 | | | | | 465 | 37 | | 55 94 |
| Flax and Hemp..... | 2 | | | | | | | | 12 | | | 12 |
| Flour..... | 710 | 5,123 | | | 10 | | | 68 | 728 | 5,237 | | 782 60 |
| Furniture..... | 190 | 502 | | 1 | 18 | 46 | | | 192 | 502 | | 106 23 |
| Gypsum..... | 2,368 | 451 | | | | 260 | | | 2,368 | 711 | | 3,079 100 93 |
| Glass, all kinds..... | 436 | 51 | | 42 | | | | | 479 | 52 | | 98 97 |
| Hay, Pressed..... | 1,252 | 159 | | | 45 | | | 1 | 1,297 | 254 | | 85 28 |
| Hogs..... | 5 | 17 | | | | | | | 5 | 17 | | 22 |
| Horses..... | 50 | 295 | | | | | | | 50 | 295 | | 25 61 |
| Hides and Skins, Horns and Hoofs..... | 16 | 6 | | 1 | | | | | 17 | 6 | | 3 10 |
| Ice..... | | | | | | | | | | | | |
| Iron, Railway..... | 9,795 | 567 | | 315 | | | | | 10,110 | 567 | | 1,504 39 |
| “ Pig..... | 5,037 | 43 | | 560 | | | | | 5,597 | 43 | | 827 17 |

| | 10,324 | 1,995 | 66 | 1 | 10,390 | 1,996 | 12,386 | 698 79 |
|---|--------|--------|-------|-------|--------|--------|--------|----------|
| " all other | | | | | | | | |
| Iron Ore | | | | | | | | |
| Kryolite, Chemical Ore and other Ore, except Iron | | 362 | | | | 362 | 362 | 18 10 |
| Lard and Lard Oil | 131 | 75 | | | 131 | 75 | 206 | 22 75 |
| Meals, all kinds | 498 | 191 | | | 498 | 191 | 683 | 32 01 |
| Meats, other than Pork | 20 | 23 | | 6 | 20 | 29 | 49 | 4 62 |
| Marble | 17 | 5 | | | 17 | 5 | 22 | 3 82 |
| Manilla | 18 | | 1 | | 19 | | 19 | 3 80 |
| Molasses | 594 | 62 | | 1,591 | 2,190 | 62 | 2,252 | 159 38 |
| Nails | 2,197 | 846 | 420 | | 2,617 | 846 | 3,463 | 548 34 |
| Oats | 685 | 1,158 | | | 585 | 1,158 | 1,743 | 100 18 |
| Oil, in Barrels | 935 | 292 | 14 | 49 | 1,429 | 341 | 1,770 | 194 34 |
| Oil Cake | | 13 | | | | 13 | 13 | 0 49 |
| Pease | 560 | 19,826 | | | 560 | 19,826 | 20,386 | 419 16 |
| Potatoes | 16 | 117 | | | 16 | 117 | 133 | 9 10 |
| Pork | 282 | 132 | | | 282 | 132 | 474 | 33 40 |
| Paint | 246 | 207 | 17 | 16 | 279 | 207 | 486 | 65 46 |
| Pitch and Tar | 338 | 96 | 1 | 1,000 | 1,339 | 96 | 1,435 | 99 94 |
| Rags | 289 | 180 | | | 289 | 180 | 469 | 50 80 |
| Rye | | | | | | | | |
| Rosin | 165 | 46 | | 1,669 | 1,834 | 46 | 1,880 | 97 80 |
| Salt | 2,170 | 7 | 1,293 | | 3,463 | 7 | 3,470 | 414 39 |
| Stone intended for Cutting | 1,031 | 1,206 | 2,148 | 255 | 3,434 | 1,206 | 4,640 | 490 57 |
| " wrought | 274 | 3 | | 4 | 278 | 3 | 281 | 14 19 |
| " not suitable for Cutting, unwrought | 52 | 6,927 | | 135 | 52 | 7,062 | 7,114 | 209 40 |
| Seeds, all kinds | 8,413 | 685 | 168 | | 8,582 | 685 | 9,267 | 384 94 |
| Sheep | 3 | 135 | | 1 | 3 | 135 | 138 | 12 93 |
| Soda Ash | 647 | 23 | 1,137 | 7 | 1,791 | 23 | 1,814 | 357 07 |
| Steel | 205 | 13 | 3 | | 208 | 13 | 221 | 33 34 |
| Sugar | 3,874 | 113 | 42 | | 5,291 | 113 | 5,404 | 840 14 |
| Spirits, Beer, &c | 581 | 205 | 216 | | 797 | 205 | 1,002 | 183 62 |
| Tobacco, Raw | | 3 | | | 3 | 3 | 8 | 0 87 |
| Tallow | 66 | 6 | | 100 | 166 | 6 | 172 | 8 62 |
| Tin | 291 | 90 | 197 | 1 | 489 | 90 | 579 | 100 05 |
| Turpentine | 23 | 17 | | 348 | 371 | 17 | 388 | 22 92 |
| Wheat | 21,916 | 1,955 | | | 21,916 | 1,955 | 23,851 | 478 94 |
| White Lead | 102 | 24 | 2 | | 104 | 25 | 129 | 22 18 |
| Whiting | 364 | 3 | | 4 | 368 | 3 | 371 | 72 58 |
| Wool | 7 | 7 | | | 7 | 7 | 14 | 1 81 |
| All other Goods and Merchandise, not enumerated | 6,605 | 1,880 | 1,057 | 522 | 8,144 | 2,437 | 10,581 | 1,625 92 |
| Bark | | | | | | | | |
| Barrels, Empty | 123 | 54 | | | 185 | 54 | 239 | 20 38 |
| Boat Knees | | | | | | | | |
| Floats | 40 | 4,200 | | | 40 | 4,200 | 4,240 | 74 20 |
| Fire Wood, in Vessels | 6,468 | 6,885 | 150 | 75 | 6,638 | 6,885 | 13,578 | 491 72 |
| " Rafts | | 186 | | | | 186 | 186 | 3 89 |
| Hoops | 3 | 1 | | | 12 | 1 | 13 | 1 40 |

APPENDIX A—Continued.
No. (A) 8—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Concluded.

| ARTICLES. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. |
|---|----------------------------------|---------|---------------------------------------|-------|--|-------|---------------------------------------|--------|---------|---------|-------------|------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| Hop Poles..... | | | | | | | | | | | | \$ cts. |
| Lumber, sawn, in Vessels..... | 29,667 | 24,753 | 444 | 888 | 17 | | | | 30,131 | 23,658 | 55,789 | 2,185 28 |
| " Rafts..... | | 69 | | | | | | | | 69 | 69 | 3 84 |
| Masts, Spars and Telegraph Poles, in Vessels..... | | 1 | | | | | | | | 1 | 1 | 0 02 |
| Masts, Spars and Telegraph Poles, in Rafts..... | 2 | 23,733 | | | | | | | 2 | 23,733 | 23,735 | 594 05 |
| 1889 Railway Ties, in Vessels..... | 4,245 | 164 | | | | | | | 4,245 | 164 | 4,409 | 104 53 |
| " Rafts..... | | | | | | | | | | | | |
| Saw Logs..... | 3 | 20,570 | | | | | | | 3 | 20,570 | 20,573 | 470 57 |
| Staves and Headings, barrel..... | | 57 | | | | | | | | 67 | 67 | 5 20 |
| " " pipe..... | | 149 | | | | | | | | 149 | 149 | 4 88 |
| " " West India..... | 20 | 954 | | | | | | | 20 | 954 | 974 | 53 84 |
| " salt barrel..... | | | | | | | | | | | | |
| Shingles..... | 27 | 19 | | | | 3 | | | 30 | 19 | 49 | 9 00 |
| Split Posts and Fence Rails, in Vessels..... | 9 | 5 | | | | | | | 9 | 5 | 14 | 4 00 |
| " " Rafts..... | | 2 | | | | | | | | 2 | 2 | 0 40 |
| Timber, square, in Vessels..... | 675 | 2,300 | | | | | | | 675 | 2,320 | 2,995 | 37 74 |
| " " Rafts..... | 347 | 4,058 | | | | | 20 | | 347 | 4,058 | 4,405 | 153 64 |
| Traverses..... | | 10,614 | | | | | | | | 10,614 | 10,614 | 27 58 |
| Woodenware and Wood, partly manufactured..... | 77 | 8 | | | | | 1 | | 77 | 9 | 86 | 21 80 |
| Total Freight paying Tolls..... | 157,988 | 220,810 | 10,054 | 1,419 | 710 | 2,365 | 10,382 | 81,381 | 179,134 | 305,975 | 485,109 | 38,110 77 |
| <i>Free Articles having paid full Tolls on the Wetland Canal.</i> | | | | | | | | | | | | |
| Ashes..... | | | | | | | | | | | | 85 |
| Corn..... | | | | | | | | 532 | | | | 74,656 |
| Flour..... | | 74,124 | | | | | | | | | | 3,865 |
| Furniture..... | | 3,865 | | | | | | | | | | 2 |
| Glass..... | | 3 | | | | | | | | | | 3 |

APPENDIX A—Continued.

No. (A) 9.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected thereon during the Season of Navigation in 1888.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls Up. | | Amount of Tolls Down. | | Total Amount of Tolls. |
|--|----------------------------------|--------|---------------------------------------|-------|--|-------|---------------------------------------|--------|-------|---------|-------------|---------------------|-----------|-----------------------|--|------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | \$ cts. | | \$ cts. | | |
| | | | | | | | | | | | | | | | | |
| Ashes, Pot and Pearl. | 1 | 78 | | | | | | | 1 | 78 | 79 | 0 20 | 15 60 | 15 80 | | |
| Apples. | | 1,459 | | | | | | | | 1,459 | 1,459 | | 218 85 | 218 85 | | |
| Agricultural Products not enumerated, Vegetable. | 205 | 58 | 35 | | | | | | 240 | 53 | 293 | 36 00 | 7 95 | 43 95 | | |
| Agricultural Products not enumerated, Animal. | | 375 | | | | | | | | 375 | 375 | | 56 25 | 56 25 | | |
| Agricultural Implements | | 11 | | | | | | | | 11 | 11 | | 2 20 | 2 20 | | |
| Barley. | 108 | | 147 | | | | | | 255 | 108 | 255 | 38 25 | 16 20 | 38 25 | | |
| Bricks. | | 93 | | | | | | 15 | | | 108 | | | 16 20 | | |
| Bones. | | | | | | | | | | | | | | | | |
| Brimstone. | 2,024 | 1 | 457 | | | | | | 2,481 | 1 | 2,482 | 372 15 | 0 15 | 372 30 | | |
| Cement and Water Lime. | 111 | 121 | 95 | | | | | 40 | 206 | 161 | 367 | 30 90 | | 55 05 | | |
| Clay, Lime and Sand. | | 60,092 | | | | | | 62,958 | | 123,050 | 123,050 | | 18,423 90 | 18,423 90 | | |
| Coal. | | 527 | | | | | | | 2 | 527 | 527 | | 10 67 | 10 67 | | |
| Corn. | 1 | 36 | 1 | | | | | | 2 | 36 | 38 | 0 30 | 5 40 | 5 70 | | |
| Cattle. | | 6 | | | | | | | | 6 | 6 | | 0 90 | 0 90 | | |
| Cotton, Raw. | 85 | 21 | 413 | | | | | 5 | 498 | 26 | 524 | 99 60 | 5 20 | 104 80 | | |
| Crockery and Earthenware. | 213 | 1 | 1 | | | | | | 5 | 214 | 220 | 32 10 | 0 90 | 33 00 | | |
| Dye Wood and Dye Stuffs. | | | | | | | | | | | | | | | | |
| Fish. | 5 | 4,715 | | | | | | 68 | 5 | 4,783 | 4,783 | 0 75 | 717 45 | 718 20 | | |
| Flax and Hemp. | 55 | 341 | 1 | | | | | | 56 | 341 | 397 | 11 20 | 68 20 | 79 40 | | |
| Flour. | 3 | | | | | | | | 3 | | 3 | 0 45 | | 0 45 | | |
| Furniture. | 402 | 9 | 42 | | | | | 1 | 444 | 10 | 454 | 88 80 | 2 00 | 90 80 | | |
| Gypsum. | 124 | | | | | | | | 124 | | 124 | 18 60 | | 18 60 | | |
| Glass, all kinds. | | 15 | | | | | | | | 15 | 15 | | | | | |
| Hay, Pressed. | 8 | 37 | | | | | | | 8 | 37 | 45 | 1 20 | 5 55 | 6 75 | | |
| Hogs. | | 37 | | | | | | | | 37 | 45 | | | | | |
| Horses. | 16 | 2 | | | | | | | 16 | 2 | 18 | 2 40 | 0 30 | 2 70 | | |
| Hides and Skins, Horns and Hoofs. | | | | | | | | | | | | | | | | |
| Ice. | | | | | | | | | | | | | | | | |

[1889]

| | | | | | | |
|---|-------|-------|-------|-------|-------|----|
| Iron, Railway | 9,427 | 315 | 9,742 | 7,421 | 1,461 | 30 |
| “ Pig | 4,750 | 560 | 5,310 | 5,310 | 796 | 50 |
| “ all other | 1,678 | 66 | 1,744 | 1,796 | 261 | 60 |
| Iron Ore | | | | | | |
| Kryolite, Chemical Ore and other Ore, except Iron | 362 | | 362 | 362 | 18 | 10 |
| Lead and Lead Ore | 28 | | 28 | 115 | 4 | 20 |
| Meal, all kinds | 8 | | 6 | 14 | 2 | 10 |
| Meats, other than Pork | 9 | | 9 | 10 | 0 | 20 |
| Marble | 18 | 1 | 19 | 19 | 1 | 80 |
| Manilla | 94 | 5 | 99 | 99 | 3 | 80 |
| Molasses | 1,757 | 420 | 2,177 | 2,180 | 19 | 80 |
| Nails | | | | | 435 | 40 |
| Oats | 409 | 14 | 423 | 526 | 84 | 60 |
| Oil, in Barrels | | | | | 20 | 60 |
| Oil Cake | 3,879 | | 3,879 | 3,879 | 86 | 81 |
| Peas | 11 | | 11 | 11 | 1 | 65 |
| Potatoes | 1 | | 1 | 1 | 0 | 15 |
| Pork | 213 | 17 | 230 | 260 | 46 | 00 |
| Paint | 66 | 1 | 67 | 124 | 13 | 40 |
| Pitch and Tar | 1 | | 1 | 67 | 0 | 20 |
| Rags | 1 | | 1 | | | |
| Rye | | | | | 23 | 40 |
| Rosin | 23 | | 23 | 23 | 4 | 60 |
| Salt | 181 | 1,293 | 1,474 | 1,474 | 221 | 10 |
| Stone intended for Cutting | 682 | 2,148 | 2,830 | 2,830 | 424 | 50 |
| “ wrought | | | | | | |
| “ not suitable for Cutting, unwrought | 1,107 | 168 | 1,275 | 1,107 | 89 | 40 |
| Seeds, all kinds | 6 | | 6 | 306 | 0 | 90 |
| Sheep | 31 | | 31 | 31 | 4 | 65 |
| Soda Ash | 608 | 1,137 | 1,745 | 1,746 | 349 | 20 |
| Steel | 197 | 3 | 200 | 201 | 0 | 20 |
| Sugar | 2,984 | 42 | 3,026 | 3,122 | 31 | 55 |
| Spirits, Beer, &c. | 385 | 216 | 601 | 605 | 20 | 40 |
| Tobacco, Raw | 3 | | 3 | 732 | 36 | 40 |
| Tallow | 13 | | 13 | 5 | 0 | 75 |
| Tin | 205 | 197 | 402 | 19 | 1 | 95 |
| Turpentine | 20 | | 20 | 409 | 0 | 90 |
| Wheat | 89 | 2 | 91 | 20 | 1 | 40 |
| White Lead | 343 | | 343 | 1,427 | 28 | 54 |
| Whiting | 5 | | 5 | 95 | 0 | 80 |
| Wool | | | | 343 | 68 | 60 |
| All other Goods and Merchandise, not enumerated | 2,977 | 1,047 | 4,024 | 5,197 | 804 | 80 |
| Bark | | | | | 234 | 60 |
| Barrels, Empty | 3 | | 3 | 3 | 0 | 52 |
| Boat Knees | | | | | | |
| Boats | | | | | | |
| Floats | | | | | | |
| Firewood, in Vessels | 3,600 | | 3,600 | 3,600 | 240 | 00 |

No. (A) 9.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

| ARTICLES. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls Up. | | Amount of Tolls Down. | Total Amount of Tolls. |
|---|----------------------------------|--------|---------------------------------------|-------|--|-------|---------------------------------------|-------|-------|-------|-------------|---------------------|------|-----------------------|------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | \$ | cts. | | |
| Firewood, in Rafts..... | | | | | | | | | | | | | | | |
| Hops..... | | | | | | | | | | | | | | | |
| Hop Poles..... | | | | | | | | | | | | | | | |
| Lumber, Sawm, in Vessels..... | 7 | 7,928 | | 592 | | | | | | | | | | | |
| " Rafts..... | | 6 | | | | | | | | | | | | | |
| Masts, Spars and Telegraph Poles, in Vessels..... | | | | | | | | | | | | | | | |
| Masts, Spars and Telegraph Poles, in Rafts..... | 275 | | | | | | | | | | | | | | |
| Railway Ties, in Vessels..... | | | | | | | | | | | | | | | |
| " Rafts..... | | | | | | | | | | | | | | | |
| Saw Logs..... | | | | | | | | | | | | | | | |
| Staves and Headings, Barrel..... | | 67 | | | | | | | | | | | | | |
| " " Pipe..... | | 1 | | | | | | | | | | | | | |
| " " West India..... | | 282 | | | | | | | | | | | | | |
| Staves, Salt Barrel..... | | | | | | | | | | | | | | | |
| Shingles..... | | | | | | | | | | | | | | | |
| Split Posts and Fence Rails, in Vessels..... | | | | | | | | | | | | | | | |
| " Rafts..... | | | | | | | | | | | | | | | |
| Split Posts and Fence Rails, in Rafts..... | | | | | | | | | | | | | | | |
| Timber, Square, in Vessels..... | | 600 | | | | | | | | | | | | | |
| " Rafts..... | | | | | | | | | | | | | | | |
| Traverses..... | | | | | | | | | | | | | | | |
| Woodenware and Wood, partly manufactured..... | 26 | | | | | | | | | | | | | | |
| Total Freight paying Tolls..... | 34,587 | 85,505 | | 9,436 | | | | | | | | | | | |
| <i>Free Articles having paid Full Tolls on the Welland Canal—</i> | | | | | | | | | | | | | | | |
| Ashes..... | | | | | | | | | | | | | | | |
| Barrels, Empty..... | | 85 | | | | | | | | | | | | | |
| | | 40 | | | | | | | | | | | | | |

| | | | | | | |
|-------------------------------------|--------|-------|-------|--------|--------|-----------|
| Coal..... | 8,316 | 25 | ..... | ..... | 8,341 | 8,341 |
| Corn..... | 65,911 |  | ..... | ..... | 65,443 | 65,443 |
| Flour..... | 3,865 |  | ..... | 532 | 3,865 | 3,865 |
| Furniture..... | 2 |  | ..... | ..... | 2 | 2 |
| Glass, all kinds..... | 2 |  | ..... | ..... | 3 | 3 |
| Horses..... | 2 |  | ..... | ..... | 2 | 2 |
| Iron, all other..... | 418 |  | ..... | ..... | 418 | 418 |
| Lard and Lard Oil..... | 19 | 35 | ..... | ..... | 54 | 54 |
| Lumber, Sawm, in Vessels..... | 4,114 |  | ..... | ..... | 4,114 | 4,114 |
| “ “ in Rafts..... | 1,060 |  | ..... | ..... | 1,060 | 1,060 |
| Meals, all kinds..... | 100 |  | ..... | ..... | 100 | 100 |
| Meats, other than Pork..... | 39 |  | ..... | ..... | 39 | 39 |
| Merchandise..... | 105 |  | ..... | ..... | 105 | 105 |
| Pork..... | 265 |  | ..... | ..... | 265 | 265 |
| Seeds, all kinds..... | 12 |  | ..... | ..... | 12 | 12 |
| Staves and Headings, Barrel..... | 15 |  | ..... | ..... | 15 | 15 |
| “ “ Pipe..... | 124 |  | ..... | ..... | 124 | 124 |
| “ “ W. India..... | 1,623 |  | ..... | ..... | 1,623 | 1,623 |
| Staves, Salt Barrel..... | 1 |  | ..... | ..... | 1 | 1 |
| Timber, Square, in Rafts..... | 11,586 |  | ..... | ..... | 11,586 | 11,586 |
| Wheat..... | 93,915 |  | ..... | ..... | 93,915 | 93,915 |
| Whiskey, &c..... | 3 |  | ..... | ..... | 3 | 3 |
| Woodenware..... | 25 |  | ..... | ..... | 25 | 25 |
| Grand Total Freight..... | 42,903 | 9,461 | ..... | 63,645 | 52,364 | 384,882 |
| Total Through Tolls on Vessels..... | | | | | | 3,362 57 |
| Passengers..... | | | | | | 246 00 |
| Free Goods..... | | | | | | 10,780 69 |
| Total Through Tolls..... | | | | | | 25,724 79 |
| Grand Total..... | | | | | | 36,505 48 |

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th Nov., 1889.

APPENDIX A—Continued.

No. (A) 10.—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported on the St. Lawrence Canals, and the amount of Tolls collected during the Season of Navigation in 1888.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. \$ cts. |
|--|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|--------|--------|-------------|--------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| | | | | | | | | | | | | |
| Ashes, Pot and Pearl..... | | 160 | | | | | | | 48 | 166 | 208 | 11 00 |
| Apples..... | 48 | | | | | | | | 73 | 340 | 413 | 24 65 |
| Agricultural Products, not enumerated, Vegetable..... | 73 | | | | | | 1 | | | | | |
| [Agricultural Products, not enumerated, Animal..... | 44 | 103 | | | | | | 25 | 69 | 103 | 172 | 8 87 |
| 88 Agricultural Implements..... | 96 | 2 | | | | | | | 96 | 2 | 98 | 10 90 |
| 89 Barley..... | 533 | 685 | | 343 | 2 | | | | 535 | 1,028 | 1,563 | 59 06 |
| Bricks..... | 6,546 | 293 | | | | | 1,039 | | 7,585 | 293 | 7,878 | 298 85 |
| Bones..... | 1 | 300 | | 412 | | | | | 1 | 712 | 713 | 83 02 |
| Brinstone..... | | | | | | | | | | | | |
| Cement and Water Lime..... | 351 | 119 | | | | | | | 351 | 119 | 470 | 33 18 |
| Clay, Lime and Sand..... | 17,871 | 6,714 | | | | | 2,245 | 100 | 20,116 | 6,814 | 26,930 | 1,036 53 |
| Coal..... | | 865 | 605 | | | 956 | 18,148 | | 605 | 19,969 | 20,574 | 1,226 40 |
| Com..... | 3,916 | 3,056 | | | 4 | 35 | | | 3,920 | 3,091 | 7,011 | 212 42 |
| Cattle..... | 38 | 289 | | | | | | | 38 | 289 | 327 | 22 37 |
| Cotton, Raw..... | | 4 | | | | | | | | 4 | 4 | 0 30 |
| Crockery and Earthenware..... | 50 | 2 | | | | | | | 50 | 2 | 52 | 8 47 |
| Dye Wood and Dye Stuffs..... | 16 | | | | | | 197 | | 213 | 11 45 | 213 | 11 45 |
| Fish..... | 251 | 31 | | | | | | | 251 | 31 | 282 | 22 94 |
| Flax and Hemp..... | 2 | | | | 10 | | | | 12 | 12 | 12 | 0 95 |
| Flour..... | 705 | 408 | | | 18 | 46 | | | 723 | 454 | 1,177 | 64 40 |
| Furniture..... | 135 | 161 | | | | | 1 | | 136 | 161 | 297 | 26 83 |
| Gypsum..... | 2,305 | 451 | | | | 260 | | | 2,365 | 711 | 3,076 | 100 48 |
| Glass, all kinds..... | 34 | 42 | | | | | 1 | | 35 | 42 | 77 | 8 17 |
| Hay, Pressed..... | 1,128 | 159 | | 95 | 45 | | | | 1,173 | 254 | 1,427 | 66 68 |
| Hogs..... | 5 | 2 | | | | | | | 5 | 2 | 7 | 0 35 |
| Horses..... | 42 | 258 | | | | | | | 42 | 258 | 300 | 18 86 |
| Hides and Skins, Horns and Hoofs..... | | 4 | 1 | | | | | | 1 | 4 | 5 | 0 40 |
| Ice..... | | | | | | | | | | | | |
| Iron, Railway..... | 368 | 567 | | | | | | | 368 | 567 | 935 | 43 09 |

| | | | | | | |
|---|--------|--------|--------|--------|--------|--------|
| " Pig | 287 | 43 | 287 | 43 | 330 | 30 67 |
| " all other | 8,646 | 1,943 | 8,646 | 1,944 | 10,590 | 429 39 |
| Iron Ore | | | | | | |
| Kryolite, Chemical Ore and other Ore, except Iron | | | | | | |
| Lead and Lead Ore | 44 | 47 | 44 | 47 | 91 | 5 50 |
| Mead, all kinds | 498 | 191 | 498 | 191 | 689 | 32 01 |
| Meats, other than Pork | 20 | 15 | 20 | 15 | 35 | 2 52 |
| Marble | 8 | 4 | 8 | 4 | 12 | 1 82 |
| Manilla | | | | | | |
| Molasses | 500 | 62 | 2,091 | 62 | 2,153 | 139 58 |
| Nails | 440 | 843 | 440 | 843 | 1,283 | 112 34 |
| Oats | 585 | 1,158 | 585 | 1,158 | 1,743 | 100 18 |
| Oil, in barrels | 526 | 189 | 1,006 | 480 | 1,244 | 89 14 |
| Oil Cake | | 13 | | 13 | 13 | 0 49 |
| Pease | 560 | 15,947 | 560 | 15,947 | 16,507 | 332 35 |
| Potatoes | 5 | 117 | 5 | 117 | 122 | 7 43 |
| Pork | 281 | 192 | 281 | 192 | 473 | 33 25 |
| Paint | 33 | 177 | 33 | 177 | 226 | 13 46 |
| Pitch and Tar | 272 | 39 | 1,272 | 39 | 1,311 | 75 14 |
| Rags | 288 | 114 | 288 | 114 | 402 | 37 40 |
| Rye | | | | | | |
| Rosin | 142 | 46 | 1,811 | 46 | 1,857 | 93 20 |
| Salt | 1,989 | 7 | 1,989 | 7 | 1,996 | 163 29 |
| Stone, intended for cutting | 349 | 1,206 | 604 | 1,206 | 1,810 | 66 07 |
| " " Wrought | 274 | 3 | 278 | 3 | 281 | 14 19 |
| " " not suitable for cutting, Unwrought | 52 | 5,925 | 52 | 5,925 | 6,007 | 120 00 |
| Seeds, all kinds | 8,281 | 679 | 8,282 | 679 | 8,961 | 339 04 |
| Sheep | 3 | 104 | 3 | 104 | 107 | 8 28 |
| Soda Ash | 39 | 22 | 46 | 22 | 68 | 7 87 |
| Steel | 8 | 12 | 8 | 12 | 20 | 1 59 |
| Sugar | 890 | 17 | 2,265 | 17 | 2,282 | 215 74 |
| Spirits, Beer, &c. | 246 | 23 | 246 | 23 | 269 | 37 02 |
| Tobacco, Raw | | | | | | |
| Tallow | 53 | 3 | 3 | 3 | 3 | 0 12 |
| Tin | 86 | 83 | 153 | 83 | 153 | 5 77 |
| Turpentine | 3 | 17 | 87 | 17 | 170 | 18 25 |
| Wheat | 21,916 | 508 | 21,916 | 508 | 22,424 | 450 40 |
| White Lead | 19 | 21 | 13 | 21 | 34 | 3 18 |
| Whiting | 21 | 3 | 25 | 3 | 28 | 3 98 |
| Wood | 2 | 1 | 2 | 1 | 3 | 0 16 |
| All other Goods and Merchandise, not enumerated | 3,628 | 719 | 4,120 | 1,264 | 5,384 | 586 52 |
| Bark | | | | | | |
| Barrels, Empty | 120 | 54 | 182 | 54 | 236 | 19 86 |
| Boat Knees | | | | | | |
| Floats | 40 | 4,200 | 40 | 4,200 | 4,240 | 74 20 |
| Firewood, in Vessels | 2,868 | 6,885 | 3,093 | 6,885 | 9,978 | 251 72 |
| " Rafts | 186 | 186 | 186 | 186 | 186 | 3 89 |
| Hoops | 3 | 9 | 12 | 9 | 13 | 1 40 |

APPENDIX A—Continued.
No. (A) 10.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. \$ cts. |
|--|----------------------------------|---------|---------------------------------------|-------|--|-------|---------------------------------------|--------|---------|---------|-------------|--------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| | | | | | | | | | | | | |
| Hop Poles | | | | | | | | | | | | |
| Lumber, sawn, in Vessels | 29,099 | 16,825 | 413 | 888 | 17 | | 20 | | 29,552 | 17,730 | 47,262 | 1,397 78 |
| " " Rafts | | 63 | | | | | | | | 63 | 63 | 2 78 |
| Masts, Spars and Telegraph Poles, in Vessels | | 1 | | | | | | | | 1 | 1 | 0 02 |
| Masts, Spars and Telegraph Poles, in Rafts | 2 | 23,733 | | | | | | | 2 | 23,733 | 23,735 | 594 05 |
| Railway Ties, in Vessels | 3,970 | 164 | | | | | | | 3,970 | 164 | 4,134 | 82 58 |
| " " Rafts | | | | | | | | | | | | |
| Saw Logs | 3 | 20,570 | | | | | | | 3 | 20,570 | 20,573 | 470 57 |
| Staves and Headings, Barrels. | | | | | | | | | | | | |
| " " Pipe | | 148 | | | | | | | | 148 | 148 | 4 63 |
| " " West India | 20 | 672 | | | | | | | 20 | 672 | 692 | 25 36 |
| Staves, Salt Barrel | 27 | 19 | | | | | | | 30 | 19 | 49 | 9 00 |
| Shingles | 9 | 5 | | | | | | | 9 | 5 | 14 | 4 00 |
| Split Posts and Fence Rails, in Vessels | | 2 | | | | | | | | 2 | 2 | 0 40 |
| " " Rafts | | | | | | | | | | | | |
| Timber, Square, in Vessels | 675 | 2,300 | | | | | 20 | | 675 | 2,320 | 2,995 | 37 74 |
| " " Rafts | 347 | 3,458 | | | | | | | 347 | 3,458 | 3,805 | 93 64 |
| Traverses | | 10,614 | | | | | | | | 10,614 | 10,614 | 27 58 |
| Woodenware and Wood partly manufactured | 51 | 6 | | | | | | | 51 | 6 | 57 | 10 20 |
| Total Freight paying Tolls | 122,840 | 133,305 | 1,179 | 1,751 | 710 | 2,022 | 10,382 | 18,268 | 135,111 | 157,356 | 292,467 | 10,138 29 |
| Free Goods, having paid Full Tolls on the Welland Canal— | | | | | | | | | | | 8,213 | |
| Com. | | | | | | | | | | | 8,213 | |

| | | | | | | | |
|----------------------------|---------|-------|-------|-----|--------|---------|------------|
| Coal, free per O. C. | 46,182 | 1,179 | 1,761 | 8 | 48,403 | 94,653 | 94,653 |
| Stone | 1,800 | | | | | 1,800 | 1,800 |
| Lumber | 134 | | | | | 134 | 134 |
| Grand Total Freight | 170,956 | 1,179 | 1,761 | 718 | 58,845 | 105,569 | 397,267 |
| Total Way Tolls on Vessels | | | | | | | |
| Passengers | | | | | | | 5,983 46 |
| Free Goods | | | | | | | 959 64 |
| | | | | | | | \$4,761 07 |
| Total Way Tolls | | | | | | | 17,081 39 |

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th Nov., 1889.

APPENDIX A—Continued.

No. (A) 11.—GENERAL STATEMENT showing the Quantity of each Article transported on the Ottawa Canals and the amount of Revenue Collected, during the Season of Navigation in 1888.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Total. | | Total Tons. | Amount of Tolls. \$ cts. |
|--|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|--------|-------|-------------|--------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| Ashes, Pot and Pearl..... | | 61 | | | | | | | | 61 | 61 | 11 50 |
| Apples..... | 10 | 40 | | | | | | | 10 | 40 | 50 | 2 90 |
| Agricultural Products not enumerated, Vegetable..... | | 79 | | | | | | | | 79 | 79 | 4 73 |
| Agricultural Products not enumerated, Annual..... | 7 | 1,755 | | | | | | | 7 | 1,755 | 1,762 | 158 47 |
| Agricultural Implements..... | 4 | 23 | | | | | | | 4 | 23 | 27 | 4 27 |
| Barley..... | | 471 | | | | | | | | 471 | 471 | 31 55 |
| Bricks..... | 3 | | | | | | | | 3 | | 3 | 0 06 |
| Bones..... | | 23 | | | | | | | | 23 | 23 | 2 05 |
| Brimstone..... | | | | | | | | | | | | |
| Cement and Water Lime..... | 3 | 47 | | | | | | | 3 | 47 | 50 | 4 33 |
| Clay, Lime and Sand..... | | 8,223 | | | | | | | | 8,223 | 8,223 | 189 25 |
| Coal..... | | 327 | | | | | | | | 327 | 327 | 10 90 |
| Corn..... | 1 | | | | | | | | 1 | | 563 | 36 24 |
| Cattle..... | | 563 | | | | | | | | 563 | 564 | |
| Cotton, Raw..... | | | | | | | | | | | | |
| Crockery and Earthenware..... | | | | | | | | | | | | |
| Dye Wood and Dye Stuffs..... | | | | | | | | | | | | |
| Fish..... | | | | | | | | | | | | |
| Flax and Hemp..... | | | | | | | | | | | | |
| Flour..... | | 23 | | | | | | | | 23 | 23 | 1 03 |
| Furniture..... | 8 | 36 | | | | | | | 8 | 36 | 44 | 6 12 |
| Gypsum..... | | | | | | | | | | | | |
| Glass, all kinds..... | | | | | | | | | | | | |
| Hay, Pressed..... | | 815 | | | | | | | | 815 | 815 | 73 78 |
| Hogs..... | | 91 | | | | | | | | 91 | 91 | 6 21 |
| Horses..... | 32 | 222 | | | | | | | 32 | 222 | 244 | 12 84 |
| Hides and Skins, Horns and Hoofs..... | | 39 | | | | | | | | 39 | 39 | 3 08 |
| Ice..... | | | | | | | | | | | | |

| | | | |
|--|--------|--------|----------|
| Iron, Railway..... | 10 | 10 | 0 78 |
| " Pig..... | 5 | 5 | 0 30 |
| " all other..... | 23 | 116 | 7 88 |
| Iron Ore..... | | | |
| Kryolite, Chemical Ore, and other Ore, except Iron..... | 830 | 830 | 41 50 |
| Lard and Lard Oil..... | 9 | 9 | 0 77 |
| Meat, all kinds..... | 2 | 2 | 0 20 |
| Meats, other than Pork..... | 87 | 87 | 8 26 |
| Marble..... | | | |
| Manilla..... | | | |
| Molasses..... | 2 | 2 | 0 20 |
| Nails..... | 3 | 3 | 0 30 |
| Oats..... | 1,088 | 1,088 | 67 11 |
| Oil, in barrels..... | 8 | 8 | 1 45 |
| Oil Cake..... | | | |
| Pease..... | 1,351 | 1,351 | 94 63 |
| Potatoes..... | 497 | 499 | 32 75 |
| Pork..... | 4 | 74 | 6 57 |
| Paint..... | | | |
| Pitch and Tar..... | | | |
| Rags..... | 50 | 50 | 8 86 |
| Rye..... | 2 | 2 | 0 20 |
| Rosin..... | | | |
| Salt..... | 5 | 5 | 0 20 |
| Stone, intended for Cutting..... | 1 | 1 | 0 04 |
| " wrought..... | | | |
| " not suitable for Cutting, unwrought..... | | | |
| Seeds, all kinds..... | 27 | 27 | 2 65 |
| Sheep..... | 426 | 426 | 30 07 |
| Soda Ash..... | | | |
| Steele..... | | | |
| Sugar..... | 4 | 4 | 0 40 |
| Spirits, Beer, &c..... | 1 | 1 | 0 19 |
| Tobacco, Raw..... | | | |
| Tallow..... | 75 | 75 | 5 03 |
| Tin..... | 1 | 1 | 0 19 |
| Turpentine..... | | | |
| Wheat..... | 40 | 40 | 3 85 |
| White Lead..... | 2 | 2 | 0 38 |
| Whiting..... | | | |
| Wool..... | 1 | 1 | 0 10 |
| All other Goods and Merchandise not enumerated..... | 82 | 283 | 49 29 |
| Bark..... | | | |
| Barrels, Empty..... | 80 | 80 | 10 17 |
| Boat Knees..... | | | |
| Floats..... | 26,724 | 26,724 | 376 51 |
| Firewood, in Vessels..... | 65,856 | 67,719 | 2,640 25 |
| " Rafts..... | 7,506 | 7,506 | 82 06 |

APPENDIX A—Continued.

No. (A) 11.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Concluded.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tons. |
|---|----------------------------------|---------|---------------------------------------|---------|--|-------|---------------------------------------|-------|-------|---------|-------------|-----------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| Hoops | | 29 | | | | | | | | 29 | | 2 50 |
| Hop Poles | | | | | | | | | | | | |
| Lumber, sawn, in Vessels. | | 395,390 | | 135,593 | | | | | | 530,985 | 530,985 | 41,387 27 |
| “ “ Rafts | 2,221 | | | | | | | | | 2,221 | 2,221 | 150 89 |
| Masts, Spars and Telegraph Poles, in Vessels. | | | | | | | | | | | | |
| “ “ Rafts | | 1,674 | | 31 | | | | | | 1,705 | 1,705 | 164 60 |
| Railway Ties, in Vessels | | 1,784 | | | | | | | | 1,784 | 1,784 | 165 29 |
| “ “ Rafts | | 10,145 | | | | | | | | 10,145 | 10,145 | 255 62 |
| Saw Logs | | 1 | | | | | | | | 1 | 1 | 0 15 |
| Staves and Headings, Barrel Pipe | | | | | | | | | | | | |
| “ “ West India. | | | | | | | | | | | | |
| Staves, Salt Barrel | | 213 | | 206 | | | | | | 419 | 419 | 277 08 |
| Shingles. | | | | | | | | | | | | |
| Split Posts and Fence Rails, in Vessels. | | 11 | | | | | | | | 11 | 11 | 2 32 |
| “ “ Rafts | | | | | | | | | | | | |
| Timber, Square, in Vessels | | 8,080 | | | | | | | | 8,080 | 8,080 | 92 40 |
| “ “ Rafts | | 220 | | | | | | | | 220 | 220 | 1 35 |
| Traverses | | | | | | | | | | | | |
| Woodenware and Wood partly manufactured | | | | | | | | | | | | |
| Total Freight paying Tolls | 192 | 537,740 | | 137,683 | | | | | | 192 | 675,617 | 46,532 61 |
| Timber, &c., Free, per Order in Council. | | 17,632 | | | | | | | | | 17,632 | |
| Grand Total Freight | 192 | 555,372 | | 137,683 | | | | | | 192 | 693,249 | |

| | |
|---|-----------|
| Total Tolls on Vessels | 4,626 27 |
| “ “ Passengers | 189 55 |
| “ Free Goods | \$254 83 |
| “ Fines and Damages | 7 00 |
| “ Other Receipts ..... | ..... |
| Total Revenue, exclusive of Hydraulic Rents | 51,355 43 |

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, 30th Nov., 1889.

APPENDIX A—Continued.

No. (A) 12.—GENERAL STATEMENT showing the Quantity of each Article transported on the Chambly Canal, and the Amount of Revenue collected during the Season of Navigation in 1888.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. \$ cts. |
|---------------------------------------|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|-------|---------|-------------|--------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| | | | | | | | | | | | | |
| Ashes, Pot and Pearl. | | | | | | | | | | | 709 | 58 05 |
| Apples. | | 622 | | | | | | 87 | | | 709 | |
| Agricultural Products not enumerated. | 12 | 206 | | | | | | | 12 | 206 | 218 | 7 27 |
| Vegetable. | | | | | | | | | | | | |
| Agricultural Products not enumerated. | 9 | 30 | | | | | | | 9 | 30 | 39 | 1 30 |
| Animal. | | | | | | | | | | | 9 | 0 90 |
| Agricultural Implements. | | | | | | | | | 373 | | 373 | 30 64 |
| Barley. | 350 | | 373 | | | | 4,881 | | 350 | 4,881 | 5,231 | 503 78 |
| Bricks. | | | | | | | | | 277 | 12 | 289 | 28 10 |
| Bones. | 12 | | 277 | | | | | | | | | |
| Brimstone. | | | | | | | | | | | | |
| Cement and Water Lime. | | | | | | | | | | | | |
| Clay, Lime and Sand. | 325 | 57 | | | | | 4,946 | | 325 | 5,003 | 5,328 | 535 19 |
| Coal. | | | | | | | 108,994 | | | 108,994 | 108,994 | 10,650 09 |
| Corn. | | | | | | | | | | 36 | 36 | 1 20 |
| Cattle. | | | | | | | | | | | | |
| Cotton, Raw. | | 36 | | | | | | | | | | |
| Crockery and Earthenware. | | | | | | | | | | 6 | 6 | 0 60 |
| Dye Wood and Dye Stuffs. | 3 | | | | | | 127 | | 3 | 127 | 130 | 12 70 |
| Fish. | | | | | | | | | | | | |
| Flax and Hemp. | | | | | | | | | | | | |
| Flour. | 366 | | | | | | | | 366 | 11 | 377 | 12 78 |
| Furniture. | 30 | | | | | | | | 30 | 2 | 32 | 1 20 |
| Gypsum. | | | | | | | | | | | | |
| Glass, all kinds. | | | | | | | | | | | | |
| Hay, Pressed. | 149 | 1,133 | 762 | | | | | | 911 | 1,133 | 2,044 | 116 83 |
| Hogs. | | | | | | | | | | | | |
| Horses. | 9 | | | | | | | | 9 | 18 | 27 | 0 90 |
| Hides and Skins, Horns and Hoofs. | | | | | | | | | | | 3 | 0 10 |
| Ice. | | | | | | | | | | | | |

APPENDIX A—Continued.
No. (A) 12.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Concluded.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. \$ cts. |
|---|----------------------------------|-------|---------------------------------------|--------|--|-------|---------------------------------------|---------|--------|---------|-------------|-----------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| Hoops..... | | | | | | | | | | | | |
| Hop Poles..... | | | | | | | | | | | | |
| Lumber, Sawn, in Vessels..... | 5,107 | 1,261 | 76,254 | 8,886 | | | 366 | | 81,361 | 10,513 | 91,874 | 5,348 32 |
| " " Rafts..... | | | | | | | | | | | | |
| Masts, Spars and Telegraph Poles, in Vessels..... | | | | | | | | | | | | |
| " " Rafts..... | | | | | | | | | | | | |
| Masts, Spars and Telegraph Poles, in Rafts..... | | | | | | | | | | | | |
| Railway Ties, in Vessels..... | 2,070 | 750 | 7,018 | 3,075 | | | | | 9,088 | 3,825 | 12,913 | 990 44 |
| " " Rafts..... | | | | | | | | | | | | |
| Sawlogs..... | | | | | | | | | | | | |
| Staves and Headings, Barrel..... | | | | | | | | | | | | |
| " " Pipe..... | | | | | | | | | | | | |
| " " West India..... | | | | | | | | | | | | |
| Staves, Salt Barrel..... | | | | | | | | | | | | |
| Shingles..... | 38 | | | | | | | | 38 | | 38 | 5 90 |
| Split Posts and Fence Rails, in Vessels..... | 8 | | | | | | | | 8 | | 8 | 0 54 |
| Split Posts and Fence Rails, in Rafts..... | | | | | | | | | | | | |
| Timber, Square, in Vessels..... | 126 | | | | | | | | 126 | | 126 | 12 59 |
| " " Rafts..... | 14 | | | | | | | | 14 | | 14 | 0 24 |
| Traverses..... | | | | | | | | | | | | |
| Woodenware and Wood partly manufactured..... | | | | | | | | | | | | |
| Total Freight paying Tolls..... | 9,969 | 5,999 | 84,684 | 11,961 | | | 21 | 128,812 | 94,674 | 146,772 | 241,446 | 19,383 15 |
| Coal, Free, per Order in Council..... | 307 | | | | | | | | 307 | | 307 | |
| Grand Total, Freight..... | 10,276 | 5,999 | 84,684 | 11,961 | | | 21 | 128,812 | 94,981 | 146,772 | 241,753 | |

| | |
|--|-----------|
| Total Toll on Vessels..... | 2,841 19 |
| " Passengers..... | 58 28 |
| " Free Goods..... | \$30,700 |
| Fines and Damages .. | 17 60 |
| Wharfage and Storage ..... | ..... |
| Total Revenue, exclusive of Hydraulic Rents..... | 22,300 22 |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th Nov., 1889.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX A—Continued.

No. (A) 13.—GENERAL STATEMENT showing the Quantity of each Article transported on the Rideau Canal, and the Amount of Revenue collected during the Season of Navigation in 1888.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. \$ cts. |
|---|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|-------|-------|-------------|-----------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| | Ashes, Pot and Pearl | | 44 | | | | | | | 44 | | 44 | 10 70 |
| Apples | | 59 | | | | | | | 59 | | 59 | 2 48 |
| Agricultural Products, not enumerated, Vegetable | 16 | | | | | | | | | 16 | 16 | 0 42 |
| Agricultural Products, not enumerated, Animal | 36 | 708 | | | | | | | 36 | 708 | 744 | 41 51 |
| Agricultural Implements | 19 | 82 | | | | | | | 19 | 82 | 101 | 13 95 |
| Barley | 275 | | | | | | | | 275 | | 275 | 6 49 |
| Bricks | 116 | 101 | | | | | | | 116 | 101 | 217 | 5 97 |
| Bones | 3 | 24 | | | | | | | 3 | 24 | 27 | 1 19 |
| Brimstone | | | | | | | | | | | | |
| Cement and Water Lime | 97 | 20 | | | | | | | 97 | 20 | 117 | 3 89 |
| Clay, Lime and Sand | 18 | 5 | | | | | | | 18 | 5 | 23 | 0 55 |
| Coal | | 9,523 | | | | | | | | 9,523 | 9,523 | 417 74 |
| Corn | | 92 | | | | | | | | 92 | 92 | 2 68 |
| Cattle | 2 | | | | | | | | | 2 | 2 | 0 06 |
| Cotton, Raw | | | | | | | | | | | | |
| Crockery and Earthenware | 14 | 8 | | | | | | | 14 | 8 | 22 | 3 03 |
| Dye Wood and Dye Stuffs | 166 | 5 | | | | | | | 166 | 5 | 171 | 4 12 |
| Fish | | | | | | | | | | | | |
| Flax and Hemp | | | | | | | | | | | | |
| Flour | 33 | 399 | | | | | | | 33 | 399 | 432 | 12 58 |
| Furniture | 12 | 17 | | | | | | | 12 | 17 | 29 | 3 30 |
| Gypsum | | | | | | | | | | | | |
| Glass, all kinds | 8 | 4 | | | | | | | 8 | 4 | 12 | 2 02 |
| Hay, Pressed | 272 | 20 | | | | | | | 272 | 20 | 292 | 13 59 |
| Hogs | | | | | | | | | | | | |
| Horses | 2 | 8 | | | | | | | 2 | 8 | 10 | 0 20 |
| Hides and Skins, Horns and Hoofs | 2 | 10 | | | | | | | 2 | 10 | 12 | 0 43 |
| Ice | | | | | | | | | | | | |

| | | | | | |
|--|--------|-------|--------|-------|--------|
| Iron, Railway..... | 309 | 6 | 309 | 6 | 0 17 |
| “ Pig..... | 177 | 12 | 189 | 12 | 9 27 |
| “ all other..... | | | | | 5 81 |
| Iron Ore..... | 40 | 1,131 | 1,171 | 1,131 | 58 55 |
| Kryolite, Chemical Ore and other Ore, except Iron..... | 18 | 2 | 20 | 2 | 0 49 |
| Lead and Lead Ore..... | 23 | 2 | 25 | 2 | 0 60 |
| Meal, all kinds..... | 11 | 2 | 13 | 2 | 0 32 |
| Meats, other than Pork..... | 6 | 8 | 14 | 8 | 1 24 |
| Marble..... | | | | | |
| Manilla..... | | | | | |
| Molasses..... | 77 | 3 | 80 | 3 | 7 00 |
| Nails..... | 186 | 1 | 187 | 1 | 17 44 |
| Oats..... | 47 | 17 | 17 | 17 | 0 44 |
| Oil, in Barrels..... | | 85 | 132 | 85 | 12 99 |
| Oil Cake..... | | 1 | 1 | 1 | 0 03 |
| Pease..... | 12 | 3 | 15 | 3 | 0 38 |
| Potatoes..... | 105 | 25 | 130 | 25 | 3 42 |
| Pork..... | 132 | 43 | 175 | 43 | 4 42 |
| Paint..... | 2 | 2 | 2 | 2 | 0 18 |
| Pitch and Tar..... | 19 | 15 | 19 | 15 | 1 67 |
| Rags..... | | | | | 2 19 |
| Rye..... | 15 | 15 | 15 | 15 | 0 37 |
| Rosin..... | | | | | |
| Salt..... | 629 | 160 | 789 | 160 | 24 50 |
| Stone, intended for Cutting..... | 821 | 619 | 1,440 | 619 | 48 28 |
| “ wrought..... | | | | | |
| “ not suitable for Cutting, unwrought..... | | 691 | 691 | 691 | 17 20 |
| Seeds, all kinds..... | 32 | 3 | 35 | 3 | 0 88 |
| Sheep..... | 5 | 2 | 7 | 2 | 0 19 |
| Soda Ash..... | 14 | | 14 | | 1 58 |
| Steel..... | | | | | |
| Sugar..... | 447 | 29 | 476 | 29 | 45 46 |
| Spirits, Beer, &c..... | 73 | 11 | 84 | 11 | 7 54 |
| Tobacco, Raw..... | | | | | |
| Tallow..... | | 6 | 6 | 6 | 0 21 |
| Tin..... | 9 | 9 | 9 | 9 | 0 80 |
| Turpentine..... | | | | | |
| Wheat..... | 9 | 317 | 326 | 317 | 7 74 |
| White Lead..... | 3 | | 3 | | 0 26 |
| Whiting..... | 28 | 5 | 33 | 5 | 2 88 |
| Wool..... | 5 | | 5 | | 0 13 |
| All other Goods and Merchandise not enumerated..... | 600 | 341 | 941 | 341 | 134 03 |
| Bark..... | 59 | | 59 | | 1 43 |
| Barrels, Empty..... | 30 | | 30 | | 1 82 |
| Boat Knees..... | | | | | |
| Floats..... | 300 | 106 | 406 | 106 | 7 11 |
| Firewood, in Vessels..... | 19,965 | 3,498 | 23,463 | 3,498 | 437 93 |
| “ Ratts..... | | | | | |

APPENDIX A—Continued.
 No. (A) 13.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. \$ cts. |
|--|----------------------------------|--------|---------------------------------------|-------|--|-------|---------------------------------------|-------|--------|--------|-------------|-----------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| | | | | | | | | | | | | |
| Hoops..... | 66 | | | | | | | | 66 | | 66 | 9 50 |
| Hop Poles..... | 47,788 | 8,380 | | | | | | | 51,373 | 8,380 | 59,753 | 2,313 63 |
| Lumber, Sawn, in Vessels | 12 | 15 | | | | | | | 12 | 15 | 27 | 1 27 |
| “ “ Rafts | | | | | | | | | | | | |
| Masts, Spars and Telegraph Poles, in Vessels | 223 | | | | | | | | 223 | | 223 | 17 84 |
| Masts, Spars and Telegraph Poles, in Rafts | 4,873 | | 615 | | | | | | 5,488 | | 5,488 | 612 92 |
| Railway Ties, in Vessels..... | | | | | | | | | | | | |
| “ “ Rafts | | | | | | | | | | | | |
| Saw Logs..... | 469 | 276 | | | | | | | 469 | 276 | 745 | 17 02 |
| Staves and Headings, Barrel | | 1 | | | | | | | | 1 | 1 | 0 02 |
| “ “ Pipe | | | | | | | | | | | | |
| “ “ West India | | | | | | | | | | | | |
| Staves, Salt Barrel..... | 25 | 26 | | | | | | | 25 | 26 | 51 | 8 26 |
| Shingles..... | 14 | 12 | | | | | | | 25 | 12 | 37 | 4 99 |
| Split Posts and Fence Rails, in Vessels | | | | | | | | | | | | |
| “ “ Rafts | | | | | | | | | | | | |
| Timber, Square, in Vessels..... | | 20 | | | | | | | | 20 | 20 | 0 38 |
| “ “ Rafts | | | | | | | | | | | | |
| Traverses..... | | | | | | | | | | | | |
| Woodenware and Wood partly manufactured | 4 | 4 | | | | | | | 4 | 4 | 8 | 1 40 |
| Total Freight paying Tolls..... | 78,779 | 27,001 | 4,211 | | | | | | 82,990 | 27,001 | 109,991 | 4,401 17 |
| Coal, Free, per O.C..... | 2,257 | | | | | | | | 2,257 | | 2,257 | |
| Grand Total Freight..... | 81,036 | 27,001 | 4,211 | | | | | | 85,247 | 27,001 | 112,248 | |

| | |
|--|----------|
| Total Tolls on Vessels..... | 2,050 13 |
| " Passengers..... | 115 56 |
| " Free coal..... | 60 24 |
| Wharfage and Storage..... | 34 70 |
| Fines and Damages..... | 12 40 |
| Other receipts..... | 105 40 |
| Total Revenue, exclusive of Hydraulic Rents..... | 6,719 36 |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th Nov., 1889.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX A—Continued.

No. (A) 14.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Peter's Canal, and the amount of Revenue collected thereon, during the Season of Navigation in 1888.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. \$ cts. |
|---|----------------------------------|--------|---------------------------------------|-------|--|-------|---------------------------------------|-------|--------|--------|-------------|-----------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| Fish..... | 41 | 1,067 | | | | | | | 41 | 1,067 | 1,108 | 11 08 |
| Flour..... | 1,521 | 391 | | | | | | | 1,815 | 391 | 2,206 | 22 06 |
| Coal..... | 2,171 | 18,485 | | 160 | | | | | 2,171 | 18,645 | 20,816 | 208 16 |
| Lumber..... | 2,660 | 1,466 | | | | | | | 2,660 | 1,466 | 4,126 | 41 26 |
| Other Agricultural Products..... | 4,805 | 4,295 | | | | | | | 4,805 | 4,295 | 9,100 | 91 00 |
| Other Merchandise..... | 1,476 | 317 | | | | | | | 1,476 | 317 | 1,793 | 17 93 |
| Total Freight paying Tolls..... | 12,674 | 26,021 | | 160 | | | | 294 | 12,968 | 26,181 | 39,149 | 391 49 |
| Total Tolls on Vessels..... | | | | | | | | | | | | 1,813 08 |
| Passengers..... | | | | | | | | | | | | 2,204 57 |
| Total Revenue, exclusive of Hydraulic Rents.... | | | | | | | | | | | | |

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1889.

APPENDIX A—Continued.

No. (A) 15.—GENERAL STATEMENT showing the Quantity of each Article transported on the Newcastle District Canals, and the amount of Revenue collected, during the Season of Navigation in 1888.

| ARTICLES. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. |
|--|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|--------|-------|-------------|------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| Bark..... | 45 | | | | | | | | 45 | | 45 | \$ 0 75 |
| Firewood..... | 10,878 | | | | | | | | 10,878 | | 10,878 | 113 28 |
| Lumber, Sawn..... | 434 | | | | | | | | 434 | | 434 | 3 24 |
| [Railway Ties..... | 127 | | | | | | | | 127 | | 127 | 4 73 |
| [Saw logs..... | 1,850 | | | | | | | | 1,850 | | 1,850 | 33 00 |
| [Shingles..... | 79 | | | | | | | | 79 | | 79 | 10 42 |
| [Square Timber..... | 480 | 200 | | | | | | | 480 | 200 | 680 | 14 00 |
| [Stone, unwrought..... | 706 | | | | | | | | 706 | | 706 | 4 70 |
| Total Freight paying Tolls..... | 14,599 | 200 | | | | | | | 14,599 | 200 | 14,799 | 184 12 |
| Tolls on vessels..... | | | | | | | | | | | | 73 00 |
| Total Revenue, exclusive of Hydraulic Rents..... | | | | | | | | | | | | 257 12 |

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1889.

APPENDIX

No. (A) 16.—STATEMENT of Traffic on the undermentioned Canals, and

| ARTICLES. | Welland Canal. | | St. Lawrence Canals. | |
|---|----------------|-----------|----------------------|-----------|
| | Tons. | Tolls. | Tons. | Tolls. |
| <i>Class No. 1.</i> | | \$ cts. | | \$ cts. |
| Canadian Vessels, steam..... | 236,533 | 3,344 70 | 606,104 | 3,653 83 |
| United States Vessels, steam..... | 210,312 | 3,161 45 | 16,238 | 113 76 |
| Canadian Vessels, sail..... | 241,420 | 4,489 96 | 801,693 | 8,637 47 |
| United States Vessels, sail..... | 140,006 | 3,117 42 | 76,061 | 592 25 |
| Total, Class No. 1..... | 828,271 | 14,113 53 | 1,500,096 | 12,997 31 |
| <i>Class No. 2.</i> | No. | | No. | |
| Passengers..... | 3,402 | 130 58 | 50,602 | 2,478 79 |
| <i>Class No. 3.</i> | Tons. | | Tons. | |
| Bricks..... | 51 | 1 09 | 8,133 | 337 10 |
| Brimstone..... | 15 | 2 25 | | |
| Cement and Water Lime..... | 352 | 50 48 | 2,952 | 405 48 |
| Clay, Lime and Sand..... | 948 | 96 66 | 27,297 | 1,091 58 |
| Fish..... | 217 | 32 42 | 502 | 55 94 |
| Gypsum..... | 885 | 47 37 | 3,079 | 100 93 |
| Iron, Railway..... | 93 | 10 02 | 10,677 | 1,504 39 |
| “ Pig..... | 1,602 | 267 75 | 5,640 | 827 17 |
| “ all other..... | 1,618 | 282 88 | 12,386 | 698 79 |
| Salt..... | 316 | 16 65 | 3,470 | 414 39 |
| Steel..... | | | 39 | 5 80 |
| Stone, for cutting..... | 6,535 | 1,307 00 | 4,640 | 490 57 |
| Apples..... | 902 | 33 72 | 1,667 | 229 85 |
| Barley..... | 5,906 | 830 04 | 1,563 | 59 05 |
| Corn..... | 194,886 | 38,977 20 | 7,538 | 223 09 |
| Cotton, Raw..... | | | 10 | 1 20 |
| Flax and Hemp..... | | | 12 | 0 95 |
| Flour..... | 16,983 | 2,015 59 | 5,965 | 782 60 |
| Hay, pressed..... | 38 | 4 40 | 1,551 | 85 28 |
| Meals, all kinds..... | 11,927 | 2,349 83 | 689 | 32 01 |
| Oil Cake..... | | | 13 | 0 49 |
| Oats..... | 26,629 | 5,318 58 | 1,743 | 100 18 |
| Pease..... | 762 | 81 60 | 20,386 | 419 16 |
| Potatoes..... | 17 | 0 33 | 133 | 9 10 |
| Rye..... | 811 | 162 20 | | |
| Seeds, all kinds..... | 64 | 12 39 | 9,267 | 384 94 |
| Tobacco, Raw..... | | | 8 | 0 87 |
| Wheat..... | 160,963 | 30,249 63 | 23,851 | 478 94 |
| All other Agricultural Products, Vegetable..... | 7 | 0 14 | 706 | 68 60 |
| Bones..... | | | 821 | 99 22 |
| Cattle..... | | | 365 | 28 07 |
| Hogs..... | | | 22 | 2 60 |
| Hides and Skins, Horns and Hoofs..... | 39 | 7 80 | 23 | 3 10 |
| Horses..... | 12 | 1 03 | 345 | 25 61 |
| Lard and Lard Oil..... | 84 | 16 80 | 206 | 22 75 |
| Meats, other than Pork..... | 59 | 11 80 | 49 | 4 62 |
| Pork..... | 345 | 69 00 | 474 | 33 40 |
| Sheep..... | | | 138 | 12 93 |
| Tallow..... | 432 | 64 50 | 172 | 8 62 |
| Wool..... | 18 | 3 60 | 14 | 1 81 |
| All other Agricultural Products, Animal..... | | | 547 | 65 14 |
| Total, Class No. 3..... | 433,516 | 82,324 85 | 157,093 | 9,116 35 |

A—Continued.

the Amount of Tolls collected during the Season of Navigation in 1888.

| Chambly Canal. | | Ottawa Canals. | | Rideau Canal. | | St. Peter's Canal. | | Newcastle District Canals. | |
|----------------|----------|----------------|----------|---------------|----------|--------------------|----------|----------------------------|---------|
| Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. |
| | \$ cts. | | \$ cts. | | \$ cts. | | \$ cts. | | \$ cts. |
| 58,011 | 190 66 | 167,964 | 665 64 | 70,360 | 715 96 | 18,733 | 374 66 | 2,387 | 72 00 |
| 378 | 4 38 | | | 514 | 12 61 | | | | |
| 57,688 | 931 63 | 211,455 | 2,954 85 | 96,106 | 1,105 11 | 71,668 | 1,433 66 | 200 | 1 00 |
| 127,064 | 1,714 52 | 42,868 | 1,005 78 | 18,083 | 216 45 | 253 | 5 06 | | |
| 243,141 | 2,841 19 | 422,287 | 4,626 27 | 105,063 | 2,050 13 | 90,654 | 1,813 08 | 2,587 | 73 00 |
| No. | | No. | | No. | | No. | | No. | |
| 3,488 | 58 28 | 14,112 | 189 55 | 4,193 | 115 56 | | | | |
| Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| 5,231 | 503 78 | 3 | 0 06 | 217 | 5 97 | | | | |
| | | 50 | 4 33 | 117 | 3 89 | | | | |
| 5,328 | 535 19 | 8,223 | 189 25 | 23 | 0 55 | | | | |
| | | | | 171 | 4 12 | 1,108 | 11 08 | | |
| | | 10 | 0 78 | 6 | 0 17 | | | | |
| | | 5 | 0 30 | 309 | 9 27 | | | | |
| 105 | 10 50 | 116 | 7 88 | 189 | 5 81 | | | | |
| 436 | 37 48 | 5 | 0 20 | 789 | 24 50 | | | | |
| | | | | | | | | | |
| 592 | 52 54 | 1 | 0 04 | 1,440 | 48 28 | | | | |
| 709 | 58 05 | 50 | 2 90 | 59 | 2 48 | | | | |
| 373 | 30 64 | 471 | 31 55 | 275 | 6 49 | | | | |
| | | | | 92 | 2 68 | | | | |
| | | | | | | | | | |
| 377 | 12 78 | 23 | 1 03 | 432 | 12 58 | 2,206 | 22 06 | | |
| 2,044 | 116 83 | 815 | 73 78 | 292 | 13 59 | | | | |
| | | 2 | 0 20 | 25 | 0 60 | | | | |
| | | | | 1 | 0 03 | | | | |
| 1,050 | 35 03 | 1,088 | 67 11 | 17 | 0 44 | | | | |
| 192 | 7 55 | 1,351 | 94 63 | 15 | 0 38 | | | | |
| | | 499 | 32 75 | 130 | 3 42 | | | | |
| 9 | 0 30 | 2 | 0 20 | 15 | 0 37 | | | | |
| 12 | 0 40 | 27 | 2 65 | 35 | 0 88 | | | | |
| 3 | 0 30 | | | | | | | | |
| | | 40 | 3 85 | 326 | 7 74 | | | | |
| 218 | 7 27 | 79 | 4 73 | 16 | 0 42 | 9,100 | 91 00 | | |
| 289 | 28 10 | 23 | 2 05 | 27 | 1 19 | | | | |
| 36 | 1 20 | 564 | 36 24 | 2 | 0 06 | | | | |
| | | 91 | 6 21 | | | | | | |
| 3 | 0 10 | 39 | 3 68 | 12 | 0 43 | | | | |
| 27 | 0 90 | 244 | 12 84 | 10 | 0 29 | | | | |
| | | 9 | 0 77 | 20 | 0 49 | | | | |
| | | 87 | 8 26 | 13 | 0 32 | | | | |
| 6 | 0 20 | 78 | 6 57 | 175 | 4 42 | | | | |
| 138 | 4 60 | 426 | 30 07 | 7 | 0 19 | | | | |
| 39 | 3 90 | 75 | 5 03 | 6 | 0 21 | | | | |
| | | 1 | 0 10 | 5 | 0 13 | | | | |
| 39 | 1 30 | 1,762 | 158 47 | 744 | 41 51 | | | | |
| 7,256 | 1,448 94 | 16,259 | 788 51 | 012 | 205 90 | 12,414 | 124 14 | | |

APPENDIX

No. (A) 16.—STATEMENT of Traffic on the undermentioned Canals, and

| ARTICLES. | Welland Canal. | | St. Lawrence Canals. | |
|--|----------------|-----------|----------------------|----------|
| | Tons. | Tolls. | Tons. | Tolls. |
| <i>Class No. 4.</i> | | \$ cts. | | \$ cts. |
| Ashes, Pot and Pearl | 86 | 17 15 | 79 | 15 80 |
| Agricultural Implements | | | 109 | 13 10 |
| Crockery and Earthenware | 150 | 5 71 | 576 | 113 27 |
| Dye Woods and Dye Stuffs | | | 213 | 11 45 |
| Furniture | 44 | 8 12 | 694 | 106 23 |
| Glass, all kinds | 22 | 2 64 | 531 | 98 97 |
| Marble | 4,663 | 699 45 | 22 | 3 82 |
| Manilla | 105 | 15 75 | 19 | 3 80 |
| Molasses | 152 | 21 14 | 2,252 | 159 38 |
| Nails | 290 | 25 72 | 3,463 | 548 34 |
| Oil, in Barrels | 374 | 24 10 | 1,770 | 194 34 |
| Paint | 867 | 126 53 | 486 | 65 46 |
| Pitch and Tar | | | 1,435 | 99 94 |
| Rags | 14 | 2 80 | 469 | 50 80 |
| Rosin | | | 1,880 | 97 80 |
| Soda Ash | 400 | 12 60 | 1,814 | 357 07 |
| Steel | 887 | 132 81 | 182 | 27 49 |
| Sugar | 3,230 | 451 94 | 5,404 | 840 14 |
| Stone, Wrought | 299 | 55 48 | 281 | 14 19 |
| Tin | 31 | 0 59 | 579 | 100 05 |
| Turpentine | | | 388 | 22 92 |
| White Lead | 6 | 0 12 | 129 | 22 18 |
| Whiting | 392 | 58 80 | 371 | 72 58 |
| Whiskey, and all other Spirits | 260 | 38 91 | 1,002 | 183 62 |
| Merchandise, not enumerated | 24,582 | 3,669 75 | 10,581 | 1,625 92 |
| Total, Class No. 4 | 36,854 | 5,370 11 | 34,729 | 4,848 66 |
| <i>Class No. 5.</i> | | | | |
| Bark | | | | |
| Barrels, Empty | 302 | 36 69 | 239 | 20 38 |
| Boat Knees | | | | |
| Floats | 429 | 5 09 | 4,240 | 74 20 |
| Firewood, in Vessels | 19,110 | 838 11 | 13,578 | 491 72 |
| do Rafts | | | 186 | 3 89 |
| Lumber, Sawn, in Vessels | 59,604 | 10,216 98 | 55,789 | 2,185 28 |
| do Rafts | | | 69 | 3 84 |
| Hoops | | | 13 | 1 40 |
| Railway Ties, in Vessels | 1,324 | 189 51 | 4,409 | 104 53 |
| do Rafts | | | | |
| Masts, Spars and Telegraph Poles, in Vessels | | | 1 | 0 02 |
| do do Rafts | | | 23,735 | 594 05 |
| Square Timber, in Vessels | 45,275 | 6,786 43 | 2,995 | 37 74 |
| do Rafts | 221 | 24 62 | 4,405 | 153 64 |
| Woodenware and Wood partly manufactured | 134 | 53 60 | 86 | 21 80 |
| Shingles | 18 | 5 21 | 49 | 9 00 |
| Split Posts and Fence Rails, in Vessels | | | 14 | 4 00 |
| do do Rafts | | | 2 | 0 40 |
| Saw Logs | 10,000 | 332 71 | 20,573 | 470 57 |
| Staves and Headings, Barrel | 104 | 11 68 | 67 | 5 20 |
| do Pipe | 543 | 101 43 | 149 | 4 88 |
| do West India | 1,247 | 233 18 | 974 | 53 84 |
| do Salt Barrel | 2 | 0 15 | | |
| Traverses | | | 10,614 | 27 58 |
| Hop Poles | | | | |
| Total, Class No. 5 | 138,313 | 18,835 39 | 142,187 | 4,267 96 |

A—Continued.

the amount of Tolls collected, &c.—Continued.

| Chambly Canal. | | Ottawa Canals. | | Rideau Canal. | | St. Peter's Canal. | | Newcastle District Canals. | |
|----------------|----------|----------------|-----------|---------------|----------|--------------------|---------|----------------------------|---------|
| Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. |
| | \$ cts. | | \$ cts. | | \$ cts. | | \$ cts. | | \$ cts. |
| | | 61 | 11 59 | 44 | 10 70 | | | | |
| 9 | 0 90 | 27 | 4 27 | 101 | 13 95 | | | | |
| 6 | 0 60 | | | 22 | 3 03 | | | | |
| 130 | 12 70 | | | | | | | | |
| 32 | 1 20 | 44 | 6 12 | 29 | 3 30 | | | | |
| | | | | 12 | 2 02 | | | | |
| | | | | 14 | 1 24 | | | | |
| 1,659 | 160 64 | 2 | 0 20 | 80 | 7 00 | | | | |
| 9 | 0 30 | 3 | 0 30 | 187 | 17 44 | | | | |
| 622 | 60 48 | 12 | 1 45 | 132 | 12 99 | | | | |
| 8 | 0 60 | | | 2 | 0 18 | | | | |
| 899 | 89 90 | | | 19 | 1 67 | | | | |
| | | 50 | 8 86 | 15 | 2 19 | | | | |
| 1,969 | 196 90 | | | 14 | 1 58 | | | | |
| 12 | 0 40 | | | | | | | | |
| 1,309 | 130 30 | 4 | 0 40 | 476 | 45 46 | | | | |
| | | 1 | 0 19 | 9 | 0 80 | | | | |
| 342 | 34 20 | | | | | | | | |
| 3 | 0 10 | 2 | 0 38 | 3 | 0 26 | | | | |
| | | | | 33 | 2 88 | | | | |
| | | 1 | 0 19 | 84 | 7 54 | | | | |
| 2,581 | 208 66 | 365 | 49 29 | 941 | 134 03 | 1,793 | 17 93 | | |
| 9,590 | 897 88 | 572 | 83 24 | 2,217 | 268 26 | 1,793 | 17 93 | | |
| | | | | 59 | 1 43 | | | 45 | 0 75 |
| | | 80 | 10 17 | 30 | 1 82 | | | | |
| 333 | 18 21 | 26,724 | 376 51 | 406 | 7 11 | | | | |
| 300 | 10 00 | 67,719 | 2,640 25 | 23,463 | 437 93 | | | 10,878 | 113 28 |
| | | 7,506 | 82 06 | | | | | | |
| 91,874 | 5,348 32 | 530,985 | 41,387 27 | 59,753 | 2,313 63 | | | 434 | 3 24 |
| | | 2,221 | 150 89 | 27 | 1 27 | | | | |
| | | 29 | 2 50 | | | | | | |
| 12,913 | 990 44 | 1,705 | 164 60 | 5,488 | 612 92 | | | 127 | 4 73 |
| | | 1,784 | 165 29 | | | | | | |
| | | | | 223 | 17 84 | | | | |
| 126 | 12 59 | 8,080 | 92 40 | 20 | 0 38 | | | 680 | 14 00 |
| | | | | 8 | 1 40 | | | | |
| 38 | 5 90 | 419 | 277 08 | 51 | 8 26 | | | 79 | 10 42 |
| 8 | 0 54 | | | 37 | 4 99 | | | | |
| | | 11 | 2 32 | | | | | | |
| | | 10,145 | 255 62 | 745 | 17 02 | | | 1,850 | 33 00 |
| | | 1 | 0 15 | 1 | 0 02 | | | | |
| | | | | | | | | | |
| 14 | 0 24 | 220 | 1 35 | | | | | | |
| | | | | 66 | 9 50 | | | | |
| 105,606 | 6,386 24 | 657,629 | 45,608 46 | 90,377 | 3,435 52 | | | 14,093 | 179 42 |

APPENDIX

No. (A) 38.—STATEMENT of Traffic in the undermentioned

| ARTICLES. | Welland Canal. | | St. Lawrence Canals. | |
|--|----------------|------------|----------------------|-----------|
| | Tons. | Tolls. | Tons. | Tolls. |
| | | \$ cts. | | \$ cts. |
| <i>Special Class.</i> | | | | |
| Coal..... | 223,871 | 43,901 23 | 143,624 | 19,650 30 |
| Kryolite or Chemical Ore..... | | | 362 | 18 10 |
| Iron Ore..... | 16,872 | 843 60 | | |
| Stone, unwrought, not suitable for cutting..... | 6,278 | 536 50 | 7,114 | 209 40 |
| Ice..... | | | | |
| Total, Special Class..... | 247,021 | 45,281 33 | 151,100 | 19,877 80 |
| Total Freight and Tolls..... | 855,704 | 166,055 79 | 485,109 | 53,586 87 |
| Timber and other Wood, Free..... | 3,786 | 182 91 | 18,172 | 2,154 74 |
| Wheat, Corn, Flour, Iron, Salt, Coal, &c., &c., Free. | 19,310 | 2,896 50 | 278,318 | 9,973 03 |
| Grand Total, Passengers and Tonnage of Vessels not included | 878,800 | 169,135 20 | 781,599 | 65,714 64 |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th Nov., 1889.

A—Continued.

Canals, and the Amount of Tolls collected, &c.—Concluded.

| Chambly Canal. | | Ottawa Canals. | | Rideau Canal. | | St. Peter's Canal. | | Newcastle District Canals. | |
|----------------|-----------|----------------|-----------|---------------|----------|--------------------|----------|----------------------------|---------|
| Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. |
| | \$ cts. | | \$ cts. | | \$ cts. | | \$ cts. | | \$ cts. |
| 108,994 | 10,650 09 | 327 | 10 90 | 9,523 | 417 74 | 20,816 | 208 16 | | |
| | | 830 | 41 50 | 1,171 | 58 55 | | | | |
| | | | | 691 | 17 20 | | | 706 | 4 70 |
| 108,994 | 10,650 09 | 1,157 | 52 40 | 11,385 | 493 49 | 20,816 | 208 16 | 706 | 4 70 |
| 241,446 | 22,282 62 | 675,617 | 51,348 43 | 109,991 | 6,566 86 | 39,149 | 2,204 57 | 14,799 | 257 12 |
| | | 17,632 | 254 83 | | | | | | |
| 307 | 30 70 | | | 2,257 | 60 24 | | | | |
| 241,753 | 22,313 32 | 693,429 | 51,603 26 | 112,248 | 6,627 10 | 39,149 | 2,204 57 | 14,799 | 257 12 |

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX A—Continued.
 No. (A) 18.—STATEMENT showing the Amount of Tolls accrued each month during the Season of Navigation ended 31st December, 1888.

| Canals and Offices. | January. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Amount of Tolls. |
|---------------------------------|----------|----------|-----------|-----------|-----------|-----------|------------|-----------|-----------|-----------|------------------|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| WELLAND CANAL. | | | | | | | | | | | |
| Chippewa..... | | 2 20 | 3 42 | 10 72 | 17 13 | 5 40 | 8 20 | 23 87 | 14 22 | 7 81 | 92 97 |
| Colborne..... | | 1,587 72 | 13,250 86 | 18,137 26 | 15,462 93 | 20,130 22 | 16,433 40 | 15,684 23 | 10,145 83 | 16 16 | 110,798 61 |
| Dalhousie..... | | 1,304 89 | 10,173 50 | 8,469 55 | 6,823 62 | 7,360 82 | 6,363 96 | 7,062 49 | 4,582 12 | 0 76 | 52,761 71 |
| Dunnville..... | | 5 25 | 27 84 | 85 78 | 32 09 | 72 08 | ..... | 69 36 | 70 20 | ..... | 362 60 |
| Maitland..... | | | 7 75 | 3 75 | 14 17 | 13 35 | 29 83 | 0 54 | 0 25 | ..... | 69 64 |
| Robinson..... | | 76 90 | 288 90 | 225 55 | 239 64 | 169 41 | 120 62 | 129 14 | 58 77 | 18 66 | 1,327 59 |
| St. Catharines..... | | 58 51 | 150 74 | 74 64 | 32 92 | 75 57 | 105 06 | 63 51 | 27 11 | 4 61 | 642 67 |
| Total, Welland Canal..... | | 2,985 47 | 23,903 01 | 27,037 25 | 23,199 70 | 27,289 65 | 23,661 07 | 23,033 14 | 14,898 50 | 48 00 | 166,055 79 |
| ST. LAWRENCE CANALS. | | | | | | | | | | | |
| Beauharnois..... | | | 51 28 | 327 35 | 116 64 | 73 25 | 132 11 | 148 17 | 34 79 | ..... | 883 59 |
| Cardinal..... | | | 43 54 | 97 30 | 108 05 | 156 93 | 133 98 | 70 34 | 188 10 | 4 85 | 803 09 |
| Cornwall..... | | | 880 95 | 2,362 43 | 2,600 08 | 2,259 25 | 3,095 08 | 748 84 | 1,900 77 | 75 44 | 13,922 84 |
| Kingston..... | | | 2,237 43 | 1,502 29 | 2,232 49 | 2,370 32 | 1,764 36 | 645 06 | 293 07 | ..... | 11,045 02 |
| La Chine..... | | | 211 23 | 336 53 | 363 69 | 525 51 | 504 89 | 226 73 | 258 36 | 0 25 | 2,527 79 |
| Montreal..... | | | 2,945 41 | 4,886 37 | 4,171 23 | 4,649 78 | 3,627 56 | 3,537 33 | 1,586 86 | ..... | 24,404 54 |
| Total, St. Lawrence Canals..... | | | 6,369 84 | 9,512 27 | 9,592 18 | 10,035 04 | 9,257 98 | 4,476 47 | 4,262 55 | 80 54 | 53,586 87 |
| CHAMBLY CANAL. | | | | | | | | | | | |
| Chamby..... | | | 224 05 | 1,424 95 | 1,103 60 | 1,291 69 | 1,052 65 | 1,315 21 | 807 37 | ..... | 7,219 52 |
| St. Johns..... | | | 2,459 63 | 2,157 47 | 2,029 08 | 2,194 69 | 2,816 99 | 1,937 35 | 943 01 | ..... | 14,538 22 |
| St. Ours..... | | 2 65 | 43 18 | 65 99 | 76 15 | 77 18 | 81 20 | 99 53 | 79 00 | ..... | 524 88 |
| Total, Chamby Canal..... | | 2 65 | 2,726 86 | 3,648 41 | 3,208 83 | 3,563 56 | 3,950 84 | 3,352 09 | 1,829 38 | ..... | 22,282 62 |
| OTTAWA CANALS. | | | | | | | | | | | |
| Ottawa..... | | | 5,025 59 | 5,601 25 | 4,974 82 | 4,603 02 | 3,557 64 | 4,688 19 | 1,813 38 | ..... | 30,964 39 |
| Carillon..... | | | 56 72 | 255 12 | 179 33 | 42 00 | 18 74 | 54 77 | 24 66 | ..... | 631 34 |

| | | | | | | | | | |
|--|----------|----------|-----------|-----------|-----------|-----------|-----------|--------|------------|
| Grenville | 3,012 01 | 3,112 00 | 2,808 09 | 2,768 28 | 1,903 90 | 2,705 94 | 1,856 07 | 73 07 | 18,239 36 |
| St. Ann's | 208 58 | 255 23 | 208 34 | 232 35 | 220 74 | 256 11 | 131 99 | ..... | 1,513 34 |
| Total, Ottawa Canal | 8,902 90 | 9,324 10 | 8,170 58 | 7,645 65 | 5,701 02 | 7,705 01 | 3,826 10 | 73 07 | 51,348 43 |
| RIDEAU CANAL. | | | | | | | | | |
| Kingston Mills | 136 97 | 165 43 | 354 17 | 261 29 | 263 22 | 169 89 | 50 77 | ..... | 1,401 74 |
| Ottawa | 434 77 | 966 71 | 1,006 57 | 765 25 | 549 27 | 573 49 | 284 20 | ..... | 4,580 26 |
| Smith's Falls | 98 96 | 81 15 | 101 75 | 140 61 | 41 21 | 86 50 | 34 08 | ..... | 584 86 |
| Total, Rideau Canal | 670 70 | 1,213 29 | 1,462 49 | 1,167 15 | 853 70 | 829 88 | 369 05 | ..... | 6,566 86 |
| ST. PETER'S CANAL. | | | | | | | | | |
| St. Peter's | 2 69 | 1 84 | 194 67 | 317 14 | 313 81 | 345 20 | 263 60 | 99 93 | 2,204 57 |
| NEWCASTLE DISTRICT CANALS. | | | | | | | | | |
| Bobcaygeon | 5 70 | 35 82 | 23 09 | 32 19 | 56 47 | 8 07 | ..... | ..... | 161 34 |
| Peterborough | 11 00 | 16 50 | 10 50 | 10 50 | 7 00 | 10 00 | 11 10 | ..... | 76 60 |
| Hastings ..... | ..... | 1 00 | 2 56 | 7 50 | 2 98 | 3 10 | 2 10 | ..... | 19 18 |
| Total, Newcastle District Canals | 16 70 | 53 32 | 36 09 | 50 19 | 66 45 | 21 17 | 13 20 | ..... | 257 12 |
| Grand Total | 2 69 | 2,989 96 | 42,989 78 | 51,054 56 | 43,804 87 | 39,762 96 | 25,462 98 | 301 54 | 302,302 26 |

NOTE.—Amount of tolls on grain through Welland Canal, refunded as per Order in Council 20th April, 1888, \$30,580.02.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1889.

APPENDIX A—Continued.

No. (A) 19.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels passed through all the Canals during the Season of Navigation ended 31st December, 1888, and the amount of Tolls collected thereon.

| Vessels. | Total Number. | | From Canadian to Canadian Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. |
|----------------------------------|---------------|---------|----------------------------------|--------|--|---------|---------------------------------------|---------|---------|---------|-------------|------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| WELLAND CANAL. | | | | | | | | | | | | |
| Canadian Vessels, steam | 745 | 54,617 | 57,349 | 3,181 | 582 | 100,046 | 5,163 | 60,406 | 115,597 | 120,986 | 236,583 | 3,344 70 |
| “ sail | 1,150 | 49,250 | 52,863 | 9,644 | 634 | 64,848 | 48,768 | 17,076 | 56,881 | 119,388 | 241,420 | 4,489 96 |
| Total Canadian | 1,895 | 103,867 | 110,212 | 12,825 | 1,216 | 164,894 | 148,814 | 22,239 | 117,287 | 240,374 | 477,953 | 7,834 66 |
| United States Vessels, steam | 303 | 18 | 20 | 433 | 104,517 | 100,046 | 374 | 3,426 | 106,387 | 103,925 | 210,312 | 3,161 45 |
| “ sail | 449 | 406 | 115 | 979 | 64,848 | 48,768 | ..... | 22,146 | 67,998 | 72,008 | 140,005 | 3,117 42 |
| Total United States | 752 | 424 | 135 | 1,412 | 169,365 | 148,814 | 374 | 25,572 | 174,385 | 175,933 | 350,318 | 6,278 87 |
| Grand Total, Welland Canal | 2,647 | 104,291 | 110,347 | 14,237 | 170,581 | 148,814 | 22,613 | 142,859 | 412,014 | 416,237 | 828,271 | 14,113 53 |
| ST. LAWRENCE CANALS. | | | | | | | | | | | | |
| Canadian Vessels, steam | 2,880 | 315,450 | 271,940 | 16,492 | ..... | ..... | ..... | 2,222 | 331,942 | 274,102 | 606,104 | 8,653 83 |
| “ sail | 4,918 | 458,541 | 278,865 | 22,703 | 36 | ..... | ..... | 41,548 | 481,280 | 320,413 | 801,693 | 8,637 47 |
| Total Canadian | 7,798 | 773,991 | 550,805 | 39,195 | 36 | ..... | ..... | 43,770 | 813,222 | 594,515 | 1,407,797 | 12,291 30 |
| United States Vessels, steam | 411 | 324 | 640 | 1,075 | 7,007 | 6,025 | 22 | 1,123 | 8,428 | 7,810 | 16,238 | 113 76 |
| “ sail | 796 | 840 | 12,585 | 1,314 | 1,342 | 1,256 | 48,505 | 3,086 | 52,001 | 24,060 | 76,061 | 592 25 |
| Total United States | 1,207 | 1,164 | 13,225 | 2,389 | 8,349 | 7,281 | 48,527 | 4,209 | 60,429 | 31,870 | 92,299 | 706 01 |
| Grand Total, St. Lawrence Canals | 9,005 | 775,155 | 564,030 | 41,584 | 8,385 | 7,281 | 48,527 | 47,979 | 873,651 | 626,445 | 1,500,096 | 12,297 31 |

CHAMBLEY CANAL.

| | | | | | | | | | | | | | |
|-----------------------------------|-------|--------|--------|--------|-------|-------|-------|-------|---------|--------|---------|---------|----------|
| Canadian Vessels, steam..... | 355 | 28,974 | 28,131 | 9 | ..... | ..... | ..... | ..... | 897 | 28,983 | 29,028 | 58,011 | 190 66 |
| “ sail..... | 619 | 9,801 | 10,818 | 7,813 | 1,334 | ..... | ..... | ..... | 27,922 | 17,614 | 40,074 | 57,688 | 931 63 |
| Total Canadian..... | 974 | 38,775 | 38,949 | 7,822 | 1,334 | ..... | ..... | ..... | 28,819 | 46,597 | 69,102 | 115,699 | 1,122 29 |
| United States Vessels, steam..... | 10 | 230 | ..... | 138 | ..... | ..... | ..... | ..... | 10 | 368 | 10 | 378 | 4 38 |
| “ sail..... | 1,293 | 416 | 1,675 | 34,290 | 5,861 | ..... | ..... | ..... | 84,822 | 34,706 | 92,358 | 127,004 | 1,714 52 |
| Total United States..... | 1,303 | 646 | 1,675 | 34,428 | 5,861 | ..... | ..... | ..... | 84,832 | 35,074 | 92,368 | 127,442 | 1,718 90 |
| Grand Total, Chambley Canal..... | 2,277 | 39,421 | 40,624 | 42,250 | 7,195 | ..... | ..... | ..... | 113,651 | 81,671 | 161,470 | 243,141 | 2,841 19 |

OTTAWA CANALS.

| | | | | | | | | | | | | | |
|-----------------------------------|-------|--------|---------|-------|--------|-------|-------|-------|-------|--------|---------|---------|----------|
| Canadian Vessels, steam..... | 1,029 | 54,703 | 112,477 | ..... | 784 | ..... | ..... | ..... | ..... | 54,703 | 113,261 | 167,964 | 665 64 |
| “ sail..... | 1,709 | 12,237 | 179,890 | ..... | 19,328 | ..... | ..... | ..... | ..... | 12,237 | 190,218 | 211,455 | 2,954 85 |
| Total Canadian..... | 2,738 | 66,940 | 292,367 | ..... | 20,112 | ..... | ..... | ..... | ..... | 66,940 | 312,479 | 379,419 | 3,620 49 |
| United States Vessels, steam..... | 436 | 5,627 | 745 | ..... | 35,619 | ..... | ..... | ..... | 877 | 6,504 | 36,373 | 42,868 | 1,005 78 |
| “ sail..... | 436 | 5,627 | 745 | ..... | 35,619 | ..... | ..... | ..... | 877 | 6,504 | 36,373 | 42,868 | 1,005 78 |
| Total United States..... | 872 | 11,254 | 14,900 | ..... | 71,238 | ..... | ..... | ..... | 1,754 | 13,008 | 72,746 | 85,736 | 2,010 56 |
| Grand Total, Ottawa Canals..... | 3,174 | 72,567 | 293,112 | ..... | 55,731 | ..... | ..... | ..... | 877 | 73,444 | 348,852 | 422,287 | 4,626 27 |

RIDEAU CANAL.

| | | | | | | | | | | | | | |
|-----------------------------------|-------|--------|--------|-------|-------|-------|-------|-------|-------|--------|--------|---------|----------|
| Canadian Vessels, steam..... | 1,141 | 33,552 | 36,630 | 178 | ..... | ..... | ..... | ..... | ..... | 33,730 | 36,630 | 70,360 | 715 96 |
| “ sail..... | 1,388 | 46,835 | 48,564 | 707 | ..... | ..... | ..... | ..... | ..... | 47,542 | 48,564 | 96,106 | 1,105 11 |
| Total Canadian..... | 2,529 | 80,387 | 85,194 | 885 | ..... | ..... | ..... | ..... | ..... | 81,272 | 85,194 | 166,466 | 1,821 07 |
| United States Vessels, steam..... | 50 | 251 | 263 | ..... | ..... | ..... | ..... | ..... | ..... | 251 | 263 | 514 | 12 61 |
| “ sail..... | 170 | 6,114 | 10,583 | 1,386 | ..... | ..... | ..... | ..... | ..... | 7,500 | 10,583 | 18,083 | 216 45 |
| Total United States..... | 220 | 6,365 | 10,846 | 1,386 | ..... | ..... | ..... | ..... | ..... | 7,751 | 10,846 | 18,597 | 229 06 |
| Grand Total, Rideau Canal..... | 2,749 | 86,752 | 96,040 | 2,271 | ..... | ..... | ..... | ..... | ..... | 89,023 | 96,040 | 185,063 | 2,050 13 |

ST. PETER'S CANAL.

| | | | | | | | | | | | | | |
|------------------------------|-------|--------|--------|-------|-------|-------|-------|-------|-------|--------|--------|--------|----------|
| Canadian Vessels, steam..... | 111 | 10,428 | 8,175 | ..... | ..... | ..... | ..... | ..... | ..... | 10,558 | 8,175 | 18,733 | 374 66 |
| “ sail..... | 1,470 | 36,736 | 34,651 | ..... | 97 | ..... | ..... | ..... | ..... | 36,920 | 34,748 | 71,668 | 1,433 36 |
| Total Canadian..... | 1,581 | 47,164 | 42,826 | ..... | 97 | ..... | ..... | ..... | ..... | 47,478 | 42,923 | 90,401 | 1,808 02 |

[1889]

APPENDIX A—Continued.
No. (A) 19.—(GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels, &c.—Concluded

| Vessels. | Total Number | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. \$ cts. |
|--|--------------|----------------------------------|--------|---------------------------------------|-------|--|-------|---------------------------------------|-------|--------|--------|-------------|-----------------------------|
| | | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| <i>ST. PETERS'S CANAL—Continued.</i> | | | | | | | | | | | | | |
| United States Vessels, steam..... | 3 | 78 | 175 | | | | | | | 78 | 175 | 253 | 5 06 |
| “ sail..... | | | | | | | | | | | | | |
| Total United States | 3 | 78 | 175 | | | | | | | 78 | 175 | 253 | 5 06 |
| Grand Total, St. Peter's Canal..... | 1,584 | 47,242 | 43,001 | | 97 | | | 314 | | 47,556 | 43,098 | 90,654 | 1,813 08 |
| <i>NEWCASTLE DISTRICT CANALS.</i> | | | | | | | | | | | | | |
| Canadian Vessels, steam..... | 144 | 2,166 | 221 | | | | | | | 2,166 | 221 | 2,387 | 72 00 |
| “ sail..... | 2 | | 200 | | | | | | | | 200 | 200 | 1 00 |
| Total Canadian..... | 146 | 2,166 | 421 | | | | | | | 2,166 | 421 | 2,587 | 73 00 |
| United States Vessels, steam..... | | | | | | | | | | | | | |
| “ sail..... | | | | | | | | | | | | | |
| Total United States..... | | | | | | | | | | | | | |
| Grand Total, Newcastle District Canals.... | 146 | 2,166 | 421 | | | | | | | 2,166 | 421 | 2,587 | 73 00 |

RECAPITULATION.

| | | | | | | | | | | | | |
|---|--------|-----------|-----------|---------|--------|---------|--------|---------|-----------|-----------|-----------|-----------|
| CANADIAN VESSELS. | | | | | | | | | | | | |
| <i>Steam and Sail.</i> | | | | | | | | | | | | |
| Welland..... | 1,895 | 103,867 | 110,212 | 110,307 | 12,825 | 1,216 | 22,289 | 117,287 | 237,699 | 240,324 | 477,953 | 7,834 66 |
| St. Lawrence..... | 7,798 | 773,991 | 550,805 | 39,195 | 1,334 | 36 | 43,770 | 813,222 | 813,222 | 594,575 | 1,407,797 | 12,291 30 |
| Chambly..... | 974 | 38,775 | 38,949 | 7,822 | 20,112 | ..... | 28,819 | 46,597 | 66,940 | 69,102 | 115,689 | 1,122 29 |
| Ottawa..... | 2,738 | 66,940 | 292,367 | ..... | ..... | ..... | ..... | 379,419 | 312,479 | 312,479 | 3,620 49 | 3,620 49 |
| Rideau..... | 2,529 | 80,387 | 85,194 | 885 | 97 | ..... | ..... | 81,272 | 166,466 | 85,194 | 1,621 07 | 1,621 07 |
| St. Peter's..... | 1,581 | 47,164 | 42,826 | ..... | ..... | ..... | 314 | 47,478 | 90,401 | 42,923 | 1,808 02 | 1,808 02 |
| Newcastle District Canals..... | 146 | 2,166 | 421 | ..... | ..... | ..... | ..... | 2,166 | 2,166 | 421 | 2,587 | 73 00 |
| Total Canadian..... | 17,661 | 1,113,290 | 1,120,774 | 158,209 | 34,368 | 1,252 | 22,553 | 189,876 | 1,295,304 | 1,345,018 | 2,640,322 | 28,370 83 |
| UNITED STATES VESSELS. | | | | | | | | | | | | |
| <i>Steam and Sail.</i> | | | | | | | | | | | | |
| Welland..... | 752 | 444 | 135 | 4,222 | 1,412 | 169,365 | 374 | 25,572 | 174,385 | 175,933 | 350,318 | 6,278 87 |
| St. Lawrence..... | 1,207 | 1,164 | 13,225 | 2,389 | 7,155 | 8,349 | 48,527 | 4,209 | 60,429 | 31,870 | 92,249 | 706 01 |
| Chambly..... | 1,303 | 646 | 1,675 | 34,428 | 5,861 | ..... | ..... | 84,832 | 35,074 | 32,368 | 127,442 | 1,718 90 |
| Ottawa..... | 436 | 5,627 | 745 | ..... | 35,619 | ..... | ..... | ..... | 6,504 | 36,364 | 42,868 | 1,005 78 |
| Rideau..... | 220 | 6,365 | 10,846 | 1,386 | ..... | ..... | 877 | ..... | 7,751 | 10,846 | 18,597 | 229 06 |
| St. Peter's..... | 3 | 78 | 175 | ..... | ..... | ..... | ..... | ..... | 78 | 175 | 253 | 5 06 |
| Total United States..... | 3,921 | 14,304 | 26,801 | 42,425 | 50,047 | 177,714 | 49,778 | 114,613 | 284,221 | 347,556 | 631,777 | 9,943 68 |
| Grand Total Canadian and United States..... | 17,682 | 1,127,594 | 1,147,575 | 200,634 | 84,415 | 178,966 | 72,331 | 304,489 | 1,579,525 | 1,692,574 | 3,272,099 | 38,514 51 |

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1889.

APPENDIX A—Continued.

No. (A) 19½.—COMPARATIVE STATEMENT of Grand Total Freight passed through the Undermentioned Canals during the Seasons of Navigation of 1887 and 1888, and the Amount of Tolls collected on the same, including Tolls on Vessels and Passengers.

| Canals. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Canals. | | Total. Tons. | Amount of Tolls. |
|--------------------------------|----------------------------------|---------|---------------------------------------|---------|--|---------|---------------------------------------|---------|---------|---------|--------------|------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| | | | | | | | | | | | | |
| 1887. | | | | | | | | | | | | |
| Welland Canal..... | 23,849 | 76,130 | 32,518 | 18,557 | 151,074 | 189,427 | 34,400 | 251,873 | 241,931 | 535,987 | 777,918 | 144,561 75 |
| St. Lawrence Canals..... | 190,804 | 534,165 | 11,566 | 5,997 | 731 | 3,101 | 51,884 | 88,734 | 254,985 | 631,997 | 886,982 | 60,195 12 |
| Chambly Canal..... | 7,655 | 6,115 | 92,627 | ..... | ..... | ..... | ..... | 116,875 | 100,282 | 122,990 | 223,272 | 20,468 94 |
| Rideau Canal..... | 76,039 | 14,458 | 1,981 | ..... | ..... | ..... | ..... | ..... | 78,020 | 14,458 | 92,478 | 5,417 21 |
| Ottawa Canals..... | 638 | 504,400 | ..... | 178,009 | ..... | ..... | ..... | ..... | 638 | 682,409 | 683,047 | 54,997 02 |
| St. Peter's Canal..... | 22,183 | 18,991 | ..... | ..... | ..... | ..... | ..... | ..... | 22,183 | 18,991 | 41,174 | 2,508 30 |
| Newcastle District Canals..... | 15,480 | 165 | ..... | ..... | ..... | ..... | ..... | ..... | 15,480 | 165 | 15,645 | 330 16 |
| 1888. | | | | | | | | | | | | |
| Welland Canal..... | 21,968 | 119,827 | 39,153 | 23,016 | 213,689 | 221,064 | 22,451 | 217,632 | 297,251 | 581,539 | 878,800 | 166,055 79 |
| St. Lawrence Canals..... | 214,420 | 411,840 | 10,079 | 1,419 | 718 | 2,365 | 58,845 | 81,913 | 284,062 | 497,537 | 781,599 | 53,586 87 |
| Chambly Canal..... | 10,276 | 5,999 | 84,684 | 11,961 | ..... | ..... | 21 | 128,812 | 94,981 | 146,772 | 241,753 | 22,282 62 |
| Rideau Canal..... | 81,036 | 27,001 | 4,211 | ..... | ..... | ..... | ..... | ..... | 85,217 | 27,001 | 112,248 | 6,566 86 |
| Ottawa Canals..... | 192 | 555,372 | ..... | 137,683 | ..... | ..... | ..... | ..... | 192 | 693,057 | 693,249 | 51,348 43 |
| St. Peter's Canal..... | 12,674 | 26,021 | ..... | 160 | ..... | ..... | 294 | ..... | 12,968 | 26,181 | 39,149 | 2,204 57 |
| Newcastle District Canals..... | 14,599 | 200 | ..... | ..... | ..... | ..... | ..... | ..... | 14,599 | 200 | 14,799 | 257 12 |

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1889.

APPENDIX A—Continued.

No. 25.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals during the Season of Navigation in 1888.

WELLAND AND ST. LAWRENCE CANALS.

| CANADIAN. | | | | | UNITED STATES. | | | |
|----------------|---------|----------------|------------------|----------------|----------------|----------------|------------------|----------------|
| Steam Vessels. | | | Sailing Vessels. | | Steam Vessels. | | Sailing Vessels. | |
| Tonnage. | Number. | Total Tonnage. | Number. | Total Tonnage. | Number. | Total Tonnage. | Number. | Total Tonnage. |
| 8 | 29 | 232 | 22 | 176 | 13 | 104 | | |
| 10 | 8 | 80 | 11 | 110 | 5 | 50 | | |
| 15 | 9 | 135 | 3 | 45 | 3 | 45 | 1 | 15 |
| 20 | 11 | 220 | 7 | 140 | 6 | 120 | 1 | 20 |
| 25 | 12 | 300 | 4 | 100 | 3 | 75 | 2 | 50 |
| 30 | 19 | 570 | 1 | 30 | 4 | 120 | 1 | 30 |
| 35 | 13 | 455 | 16 | 560 | 3 | 105 | | |
| 40 | 5 | 200 | 26 | 1,040 | 1 | 40 | 1 | 40 |
| 45 | 9 | 405 | 6 | 270 | 1 | 45 | | |
| 50 | 2 | 100 | 13 | 650 | 2 | 100 | | |
| 55 | 2 | 110 | 5 | 275 | 1 | 55 | | |
| 60 | 5 | 300 | 6 | 360 | | | | |
| 65 | 3 | 195 | 6 | 390 | 1 | 65 | | |
| 70 | 4 | 280 | 3 | 210 | | | 1 | 70 |
| 75 | 2 | 150 | 11 | 825 | | | 3 | 225 |
| 80 | 3 | 240 | 8 | 640 | | | 2 | 160 |
| 85 | 6 | 510 | 14 | 1,190 | | | 10 | 850 |
| 90 | 1 | 90 | 21 | 1,890 | | | 24 | 2,160 |
| 95 | 3 | 285 | 20 | 1,900 | | | 65 | 6,175 |
| 100 | 2 | 200 | 24 | 2,400 | | | 64 | 6,400 |
| 105 | 8 | 840 | 26 | 2,730 | | | 36 | 3,780 |
| 110 | 2 | 220 | 15 | 1,650 | 2 | 220 | 27 | 2,970 |
| 115 | 2 | 230 | 15 | 1,725 | | | 2 | 230 |
| 120 | 1 | 120 | 7 | 840 | 2 | 240 | 4 | 480 |
| 125 | 1 | 125 | 14 | 1,750 | | | 1 | 125 |
| 130 | 1 | 130 | 13 | 1,690 | | | 1 | 130 |
| 135 | | | 9 | 1,215 | | | | |
| 140 | 1 | 140 | 11 | 1,540 | | | 1 | 140 |
| 145 | 1 | 145 | 9 | 1,305 | | | | |
| 150 | 1 | 150 | 26 | 3,900 | | | | |
| 155 | 3 | 465 | 26 | 4,030 | 1 | 155 | | |
| 160 | 2 | 320 | 17 | 2,720 | | | 2 | 320 |
| 165 | 2 | 330 | 11 | 1,815 | | | | |
| 170 | | | 4 | 680 | | | | |
| 175 | 1 | 175 | 8 | 1,400 | | | | |
| 180 | | | 3 | 540 | | | | |
| 185 | 1 | 185 | 9 | 1,665 | | | | |
| 190 | 1 | 190 | 4 | 760 | | | | |
| 195 | 1 | 195 | 6 | 1,170 | | | 1 | 195 |
| 200 | 3 | 600 | 5 | 1,000 | 1 | 200 | | |
| 205 | | | 2 | 410 | | | 2 | 410 |
| 210 | 3 | 630 | 3 | 630 | | | 1 | 210 |
| 215 | | | 2 | 430 | | | | |
| 220 | | | 2 | 440 | | | 1 | 220 |
| 225 | 1 | 225 | 5 | 1,125 | | | 1 | 225 |
| 230 | 1 | 230 | 4 | 920 | 1 | 230 | 1 | 230 |
| 235 | 1 | 235 | 2 | 470 | | | 2 | 470 |
| 240 | 1 | 240 | 4 | 960 | | | | |
| 245 | 2 | 490 | 2 | 490 | | | 1 | 245 |
| 250 | | | | | | | | |
| 255 | | | 1 | 255 | | | 2 | 510 |
| 260 | | | 2 | 520 | | | 2 | 520 |
| 265 | | | 1 | 265 | 1 | 265 | 2 | 530 |
| 270 | 1 | 270 | 2 | 540 | | | 1 | 270 |

APPENDIX A—Continued.

No. 25.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals, &c.—Continued.

WELLAND AND ST. LAWRENCE CANALS—Concluded

| CANADIAN. | | | | | UNITED STATES. | | | |
|----------------|---------|----------------|------------------|----------------|----------------|----------------|------------------|----------------|
| Steam Vessels. | | | Sailing Vessels. | | Steam Vessels. | | Sailing Vessels. | |
| Tonnage. | Number. | Total Tonnage. | Number. | Total Tonnage. | Number. | Total Tonnage. | Number. | Total Tonnage. |
| 275 | | | 5 | 1,375 | | | 6 | 1,650 |
| 280 | 1 | 280 | | | | | 1 | 280 |
| 285 | | | 4 | 1,140 | | | 7 | 1,995 |
| 290 | | | 2 | 580 | | | | |
| 295 | 2 | 590 | 2 | 590 | | | 3 | 385 |
| 300 | 2 | 600 | 3 | 900 | | | 3 | 900 |
| 305 | 2 | 610 | 5 | 1,525 | | | 4 | 1,220 |
| 310 | | | 5 | 1,550 | | | 2 | 620 |
| 315 | 1 | 315 | 4 | 1,260 | | | 5 | 1,575 |
| 320 | | | 7 | 2,240 | | | 3 | 960 |
| 325 | | | 5 | 1,725 | | | 2 | 650 |
| 330 | | | 7 | 2,310 | | | 3 | 990 |
| 335 | 1 | 335 | 4 | 1,340 | | | 1 | 335 |
| 340 | | | 4 | 1,360 | | | 1 | 340 |
| 345 | 1 | 345 | | | | | | |
| 350 | | | 3 | 1,050 | | | 1 | 350 |
| 355 | | | | | 1 | 355 | 1 | 355 |
| 360 | | | 2 | 720 | | | | |
| 365 | | | 4 | 1,460 | | | | |
| 370 | | | 2 | 740 | | | 1 | 370 |
| 375 | | | 3 | 1,125 | | | 1 | 375 |
| 380 | | | | | | | | |
| 385 | 1 | 385 | 1 | 385 | | | 1 | 385 |
| 390 | 1 | 390 | | | | | | |
| 395 | 3 | 1,185 | | | | | | |
| 400 | 1 | 400 | 1 | 400 | | | | |
| 405 | | | | | | | | |
| 410 | 2 | 820 | 1 | 410 | | | | |
| 415 | | | 1 | 415 | | | 1 | 415 |
| 420 | | | | | | | | |
| 425 | | | 2 | 850 | | | | |
| 430 | 1 | 430 | | | | | | |
| 435 | 1 | 435 | 2 | 870 | | | | |
| 440 | 2 | 880 | 2 | 880 | | | | |
| 445 | | | | | | | | |
| 450 | | | | | | | | |
| 455 | 1 | 455 | 1 | 455 | | | | |
| 460 | | | | | | | | |
| 465 | | | 1 | 465 | | | | |
| 470 | | | | | | | | |
| 475 | | | | | | | 1 | 475 |
| 480 | | | | | | | | |
| 485 | 1 | 485 | 1 | 485 | | | 2 | 970 |
| 490 | | | | | | | | |
| 495 | | | | | | | 2 | 990 |
| 500 | 1 | 500 | 1 | 500 | | | | |
| 505 | | | | | | | | |
| 510 | 3 | 1,530 | | | | | | |
| 515 | | | 1 | 515 | | | | |
| 520 | | | 2 | 1,040 | | | | |
| 525 | | | | | 1 | 525 | | |
| 530 | 1 | 530 | | | | | | |
| 535 | | | | | | | | |
| 540 | 2 | 1,080 | | | 1 | 540 | | |
| 545 | | | | | | | | |

APPENDIX A—Continued.

No. 25.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals, &c.—Concluded.

WELLAND AND ST. LAWRENCE CANALS—Concluded.

| CANADIAN. | | | | | UNITED STATES. | | | |
|----------------|---------|----------------|------------------|----------------|----------------|----------------|------------------|----------------|
| Steam Vessels. | | | Sailing Vessels. | | Steam Vessels. | | Sailing Vessels. | |
| Tonnage. | Number. | Total Tonnage. | Number. | Total Tonnage. | Number. | Total Tonnage. | Number. | Total Tonnage. |
| 550 | | | | | 1 | 550 | | |
| 555 | | | | | | | | |
| 560 | | | | | | | | |
| 565 | | | 1 | 565 | | | | |
| 570 | | | | | | | | |
| 575 | 1 | 575 | | | | | | |
| 580 | 3 | 1,740 | | | | | | |
| 585 | 2 | 1,170 | | | | | | |
| 590 | | | | | | | | |
| 595 | 2 | 1,190 | | | 1 | 595 | | |
| 600 | 1 | 600 | | | | | 2 | 1,200 |
| 605 | | | | | | | | |
| 610 | | | | | | | | |
| 615 | 1 | 615 | | | 1 | 615 | | |
| 620 | | | | | | | | |
| 625 | | | | | | | | |
| 628 | | | 1 | 628 | | | | |
| 640 | | | | | | | 1 | 640 |
| 655 | | | | | 1 | 655 | | |
| 660 | 1 | 660 | | | | | | |
| 675 | 1 | 675 | | | | | | |
| 690 | 1 | 690 | | | | | | |
| 715 | 1 | 715 | | | | | | |
| 769 | 1 | 769 | | | | | | |
| 782 | | | | | | | 1 | 782 |
| 802 | | | | | | | 1 | 802 |
| 812 | 1 | 812 | | | | | | |
| 836 | 1 | 836 | | | | | | |
| 851 | | | | | 1 | 851 | | |
| 910 | | | | | 1 | 910 | | |
| 929 | 1 | 929 | | | | | | |
| 985 | | | | | 1 | 985 | | |
| 990 | | | | | 1 | 990 | | |
| 1,001 | | | 1 | 1,001 | | | | |
| 1,024 | | | | | 1 | 1,024 | | |
| 1,035 | | | | | 1 | 1,035 | | |
| 1,037 | | | | | 1 | 1,037 | | |
| 1,105 | | | | | 1 | 1,105 | | |
| 1,160 | | | | | 1 | 1,160 | | |
| 1,172 | 1 | 1,172 | | | | | | |
| 1,195 | | | | | 1 | 1,195 | | |
| 1,203 | | | | | 1 | 1,203 | | |
| 1,425 | | | | | 1 | 1,425 | | |
| 1,441 | | | | | 1 | 1,441 | | |
| Total.... | 240 | 38,260 | 588 | 77,635 | 71 | 20,430 | 323 | 47,914 |

RIDEAU, OTTAWA AND CHAMBLY CANALS.

| | | | | | | | | |
|----|----|-----|-----|-------|---|----|---|----|
| 8 | 81 | 648 | 210 | 1,680 | 9 | 72 | 7 | 56 |
| 10 | 10 | 100 | 33 | 330 | 2 | 20 | | |
| 15 | 8 | 120 | 3 | 45 | 3 | 45 | | |
| 20 | 5 | 100 | 1 | 20 | 1 | 20 | 2 | 40 |
| 25 | 6 | 150 | 4 | 100 | 1 | 25 | | |
| 30 | 4 | 120 | 3 | 90 | 3 | 90 | | |
| 35 | 7 | 245 | 5 | 175 | 1 | 35 | | |

[1889]

287

APPENDIX A—Continued.

No. 25.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals, &c.—Concluded.

RIDEAU, OTTAWA AND CHAMBLY CANALS—Concluded.

| CANADIAN. | | | | | UNITED STATES. | | | |
|----------------|---------|----------------|------------------|----------------|----------------|----------------|------------------|----------------|
| Steam Vessels. | | | Sailing Vessels. | | Steam Vessels. | | Sailing Vessels. | |
| Tonnage. | Number. | Total Tonnage. | Number. | Total Tonnage. | Number. | Total Tonnage. | Number. | Total Tonnage. |
| 40 | 3 | 120 | 4 | 160 | | | | |
| 45 | 1 | 45 | 4 | 180 | | | | |
| 50 | 4 | 200 | 8 | 400 | 2 | 100 | | |
| 55 | 3 | 165 | 3 | 165 | 1 | 55 | | |
| 60 | 3 | 180 | 6 | 360 | | | | |
| 65 | 2 | 130 | 2 | 130 | | | 2 | 130 |
| 70 | 1 | 70 | 3 | 210 | | | | |
| 75 | 1 | 75 | 10 | 750 | | | 3 | 225 |
| 80 | | | 7 | 560 | | | 4 | 320 |
| 85 | 2 | 170 | 11 | 935 | | | 11 | 935 |
| 90 | 1 | 90 | 8 | 720 | | | 38 | 3,420 |
| 95 | 3 | 285 | 29 | 2,855 | | | 95 | 9,025 |
| 100 | 2 | 200 | 40 | 4,000 | | | 108 | 10,800 |
| 105 | 2 | 210 | 23 | 2,415 | | | 47 | 4,935 |
| 110 | 1 | 110 | 7 | 770 | | | 33 | 3,630 |
| 115 | | | 11 | 1,265 | | | 11 | 1,265 |
| 120 | | | 9 | 1,080 | | | 6 | 720 |
| 125 | 1 | 125 | 10 | 1,250 | | | | |
| 130 | | | 7 | 910 | | | 1 | 130 |
| 135 | | | 6 | 810 | | | | |
| 140 | | | 8 | 1,120 | 1 | 140 | | |
| 145 | 1 | 145 | 12 | 1,740 | | | | |
| 150 | 1 | 150 | 27 | 4,050 | | | | |
| 155 | | | 29 | 4,495 | | | | |
| 160 | | | 14 | 2,240 | | | | |
| 165 | | | 10 | 1,650 | | | 1 | 165 |
| 170 | | | 8 | 1,360 | | | | |
| 175 | | | 1 | 175 | | | | |
| 180 | | | | | | | | |
| 185 | 1 | 185 | 6 | 1,110 | | | | |
| 190 | 1 | 190 | 2 | 380 | | | | |
| 195 | | | 1 | 195 | | | | |
| 200 | | | 1 | 200 | | | | |
| 205 | | | 1 | 205 | | | | |
| 210 | 1 | 210 | | | | | | |
| 220 | | | | | | | | |
| 225 | | | 1 | 225 | | | | |
| 230 | 1 | 230 | | | | | | |
| 235 | | | 1 | 235 | | | | |
| 240 | | | | | | | | |
| 245 | | | 1 | 245 | | | | |
| 250 | | | | | | | | |
| 255 | | | | | | | | |
| 260 | | | 1 | 260 | | | | |
| 265 | | | | | | | | |
| 270 | | | | | | | | |
| 275 | | | 1 | 275 | | | | |
| 332 | 1 | 332 | | | | | | |
| 345 | 2 | 690 | | | | | | |
| 397 | 1 | 397 | | | | | | |
| Total.... | 116 | 6,187 | 592 | 42,525 | 24 | 602 | 360 | 35,796 |

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 30th November, 1889.

APPENDIX A—Continued.

No. 26.—STATEMENT showing the Classified Tonnage of all kinds of Vessels passed through the Canals during the Season of Navigation in 1888.

WELLAND AND ST. LAWRENCE CANALS.

| CANADIAN. | | | | | | UNITED STATES. | | | | | | | |
|-----------|----------------------|-----|----------|------------------------|-----|----------------|--------|----------------------|-----|----------|----------------------|-----|----------|
| Class. | Steam Vessels. | No. | Tonnage. | Sailing Vessels. | No. | Tonnage. | Class. | Steam Vessels. | No. | Tonnage. | Sailing Vessels. | No. | Tonnage. |
| 1 | 250 to 1,172 tons .. | 51 | 26,598 | 1 250 to 1,001 tons .. | 97 | 34,434 | 1 | 250 to 1,441 tons .. | 21 | 18,461 | 1 250 to 802 tons .. | 64 | 21,339 |
| 2 | 200 to 249 do .. | 12 | 2,650 | 2 200 to 249 do .. | 31 | 6,875 | 2 | 200 to 249 do .. | 2 | 430 | 2 200 to 249 do .. | 9 | 2,010 |
| 3 | 150 to 199 do .. | 12 | 2,010 | 3 150 to 199 do .. | 114 | 18,680 | 3 | 150 to 199 do .. | 1 | 155 | 3 150 to 199 do .. | 3 | 515 |
| 4 | 100 to 149 do .. | 19 | 2,150 | 4 100 to 149 do .. | 143 | 16,845 | 4 | 100 to 149 do .. | 4 | 460 | 4 100 to 149 do .. | 136 | 14,255 |
| 5 | 50 to 99 do .. | 31 | 2,260 | 5 50 to 99 do .. | 107 | 8,330 | 5 | 50 to 99 do .. | 4 | 220 | 5 50 to 99 do .. | 105 | 9,640 |
| 6 | Under 50 do .. | 115 | 2,597 | 6 Under 50 do .. | 96 | 2,471 | 6 | Under 50 do .. | 39 | 704 | 6 Under 50 do .. | 6 | 155 |
| | Total..... | 240 | 38,265 | Total..... | 588 | 87,635 | | Total..... | 71 | 20,430 | Total..... | 323 | 47,914 |

[1889]

RIDEAU, OTTAWA AND CHAMBLEY.

| | | | | | | | | | | | | | |
|---|--------------------|-----|-------|----------------------|-----|--------|---|--------------------|-------|-------|----------------------|-------|--------|
| 1 | 250 to 397 tons .. | 4 | 1,419 | 1 250 to 275 tons .. | 2 | 535 | 1 | 250 to 300 tons .. | ..... | ..... | 1 250 to 300 tons .. | ..... | ..... |
| 2 | 200 to 249 do .. | 2 | 440 | 2 200 to 249 do .. | 5 | 1,110 | 2 | 200 to 249 do .. | ..... | ..... | 2 200 to 249 do .. | ..... | ..... |
| 3 | 150 to 199 do .. | 3 | 525 | 3 150 to 199 do .. | 98 | 15,655 | 3 | 150 to 199 do .. | ..... | ..... | 3 150 to 199 do .. | ..... | ..... |
| 4 | 100 to 149 do .. | 7 | 790 | 4 100 to 149 do .. | 133 | 15,360 | 4 | 100 to 149 do .. | 1 | 140 | 4 100 to 149 do .. | ..... | ..... |
| 5 | 50 to 99 do .. | 20 | 1,365 | 5 50 to 99 do .. | 87 | 7,085 | 5 | 50 to 99 do .. | 3 | 155 | 5 50 to 99 do .. | ..... | ..... |
| 6 | Under 50 do .. | 125 | 1,648 | 6 Under 50 do .. | 267 | 2,780 | 6 | Under 50 do .. | 20 | 307 | 6 Under 50 do .. | ..... | ..... |
| | Total..... | 161 | 6,187 | Total..... | 592 | 42,525 | | Total..... | 24 | 602 | Total..... | 369 | 35,796 |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1889.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

No. 27.—RATES of Tolls on the Canals
WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA AND CHAMBLY

| The Rates of Tolls are divided into Five Classes, as under, and are per ton, unless otherwise specified. | | | | | | | | |
|--|----------------------------------|----------------------------------|----------------------------------|----------------------------------|--|----------------------------------|---|----------------------------------|
| | Welland Canal, westward. | Welland Canal eastward. | Lake Erie to Montreal. | St. Lawrence Canals, each way. | Chambly Canal and St. Ours Lock, each way. | Rideau Canal, each way. | Ottawa Canals and St. Ann's Lock, each way. | Ottawa to St. John's each way. |
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| <i>Class No. 1.</i> | | | | | | | | |
| Vessels, Steam per ton. | 0 01 ¹ / ₄ | 0 01 ¹ / ₄ | 0 02 ¹ / ₄ | 0 00 ³ / ₄ | 0 00 ³ / ₄ | 0 01 ¹ / ₄ | 0 00 ⁵ / ₈ | 0 01 ¹ / ₂ |
| do Sail and other | 0 02 ¹ / ₄ | 0 02 ¹ / ₄ | 0 03 ¹ / ₄ | 0 01 ¹ / ₄ | 0 00 ³ / ₄ | 0 02 ¹ / ₄ | 0 01 | 0 02 ³ / ₄ |
| <i>Class No. 2.</i> | | | | | | | | |
| Passengers, 21 years of age and upwards | 0 10 | 0 10 | 0 20 | 0 10 | 0 05 | 0 08 | 0 02 ¹ / ₄ | 0 09 ³ / ₄ |
| do under 21 years each | 0 05 | 0 05 | 0 10 | 0 05 | 0 02 | 0 04 | 0 01 ¹ / ₄ | 0 04 ¹ / ₂ |
| <i>Class No. 3.</i> | | | | | | | | |
| Bricks, Cement and Water Lime | } 15 | 0 20 | 0 20 | 0 15 | 0 10 | 0 07 | 0 06 | 0 19 ³ / ₄ |
| Clay, Lime and Sand | | | | | | | | |
| Brimstone | | | | | | | | |
| Corn | | | | | | | | |
| Flour | | | | | | | | |
| Iron, Railway | | | | | | | | |
| do Pig | | | | | | | | |
| do all others | | | | | | | | |
| Plaster, Gypsum | | | | | | | | |
| Salt | | | | | | | | |
| Salt Meats or Fish, in barrel or otherwise | } 15 | 0 20 | 0 20 | 0 15 | 0 10 | 0 07 | 0 06 | 0 19 ³ / ₄ |
| Agricultural Products, Vegetable, not enumerated. | | | | | | | | |
| Agricultural Products, Animal, not enumerated | | | | | | | | |
| Stone, for Cutting | | | | | | | | |
| Wheat | | | | | | | | |
| <i>Class No. 4.</i> | | | | | | | | |
| All other articles, not enumerated | 0 15 | 0 20 | 0 20 | 0 20 | 0 10 | 0 26 | 0 14 | 0 29 |
| <i>Class No. 5.</i> | | | | | | | | |
| Bark | 0 20 | 0 20 | 0 20 | 0 15 | 0 10 | 0 07 | 0 06 | 0 19 ¹ / ₄ |
| Barrels, empty, each | 0 02 | 0 02 | 0 02 | 0 02 | 0 02 | 0 02 | 0 01 | 0 03 ¹ / ₄ |
| Boat Knees, each | 0 05 | 0 05 | 0 05 | 0 02 | 0 02 | 0 02 | 0 01 | 0 03 ¹ / ₄ |
| Floats, per 1,000 lineal feet | 1 40 | 1 40 | 1 40 | 1 40 | 1 20 | 1 05 | 0 50 | 2 05 |
| Firewood, per cord, in Vessels | 0 20 | 0 20 | 0 20 | 0 20 | 0 10 | 0 15 | 0 08 | 0 23 |
| do do Rafts | 0 25 | 0 25 | 0 25 | 0 25 | 0 15 | 0 19 | 0 09 | 0 30 ¹ / ₄ |
| Hoops | 0 25 | 0 25 | 0 25 | 0 20 | 0 15 | 0 15 | 0 10 | 0 30 |
| Masts and Spars, Telegraph Poles, per ton of 40 cubic feet, in Vessels | 0 15 | 0 15 | 0 15 | 0 05 | 0 05 | 0 08 | 0 07 | 0 13 ¹ / ₄ |
| Masts and Spars, Telegraph Poles, per ton, of 40 cubic feet, in Rafts | 0 20 | 0 20 | 0 20 | 0 10 | 0 10 | 0 15 | 0 10 | 0 22 ¹ / ₄ |
| Railway Ties, in Vessels, each | 0 01 | 0 01 | 0 01 | 0 00 ¹ / ₂ | 0 00 ¹ / ₂ | 0 00 ³ / ₄ | 0 00 ³ / ₄ | 0 01 ¹ / ₄ |
| do do Rafts, each | 0 02 | 0 02 | 0 02 | 0 01 | 0 01 | 0 02 | 0 01 | 0 02 ¹ / ₄ |
| Sawed Stuff, Boards, Plank, Scantling and Sawed Timber, per M. feet, board measure, in Vessels | 0 30 | 0 30 | 0 30 | 0 15 | 0 10 | 0 11 ¹ / ₄ | 0 06 ³ / ₄ | 0 20 |
| Sawed Stuff, Boards, Plank, Scantling and Sawed Timber, per M. feet, board Measure, in Rafts | 0 60 | 0 60 | 0 60 | 0 30 | 0 20 | 0 19 | 0 09 | 0 36 ¹ / ₄ |
| Square Timber, per M. cubic feet, in Vessels | 3 00 | 3 00 | 3 00 | 1 00 | 1 00 | 0 56 | 0 44 | 1 69 |
| Square Timber, per M. cubic feet, in Rafts | 4 50 | 4 50 | 4 50 | 2 00 | 2 00 | 1 12 | 0 63 | 3 13 |
| Waggon Stuff, Woodenware and Wood, partly manufactured, per ton of 40 cubic feet | 0 40 | 0 40 | 0 40 | 0 40 | 0 25 | 0 30 | 0 20 | 0 55 |
| Shingles, per M. | 0 06 | 0 06 | 0 06 | 0 06 | 0 04 | 0 04 ¹ / ₂ | 0 02 ¹ / ₂ | 0 08 |
| Split Posts and Fence Rails, per M., in Vessels | 0 40 | 0 40 | 0 40 | 0 40 | 0 20 | 0 23 | 0 12 | 0 42 |
| do do do Rafts | 0 80 | 0 80 | 0 80 | 0 80 | 0 40 | 0 38 | 0 17 | 0 77 |
| Sawlogs, each standard log | 0 08 | 0 08 | 0 08 | 0 08 | 0 05 | 0 06 | 0 06 | 0 13 |

of the Dominion of Canada, 1888-89.

CANALS (TRENT VALLEY CANAL, O. C., 25TH JULY, 1888.)

| 1ST SECTION. | 2ND SECTION. | 3RD SECTION. | 4TH SECTION. | THROUGH. | Whitlaw's to Hastings. |
|--|--|--|--|--|--|
| Fenelon Falls to Bobcaygeon. | Bobcaygeon to Buckhorn. | Buckhorn to Burleigh. | Burleigh to Lakefield. | Fenelon Falls to Lakefield. | |
| Tolls Chargeable at Fenelon Falls. | Tolls Chargeable at Bobcaygeon. | Tolls Chargeable at Buckhorn. | Tolls Chargeable at Burleigh. | Tolls Chargeable at Fenelon Falls. | Tolls Chargeable at Whitlaw's. |
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 0 00 ²⁷ / ₁₀₀ 0 00 ¹ / ₄ | 0 00 ³ / ₁₀₀ 0 00 ¹ / ₄ | 0 00 ³ / ₁₀₀ 0 00 ¹ / ₄ | 0 00 ³ / ₁₀₀ 0 00 ¹ / ₄ | 0 00 ³ / ₄ 0 01 | 0 00 ³ / ₁₀₀ 0 00 ¹ / ₄ |
| 0 01 0 00 ¹ / ₂ | 0 01 0 00 ¹ / ₂ | 0 01 0 00 ¹ / ₂ | 0 01 0 00 ¹ / ₂ | 0 04 0 02 | 0 01 0 00 ¹ / ₂ |
| 0 01 | 0 01 | 0 01 | 0 01 | 0 04 | 0 01 |
| 0 03 | 0 03 | 0 03 | 0 03 | 0 12 | 0 03 |
| 0 01 0 00 ¹ / ₄ 0 00 ¹ / ₄ 0 13 0 03 0 04 0 02 | 0 01 0 00 ¹ / ₄ 0 00 ¹ / ₄ 0 13 0 03 0 04 0 02 | 0 01 0 00 ¹ / ₄ 0 00 ¹ / ₄ 0 13 0 03 0 04 0 02 | 0 01 0 00 ¹ / ₄ 0 00 ¹ / ₄ 0 13 0 03 0 04 0 02 | 0 04 0 01 0 01 0 52 0 10 0 14 0 08 | 0 01 0 00 ¹ / ₄ 0 00 ¹ / ₄ 0 13 0 03 0 04 0 02 |
| 0 02 | 0 02 | 0 02 | 0 02 | 0 08 | 0 02 |
| 0 01 0 00 ¹ / ₂ 0 00 ¹ / ₄ | 0 01 0 00 ¹ / ₂ 0 00 ¹ / ₄ | 0 01 0 00 ¹ / ₂ 0 00 ¹ / ₄ | 0 01 0 00 ¹ / ₂ 0 00 ¹ / ₄ | 0 04 0 00 ¹ / ₂ 0 01 | 0 01 0 00 ¹ / ₂ 0 00 ¹ / ₄ |
| 0 03 | 0 03 | 0 03 | 0 03 | 0 10 | 0 03 |
| 0 04 0 07 0 14 | 0 04 0 07 0 14 | 0 04 0 07 0 14 | 0 04 0 07 0 14 | 0 14 0 28 0 56 | 0 04 0 07 0 14 |
| 0 04 0 00 ³ / ₄ 0 03 0 05 0 00 ³ / ₄ | 0 04 0 00 ³ / ₄ 0 03 0 05 0 00 ³ / ₄ | 0 04 0 00 ³ / ₄ 0 03 0 05 0 00 ³ / ₄ | 0 04 0 00 ³ / ₄ 0 03 0 05 0 00 ³ / ₄ | 0 16 0 03 0 12 0 20 0 03 | 0 04 0 00 ³ / ₄ 0 03 0 05 0 00 ³ / ₄ |

No. 47.—RATES of Tolls on the Canals of the
WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA AND CHAMBLY CANALS,

| The Rates of Tolls are divided into Five Classes, as under, and are per ton, unless otherwise specified. | | Welland Canal, westward. | Welland Canal, eastward. | Lake Erie to Montreal. | St. Lawrence Canals, each way. | Chambly Canal and St. Ours Lock, each way. | Rideau Canal, each way. | Ottawa Canals and St. Ann's Lock, each way. | Ottawa to St. John's each way. |
|--|--|--------------------------|--------------------------|------------------------|--------------------------------|--|-------------------------|---|--------------------------------|
| <i>Class No. 5—Concluded.</i> | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Staves and Headings, Barrel, per M..... | | 0 40 | 0 40 | 0 40 | 0 20 | 0 15 | 0 15 | 0 10 | 0 30 |
| do Pipe do | | 1 50 | 1 50 | 1 50 | 1 00 | 1 00 | 0 75 | 0 50 | 1 75 |
| do West India, per M..... | | 0 75 | 0 75 | 0 75 | 0 60 | 0 25 | 0 45 | 0 25 | 0 65 |
| do Salt Barrel, Sawn or Cut, per M..... | | 0 08 | 0 08 | 0 08 | 0 04 | 0 03 | 0 03 | 0 02 | 0 06 |
| Traverses, per 100 pieces. | | 0 50 | 0 50 | 0 50 | 0 50 | 0 40 | 0 38 | 0 15 | 0 67½ |
| Hop Poles, per 1,000 pieces | | 2 00 | 2 00 | 2 00 | 2 00 | 1 50 | 1 50 | 0 65 | 2 65 |
| <i>Special Class.</i> | | | | | | | | | |
| Gypsum, crude (per O.C., 28th October, 1882)..... | | 0 15 | 0 05 | ..... | 0 05 | westward |  | ..... | ..... |
| Coal..... | | 0 20 | 0 20 | 0 20 | 0 15 | 0 10 | 0 08 | 0 05 | 0 17¾ |
| Stone, unwrought, corded, and not suitable for cutting, per cord..... | | 0 75 | 0 75 | 0 75 | 0 60 | 0 37½ | 0 28 | 0 24 | 0 77½ |
| Kryolite, Iron Ore or Chemical Ore | | 0 05 | 0 05 | 0 05 | 0 05 | 0 05 | 0 05 | 0 05 | 0 05 |
| Ice..... | | 0 05 | 0 05 | 0 05 | ..... | ..... | ..... | ..... | ..... |

Dominion of Canada, 1888—*Concluded.*

TRENT VALLEY CANAL, O.C., 25TH JULY, 1888.)—*Concluded.*

| 1ST SECTION. | 2ND SECTION. | 3RD SECTION. | 4TH SECTION. | THROUGH. | Whitlaw's to Hastings. |
|--|---|---------------------------------------|---------------------------------------|--|--|
| Fenelon Falls to Bobcaygeon. | Bobcaygeon to Buckhorn. | Buckhorn to Burleigh. | Burleigh to Lakefield. | Fenelon Falls to Lakefield. | |
| Tolls Charge- able at Fenelon Falls. | Tolls Charge- able at Bobcaygeon. | Tolls Charge- able at Buckhorn. | Tolls Charge- able at Burleigh. | Tolls Charge- able at Fenelon Falls. | Tolls Charge- able at Whitlaw's. |
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 0 02 | 0 02 | 0 02 | 0 02 | 0 08 | 0 02 |
| 0 10 | 0 10 | 0 10 | 0 10 | 0 40 | 0 10 |
| 0 05½ | 0 05½ | 0 05½ | 0 05½ | 0 22 | 0 05½ |
| 0 00½ | 0 00½ | 0 00½ | 0 00½ | 0 02 | 0 00½ |
| 0 05 | 0 05 | 0 05 | 0 05 | 0 20 | 0 05 |
| 0 20 | 0 20 | 0 20 | 0 20 | 0 80 | 0 20 |
| Free. | Free. | Free. | Free. | Free. | Free. |
| 0 01 | 0 01 | 0 01 | 0 01 | 0 04 | 0 01 |
| 0 03½ | 0 03½ | 0 03½ | 0 03½ | 0 14 | 0 03½ |
| 0 00¾ | 0 00¾ | 0 00¾ | 0 00¾ | 0 03 | 0 00¾ |
| Free. | Free. | Free. | Free. | Free. | Free. |

No. 27—*Continued.*NOTICE—*Continued.*

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

Logs, Lumber or other produce shall pass free of Toll down the Chippawa Creek, between the aqueduct and Port Robinson, as per O. C., 18th May, 1863.

Iron Ore, Kryolite or Chemical Ore, through one section, or all the Canals, per ton, 5 cents.

All goods having paid full Toll through the whole line of the St. Lawrence Canals, or through the Lachine Canal, St. Ann's Lock, or Ottawa and Rideau Canals, shall be allowed to pass free through the Welland Canal; and if Tolls have been paid at the Chambly Canal, such Tolls shall be refunded at Montreal or Kingston Mills; and having paid full Tolls through the Welland Canal, they shall be allowed to pass free through the St. Lawrence Canals, or through the Ottawa and Rideau Canals, St. Ann's Lock, the Lachine Canal and the Chambly Canal; Provided always, that the articles to be entitled to above exemptions shall go downwards through the whole length of the Canal to Montreal, or pass upward from Montreal through the whole length of the St. Lawrence Canals, or the Ottawa and Rideau Canals to Lake Ontario.

All articles, goods or merchandise not enumerated above, to be charged to class No. 4.

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

Goods shipped to any port west of the St. Lawrence Canals, Tolls upon which have already been paid for passage through such Canals, may be re-shipped from such ports and be passed through the Welland Canal free of Tolls, in the same way as if they had been shipped through direct in the first instance; and goods going eastward, having paid Welland Canal Tolls, may be transhipped at any port on Lake Ontario, and thereafter pass free through the St. Lawrence Canals, as if they had been shipped through direct in the first instance.

NOTICES.

CONTRACTORS' VESSELS AND CARGOES FREE.

O. C., 22nd April, 1884.—The Committee, on the recommendation of the Minister of Inland Revenue, advise that the Order in Council, dated 18th September, 1873, authorizing that all vessels owned or chartered by persons having contracts for the enlargement or repair of any of the Canals and employed by them in removing earth or carrying materials necessary for the prosecution of such works, be entitled to pass through such Canals free of Tolls, be amended by adding thereto after the last word "Tolls" the words "upon such vessel and cargo," and that the said amendment be deemed to apply from the date of the aforesaid Order in Council.

SPECIAL RATES FOR CEREALS GOING EAST.

O. C., 20th April, 1888.—On the recommendation of the Minister of Railways and Canals, and under the provisions of the 13th Section of Chapter 37 of the Revised Statutes of Canada, intituled: "An Act respecting the Department of Railways and Canals;" His Excellency in Council has been pleased to order, and it is hereby ordered, that the special rates of toll of two (2) cents per ton adopted last year for the passage through the Welland and St. Lawrence Canals of certain Cereals, Wheat, Indian Corn, Peas, Barley and Rye, when shipped for Montreal, or for any other port East of Montreal, be continued during the forthcoming season of navigation and no longer, such toll covering the Welland and St. Lawrence Canals.

His Excellency has been further pleased to order the continuance, for the same period only, of the arrangement under which the said food products, if they have paid the ordinary full tolls for passage through the Welland Canal, shall be entitled to exemption from payment of any further toll for passage through any portion of the St. Lawrence Canal system, even if not traversing the whole distance to Montreal.

O. C., 18th March, 1889.—Whereas it is considered expedient that the special rate of toll for the passage through the Welland Canal and the St. Lawrence Canals of certain easterly bound food products, in force during the last season of navigation, should be continued during the forthcoming season.

His Excellency the Governor General in Council, in pursuance of the provisions of the 13th Section of Chapter 37 of the Revised Statutes of Canada, intituled: "An Act respecting the Department of Railways and Canals," has been pleased to order, and it is hereby ordered, that the special rate of tolls of two (2) cents per ton, in force last year for the passage through the Welland Canal and the St. Lawrence Canals of certain Cereals, Wheat, Indian Corn, Peas, Barley and Rye, when shipped for Montreal, or for any other port East of Montreal, be continued during the forthcoming season of navigation and no longer, such toll covering the Welland and St. Lawrence Canals.

His Excellency has been further pleased to order the continuance, for the same period only, of the arrangement under which the said food products, if they have paid the ordinary full tolls for passage through the Welland Canal shall be entitled to exemption from payment of any further tolls for passage through any portion of the St. Lawrence Canal system, even if not traversing the whole distance to Montreal.

EXCURSIONS: LACHINE AND ST. ANNE'S.

O. C., 1st June, 1888.—On the recommendation of the Minister of Railways and Canals, and under the provisions of the 13th Section of Chapter 37, of the Revised Statutes of Canada, intituled: "An Act respecting the Department of Railways and Canals."

His Excellency in Council has been pleased to order, and it is hereby ordered, that the provisions of the Order in Council of the 26th May, 1885, whereby steamers specially chartered for the conveyance of excursion parties going and returning in the same boat the same day were charged one-half of the usual passenger tolls for passage through the Lachine and St. Anne's Lock throughout that season, be and the same is hereby continued in force for the present season of 1888.

No. 27—Continued.

NOTICE—Continued.

RAFTS, CARILLON CANAL,

O. C., 5th July, 1888.—On a memorandum dated 30th June, 1888, from the Minister of Railways and Canals, representing that under an Order in Council, Rafts have been allowed free passage through the Carillon Canal, in view of the Dam constructed across the Ottawa River at Carillon, whereby the passage of the rapids at that point through the river was rendered difficult and at times impracticable.

The Minister states, that it appears to be necessary owing to the continued difficulty attending passage through the slide built in the Dam, that the Canal should be used by Rafts; and he recommends that dating from the opening of the present season and henceforward and until otherwise ordered free passage be given to Rafts through the Carillon Canal, subject to such regulations as the Department of Railways and Canals may find it necessary in the interest of the traffic of the Canal to adopt.

49 VIC., CHAP. 32.

AN ACT RESPECTING THE BURLINGTON BAY CANAL.

[Assented to 2nd June, 1886.]

WHEREAS it is expedient in the interests of navigation, and for the convenience of the public, that Tolls for the use of the public work hereinafter mentioned should no longer be collected: Therefore Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. Notwithstanding anything contained in the Act thirty-first Victoria, chapter twelve, intituled: "*An Act respecting the Public Works of Canada*," no tolls shall hereafter be payable or collected in respect of the use of the public work near the City of Hamilton, in the Province of Ontario, commonly called the Burlington Bay Canal.

"STEEL" CLASSED WITH "IRON" AT 15c. ON ST. LAWRENCE CANALS ONLY.

O. C., 1st February, 1888.—WHEREAS the Minister of Railways and Canals reports that under the provisions of the existing tariff of tolls on the Dominion Canals established by an Order in Council of the 23rd June, 1883, an undesirable discrimination is in force between iron and steel for passage through the St. Lawrence Canals, iron being specified in class 3 and charged 15 cts. per ton, while steel, not being classified specially, comes under "class 4," namely, "all other articles not enumerated," and is charged 20 cts. per ton.

His Excellency in Council, on the recommendation of the Minister of Railways and Canals, and under the provisions of the 13th section of chapter 37 of the Revised Statutes of Canada, intituled: "*An Act respecting the Department of Railways and Canals*," has been pleased to order and it is hereby ordered, that the said Order in Council of the 23rd June, 1883, establishing the tariff of the tolls on the Canals of the Dominion, be and the same is hereby modified so as to place "steel" in the same category as "iron," making the charge thereon 15 cts. per ton.

COMMUTATION TOLLS, LACHINE CANAL.

O. C., 9th June, 1888—THAT authority be given, for the present season of navigation and no longer, in the case of the vessels "Kate," "Betsy" and "Sillery," for the commutation of the sum of \$90, payable in advance for vessels and cargo for the whole of the present tolls and charges of these vessels when transshipping lumber in the Lachine Canal basin and harbor, it being understood distinctly that when such vessels are employed temporarily in transporting other commodities than deals, the ordinary tolls will be levied.

ST. PETER'S CANAL.

On each and every vessel passing through the said Canal, two cents per ton on the vessel, and one cent per ton on the freight, each way.

O. C., 21st June, 1888—THAT following the course adopted last year and the year previous, under an Order in Council of the 11th May, 1886, commutation of tolls on the St. Peter's Canal be authorized for the current season, in the case of the Bras d'Or Steamship Company's vessels carrying Her Majesty's mails, as follows:—

| | |
|--------------------|----------|
| On the Marion..... | \$450 00 |
| do Neptune..... | 300 00 |

No. 27—Continued.

NOTICE—Continued.

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

| WELLAND CANAL. | | Rate. |
|---|--|----------|
| 1. | From Port Maitland, Dunnville and Port Colborne to Port Robinson or Allanburg, not passing the Lock, each way..... | 1-00/100 |
| 2. | From Chippewa Cut, or any part thereof, to Dunnville, Point Maitland or Port Colborne..... | 1-00/100 |
| 3. | From Dunnville to Port Colborne..... | 1-00/100 |
| 4. | From Thorold to St. Catharines or Port Dalhousie..... | 1-00/100 |
| 5. | From Maitland, Dunnville, Colborne or Port Robinson to Marshville and intermediate places..... | 1-00/100 |
| 6. | From Marshville or intermediate places to Port Maitland, Dunnville, Port Colborne and Port Robinson..... | 1-00/100 |
| 7. | From Port Robinson to Allanburg or Thorold..... | 1-00/100 |
| 8. | do St. Catharines or Port Dalhousie..... | 1-00/100 |
| 9. | From St. Catharines to Port Dalhousie..... | 1-00/100 |
| 10. | From Dunnville to Maitland..... | 1-00/100 |
| 11. | From Port Robinson through the Lock and Chippewa Cut..... | 1-00/100 |
| 12. | From Port Colborne to Port Maitland..... | 1-00/100 |
| 13. | From Chippewa Cut through Lock to Port Robinson..... | 1-00/100 |
| 14. | From Colborne, Dunnville, Maitland and Marshville to Thorold..... | 1-00/100 |
| 15. | do do do St. Catharines..... | 1-00/100 |
| 16. | Through the Chippewa Cut only..... | 1-00/100 |
| 17. | Through the Port Robinson Lock only..... | 1-00/100 |
| ST. LAWRENCE CANALS. | | |
| The Navigation to be divided into four sections, viz. : Cardinal, Cornwall, Beauharnois and Lachine. Tolls to be levied on all vessels and property in proportion to the number of sections passed through. | | |
| CHAMBLY CANAL. | | |
| Vessels and property passing from Sorel to Chambly, to pay..... | | 1-00/100 |
| do do | Chambly to St. John's, to pay..... | 1-00/100 |
| OTTAWA CANALS. | | |
| The navigation to be divided into three section, viz. : Grenville, Carillon and St. Ann's. Tolls to be levied on all vessels and property in proportion to the number of sections passed through. | | |
| RIDEAU CANAL. | | |
| The Navigation of this Canal to be divided into three sections, viz. : Ottawa, Smith's Falls and Kingston Mills. Vessels and freight passing one section to be charged one-third ; two sections, two-thirds. | | |
| GENERAL. | | |
| Any fraction of a ton freight to be charged one ton, and portions of sections to be charged as a whole section on all the above Canals. | | |
| The passing of Saw-Logs or other Lumber through any of the Canals, or sections thereof, is to be at all times governed by the Regulations for their management. | | |
| HARBOR DUES. | | |
| Vessels receiving or discharging Freight at the premises of the Welland Railway, or Ports Colborne or Dalhousie, are to be free from Harbor Dues ; but all other Vessels discharging or receiving cargo at Port Dalhousie, Port Colborne or Port Maitland, shall pay on every ton of Freight so received or discharged—Two cents. | | |

No. 27—Continued.

NOTICE—Continued.

| STANDARD FOR ESTIMATING WEIGHTS. | Tons. |
|---|-----------------|
| 2,000 lbs. avoirdupois..... | 1 |
| Per M. is per thousand feet..... | |
| Per Mille is per thousand pieces..... | |
| Green Fruit, 9 barrels are..... | 1 |
| Ashes, 3 do..... | 1 |
| Bark, 4 cords..... | 1 |
| Beef, 7 barrels..... | 1 |
| Biscuit and Crackers, 9 barrels..... | 1 |
| Bricks, common, 1,000..... | 2 |
| Butter, 22 kegs or 7 barrels..... | 1 |
| Cattle, 3..... | 1 |
| Cement and Water Lime, 7 barrels..... | 1 |
| Fire Bricks, 1,000..... | 3 |
| Fish, 7 barrels..... | 1 |
| Flour, 9 barrels..... | 1 |
| Gypsum and Manganese, 6 barrels..... | 1 |
| Horses, 2..... | 1 |
| Lard and Tallow, 7 barrels or 22 kegs..... | 1 |
| Liquors and Spirits, 215 gallons..... | 1 |
| Liquors, all other, 215 gallons..... | 1 |
| Nuts, 9 barrels..... | 1 |
| Oysters, 6 barrels..... | 1 |
| Pork, 7 barrels..... | 1 |
| Salt, 7 barrels..... | 1 |
| Seeds, 9 barrels..... | 1 |
| Sheep, 20..... | 1 |
| Stone, 12 cubic feet..... | 1 |
| Stone, 1 cord..... | 7 $\frac{1}{2}$ |
| Whiskey, 4 barrels or 215 gallons..... | 1 |
| Empty barrels, 10..... | 1 |
| Barrel Hoops, 10 Mille..... | 1 |
| Board and other Sawn Lumber, 600 feet board measure..... | 1 |
| Boat Knees, 4..... | 1 |
| Firewood, 1 cord..... | 3 |
| Hop Poles, 60, or 40 cubic feet..... | 1 |
| Shingles, 12 M. or bundles..... | 1 |
| Split Posts and Fence Rails, 1 Mille..... | 1 |
| Staves and Headings, Pipe, 1 Mille..... | 8 |
| do West India, 1 Mille..... | 4 |
| do Barrel, 1 Mille..... | 2 $\frac{1}{2}$ |
| do Salt Barrel, 1 Mille..... | $\frac{1}{8}$ |
| Saw Logs, Standard, 1..... | $\frac{1}{8}$ |
| Square Timber, 50 cubic feet..... | 1 |
| Telegraph Poles, 10, or 40 cubic feet..... | 1 |
| Masts and Spars, 40 cubic feet..... | 1 |
| Railroad Ties, 16, or 50 cubic feet..... | 1 |
| All other Woodenware, or partially manufactured Wood, 40 cubic feet, as per Tariff..... | 1 |
| Floats, 50 lineal feet..... | 1 |
| Traverses, 40 cubic feet or 5 pieces..... | 1 |

NOTE.—By the Weights and Measures Act of 1873, the following articles are to be estimated by the cental of 100 lbs., viz. :—Barley, Beans, Charcoal, Corn, Oats, Peas, Potatoes, Rye, Salt, Seeds and Wheat, the weight equivalent to a bushel being as follows :—Wheat, sixty pounds ; Indian Corn, fifty-six pounds ; Rye, fifty-six pounds ; Peas, sixty pounds ; Barley, forty-eight pounds ; Oats, thirty-four pounds ; Buckwheat, forty-eight pounds ; Beans, sixty pounds ; Potatoes, sixty pounds.

RATES OF TOLL ON PROPERTY STORED AT THE SHEDS AT LACHINE CANAL BASIN.

A PROCLAMATION.

WHEREAS it is expedient to provide for the levying of Tolls on the several Public Works constructed at the expense of the Province hereinafter mentioned ; Know Ye, therefore, that from and after the date of these presents, and until such further time as Her Majesty's pleasure shall be made known in

[1889]

297

No. 27—Continued.

NOTICE—Continued.

this behalf, there shall be paid for the use of Her Majesty, Her Heirs and Successors, to such person or persons as shall be duly authorized to receive the same, for passage and in the name of Tolls, the several sums agreeably to the scales which accompany these presents. Of all of which Her Majesty's loving subjects, and all others whom these presents may concern, are hereby required to take notice and to govern themselves accordingly.
 Given under my hand and seal, at Montreal, the twenty-first day of August, in the year of Our Lord, one thousand eight hundred and forty-six, and the tenth year of Her Majesty's Reign.

By command,
 (Signed) D. DALY,
Secretary.

(Signed) CATHCART.

TABLE OF THE TOLLS TO BE LEVIED UPON PROPERTY STORED AT THE SHEDS AT THE LACHINE CANAL BASIN.

| | | | s. | d. |
|----------------------------------|--|--|----|---------------|
| Wheat and other grain, per week, | per bushel..... | | | $\frac{1}{2}$ |
| Flour and meal | do per barrel..... | | 2 | |
| Pork, beef, butter and lard | do do..... | | 3 | |
| Muscovado sugar | do per hhd., 6d. per barrel..... | | 3 | |
| Liquors | do per pipe, 9d. per puncheon..... | | 7 | $\frac{1}{2}$ |
| | do per bhd., 6d. per quarter cask..... | | 4 | |
| Iron, bars | do per ton..... | | 1 | 0 |
| Iron, pig | do do..... | | 6 | |
| Salt | do per 100 minots..... | | 1 | 8 |
| Bales, crates, cases, &c. | do per ton weight or measurement..... | | 1 | 0 |
| Coals | do per chaldron..... | | | 6 |

1. No charge made for property stored in the Sheds at Lachine Canal Basin, for the first forty-eight hours, after which period the foregoing rates of storage for the use of the sheds, are to be raised, levied and collected.
2. Articles unenumerated are to be charged according to the above rates.
3. All property stored in the sheds remaining after the first forty-eight hours, will be liable to one week's storage, although it only should have been stored for a portion of the same, and so on for each succeeding week.
4. The labor of receiving property into the sheds and delivering the same, to be at the expense of, and to be furnished by the owners of the property or their agents.
5. All property stored in the sheds to be at the risk of the proprietor, from damage by fire or otherwise.
6. All dues for storage to be paid before the removal of the property.

Notice is hereby given that His Excellency the Governor General in Council has been pleased to authorize the Tolls levied upon property stored at the sheds at the Lachine Canal Basin, under Proclamation dated 21st August last, to be continued until further notice.

By command,

(Signed) J. W. DUNSCOMB,
Commissioner of Customs.

INSPECTOR GENERAL'S OFFICE,
 CUSTOM'S DEPARTMENT, 28th October, 1846.

INSPECTOR GENERAL'S OFFICE,
 CUSTOM'S DEPARTMENT,
 TORONTO, 31st May, 1858.

Notice is hereby given that His Excellency the Governor General has been pleased by an Order in Council bearing this day's date, to order and direct that the storage of flour in the sheds at the Lachine Canal Basins at Montreal be, until otherwise ordered, governed by the following regulations, viz. :—

1. Flour shall be allowed to remain in the sheds for two whole days free of charge;
2. If kept there beyond two days or 48 hours, such flour to be liable to a charge of one cent per day per barrel, for the first four days after the expiration of the 48 hours of exemption;
3. Should the flour be kept in the sheds beyond four days at one cent per day per barrel, it shall be liable to pay two cents per day per barrel for every day subsequent to the expiration of such four days;
4. Any part of a day to be considered as one day.

By command,

(Signed) R. S. M. BOUCHETTE,
Commissioner of Customs.

No. 27—Continued.

NOTICE—Continued.

PRIVY COUNCIL OFFICE,
OTTAWA, 12th June, 1880.

On the recommendation of the Honorable the Minister of Railways and Canals, the Committee advise that the rates chargeable for the storage of salt at the St. Gabriel's Sheds, Montreal, under the authority of an Order in Council, dated 1st July, 1846, whereby such rates were fixed at one cent per bag per week, after the expiry of the first 48 hours, be now amended, and the rate be reduced to one-half a cent per bag per week after the first 48 hours.

The Committee submit the above recommendation for your Excellency's approval.

(Signed) J. O. COTÉ,
Clerk, Privy Council.

TOLLS ON VESSELS TRADING TO LOWER PORTS AND ENTERING THE LACHINE CANAL AT MONTREAL HARBOR.

GOVERNMENT HOUSE,
QUEBEC, 8th June, 1860.

His Excellency the Governor in Council is pleased to order, and it is hereby ordered, that from and after the date hereof, the following Rates of Tolls shall be levied upon Vessels trading to Lower Ports, and entering the Lachine Canal from the Harbor of Montreal, and on certain goods herein mentioned; said Vessels to be allowed 48 hours for discharge of cargo before the following be incurred; and said discharge to be made below the St. Gabriel Lock.

| Class of Vessel. | Rate of Toll. |
|--|---------------|
| Steamboats measuring 50 tons and upwards, per Ton Register, per day of 24 hours | 8 mills. |
| All other vessels measuring 50 tons and upwards, per Ton Register, per day of 24 hours | 4 do |
| Steamboat measuring under 50 Tons Register, each day of 24 hours | 40 cents. |
| All other vessels measuring from 25 to 50 Tons Register, per day of 24 hours | 20 do |
| All vessels measuring less than 25 Tons Register, per day of 24 hours | 10 do |
| Coal, per chaldron | 10 do |
| Salt, per 100 Minots | 15 do |
| Iron of all kinds, per ton weight | 15 do |
| Merchandise as in Class No. 6 of the Tariff of Tolls on Provincial Canals | 10 do |

Provided always that the above Tolls be levied only on goods for consumption in Montreal, and on vessels trading with that Port.

(Signed) W. H. LEE,
Clerk, Privy Council.

CHARGES FOR WHARFAGE OF FIREWOOD ON WHARVES AND BANKS OF LACHINE CANAL.

O.C., 7th August, 1860—1. On the recommendation of the Honorable Commissioner of Public Works, His Excellency the Governor General in Council is pleased to order, and it is hereby ordered, that the Rates of Toll authorized by an order of His Excellency in Council of the 8th June last, to be collected on firewood on wharves at Lachine and Lachine Canal, and lying between Wellington Bridge and Lock No. 5, and on wharves in Lachine Canal Basin, be, and they are hereby altered and changed, and His Excellency is pleased to order that in lieu hereof, the following Rates of Tolls shall be collected as herein mentioned, that is to say:

2. Firewood landed on wharves or banks of the Canal, or in boats, barges or other craft, occupying any of the basins between Wellington Street Bridge and Lock No. 3, 4 cents per cord, and for every day the wood is allowed to remain in either the Canal or Basin, or on the wharves or banks after the first five days, an additional charge of 4 cents per cord will be made.

Firewood on bank of Canal between Lock No. 3 and Lock No. 5, and on wharves in Canal Basin at Lachine:

| | Per Cord. |
|---|-----------|
| For receiving timber, &c., to include use of basin or wharf for one month | 3 cents. |
| For each succeeding month during season of navigation | 3 do |
| For wintering in basin or on wharf | 3 do |

GOVERNMENT HOUSE,
QUEBEC, 27th January, 1862.

Present:

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

On the recommendation of the Honorable the Commissioner of Public Works, His Excellency in Council has been pleased to order, and it is hereby ordered, that the provisions of the Order in Council of the 8th day of June, 1860, as amended by the Order in Council of the 7th of August following, respecting the Rates of Toll to be collected on firewood on wharves at Lachine, and the Lachine Canal and Basin, be and they are hereby extended and made applicable to the banks and grounds at Côte St. Paul and at Lachine.

(Signed) W. H. LEE,
Clerk, Privy Council.

No. 27—*Continued.*NOTICE—*Continued.*

GOVERNMENT HOUSE,
OTTAWA, 4th February, 1880.

Present :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

Whereas by Order in Council, dated the 8th June, 1860, authority was given for the collection of the following Rates of Toll on "firewood on bank of Canal between Lock No. 3 and Lock No. 5, and also on wharves in Canal Basin at Lachine":

| | |
|--|-----------|
| | Per Cord. |
| For receiving timber, &c., to include use of basin or wharf for one month..... | 3 cents. |
| For each succeeding month during the season of navigation..... | 3 do |
| For wintering in basin or on wharf..... | 3 do |

And whereas it has been shown that at present great difficulty exists in the collection of monthly dues on firewood, and the abolition of these charges will facilitate business and add to the revenue; His Excellency the Governor in Council, on the recommendation of the Honorable the Minister of Railways and Canals, has been pleased to order, and it is hereby ordered, that the clause of the Order in Council of the 8th June, 1860, under which said charges have been payable be and it is hereby cancelled, such cancellation to take effect on and after the 1st day of July

(Signed) J. O. COTÉ,
Clerk, Privy Council.

THE CANAL BASINS WITHIN THE CITY LIMITS OF MONTREAL TO BE CONSIDERED
AS PART OF THE MONTREAL HARBOR FOR CERTAIN PURPOSES.

GOVERNMENT HOUSE,
OTTAWA, 8th August, 1878.

Present :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

1. Whereas the Honorable the Minister of Public Works has represented: That under existing regulations for the collection of Canal Tolls, eastern bound vessels having paid the charges one way in full through the Welland Canal, are chargeable one section Canal Toll if re-entering the Lachine Canal;
2. That vessels loaded with grain destined for the Montreal harbor frequently unload only part of their cargoes on board sea-going vessels in that harbor, and re-enter the Lachine Canal for the purpose of unloading the balance of their cargoes either in elevators or mills located along the canal basins;
3. That in his opinion those vessels having paid the charges one way in full through the Welland Canal, should be allowed to re-enter the Lachine Canal free of Tolls, for the purpose before mentioned.
4. Whereupon His Excellency in Council, on the recommendation of the Honorable the Minister of Public Works, has been pleased to order, and it is hereby ordered, that the canal basins within the city limits be considered as part of the Montreal harbor, in so far only as regards the collection of Tolls on the class of vessels above referred to, which re-enter that portion of the canal for the purpose of unloading the balance of their cargoes, but that the same shall not apply any further, as in the event of vessels returning to the harbor to take cargo, in which case the usual Toll shall be charged against them on passing out of the canal a second time into the harbor.

(Signed) W. A. HIMSWORTH,
Clerk, Privy Council.

GOVERNMENT HOUSE,
OTTAWA, 12th July, 1881.

Present :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

5. Whereas representations have been made by parties interested, showing that vessels laden with grain for delivery in Montreal Harbor, frequently carry also deck loads of phosphates, and that being compelled to proceed at once to the Harbor for the discharge of the grain, they pay tolls through to that point, subsequently re-entering the Lachine Canal for the storage of the phosphates, and in accordance with the existing regulations paying canal dues a second time for such re-entry.
6. And whereas a similar difficulty having been experienced with regard to the storage of surplus grain not required for shipment, an Order in Council was passed on the 8th of August, 1878, allowing re-entry free of Tolls for the purpose indicated; His Excellency in Council, on the recommendation of the Hon. the Acting Minister of Railways and Canals, has been pleased to order, and it is hereby ordered, that the Lachine Canal Basins within the Montreal City limits, be henceforward considered as part of the Montreal Harbor, for the purposes of the unloading of phosphates carried by vessels in addition to their grain cargoes, as above described; it being, however, provided that in the event of their returning to the harbor to take cargo, the usual Tolls shall be charged against such vessels on their passing out of the Canal a second time.

(Signed) J. O. COTÉ,
Clerk, Privy Council.

No. 27—*Continued.*NOTICE—*Continued.*

RATES OF CHARGES ON VESSELS WINTERING IN LACHINE CANAL.

GOVERNMENT HOUSE,

OTTAWA, 22nd August, 1879.

Present :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

1. Whereas the Honorable the Acting Minister of Railways and Canals has represented that by the Act 36 Vic., Chap. 128, a system of Measurement and Registration of Shipping was for the sake of uniformity adopted, which, by including portions of a Vessel exempted from Measurement by the "Merchants' Shipping Act," previously in force, has very largely added to the nominal tonnage of Vessels, and that it has, accordingly, become necessary that the rates per ton formerly charged for wintering Vessels in the Lachine Canal, should be altered to meet the new conditions of measurement.
2. His Excellency, on the recommendation of the Acting Minister of Railways and Canals, and by and with the advice of the Queen's Privy Council of Canada, has been pleased to order, and it is hereby ordered: that the following wintering charges be, and the same are hereby substituted in place of the rates at present charged, viz. :—
3. For each Boat, Barge, Scow or other Vessel of ten (10) tons measurement and under, seventy (70) cents per vessel for the entire winter; and every ten (10) tons above the first ten, an additional rate of eight (8) cents.

(Signed),

W. A. HIMSWORTH,

Clerk, Privy Council.

CHARGES FOR WINTERING VESSELS IN RIDEAU CANAL.

CERTIFIED COPY of a report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 19th March, 1887.

On a memorandum dated 18th March, 1887, from the Minister of Railways and Canals, recommending that the winterage dues for vessels wintering in the Canal Basin at Ottawa, or other points along the line of the Rideau Canal, be fixed as under:—

| | | |
|-------------------------|---------------------------|---------|
| In Canal Basin, Ottawa, | Steamers, per season..... | \$ 8 00 |
| do do | Barges do | 4 00 |
| Inside Locks do | Steamers do | 50 00 |
| do other stations do | do do | 15 00 |

and further, that if he deems it advisable that authority be granted to take security from parties wintering their vessels in Locks, against damage to Government property by fire.

(Signed),

JOHN J. MCGEE,

Clerk, Privy Council

RATES AND DUES LEVIED ON VESSELS LOADING AND UNLOADING IN THE NEW BASIN, LACHINE CANAL.

0. C., 26th January, 1883.—1. On a report dated 19th January, 1883, from the Minister of Railways and Canals, submitting an application dated 17th August, 1882, from the Montreal Harbor Commissioners, for the extension to the new Lower Basin of the Lachine Canal of certain powers of levying tolls conferred upon the Corporation by the Act 18 Vic., Chap. 143, in respect of the Lower Basin on the old Canal.
2. The Minister further submits that the Commissioners urge that the new Basin is used by sea-going vessels which have traversed the improved deep-water channel between Quebec and Montreal, upon which large sums of money have been expended by the Trust, and that by this action the Harbor revenues are likely to be seriously affected.
3. The Minister represents that the matter having been referred for report to the Chief Engineer of Canals, who states to the effect, under date 12th January inst., that at the time of the passage of the Act cited (1855) the municipality was responsible for the expenditure incurred in deepening the channel of the river, and that the Government, about ten years later, assumed the debt in respect of Lake St. Peter, amounting to \$1,164,235; further, that the Harbor Commissioners have not in any way aided in the construction of the new Canal entrance and Basins, and that he is unable to see grounds for giving them control over the revenue which may arise therefrom.
4. The Chief Engineer suggests that the Commissioners should be allowed to retain the right of levying dues in respect of the old Lower Basin, but that the Government should retain full control of the new works and Basins, and of the revenue that may be derived from their use, and he advises that the rates should be levied by the Government on vessels loading or unloading in the new Basins, equal and similar to those levied by the Commissioners in respect of the old Basin.
5. The Minister concurs in the view taken by the Chief Engineer, and recommends that authority be given in accordance therewith.
6. The Committee submit the above recommendation for Your Excellency's approval.

(Signed),

JOHN J. MCGEE,

Clerk, Privy Council.

[1889]

301

No. 27—Continued.

NOTICE—Continued.

RATES AND DUES TO BE LEVIED IN THE HARBOR OF MONTREAL, UNDER AND BY VIRTUE OF THE ACTS 40 VIC., CHAP. 53, AND 42 VIC., CHAP. 28.

On and after the 1st day of April, 1881 :—

TONNAGE DUES

To be levied on all Vessels in the Harbor.

On Steamboats for each day of twenty-four hours, or part of a day they remain in the harbor, reckoned from the hour of their arrival to that of their departure.. 1c. per ton register.
 On all other Vessels, per day, as aforesaid..... ½c. do

WHARFAGE DUES

To be levied on all Merchandise, Animals and things whatsoever landed or shipped in the Harbor.

All Goods, Wares and Merchandise, not elsewhere specified..... 25c. per ton.
 Hay, Straw, Pig and Scrap Iron, Pot and Pearl Ashes..... 20c. do
 Apples, Crates and their contents, Flour and Meal, Fish, Meats, Pitch, Potatoes, Tar, Horses, Neat Cattle, Sheep, Swine..... 15c. do
 Ballast, Clay, Fire Bricks, Gypsum, Lime, Marble, Phosphates, Sand, Salt..... 10c. do
 Coal and Coke, Grain and Seeds of all kinds..... 7½c. do
 Special—Bricks, 10c. per 1,000; Cordwood, 5c. per cord; Lumber, 10c. per 1,000 feet, board measure.

Bullion, Specie..... Free.

On all Goods, Wares and Merchandise whatsoever, the quantity of which by weight, measurement or other mode of estimate provided for in the Tariff, cannot be conveniently ascertained, it shall be lawful for the Harbor Commissioners to levy a rate of ¼ of 1 per cent. on the value thereof.

Each entry shall pay not less than 5 cents.

All property landed on the wharves for re-shipment shall only pay one wharfage.

The Ton mentioned in the Tariff of Wharfage Dues shall be 2,000 lbs. weight, or 40 cubic feet measurement, according to the Bill of Lading.

STANDARD FOR ESTIMATING WEIGHTS.

| | | | |
|-----------------------------------|-------------------|------------------|-------------|
| Ashes, Pot and Pearl..... | 3 brls. to 1 ton. | Neat Cattle..... | 3 to 1 ton. |
| Apples, Flour, Meal, Potatoes.... | 9 do | Sheep..... | 15 do |
| Fish, Meats, Pitch, Tar..... | 7 do | Swine..... | 10 do |
| Horses..... | 2 to 1 ton. | | |

Certified,

(Signed), H. D. WHITNEY,
Secretary.

HARBOR COMMISSIONERS' OFFICE.

PRIVY COUNCIL OFFICE,
 OTTAWA, 1st April, 1881.

I hereby certify that the foregoing Tariff has been approved by His Excellency the Governor General in Council, on the 1st day of April, 1881.

(Signed), J. O. COTÉ
Clerk, Privy Council.

At a meeting of the Harbor Commissioners of Montreal, held on the second of June, 1881, the following By-law was adopted under the authority of the Act 42 Vic., chap. 28. Present :—Andrew Robertson, Esq., Chairman; J. B. Rolland, Edward Murphy, Henry Bulmer, Victor Hudon, Hugh McLennan, Chas. M. Gould. Hon. J. L. Beaudry (Mayor) and Andrew Allan, Esq.

“Whereas it is expedient in the general interest of the Port of Montreal, that the charges on grain be reduced until the first of September next.

“Therefore it is hereby resolved, that the said rate on grain be reduced as aforesaid from seven and one half cents (7½c.) per ton to one cent (1c.) per ton.”

PRIVY COUNCIL, 7th June, 1884.

I hereby certify that the foregoing By-law of the Harbor Commissioners of Montreal, adopted under the authority of the Act 42 Vic., chap. 28, has been this day approved by His Excellency the Governor General in Council.

(Signed) JOHN J. MCGEE,
Clerk, Privy Council.

No. 27—Continued.

NOTICE—Continued.

RATES OF TOLLS ON FLOATED TIMBER, &c., ENTERING THE BASIN AT LACHINE AND LACHINE CANAL.

O. C., 8th June, 1860.—I. His Excellency the Governor General is pleased to order, and it is hereby ordered, that from and after the date hereof the following Rates of Tolls shall be collected on Floated Timber, Lumber and Firewood entering the Basin at Lachine and Lachine Canal:—

| Kinds of Timber. | For receiving Timber &c., to include use of Basin or Wharf for one month. | For each succeeding month during the Season of Navigation. | For wintering in Basin or on Wharf. |
|---|---|--|-------------------------------------|
| | Cents. | Cents. | Cents. |
| Timber, square or round, of all kinds, above 12 x 12, per M. cubic feet..... | 25 | 20 | 35 |
| do round or flatted, of all kinds, under 12 x 12, per M. lineal feet..... | 20 | 15 | 30 |
| Plank and Boards, to include all kinds of sawed lumber, in rafts, per M. feet, board measure..... | 3 | 2 | 3 |
| Sawlogs, 12 feet long, if longer in same proportion per log..... | 1 | $5\frac{1}{3}$ | 2 |
| Floats, per 100..... | 10 | 5 | 10 |
| Traverses, per 100..... | 10 | 5 | 10 |
| Fence Posts and Rails, per M..... | 10 | 5 | 10 |
| Staves, Barrel, per M..... | 8 | 4 | 8 |
| do Pipe, per M..... | 8 | 4 | 8 |
| do West India, per M..... | 8 | 4 | 8 |
| Firewood on Bank of Canal, between Lock No. 3 and Lock No. 5, and also on Wharves in Canal Basin at Lachine | 3 | 3 | 3 |

2. No allowance to be made for fractional parts of a month or winter season.
3. The Firewood to be corded across the bank while being delivered from the Boat in such a manner and at such points as the Superintendent may direct.
4. The Rates on Timber to take effect upon the completion of the Booms in Lachine Basin.

No. 27—*Continued.*NOTICE—*Continued.*

CHARGES FOR REPAIRING VESSELS ON THE BANK OF LACHINE, BEAUHARNOIS AND CHAMBLY CANALS.

PRIVY COUNCIL OFFICE,
OTTAWA, 5th March, 1880.

1. I hereby certify that by order of His Excellency the Governor General in Council, passed on the seventh day of February last, authority was given for the enforcement of a rule by which persons using the banks of the Lachine Canal as a site for the repair of their vessels, shall be subject to a charge of four dollars (4) payable in advance, for each vessel; the period during which such site may be occupied, under any one payment being limited to six months, and permission for repairing being first obtained from the proper officer, in conformity with the existing canal regulation.
2. It is further declared by the said Order in Council that in the event of failure to remove vessels so occupying the banks at the expiration of the period named, no fresh permits havin beeng obtained, such vessels, may be sold under the 16th clause of the regulations of the Canal.

(Signed), J. O. COTÉ

Clerk Privy Council.

GOVERNMENT HOUSE,
OTTAWA, 6th August, 1881

Present :

THE HONORABLE THE DEPUTY OF HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

The Deputy Governor, on the recommendation of the Honorable the Acting Minister of Railways and Canals, has been pleased to adopt the following rules with respect to the repairing of vessels on the banks of the Lachine Canal, the Beauharnois and the Chamby :—

1. Repairs shall only be executed at such points as may be indicated and approved by the Superintendent.
 2. For each vessel hauled up or beached for repairs, a charge of one dollar, over and above all other charges, shall be made, carrying the privilege of remaining for one month, a further sum of one dollar being charged for each additional month or fraction of a month the vessel may remain.
- In cases, however, where a vessel hauled up for repairs upon the Canal bank remains there throughout the winter, a charge of four dollars only shall be made (in addition to the ordinary winterage dues) the period covered being from the 1st of November to the 1st of June, inclusive.
3. Any vessel remaining on the Canal bank after having wintered thereon shall be charged at the rate of one dollar a month, or a fraction of a month of her subsequent stay.
 4. Any vessel remaining more than one year on the bank of the Canal shall for such time as she may remain in excess of that period, pay at the rate of two dollars a month, or fraction of a month throughout the whole year.
 5. All charges shall be payable at the collector's office in advance on the first day of each month.
 6. These rules shall be understood as applying to all cases where the Canal bank is used in any manner for the repairs of vessels, whether such vessels are actually hauled up or not.

(Signed),

J. O. COTÉ,

Clerk, Privy Council

RIDEAU CANAL—REGULATIONS RELATIVE TO FIREWOOD LANDED AT
BASIN, OTTAWA.

Notice is hereby given that in accordance with the 28th Chap., Con. Stat. of Canada, His Excellency the Governor General in Council has been pleased to approve of the following additional Regulations to ensure the proper using, management and protection of the Canals of the Dominion of Canada.

By command,
(Signed),

WM. H. LEE,

Clerk, Privy Council

PRIVY COUNCIL OFFICE,
OTTAWA, 14th October, 1867.

REGULATIONS in pursuance of the 28th Chap., Con. Stat. of Canada, for landing Firewood on the line of the Rideau Canal, in the City of Ottawa, and in addition to the Regulations for the management and protection of the Provincial Canals which were authorized by the Governor in Council, 20th May, 1857, Sections 14 and following, and were made applicable to the Rideau Canal, under the order of His Excellency in Council, on the 2nd June, 1860.

1. No Firewood to be landed on the easterly side of the Basin from Sappers' Bridge to the line of Little Sussex Street.

No. 27—*Concluded.*NOTICE—*Concluded.*

2. Firewood may be landed between the line of Little Sussex Street and the By-wash or waste weir, but must be removed within twenty-four hours after having been placed there; a fine of three cents per cord will be charged for every day the wood remains on the wharf after such notice has been given.
3. Firewood may be landed and piled around the Basin on Government land within forty feet of the water, leaving a roadway of at least fifteen feet between every four piles of Firewood, which roadway must be as near as practicable at right angles to the margin of the Canal; this wood must also be removed within twenty-four hours after the owner or person in charge has been notified to that effect, and in default, a fine of three cents per cord will be levied upon it for every day it remains thereafter.
4. Two cents per cord will be charged as wharfage or ground rent upon Firewood placed on any part of the Government Canal Reserve.
5. No Firewood may be landed without a permit having been first obtained from the Lock Master or Collector, and the Let-Pass must be given up to this officer before the wood is unloaded, under a penalty of forty dollars.

B. H. TEAKLES,

*Chief Clerk, Canals Revenue.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1889.

APPENDIX

DR.

No. 28.—HYDRAULIC and other Rents, &c.—

| Balance due on 1st July, 1888. | Accrued, year ended 30th June, 1889. | Total. | Number. | Name of Work. | Present Occupant. | Original Lessee. |
|--------------------------------|--------------------------------------|----------|---------|-------------------|---------------------------------------|--|
| \$ cts. | \$ cts. | \$ cts. | | | | |
| 93 65 | 187 30 | 280 95 | 1 | Welland Canal.... | Wood & Green..... | R. Laurie..... |
| 600 00 | 240 00 | 840 00 | 2 | do | S. Neelon..... | R. & J. Laurie..... |
| 50 00 | 20 00 | 70 00 | 3 | do | do | do |
| ..... | 176 00 | 176 00 | 4 | do | do | A Muir..... |
| 1,050 00 | ..... | 1,050 00 | 5 | do | Andrews & Son..... | Donaldson, Andrews & Ross..... |
| 1,270 50 | ..... | 1,270 50 | 6 | do | do | Donaldson, Andrews & Ross..... |
| 300 00 | 100 00 | 400 00 | 7 | do | do | Wm. Hutchinson..... |
| 260 00 | 390 00 | 650 00 | 8 | do | Tuttie, Date & Rodden..... | J. L. Ranney..... |
| 75 00 | 150 00 | 225 00 | 9 | do | S. Neelon..... | C. Phelps..... |
| 20 00 | 40 00 | 60 00 | 10 | do | Norris & Neelon..... | do |
| 251 49 | 167 66 | 419 15 | 11 | do | Whitman & Barns Manufacturing Co..... | R. Collier..... |
| 420 00 | 140 00 | 560 00 | 12 | do | J. B. Smith..... | Thos. Towers..... |
| 250 00 | 500 00 | 750 00 | 13 | do | do | St. Catharines Water Power Co..... |
| ..... | 20 00 | 20 00 | 14 | do | do | St. Catharines and Welland Gas Light Co..... |
| 600 00 | 75 00 | 675 00 | 15 | do | do | J. C. & J. Gillespie..... |
| 35 00 | ..... | 35 00 | 16 | do | do | St. Catharines Street Railway Co..... |
| 100 50 | ..... | 100 50 | 17 | do | do | John F. Rees..... |
| 75 00 | 75 00 | 150 00 | 18 | do | do | Whitman & Barns Manufacturing Co..... |
| 36 06 | 22 00 | 58 00 | 19 | do | do | H. Jarvis..... |
| 108 00 | 216 00 | 324 00 | 20 | do | McLeary & McLean..... | Wm. Beatty..... |
| 120 00 | 240 00 | 360 00 | 21 | do | Lybster Cotton Co..... | Gordon & McKay..... |
| 120 00 | 240 00 | 360 00 | 22 | do | do | John Riordon..... |
| 100 00 | 200 00 | 300 00 | 23 | do | do | do |
| 800 00 | 400 00 | 1,200 00 | 24 | do | Merritton Cotton Co..... | King & Dolan..... |
| ..... | ..... | ..... | 25 | do | do | Corporation of Village of Merritton..... |
| 60 00 | 60 00 | 120 00 | 26 | do | do | Jas. Wilson..... |
| ..... | 100 00 | 100 00 | 27 | do | do | Lybster Cotton Mill..... |
| 31 80 | 63 60 | 95 40 | 28 | do | Thorold, W. & C. Co..... | Wm. Beatty..... |
| 150 00 | 50 00 | 200 00 | 29 | do | John McDonagh..... | W. H. Ward..... |
| 1,288 00 | 146 00 | 1,434 00 | 30 | do | do | do |
| 1 00 | ..... | 1 00 | 31 | do | do | St. Catharines and Niagara Central Ry. Co.. |
| 200 00 | 25 00 | 225 00 | 32 | do | do | John Battle..... |
| 280 00 | 80 00 | 360 00 | 33 | do | do | do |
| 110 00 | 222 00 | 333 00 | 34 | do | Howland, Jones & Co..... | P. Howland..... |
| 65 00 | 130 00 | 195 00 | 35 | do | Jas. Norris..... | Brown & Ross..... |
| 80 00 | 80 00 | 160 00 | 36 | do | Arch. Dobbie..... | Welland Canal Loan Co. |
| 55 00 | 110 00 | 165 00 | 37 | do | C. J. Jones..... | McPherson & Wier..... |
| ..... | 5 00 | 5 00 | 38 | do | do | Corporation of Thorold.. |
| 340 00 | ..... | 340 00 | 39 | do | do | John Battle..... |
| 60 00 | 120 00 | 180 00 | 40 | do | J. Davey, jr..... | do |
| 5,007 46 | ..... | 5,007 46 | 41 | do | do | Wright & Duncan..... |
| 20 00 | 20 00 | 40 00 | 42 | do | do | P. H. Musson..... |
| 940 00 | ..... | 940 00 | 43 | do | J. & J. Abbey..... | McFarland & Lemon... |

A.—Continued.

Lessees' Accounts, 1888-89.

DR.

| Description of Property. | Number. | Date to which the Account is made up. | Abatement authorized. | Paid during Fiscal Year. | Balances due, 30th June, 1889. | Total. |
|--|---------|---------------------------------------|-----------------------|--------------------------|--------------------------------|----------|
| | | | | | | |
| Grist Mill, Waste Wier No. 1, Port Dalhousie..... | 1 | Jan. 1, 1889 | ..... | 93 65 | 187 30 | 280 95 |
| Mill Lot do do | 2 | June 30, 1889 | ..... | ..... | 840 00 | 840 00 |
| Lot near do do | 3 | do | ..... | ..... | 70 00 | 70 00 |
| Docks near do do | 4 | do | ..... | 176 00 | ..... | 176 00 |
| Dry Dock, part of Lock No. 1 do | 5 | Jan. 1, 1882 | ..... | ..... | 1,050 00 | 1,050 00 |
| Saw Mill, Waste Pier No. 1 do | 6 | do | ..... | ..... | 1,270 50 | 1,270 50 |
| Wharf Lot, East end East Pier do | 7 | June 30, 1889 | ..... | 300 00 | 100 00 | 400 00 |
| Union Mill, near Lock No. 2, St. Catharines | 8 | do | ..... | ..... | 650 00 | 650 00 |
| Merchants' Red Mill do | 9 | do | ..... | ..... | 225 00 | 225 00 |
| Wharf at Lock No. 4 do | 10 | do | ..... | ..... | 60 00 | 60 00 |
| Saw Mill at Lock No. 5 do | 11 | do | ..... | 251 49 | 167 66 | 419 15 |
| Grist Mill at new Lock No. 10 do | 12 | do | ..... | 420 00 | 140 00 | 560 00 |
| Water Power from Locks 3 to 11 do | 13 | do | ..... | 500 00 | 250 00 | 750 00 |
| Wharf Lot at Lock No. 4 do | 14 | Jan. 1, 1890 | ..... | 20 00 | ..... | 20 00 |
| Lot near Lock No. 5 do | 15 | Oct. 1, 1889 | ..... | ..... | 675 00 | 675 00 |
| Privileges of placing Bridge over Water-way, St. Catharines | 16 | Oct. 1, 1886 | ..... | ..... | 35 00 | 35 00 |
| 16½ acres of Lot 11, Con. 7, Grantham, for pasture, St. Catharines | 17 | Mar. 1, 1885 | ..... | ..... | 100 50 | 100 50 |
| Old Lock House at Lock No. 6, St. Catharines | 18 | Oct. 1, 1889 | ..... | 150 00 | ..... | 150 00 |
| Part of Lot 16, Con. 4, Grantham, for Sail Loft, St. Catharines | 19 | July 1, 1889 | ..... | 58 00 | ..... | 58 00 |
| Saw Mill at Lock No. 20, Merritton | 20 | June 30, 1889 | ..... | ..... | 324 00 | 324 00 |
| Cotton Factory at Lots 12, 13 & 14, Merritton | 21 | do | ..... | ..... | 360 00 | 360 00 |
| Water Lots at Lots 16, 18, 19 & 21 do | 22 | do | ..... | 240 00 | 120 00 | 360 00 |
| Paper Factory, Lot 17 do | 23 | do | ..... | 200 00 | 100 00 | 300 00 |
| Water supply to Cotton Mills do | 24 | do | ..... | 400 00 | 800 00 | 1,200 00 |
| Lot between Lock No. 25 and Guard Gates, Merritton | 25 | do | ..... | ..... | ..... | ..... |
| Water supply at Merritton | 26 | do | ..... | 30 00 | 90 00 | 120 00 |
| Part of Lots 11 & 12, Con. 10, Grantham, Merritton | 27 | Feb. 1, 1890 | ..... | ..... | 100 00 | 100 00 |
| Tannery at Lock No. 22, Thorold | 28 | June 30, 1889 | ..... | 63 60 | 31 80 | 95 40 |
| Factory do 25 do | 29 | do | ..... | ..... | 200 00 | 200 00 |
| Saw Mill do 23 do | 30 | do | ..... | 600 00 | 834 00 | 1,434 00 |
| Track through the Towns of Thorold and Merritton | 31 | Oct. 11, 1888 | ..... | ..... | 1 00 | 1 00 |
| Wharf and right of way over Raceway at Lock 25, Thorold | 32 | June 30, 1889 | ..... | 200 00 | 25 00 | 225 00 |
| Plaster Mills at Lock 25, Thorold | 33 | do | ..... | 280 00 | 80 00 | 360 00 |
| Grist Mills do 25 do | 34 | do | ..... | ..... | 333 00 | 333 00 |
| Merchants' Mill do 23 do | 35 | do | ..... | 130 00 | 65 00 | 195 00 |
| Machine Shop do 22 do | 36 | do | ..... | 80 00 | 80 00 | 160 00 |
| do do 23 do | 37 | do | ..... | ..... | 165 00 | 165 00 |
| Part of Lot 17, near Lock 24, Thorold | 38 | Oct. 1, 1889 | ..... | 5 00 | ..... | 5 00 |
| Lot on west side New Canal do | 39 | do | 340 00 | ..... | ..... | 340 00 |
| Water Lot, Thorold | 40 | June 30, 1889 | ..... | 120 00 | 60 00 | 180 00 |
| Grist Mill, Allanburg | 41 | Jan. 1, 1882 | ..... | ..... | 5,007 46 | 5,007 46 |
| Storehouse do | 42 | April 1, 1889 | ..... | ..... | 40 00 | 40 00 |
| Saw Mill, Port Robinson | 43 | July 1, 1877 | ..... | ..... | 940 00 | 940 00 |

[1889]

307

APPENDIX

DR.

No. 28.—HYDRAULIC and other Rents, &c.—

| Balance due on 1st July, 1888. | | Accrued, year ended 30th June, 1889. | | Total. | Number. | Name of Work. | Present Occupant. | Original Lessee. |
|--------------------------------|------|--------------------------------------|------|-----------|---------|--------------------|----------------------------|--------------------------------|
| £ | cts. | £ | cts. | £ | | | | |
| 43 00 | | 43 00 | | 86 00 | 44 | Welland Canal | | John Hill |
| 630 00 | | 140 00 | | 770 00 | 45 | do | S. Neelon | Port Robinson Dry Dock Co. |
| 285 00 | | | | 285 00 | 46 | do | J. Crowe | Killens & Dockstader |
| 141 15 | | | | 141 15 | 47 | do | Hendershot Bros. | Eli Mead |
| 151 30 | | | | 151 30 | 48 | do | do | A. Sherwood |
| 300 00 | | | | 300 00 | 49 | do | do | Hendershot Bros. |
| 40 00 | | | | 40 00 | 50 | do | | F. O. White |
| | | 1 00 | | 1 00 | 51 | do | | Corporation, County of Welland |
| 45 00 | | 45 00 | | 90 00 | 52 | do | | Phelp Bros. |
| 40 00 | | 20 00 | | 60 00 | 53 | do | | James Bridges |
| 2 00 | | 1 00 | | 3 00 | 54 | do | | H. A. Rose |
| | | 120 00 | | 120 00 | 55 | do | | C. J. Page & Co. |
| | | 40 00 | | 40 00 | 56 | do | | Corporation of Town of Welland |
| | | 5 00 | | 5 00 | 57 | do | | Caleb Swayze |
| 150 00 | | 25 00 | | 175 00 | 58 | do | L. G. Carter | A. K. Scholfield |
| | | 20 00 | | 20 00 | 59 | do | | Welland Railway Co. |
| 12 50 | | 25 00 | | 37 50 | 60 | do | J. & F. Conlin | John Gordon |
| | | 1 00 | | 1 00 | 61 | do | | Corporation of Port Colborne |
| 346 54 | | 213 32 | | 559 86 | 62 | do | Edward Lee | John Graybiel |
| 30 00 | | 10 00 | | 40 00 | 63 | do | | Alex. Lattimore |
| 700 97 | | 143 00 | | 843 97 | 64 | do | A. McDonald | Wm. Melanby |
| 150 00 | | 240 00 | | 390 00 | 65 | do | R. Chambers | H. & N. Davis |
| 317 84 | | 166 10 | | 483 94 | 66 | do | S. & J. Haney | S. Darling |
| 155 61 | | 80 00 | | 235 61 | 67 | do | S. Walthe & Co. | L. J. Weatherly |
| 583 72 | | 113 00 | | 696 72 | 68 | do | S. & J. Haney | Brown & Merritt |
| | | 230 00 | | 230 00 | 69 | do | Wm. Scholfield | L. Brocklebank |
| 639 50 | | 204 00 | | 843 50 | 70 | do | M. A. Smith | Chisholm & Miner |
| 70 00 | | | | 70 00 | 71 | do | | John Taylor |
| 150 00 | | | | 150 00 | 72 | do | | J. W. Holmes |
| 60 00 | | | | 60 00 | 73 | do | | Geo. Wallace |
| | | 115 00 | | 115 00 | 74 | do | | Rolston & Haskins |
| | | 360 00 | | 360 00 | 75 | do | Moody & Son | R. F. Lattimore |
| 20,468 53 | | 7,170 98 | | 27,639 51 | | | | |
| | | 246 00 | | 246 00 | 1 | Williamsburg Canal | Wm. Gibson | Wm. Gibson |
| 315 00 | | | | 315 00 | 2 | do | M. F. Beach | Wm. Elliott |
| 250 00 | | 140 00 | | 390 00 | 3 | do | Cameron & McInnis | J. Molson, jun. |
| 4,480 00 | | 160 00 | | 4,640 00 | 4 | do | Edwardsburg Starch Factory | Benson & Aspden |
| 1,282 62 | | 140 00 | | 1,422 62 | 5 | do | P. O'Keef | P. Carmen |
| 35 00 | | 5 00 | | 40 00 | 6 | do | | J. C. Irvine |
| | | 12 00 | | 12 00 | 7 | do | | W. T. Benson |
| 40 00 | | 20 00 | | 60 00 | 8 | do | W. M. Doran | Wm. Bailey |
| 24 00 | | 24 00 | | 48 00 | 9 | do | | J. H. Ross |
| | | 1 00 | | 1 00 | 10 | do | | Trustees, Section No. 4. |
| | | 5 00 | | 5 00 | 11 | do | E. E. Gilbert | Wm. Clegg |
| | | 5 00 | | 5 00 | 12 | do | | John Reid |
| | | 8 00 | | 8 00 | 13 | do | Est. W. T. Benson | G. P. Anderson |
| 10 00 | | 10 00 | | 20 00 | 14 | do | | Sidney Shaver |

A—Continued.

Lessees' Accounts, 1888-89—Continued.

Cr.

| Description of Property. | Number. | Date to which the Account is made up. | Abatement Author- ized. | | Paid during Fiscal Year. | | Balance due, 30th June, 1889. | | Total. | |
|--|---------|---------------------------------------|-------------------------|------|--------------------------|------|-------------------------------|------|--------|------|
| | | | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. |
| Grist Mill, Port Robinson..... | 44 | June 30, 1889 | | | 86 | 00 | | | 86 | 00 |
| Water to float vessels, Port Robinson..... | 45 | do | | | | | 770 | 00 | 770 | 00 |
| Saw Mill, Welland..... | 46 | do | 285 | 00 | | | | | 285 | 00 |
| Wharf Lot do..... | 47 | Dec. 31, 1886 | | | | | 141 | 15 | 141 | 15 |
| do do..... | 48 | do | | | | | 151 | 30 | 151 | 30 |
| do do..... | 49 | June 30, 1878 | | | | | 300 | 00 | 300 | 00 |
| Lot for pasture, Welland..... | 50 | April 1, 1884 | | | | | 40 | 00 | 40 | 00 |
| Water supply to Court House, Welland..... | 51 | Aug. 1, 1889 | | | 1 | 00 | | | 1 | 00 |
| Surplus water, in winter only, near Acqueduct, Welland..... | 52 | June 30, 1889 | | | 45 | 00 | 45 | 00 | 90 | 00 |
| Lot on West Main Street, Welland..... | 53 | Aug. 1, 1887 | | | | | 60 | 00 | 60 | 00 |
| Lot for building purposes do..... | 54 | Mar. 1, 1889 | | | | | 3 | 00 | 3 | 00 |
| Water Power for Town of do..... | 55 | Oct. 1, 1889 | | | 120 | 00 | | | 120 | 00 |
| do Pump House, &c., Welland..... | 56 | July 1, 1890 | | | 40 | 00 | | | 40 | 00 |
| Building Lot, Welland..... | 57 | June 30, 1889 | | | 5 | 00 | | | 5 | 00 |
| Wharf Lot, Port Colborne..... | 58 | do | | | 162 | 50 | 12 | 50 | 175 | 00 |
| Lot for Elevator, Port Colborne..... | 59 | Jan. 1, 1889 | | | 20 | 00 | | | 20 | 00 |
| Lot for Coal and Wood Yard, Port Colborne..... | 60 | June 30, 1889 | | | 25 | 00 | 12 | 50 | 37 | 50 |
| Roadway across Canal Lands to Grand Trunk Railway Crossing, Port Colborne..... | 61 | Nov. 1, 1889 | | | 1 | 00 | | | 1 | 00 |
| Grist Mill, Marshville..... | 62 | June 30, 1889 | | | | | 559 | 86 | 559 | 86 |
| Part of Lots 18 & 19, Con. 4, Wainfleet, Marshville. | 63 | do | | | | | 40 | 00 | 40 | 00 |
| Saw Mill, Broad Creek..... | 64 | June 30, 1889 | | | | | 843 | 97 | 843 | 97 |
| Grist and Saw Mill, Dunnville..... | 65 | do | | | | | 390 | 00 | 390 | 00 |
| Grist Mill do..... | 66 | do | | | | | 483 | 94 | 483 | 94 |
| Carding Mill do..... | 67 | do | | | | | 235 | 61 | 235 | 61 |
| Plaster Mill do..... | 68 | do | | | | | 696 | 72 | 696 | 72 |
| Grist Mill do..... | 69 | do | | | 76 | 67 | 153 | 33 | 230 | 00 |
| Saw Mill do..... | 70 | do | | | | | 843 | 50 | 843 | 50 |
| Wharf Lot do..... | 71 | do | | | | | 70 | 00 | 70 | 00 |
| Mill Lot do..... | 72 | June 30, 1884 | | | | | 150 | 00 | 150 | 00 |
| Lot for Tannery do..... | 73 | Nov. 1, 1884 | | | | | 60 | 00 | 60 | 00 |
| Water Power for Electric Light, Dunnville..... | 74 | Jan. 1, 1890 | | | | | 115 | 00 | 115 | 00 |
| Water Lot do..... | 75 | July 1, 1889 | | | | | 360 | 00 | 360 | 00 |
| | | | 625 | 00 | 4,899 | 91 | 22,114 | 60 | 27,639 | 51 |
| Grist Mill, Mill Street, Cardinal..... | 1 | June 30, 1889 | | | 246 | 00 | | | 246 | 00 |
| do at Matilda Lock..... | 2 | June 30, 1888 | 280 | 00 | 35 | 00 | | | 315 | 00 |
| do do..... | 3 | June 30, 1889 | | | 180 | 00 | 210 | 00 | 390 | 00 |
| Starch Factory, Edwardsburg..... | 4 | do | | | | | 4,640 | 00 | 4,640 | 00 |
| Tannery do..... | 5 | do | | | | | 1,422 | 62 | 1,422 | 62 |
| Part of Lot 6, Con. 1 do..... | 6 | June 30, 1888 | | | | | 40 | 00 | 40 | 00 |
| Pasture Grounds, Galops Canal..... | 7 | Mar. 1, 1890 | | | 12 | 00 | | | 12 | 00 |
| Wharf Lot No 2, Point Iroquois..... | 8 | Aug. 30, 1889 | | | | | 60 | 00 | 60 | 00 |
| do 1 do..... | 9 | Dec. 1, 1889 | | | 48 | 00 | | | 48 | 00 |
| Lot for School purposes at Matilda..... | 10 | May 1, 1889 | | | | | 1 | 00 | 1 | 00 |
| Lot at Galops Canal..... | 11 | Aug. 1, 1889 | | | | 5 | 00 | | 5 | 00 |
| Lot near do..... | 12 | do | | | | 5 | 00 | | 5 | 00 |
| Lot near upper entrance Galops Canal..... | 13 | Jan. 1, 1889 | | | | 8 | 00 | | 8 | 00 |
| Part of Lot No. 32, Con. 1, Matilda..... | 14 | May 1, 1890 | | | 10 | 00 | 10 | 00 | 20 | 00 |

[1889]

309

APPENDIX

DR.

No. 28.—HYDRAULIC and other Rents, &c.—

| Balance due on 1st July, 1888. | | Accrued year ended 30th June, 1889. | | Total. | Number. | Name of Works. | Present Occupant. | Original Lessee. |
|--------------------------------|------|-------------------------------------|--------|----------|---------|--------------------|-------------------------|--|
| £ | cts. | £ | cts. | £ | | | | |
| | | | 35 00 | 35 00 | 15 | Williamsburg Canal | | Municipality of Iroquois |
| 35 00 | | | 105 00 | 140 00 | 16 | do | | Corporation of the Village of Morrisburg |
| | | | 140 00 | 140 00 | 17 | do | | M. F. Beach |
| 6,471 62 | | 1,056 00 | | 7,527 62 | | | | |
| 120 00 | | 240 00 | | 360 00 | 1 | Cornwall Canal | | Andrew Hodge |
| 75 00 | | 150 00 | | 225 00 | 2 | do | Permanent Loan Co. | A. F. Gault |
| 270 00 | | | | 270 00 | 3 | do | | W. D. & G. C. Wood |
| | | 135 00 | | 135 00 | 4 | do | | Geo. Stephen |
| 60 00 | | 120 00 | | 180 00 | 5 | do | | Stormont Cotton Co. |
| 100 00 | | 20 00 | | 120 00 | 6 | do | | Henry Harrison |
| 147 50 | | | | 247 50 | 7 | do | | J. & C. H. Wood |
| | | 120 00 | | 120 00 | 8 | do | | Toronto Paper Co. |
| | | 5 00 | | 5 00 | 9 | do | | do |
| | | 25 00 | | 25 00 | 10 | do | | Flack Bros. |
| | | 10 00 | | 10 00 | 11 | do | | Loney & Campbell |
| 872 50 | | 825 00 | | 1,697 50 | | | | |
| 80 00 | | 20 00 | | 100 00 | 1 | Beauharnois Canal | E. Dion | St. Amour & Co. |
| 20 00 | | 20 00 | | 40 00 | 2 | do | do | J. Demers & Co. |
| 100 00 | | | | 100 00 | 3 | do | N. Papineau | D. B. Pease |
| 20 00 | | 20 00 | | 40 00 | 4 | do | | H. Larocque |
| 717 00 | | 358 50 | | 1,075 50 | 5 | do | | A. Buntin |
| 120 00 | | 60 00 | | 180 00 | 6 | do | A. Buntin | Stephen May |
| 180 00 | | 120 00 | | 300 00 | 7 | do | T. & W. Bolduc | F. X. Poitras |
| 60 00 | | 120 00 | | 180 00 | 8 | do | Jas. Wattie | P. Poulin |
| | | 120 00 | | 120 00 | 9 | do | S. Vieau | J. Meloche |
| 400 00 | | 400 00 | | 800 00 | 10 | do | | Montreal Cotton Co. |
| 35 00 | | 35 00 | | 70 00 | 11 | do | | Lake St. Francis Nav. Co |
| | | 23 00 | | 23 00 | 12 | do | Valleyfield Canning Co. | R. N. Walsh |
| 46 00 | | 23 00 | | 69 00 | 13 | do | | James Anderson |
| 40 00 | | 20 00 | | 60 00 | 14 | do | | C. E. Wilson |
| 20 00 | | 20 00 | | 40 00 | 15 | do | | Todd & Nicholson |
| 40 00 | | 20 00 | | 60 00 | 16 | do | | Alex. McPhee & Co. |
| | | 10 00 | | 10 00 | 17 | do | | O. Longtin |
| 20 00 | | 20 00 | | 40 00 | 18 | do | | O. P. Dennie |
| | | 15 00 | | 15 00 | 19 | do | | Estate A. Hodge |
| | | 14 00 | | 14 00 | 20 | do | | Alex. Cockburn |
| | | 10 00 | | 10 00 | 21 | do | F. X. Barbeau | J. Larocque |
| 8 00 | | 4 00 | | 12 00 | 22 | do | | Wm. Hood |
| 40 00 | | 40 00 | | 80 00 | 23 | do | | Robert Steele |
| 20 00 | | 20 00 | | 40 00 | 24 | do | | James Wattie |
| 20 00 | | 28 30 | | 48 30 | 25 | do | | Montreal Cotton Co. |
| 20 00 | | 20 00 | | 40 00 | 26 | do | | do |
| | | 20 00 | | 20 00 | 27 | do | | Jas. McDonald |
| 40 00 | | | | 40 00 | 28 | do | | E. Bergin |
| 5 00 | | 5 00 | | 10 00 | 29 | do | | Auguste Crivier |
| 40 00 | | 20 00 | | 60 00 | 30 | do | | Moïse Julien |
| 10 00 | | 10 00 | | 20 00 | 31 | do | | A. D'Aoust |

A—Continued.

Lessees' Accounts, 1888-89—Continued.

CR.

| Description of Property. | Number. | Date to which the Account is made up. | Abatement Author- ized. | | Paid during Fiscal Year. | Balance due 30th June, 1889. | Total. | |
|---|---------|---------------------------------------|-------------------------|------|--------------------------|------------------------------|--------|----------|
| | | | \$ | cts. | | | \$ | cts. |
| Water Lot and surplus Water for pumping engine. | 15 | June 30, 1889 | | | 35 00 | | | 35 00 |
| Water Lot and Waterpower to drive pumping machine | 16 | do | | | 140 00 | | | 140 00 |
| Grist Mill Lot at Matilda Lock | 17 | do | | | 140 00 | | | 140 00 |
| | | | | | 280 00 | | | 864 00 |
| | | | | | | 6,383 62 | | 7,527 62 |
| Flour and Grist Mill, Lots 3 and 4 | 1 | June 30, 1889 | | | 240 00 | 120 00 | | 360 00 |
| Hydraulic Lot No. 6, south side | 2 | do | | | 150 00 | 75 00 | | 225 00 |
| Hydraulic Lots Nos. 1 and 2, north side | 3 | June 30, 1878 | | | | 270 00 | | 270 00 |
| Hydraulic Lot No. 7 | 4 | Jan. 1, 1889 | | | 135 00 | | | 135 00 |
| do No. 6 | 5 | June 30, 1889 | | | 120 00 | 60 00 | | 180 00 |
| Wharf Lot, Moulinette | 6 | May 1, 1890 | | | 80 00 | 40 00 | | 120 00 |
| do near Lock No. 20 | 7 | June 30, 1881 | | | | 247 50 | | 247 50 |
| Surplus water for Paper Mill at Lock No. 18 | 8 | Jan. 1, 1889 | | | 120 00 | | | 120 00 |
| Pipe under Canal above Lock 18 | 9 | April 1, 1890 | | | | 5 00 | | 5 00 |
| Lot on south side Water Street for Coal Yard | 10 | July 1, 1889 | | | 25 00 | | | 25 00 |
| Tract of land south limit of Water St., Cornwall | 11 | April 1, 1890 | | | | 10 00 | | 10 00 |
| | | | | | 870 00 | 827 50 | | 1,697 50 |
| Wharf Lot, St. Cecile, Valleyfield | 1 | May 1, 1889 | | | | 100 00 | | 100 00 |
| do do do | 2 | do | | | | 40 00 | | 40 00 |
| do St. Timothy | 3 | Jan. 1, 1864 | | | | 100 00 | | 100 00 |
| do Valleyfield | 4 | May 1, 1889 | | | | 40 00 | | 40 00 |
| Paper Mill, Lots 1, 2 and 3, Valleyfield | 5 | June 30, 1889 | 717 00 | | | 358 50 | | 1,075 50 |
| Grist Mill, Lot 5 do | 6 | do | 120 00 | | | 60 00 | | 180 00 |
| Saw Mill, Lot 1 and Building Lot do | 7 | do | | | 240 00 | 60 00 | | 300 00 |
| Woollen Mill, Lot 2 and B'lding Lot do | 8 | do | | | 120 00 | 60 00 | | 180 00 |
| Lot at Lock No. 7, Melocheville | 9 | do | | | 60 00 | 60 00 | | 120 00 |
| Lots at head of Canal, Valleyfield | 10 | do | | | | 800 00 | | 800 00 |
| Wharf and Shed above Guard Lock, Valleyfield | 11 | May 1, 1890 | | | 35 00 | 35 00 | | 70 00 |
| Wharf and Storehouse do do | 12 | Aug. 1, 1889 | | | | 23 00 | | 23 00 |
| do do do do | 13 | June 30, 1889 | | | 23 00 | 46 00 | | 69 00 |
| do do do do | 14 | Nov. 1, 1889 | | | | 60 00 | | 60 00 |
| do do do do | 15 | Oct. 1, 1889 | | | | 40 00 | | 40 00 |
| do do do do | 16 | do | | | | 60 00 | | 60 00 |
| Reserve do do do | 17 | Dec. 1, 1889 | | | 10 00 | | | 10 00 |
| do do do do | 18 | do | | | 40 00 | | | 40 00 |
| do do do do | 19 | do | | | 15 00 | | | 15 00 |
| do do do do | 20 | do | | | 14 00 | | | 14 00 |
| do head of Canal do do | 21 | Sept. 1, 1889 | | | | 10 00 | | 10 00 |
| Lot on Grande Island, east end of Dam | 22 | April 1, 1890 | | | 12 00 | | | 12 00 |
| Lot above Guard Lock, Valleyfield | 23 | May 1, 1890 | | | 40 00 | 40 00 | | 80 00 |
| Lot in rear of Lots 1 and 2 do | 24 | July 1, 1889 | | | | 40 00 | | 40 00 |
| Cadastral Lot 846, Grande Isle, Valleyfield | 25 | Sept. 1, 1889 | | | 48 30 | | | 48 30 |
| do 845 for a Public Park do | 26 | Jan. 1, 1890 | | | 20 00 | 20 00 | | 40 00 |
| do 830, part of do do | 27 | July 1, 1889 | | | 20 00 | | | 20 00 |
| Lot near St. Timothy Bridge do do | 28 | Sept. 30, 1880 | | | | 40 00 | | 40 00 |
| Lot for Public Scales above St. Timothy Bridge, Valleyfield | 29 | Oct. 1, 1889 | | | 5 00 | 5 00 | | 10 00 |
| Lot for Shed above St. Timothy Bridge, Valleyfield | 30 | June 1, 1890 | | | | 60 00 | | 60 00 |
| Lot for Store and Wharf above St. Timothy Bridge, Valleyfield | 31 | May 1, 1890 | | | | 20 00 | | 20 00 |

DR.

APPENDIX

No. 28.—HYDRAULIC and other Rents, &c.—

| Balance due on 1st July, 1888. | Accrued year ended 30th June, 1889. | Total. | Number. | Name of Work. | Present Occupant. | Original Lessee. |
|--------------------------------|-------------------------------------|----------|---------|--------------------|---|--|
| ¢ cts. | ¢ cts. | ¢ cts. | | | | |
| 10 00 | 10 00 | 20 00 | 32 | Beauharnois Canal. | D'Aoust & Leduc..... | A. McPhee & Co..... |
| 10 00 | 10 00 | 20 00 | 33 | do | ..... | Auguste Lespérance ... |
| ..... | 30 00 | 30 00 | 34 | do | ..... | Louis Leduc |
| ..... | 20 00 | 20 00 | 35 | do | ..... | Lake St. Francis Tow Boat Co..... |
| ..... | 20 00 | 20 00 | 36 | do | ..... | Eusèbe French..... |
| 22 50 | ..... | 22 50 | 37 | do | ..... | Moïse Lalande..... |
| 16 00 | 8 00 | 24 00 | 38 | do | ..... | S. A. Brodeur..... |
| ..... | 40 00 | 40 00 | 39 | do | ..... | John H. Wilson..... |
| 15 00 | 15 00 | 30 00 | 40 | do | J. F. Nicholson..... | Col. McPhee..... |
| ..... | 1 00 | 1 00 | 41 | do | ..... | Canada Mutual Tele graph Co..... |
| 40 00 | 40 00 | 80 00 | 42 | do | ..... | Onézime Tremplie..... |
| ..... | 52 50 | 52 50 | 43 | do | ..... | Valleyfield Electric Co.. |
| ..... | 105 00 | 105 00 | 44 | do | ..... | Corporation of Town of Salaberry..... |
| ..... | 15 00 | 15 00 | 45 | do | ..... | Estate late, James Mc- Donald..... |
| 40 00 | 20 00 | 60 00 | 46 | do | James T. Anderson..... | Joseph Cardinal..... |
| ..... | 1,000 00 | 1,000 00 | 47 | do | ..... | A. Buntin..... |
| ..... | 60 00 | 60 00 | 48 | do | ..... | do |
| 2,254 50 | 3,062 30 | 5,316 80 | | | | |
| 215 00 | 430 00 | 645 00 | 1 | Lachine Canal..... | ..... | Pillow, Hersey & Co.... |
| 215 00 | 430 00 | 645 00 | 2 | do | ..... | do |
| 215 00 | 430 00 | 645 00 | 3 | do | ..... | Lyman, Sons & Co. |
| 430 00 | 860 00 | 1,290 00 | 4 | do | Montreal Warehousing Co..... | Grant, Hall & Co..... |
| ..... | 430 00 | 430 00 | 5 | do | ..... | Peck, Benny & Co..... |
| ..... | 650 00 | 650 00 | 6 | do | ..... | do |
| 840 00 | 1,680 00 | 2,520 00 | 7 | do | Ira Gould & Son..... | Young & Gould..... |
| ..... | 50 00 | 50 00 | 8 | do | ..... | Dominion Bridge Co. ... |
| ..... | 10 00 | 10 00 | 9 | do | E. V. Moseley & Co..... | Moseley & Rickers..... |
| ..... | 30 00 | 30 00 | 10 | do | Beauharnois Steam Navi- gation Co..... | Henry Shackell..... |
| ..... | 60 00 | 60 00 | 11 | do | Jas. Wilson, jr..... | M. K. Dickinson..... |
| ..... | 1 00 | 1 00 | 12 | do | ..... | A. Cantin..... |
| ..... | 1,296 00 | 1,296 00 | 13 | do | Ira Gould & Son..... | Ira Gould..... |
| 800 50 | 1,601 00 | 2,401 50 | 14 | do | Est. J. Frothingham..... | Wm. Parkyn..... |
| ..... | 1 00 | 1 00 | 15 | do | ..... | Corporation of Montreal |
| 6,000 00 | 1,000 00 | 7,000 00 | 16 | do | George Tait..... | G. & W. Tait..... |
| 196 00 | 392 00 | 588 00 | 17 | do | ..... | Frothingham & Work- man..... |
| 132 00 | 264 00 | 396 00 | 18 | do | H. McLennan..... | do |
| ..... | 430 00 | 430 00 | 19 | do | ..... | Peck, Benny & Co..... |
| ..... | 100 00 | 100 00 | 20 | do | Montreal Transportation Co..... | J. B. Auger & Co..... |
| ..... | 700 00 | 700 00 | 21 | do | ..... | Montreal Warehousing Co..... |

A—Continued.

Lessees' Accounts, 1888-89—Continued.

CR.

| Description of Property. | Number. | Date to which the Account is made up. | Abatement Author- | Paid during Fiscal | Balance due 30th | Total. |
|--|---------|---------------------------------------|-------------------|--------------------|------------------|----------|
| | | | ized. | Year. | June, 1889. | |
| | | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Lot for Store and Wharf below St. Timothy Bridge, Valleyfield..... | 32 | Oct. 1, 1889 | | | 20 00 | 20 00 |
| do do do do do do | 33 | May 1, 1890 | | 10 00 | 10 00 | 20 00 |
| Lot for Ship Yard above Guard Lock, Valleyfield. | 34 | Sept. 1, 1889 | | 30 00 | | 30 00 |
| Lot for Wharf north of do do do | 35 | July 1, 1889 | | | 20 00 | 20 00 |
| Part of Lot 1 for Piling Ground above Guard Lock, Valleyfield..... | 36 | Sept. 1, 1890 | | | 20 00 | 20 00 |
| Part of Lot 1 for Lumber Yard above Guard Lock, Valleyfield..... | 37 | do 1, 1887 | 22 50 | | | 22 50 |
| Lot above Guard Lock, Valleyfield..... | 38 | Oct. 1, 1889 | | | 24 00 | 24 00 |
| Part of Lot 1 for Coal Yard, above Guard Lock, Valleyfield..... | 39 | July 1, 1889 | | 40 00 | | 40 00 |
| Wharf Lot, south side Canal, above Guard Lock, Valleyfield..... | 40 | Nov. 15, 1889 | | | 30 00 | 30 00 |
| Privilege of placing poles on Canal Bank..... | 41 | Oct. 1, 1889 | | 1 00 | | 1 00 |
| Part of Lot 1, Valleyfield..... | 42 | Sept. 1, 1889 | | | 80 00 | 80 00 |
| Portion of Lot 830, Valleyfield..... | 43 | July 1, 1889 | | 52 50 | | 52 50 |
| do 830 and privilege to construct a flume to Grande Isle..... | 44 | do 1, 1889 | | 52 50 | 52 50 | 105 00 |
| do 830, Valleyfield..... | 45 | Oct. 1, 1889 | | 15 00 | | 15 00 |
| Lots 101 and 116, Valleyfield..... | 46 | June 1, 1890 | | 20 00 | 40 00 | 60 00 |
| Lots Nos. 1, 2, 3, 4 and 5, below lower dam—Valleyfield..... | 47 | Jan. 1, 1889 | | 1,000 00 | | 1,000 00 |
| Lot on Corner of St. Timothy and Lower dam Road—Valleyfield..... | 48 | May 1, 1890 | | 40 00 | 20 00 | 60 00 |
| | | | 859 50 | 1,963 30 | 2,494 00 | 5,316 80 |
| Spike and Nail Factory, Lot 15..... | 1 | June 30, 1889 | | 430 00 | 215 00 | 645 00 |
| do do do 16..... | 2 | do 30, 1889 | | 430 00 | 215 00 | 645 00 |
| Paint Mill, Lot 17..... | 3 | do 30, 1889 | | 430 00 | 215 00 | 645 00 |
| Grist and Flour Mill, Lots 18 and 19..... | 4 | do 30, 1889 | | 860 00 | 430 00 | 1,290 00 |
| do do do 11..... | 5 | April 1, 1889 | | 430 00 | | 430 00 |
| Elevator and Store, Lots 9 and 10..... | 6 | do 1, 1889 | | 650 00 | | 650 00 |
| Surplus water at Lock No. 3..... | 7 | June 30, 1889 | | 1,680 00 | 840 00 | 2,520 00 |
| Water supply below Guard Lock, Lachine..... | 8 | July 1, 1889 | | 50 00 | | 50 00 |
| do do at Grand Trunk Crossing..... | 9 | Oct. 1, 1889 | | 10 00 | | 10 00 |
| Freight Shed at Basin No. 1..... | 10 | May 1, 1890 | | 30 00 | | 30 00 |
| Store at Basin No. 1..... | 11 | do 1, 1890 | | 60 00 | | 60 00 |
| Water Lot in front of his Dry Dock..... | 12 | April 1, 1889 | | 1 00 | | 1 00 |
| Flour Mill and Store on Lots 12, 13 and 14..... | 13 | do 1, 1889 | | 1,296 00 | | 1,296 00 |
| Water power, Cote St. Paul, Lock No. 4..... | 14 | June 30, 1889 | | 1,601 00 | 800 50 | 2,401 50 |
| Privilege of Floating Bath, near Wellington Bridge | 15 | July 1, 1889 | | 1 00 | | 1 00 |
| Dry Dock, Ship Yard and Mill, Basin No. 2..... | 16 | June 30, 1889 | | 1,000 00 | 6,000 00 | 7,000 00 |
| Warehouse and Coal Yard, Lot No. 1..... | 17 | June 30, 1889 | | 392 00 | 196 00 | 588 00 |
| Grain Elevator on ½ Lot No. 2..... | 18 | do do | | 264 00 | 132 00 | 396 00 |
| do do No. 8..... | 19 | May 22, 1889 | | 430 00 | | 430 00 |
| Part of Island No. 5, for a Shipyard..... | 20 | July 1, 1888 | | 100 00 | | 100 00 |
| Land at Basin No. 4..... | 21 | Aug. 1, 1889 | | 700 00 | | 700 00 |

[1889]

313

APPENDIX

DR.

No. 28.—HYDRAULIC and other Rents, &c.—

| Balance due on 1st July, 1888. | | Accrued, year ended 30th June, 1889. | | Total. | Number. | Name of Work. | Present Occupant. | Original Lessee. |
|--------------------------------|------|--------------------------------------|------|-----------|---------|---------------|-------------------|---------------------------------|
| ¢ | cts. | ¢ | cts. | ¢ | cts. | | | |
| | | 1 00 | | 1 00 | 22 | Lachine Canal | | S. Delisle |
| 564 00 | | 1,123 00 | | 1,692 00 | 23 | do | Maltby & King | W. P. Bartley |
| 322 50 | | 645 00 | | 997 50 | 24 | do | Wm. Johnson & Co. | do |
| 322 50 | | 645 00 | | 967 50 | 25 | do | Peck, Benny & Co. | do |
| | | 25 00 | | 25 00 | 26 | do | | G. E. Jacques & Co. |
| 375 00 | | | | 375 00 | 27 | do | | St. Lawrence Sugar Refining Co. |
| | | 200 00 | | 200 00 | 28 | do | | Merchants Manufacturing Co. |
| | | 1 00 | | 1 00 | 29 | do | | Corporation of Montreal. |
| | | 150 00 | | 150 00 | 30 | do | | Acer & Kennedy |
| 609 00 | | 600 00 | | 1,200 00 | 31 | do | | C. M. Acer. |
| | | 25 00 | | 25 00 | 32 | do | | Dominion Abattoir Co. |
| | | 180 00 | | 180 00 | 33 | do | P. McRory | Vital Paradis |
| | | 40 00 | | 40 00 | 34 | do | | Dominion Barb Wire Co. |
| | | 10 00 | | 10 00 | 35 | do | | Wm. Clark |
| | | 300 00 | | 300 00 | 36 | do | | Henderson Bros. |
| 253 94 | | 380 92 | | 634 86 | 37 | do | | P. Poulin |
| 1,102 93 | | 1,102 93 | | 2,205 86 | 38 | do | | H. Bulmer, jr., & Bro. |
| 420 75 | | 420 75 | | 841 50 | 39 | do | | O. Dufresne, jr., & Bro. |
| 684 44 | | 684 44 | | 1,368 88 | 40 | do | | Bourgouit & Thibault |
| 2,554 12 | | | | 2,554 12 | 41 | do | | Henderson Lumber Co. |
| 428 08 | | 174 40 | | 602 48 | 42 | do | | P. McRory |
| | | 100 00 | | 100 00 | 43 | do | | Warren Scarf Asphalt Paving Co. |
| | | 30 00 | | 30 00 | 44 | do | | E. Oullette |
| 253 68 | | 253 68 | | 507 36 | 45 | do | | D. Pariseau |
| | | 562 00 | | 562 00 | 46 | do | | Montreal Harbor Commissioners |
| | | 10 00 | | 10 00 | 47 | do | | A. W. Ogilvie & Co. |
| | | 1 00 | | 1 00 | 48 | do | | City of Montreal |
| | | 120 00 | | 120 00 | 49 | do | | Grand Trunk Railway |
| | | 10 00 | | 10 00 | 50 | do | | C. P. R. Co. |
| | | 1 00 | | 1 00 | 51 | do | | Montreal Street Ry. |
| | | 75 00 | | 75 00 | 52 | do | | Richelieu Navigation Co. |
| | | 40 00 | | 40 00 | 53 | do | | Wm. Davis & Sons |
| | | 50 00 | | 50 00 | 54 | do | | J. R. Walker |
| | | 10 00 | | 10 00 | 55 | do | | Albert Fox |
| | | 725 44 | | 725 44 | 56 | do | | H. Bulmer, jr., & Bro. |
| | | 600 00 | | 600 00 | 57 | do | | Dobell, Beckett & Co. |
| | | 1,000 00 | | 1,000 00 | 58 | do | | do |
| | | 1,000 00 | | 1,000 00 | 59 | do | | Hurteau Bros. |
| | | 1,600 00 | | 1,600 00 | 60 | do | | J. Burstall & Co. |
| | | 2,133 32 | | 2,133 32 | 61 | do | | Dobell, Beckett & Co. |
| | | 30 00 | | 30 00 | 62 | do | | P. Lamothe |
| | | 10 00 | | 10 00 | 63 | do | | Lalonde & Levesque |
| 16,925 44 | | 25,919 88 | | 42,845 32 | | | | |
| 7 50 | | | | 7 50 | 1 | Chambly Canal | | J. A. Maurice |
| | | 60 00 | | 60 00 | 2 | do | | South-Eastern Ry. Co. |
| 20 00 | | 10 00 | | 30 00 | 3 | do | | Catell Bros. |
| 19 34 | | | | 19 34 | 4 | do | | J. C. Pierce & Son |
| 50 00 | | | | 50 00 | 5 | do | | Bissett & Donaghy |
| 50 00 | | | | 50 00 | 6 | do | | Simard & Godin |
| 25 00 | | | | 25 00 | 7 | do | | Jas. O. Cain |
| 171 84 | | 70 00 | | 241 84 | | | | |

A—Continued.

Lessees' Accounts, 1888-89—Continued.

CR.

| Description of Property. | Number. | Date to which the Account is made up. | Abatement authorized. | Paid during Fiscal Year. | Balances due 30th June, 1889. | Total. |
|--|---------|---------------------------------------|-----------------------|--------------------------|-------------------------------|-----------|
| | | | | | | |
| Floating Bath near Brewster's Bridge..... | 22 | Aug. 1, 1889 | | 1 00 | | 1 00 |
| Lots 3 and 4, and ½ Lot No. 2, Basin No. 2..... | 23 | June 30, 1889 | | 1,128 00 | 564 00 | 1,692 00 |
| Flour Mill, Lots 5 and ½ No. 6 do..... | 24 | do | | 645 00 | 322 50 | 967 50 |
| Nail Factory, Lots 7 and ½ No. 6 do..... | 25 | do | | 645 00 | 322 50 | 967 50 |
| Lot for Office, Colborne street, Montreal..... | 26 | July 1, 1889 | | 25 00 | | 25 00 |
| Water supply through a 10 inch pipe, Basin No 1. | 27 | June 30, 1889 | 375 00 | | | 375 00 |
| do do St. Henri..... | 28 | Jan. 1, 1889 | | 200 00 | | 200 00 |
| Lot for a Public Park near Wellington Bridge..... | 29 | July 1, 1888 | | 1 00 | | 1 00 |
| Lot for a Cattle Yard, Point St. Charles..... | 30 | Feb. 1, 1889 | | 150 00 | | 150 00 |
| Lot for an Hotel, Point St. Charles..... | 31 | Dec. 1, 1890 | | 600 00 | 600 00 | 1,200 00 |
| Water supply to their establishment, St. Henri..... | 32 | July 1, 1889 | | 25 00 | | 25 00 |
| Wharf Lot at St. Gabriel..... | 33 | Jan. 1, 1890 | | 180 00 | | 180 00 |
| Water supply below Guard Lock No. 5..... | 34 | Sept. 1, 1889 | | 40 00 | | 40 00 |
| do to Factory on Canal St., Montreal..... | 35 | do | | 10 00 | | 10 00 |
| Two Lots on Ottawa Street, Montreal..... | 36 | Nov. 1, 1889 | | 300 00 | | 300 00 |
| Lots 1 and 2, West St. Gabriel's Basin, No. 4..... | 37 | Jan. 1, 1890 | | 634 86 | | 634 86 |
| Lots 3, 4, 5, 6 and 7, St. Gabriel's Basin, No. 4..... | 38 | May 1, 1890 | | 1,102 93 | 1,102 93 | 2,205 86 |
| Lots 8 and 9, St. Gabriel's Basin, No. 3..... | 39 | do | | 841 50 | | 841 50 |
| Lots 12, W, and 15 and 16, St. Gabriel's Basin, No. 3..... | 40 | do | | 684 44 | 684 44 | 1,368 88 |
| Lots 19 and 22 W. St. Gabriel's Basin, No. 3, and 13 and 14 E. St. Gabriel, No. 2..... | 41 | May 1, 1889 | | | 2,554 12 | 2,554 12 |
| Lot 21, St. Gabriel's Basin, No. 2..... | 42 | May 1, 1890 | 203 64 | 398 84 | | 602 48 |
| Lot at St. Gabriel's near Atwater Ave., Montreal..... | 43 | Oct. 1, 1889 | | 100 00 | | 100 00 |
| Lot above regulating Weir..... | 44 | May 1, 1890 | | 30 00 | | 30 00 |
| Lot 17, E. St. Gabriel's Basin..... | 45 | do | | 507 36 | | 507 36 |
| Motive power for lighting wharves..... | 46 | Sept. 1, 1888 | | 562 00 | | 562 00 |
| Strip of land, N.W. side Mill St., Basin No. 2..... | 47 | do 1, 1889 | | 10 00 | | 10 00 |
| Lot on S.W. side Waste Wier do..... | 48 | do 1, 1889 | | 1 00 | | 1 00 |
| Siding W. side Wellington Street Bridge..... | 49 | Aug. 1, 1889 | | 120 00 | | 120 00 |
| Privilege to lay a track on Spoil Bank, Lachine..... | 50 | May 1, 1890 | | 10 00 | | 10 00 |
| Double track over Wellington Street Bridge..... | 51 | Jan. 1, 1890 | | 1 00 | | 1 00 |
| Freight shed, Basin No. 1..... | 52 | May 1, 1890 | | 75 00 | | 75 00 |
| Lot above new upper entrance to Lock..... | 53 | do 1, 1890 | | 40 00 | | 40 00 |
| Space in shed, Basin No. 1..... | 54 | July 14, 1889 | | 50 00 | | 50 00 |
| Water supply through 2-inch pipe, Côte St. Paul..... | 55 | Nov. 1, 1889 | | 10 00 | | 10 00 |
| Lots 10 and 11, W. Saint Gabriel Basin, No. 3..... | 56 | May 1, 1890 | 3 63 | 359 09 | 362 72 | 725 44 |
| Space in shed No. 1, Saint Gabriel Basin..... | 57 | do 1, 1889 | | 600 00 | | 600 00 |
| do do 2, do do..... | 58 | do 1, 1889 | | 1,000 00 | | 1,000 00 |
| Lots 1, 2 and 3, W. Basin, for piling lumber..... | 59 | do 1, 1889 | | 1,000 00 | | 1,000 00 |
| do 8, 9 and 10 do do..... | 60 | do 1, 1889 | | 1,600 00 | | 1,600 00 |
| do 4, 5, 6 and 7 do do..... | 61 | do 1, 1889 | | 2,133 32 | | 2,133 32 |
| Privilege to build vessels on canal bank, for winter of 1889..... | 62 | | | 30 00 | | 30 00 |
| Space in shed No. 1, for a Rink..... | 63 | | | 10 00 | | 10 00 |
| | | | 582 27 | 26,706 34 | 15,556 71 | 42,845 32 |
| Two lots of land, Chambly..... | 1 | May 1, 1878 | | | 7 50 | 7 50 |
| Wharf lot at St. Joseph..... | 2 | June 30, 1889 | | 60 00 | | 60 00 |
| Lot in village, Chambly..... | 3 | May 1, 1890 | | 20 00 | 10 00 | 30 00 |
| Wharf at St. John's..... | 4 | Nov. 19, 1881 | | | 19 34 | 19 34 |
| Part of Canal Wharf at St. Johns..... | 5 | June 30, 1888 | | | 50 00 | 50 00 |
| do do..... | 6 | do 30, 1888 | | | 50 00 | 50 00 |
| do do..... | 7 | do 30, 1888 | | | 25 00 | 25 00 |
| | | | | 80 00 | 161 84 | 241 84 |

APPENDIX

DR.

No. 28.—HYDRAULIC and other Rents, &c.—

| Balance due on 1st July, 1889. | | Accrued year ended 30th June, 1888. | | Total. | Number. | Name of Work. | Present Occupant. | Original Lessee. |
|--------------------------------|-------|-------------------------------------|-------|--------|---------|-------------------|--------------------------------------|---|
| \$ | cts. | \$ | cts. | \$ | | | | |
| | | 40 00 | | 40 00 | 1 | Rideau Canal..... | | G. Sterling..... |
| 1 00 | | 1 00 | | 1 00 | 2 | do | | Ottawa Canoe Club..... |
| | | 80 00 | | 80 00 | 3 | do | | Thos. McKay..... |
| 20 00 | | 40 00 | | 60 00 | 4 | do | | G. W. McCullough..... |
| 80 00 | | 80 00 | | 160 00 | 5 | do | | J. G. Butterworth..... |
| | | 80 00 | | 80 00 | 6 | do | | Day Bros..... |
| 120 00 | | | | 120 00 | 7 | do | | J. W. McRae & Co..... |
| 3 00 | 1 00 | | | 4 00 | 8 | do | | Corporation of the City of Ottawa..... |
| 200 00 | | | | 200 00 | 9 | do | | Wm. Little..... |
| 31 25 | | 31 25 | | 31 25 | 10 | do | | Rideau Skating and Curling Club..... |
| 2 00 | 1 00 | | 3 00 | 3 00 | 11 | do | Robert Hastey..... | John Heney..... |
| 8 00 | 2 00 | | 10 00 | 10 00 | 12 | do | | John Neville..... |
| 2 00 | 1 00 | | 3 00 | 3 00 | 13 | do | | Corporation of the City of Ottawa..... |
| | | 100 00 | | 100 00 | 14 | do | | Bronson & Weston..... |
| | | 1 00 | | 1 00 | 15 | do | | R. W. Baxter..... |
| | | 2 00 | | 2 00 | 16 | do | | Andrew Hickey..... |
| | | 13 50 | | 13 50 | 17 | do | | H. Patterson..... |
| | | 1 00 | | 1 00 | 18 | do | | John Graham..... |
| | | 9 00 | | 9 00 | 19 | do | | Catharine O'Neill..... |
| | | 2 00 | | 2 00 | 20 | do | | Thomas Kingston..... |
| | | 2 00 | | 2 00 | 21 | do | | J. G. White..... |
| 8 00 | 2 00 | | | 10 00 | 22 | do | | Robt McCloy..... |
| | | 1 00 | | 1 00 | 23 | do | Canada Atlantic Railway Company..... | H. Jackson..... |
| | | 10 00 | | 10 00 | 24 | do | | Temporal Committee St. Andrew's Church... |
| 13 00 | 13 00 | | | 26 00 | 25 | do | | Michael Keily..... |
| | | 9 50 | | 9 50 | 26 | do | | P. O'Donnell..... |
| 9 00 | 9 00 | | | 18 00 | 27 | do | | Jas. Marks..... |
| 1 00 | 1 00 | | | 2 00 | 28 | do | | Henry Hartney..... |
| | | 1 00 | | 1 00 | 29 | do | | L. Duhamel..... |
| 10 00 | 2 00 | | | 12 00 | 30 | do | | Henry James..... |
| | | 2 00 | | 2 00 | 31 | do | | George May..... |
| | | 25 00 | | 25 00 | 32 | do | Canadian Pacific Railway | St. L. & O Ry. Co..... |
| 96 00 | 12 00 | | | 108 00 | 33 | do | | R. E. Hardy..... |
| 57 75 | 8 25 | | | 66 00 | 34 | do | | M. Kilroe..... |
| 14 00 | 2 00 | | | 16 00 | 35 | do | | Francis Abbott..... |
| 21 00 | 3 00 | | | 24 00 | 36 | do | | do |
| 21 00 | 3 00 | | | 24 00 | 37 | do | | do |
| | | 25 00 | | 25 00 | 38 | do | | J. R. Booth..... |
| 16 00 | 2 00 | | | 18 00 | 39 | do | | Widow A. Howlett..... |
| 12 00 | 3 00 | | | 15 00 | 40 | do | | Wm. Rowland..... |
| | 3 75 | | | 3 75 | 41 | do | | George Rickey..... |
| 135 00 | 22 50 | | | 157 50 | 42 | do | | W. Dawson..... |
| 135 00 | 11 25 | | | 146 25 | 43 | do | | Thomas Paget..... |
| 123 75 | 11 25 | | | 135 00 | 44 | do | | Chas. McCaffrey..... |
| 39 00 | 9 75 | | | 48 75 | 45 | do | | George Morris..... |
| 24 75 | 8 25 | | | 33 00 | 46 | do | | Wm. Powell..... |
| 49 50 | 8 25 | | | 57 75 | 47 | do | | Philip Kennedy..... |
| 54 75 | 7 50 | | | 62 25 | 48 | do | | Daniel Delaney..... |
| | 7 50 | | | 7 50 | 49 | do | | Denis Bergin..... |
| | | | | | 50 | do | | Geo. Merrick..... |
| | 3 00 | | | 3 00 | 51 | do | | Thomas May..... |
| 15 75 | 2 25 | | | 18 00 | 52 | do | | D. Cameron..... |

A—Continued.

Lessees' Accounts, 1888-89—Continued.

Dr.

| Description of Property. | Number. | Date to which the Account is made up. | Abatement Authorized. | | Paid during Fiscal Year. | Balances due 30th June, 1889. | | Total. |
|--|---------|---------------------------------------|-----------------------|------|--------------------------|-------------------------------|------|--------|
| | | | % | cts. | | \$ | cts. | |
| Water Lot, foot of Major's Hill, Ottawa..... | 1 | Jan. 1, '89.. | | | 40 00 | | | 40 00 |
| do do do do | 2 | June 1, '89.. | | | 1 00 | | | 1 00 |
| Green Island, above Rideau Falls do | 3 | Jan. 1, '89.. | | | 80 00 | | | 80 00 |
| Lot for Coal Shed, Canal Basin do | 4 | June 30, '89.. | | | | 60 00 | | 60 00 |
| Lots 1 & 2 do do | 5 | June 30, '90.. | | | 80 00 | 80 00 | | 160 00 |
| Lots 4, 5, 6 & 7, Boat House, C. Basin do | 6 | May 1, '90.. | | | 80 00 | | | 80 00 |
| Lot 1, S. E. Canal Basin do | 7 | April 1, '82.. | | | | 120 00 | | 120 00 |
| Lot for a Weigh House, W. Canal Basin do | 8 | May 1, '90.. | | | 2 00 | 2 00 | | 4 00 |
| Lot for dwelling, S. side Deep Cut do | 9 | April 1, '88.. | | | | 200 00 | | 200 00 |
| Reserve for Club House do do | 10 | July 1, '88.. | | | | 31 25 | | 31 25 |
| do on S. side do do | 11 | Sep. 1, '89.. | | | | 3 00 | | 3 00 |
| do in front of his prop., Deep Cut do | 12 | Jan. 1, '90.. | | | | 10 00 | | 10 00 |
| Strip of Reserve at Exhibition Grounds do | 13 | Jan. 1, '90.. | | | 2 00 | 1 00 | | 3 00 |
| Lots for Piling Grounds, Stewarton do | 14 | Aug. 1, '89.. | | | 100 00 | | | 100 00 |
| Reserve in front of Lot G, Con. C, Nepean | 15 | Jan. 1, '90.. | | | 1 00 | | | 1 00 |
| do do G, Con. C do | 16 | Dec. 1, '89.. | | | | 2 00 | | 2 00 |
| do do S. $\frac{1}{2}$ Lot G, Con. C do | 17 | Jan. 1, '90.. | | | 13 50 | | | 13 50 |
| do do N. $\frac{1}{2}$ Lot G, Con. C do | 18 | Jan. 1, '90.. | | | 1 00 | | | 1 00 |
| do do Lot L, Con. C do | 19 | Aug. 1, '89.. | | | 9 00 | | | 9 00 |
| do do do F, Con. C do | 20 | Nov. 1, '89.. | | | | 2 00 | | 2 00 |
| do do do K, Con. C do | 21 | Aug. 1, '89.. | | | 2 00 | | | 2 00 |
| do do do K, Con. C do | 22 | Nov. 1, '89.. | | | | 10 00 | | 10 00 |
| do do B, Con. C do | 23 | Jan. 1, '90.. | | | | 1 00 | | 1 00 |
| do do H, Con. C do | 24 | Jan. 1, '90.. | | | 10 00 | | | 10 00 |
| Reserve on Lot No. Con. D do | 25 | May 1, '90.. | | | 13 00 | 13 00 | | 26 00 |
| do on Lot E, Con. D do | 26 | May 1, '90.. | | | | 9 50 | | 9 50 |
| do in front of Lot No. 1, Con. B, Nepean | 27 | Jan. 1, '90.. | | | | 18 00 | | 18 00 |
| do in front of Sub-Lots Nos. 64 and 65 Lot 1, Con. D, Nepean | 28 | June 1, '90.. | | | 1 00 | 1 00 | | 2 00 |
| Reserve in front of Lot K, Con. B, Nepean | 29 | Jan. 1, '90.. | | | 1 00 | | | 1 00 |
| Reserve in front of Sub-Lot No. 5, Con. B, Nepean | 30 | Jan. 1, 1890 | | | | 12 00 | | 12 00 |
| Wharf privilege on Sub-Lots 29 & 30 do do | 31 | do | | | 2 00 | | | 2 00 |
| Right of way over Lots 8 & 9 (Dow's Swamp) Con. B, Nepean | 32 | do | | | | 25 00 | | 25 00 |
| Reserve on Lots No. 22 & 23 Con. A, Nepean | 33 | Jan. 1, 1889 | | | 24 00 | 84 00 | | 108 00 |
| do N $\frac{1}{2}$ Lot 8 1 do | 34 | Jan. 1, 1890 | | | 20 00 | 46 00 | | 66 00 |
| do do 40 1 O.F. do | 35 | July 1, 1888 | | | | 16 00 | | 16 00 |
| do do 40 1 O.F. do | 36 | Nov. 1, 1889 | | | | 24 00 | | 24 00 |
| do do 40 1 do | 37 | do | | | | 24 00 | | 24 00 |
| do do 5 $\frac{1}{4}$ acres 40 1 do | 38 | Sept. 1, 1889 | | | 25 00 | | | 25 00 |
| do do 40 1 O.F. do | 39 | July 1, 1889 | | | | 18 00 | | 18 00 |
| do do N 1 do | 40 | June 1, 1890 | | | | 15 00 | | 15 00 |
| do do 1 2 do | 41 | Jan. 1, 1890 | | | 3 75 | | | 3 75 |
| do do 3 2 do | 42 | do | | | | 157 50 | | 157 50 |
| do do N $\frac{1}{3}$ Lot 4 2 do | 43 | do | | | | 146 25 | | 146 25 |
| do do S Lot 4 2 do | 44 | do | | | | 135 00 | | 135 00 |
| do do S Lot 5 2 do | 45 | do | | | 29 25 | 19 50 | | 48 75 |
| do do N Lot 5 2 do | 46 | Dec. 1, 1889 | | | | 33 00 | | 33 00 |
| do do S Lot 6 2 do | 47 | Jan. 1, 1890 | | | 41 25 | 16 50 | | 57 75 |
| do do S Lot 8 2 do | 48 | Dec. 1, 1888 | | | | 62 25 | | 62 25 |
| do do N Lot 6 2 do | 49 | Jan. 1, 1890 | | | | 7 50 | | 7 50 |
| Water Lot at Hogsback Station, Gloucester | 50 | do | | | | | | |
| Reserve on $\frac{1}{2}$ Lot No. 23 R. front do | 51 | Jan. 1, 1890 | | | 3 00 | | | 3 00 |
| do do N $\frac{1}{2}$ Lot No. 22 Con. 1 do | 52 | do | | | | 18 00 | | 18 00 |

APPENDIX

DR.

No. 28.—HYDRAULIC and other Rents, &c.—

| Balance due on 1st July, 1888. | Accrued, year ended 30th June, 1889. | Total. | Number. | Name of Work. | Present Occupant. | Original Lessee. |
|--------------------------------|--------------------------------------|----------|---------|-------------------|-------------------|-----------------------------|
| ¢ cts. | ¢ cts. | ¢ cts. | | | | |
| 4 00 | 4 00 | 8 00 | 53 | Rideau Canal | | T. & P. Collins |
| | 50 00 | 50 00 | 54 | do | | Lon. & Can. Loan Co. |
| 20 00 | 10 00 | 30 00 | 55 | do | | Stafford Merrifield |
| | 4 50 | 4 50 | 56 | do | | Geo. Shepherd |
| 10 00 | 5 00 | 15 00 | 57 | do | | A. C. White |
| 5 00 | 5 00 | 10 00 | 58 | do | | Alfred Chester |
| | 20 00 | 20 00 | 59 | do | | Jessie Miner |
| | 1 00 | 1 00 | 60 | do | | Josiah Payne |
| | 12 00 | 12 00 | 61 | do | | Hiram Easton |
| 25 00 | 5 00 | 30 00 | 62 | do | | Henry Merrick |
| 4,380 00 | 120 00 | 4,500 00 | 63 | do | R. Ward | Joshua Bates |
| 0 60 | 0 20 | 0 80 | 64 | do | | A. Wood |
| 1 00 | 1 00 | 2 00 | 65 | do | | Smith's Falls Cur. Clb. |
| | 2 00 | 2 00 | 66 | do | | Wm. Lavender |
| | 3 00 | 3 00 | 67 | do | | W. W. Berford, sr. |
| 18 00 | 3 00 | 21 00 | 68 | do | | J. B. & B. Tett |
| | 20 00 | 20 00 | 69 | do | | Wm. H. Whealey |
| | 1 00 | 1 00 | 70 | do | | W. J. Webster |
| | 5 00 | 5 00 | 71 | do | | B. E. Chaffey |
| 52 50 | | 52 50 | 72 | do | | Wm. Anglin |
| | 76 00 | 76 00 | 73 | do | | do |
| 52 50 | 105 00 | 157 50 | 74 | do | J. S. Foster | M. J. Foster |
| | 105 00 | 105 00 | 75 | do | J. A. Kirkpatrick | John Rourk |
| 20 00 | 10 00 | 30 00 | 76 | do | | John Brannigan |
| 5,912 10 | 1,252 20 | 7,164 30 | | | | |
| | 5 00 | 5 00 | 1 | Grenville Canal | | A. J. Grier |
| | 10 00 | 10 00 | 2 | Carillon Canal | | Henry E. Mason |
| | 10 00 | 10 00 | 3 | do | | John Brophy |
| 24 00 | | 24 00 | 4 | do | | John Morrison |
| 1 00 | 1 00 | 2 00 | 5 | St. Ann's Lock | | Delphus Lebean |
| 1 00 | | 1 00 | 6 | | | Canada Mutual Telegraph Co. |
| | 1 00 | 1 00 | 7 | | | Dominion Telegraph Co. |
| 50 00 | 50 00 | 100 00 | 8 | Trent River Works | | Francis Sandford |
| 160 00 | | 160 00 | 9 | do | | H. B. J. Williams, Estate |
| 160 00 | 40 00 | 200 00 | 10 | | | James Cummings |
| 2 00 | 1 00 | 3 00 | 11 | | | Bell Telephone Co. |
| | 1 00 | 1 00 | 12 | Cape Breton | | Neil McNeil |
| 398 00 | 119 00 | 517 00 | | | | |

A—Continued.

Lessees' Accounts, 1888-89—Continued.

CR.

| Description of Property. | Number. | Date to which the Account is made up. | Abatement Authorized. | Paid during Fiscal Year. | Balances due 30th June, 1889. | Total. | |
|--|---------|---------------------------------------|-----------------------|--------------------------|-------------------------------|----------|----------|
| | | | | | | | \$ cts. |
| Reserve on N $\frac{1}{2}$ Lot No. 9 Con. 1, Gloucester..... | 53 | Jan. 1, 1889 | | 4 00 | 4 00 | 8 00 | |
| Surplus water at Bulk Head, Long Island..... | 54 | do | | | 50 00 | 50 00 | |
| Reserve in front of Lot No. 40 Con. 1, Oxford..... | 55 | July 1, 1889 | | | 30 00 | 30 00 | |
| do front of Lot No. 40 Con. 1 do | 56 | June 1, 1890 | | 4 50 | | 4 50 | |
| Reserve on W $\frac{1}{2}$ Lot No. 27 Con. 1 Marlboro..... | 57 | Jan. 1, 1890 | | | 15 00 | 15 00 | |
| do Lot No. 3 Con. B Walford..... | 58 | July 1, 1889 | | 5 00 | 5 00 | 10 00 | |
| do Lot No. 2 Con. B do | 59 | July 1, 1890 | | 20 00 | | 20 00 | |
| Portion of Lot 9 Con. A, Walford, Merrickville... | 60 | April 1, 1890 | | 1 00 | | 1 00 | |
| Lot above old lock, Merrickville..... | 61 | Dec. 1, 1888 | | | 12 00 | 12 00 | |
| Reserve near swing bridge, Merrickville..... | 62 | Jan. 1, 1890 | | | 30 00 | 30 00 | |
| Lots A and B, Old Sly's..... | 63 | May 1, 1889 | | | 4,500 00 | 4,500 00 | |
| Part Reserve on Lot 1, Con. 4, at Smith's Falls... | 64 | June 30, 1889 | | | 0 80 | 0 80 | |
| do 1 4 do | 65 | Nov. 1, 1889 | | 1 00 | 1 00 | 2 00 | |
| do 2 4, Elmsly..... | 66 | Jan. 1, 1889 | | 2 00 | | 2 00 | |
| Part of Lot 21, Con. 5, S. Elmsly, at Oliver's Ferry | 67 | May 1, 1890 | | | 3 00 | 3 00 | |
| Strip of land and warehouse near Isthmus Lock | | | | | | | |
| Station, Newboro'..... | 68 | May 1, 1889 | 18 00 | 3 00 | | 21 00 | |
| Part of Lot 1, Con. 5, North Crosby, Newboro'..... | 69 | Sept. 1, 1889 | | 20 00 | | 20 00 | |
| do do do | 70 | | | | 1 00 | 1 00 | |
| Water Lot at Chaffey's Lock..... | 71 | June 30, 1889 | | | 5 00 | 5 00 | |
| Water Power at Brewer's Upper Mills, Old Lease | 72 | Jan. 1, 1889 | 52 50 | | | 52 50 | |
| do do do New do | 73 | do | | | 76 00 | 76 00 | |
| do do Lower do | 74 | do | | | 157 50 | 157 50 | |
| Water Power on Lot 38, Con. 1, Kingston..... | 75 | July 1, 1889 | | 105 00 | | 105 00 | |
| Reserve on Lots 35 & 36, do 1, do..... | 76 | Aug. 1, 1880 | | | 30 00 | 30 00 | |
| | | | | 70 50 | 750 25 | 6,343 55 | 7,164 30 |
| House and Grounds on Lot No. 8..... | 1 | May 1, 1890 | | | 5 00 | 5 00 | |
| Lot for pasture..... | 2 | June 30, 1890 | | 10 00 | | 10 00 | |
| do | 3 | do | | 10 00 | | 10 00 | |
| Part of Lot 9, Range 1, Chatham..... | 4 | Nov. 1, 1887 | 24 00 | | | 24 00 | |
| Lots 112 and 113, St. Ann's Parish..... | 5 | Sept. 1, 1889 | | | 2 00 | 2 00 | |
| Placing Poles on Government Reserve..... | 6 | July 1, 1884 | | | 1 00 | 1 00 | |
| do do | 7 | May 1, 1890 | | 1 00 | | 1 00 | |
| Lot at Fenelon Falls..... | 8 | Dec. 1, 1889 | | 50 00 | 50 00 | 100 00 | |
| Water Power at Buckhorn Rapids..... | 9 | June 30, 1888 | 160 00 | | | 160 00 | |
| Lot and Lock house, Chisholm's Rapids..... | 10 | June 30, 1889 | | 80 00 | 120 00 | 200 00 | |
| Privilege to place Poles on various Canals..... | 11 | June 1, 1890 | | | 3 00 | 3 00 | |
| Lot at Long Island, Barochais..... | 12 | April 1, 1889 | | 1 00 | | 1 00 | |
| | | | | 184 00 | 152 00 | 181 00 | 517 00 |

APPENDIX

Dr.

N. 28.—HYDRAULIC and other Rents, &c.—

| Balance due on Purchase 1st July, 1888. | | Accrued, Year ended 30th June, 1889. | | Total. | Number. | Name of Work. | Name of Proprietor. |
|---|------|--------------------------------------|------|--------|---------|---------------|--|
| ¢ | cts. | ¢ | cts. | \$ | cts. | | |
| LAND SALES, PRINCIPAL AND INTEREST. | | | | | | | |
| 54 | 38 | | | 54 | 38 | 1 | Intercolonial Railway. John and William Sproule..... |
| 50 | 59 | | | 50 | 59 | 2 | John Ferguson..... |
| 59 | 15 | | | 59 | 15 | 3 | Joseph Graham..... |
| 13 | 06 | | | 13 | 06 | 4 | Paul Foster..... |
| 14 | 21 | | | 14 | 21 | 5 | Donald McArthur..... |
| 4 | 00 | | | 4 | 00 | 6 | Cornelius Dyer..... |
| 33 | 59 | | | 33 | 59 | 7 | John Foster..... |
| 0 | 35 | | | 0 | 35 | 8 | William and John T. Ives..... |
| 96 | 66 | | | 96 | 66 | 9 | Christie Family..... |
| 4 | 90 | | | 4 | 90 | 10 | A. W. Tanner..... |
| 23 | 29 | | | 23 | 29 | 11 | William and Alexander Scott..... |
| 5,996 | 74 | 287 | 00 | 6,283 | 74 | 12 | Lachine Canal..... P. Turcott, now Estate R. A. R. Hubert... |
| 6,350 | 92 | 287 | 00 | 6,637 | 92 | | |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1889.

A—*Concluded.*Lessees' Accounts, 1888-89—*Concluded.*

CR.

| Description of Property. | Number. | Abatement Author- ized. | | Paid during Fiscal Year. | | Balances due 30th June, 1889. | | Total. | |
|---|---------|----------------------------|------|-----------------------------|------|----------------------------------|------|--------|------|
| | | § | cts. | § | cts. | § | cts. | § | cts. |
| 1 $\frac{1}{2}$ acres of land, Pictou, Nova Scotia..... | 1 | | | | | 54 | 38 | 54 | 38 |
| 3 $\frac{3}{100}$ do do | 2 | | | | | 50 | 59 | 50 | 59 |
| 2 $\frac{5}{100}$ do do | 3 | | | | | 59 | 15 | 59 | 15 |
| 4 $\frac{3}{100}$ do do | 4 | | | | | 13 | 06 | 13 | 06 |
| 9 $\frac{2}{100}$ do do | 5 | | | | | 14 | 21 | 14 | 21 |
| 1 $\frac{1}{100}$ do do | 6 | | | | | 4 | 00 | 4 | 00 |
| 8 $\frac{6}{100}$ do do | 7 | | | | | 33 | 59 | 33 | 59 |
| 1 $\frac{6}{100}$ do do | 8 | | | | | 0 | 35 | 0 | 35 |
| 3 $\frac{1}{2}$ do do | 9 | | | | | 96 | 66 | 96 | 66 |
| 1 $\frac{5}{100}$ do do | 10 | | | | | 4 | 90 | 4 | 90 |
| 1 $\frac{3}{100}$ do do | 11 | | | | | 23 | 29 | 23 | 29 |
| Farm, Côte St. Paul..... | 12 | | | | | 6,283 | 74 | 6,283 | 74 |
| | | | | | | 6,637 | 92 | 6,637 | 92 |

C. E. CHUBBUCK,
Clerk of Hydraulic Rents.

APPENDIX B.

No. 1.—DETAILS of Canal Expenditure, 1888–89.

| Canals. | Names of Employés. | Deducted for Superannuation. | Amounts Paid. | Total. |
|-----------------------------|---|------------------------------|---------------|----------|
| | | \$ cts. | \$ cts. | \$ cts. |
| <i>Welland Canal.</i> | | | | |
| Port Colborne..... | McFarland, D. E., salary as Collector for the year..... | 28 00 | 1,372 00 | |
| do | Leggett, J. E., salary as Clerk for the year..... | 16 00 | 784 00 | |
| do | Schofield, J. S. do | 10 00 | 490 00 | |
| do | Hain, J. R. do | 11 00 | 539 00 | |
| | Salaries..... | 65 00 | 3,185 00 | |
| | Contingencies | | 291 53 | |
| Port Dalhousie..... | Clark, W. B., salary as Collector for the year..... | 20 00 | 980 00 | 3,476 53 |
| do | Pirritte, J., salary as Clerk for the year..... | 16 00 | 784 00 | |
| | Salaries..... | 36 00 | 1,764 00 | |
| | Contingencies | | 362 84 | |
| Dunnville | Tipton, T. L. M., salary as Collector for the year .. | 15 00 | 735 00 | 2,126 84 |
| | Contingencies | | 36 19 | |
| Port Maitland..... | Galbraith, T. J., salary as Collector for the year... | 10 00 | 490 00 | 771 19 |
| | Contingencies | | 85 00 | |
| Port Robinson..... | Coulter, R., salary as Collector for the year..... | 14 40 | 705 60 | 575 00 |
| | Contingencies | | 32 94 | |
| St. Catharines..... | Collier, H. H., salary as Collector for the year..... | 4 00 | 196 00 | 738 54 |
| | Contingencies | | 6 75 | |
| Chippawa | Harvey, T. B., salary as Collector for the year..... | 2 00 | 98 00 | 202 75 |
| | Contingencies | | 30 50 | |
| | Total, Welland Canal..... | | | 128 50 |
| | | | | 8,019 35 |
| <i>St. Lawrence Canals.</i> | | | | |
| Beauharnois..... | Danis, A. D., salary as Collector for the year..... | 17 00 | 833 00 | |
| do | Lefebvre, H., salary as Clerk for the year..... | | 366 00 | |
| | Salaries..... | 17 00 | 1,199 00 | |
| | Contingencies | | 111 83 | |
| Cardinal..... | Reid, J., salary as Collector for the year..... | 15 00 | 735 00 | 1,310 83 |
| do | McMillan, R. P., salary as Clerk for the year..... | 5 00 | 395 00 | |
| | Salaries..... | 20 00 | 1,130 00 | |
| | Contingencies | | 75 25 | |
| Cornwall..... | Phelan, J. A., salary as Collector for the year..... | 20 00 | 980 00 | 1,205 25 |
| do | Mulhern, M. M., salary as Clerk for the year..... | 2 00 | 98 00 | |
| | Salaries..... | 22 00 | 1,078 00 | |
| | Contingencies | | 680 90 | |
| Kingston..... | Burrows, Wm., salary as Collector for the year..... | 12 00 | 588 00 | 1,758 90 |
| do | Fahey, E., salary as Clerk for the year..... | 10 00 | 490 00 | |
| | Salaries..... | 22 00 | 1,078 00 | |
| | Contingencies..... | | 116 59 | |
| | | | | 1,194 59 |

APPENDIX B.—Continued.
 No. 1.—DETAILS of Canal Expenditure, 1888-89—Continued.

| Canals. | Names of Employés. | Deducted for Superannuation. | Amounts Paid. | Total. |
|-----------------------------|---|------------------------------|---------------|----------|
| | | \$ cts. | \$ cts. | \$ cts. |
| <i>St. Lawrence Canals.</i> | | | | |
| Lachine | Paré, L., salary as Collector for the year | 20 00 | 980 00 | |
| do | Deschamp, J. B., salary as Collector for the year .. | 14 00 | 686 00 | |
| | Salaries | 34 00 | 1,666 00 | 2,169 15 |
| | Contingencies | | 503 15 | |
| Montreal | O'Neill, J., salary as Collector for the year | 40 00 | 1,960 00 | 8,196 70 |
| do | McNally, T., salary as Clerk for the year | 24 00 | 1,176 00 | |
| do | Bussière, F. do do | 18 00 | 882 00 | |
| do | St. Louis, J. do do | 18 00 | 882 00 | |
| do | Arahill, J. do do | 16 00 | 784 00 | |
| do | Giroux, A. P. do do | 14 00 | 686 00 | |
| do | Pelletier, P. do do | 12 00 | 588 00 | |
| | Salaries | 142 00 | 6,958 00 | |
| | Contingencies | | 1,238 70 | |
| | Total, St. Lawrence Canals ..... |  |  |  | 8,196 70 |
| <i>Chambly Canal.</i> | | | | |
| Chambly | Martel, M. D. S., salary as Collector for the year .. | 20 00 | 980 00 | |
| | Durocher, C., salary as Clerk for the year | 6 25 | 493 75 | |
| | Salaries | 26 25 | 1,473 75 | 1,573 81 |
| | Contingencies | | 100 06 | |
| St. John's | Quesnel, J., salary as Collector for the year | 18 00 | 882 00 | |
| | Fournier, J. A., salary as Clerk for the year | 6 25 | 493 75 | |
| | Salaries | 24 25 | 1,375 75 | 1,533 66 |
| | Contingencies | | 157 91 | |
| St. Our's Lock | Lebœuf, J., salary as Collector for the year | | 600 00 | |
| | Contingencies | | 21 76 | |
| | Total, Chambly Canal | | | 621 76 |
| <i>Ottawa Canals.</i> | | | | |
| Carillon Canal | Murphy, D., salary as Collector for the year | 14 00 | 686 00 | 849 01 |
| | Contingencies | | 163 01 | |
| Grenville | Pridham, A., salary as Collector for the year | 20 00 | 980 00 | 1,123 64 |
| | Contingencies | | 143 64 | |
| St. Anne's Lock | Barrett, J., salary as Collector for the year | | 999 96 | |
| do | Crevier, W., salary as Assistant for the year | 6 25 | 493 75 | |
| | Salaries | 6 25 | 1,493 71 | 1,544 57 |
| | Contingencies | | 50 86 | |
| | Total, Ottawa Canals | | | 3,517 22 |
| <i>Rideau Canal.</i> | | | | |
| Kingston Mills | Deane, J., salary as Collector for the year | 5 00 | 395 00 | 464 00 |
| | Contingencies | | 69 00 | |

APPEUDIX B—Continued.

No. 1.—DETAILS of Canal Expenditure, 1888-89—Continued.

| Canals. | Names of Employés. | Deducted for Superannuation. | | Amounts Paid. | Total. |
|---|--|------------------------------|------|---------------|-----------|
| | | \$ | cts. | | |
| <i>Rideau Canal.</i> | | | | | |
| Ottawa..... | Farley, J. F., salary as Collector for the year..... | 24 | 00 | 1,176 | 00 |
| do | Battle, T., salary as Assistant for the year | 16 | 00 | 784 | 00 |
| | Salaries..... | 40 | 00 | 1,960 | 00 |
| | Contingencies | | | 263 | 52 |
| | | | | | 2,223 52 |
| Smith's Falls..... | Richey, W. M., salary as Collector for the year.... | 3 | 75 | 296 | 25 |
| | Contingencies | | | 41 | 60 |
| | | | | | 337 85 |
| | Total, Rideau Canal..... | | | | 3,025 37 |
| St. Peter's Canal.... | Kavanagh, W. M., salary as Collector for the year. | 4 | 00 | 196 | 00 |
| Newcastle District Works, Hastings.. | Contingencies..... | | | | 2 82 |
| Inspector of Canals.. | Witton, H. B., for the year..... | 36 | 00 | 1,764 | 00 |
| | Contingencies | | | 353 | 15 |
| | | | | | 2,117 15 |
| | Totals..... | | | | 36,442 56 |

APPENDIX B—*Concluded.*No. 1.—DETAILS of Canal Expenditure, 1888–89—*Concluded.*

| To whom Paid. | Service. | Amount. | Total. |
|-------------------------------|---|---------|-----------|
| <i>General Contingencies.</i> | | \$ cts. | \$ cts. |
| McCarthy, Miss. | Extra services, from 4th June to 4th July, inclusive, at \$400 per annum..... | 33 97 | |
| do | Extra services, from 9th July to 18th July, inclusive, at \$400 per annum..... | 10 96 | |
| do | Extra services, from 18th Sept. to 18th Oct., inclusive, at \$400 per annum..... | 33 33 | |
| do | Extra services, from 14th Dec. to 14th Jan., 1889, inclusive, at \$400 per annum..... | 33 33 | |
| Hackett, C. A. | Temporary clerk, from 1st Sept., 1888, to 12th Jan., 1889, at \$400 per annum..... | | 111 59 |
| St. Dennis, Miss M. L. | Extra services, 10 days, from 11th to 21st Aug., at \$400 per annum..... | 10 96 | |
| do | Extra services, 10 days, from 12th to 21st Sept., at \$400 per annum..... | 10 96 | |
| Weir, J. P. | Extra services, 1 month, from 20th Oct. to 19th Nov., at \$400 per annum..... | | 21 92 |
| O'Sullivan, Miss M. A. | Extra services, from 12th to 19th Nov., at \$400 per annum..... | | 33 33 |
| Price, Miss H. M. | do 10 days, from 29th Jan. to 7th Feb., at \$400 per annum..... | | 7 67 |
| O'Hanly, Miss F. | Extra services, 10 days, from 29th Jan. to 7th Feb., at \$400 per annum..... | | 10 96 |
| Foley, Ella. | Extra services, 10 days, from 18th to 27th Feb., at \$400 per annum..... | | 10 96 |
| Pratt, L. G. | 23 copies of United States Treasury Counterfeit Detector..... | | 69 00 |
| Hall, J. C., jr. | Professional services <i>in re</i> H. Bulmer, Canal Lots..... | | 50 00 |
| Eccles, J. C. | do <i>in re</i> collection of rents on Lot 1, Port Colborne..... | | 7 50 |
| O'Connor, D. | Professional services <i>in re</i> Lease of W. Little..... | 92 93 | |
| do | Commission on \$4,208.75, amount of Hydraulic Rents collected through him..... | 420 87 | |
| do | Commission on \$2,079.75, amount of Hydraulic Rents collected through him..... | 207 97 | |
| | | | 721 77 |
| | | | 1,202 13 |
| | Grand Total..... | | 37,644 69 |
| | ADD—Printing..... | 714 24 | |
| | Stationery..... | 176 18 | |
| | | | 890 42 |
| | Authorized disbursements (less superannuation)..... | | 38,535 11 |
| | ADD—Balances due to Collectors, 1st July, 1888..... | | 1 00 |
| | Actual disbursements agreeing with Statement No. 2, page 171..... | | 38,536 11 |

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1889.

INDEX.

| | PAGE. |
|--|------------------------------|
| Abbey, J. & J. | 306 |
| Abbott, Francis | 316 |
| Acer & Kennedy | 312 |
| Acer, C. M. | 312 |
| Alliar, X. | Refund 175 |
| Anderson, G. P. | Lessee 308 |
| Anderson, James | do 310 |
| Anderson, J. T. | do 312 |
| Andrews & Sons | do 306 |
| Anglin, Wm. | do 318 |
| Appendix A | 164 |
| do B | 322 |
| Arahill, J. | Salary 323 |
| Auger, J. B., & Co. | Lessee 312 |
| Bailey, W. | do 308 |
| Bank of Montreal | Refunds 173 |
| Baptist, Jno. | do 175 |
| Barbeau, F. X. | Lessee 310 |
| Barrett, J. | Contingencies and salary 323 |
| Bartley, W. P. | Lessee 314 |
| Bates, Joshua | do 318 |
| Battle, John | do 306 |
| Battle, T. | Salary 324 |
| Baxter, R. W. | Lessee 316 |
| Beach, M. F. | do 310 |
| Beaty, Wm. | do 306 |
| Beauharnois Canal Office | Contingencies and salary 322 |
| Beaulieu, B. J. | Refund 175 |
| Bell Telephone Co. | Lessee 318 |
| Benson, W. T. | do 308 |
| Benson & Aspden | do 308 |
| Berford, W. W. | do 318 |
| Bergin, D. | do 316 |
| Bergin, E. | do 310 |
| Bissett & Donaghy | do 314 |
| Black, J. A. | Refund 175 |
| Blanchard, J. B. | do 174 |
| Bolduc, T. & W. | Lessees 310 |
| Booth, J. R. | do 316 |
| Bourget & Thibault | do 314 |
| Brannigan, John | do 318 |
| Bridges, James | do 308 |
| Brocklebank, L. | do 308 |
| Brodeur, S. A. | do 312 |
| Broder, W. B. | Refund 174 |
| Bronson & Weston | Lessees 316 |
| Brophy, John | do 318 |
| Brown & Merritt | do 308 |
| Brown & Ross | do 306 |
| Bulmer, H. | do 314 |
| Buntin, A. | do 3.0, 312 |
| Burnett, J. B. | Refund 174 |
| Burrows, W. | Contingencies and salary 322 |
| Burstell, J., & Co. | Lessees 314 |
| Bussières, F. | Salary 323 |
| Butterworth, J. G. | Lessee 316 |
| Byrne, Terrisa | Refunds 174 |
| Cameron, D. | Lessee 316 |
| Cameron & McInnis | do 308 |
| Canada Atlantic Railway Co. | do 316 |
| Canada Mutual Telegraph Co. | do 312, 318 |
| Canada Pacific Railway Co. | 314, 316 |
| Canals—Expenditure. Page 117. Details of | 322-325 |
| do Revenue | 166 |

| | PAGE. |
|--|----------|
| Canals—Refunds. | 173-175 |
| do Statistics. | 176-289 |
| do Tariff. | 290-305 |
| Cantin, Aug. Lessee. | 312 |
| Cardinal, Joseph do. | 312 |
| Carmen, P. do. | 308 |
| Carter, L. G. do. | 308 |
| Catelli Bros. do. | 314 |
| Chaffey, B. E. do. | 318 |
| Chambers, R. do. | 308 |
| Chambly, Canal Office Contingencies and salary. | 323 |
| Charette, James Refund. | 174 |
| Charette, S. do. | 174 |
| Chester, Alfred Lessee. | 318 |
| Chisholm & Minor do. | 308 |
| Christie Family Purchasers. | 320 |
| Clark, Wm. Lessee. | 314 |
| Clark, W. B. Contingencies and salary. | 322 |
| Clegg, Wm. Lessee. | 308 |
| Cockburn, Alex. do. | 310 |
| Collier, H. H. Contingencies and salary. | 322 |
| Collier, R. Lessee. | 306 |
| Collins, T. & P. do. | 318 |
| Cook, Elisha Refund. | 175 |
| Conlon, J. & F. Lessees. | 308 |
| Corporation of County Welland do. | 308 |
| do Montreal do. | 312, 314 |
| do Ottawa do. | 316 |
| do Port Colborne do. | 308 |
| do Town Salaberry do. | 312 |
| do Welland do. | 308 |
| do Thorold do. | 306 |
| do Village of Merritton do. | 306 |
| do Village of Morrisburg do. | 310 |
| Coulter, R. Contingencies and salary. | 322 |
| Crane & Baird Refund. | 173 |
| Crevier, Auguste Lessee. | 310 |
| Crevier, W. Salary. | 323 |
| Crowe, J. Lessee. | 308 |
| Cummings, J. do. | 318 |
| Danis, A. D. Contingencies and salary. | 322 |
| D'Aoust, A. Lessee. | 310 |
| D'Aoust & Leduc do. | 312 |
| Darling, S. do. | 308 |
| Davey, J., jun. do. | 306 |
| Davis, H. & N. do. | 308 |
| Davis, Wm., & Son do. | 314 |
| Dawson, W. do. | 316 |
| Deane, J. Contingencies and salary. | 323 |
| Delaney, D. Lessee. | 316 |
| Delisle, Silfrid do. | 314 |
| Demers, J., & Co. do. | 310 |
| Dennie, O. P. do. | 310 |
| Deschamps, J. B. Salary. | 323 |
| Dey Bros. Lessee. | 316 |
| Dickenson, M. K. do. | 312 |
| Dion, E. do. | 310 |
| Dobbie, Arch. do. | 306 |
| Dobell, Beckett & Co. do. | 314 |
| Dominion Abattoir Co. do. | 314 |
| do Barb Wire Co. do. | 314 |
| do Bridge Co. do. | 312 |
| do Telegraph Co. do. | 318 |
| Donaldson, Andrews & Ross do. | 306 |
| Doran, W. M. do. | 308 |
| Dufresne, O., jun., & Bro. do. | 314 |
| Duhamel, L. do. | 316 |
| Durocher, C. Salary. | 323 |
| Dyer, Cornelius Purchaser. | 336 |
| Easton, Hiram Lessee. | 318 |
| Edwardsburg Starch Co. do. | 308 |
| Elliot, Wm. do. | 308 |
| Erie and Lake M. Trans. Co. Refund. | 173 |
| Expenditure—Canals. Page 170. Details of. | 322, 325 |
| Fahy, Edward Salary. | 322 |
| Fairgrieve & Son, J. B. Refund. | 173, 174 |

| | PAGE. |
|--------------------------------------|-----------------------------------|
| Farley, James F. | Contingencies and salary..... 324 |
| Ferguson, John | Purchaser..... 320 |
| Flack Bros. | Lessees..... 310 |
| Foley, Ella | Salary..... 325 |
| Foster, John | Purchaser..... 320 |
| Foster, J. S. | Lessee..... 318 |
| Foster, M. J. | do..... 318 |
| Foster, Paul | Purchaser..... 320 |
| Fournier, J. A. | Salary..... 323 |
| Fox, Albert | Lessee..... 314 |
| French, Eusébe | do..... 312 |
| Frothingham, Estate of J. | do..... 312 |
| Frothingham & Workman | do..... 312 |
| Gagnon, Ulric | Refund..... 174, 175 |
| Galbraith, T. J. | Contingencies and salary..... 322 |
| Gault, A. F. | Lessee..... 310 |
| Gerard, H. | Refunds..... 175 |
| Gibson, Wm. | Lessee..... 308 |
| Gilbert, E. E. | do..... 308 |
| Gillespie, J. C. & J. | do..... 306 |
| Giroux, A. P. | Salary..... 323 |
| Gordon, John | Lessee..... 308 |
| Gordon & McKay | do..... 306 |
| Gould, Ira | do..... 312 |
| Gould, Ira, & Son | do..... 312 |
| Graham, John | do..... 316 |
| Graham, Joseph | do..... 320 |
| Grand Trunk Railway | do..... 314 |
| Grant, Hall & Co. | do..... 312 |
| Graybiel, John | do..... 308 |
| Grier, A. J. | do..... 318 |
| Grondin, Joseph | Refunds..... 174 |
| Hackett, C. A. | Salary..... 325 |
| Hall, J. C., jun. | Professional services..... 325 |
| Haney, S. & J. | Lessees..... 308 |
| Harbor Commissioners of Montreal | do..... 314 |
| Hardy, R. E. | do..... 316 |
| Harrison, Henry | do..... 310 |
| Hartney, H. | do..... 316 |
| Harvey, F. B. | Contingencies and salary..... 322 |
| Hastey, Robert | Lessee..... 316 |
| Haün, J. R. | Salary..... 322 |
| Hendershot Bros. | Lessee..... 308 |
| Henderson Bros. | do..... 314 |
| Henderson Lumber Co. | do..... 314 |
| Heney, John | do..... 316 |
| Henshaw, F. C. | Refund..... 174 |
| Hickey, Andrew | Lessee..... 316 |
| Hill, F. T. | Refund..... 173 |
| Hill, John | Lessee..... 308 |
| Hingston & Woods | Refund..... 173 |
| Hodge, Andrew | Lessee..... 310 |
| Holmes, John W. | do..... 308 |
| Hood, W. | do..... 310 |
| Howland, Jones & Co. | do..... 306 |
| Howland, Peleg | do..... 306 |
| Hubert, Estate R. A. R. | Purchaser..... 320 |
| Hume, A. E. | Refund..... 173, 174 |
| Hurteau, Bros. | Lessees..... 314 |
| Hutchinson, William | do..... 306 |
| Hydraulic and other Rents—Appendix A | do..... 306 |
| do | Lessees' accounts..... 172 |
| do | Revenue..... 172 |
| Inspector of Canals | Contingencies and salary..... 324 |
| Irving, J. C. | Lessee..... 308 |
| Ives, Wm. & J. T. | Purchasers..... 336 |
| Jackson, Henry | Lessee..... 316 |
| Jacques, G. E., & Co. | Lessees..... 314 |
| do | Refunds..... 173 |
| James, Henry | Lessee..... 316 |
| Jarvis, H. | do..... 306 |
| Johnson & Co., William | do..... 314 |
| Julien, Moïse | do..... 310 |
| Kavanagh, W. M. | Salary..... 324 |
| Kelly, Michael | Lessee..... 316 |
| Kennedy, Philip | do..... 316 |

| | PAGE. |
|--------------------------------------|----------|
| Killens & Dockstader | 308 |
| Kilroe, Michael | 316 |
| King & Dolan | 306 |
| Kingston and Montreal Forwarding Co. | 173, 174 |
| Kingston Canal Office | 322 |
| Kingston Mills Canal Office | 323 |
| Kingston, Thomas | 316 |
| Kirkpatrick, J. A. | 318 |
| Lake St. Francis Navigation Co. | 310 |
| do Tow Boat Co. | 312 |
| Lalande, Moïse | 312 |
| Lalonde & Levesque | 314 |
| Lamothe, P. | 314 |
| Larocque, H. | 310 |
| Larocque, L. | 310 |
| Laurin, J. B. | 175 |
| Laurin, B., sen. | 175 |
| Lattimore, A. | 308 |
| Lattimore, R. F. | 308 |
| Laurie, R. | 306 |
| Lavender, W. | 318 |
| Lavoie, B. | 175 |
| Lebeau, D. | 318 |
| Lebœuf, J. | 323 |
| Leduc, Louis | 312 |
| Lee, Edward | 312 |
| Lefebvre, H. | 322 |
| Legace, J. | 175 |
| Legace, Wm. | 174 |
| Leggett, J. E. | 322 |
| Lesperance, Auguste | 312 |
| Little, Wm. | 316 |
| London and Canadian Loan Co. | 318 |
| Loney & Campbell | 310 |
| Longtin, Onésime | 310 |
| Lybster Cotton Co. | 306 |
| Lyman, Sons & Co. | 312 |
| Mackan, Thos. | 174 |
| Mackan, W. R. | 174 |
| Mackan, James | 175 |
| MacKay, A. D. | 173, 174 |
| Mainville, E. | 175 |
| Mainville, Narcisse | 175 |
| Malcolmson, A. H. | 173 |
| Malcolmson, James | 173, 174 |
| Maltby & King | 314 |
| Marks, James | 316 |
| Martel, M. D. S. | 323 |
| Masson, H. E. | 318 |
| Mathews, J. & J. F. | 173 |
| Maurice, J. E. | 314 |
| May, G. | 316 |
| May, Stephen | 310 |
| May, Thomas | 316 |
| Mead, Eli | 308 |
| Melamby, William | 308 |
| Meloche, J. | 310 |
| Merchants' Manufacturing Co. | 314 |
| Merrifield, S. | 318 |
| Merrick, George | 316 |
| Merrick, Henry | 318 |
| Merriton Cotton Co. | 306 |
| Miner, Jessie | 318 |
| Mochen, J. | 174 |
| Molson, J., jr. | 308 |
| Montreal Canal Office | 323 |
| do Cotton Co. | 310 |
| do Street Railway Co. | 314 |
| do Transportation Co. | 312 |
| do do | 173, 174 |
| do Warehousing Co. | 312 |
| Moody & Son | 308 |
| Morris, George | 316 |
| Morrison, John | 318 |
| Moseley, E. V., & Co. | 312 |
| Lessees | 308 |
| Lessee | 316 |
| do | 306 |
| Refunds | 173, 174 |
| Contingencies and salaries | 322 |
| do | 323 |
| Lessee | 316 |
| do | 318 |
| Lessees | 310 |
| do | 312 |
| Lessee | 312 |
| do | 310 |
| do | 310 |
| Refunds | 175 |
| do | 175 |
| Lessee | 308 |
| do | 308 |
| do | 306 |
| do | 318 |
| Refunds | 175 |
| Lessee | 318 |
| Salary | 323 |
| Lessee | 312 |
| do | 312 |
| Salary | 322 |
| Refunds | 175 |
| do | 174 |
| Salary | 322 |
| Lessee | 312 |
| do | 316 |
| do | 318 |
| do | 310 |
| do | 306 |
| do | 312 |
| Refunds | 174 |
| do | 174 |
| do | 175 |
| do | 173, 174 |
| do | 175 |
| do | 175 |
| do | 173 |
| do | 173, 174 |
| Lessees | 314 |
| Lessee | 316 |
| Contingencies and salary | 323 |
| Lessee | 318 |
| Refund | 173 |
| Lessee | 314 |
| do | 316 |
| do | 310 |
| do | 316 |
| do | 308 |
| do | 308 |
| do | 310 |
| do | 314 |
| do | 318 |
| do | 316 |
| do | 318 |
| do | 306 |
| do | 318 |
| do | 318 |
| do | 308 |
| do | 323 |
| do | 310 |
| do | 314 |
| do | 312 |
| Refunds | 173, 174 |
| Lessees | 312 |
| do | 308 |
| Lessee | 316 |
| do | 318 |
| Lessees | 312 |

| | PAGE. |
|---|--|
| Moseley & Rickers | Lessees 312 |
| Muir, A. | Lessee 306 |
| Mulhern, M. M. | Salary 322 |
| Municipal Council of Iroquois | Lessee 310 |
| Murphy, D. | Contingencies and salary 323 |
| Murphy, D., & Co. | Refunds 174 |
| Musson, P. H. | Lessee 306 |
| McArthur, Donald | Purchaser 320 |
| McCaffery, Charles | Lessee 316 |
| McCarthy, Miss | Salary 325 |
| McCloy, Robert | Lessee 316 |
| McCullough, G. W. | do 316 |
| McDonald, A. | do 308 |
| McDonald, James | do 310 |
| do Estate of | do 312 |
| McFarland, D. E. | Contingencies and salary 322 |
| do | Refunds 175 |
| McFarland & Lemon | Lessee 306 |
| McFee, Cal. | do 312 |
| McKan, Thos. | do 175 |
| McKay, Thos. | Lessee 316 |
| McLaurin, A. P. | Refund 174 |
| McLeary & McLean | Lessees 306 |
| McLellan, H. | Lessee 312 |
| McMillan, R. P. | Salary 322 |
| McNally, T. | do 323 |
| McNamee, F. B. | Refund 173 |
| McNeill, Neil | Lessee 318 |
| McPhee & Co., Alex. | Lessees 310, 312 |
| McPherson & Weir | do 306 |
| McRory, P. | Lessee 314 |
| McRae & Co., J. W. | do 316 |
| Neelon, S. | do 308 |
| Neville, John | do 316 |
| Nicholson, J. F. | do 312 |
| Norris & Neelon | do 306 |
| O'Cain, James | do 314 |
| O'Connor, D. | Professional services 325 |
| O'Donnell, Patrick | Lessee 316 |
| O'Gilvie & Co., A. W. | do 314 |
| Ogdensburg Coal and Towing Co. | Refunds 174 |
| O'Hanly, Miss F. | Salary 325 |
| O'Keefe, P. | Lessee 308 |
| O'Neill, Miss Catharine | do 316 |
| O'Neill, John | Contingencies and salary 323 |
| O'Sullivan, Miss M. A. | Salary 325 |
| Ottawa Canal Office | Contingencies and salary 324 |
| do do | Refunds 174, 175 |
| do Canals—See Tabular Index, Page viii <i>a</i> . | |
| do Canoe Club | Lessee 316 |
| Ouellette, E. | do 314 |
| Page & Co., C. J. | do 316 |
| Papineau, N. | do 310 |
| Paradis, Vital | Lessee 314 |
| Paré, Louis | Contingencies and salary 323 |
| Pariseau, D. | Lessee 314 |
| Parkyn, Wm. | do 312 |
| Patterson, Mrs. H. | do 316 |
| Paul, F. | Refunds 174 |
| Payne, Josiah | Lessee 318 |
| Pease, D. B. | do 310 |
| Peck, Benney & Co. | do 312, 314 |
| Pelletier, P. | Salary 323 |
| Perrault, A. | Refunds 174 |
| Permanent Loan Co. | Lessee 310 |
| Phelan, J. A. | Contingencies and salary 322 |
| Phelps Bros. | Lessees 308 |
| Phelps, Calvin | Lessee 306 |
| Phippen, T. H. | Refunds 174 |
| Pierce & Sons, J. C. | Lessees 314 |
| Pillow, Hersey & Co. | do 312 |
| Pirette, John | Salary 322 |
| Plouffe, Félix | Refund 174, 175 |
| Poitras, F. X. | Lessee 310 |
| Port Colborne Canal Office | Contingencies and salaries 322 |
| Port Dalhousie do | do do 322 |

| | PAGE. |
|---|---------|
| Port Maitland Canal Office | 322 |
| Port Robinson do | 322 |
| Port Robinson Dry Dock Co. | 308 |
| Poulin, P. | 310 |
| Powell, Wm. | 316 |
| Pratt, L. G. | 325 |
| Price, Mrs. H. M. | 325 |
| Pridham, A. | 323 |
| Quesnel, Jules | 323 |
| Quindon, J. | 174 |
| Ramney, John L. | 306 |
| Rees, John F. | 306 |
| Refunds | 173-175 |
| Reid, J. | 322 |
| Reid, John | 308 |
| Reid, W. J. | 174 |
| Revenue | 166 |
| Richelieu Navigation Co. | 314 |
| Richey, W. M. | 324 |
| Rickey, George | 316 |
| Rideau Canal— <i>See</i> Tabular Index, Page viii. | |
| Rideau Skating and Curling Co. | 316 |
| Robertson, A. M. | 173 |
| Rolston & Haskins | 308 |
| Rose, H. A. | 308 |
| Ross, J. H. | 308 |
| Rourk, John | 318 |
| Rowland, Wm. | 316 |
| Sandford, F. | 318 |
| Scholfield, A. K. | 308 |
| Scholfield, J. S. | 332 |
| Scholfield, W. | 308 |
| Scott, Wm. and Alex. | 320 |
| Shackell, Henry | 312 |
| Shaver, Sidney | 308 |
| Shepherd, George | 318 |
| Sherwood, A. | 308 |
| Sherwood, Capt. D. N. | 173 |
| Simard & Godin | 314 |
| Simpson, L. J. | 175 |
| Sincennes & McNaughton | 174 |
| Smith, J. B. | 306 |
| Smith, M. A. | 308 |
| Smith's Falls Curling Club | 318 |
| South Eastern Railway Co. | 314 |
| Sproule, John & Wm. | 320 |
| Statistics—Appendix A. | 176 |
| Steel, Robert | 310 |
| Stephen, George | 310 |
| Sterling G. | 316 |
| Stormont Cotton Co. | 310 |
| Story, Ira W. | 174 |
| St. Amour & Co. | 310 |
| St. Anne's Lock Canal Office | 323 |
| St. Catharines Canal Office | 322 |
| do Street Railway Co. | 306 |
| do Water Power Co. | 306 |
| do and Welland Canal Gaslight Co. | 306 |
| do and Niagara Central Ry. Co. | 306 |
| St. Dennis, M. L. | 325 |
| St. Jean, A. | 175 |
| St. Lawrence Canals— <i>See</i> Tabular Index, Page viii. | |
| St. Lawrence and Ottawa Railway Co. | 316 |
| do Sugar Refining Co. | 314 |
| St. Louis, J. | 323 |
| St. Ours Lock Canal Office | 323 |
| St. Peter's Canal— <i>See</i> Tabular Index, Page ix. | |
| do Office | 324 |
| Swayze, Caleb | 308 |
| Tait, George | 312 |
| Tait, G. & W. | 312 |
| Tanner, A. W. | 320 |
| Taylor, John | 308 |
| Thompson, A. D. | 173 |
| Temporal Committee St. Andrew's Church | 316 |
| Thérien, Charles | 174 |

| | PAGE. |
|---|--|
| Thérien, J. A. | Refunds 174 |
| Tipton, T. L. M. | Contingencies and salary 322 |
| Todd & Nicholson | Lessees 310 |
| Tolls, Canal | 166 |
| Toronto Paper Manufacturing Co. | Lessees 310 |
| Tower, Thomas | Lessee 306 |
| Trempe, Onésime | do 312 |
| Trustees' School—See No. 4, Matilda | Lessees 308 |
| Turcotte, P., Estate of | Purchaser 320 |
| Tuttle, Date & Rodden | Lessee 306 |
| Valleyfield Canning Co. | do 310 |
| do Electric Light Co. | do 312 |
| Vieau, S. | do 310 |
| Vessels, Total Tonnage and Nationality of | Classified 289 |
| do do do | Passed through the canals. 224 |
| Wade, Jno. | Refund 174 |
| Walker, J. R. | Lessee 314 |
| Wallace, George | do 308 |
| Walsh, R. N. | do 310 |
| Walthe & Co., S. | do 308 |
| Ward, J. K. | Refund 174 |
| Ward, R. | Lessee 318 |
| Warren-Scarf Asphalt Paving Co. | do 314 |
| Wattie, James | do 310 |
| Weatherly, S. J. | do 308 |
| Webster, W. J. | do 318 |
| Weir, J. P. | Extra services 325 |
| Welland Canal Revenue | Refund 173-175 |
| do —See Tabular Index, Page viii. | |
| do Railway Co. | Lessee. 308 |
| Whealey, W. H. | do 318 |
| White, A. C. | do 318 |
| White, F. O. | do 308 |
| White, J. G. | do 316 |
| Whitman & Barns Manuf. Co. | do 306 |
| Williams, J. B., Estate of | do 318 |
| Williamson, T. D. | Refund 174 |
| Wilson, Chas. E. | Lessee 310 |
| Wilson, F. X. | Refund 175 |
| Wilson, F. H. | do 174 |
| Wilson, John H. | Lessee 312 |
| Witton, H. B. | Contingencies and salary 324 |
| Wood, A. | Lessee 318 |
| Wood, J. & C. H. | Lessees 310 |
| Wood, W. D. & G. C. | do 310 |
| Wood & Green | do 306 |
| Young & Gould | do 312 |

REPORTS

RAILWAY STATISTICS

OF CANADA,

AND CAPITAL, TRAFFIC AND WORKING EXPENDITURE OF
THE RAILWAYS OF THE DOMINION.

1889.

PRINTED BY ORDER OF PARLIAMENT.



OTTAWA:

PRINTED BY BROWN CHAMBERLIN, PRINTER TO THE QUEEN'S MOST
EXCELLENT MAJESTY.

1890.

CANADIAN GOVERNMENT RAILWAYS.

OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,

OTTAWA, 26th March, 1890.

SIR,—I have the honor to submit to you the Railway Statistics of the Dominion for the year ended on the 30th June, 1889. Before considering the figures of that year, I introduce a table—which I propose to carry forward in each year's statistics—showing the growth of railway construction and traffic since the opening of the first line in 1837, so far as the information has been placed on record.

| Year. | Miles. | Number of Passengers Carried. | Tons of Freight Carried. | Earnings. | Working Expenses. |
|-------|--------|-------------------------------|--------------------------|------------|-------------------|
| | | | | \$ | \$ |
| 1837 | 16 | | | | |
| 1838 | 16 | | | | |
| 1839 | 16 | | | | |
| 1840 | 16 | | | | |
| 1841 | 16 | | | | |
| 1842 | 16 | 27,041 | 7,716 | 13,650 | 10,744 |
| 1843 | 16 | 22,379 | 7,786 | 11,850 | 8,916 |
| 1844 | 16 | 27,118 | 12,639 | 15,254 | 11,851 |
| 1845 | | | | | |
| 1846 | | | | | |
| 1847 | 59 | | | | |
| 1848 | 59 | | | | |
| 1849 | 59 | | | | |
| 1850 | 71 | | | | |
| 1851 | 93 | | | | |
| 1852 | 212 | | | | |
| 1853 | 423 | | | | |
| 1854 | 657 | | | | |
| 1855 | 855 | | | | |
| 1856 | 1,296 | | | | |
| 1857 | 1,428 | | | | |
| 1858 | 1,654 | | | | |
| 1859 | 1,997 | | | | |
| 1860 | 2,087 | 1,922,227 | | 6,839,409 | |
| 1861 | 2,087 | | | | |
| 1862 | 2,110 | | | | |
| 1863 | 2,110 | | | | |
| 1864 | 2,145 | | | | |
| 1865 | 2,145 | 2,704,711 | 2,074,187 | 11,281,945 | 7,426,691 |
| 1866 | 2,150 | 2,920,000 | 2,260,000 | 11,496,195 | 6,575,637 |
| 1867 | 2,258 | | | 11,468,277 | |
| 1868 | 2,269 | | | 12,116,716 | |
| 1869 | 2,497 | | | 12,798,303 | |
| 1870 | 2,497 | | | 13,451,289 | |
| 1871 | 2,497 | | | 14,485,648 | |
| 1872 | 2,508 | | | 15,436,018 | |
| 1873 | 2,638 | | | 17,139,876 | |
| 1874 | 2,642 | | | 16,286,898 | |
| 1875 | 4,826 | 5,190,416 | 5,670,836 | 19,470,510 | 15,773,532 |
| 1876 | 5,157 | 5,544,814 | 6,331,757 | 19,358,084 | 15,802,722 |
| 1877 | 5,574 | 6,073,233 | 6,859,796 | 18,742,053 | 15,290,091 |
| 1878 | 6,143 | 6,443,924 | 7,883,472 | 20,520,078 | 16,100,102 |
| 1879 | 6,484 | 6,523,816 | 8,348,810 | 19,925,066 | 16,188,282 |
| 1880 | 6,891 | 6,462,948 | 9,938,858 | 23,561,447 | 16,840,705 |
| 1881 | 7,260 | 6,943,671 | 12,065,323 | 27,987,509 | 20,121,418 |
| 1882 | 7,530 | 9,352,325 | 13,575,787 | 29,027,789 | 22,390,709 |
| 1883 | 8,726 | 9,579,948 | 13,266,255 | 33,244,586 | 24,691,667 |
| 1884 | 9,658 | 9,981,358 | 13,712,269 | 33,481,705 | 25,595,342 |
| 1885 | 10,149 | 9,672,599 | 14,659,271 | 32,227,469 | 24,015,351 |
| 1886 | 10,697 | 9,861,024 | 15,670,460 | 33,389,382 | 24,177,582 |
| 1887 | 11,691 | 10,698,638 | 16,356,335 | 38,841,609 | 27,624,683 |
| 1888 | 12,162 | 11,416,791 | 17,172,759 | 42,159,152 | 30,652,046 |
| 1889 | 12,628 | 12,151,105 | 17,928,626 | 42,149,615 | 31,038,045 |

The tables appended may be summarized as follows:—

| | |
|---|---------------|
| Miles of railway completed (track laid)..... | 13,325 |
| do sidings | 1,576 |
| do iron rails in main line..... | 786 |
| do steel do | 12,539 |
| Capital paid (including the four following items).... | \$760,576,446 |
| Government bonuses paid | \$138,429,306 |
| do loans do | 21,201,314 |
| do subscriptions to shares paid..... | 300,000 |
| Municipal aid paid | 13,461,224 |
| Miles in operation | 12,628 |
| Earnings..... | \$ 42,149,615 |
| Working expenses..... | 31,038,045 |
| Net earnings..... | 11,111,570 |
| Passengers carried..... | 12,151,051 |
| Freight carried (tons)..... | 17,928,626 |
| Train mileage..... | 38,819,380 |
| Passengers killed | 37 |
| Number of elevators | 28 |
| do guarded level crossings..... | 122 |
| do unguarded do | 7,913 |
| do overhead bridges..... | 368 |
| do level crossings of other railways..... | 159 |
| do junctions with other railways..... | 235 |
| do do branch lines..... | 170 |
| do engines owned..... | 1,718 |
| do do hired..... | 43 |
| do sleeper and parlor cars owned..... | 88 |
| do do do hired..... | 17 |
| do first-class cars owned..... | 763 |
| do do hired | 32 |
| do second-class and immigrant cars owned.... | 564 |
| do do do hired.... | 17 |
| do baggage, mail and express cars owned.... | 484 |
| do do do hired.... | 33 |
| do cattle and box cars owned..... | 27,442 |
| do do do hired..... | 3,583 |
| do platform cars owned..... | 13,599 |
| do do hired | 326 |
| do coal and dump cars owned..... | 3,235 |
| do do do hired | |

NOMINAL CAPITAL PAID.

| | Total. | Per Mile. |
|------------------------------------|----------------|-----------|
| | \$ | \$ |
| Ordinary share capital..... | 236,689,181 27 | 17,734 67 |
| Preference do..... | 95,870,491 19 | 7,184 00 |
| Bonded debt..... | 251,675,225 58 | 18,858 94 |
| Aid from Dominion Government..... | 135,894,303 79 | 10,183 08 |
| do Ontario do..... | 5,947,007 52 | 445 63 |
| do Quebec do..... | 9,986,667 41 | 748 37 |
| do New Brunswick Government..... | 4,230,636 00 | 316 99 |
| do Nova Scotia do..... | 1,853,495 87 | 138 89 |
| do Manitoba do..... | 1,981,000 00 | 148 45 |
| do British Columbia do..... | 37,500 00 | 2 81 |
| do Municipalities..... | 13,461,224 43 | 1,008 48 |
| do Capital from other sources..... | 2,949,713 43 | 221 03 |
| Total..... | 760,576,446 49 | 56,991 34 |

GOVERNMENT and municipal loans, bonuses, &c., promised to railways completed and under construction:—

| | |
|----------------------------------|------------------|
| Dominion Government..... | \$141,704,278 33 |
| Ontario do..... | 5,947,007 52 |
| Quebec do..... | 12,380,275 02 |
| New Brunswick Government..... | 4,512,165 00 |
| Nova Scotia Government..... | 2,091,195 87 |
| Manitoba do..... | 2,477,250 00 |
| British Columbia Government..... | 37,500 00 |
| Municipalities in Ontario..... | 10,209,541 78 |
| do Quebec..... | 4,208,274 00 |
| do New Brunswick..... | 316,500 00 |
| do Nova Scotia..... | 250,000 00 |
| do Manitoba..... | 595,600 00 |
| do British Columbia..... | 37,500 00 |
| do North-West Territories..... | 35,000 00 |
| Total..... | \$184,802,087 52 |

FATAL ACCIDENTS.

| | Passengers Killed. | Employés Killed. | Others Killed. | Total Killed. |
|---|--------------------|------------------|----------------|---------------|
| Falling from cars or engines..... | 3 | 24 | 3 | 30 |
| Getting on or off trains in motion..... | 5 | 9 | 4 | 18 |
| At work making up trains..... | | 5 | | 5 |
| Coupling cars..... | | 8 | | 8 |
| Collisions and derailments..... | 25 | 16 | | 41 |
| Striking bridges..... | 1 | 1 | | 2 |
| Walking or being on track..... | 2 | 14 | 74 | 90 |
| Other causes..... | 1 | 12 | 3 | 16 |
| Total..... | 37 | 89 | 84 | 210 |

LAND GRANTS made by Governments to Railways constructed and under construction.

| Name of Railway. | Government | Acres Granted. | Acres Sold. | Amount Realized. |
|---|--------------|----------------|-------------|------------------|
| Canadian Pacific..... | Dominion... | 25,000,000 | 10,294,582 | \$ 20,831,441 |
| Manitoba South-Western Colonization..... | do .. | 1,350,400 | | |
| Esquimalt and Nanaimo..... | | | | 47,608 |
| Great Northern..... | Quebec..... | 92,000 | | |
| Lower Laurentian..... | do .. | 357,000 | | |
| Manitoba and North-Western..... | Dominion... | 2,918,400 | 172,846 | 482,716 |
| North-West Coal and Navigation..... | do .. | 420,480 | 86,638 | 111,604 |
| Ottawa and Gatineau Valley..... | Quebec..... | 450,000 | | |
| Qu'Appelle, Long Lake and Saskatchewan..... | Dominion.. | 140,800 | 128,000 | 121,600 |
| Quebec and Lake St. John..... | Quebec..... | 1,620,000 | 1,620,000 | 1,134,000 |
| Western Counties | Nova Scotia. | 150,000 | | |
| Wood Mountain and Qu'Appelle..... | Dominion... | 1,536,000 | | |

I regret that I must again remark that, while the great trunk lines furnish their returns with commendable promptitude and accuracy, the delay on the part of some of the smaller railways still causes much trouble and embarrassment. Some returns, among which I must mention those of the Kingston and Pembroke and Quebec and Lake St. John Railways, are never furnished until long after the expiry of the time fixed by statute; and the St. Louis and Richibucto, Montreal and Lake Maskinongé, Wood Mountain and Qu'Appelle, and Shore Line have, up to the time of going to press, failed to send in their returns for the year 1889, although repeatedly called upon to do so. I have, therefore, used the returns of these railways for the preceding year, in order to give as fair an account as circumstances will permit of the total railway interest of the Dominion.

I have the honor to be, Sir,
Your obedient servant,

COLLINGWOOD SCHREIBER,
Chief Engineer and General Manager.

A. P. BRADLEY, Esq., Secretary,
Department of Railways and Canals.

TABLE showing Locations of the Railways of the Dominion of Canada, 30th June, 1889.

| Name of Railway. | Description. | Distance. | |
|--|---|-----------|--------|
| | | Miles. | Total |
| Albert | Salisbury Station, Intercolonial Railway, to Hopewell and Albert on Chignecto Bay, and Harvey, N. B. | 47·75 | |
| do Leased | Harvey Branch, Albert to Harvey | 3·00 | |
| | | | 50·75 |
| Albert Southern | Hopewell to Herring Cove, N. B. (10·50 miles of track laid) | | 17·00 |
| Baie des Chaleurs | Metapedia to Paspébiac (60 miles of track laid, rest under construction) | | 100·00 |
| Bay of Quinté and Navigation Co. | Deseronto, on Bay of Quinté, Lake Ontario, to Deseronto Junction, Grand Trunk Railway | | 3·50 |
| Brantford, Waterloo and Lake Erie | Brantford, Ont., to Waterford, Ont., 16·70 miles (5 miles under construction) | | |
| Buctouche and Moncton | Moncton, on Intercolonial Railway, to Buctouche, N. B. | | 32·00 |
| Brockville, Westport and Sault Ste. Marie | Brockville to Westport | | 45·00 |
| Canada Atlantic | City of Ottawa to Junction with Grand Trunk Railway at Lacolle; located thence to Boundary. Crosses the St. Lawrence at Coteau by Bridge. Connects with Grand Trunk Railway at Coteau and Lacolle | | 138·40 |
| Canada Southern | Main Line—Windsor to Suspension Bridge | 226·18 | |
| | Amherstburg Branch—Essex Centre to Amherstburg. | 15·70 | |
| | St. Clair Branch—St. Clair Junction to Courtright. | 62·63 | |
| | Fort Erie Branch—Fort Erie to Welland Junction. | 17·50 | |
| | Erie and Niagara Branch—Fort Erie to Niagara | 30·60 | |
| | Oil Springs Branch—Oil Springs to Oil City | 5·50 | |
| | Sarnia, Chatham and Erie—Oil City to Petrollea | 7·00 | |
| | Leamington and St. Clair—Comber to Leamington | 13·80 | |
| Canadian Pacific : Owned | Main Line, Montreal to Vancouver | 2,906·50 | 378·91 |
| (Formerly North Shore Ry.) | do Quebec to St. Martin's Junction | 159·80 | |
| | Branch, Grand Piles to Three Rivers | 27·50 | |
| | do Joliette Junction to St. Félix | 16·80 | |
| | do Berthier do Berthier | 2·00 | |
| | do Ste. Thérèse to St. Lin | 15·00 | |
| | do do St. Eustache | 8·00 | |
| | do St. Lin Junction to St. Jérôme | 11·00 | |
| | do Buckingham Station to Buckingham Village. | 4·20 | |
| | do Hull to Aylmer | 7·50 | |
| | do Carleton Junction to Brockville | 45·50 | |
| | do Sudbury to Copper Mines | 5·00 | |
| | do do Sault Ste. Marie | 182·50 | |
| | do Winnipeg Junction to Emerson | 64·80 | |
| (Including Manitoba Southwestern Colonization Ry.) | do do to Deloraine | 201·60 | |
| | do do to Glenboro' | 110·20 | |
| | do Rosenfeld to Gretna | 13·70 | |
| | do Winnipeg to W. Selkirk | 22·50 | |
| | do do to Stonewall | 18·10 | |
| | do Vancouver to Coal Harbor | 1·20 | |
| | do New Westminster to N. W. Junction | 9·20 | |
| | Total mileage owned | 3,832·60 | |
| Leased lines | Atlantic and North-West—Mile End to Mattawakeag Junction (including former International and Waterloo and Magog Railways) | | 336·10 |
| | St. Lawrence and Ottawa— | | |
| | Ottawa to Prescott | 51·80 | |
| | Chaudière Junction to Ottawa | 4·70 | |
| | | | 56·50 |
| | Ontario and Quebec—Montreal to Toronto Junction. | | 339·00 |
| | Carried forward | | 731·60 |

TABLE showing Locations of the Railways of Canada, &c.—Continued.

| Name of Railway. | Description. | Distance. | |
|--------------------------------|---|-----------|----------|
| | | Miles. | Total. |
| | Brought forward..... | 731'60 | |
| Canadian Pacific—Continued. | Credit Valley— | | |
| Leased Lines..... | Toronto Junction to St. Thomas..... 116'10 | | |
| | Streetsville Junction to Melville..... 31'60 | | |
| | Cataract to Elora..... 27'50 | 175'20 | |
| | Toronto, Grey and Bruce— | | |
| | Toronto to Owen Sound..... 116'60 | | |
| | Orangeville to Teeswater..... 67'10 | | |
| | Glenannan to Wingham..... 5'00 | 188'70 | |
| | West Ontario Pacific—Woodstock to London..... | 26'60 | |
| | Guelph Junction— | | |
| | Guelph, Ont., to Guelph Junction, on Credit Valley | | |
| | Railway, C.P.R..... 15'50 | | |
| | Toronto Junction to Strachan Avenue..... | 3'20 | |
| | Total Mileage Leased..... | 1,140'80 | |
| | do Owned..... | 3,832'60 | |
| | do Worked..... | | 4,973'40 |
| Canadian Government Railways: | | | |
| Intercolonial..... | Main Line—Halifax to Quebec..... | 678'00 | |
| | Branch—Moncton to St. John..... | 89'00 | |
| | do Truro to Pictou..... | 52'00 | |
| | do Painsec to Pointe du Chêne..... | 11'00 | |
| | do St. Charles to Lévis (via Chaudière)..... | 25'00 | |
| | do Dalhousie Junction to Dalhousie..... | 7'00 | |
| | do Richmond to Dartmouth..... | 4'00 | |
| | do Derby to Indiantown..... | 14'00 | |
| | do Stellarton to Pictou..... | 14'00 | 894'00 |
| Eastern Extension (formerly | New Glasgow, on Intercolonial Railway, to Mulgrave, | | |
| Halifax and Cape Breton).... | on Strait of Canso..... | | 80'00 |
| Cape Breton..... | Point Tupper to Sydney and North Sydney, C.B..... | | 98'75 |
| Oxford to New Glasgow, section | | | |
| of Montreal and European | Oxford, I.C.R., to Brown's Point, Pictou Town Branch | 67'60 | |
| Short Line Railway..... | Pugwash Junction to Pugwash..... | 4'75 | 72'35 |
| Prince Edward Island..... | Main Line—Alberton to Georgetown..... | 147'00 | |
| | Branches—Mount Stewart to Souris..... | 38'40 | |
| | do Alberton to Tignish..... | 13'10 | |
| | do County Line to Cape Traverse..... | 12'10 | 210'60 |
| | (Gauge, 3 ft. 6 in.) | | |
| Caraquet..... | From Gloucester Junction, Intercolonial Railway, 5 | | |
| | miles south of Bathurst Station, easterly along the | | |
| | south shore of Baie des Chaleurs to Shippegan | | |
| | Harbour, N.B..... | | 68'00 |
| Carillon and Grenville..... | Carillon to Grenville, P.Q., connecting at both termini | | |
| | with Ottawa River Navigation Company's steamers | | |
| | (Gauge, 5 ft. 6 in.)..... | | 13'00 |
| Central Ontario..... | From Picton, in Prince Edward County, Ont., to Coe | | |
| | Hill Iron Mines, Wollaston, County of Hastings; | | |
| | connects with Grand Trunk at Trenton, Midland | | |
| | Railway, 2 miles west of Stirling, and with Ontario | | |
| | and Quebec, in Township of Rawdon..... | | 104'00 |
| Central Railway of New Bruns- | | | |
| wick..... | From Norton Station, on the Intercolonial Railway, to | | |
| | Salmon River (38'66 miles of track laid, rest under | | |
| | construction)..... | 44'66 | |
| | From Hampton to Onaco (formerly St. Martin's and | | |
| | Upham Railway)..... | 30'00 | 74'66 |

TABLE showing Locations of Railways, &c.—Continued.

| Name of Railway. | Description. | Distance. | |
|--|---|-----------|--------|
| | | Miles. | Total. |
| Chatham Branch..... | Town of Chatham, N.B., to Chatham Junction with Intercolonial Railway, and connecting with Northern and Western Railway..... | | 11 00 |
| Cobourg, Blairton and Marmora. | Town of Cobourg to Harwood..... | 15 00 | |
| | Blairton to Canadian Pacific Railway..... | 3 00 | 18 00 |
| Jornwallis Valley..... | From Kingsport, on Basin of Minas, N.S., to Kentville on Windsor and Annapolis Railway, 14 miles (under construction)..... | | |
| Cumberland Railway and Coal Company (formerly Spring Hill and Parrsboro'). | Spring Hill Junction, Intercolonial Railway, to Spring Hill Coal Mines, N.S., and Parrsboro', on the Bay of Fundy..... | | 32 00 |
| | Spring Hill and Oxford Branch, from Spring Hill Mines to Oxford Village on the Oxford and New Glasgow Railway, 14 miles (under construction)..... | | |
| Drummond County..... | Drummondville, P.Q., to Mitchell, connects with Canadian Pacific Railway at Drummondville..... | | 13 00 |
| Dominion Lime Co.'s Railway... | Dudswell Junction, Quebec Central Railway, and Lime Quarries..... | | 4 80 |
| Elgin, Petittcodiac and Havelock. | From Elgin, County of Albert, N.B., to Petittcodiac Junction, with Intercolonial Railway; thence to Havelock, in County of King's..... | | 26 50 |
| Erie and Huron..... | Rondeau, Lake Erie, Ont., to Wallaceburg, passing through Town of Chatham, Ont.; connects with Canada Southern and Great Western Railways..... | | 73 12 |
| Esquimault and Nanaimo..... | Russell's Station to Wellington Mines..... | | 78 00 |
| Fredericton and St. Mary's Railway Bridge Co..... | Connecting the Fredericton Railway, at Fredericton, with the Northern and Western Railway at St. Mary's..... | | 1 33 |
| Grand Trunk— Grand Trunk Division owned. | Main Line—Port Edward to Point Lévis and Island Pond..... | 727 25 | |
| | Sarnia Extension—Port Edward to Great Western.... | 3 00 | |
| | Branch—Montreal to Wharves..... | 2 00 | |
| | Three Rivers Branch—Arthabaska to Doucet's Landing..... | 35 25 | |
| | Kingston Branch—Main Line to Kingston..... | 2 25 | |
| | Galt and Waterloo Branch—Waterloo and Berlin to Galt..... | 14 50 | |
| | London Branch—St. Mary's to London..... | 22 00 | |
| | Champlain Branch—St. Lambert to Rouse's Point, Montreal to Lachine, St. Isidore to Province Line.. | 73 25 | |
| | Jacques Cartier Union—Jacques Cartier to Canadian Pacific Railway Junction..... | 6 50 | |
| | Northern Railway— | | |
| | Main Line—Toronto to Gravenhurst..... | 111 49 | |
| | Branch—Allandale to Collingwood..... | 31 76 | |
| | do Collingwood to Meaford..... | 20 50 | |
| | do Flos Tramway—Elmvale to Hillsdale..... | 8 28 | |
| | Hamilton and North-Western— | | |
| Main Line—Port Dover, on Lake Erie, to Allandale, on Lake Huron..... | 134 07 | | |
| Branch—Beeton to Collingwood..... | 39 83 | | |
| Great Western Division..... | Main Line—Niagara Falls to Windsor..... | 229 50 | |
| | Toronto Branch—Hamilton to Toronto..... | 38 50 | |
| | Galt do Harrisburg to Guelph..... | 28 98 | |
| | Brant do do Brantford..... | 8 00 | |
| | Sarnia do Komoka to Sarnia..... | 50 75 | |
| | Petrollea do Wyoming to Petrollea..... | 4 75 | |
| | Loop Line—Fort Erie to Glencoe..... | 145 50 | |
| | Carried forward..... | 1,738 01 | |

TABLE showing Locations of Railways, &c.—Continued.

| Name of Railway. | Description. | Distance. | |
|---|---|-----------|---------|
| | | Miles. | Total. |
| | Brought forward..... | 1,738·01 | |
| Grand Trunk—Continued. | | | |
| Great Western Division..... | Allanburg Branch—Allanburg to Clifton Junction.... | 8·32 | |
| | Welland—From Port Colborne to Port Dalhousie, Ont. | 25·00 | |
| Leased and Operated..... | Wellington, Grey and Bruce—Guelph to Southampton and Palmerston to Kincardine..... | 168·35 | |
| | London and Port Stanley—London to Port Stanley.... | 23·66 | |
| | London, Huron and Bruce—Hyde Park to Wingham Junction..... | 68·89 | |
| | Brantford, Norfolk and Port Burwell—Brantford to Tilsonburg Junction..... | 34·75 | |
| | NOTE.—The Georgian Bay and Lake Erie Railway includes the former Georgian Bay and Wellington, Port Dover and Lake Huron, and Stratford and Huron Railways. | | |
| | Buffalo and Lake Huron—Goderich to Fort Erie..... | 162·00 | |
| | Georgian Bay and Lake Erie—Port Dover to Warton | 172·75 | |
| | South Norfolk—Simcoe to Port Rowan..... | 17·00 | |
| | Montreal and Champlain Junction—Brossseau to Dun- dee and St. Martins to Valleyfield..... | 81·25 | |
| | Northern and Pacific Junction (from Northern Rail- way at Gravenhurst to Junction with Canadian Pacific Railway at La Vase River, Lake Nipissing). | 111·37 | |
| | North Simcoe—Colwell to Penetanguishene..... | 33·34 | |
| Leased—Midland Division..... | Midland—Port Hope to Peterboro' and Midland on Georgian Bay..... | 161·81 | |
| | Toronto and Nipissing (including former Lake Simcoe Junction Railway)..... | 111·50 | |
| | Grand Junction—From Belleville to North Hastings and Peterboro'..... | 87·75 | |
| | Whitby and Haliburton (including former Victoria, and Whitby, Port Perry and Lindsay Railways).... | 99·75 | |
| | Madoc Junction to Bridgewater..... | 8·50 | |
| | | | 3114·00 |
| Great Eastern..... | From Dundas, County Huntington, Que., to Lévis, Que. (under construction, 60 miles)..... | 220·00 | |
| | Branch from St. Lambert's to Rouse's Point (6·12 miles track laid)..... | 36·00 | |
| | | | 256·00 |
| Great Northern..... | From near St. Andrew's, on Ottawa River, to Quebec; 8 miles constructed from St. Jérôme to New Glasgow | | 170·00 |
| Great North-West Central..... | Brandon, <i>via</i> Battleford, to Rocky Mountains (50 miles under construction)..... | | |
| Irondale, Bancroft and Ottawa..... | From Orillia, Ont., to Ottawa (located from Mack- inmount to Bancroft, 50 miles). Will connect with G. T. R. and Northern Railways at Orillia. Also with Kingston and Pembroke and with C.P.R. at Ottawa. 10 miles of track laid..... | | 225·00 |
| Joggins..... | Maccan Station, I. C. R., to Prospect Mine..... | | 13·00 |
| Kent Northern..... | Richibucto, N. B., to Intercolonial Railway..... | | 27·00 |
| Kingston and Pembroke..... | Main Line—Kingston to Pembroke..... | 103·00 | |
| | Glendon Branch—Bedford to Zanesville..... | 4·00 | |
| | do To Robertsville Mines..... | 1·00 | |
| | do To Doran's Mills, Charcoal Works, McLaren's Mills, Bethuen's Mines, Lavant Mills, Clyde Forks Mills and Francis Mills..... | 4·00 | |
| | (Connects with Grand Trunk at Kingston, Canadian Pacific at Sharbot Lake and at Renfrew)..... | | 112·00 |
| L'Assomption..... | L'Épiphanie Station, C. P. R., to L'Assomption..... | | 3·50 |
| Lake Erie, Essex and Detroit River..... | From Walkerville, Ont., on G.T.R., to Leamington on Canada Southern Railway..... | | 38·00 |
| Lake Temiskaming Colonization Railway..... | Mattawa to head of Lake Kippewa..... | | 15·2 |

TABLE showing Locations of Railways, &c.—Continued.

| Name of Railway. | Description. | Distance. | |
|--|--|--------------|--------|
| | | Miles. | Total. |
| Lower Laurentian (formerly St. Lawrence, Lower Laurentian and Saguenay)..... | From St. Tite, on C. P. R., to Rivière à Pierre, on Quebec and Lake St. John Railway (22 miles of track laid)..... | | 42'75 |
| Manitoba and North-Western... | Portage la Prairie to Langenburg..... | 180'57 | |
| | Shell River Branch..... | 11'45 | |
| | Leased—Saskatchewan and Western—Minnedosa to Rapid City (under construction from Langenburg to Saltcoats 25'32 miles)..... | 15'47 | 207'49 |
| Massawippi Valley..... | From Lennoxville to Vermont Boundary, there connecting with Connecticut and Passumpsic Rivers Railway. Also connects with Grand Trunk and C.P.R. at Lennoxville..... | 32'00 | |
| | Branch—Stanstead Junction to Stanstead..... | 2'00 | 34'00 |
| Montreal and Sorel.. | From Junction with Grand Trunk at St. Lambert to Armstrong, on Richelieu River, opposite to Sorel..... | | 44'67 |
| Montreal and Lake Maskinongé.. | From St. Félix to St. Gabriel de Brandon, Que..... | | 12'75 |
| Montreal and Vermont Junction. | From Junction with Stanstead, Shefford and Chambly Railway, 2½ miles east of St. John, P. Q., to Junction with Vermont and Canada Railway, at Vermont Boundary. Also connects at Stanbridge with Lake Champlain and St. Lawrence Junction Railway..... | | 23'60 |
| Napanee, Tamworth and Quebec. | From Junction with Grand Trunk Railway at Town of Napanee, Ont., to Village of Tamworth..... | | 28'50 |
| New Brunswick..... | From Gibson (opposite Fredericton on St. John River) N. B., to Edmundston..... | 164'00 | |
| | Branch—Newbury Junction to Woodstock do Aroostock to Maine Boundary..... | 6'00 4'00 | 174'00 |
| | Leased Lines— | | |
| | New Brunswick and Canada—Woodstock to St. Stephen and St. Andrew..... | 127'00 | |
| | St. John and Maine—Carleton to St. Croix and Vanceboro'..... | 92'00 | |
| | Fredericton—Fredericton Junction to City of Fredericton..... | 22'50 | 241'50 |
| New Brunswick and Prince Edward Island..... | From Sackville Station, Intercolonial Railway, to Cape Tormentine..... | | 36'00 |
| Northern and Western of New Brunswick..... | From Gibson (opposite City of Fredericton) to Chatham Junction—Intercolonial Railway..... | 107'00 | |
| | Blackville to Indiantown..... | 9'00 | 116'00 |
| | (Connects also with New Brunswick Railway at Gibson.) | | |
| North-Western Coal and Navigation..... | From Junction with Canadian Pacific Railway at Dunmore, 651 miles west of Winnipeg, in a westerly direction to the Colliery at Lethbridge, in the District of Alberta, gauge 3 feet..... | | 109'50 |
| Northern Pacific and Manitoba.. | Winnipeg to International boundary..... | 65'30 | |
| | Portage Junction to Portage la Prairie..... | 52'50 | |
| | Morris to Brandon..... (112 miles of track laid.) | 145'50 | 263'30 |
| Nosbonsing and Nipissing..... | From Nosbonsing, on Canadian Pacific Railway, to Lake Nipissing..... | | 5'50 |
| Nova Scotia Central..... | From Middleton, on the Windsor and Annapolis Railway, to town of Lunenburg, on the Atlantic Coast, N.S.—34 miles of track laid..... | | 75'00 |

TABLE showing Locations of Railways, &c.—Continued.

| Name of Railway. | Description. | Distance. | |
|--|---|-------------------------|--------|
| | | Miles. | Total. |
| Ottawa and Gatineau Valley | Canadian Pacific Railway Station at Hull, Que., to Wakefield (3 miles graded.) | | 19 50 |
| Pontiac and Renfrew | From Wyman's Station, on Pontiac Pacific Junction Railway, to Bristol Mines, County Pontiac, Que. | | 4 25 |
| Pontiac Pacific Junction | From Junction with Canadian Pacific Railway at Aylmer, Que., to Pembroke, Ont. (Rails laid on 71 miles only from Aylmer.) | | 85 00 |
| Qu'Appelle, Long Lake and Saskatchewan | From Canadian Pacific Railway at Regina, north-westerly to Long Lake | | 23 00 |
| Quebec and Lake St. John | Quebec to Lake St. John Chambord to Chicoutimi | 190 00 5 00 | 195 00 |
| | Junction with North Shore Railway 4 miles from Quebec to Roberval, Lake St. John, 195 miles completed, 177 miles under traffic. | | |
| | Branches not built— St. Gabriel to Rivière aux Pins Lake Edward to La Tuque Lake St. John to Chicoutimi | 10 00 30 00 70 00 | 110 00 |
| Quebec Central | Main Line—Sherbrooke to Harlaka Junction, Intercolonial Railway, 5 miles from Lévis, Que. Chaudière Branch—Beauce Junction to St. Francis Angus Branch—East Angus to Angus Mills | 138 00 15 00 1 00 | 154 00 |
| | (Also 40 miles under construction.) (Also connects with Grand Trunk, Passumpsic and C.P.R. at Sherbrooke.) | | |
| Quebec, Montmorenci and Charlevoix | Hedleyville, Parish of St. Roch, Quebec, to St. Anne | | 21 00 |
| Stanstead, Shefford and Chambly | From Junction with Montreal and Vermont Junction Railway, near St. John, Que., easterly to Waterloo. (Connects with South-Eastern, and Champlain and St. Lawrence Junction Railways). | | 43 00 |
| Shore Line (formerly Grand Southern) | St. John to St. Stephen, N.B. | | 82 50 |
| Stewiacke Valley and Lansdowne | Graham's Siding, Intercolonial Railway, to Upper Stewiacke, thence to Lansdowne (12 miles under construction) | | 37 00 |
| South-Eastern | Main Line—West Farnham to Boundary Line Northern Division—Sutton Junction to Sorel Branch—Drunmondville to L'Avenir | 44 00 96 00 12 00 | |
| | Leased Lines— Montreal, Portland and Boston—Longueuil and St. Lambert to Farnham Branch—Marieville to St. Césaire Lake Champlain and St. Lawrence Junction—Stanbridge to St. Guillaume | 36 00 9 00 63 00 | 260 00 |
| | (Connects with Connecticut and Passumpsic Railway, Grand Trunk, and Stanstead, Shefford and Chambly). | | |
| St. Catharines and Niagara Central | St. Catharines, Ont., to Niagara Falls | | 12 35 |
| St. John Bridge and Railway Extension | Lies within the limits of the City of Portland, N.B., and connects the Intercolonial and New Brunswick Railways | | 1 75 |
| St. John Valley and Rivière-du-Loup | From Fredericton, N.B., to Woodstock, N.B. (3 miles graded) | | |

TABLE showing Locations of Railways, &c.—*Concluded.*

| Name of Railway. | Description. | Distance. | |
|--|---|-----------|------------------|
| | | Miles. | Total. |
| St. Louis, Richibucto and Buctouche..... | Richibucto to Buctouche—(Completed from Richibucto to St. Louis, 7 miles)..... | | |
| Thousand Islands..... | Gananoque to Gananoque Station, G.T.R..... | | 3 15 |
| Témiscouata..... | Rivière du Loup, Que., on Intercolonial, to Edmundston, N.B., on the New Brunswick Railway..... | | 81 20 |
| Western Counties..... | Yarmouth to Digby, N.B..... | | 67 00 |
| Windsor and Annapolis..... | Windsor to Annapolis, N.S..... | 84 00 | |
| Leased Line..... | Windsor Branch—Windsor to Windsor Junction, Intercolonial Railway, 14 miles from Halifax..... | 32 00 | |
| Wood Mountain and Qu'Appelle. | From Canadian Pacific Railway, near Qu'Appelle Station to Fort Qu'Appelle, thence north-westerly (17 miles under construction)..... | | 116 00 |
| Winnipeg and Hudson Bay..... | Winnipeg to Fort Nelson on Hudson Bay..... (Constructed 40 miles, Winnipeg to St. Laurent on Lake Manitoba.) | | 110 00 650 00 |

No. 1.--Summary Statement of Capital for the Year ended 30th June, 1889.

| Number. | NAME OF RAILWAY. | LENGTH OF LINE. | | ORDINARY SHARE CAPITAL. | | | PREFERENCE SHARE CAPITAL. | | | BONDED DEBT. | | | GOVERNMENT AID. | | | | MUNICIPAL AID. | | | | CAPITAL FROM OTHER SOURCES. | | TOTAL CAPITAL. | | FLOATING DEBT. | | Total Cost of Railways and Rolling Stock. | Number. | REMARKS. | | | | | | |
|---------|--|-------------------------|---------------------|-------------------------|---------------|---------------|---------------------------|--------------|---------------|---------------|----------|--|---------------------|---------------|---------------|-------------------------------|----------------|-----------|--------|----------------------------------|-----------------------------|-------------|----------------|-------------|----------------|---------|---|---------------|---------------|-------------------|----------------|--------------|--|---------|---------|
| | | Completed. (Rail laid). | Under Construction. | Authorized. | Subscribed. | Paid Up. | Authorized. | Subscribed. | Paid Up. | Authorized. | Paid Up. | Rate of Interest. | Name of Government. | Loan. | Bonus. | Subscription Shares or Bonds. | Paid Up. | Loan. | Bonus. | Subscription to Shares or Bonds. | Paid Up. | Subscribed. | Paid Up. | Subscribed. | Paid Up. | Amount. | | | | Rate of Interest. | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Miles. | Miles. | \$ cts. | \$ cts. | \$ cts. |
| 1 | Albert | 47-75 | 50-75 | 1,000,000 00 | 650,000 00 | 650,000 00 | | | 600,000 00 | 609,573 33 | 6 | (Dominion .. \$ 29,665 45 N. Brunswick .. 450,000 00 Dominion .. 3,600 00 N. Brunswick .. 9,000 00 Dominion .. 51,200 00 N. Brunswick .. 22,500 00 Quebec .. 700,000 00) | 15,000 00 | 469,665 35 | 84,381 01 | | 70,000 00 | | | 70,000 00 | | | | | | | | | 1,244,665 00 | 1,813,454 34 | 10,478 36 | 1,784,973 33 | 1 | | |
| 2 | Albert Southern | 3-00 | 10-50 | 150,000 00 | 150,000 00 | 150,000 00 | | | 100,000 00 | 40,000 00 | 6 | (Dominion .. 100,000 00 N. Brunswick .. 51,200 00 Dominion .. 22,500 00 Quebec .. 700,000 00) | | 103,700 00 | 55,000 00 | | | | | | | | | | | | | 233,700 00 | 130,420 00 | | 76,000 00 | 2 | | | |
| 3 | Baie des Chaleurs | 60-00 | 40-00 | 3,000,000 00 | 300,000 00 | 300,000 00 | | | 10,500 00 | | Nominal. | | | | | | | | | 5,000 00 | | | | | | | 1,620,000 00 | 726,451 00 | | 2,346,451 00 | 3 | | | | |
| 4 | Bay of Quinte and Navigation Co. | 3-50 | | 100,000 00 | 100,000 00 | 100,000 00 | | | 75,000 00 | | | | | | | | | | | 110,000 00 | | | | | | | 103,000 00 | 90,000 00 | | 15,438 70 | 4 | | | | |
| 5 | Brookville, Westport and South St. Marys | 45-00 | | 1,125,000 00 | 100,000 00 | 100,000 00 | | | 1,125,000 00 | 1,300 00 | | | | | | | | | | 33,000 00 | | | | | | | 353,000 00 | 224,000 00 | | 638,210 00 | 5 | | | | |
| 6 | Brantford, Waterloo and Lake Erie | 25-00 | 5-00 | 250,000 00 | 100,000 00 | 100,000 00 | | | 250,000 00 | 100,000 00 | | | | | | | | | | 25,000 00 | | | | | | | 235,000 00 | 214,000 00 | 21,000 00 | 31,989 85 | 6 | | | | |
| 7 | Buteauche and Moncton | 32-00 | | 250,000 00 | 250,000 00 | 250,000 00 | | | 310,000 00 | 310,000 00 | 6 | (Dominion .. \$ 802,000 00 N. Brunswick .. 310,000 00 Quebec .. 700,000 00) | | 158,400 00 | 155,554 00 | | | | | | | | | | | | | 448,300 00 | 715,354 00 | | | 7 | | | |
| 8 | Canada Atlantic | 138-40 | | 2,000,000 00 | 2,000,000 00 | 2,000,000 00 | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | | | | | | | | | | | | | | | | | | 3,494,000 00 | 3,372,353 00 | | | 8 | | | | |
| 9 | Canada Southern | 345-11 | 13-80 | 15,000,000 00 | 15,000,000 00 | 15,000,000 00 | | | 20,000,000 00 | 19,023,600 53 | 5 | (Ontario .. 1,470,000 00 N. Brunswick .. 450,000 00 Dominion .. 3,600 00 N. Brunswick .. 9,000 00 Dominion .. 51,200 00 N. Brunswick .. 22,500 00 Quebec .. 700,000 00) | | 45,512,987 33 | 46,542,987 33 | | | | | | | | | | | | | | 46,542,987 33 | 46,542,987 33 | | | 9 | | |
| 10 | Canadian Government Railways | 891-00 | 80-00 | | | | | | | | | | | | | | | | | | | | | | | | | 46,542,987 33 | 46,542,987 33 | | | 10 | | | |
| 11 | Canadian Pacific | 3,415-30 | 4,973-40 | 65,000,000 00 | 65,000,000 00 | 65,000,000 00 | | | 69,977,333 33 | | 5 & 3/4 | (Dominion .. \$ 850,000 00 Ontario .. 1,470,000 00 B. Columbia .. 37,000 00 Dominion .. 1,470,000 00 Quebec .. 1,903,556 00 Dominion .. 170,000 00 Quebec .. 711,122 02 Dominion .. 454,000 00 Quebec .. 2,546,000 00) | | 58,214,463 71 | 58,214,463 71 | | | | | | | | | | | | | | | 123,001,463 71 | 193,641,797 04 | | 193,641,797 04 | 11 | |
| 12 | Carleton Place and Newburg | 13-00 | | 50,000 00 | 50,000 00 | 50,000 00 | | | 50,000 00 | 50,000 00 | 6 | (Dominion .. \$ 224,000 00 N. Brunswick .. 180,000 00) | | 40,000 00 | 40,000 00 | | | | | | | | | | | | | 134,000 00 | 184,000 00 | | | 12 | | | |
| 13 | Carleton Place and Newburg | 13-00 | | 50,000 00 | 50,000 00 | 50,000 00 | | | 50,000 00 | 50,000 00 | 6 | (Dominion .. \$ 224,000 00 N. Brunswick .. 180,000 00) | | 40,000 00 | 40,000 00 | | | | | | | | | | | | | 134,000 00 | 184,000 00 | | | 13 | | | |
| 14 | Central Ontario | 101-00 | 6-00 | 100,000 00 | 100,000 00 | 100,000 00 | 500,000 00 | 300,000 00 | 300,000 00 | 2,200,000 00 | 6 | (Dominion .. \$ 211,512 54 N. Brunswick .. 27,065 07 Dominion .. 24,450 21 N. Brunswick .. 32,000 00) | | 126,500 00 | 126,500 00 | | | 93,500 00 | | 93,500 00 | | | | | | | | 1,245,012 54 | 733,177 54 | 4,500 00 | 1,977,900 00 | 14 | | | |
| 15 | Central of New Brunswick | 68-00 | | 100,000 00 | 100,000 00 | 100,000 00 | | | 100,000 00 | 100,000 00 | 6 | (Dominion .. \$ 211,512 54 N. Brunswick .. 27,065 07 Dominion .. 24,450 21 N. Brunswick .. 32,000 00) | | 89,177 84 | 89,177 84 | | | | | | | | | | | | | 1,245,012 54 | 733,177 54 | | 229,050 00 | 15 | | | |
| 16 | Chatham Branch | 11-00 | | 100,000 00 | 100,000 00 | 100,000 00 | | | 100,000 00 | 100,000 00 | 8 | (Ontario .. \$ 44,800 00 Nova Scotia .. 183,000 93) | 25,000 00 | 66,439 84 | 66,439 84 | | | | | | | | | | | | | 191,879 00 | 265,439 84 | | 241,000 00 | 16 | Government aid originally granted to St. Mary's and Ushaw Railway, now part of Central Railway of New Brunswick. See Table No. 10. | | |
| 17 | Colburg, Blinton and Marston | 14-00 | | 100,000 00 | 100,000 00 | 100,000 00 | | | 100,000 00 | 100,000 00 | 8 | (Ontario .. \$ 44,800 00 Nova Scotia .. 183,000 93) | 25,000 00 | 66,439 84 | 66,439 84 | | | | | | | | | | | | | 191,879 00 | 265,439 84 | | 241,000 00 | 17 | | | |
| 18 | Cornwallis Valley | 32-00 | 14-00 | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | | | 1,000,000 00 | 1,000,000 00 | 5 | (Dominion .. \$ 44,800 00 Nova Scotia .. 183,000 93) | | 233,530 93 | 144,230 93 | | | | | | | | | | | | | 1,233,830 93 | 1,144,230 93 | | 900,907 22 | 18 | | | |
| 19 | Drummond and Ottawa | 86-00 | | 2,700,000 00 | 783,900 20 | 783,900 20 | | | 973,334 00 | 973,334 00 | 4 | (Dominion .. \$ 17,342 00 Ontario .. 375,282 69) | | 312,594 00 | 312,594 00 | | | | | | | | | | | | | 4,590,000 00 | 5,993,833 66 | | | 19 | | | |
| 20 | Toronto, Grey and Bruce | 188-70 | | 1,000,000 00 | 813,500 00 | 813,500 00 | | | 3,500,000 00 | 3,500,000 00 | 4 | (Dominion .. \$ 17,342 00 Ontario .. 375,282 69) | | 312,594 00 | 312,594 00 | | | | | | | | | | | | | 1,175,000 00 | 2,135,243 20 | | | 20 | | | |
| 21 | Ontario and Quebec | 339-00 | | 2,000,000 00 | 2,000,000 00 | 2,000,000 00 | | | 19,502,500 00 | | 5 | (Ontario .. \$ 17,342 00 Ontario .. 375,282 69) | | 312,594 00 | 312,594 00 | | | | | | | | | | | | | 2,510,577 20 | 5,970,228 74 | | | 21 | | | |
| 22 | Credit Valley | 175-20 | | 500,000 00 | 21,000 00 | 21,000 00 | | | 700,000 00 | 700,000 00 | 6 | (Dominion .. \$ 224,000 00 N. Brunswick .. 180,000 00) | | 40,000 00 | 40,000 00 | | | | | | | | | | | | | 1,350,000 00 | 1,616,000 00 | | | 22 | | | |
| 23 | West Ontario Pacific | 26-00 | | 100,000 00 | 100,000 00 | 100,000 00 | | | 100,000 00 | 100,000 00 | 6 | (Dominion .. \$ 224,000 00 N. Brunswick .. 180,000 00) | | 40,000 00 | 40,000 00 | | | | | | | | | | | | | 1,350,000 00 | 1,616,000 00 | | | 23 | | | |
| 24 | Manitoba Southern and Western Colonization | 211-20 | | 1,000,000 00 | 700,000 00 | 700,000 00 | | | 3,744,000 00 | 2,544,000 00 | 5 | (Manitoba .. 900,000 00 Dominion .. 40,000 00) | | 150,000 00 | 150,000 00 | | | | | | | | | | | | | 2,500,000 00 | 1,444,000 00 | | | 24 | Included in Ontario and Quebec. | | |
| 25 | English Junction | 15-50 | | 300,000 00 | 10,000 00 | 10,000 00 | | | 3,744,000 00 | 2,544,000 00 | 5 | (Manitoba .. 900,000 00 Dominion .. 40,000 00) | | 150,000 00 | 150,000 00 | | | | | | | | | | | | | 2,500,000 00 | 1,444,000 00 | | | 25 | | | |
| 26 | Toronto Junction to Strachan Avenue | 3-20 | | 300,000 00 | 10,000 00 | 10,000 00 | | | 3,744,000 00 | 2,544,000 00 | 5 | (Manitoba .. 900,000 00 Dominion .. 40,000 00) | | 150,000 00 | 150,000 00 | | | | | | | | | | | | | 2,500,000 00 | 1,444,000 00 | | | 26 | | | |
| 27 | Camquet | 68-00 | | 500,000 00 | 500,000 00 | 500,000 00 | | | 500,000 00 | 500,000 00 | 6 | (Dominion .. \$ 224,000 00 N. Brunswick .. 180,000 00) | | 40,000 00 | 40,000 00 | | | | | | | | | | | | | 1,350,000 00 | 1,854,000 00 | | | 27 | | | |
| 28 | Carleton and Newburg | 13-00 | | 50,000 00 | 50,000 00 | 50,000 00 | | | 50,000 00 | 50,000 00 | 6 | (Dominion .. \$ 224,000 00 N. Brunswick .. 180,000 00) | | 40,000 00 | 40,000 00 | | | | | | | | | | | | | 134,000 00 | 184,000 00 | | | 28 | | | |
| 29 | Central Ontario | 101-00 | 6-00 | 100,000 00 | 100,000 00 | 100,000 00 | 500,000 00 | 300,000 00 | 300,000 00 | 2,200,000 00 | 6 | (Dominion .. \$ 211,512 54 N. Brunswick .. 27,065 07 Dominion .. 24,450 21 N. Brunswick .. 32,000 00) | | 126,500 00 | 126,500 00 | | | 93,500 00 | | 93,500 00 | | | | | | | | 1,245,012 54 | 733,177 54 | 4,500 00 | 1,977,900 00 | 29 | | | |
| 30 | Central of New Brunswick | 68-00 | | 100,000 00 | 100,000 00 | 100,000 00 | | | 100,000 00 | 100,000 00 | 6 | (Dominion .. \$ 211,512 54 N. Brunswick .. 27,065 07 Dominion .. 24,450 21 N. Brunswick .. 32,000 00) | | 89,177 84 | 89,177 84 | | | | | | | | | | | | | 1,245,012 54 | 733,177 54 | | 229,050 00 | 30 | | | |
| 31 | Chatham Branch | 11-00 | | 100,000 00 | 100,000 00 | 100,000 00 | | | 100,000 00 | 100,000 00 | 8 | (Ontario .. \$ 44,800 00 Nova Scotia .. 183,000 93) | 25,000 00 | 66,439 84 | 66,439 84 | | | | | | | | | | | | | 191,879 00 | 265,439 84 | | 241,000 00 | 31 | Government aid originally granted to St. Mary's and Ushaw Railway, now part of Central Railway of New Brunswick. See Table No. 10. | | |
| 32 | Colburg, Blinton and Marston | 14-00 | | 100,000 00 | 100,000 00 | 100,000 00 | | | 100,000 00 | 100,000 00 | 8 | (Ontario .. \$ 44,800 00 Nova Scotia .. 183,000 93) | 25,000 00 | 66,439 84 | 66,439 84 | | | | | | | | | | | | | 191,879 00 | 265,439 84 | | 241,000 00 | 32 | | | |
| 33 | Cornwallis Valley | 32-00 | 14-00 | 1,000,000 00 | 1,000,000 00 | 1,000,000 00 | | | 1,000,000 00 | 1,000,000 00 | 5 | (Dominion .. \$ 44,800 00 Nova Scotia .. 183,000 93) | | 233,530 93 | 144,230 93 | | | | | | | | | | | | | 1,233,830 93 | 1,144,230 93 | | 900,907 22 | 33 | | | |
| 34 | Drummond and Ottawa | 86-00 | | 2,700,000 00</ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



SUMMARY STATEMENTS.

No. 2.—SUMMARY STATEMENT of Characteristics of

| Number. | Name of Railway. | Length of Line. | | | | Length of Siding. | Weight per Yard. | |
|---------|--|-----------------------------|--------------------------|-------------|--------------|-------------------|------------------|--------------|
| | | Completed. (Rails laid.) | Under Construc- tion. | Iron Rails. | Steel Rails. | | Iron Rails. | Steel Rails. |
| | | | | | | Lbs. | Lbs. | |
| 1 | Albert..... | 47·75 | | | | | | |
| | Harvey Branch..... | 3·00 | | | | | | |
| 2 | Albert Southern..... | 10·50 | 6·50 | | 10·50 | | 56 | |
| 3 | Baie des Chaleurs..... | 60·00 | 40·00 | | 60·00 | 6·00 | 56 | |
| 4 | Bay of Quinté and Navigation Co..... | 3·50 | | | 3·50 | 3·00 | 50 | |
| 5 | Brockville, Westport & Sault Ste. Marie..... | 45·00 | | | 45·00 | 1·50 | 56 | |
| 6 | Brantford, Waterloo and Lake Erie..... | | 5·00 | | | | | |
| 7 | Buctouche and Moncton..... | 32·00 | | | 32·00 | 3·25 | 56 | |
| 8 | Canada Atlantic..... | 138·40 | | | 138·40 | 20·00 | 56 | |
| 9 | Canada Southern..... | 365·11 | | | | | | |
| | Leamington and St. Clair..... | 13·80 | | 34·76 | 344·15 | 134·09 | 60 65 80 | |
| 10 | Canadian Government Railways— | | | | | | | |
| | Intercolonial..... | 891·00 | | | 891·00 | 133·25 | 56 57½ 67 | |
| | Prince Edward Island..... | 210·60 | | 136·91 | 73·69 | 15·68 | 40 50 & 52 | |
| | Eastern Extension..... | 80·00 | | | 80·00 | 4·75 | 56 | |
| | Cape Breton..... | 98·75 | | | 98·75 | | 56 | |
| | Oxford and New Glasgow..... | 72·35 | | | 72·35 | | 56 | |
| 11 | Canadian Pacific..... | 3415·30 | | | | | | |
| | Atlantic and North-West..... | 336·10 | | | | | | |
| | Manitoba South-Western Col- onization..... | 211·20 | | | | | | |
| | North Shore..... | 206·10 | | | | | | |
| | St. Lawrence and Ottawa..... | 56·50 | | | | | | |
| | Toronto, Grey and Bruce..... | 188·70 | | 58·00 | 4915·40 | 450·90 | 56 to 72 45 & 56 | |
| | Ontario and Quebec..... | 339·00 | | | | | | |
| | Credit Valley..... | 175·20 | | | | | | |
| | West Ontario Pacific..... | 26·60 | | | | | | |
| | Guelph Junction..... | 15·50 | | | | | | |
| | Toronto Junction to Strachan Avenue..... | 3·20 | | | | | | |
| 12 | Caraquet..... | 68·00 | | | 68·00 | | 50 | |
| 13 | Carillon and Grenville..... | 13·00 | | 13·00 | | 65 | | |
| 14 | Central Ontario..... | 104·00 | | | 104·00 | 11·00 | 42 & 56 | |
| 15 | Central of New Brunswick..... | 68·00 | 6·66 | | 68·00 | 2·00 | 54 | |
| 16 | Chatham Branch..... | 11·00 | | | 11·00 | 1·00 | 56½ & 60 | |
| 17 | Cornwallis Valley..... | | 14·00 | | | | | |
| 18 | Cumberland Railway and Coal Co..... | 32·00 | 14·00 | | 32·00 | 10·00 | 56 & 67 | |
| 19 | Dominion Lime Co..... | 4·80 | | | 4·80 | 1·00 | 56 | |
| 20 | Drummond County..... | 14·50 | | 1·50 | 13·00 | | 56 | |
| 21 | Elgin, Petibodiad and Havelock..... | 27·75 | | 7·00 | 20·75 | 1·00 | 60 50 54 56 60 | |
| 22 | Érie and Huron..... | 73·12 | | | 73·12 | 5·33 | 54 & 56 | |
| 23 | Esquimalt and Nanaimo..... | 78·00 | | | 78·00 | 2·03 | 50 & 54 | |
| 24 | Fredericton and St. Mary's Railway Bridge Co..... | 1·33 | | | 1·33 | ·11 | 60 | |
| 25 | Grand Trunk..... | 879·59 | | | | | | |
| | Buffalo and Lake Huron..... | 162·00 | | | | | | |
| | Grand Trunk, Georgian Bay and Lake Erie..... | 172·75 | | | | | | |
| | South Norfolk..... | 17·00 | | | | | | |
| | Montreal and Champlain Jn..... | 81·25 | | | | | | |
| | Great Western..... | 537·72 | | | | | | |
| | London and Port Stanley..... | 23·84 | | | | | | |
| | Wellington, Grey and Bruce..... | 168·09 | | | | | | |
| | London, Huron and Bruce..... | 68·89 | | | | | | |
| | Carried forward..... | 7,540·66 | 86·16 | 295·67 | 7,244·99 | 806·89 | | |

Roads, &c., Year ended 30th June, 1889.

| Number of Ties to Mile. | Nature of Rail Fastenings | No. of Grain Elevators. | | No. of Level crossings | No. of Overhead Bridges. | Height of Overhead Bridges above Rail Level. | Level Crossings of other Railways. | No. of Junctions with other Railways. | No. of Junctions with Branch Lines. | Radius of Sharpest Curve. | No. of Feet per Mile of heaviest Gradient. | Gauge of Railway. | Number. | | |
|-------------------------|-------------------------------------|-------------------------|--------------|------------------------|--------------------------|--|------------------------------------|---------------------------------------|-------------------------------------|---------------------------|--|-------------------|-----------|--------|----|
| | | Guarded. | Not Guarded. | | | | | | | | | | | | |
| 2200 | Chairs and plates. | | 20 | 1 | 40 | 2 | 1 | | | 70 | 4' 8½" | 1 | | | |
| 2640 | Fishplates. | | 7 | | | | | 2 | | 955 | 120 | 4' 8½" | 2 | | |
| 2600 | do | | | 1 | 22 | | 1 | | | | 67 | 4' 8½" | 3 | | |
| 3000 | do | | 11 | | | | 1 | | | 400 | 90 | 4' 8½" | 4 | | |
| 2640 | Fisher Bridge Joint. | | 35 | | | | 2 | | | 717 | 58 | 4' 8½" | 5 | | |
| 2600 | do | | 16 | 1 | 20 | | 1 | | | 1719 | 40 | 4' 8½" | 6 | | |
| 2640 | Fishplates. | | 18 | | | 1 | 1 | | | 955 | 73 | 4' 8½" | 7 | | |
| 2816 | do | 6 | 86 | 3 | 22 | 6 | 4 | | | 2865 | 40 | 4' 8½" | 8 | | |
| 2800 | do | 3 | 371 | 16 | 19 | 14 | 14 | 5 | | 913 | 75 | 4' 8½" | 9 | | |
| 2640 | Angle and fishplates. | 1 | 9 | 429 | 29 | 18½ | 35 | 6 | 22 | 17 | 694 | 65 | 4' 8½" | 10 | |
| 2640 | do | | 956 | 2 | 17½ | | | | | | 396 | 90 | 3' 6" | | |
| 2640 | Fishplates. | | 60 | 9 | 20 | | | 1 | | | 955 | 79½ | 4' 8½" | | |
| 2640 | do | | | | | | | | | | 955 | 78 | 4' 8½" | | |
| 2640 | do | | | | | | | | | | 52 | 80 | 4' 8½" | | |
| 2640 | Angle bars and fishplates. | 6 | 17 | 1975 | 54 | 20-22 | 10 | 30 | 37 | 35 | 500 | *237 | 6' 4' 8½" | 11 | |
| 2600 | Fishplates. | | | | | | | 1 | | | 1000 | 60 | 4' 8½" | 12 | |
| 1760 | Chairs | 1 | 8 | 1 | 17 | | | | | | 1910 | 100 | 5' 6" | 13 | |
| 2640 | Fishplates and bolts | | 94 | | | 4 | 3 | | | | 955 | 107 | 4' 8½" | 14 | |
| 2640 | Fishplates. | 5 | 23 | | | | 2 | | | | 955 | 66 | 4' 8½" | 15 | |
| 2640 | do | | 5 | | | | | 2 | | | 955 | 52 | 80 | 4' 8½" | 16 |
| 2600 | Fishplates and bolts | | 13 | | | | 1 | | | | 620 | 160 | 4' 8½" | 17 | |
| 2680 | Fishplates. | | 6 | | | | 2 | | | | 955 | 80 | 4' 8½" | 18 | |
| 2640 | do | | 9 | | | | 1 | 1 | | | 717 | 63 | 4' 8½" | 19 | |
| 2640 | Chairs and fishplates. | | 19 | | | | 1 | 1 | | | 717 | 80 | 4' 8½" | 20 | |
| 2816 | Fishplates. | | 108 | | | 4 | 4 | | | | 661 | 52 | 4' 8½" | 21 | |
| 2992 | Angle fishplates and bolts. | | 15 | 2 | 23 | | | | | | 573 | 80 | 4' 8½" | 22 | |
| 2564 | do | | | | | | 3 | | | | | 50 | 4' 8½" | 24 | |
| 10 | | 41 | 4284 | 119 | | 65 | 106 | 62 | | | | | | | |

* Temporary.

No. 2.—SUMMARY STATEMENT of Characteristics of

| Number. | Name of Railway. | Length of Line. | | | | Length of Siding. | Weight per Yard. | |
|---------|--|-----------------------------|--------------------------|-------------|--------------|-------------------|------------------|--------------|
| | | Completed. (Rails laid.) | Under Construc- tion. | Iron Rails. | Steel Rails. | | Iron Rails. | Steel Rails. |
| | | | | | | Lbs. | Lbs. | |
| | Brought forward ...2,113'13 | 7540'66 | 86'16 | 295'67 | 7244'99 | 806'89 | ..... |  |
| | Brantford, Norfolk and Port Burwell..... 34'73 | 3114'00 | ..... | 250'50 | 2863'50 | 579'50 | 56 | |
| | Midland 165'75 | | | | | | | |
| | Toronto and Nipissing..... 111'50 | | | | | | | |
| | Grand Junction 85'40 | | | | | | | |
| | Whitby, Port Perry and Lind- say 46'50 | | | | | | | |
| | Victoria, Lindsay & Halibur- ton 53'25 | | | | | | | |
| | Northern 205'37 | | | | | | | |
| | Northern & Pacific Junction..... 111'37 | | | | | | | |
| | Hamilton and North-Western..... 173'90 | | | | | | | |
| | Madoc Junction and Bridge- water 8'60 | | | | | | | |
| | Jacques Cartier Union..... 6'50 | | | | | | | |
| 26 | Great Eastern..... | 6'50 | 60'00 | | 6'50 | | 56 | |
| 27 | Great Northern..... | 7'84 | | | 7'84 | | 56 | |
| 28 | Great North-West Central..... | | 50'00 | | | | | |
| 29 | Hereford..... | 35'35 | 13'00 | | 35'35 | 1'65 | 56 | |
| 30 | Irondale, Bancroft and Ottawa..... | 10'00 | 40'00 | | 10'00 | 25 | 56 | |
| 31 | Joggins..... | 13'00 | | | 13'00 | 1'50 | 56 | |
| 32 | Kent Northern..... | 27'00 | | 3'50 | 23'50 | | | |
| 33 | Kingston and Pembroke..... | 112'75 | | 9'75 | 103'00 | 21'00 | 50 to 84 | |
| 34 | L'Assomption..... | 3'00 | | | 3'00 | 25 | 56 | |
| 35 | Lake Erie, Essex and Detroit..... | 38'00 | | | 38'00 | 3'04 | 56 | |
| 36 | Lake Temiscaming Colonization and Railway Co..... | 15'20 | | | 15'20 | | 16 & 30 | |
| 37 | Lower Laurentian..... | 22'00 | | | 22'00 | 1'50 | 56 | |
| 38 | Manitoba and North-Western..... 217'24 | 232'71 | ..... | ..... | 232'71 | 19'23 | 56 | |
| | Saskatchewan and Western... 15'47 | | | | | | | |
| 39 | Massawippi Valley..... | 34'00 | | | 34'00 | | 50 | |
| 40 | Montreal and Western..... | | 30'00 | | | | | |
| 41 | Montreal and Sorel..... | 44'67 | | | 44'67 | 3'33 | 56 | |
| 42 | *Montreal and Lake Maskinongé..... | 10'00 | | | 10'00 | | | |
| 43 | Montreal and Vermont Junction..... | 23'60 | | | 23'60 | 2'00 | 60 | |
| 44 | Napanee, Tamworth and Quebec..... | 28'50 | 27'00 | | 28'50 | 2'00 | 56 | |
| 45 | New Brunswick..... 174'00 | 415'50 | ..... | ..... | 415'50 | 36'50 | 56 & 70 | |
| | New Brunswick and Canada.. 127'00 | | | | | | | |
| | St. John and Maine 92'00 | | | | | | | |
| | Fredericton..... 22'50 | | | | | | | |
| 46 | New Brunswick and P. E. Island..... | 36'00 | | | 36'00 | 1'50 | 56 | |
| 47 | Northern & Western of New Brunswick..... | 116'00 | | | 116'00 | 5'00 | 56½ & 61 | |
| 48 | Northern Pacific and Manitoba..... | 112'00 | | | 112'00 | 7'00 | 56 | |
| 49 | North-Western Coal and Navigation Co..... | 109'50 | | | 109'50 | 4'70 | 28 & 30 | |
| 50 | Nova Scotia Central..... | 34'00 | 40'00 | | 34'00 | 1'00 | 56 | |
| 51 | Nosbonsing and Nipissing..... | 5'50 | | | 5'50 | 1'25 | 56 | |
| 52 | Ottawa and Gatineau Valley..... | | 3'00 | | | | | |
| 53 | Pontiac and Renfrew..... | 4'25 | | | 4'25 | | 56 | |
| 54 | Pontiac Pacific Junction..... | 71'00 | 15'00 | | 71'00 | 2'00 | 56 | |
| 55 | Qu'Appelle, Long Lake & Saskatchewan..... | 22'00 | | | 22'00 | | 56 | |
| 56 | Quebec and Lake St. John..... | 191'00 | | | 191'00 | 10'00 | 56 | |
| 57 | Quebec Central..... | 154'00 | | 2'50 | 151'50 | 11'00 | 56 | |
| 58 | Quebec, Montmorency and Charlevoix.. | 20'50 | | | 20'50 | 1'50 | 56 | |
| 59 | Stanstead, Shefford and Chambly..... | 43'00 | | 29'00 | 14'00 | 5'50 | 60 | |
| | Carried forward..... | 12653'03 | 364'16 | 590'92 | 12062'11 | 1529'09 | | |

* Return of 1888.

Roads, &c., Year ended 30th June, 1889—Continued.

| Number of Ties to Mile. | Nature of Rail Fastenings. | No. of Grain Elevators. | | No. of Level crossings | No. of Overhead Bridges. | Height of Overhead Bridges above Rail Level. | Level Crossings of other Railways. | No. of Junctions with other Railways. | No. of Junctions with Branch Lines. | Radius of Sharpest Curve. | No. of Feet per Mile of heaviest Gradient. | Gauge of Railway. | Number. |
|-------------------------|-------------------------------------|-------------------------|--------------|------------------------|--------------------------|--|------------------------------------|---------------------------------------|-------------------------------------|---------------------------|--|-------------------|---------|
| | | Guarded. | Not Guarded. | | | | | | | | | | |
| | | 10 | 41 | 4284 | 119 | Feet. | 65 | 106 | 62 | | | | |
| 2640 | Angle bars and fishplates..... | 12 | 74 | 2493 | 222 | 15'6"-28'4" | 62 | 57 | 78 | 1100 | 105 | 4'8½" | 25 |
| 2640 | Fishplates | | | 5 | | | 1 | 1 | | 1910 | 26 | 4'8½" | 26 |
| 2640 | do | | | | | | | 1 | | 1273 | 52 | 80'4'8½" | 27 |
| 2600 | do | | | 15 | | | | 2 | | 955 | 66 | 4'8½" | 28 |
| 2640 | do | | | 3 | | | | 1 | | 1000 | 60 | 4'8½" | 30 |
| 3000 | do | | | 4 | | | 1 | 1 | 2 | 958 | 79 | 4'8½" | 31 |
| 2640 | do | | | 5 | | | | 2 | 1 | 1000 | 60 | 4'8½" | 32 |
| 2640 | Fishplates | | | 54 | 4 | 16½"-21½" | 4 | 4 | 13 | 955 | 79 | 4'8½" | 33 |
| 2500 | do | | | 1 | | | | 1 | | | 20 | 4'8½" | 34 |
| 2600 | Angle bars..... | | | 43 | 1 | 19'6" | 4 | 4 | | 1433 | 60 | 4'8½" | 35 |
| 2600 | do | | | | | | | | | | | 3'0" | 36 |
| 2600 | do | | | 7 | | | | 1 | | 717 | 82 | 4'8½" | 37 |
| 2700 | Angle bars..... | 6 | | 160 | | | | 1 | 2 | 955 | 105 | 4'8½" | 38 |
| 2800 | Fishplates | | | 20 | 1 | 19 | 1 | | | 955 | 76 | 4'8½" | 39 |
| 2640 | Fishplates | | | 12 | | | 1 | 2 | | 2292 | 53 | 4'8½" | 40 |
| 2640 | Fishplates | | | 51 | 1 | 17½" | | 2 | | | | | 42 |
| 3000 | Angle iron fishplates..... | | | 24 | | | 1 | 1 | | 882 | 88 | 4'8½" | 44 |
| 2640 | Fishplates | 1 | 157 | 3 | 18 | | 1 | 5 | 5 | 540 | 85 | 4'8½" | 45 |
| 2400 | do | | | 26 | | | | 1 | | 1000 | 66 | 4'8½" | 46 |
| 2640 | Fishplates and angle plates..... | 1 | 25 | | | | 1 | 5 | 1 | 955 | 80 | 4'8½" | 47 |
| 2640 | Fishplates and angle bars..... | 3 | | | | | 3 | | | 955 | 26 | 4'8½" | 48 |
| 2112 | Fishplates | | | 4 | | | | 1 | | 1433 | 52 | 3'0" | 49 |
| 2640 | Angle plates..... | | | 21 | 1 | 21 | | 1 | | 882 | 80 | 4'8½" | 50 |
| 2600 | Fishplates | | | 1 | | | 1 | | | | 132 | 4'8½" | 51 |
| 2640 | Angle fishplates | | | | | | | 1 | | 1433 | 52 | 80'4'8½" | 54 |
| 2500 | Fishplates | | | | | | | 1 | | 1433 | 52 | 80'4'8½" | 55 |
| 2640 | do | | | 26 | 3 | | | 2 | | 716 | 132 | 4'8½" | 56 |
| 2640 | do | | | 26 | | | 1 | 5 | 1 | 882 | 76 | 4'8½" | 57 |
| 2640 | Plain steel plate with 4 bolts..... | | | 6 | 1 | 22 | | | | 1433 | 52 | 80'4'8½" | 58 |
| 2400 | Fishplates and bolts | | | 42 | | | 3 | 4 | | | 60 | 4'8½" | 59 |
| | | 28 | 120 | 7515 | 356 | | 150 | 213 | 165 | | | | |

No. 2.—SUMMARY STATEMENT of Characteristics of

| Number. | Name of Railway. | Length of Line. | | | | Length of Siding. | Weight per Yard. | |
|---------|--|-----------------------------|--------------------------|-------------|--------------|-------------------|------------------|--------------|
| | | Completed. (Rails laid.) | Under Construc- tion. | Iron Rails. | Steel Rails. | | Iron Rails. | Steel Rails. |
| | Brought forward..... | 12653·03 | 364·16 | 590·92 | 12062·11 | 1529·09 | Lbs. | Lbs. |
| 60 | † Shore Line | 82·50 | | | 82·50 | 2·00 | | 50 |
| 61 | South Eastern— Montreal, Portland and Boston..... | 260·00 | | 100·50 | 159·50 | 29·00 | 60 | 57½ & 60 |
| | Lake Champlain and St. Lawrence Junction | | | | | | | |
| 62 | St. Catharines and Niagara Central..... | 12·35 | | | 12·35 | ·55 | | 56 |
| 63 | St. John Bridge and Railway Extension | 1·75 | | | 1·75 | | | 60 |
| 64 | St. John Valley and Rivière du Loup..... | | 3·00 | | | | | |
| 65 | *St. Louis, Richibucto and Buctouche.. | 7·00 | | | 7·00 | | | |
| 66 | Stewiacke Valley and Lansdowne..... | | 12·00 | | | | | |
| 67 | Temisouata..... | 81·00 | | | 81·00 | 4·00 | | 56 |
| 68 | Thousand Islands..... | 4·08 | | | 4·08 | 1·00 | | 56 |
| 69 | Western Counties..... | 67·00 | 20·00 | 65·00 | 2·00 | 4·00 | 56 | 56 |
| 70 | Windsor and Annapolis..... | 116·00 | | 29·25 | 86·75 | 4·50 | 50 & 67 | 56 |
| | Windsor Branch..... | | | | | | | |
| 71 | Winnipeg and Hudson Bay..... | 40·00 | | | 40·00 | 2·00 | | 56 |
| 72 | *Wood Mountain and Qu'Appelle..... | | 17·00 | | | | | |
| | Total..... | 13324·71 | 416·16 | 785·67 | 12539·04 | 1576·14 | | |

† Late Grand Southern ; return of 1888.

* Return of 1888.

Roads, &c., Year ended 30th June, 1889—*Concluded.*

| Number of Ties to Mile. | Nature of Rail Fastenings. | No. of Grain Elevators. | | No. of Level crossings | No. of Overhead Bridges. | Height of Overhead Bridges above Rail Level. | Level Crossings of other Railways. | No. of Junctions with other Railways. | No. of Junctions with Branch Lines. | Radius of Sharpest Curve. | No. of Feet per Mile of heaviest Gradient. | Gauge of Railway. | Number. |
|-------------------------|-----------------------------|-------------------------|--------------|------------------------|--------------------------|--|------------------------------------|---------------------------------------|-------------------------------------|---------------------------|--|----------------------|---------|
| | | Guarded. | Not Guarded. | | | | | | | | | | |
| | | 28 | 120 | 7515 | 356 | Feet. | 150 | 213 | 165 | | | | |
| 2464 | Suspended joint fishplates. | | | 52 | | | 1 | 3 | | 716 | 79 | 4' 8 $\frac{1}{2}$ " | 60 |
| 3000 | Fishplates | | 1 | 229 | 1 | 20·6 | 7 | 11 | 5 | 637 | 80 | 4' 8 $\frac{1}{2}$ " | 61 |
| 2500 | do | | | 17 | 10 | 22 | 1 | 1 | | 717 | 79 | 4' 8 $\frac{1}{2}$ " | 62 |
| | | | 1 | 3 | | | | 2 | | | | 4' 8 $\frac{1}{2}$ " | 63 |
| | | | | | | | | | | | | | 64 |
| | | | | | | | | | | | | | 65 |
| | | | | | | | | | | | | | 66 |
| 2640 | Fishplates | | | 14 | | | | 2 | | 955 | 79 | 4' 8 $\frac{1}{2}$ " | 67 |
| 3000 | Angle plates. | | | 8 | | | | 1 | | 660 | 84 | 4' 8 $\frac{1}{2}$ " | 68 |
| 2600 | Fishplates | | | | | | | | | 600 | 84 | 4' 8 $\frac{1}{2}$ " | 69 |
| 2640 | do | | | 69 | 1 | 32 | | 1 | | 693 | 75 $\frac{1}{2}$ | 4' 8 $\frac{1}{2}$ " | 70 |
| 2640 | do | | | 6 | | | | 1 | | | | 4' 8 $\frac{1}{2}$ " | 71 |
| | | | | | | | | | | | | | 72 |
| | | 28 | 122 | 7913 | 368 | | 159 | 235 | 170 | | | | |

No. 3.—SUMMARY STATEMENT of the different descriptions of

| Number. | Name of Railway. | Length of Line. | | Number of Engines. | | Number of Sleeping Cars. | | Number of Palace or Drawing Room Cars. | |
|---------|---|-----------------|---------------------|--------------------|--------|--------------------------|--------|--|----------|
| | | Completed. | Under Construction. | Owned. | Hired. | Owned. | Hired. | Owned. | Hired. |
| | | | | | | | | | |
| 1 | Albert | 47 75 | | | | | | | |
| | Harvey Branch | 3 00 | | | | | | | |
| 2 | Albert Southern | | 10 50 | | 1 | | | | |
| 3 | Baie des Chaleurs | | 60 00 | | 2 | 1 | | | |
| 4 | Bay of Quinté and Navigation Co | | 3 50 | | 3 | | | | |
| 5 | Brockville, Westport and Sault Ste. Marie | | 45 00 | | 2 | | | | |
| 6 | Brantford, Waterloo and Lake Erie | | | 5 00 | | | | | |
| 7 | Buctouche and Moncton | | 32 00 | | 2 | | | | |
| 8 | Canada Atlantic | | 138 40 | | 11 | 9 | | | |
| 9 | Canada Southern | 365 11 | | | | | | | |
| | Leamington and St. Clair | 13 80 | 378 91 | | 130 | | | | |
| 10 | Canadian Government Railways | | | | | | | | |
| | Intercolonial | | 891 00 | | 176 | 17 | | | in fore- |
| | Prince Edward Island | | 210 00 | | 21 | | | | going. |
| | Eastern Extension | | 80 00 | | 9 | | | | |
| | Cape Breton | | 98 75 | | 8 | | | | |
| | Oxford and New Glasgow | | 72 35 | | 9 | | | | |
| 11 | Canadian Pacific | 3,415 30 | | | | | | | |
| | Atlantic and North-West | 336 10 | | | | | | | |
| | Manitoba South-Western Colonization | 211 20 | | | | | | | |
| | North Shore | 206 10 | | | | | | | |
| | St. Lawrence and Ottawa | 56 50 | | | | | | | |
| | Toronto, Grey and Bruce | 188 70 | 4,973 40 | | 408 | *17 | 69 | *17 | in fore |
| | Ontario and Quebec | 339 00 | | | | | | | going. |
| | Credit Valley | 175 20 | | | | | | | |
| | West Ontario Pacific | 26 60 | | | | | | | |
| | Guelph Junction | 15 50 | | | | | | | |
| | Toronto Junction to Strachan Avenue | 3 20 | | | | | | | |
| 12 | Caraguet | | 68 00 | | 3 | | | | |
| 13 | Carillon and Grenville | | 13 00 | | 3 | | | | |
| 14 | Central Ontario | | 104 00 | | 10 | | | | |
| 15 | Central of New Brunswick | | 68 00 | 6 66 | 1 | 2 | | | |
| 16 | Chatham Branch | | 11 00 | | 2 | | | | |
| 17 | Cornwallis Valley | | | 14 00 | | | | | |
| 18 | Cumberland Railway and Coal Co. | | 32 00 | 14 00 | 10 | | | | |
| 19 | Dominion Lime Co. | | 4 80 | | | | | | |
| 20 | Drummond County | | 14 50 | | 1 | | | | |
| 21 | Elgin, Petibodioc and Havelock | | 27 75 | | 2 | | | | |
| 22 | Erie and Huron | | 73 12 | | 6 | | | | |
| 23 | Esquimalt and Nanaimo | | 78 00 | | 4 | | | | |
| 24 | Fredericton and St. Mary's Railway Bridge Co. | | 1 33 | | | | | | |
| 25 | Grand Trunk | 879 59 | | | | | | | |
| | Buffalo and Lake Huron | 162 00 | | | | | | | |
| | G. T., Georgian Bay and Lake Erie | 172 75 | | | | | | | |
| | South Norfolk | 17 00 | | | | | | | |
| | Montreal and Champlain Junction | 81 25 | | | | | | | |
| | Great Western | 537 72 | | | | | | | |
| | London and Port Stanley | 23 84 | | | | | | | |
| | Wellington, Grey and Bruce | 168 09 | | | | | | | |
| | London, Huron and Bruce | 68 89 | | | | | | | |
| | Brantford, Norfolk and Port Burwell | 34 73 | | | | | | | |
| | Midland | 165 75 | 3,114 00 | | 687 | | | | |
| | Toronto and Nipissing | 111 50 | | | | | | | |
| | Grand Junction | 85 40 | | | | | | | |
| | Whitby, Port Perry and Lindsay | 46 50 | | | | | | | |
| | Victoria (Lindsay to Haliburton) | 53 25 | | | | | | | |
| | Northern | 205 37 | | | | | | | |
| | Northern and Pacific Junction | 111 37 | | | | | | | |
| | Hamilton and North-Western | 173 90 | | | | | | | |
| | Madoc Junction to Bridgewater | 8 60 | | | | | | | |
| | Jacques Cartier Union | 6 50 | | | | | | | |
| | Carried forward | | 10,654 66 | 86 16 | 1514 | 29 | 86 | 17 | ..... |

Rolling Stock for the Year ended 30th June, 1889.

| Number of First-Class Cars. | | Number of Second-Class and Emigrant Cars. | | Number of Baggage, Mail and Express Cars. | | Number of Cattle and Box Freight Cars. | | Number of Platform Cars. | | Number of Hopper and Dumping Cars. | | Remarks. |
|-----------------------------|--------|---|--------|---|--------|--|--------|--------------------------|--------|------------------------------------|--------|--|
| Owned. | Hired. | Owned. | Hired. | Owned. | Hired. | Owned. | Hired. | Owned. | Hired. | Owned. | Hired. | |
| 3 | | | | 1 | | 9 | | 20 | | | | 1 |
| 1 | | 1 | | | | | | 16 | | | | 2 |
| 1 | | | | 1 | | | | 5 | | 24 | | 3 |
| 1 | | | | 1 | | 20 | | 10 | | | | 4 |
| | | | | | | | | | | | | 5 |
| 1 | | 1 | | | | 1 | | 20 | | | | 6 |
| 6 | 4 | 2 | 1 | 4 | | 510 | 1300 | 337 | | 6 | | 7 |
| 45 | | 21 | | 23 | | 2099 | | 188 | | 48 | | 8 |
| | | | | | | | | | | | | 9 |
| 75 | | 82 | | 47 | | 1868 | | 1520 | | 2136 | | 10 |
| 17 | | 15 | | 4 | | 178 | | 125 | | in foregoing | | Also 85 conductors' vans. |
| 6 | | 4 | | 4 | | 30 | | 70 | | 150 | | Also 8 snow ploughs and 7 flangers. |
| | | | | | | 25 | | 85 | | | | Also 2 conductors' vans. |
| | | | | | | 88 | | 10 | | | | |
| 111 | *5 | 122 | *11 | 103 | *21 | 7633 | *1821 | 2697 | *91 | 407 | | 11 |
| | | | | | | | | | | | | Also 494 vans, tool cars, etc. *Special trust. |
| 1 | | 1 | | 2 | | 4 | | 16 | | | | 12 |
| 2 | | 4 | | 1 | | 3 | | 3 | | | | 13 |
| 2 | | 3 | | 3 | | 24 | | 92 | | | | 14 |
| | 2 | | | | | | | 6 | | | | 15 |
| 1 | | 2 | | | | | | 1 | | | | 16 |
| | | | | | | | | | | | | 17 |
| 3 | | | | 3 | | 3 | | 39 | | 162 | | 18 |
| | | | | | | | | | | | | 19 |
| 1 | | 1 | | | | 2 | | 10 | | | | 20 |
| 2 | | 1 | | 1 | | 2 | | 10 | | | | 21 |
| 9 | | | | 3 | | 30 | | 12 | | | | 22 |
| 9 | | | | 3 | | 14 | | 56 | | 10 | | 23 |
| | | | | | | | | | | | | 24 |
| 366 | | 230 | | 214 | | 13744 | | 5818 | | | | 25 |
| | | | | | | | | | | | | |
| 663 | 11 | 488 | 13 | 415 | 25 | 26292 | 3127 | 11187 | 91 | 2943 | | |

No. 3.—SUMMARY STATEMENT of the different descriptions of

| Number. | Name of Railway. | Length of Line. | | Number of Engines. | | Number of Sleeping Cars. | | Number of Palace or Drawing Room Cars. | |
|---------|---|-----------------|---------------------|--------------------|--------|--------------------------|--------|--|--------|
| | | Completed. | Under Construction. | Owned. | Hired. | Owned. | Hired. | Owned. | Hired. |
| | Brought forward..... | 10,654·66 | 86·16 | 1514 | 29 | 86 | 17 | | |
| 26 | Great Eastern..... | 6·50 | 60·00 | | | | | | |
| 27 | Great Northern..... | 7·84 | | | 1 | | | | |
| 28 | Great North-West Central..... | | 50·00 | | | | | | |
| 29 | Hereford..... | 35·35 | 13·00 | | 7 | | | | |
| 30 | Irondale, Bancroft and Ottawa..... | 10·00 | 40·00 | 1 | | | | | |
| 31 | Joggins..... | 13·00 | | 1 | | | | | |
| 32 | Kent Northern..... | 27·00 | | 2 | | | | | |
| 33 | Kingston and Pembroke..... | 112·75 | | 10 | | | | | |
| 34 | Lower Laurentian..... | 22·00 | | 1 | | | | | |
| 35 | L'Assomption..... | 3·00 | | 1 | | | | | |
| 36 | Lake Erie, Essex and Detroit..... | 38·00 | | 4 | | | | | |
| 37 | Lake Témiscamingue Colonization Railway Co..... | 15·20 | | 2 | | | | | |
| 38 | Manitoba and North-Western..... | 217·24 | 232·71 | 7 | | | | | |
| | Saskatchewan and Western..... | 15·47 | | | | | | | |
| 39 | Massawippi Valley..... | 34·00 | | | | | | | |
| 40 | Montreal and Western..... | | 30·00 | | | | | | |
| 41 | Montreal and Sorel..... | 44·67 | | 2 | 1 | | | | |
| 42 | Montreal and Lake Maskinonge..... | 10·00 | | | | | | | |
| 43 | Montreal and Vermont Junction..... | 23·60 | | | | | | | |
| 44 | Napanee, Tamworth and Quebec..... | 28·50 | 27·00 | 3 | | | | | |
| 45 | New Brunswick..... | 174·00 | 415·50 | 49 | | | | | |
| | New Brunswick and Canada..... | 127·00 | | | | | | | |
| | St. John and Maine..... | 92·00 | | | | | | | |
| | Fredericton..... | 22·50 | | | | | | | |
| 46 | New Brunswick and Prince Edward Island..... | 36·00 | | 3 | | | | | |
| 47 | Northern and Western of New Brunswick..... | 116·00 | | 6 | | | | | |
| 48 | Northern Pacific and Manitoba..... | 112·00 | | 6 | | | | | |
| 49 | North-Western Coal and Navigation Co..... | 109·50 | | 10 | | | | | |
| 50 | Nova Scotia Central..... | 34·00 | 40·00 | 5 | | | | | |
| 51 | Nosbonsing and Nipissing..... | 5·50 | | 1 | | | | | |
| 52 | Ottawa and Gatineau Valley..... | | 3·00 | | | | | | |
| 53 | Pontiac and Renfrew..... | 4·25 | | | | | | | |
| 54 | Pontiac Pacific Junction..... | 71·00 | 15·00 | 4 | | | | | |
| 55 | Qu'Appelle, Long Lake and Saskatchewan..... | 22·00 | | | | | | | |
| 56 | Quebec and Lake St. John..... | 191·00 | | 14 | 5 | | | | |
| 57 | Quebec Central..... | 154·00 | | 10 | | | | | |
| 58 | Quebec, Montmorenci and Charlevoix..... | 20·50 | | 1 | | | | | |
| 59 | Stanstead, Shefford and Chambly..... | 43·00 | | 6 | | | | | |
| 60 | Short Line..... | 82·50 | | 5 | | | | | |
| 61 | South Eastern..... | 152·00 | 260·00 | 30 | | | | | 2 |
| | Montreal, Portland and Boston..... | 45·00 | | | | | | | |
| | Lake Champlain and St. Lawrence Jn..... | 63·00 | | | | | | | |
| 62 | St. Catharines and Niagara Central..... | 12·35 | | 2 | | | | | |
| 63 | St. John Bridge and Railway Extension..... | 1·75 | | | | | | | |
| 64 | St. John Valley and Rivière du Loup..... | | 3·00 | | | | | | |
| 65 | St. Louis, Richibucto and Buctouche..... | 7·00 | | | | | | | |
| 66 | Stewiacke Valley and Lansdowne..... | | 12·00 | | | | | | |
| 67 | Temiscouata..... | 81·00 | | 5 | | | | | |
| 68 | Thousand Islands..... | 4·08 | | 1 | | | | | |
| 69 | Western Counties..... | 67·00 | 20·00 | 4 | | | | | |
| 70 | Windsor and Annapolis..... | 84·00 | 116·00 | 10 | | | | | |
| | Windsor Branch..... | 32·00 | | | | | | | |
| 71 | Winnipeg and Hudson Bay..... | 40·00 | | | | | | | |
| 72 | Wood Mountain and Qu'Appelle..... | | 17·00 | | | | | | |
| | | 13,324·71 | 416·16 | 1,718 | 43 | 86 | 17 | 2 | |

Rolling Stock for the Year ended 30th June, 1889.—*Concluded.*

| Number of First Class Cars. | | Number of Second Class and Emigrant Cars. | | Number of Baggage, Mail and Express Cars. | | Number of Cattle and Box Freight Cars. | | Number of Platform Cars. | | Number of Hopper and Dumping Cars. | | Remarks. |
|-----------------------------|--------|---|--------|---|--------|--|--------|--------------------------|--------|------------------------------------|--------|-----------------|
| Owned. | Hired. | Owned. | Hired. | Owned. | Hired. | Owned. | Hired. | Owned. | Hired. | Owned. | Hired. | |
| 663 | 11 | 488 | 13 | 415 | 25 | 26292 | 3127 | 11187 | 91 | 2943 | .. | |
| .. | 1 | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | 26 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 27 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 28 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 29 |
| .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 30 |
| 1 | .. | 1 | .. | .. | .. | 1 | .. | 6 | .. | .. | .. | 31 |
| 1 | .. | .. | .. | .. | .. | 1 | .. | 10 | .. | .. | .. | 32 |
| 5 | .. | 5 | .. | 5 | .. | 25 | .. | 204 | .. | .. | .. | 33 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 34 |
| 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 35 |
| 7 | .. | 2 | .. | 1 | .. | 10 | 10 | 95 | .. | .. | .. | 36 |
| .. | .. | 2 | .. | .. | .. | 1 | .. | 17 | .. | .. | .. | 37 |
| 5 | .. | 3 | .. | 4 | .. | 168 | .. | 63 | .. | .. | .. | 38 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 39 |
| .. | 2 | 1 | 1 | .. | 1 | .. | .. | .. | .. | .. | .. | 40 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 41 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 42 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 43 |
| 2 | .. | .. | .. | 1 | .. | 6 | .. | 43 | .. | .. | .. | 44 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 45 |
| 28 | .. | 22 | .. | 16 | .. | 542 | .. | 721 | .. | .. | .. | 46 |
| 1 | .. | 1 | .. | .. | .. | 2 | .. | 33 | .. | .. | .. | 47 |
| 2 | .. | .. | .. | 2 | .. | 12 | .. | 76 | .. | .. | .. | 48 |
| .. | .. | .. | .. | .. | .. | 28 | .. | 178 | .. | .. | .. | 49 |
| 2 | .. | 2 | .. | .. | .. | 18 | .. | 2 | .. | 217 | .. | 50 |
| .. | .. | .. | .. | .. | .. | 1 | .. | 60 | .. | .. | .. | 51 |
| .. | .. | .. | .. | .. | .. | .. | .. | 35 | .. | .. | .. | 52 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 53 |
| 1 | .. | 1 | .. | 1 | .. | 5 | .. | 52 | 20 | .. | .. | 54 |
| 6 | .. | 10 | .. | 8 | .. | 58 | .. | 193 | .. | 5 | 1 | 56 |
| 6 | 3 | 6 | 3 | 7 | 2 | 76 | 75 | 116 | 75 | .. | .. | 57 |
| .. | .. | .. | .. | .. | .. | .. | .. | 24 | .. | .. | .. | 58 |
| 4 | .. | .. | .. | 2 | .. | .. | .. | .. | .. | .. | .. | 59 |
| 4 | .. | .. | .. | 2 | .. | 8 | .. | 42 | .. | .. | .. | 60 |
| 9 | 15 | 8 | .. | 6 | 4 | 61 | 371 | 248 | 100 | 50 | .. | 61 |
| 2 | .. | .. | .. | 1 | .. | .. | .. | 5 | .. | .. | .. | 62 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 63 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 64 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 65 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 66 |
| 3 | .. | 4 | .. | 2 | .. | 40 | .. | 54 | .. | .. | .. | 67 |
| 1 | .. | .. | .. | 1 | .. | .. | .. | 1 | .. | .. | .. | 68 |
| 3 | .. | 2 | .. | 2 | .. | 17 | .. | 60 | .. | .. | .. | 69 |
| 6 | .. | 5 | .. | 6 | .. | 70 | .. | 72 | .. | 20 | .. | 70 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 71 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 72 |
| 763 | 32 | 564 | 17 | 484 | 33 | 27442 | 3583 | 13599 | 326 | 3235 | .. | Return of 1888. |

No. 4.—SUMMARY STATEMENT of the Operations of the

| Number. | Name of Railway. | Mileage. | TRAIN MILEAGE. | | | |
|---------|---|-----------|-------------------|-----------------|---------------|----------------------|
| | | | Passenger Trains. | Freight Trains. | Mixed Trains. | Total Train Mileage. |
| 1 | Albert..... | 47·75 | | | | |
| | Harvey Branch..... | 3·00 | | 2,224 | 29,952 | 32,176 |
| 2 | Bay of Quinté and Navigation Co..... | 3·50 | | | 17,444 | 17,444 |
| 3 | Canada Atlantic..... | 138·40 | 180,038 | 179,592 | 11,205 | 370,835 |
| 4 | Canada Southern..... | 365·11 | | | | |
| | Leamington and St. Clair..... | 13·80 | | | | |
| 5 | Canadian Government Railways— | | | | | |
| | Intercolonial..... | 891·00 | 975,667 | 3,615,420 | In foregoing. | 4,591,087 |
| | Prince Edward Island..... | 210·60 | 81,628 | 164,897 | do | 246,525 |
| | Eastern Extension..... | 80·00 | | | 96,482 | 96,482 |
| 6 | Canadian Pacific..... | 3,415·30 | | | | |
| | Atlantic and North-West..... | 336·10 | | | | |
| | North Shore..... | 206·10 | | | | |
| | St. Lawrence and Ottawa..... | 56·50 | | | | |
| | Toronto, Grey and Bruce..... | 188·70 | | | | |
| | Ontario and Quebec..... | 339·00 | | | | |
| | Credit Valley..... | 175·20 | | | | |
| | West Ontario Pacific..... | 26·60 | | | | |
| | Manitoba South Western Col- onization..... | 211·20 | | | | |
| | Guelph Junction..... | 15·50 | | | | |
| | Toronto Junction to Strachan Avenue..... | 3·20 | | | | |
| 7 | Caraquet..... | 68·00 | | | 40,170 | 40,170 |
| 8 | Carillon and Grenville..... | 13·00 | 9,500 | 600 | | 10,100 |
| 9 | Central Ontario..... | 104·00 | 43,194 | 31,000 | 89,518 | 163,712 |
| 10 | Chatham Branch..... | 11·00 | | | 28,160 | 28,160 |
| 11 | Cumberland Railway and Coal Co..... | 32·00 | | | 108,729 | 108,729 |
| 12 | Dominion Lime Co..... | 4·80 | | | | |
| 13 | Drummond County..... | 13·00 | | 10,500 | | 10,500 |
| 14 | Elgin, Petitecodiac and Havelock..... | 27·75 | | | 17,524 | 17,524 |
| 15 | Erie and Huron..... | 73·12 | 46,960 | 26,418 | 45,036 | 118,414 |
| 16 | Esquimault and Nanaimo..... | 78·00 | | | 112,072 | 112,072 |
| 17 | Fredericton and St. Mary's Ry. Bridge Co. | 1·33 | | | | |
| 18 | Grand Trunk..... | 879·59 | | | | |
| | Buffalo and Lake Huron..... | 162·00 | | | | |
| | G. T., Georgian Bay and Lake Erie..... | 172·75 | | | | |
| | Montreal and Champlain Jn..... | 81·25 | | | | |
| | Great Western..... | 537·72 | | | | |
| | London and Port Stanley..... | 23·84 | | | | |
| | Wellington, Grey and Bruce..... | 168·09 | | | | |
| | London, Huron and Bruce..... | 68·89 | | | | |
| | Brantford, Norfolk and Port Burwell..... | 34·73 | | | | |
| | Midland..... | 165·75 | | | | |
| | Toronto and Nipissing..... | 111·50 | | | | |
| | Grand Junction..... | 85·40 | | | | |
| | Whitby, Port Perry & Lindsay | 46·50 | | | | |
| | Victoria (Lindsay to Halibur- ton)..... | 53·25 | | | | |
| | Northern..... | 205·37 | | | | |
| | Northern and Pacific Junction | 111·37 | | | | |
| | Hamilton and North-Western | 173·90 | | | | |
| | Madoc Junction, to Bridge- water..... | 8·60 | | | | |
| | South Norfolk..... | 17·00 | | | | |
| 19 | Great Northern..... | 7·84 | | | 5,008 | 5,008 |
| 20 | Joggins..... | 13·00 | | 4,537 | 11,518 | 16,055 |
| | Carried forward..... | 10,287·40 | 11,627,929 | 19,847,756 | 3,818,526 | 35,293,311 |

Year and Mileage, for the Year ended 30th June, 1889.

| Engine Mileage. | Total Number of Passengers Carried. | Tons of Freight of 2,000 lbs. Handled. | Average Rate of Speed of Passenger Trains—Miles per Hour. | Average Rate of Speed of Freight Trains—Miles per Hour. | Number. | Remarks. |
|-----------------|-------------------------------------|--|---|---|---------|-----------------------------|
| 32,176 | 8,133 | 21,556 | 16 | 12 | 1 | |
| 17,494 | 11,916 | 46,029 | 12 | 12 | 2 | |
| 509,742 | 131,177 | 407,500 | 35 | 15 | 3 | |
| 3,853,495 | 582,301 | 2,563,304 | 35 | 15 | 4 | |
| 5,486,856 | 1,091,189 | 1,204,790 | ..... | ..... | 5 | |
| 307,540 | 152,780 | 55,682 | 20 | 14 | | |
| 107,009 | 45,083 | 14,087 | ..... | ..... |  |  |
| 12,995,172 | 2,457,306 | 2,636,121 | 22 | 14 | 6 | |
| 43,170 | 5,925 | 9,229 | 20 | ..... | 7 | |
| 11,000 | 12,000 | 150 | 25 | 20 | 8 | |
| 163,712 | 66,518 | 60,735 | 20 | 16 | 9 | |
| 33,660 | 1,502 | 16,528 | 30 | ..... | 10 | |
| 108,729 | 21,770 | 414,679 | 15 | ..... | 11 | |
| ..... | ..... | ..... | ..... | ..... | 12 | Operated by Quebec Central. |
| 10,500 | 900 | 34,137 | 20 | ..... | 13 | |
| 19,425 | 8,037 | 11,320 | ..... | ..... | 14 | |
| 154,853 | 135,341 | 86,358 | 25 | 18 | 15 | |
| 112,072 | 34,104 | 20,860 | 20 | 12 | 16 | |
| ..... | 3,041 | 6,695 | ..... | ..... | 17 | Nine months. |
| 19,667,562 | 5,917,742 | 7,128,973 | 30 | 15 | 18 | |
| 5,008 | 4,887 | 4,244 | ..... | ..... | 19 | |
| 17,055 | 9,554 | 35,110 | ..... | 16 | 20 | |
| 43,656,229 | 10,701,206 | 14,778,087 | ..... | ..... |  |  |

No. 4.—SUMMARY STATEMENT of the Operations

| Number. | Name of Railway. | Mileage. | TRAIN MILEAGE. | | | | |
|---------|---|-----------|-------------------|-----------------|---------------|----------------------|---------|
| | | | Passenger Trains. | Freight Trains. | Mixed Trains. | Total Train Mileage. | |
| | Brought forward..... | 10,287·40 | 11,627,029 | 19,847,756 | 3,815,526 | 35,293,311 | |
| 21 | Kent Northern..... | 27·00 | | | 18,366 | 18,366 | |
| 22 | Kingston and Pembroke..... | 112·75 | 95,000 | | 131,000 | 226,000 | |
| 23 | Lower Laurentian..... | 22·00 | | 7,318 | | 7,318 | |
| 24 | L'Assomption..... | 3·00 | | | 5,921 | 5,921 | |
| 25 | Lake Erie, Essex and Detroit..... | 38·00 | 36,000 | | 84,000 | 120,000 | |
| 26 | Lake Temiskaming Colonization and Railway Co..... | 15·20 | | | | | |
| 27 | Manitoba and North-Western..... | 217·24 | 232·71 | 50,538 | 46,597 | 15,183 | 112,318 |
| | Saskatchewan and Western..... | 15·47 | | | | | |
| 28 | Massawippi Valley..... | 34·00 | 59,784 | 101,840 | 4,865 | 166,489 | |
| 29 | Montreal and Sorel..... | 44·67 | 8,190 | | 4,095 | 12,285 | |
| 30 | Montreal and Lake Maskinongé..... | 10·00 | | | | | |
| 31 | Montreal and Vermont Junction..... | 23·60 | 64,583 | 98,157 | 2,256 | 164,996 | |
| 32 | Napanee, Tamworth and Quebec..... | 28·50 | | | 38,998 | 38,998 | |
| 33 | New Brunswick..... | 174·00 | 415·50 | 292,136 | 204,551 | 395,199 | 891,886 |
| | New Brunswick and Canada..... | 127·00 | | | | | |
| | St. John and Maine..... | 92·00 | | | | | |
| | Fredericton..... | 22·50 | | | | | |
| 34 | New Brunswick and P. E. Island..... | 36·00 | 4,188 | 4,246 | 21,924 | 30,358 | |
| 35 | Northern and Western of New Brunswick..... | 116·00 | 8,424 | 25,000 | 69,264 | 102,688 | |
| 36 | North-Western Coal and Navigation Co..... | 109·50 | | | 157,396 | 157,396 | |
| 37 | Nosbonsing and Nipissing..... | 5·50 | | 15,600 | | 15,600 | |
| 38 | Pontiac Pacific Junction..... | 61·00 | | 3,917 | 37,560 | 41,477 | |
| 39 | Quebec and Lake St. John..... | 177·00 | 106,783 | 70,318 | 43,123 | 220,044 | |
| 40 | Quebec Central..... | 154·00 | 124,698 | 107,959 | 26,447 | 259,104 | |
| 41 | Stanstead, Shefford and Chambly..... | 43·00 | 37,226 | 38,809 | 11,325 | 87,360 | |
| 42 | Shore Line..... | 82·50 | | 4,563 | 51,645 | 56,208 | |
| 43 | South-Eastern..... | 152·00 | 260·00 | 256,913 | 160,215 | 96,340 | 513,468 |
| | Montreal, Portland and Boston..... | 45·00 | | | | | |
| | Lake Champlain and St. Lawrence Junction..... | 63·00 | | | | | |
| 44 | St. Catharines and Niagara Central..... | 12·35 | 4,001 | | 4,940 | 8,941 | |
| 45 | St. John Bridge and Railway Extension..... | 1·75 | | | | | |
| 46 | St. Louis, Richibucto and Buetouche..... | 7·00 | | | | | |
| 47 | Temiscouata..... | 81·00 | | 544 | 12,657 | 13,201 | |
| 48 | Thousand Islands..... | 4·08 | 11,060 | | 4,382 | 15,442 | |
| 46 | Western Counties..... | 67·00 | 17,494 | 2,001 | 35,255 | 54,750 | |
| 50 | Windsor and Annapolis..... | 84·00 | 116·00 | 96,436 | | 88,839 | 185,275 |
| | Windsor Branch..... | 32·00 | | | | | |
| | | 12,628·01 | 12,900,483 | 20,739,391 | 5,179,506 | 38,819,380 | |

of the Year and Mileage, &c.—*Concluded.*

| Engine Mileage. | Total Number of Passengers Carried. | Tons of Freight of 2,000 lbs. Handled. | Average Rate of Speed of Passenger Trains—Miles per Hour. | Average Rate of Speed of Freight Trains—Miles per Hour. | Number. | Remarks. |
|-----------------|-------------------------------------|--|---|---|---------|-------------------------------------|
| 43,656,229 | 10,701,206 | 14,778,087 | | | | |
| 18,366 | 4,247 | 9,816 | 18 | | 21 | |
| 272,000 | 53,878 | 156,467 | 25 | 18 | 22 | |
| 7,318 | | 19,446 | | 20 | 23 | |
| 5,921 | 8,082 | 667 | 15 | | 24 | |
| 149,100 | 16,184 | 10,352 | 30 | 20 | 25 | |
| | 4,898 | 1,712 | | | 26 | |
| 192,162 | 22,697 | 50,084 | 27 | 15 | 27 | |
| 166,489 | 54,682 | 112,848 | 24 | 12 | 28 | |
| 12,285 | 9,500 | 3,484 | 20 | 15 | 29 | |
| | | | | | 30 | No return furnished. |
| 164,996 | 107,063 | 678,635 | 30 | 12 | 31 | |
| 38,998 | 30,111 | 33,527 | 18 | 18 | 32 | |
| 981,074 | 296,277 | 295,919 | 25 | 12 | 33 | |
| 36,275 | 18,717 | 32,566 | 18 | 15 | 34 | |
| 102,688 | 16,515 | 40,264 | 25 | 15 | 35 | |
| 214,732 | 1,868 | 93,055 | | 14 | 36 | |
| 16,800 | | 267,000 | | 25 | 37 | |
| 46,485 | 21,727 | 11,244 | 30 | | 38 | |
| 232,439 | 69,019 | 96,825 | 20 | 12 | 39 | |
| 276,946 | 113,632 | 122,924 | 25 | 15 | 40 | |
| 87,360 | 122,044 | 684,612 | 23 | 12 | 41 | |
| 57,708 | 11,200 | 12,774 | 22 | 22 | 42 | Late Grand Southern Return of 1888. |
| 649,741 | 182,548 | 219,067 | 27 | 16 | 43 | |
| 8,941 | 11,558 | 13,758 | | | 44 | Nine months. |
| | 91,475 | 75,466 | | | 45 | |
| | | | | | 46 | No return furnished. |
| 13,701 | 2,223 | 4,214 | 20 | | 47 | |
| 15,442 | 19,832 | 12,951 | 20 | 15 | 48 | |
| 63,104 | 37,387 | 22,725 | 24 | 20 | 49 | |
| 220,838 | 122,481 | 68,137 | 22 | 14 | 50 | |
| 47,708,138 | 12,151,105 | 17,928,626 | | | | |

No. 5.—SUMMARY STATEMENT of Description of

| Number. | Name of Railway. | Mileage. | Flour. | | Grain. | | Live |
|---------|--|-----------|-----------|---------|------------|-----------|-----------|
| | | | Barrels. | Tons. | Bushels. | Tons. | No. |
| 1 | Albert..... 47'75 Harvey Branch..... 3'00 | 50'75 | 4,201 | 420 | 11,618 | 194 | 1,031 |
| 2 | Bay of Quinté Ry. and Navigation Co..... | 3'50 | 27,510 | 2,751 | 192,433 | 5,773 | 15 |
| 3 | Canada Atlantic..... | 138'40 | 294,648 | 29,465 | 1,878,142 | 46,954 | 18,965 |
| 4 | Canada Southern..... 365'11 Leannington and St. Clair... 13'80 | 378'01 | 1,040,380 | 104,038 | 15,051,485 | 342,408 | 978,575 |
| 5 | Canadian Government Railways— Intercolonial..... | 891'00 | 927,014 | 92,701 | 1,519,862 | 38,656 | 77,661 |
| | Prince Edward Island..... | 210'60 | 22,512 | 2,251 | 487,035 | 8,498 | 11,561 |
| | Eastern Extension..... | 80'00 | 21,500 | 2,149 | 6,296 | 143 | 8,299 |
| 6 | Canadian Pacific..... 3,415'30 Atlantic and North-West... 336'10 North Shore..... 206'10 St. Lawrence and Ottawa... 56'50 Toronto, Grey and Bruce... 188'70 Ontario and Quebec..... 339'00 Credit Valley..... 175'20 West Ontario Pacific..... 26'60 Manitoba South-Western Colonization..... 211'20 Guelph Junction..... 15'50 Toronto Junc. to Strachan Avenue..... 3'20 | 4,973'40 | 1,857,472 | 185,777 | 14,456,904 | 366,681 | 228,272 |
| 7 | Cararquet..... | 68'00 | 4,000 | 400 | 4,000 | 90 | 50 |
| 8 | Carillon and Grenville..... | 13'00 | | | | | |
| 9 | Central Ontario..... | 104'00 | 16,700 | 1,670 | 40,000 | 4,000 | 1,376 |
| 10 | Chatham Branch..... | 11'00 | 22,416 | 2,197 | 20,689 | 621 | 474 |
| 11 | Cumberland Railway and Coal Co..... | 32'00 | 10,440 | 1,044 | 10,500 | 178 | 26 |
| 12 | Dominion Lime Co..... | 4'80 | | | | | |
| 13 | Drummond County..... | 13'00 | 1,350 | 135 | 2,580 | 60 | |
| 14 | Elgin, Petittcodiac and Havelock..... | 27'75 | 3,165 | 316 | 9,691 | 176 | 3,189 |
| 15 | Erie and Huron..... | 73'12 | 124,206 | 14,974 | 250,870 | 10,683 | 5,322 |
| 16 | Esquimalt and Nanaimo..... | 78'00 | 1,101 | 110 | 969 | 27 | 1,570 |
| 17 | Fredericton and St. Mary's Ry. Bridge Co..... | 1'33 | | | | | |
| 18 | Grand Trunk..... 879'59 Buffalo and Lake Huron... 162'00 G.T., Georgian Bay and Lake Erie..... 172'75 South Norfolk..... 17'00 Montreal and Champlain Jn. 81'25 Great Western..... 537'72 London and Port Stanley... 23'84 Wellington, Grey and Bruce. 168'09 London, Huron and Bruce.. 68'89 Brantford, Norfolk and Port Burwell..... 34'73 Midland..... 165'75 Toronto and Nipissing..... 111'50 Grand Junction..... 85'40 Whitby, Pt. Perry & Lindsay 46'50 Victoria (Lindsay to Hal- burton)..... 53'25 Northern..... 205'37 Northern and Pacific Junc.. 111'37 Hamilton and N. Western.. 173'90 Madoc Jn. to Bridgewater.. 8'60 Jacques Cartier Union..... 6'50 | 3,114 | 4,038,020 | 403,802 | 53,636,760 | 1,340,919 | 1,293,641 |
| 19 | Great Northern..... | 7'84 | 2,100 | 210 | 1,548 | 36 | |
| 20 | Joggins..... | 13'00 | 1,441 | 142 | 10,405 | 260 | 24 |
| | Carried forward..... | 10,287'40 | 8,420,176 | 844,552 | 87,591,787 | 2,166,357 | 2,629,051 |

Freight Carried, for the Year ended 30th June, 1889.

| Stock. | Lumber of all kinds except Firewood. | | Firewood. | | Manu- factured Goods. | All other Articles. | Total Weight Carried. | Number. | Remarks. |
|---------|--------------------------------------|-----------|-----------|---------|-----------------------------|------------------------|-----------------------------|---------|------------------|
| | Tons. | Feet. | Tons. | Cords. | Tons. | Tons. | Tons. | | |
| 207 | 10,642,000 | 12,127 | 1,176 | 1,680 | 1,306 | 5,622 | 21,556 | 1 | |
| 12 | 14,403,000 | 14,403 | 4,199 | 4,199 | 9,828 | 9,063 | 46,029 | 2 | |
| 3,798 | 115,970,000 | 173,937 | 42,937 | 47,732 | 10,907 | 94,692 | 407,500 | 3 | |
| 195,715 | 33,401,696 | 54,937 | 233,395 | 350,093 | 151,785 | 1,364,328 | 2,563,304 | 4 | |
| 11,508 | 197,545,777 | 246,932 | 19,230 | 38,640 | 252,398 | 523,955 | 1,204,790 | 5 | |
| 1,659 | 3,541,304 | 5,798 | 2,131 | 3,967 | 33,509 | in foreg'ng | 55,682 | | |
| 1,260 | 1,491,424 | 2,453 | ..... | ..... | 2,709 | 5,373 | 14,087 | | |
| 86,773 | 427,051,269 | 581,823 | 100,907 | 179,928 | 656,420 | 578,719 | 2,636,121 | 6 | |
| 15 | 3,500,000 | 4,500 | 700 | 700 | 500 | 3,024 | 9,229 | 7 | |
| ..... | ..... | ..... | ..... | ..... | ..... | 150 | 150 | 8 | |
| 670 | 7,015,000 | 9,348 | 1,600 | 2,400 | 23,475 | 19,172 | 60,735 | 9 | |
| 190 | 2,450,000 | 3,675 | 406 | 580 | 5,195 | 4,070 | 16,528 | 10 | |
| 2 | 10,224,000 | 12,780 | ..... | ..... | 3,927 | 396,748 | 414,679 | 11 | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12 | Operated by Que. |
| 308 | 3,078,016 | 8,352 | 8,424 | 11,644 | 542 | 13,404 | 34,137 | 13 | Central. |
| 1,000 | 5,880,214 | 8,739 | 80 | 120 | 900 | 761 | 11,320 | 14 | |
| 495 | 16,341,500 | 23,345 | 362 | 480 | 14,952 | 20,924 | 86,358 | 15 | |
| ..... | 1,087,662 | 1,675 | 2,337 | 3,675 | 6,669 | 8,209 | 20,860 | 16 | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6,695 | 17 | No details. |
| 210,437 | 623,459,371 | 912,853 | 169,409 | 301,541 | 882,956 | 3,076,465 | 7,128,973 | 18 | |
| ..... | 1,106,406 | 1,098 | 704 | 1,042 | 358 | 1,500 | 4,244 | 19 | |
| 12 | 24,320 | 40 | 2,000 | 1,600 | ..... | *33,056 | 35,110 | 20 | * Coal. |
| 514,036 | 1,478,212,953 | 2,078,835 | 590,017 | 950,021 | 2,058,336 | 6,159,235 | 14,778,087 | | |

No. 5.—SUMMARY STATEMENT of Description

| Number. | Name of Railway. | Mileage. | Flour. | | Grain. | | Liv |
|---------|--|-----------|-----------|---------|-------------|-----------|-----------|
| | | | Barrels. | Tons. | Bushels. | Tons. | No. |
| | Brought forward..... | 10,287·40 | 8,420,176 | 844,552 | 87,591,787 | 2,166,357 | 2,629,051 |
| 21 | Kent Northern..... | 27·00 | 8,809 | 880 | 3,000 | 87 | 211 |
| 22 | Kingston and Pembroke..... | 112·75 | 3,000 | 300 | 171,000 | 4,130 | 630 |
| 23 | Lower Laurentian..... | 22·00 | | | | | |
| 24 | L'Assomption..... | 3·00 | 1,300 | 120 | | | |
| 25 | Lake Erie, Essex and Detroit..... | 38·00 | 1,152 | 142 | 69,226 | 1,868 | 2,409 |
| 26 | Lake Temiskaming Colonization and Railway Co..... | 15·20 | 2,590 | 259 | 18,318 | 426 | |
| 27 | Manitoba and North-Western. 217·24 } Saskatchewan and Western. 15·47 f | 232·71 | 22,173 | 2,209 | 822,407 | 21,816 | 2,301 |
| 28 | Massawippi Valley..... | 34·00 | 6,400 | 640 | 229,964 | 5,348 | 5,100 |
| 29 | Montreal and Sorel..... | 44·67 | | | | | |
| 30 | Montreal and Lake Maskinongé..... | 7·00 | | | | | |
| 31 | Montreal and Vermont Junction..... | 23·60 | 317,731 | 30,535 | 7,290,639 | 153,399 | 190,439 |
| 32 | Napanee, Tamworth and Quebec..... | 28·50 | 8,330 | 833 | 39,600 | 965 | 1,800 |
| 33 | New Brunswick..... 174·00 } New Brunswick and Canada 127·00 } St. John and Maine..... 92·00 } Fredericton..... 22·50 } | 415·50 | 120,616 | 12,061 | 303,237 | 5,434 | 44,657 |
| 34 | New Brunswick and P. E. Island..... | 36·00 | 12,060 | 1,206 | 14,175 | 243 | 1,090 |
| 35 | Northern and Western of N. Brunswick | 116·00 | 14,066 | 1,407 | 61,318 | 1,073 | 1,148 |
| 36 | North-Western Coal and Navigation Co. | 109·50 | 6,220 | 622 | 14,287 | 243 | 140 |
| 37 | Nosbonsing and Nipissing..... | 5·50 | | | | | |
| 38 | Pontiac Pacific Junction..... | 61·00 | 10,262 | 1,026 | 27,268 | 683 | 2,761 |
| 39 | Quebec and Lake St. John..... | 177·00 | 4,800 | 480 | 4,800 | 120 | 125 |
| 40 | Quebec Central..... | 154·00 | 76,830 | 7,683 | 103,114 | 2,398 | 6,270 |
| 41 | Stanstead, Shefford and Chambly..... | 43·00 | 328,302 | 31,566 | 7,332,027 | 156,413 | 190,616 |
| 42 | Shore Line..... | 82·50 | 6,660 | 660 | 9,056 | 184 | 234 |
| 43 | South Eastern..... 152·00 } Montreal, Portland & Boston 45·00 } Lake Champlain and St. Law- rence Junction..... 63·00 } | 260·00 | 108,850 | 10,885 | 360,383 | 8,381 | 30,180 |
| 44 | St. Catharines and Niagara Central..... | 12·35 | 3,750 | 375 | 18,000 | 540 | |
| 45 | St. John Bridge and Ry. Extension Co. | 1·75 | | | | | |
| 46 | St. Louis, Richibucto and Buctouche..... | 7·00 | | | | | |
| 47 | Temiscouata..... | 81·00 | 7,020 | 702 | 4,100 | 123 | 30 |
| 48 | Thousand Islands..... | 4·08 | | | | | 750 |
| 49 | Western Counties..... | 67·00 | 7,551 | 755 | 1,364 | 25 | 421 |
| 50 | Windsor and Annapolis..... 84·00 } Windsor Branch..... 32·00 f | 116·000 | 46,752 | 4,675 | | | 17,538 |
| | Total..... | 12,628·01 | 9,545,390 | 954,573 | 104,489,065 | 2,532,393 | 3,128,901 |

of Freight Carried, &c.—*Concluded.*

| Stock. | Lumber of all kinds except Firewood. | | Firewood. | | Manu- factured Goods. | All other Articles. | Total Weight Carried. | Number. | Remarks. |
|---------|--|-----------|-----------|-----------|-----------------------------|------------------------|-----------------------------|---------|--------------------------------|
| | Tons. | Feet. | Tons. | Cords. | | | | | |
| 514,056 | 1,478,212,953 | 2,078,835 | 590,017 | 950,021 | 2,058,336 | 6,159,235 | 14,778,087 | | |
| 100 | 2,827,000 | 3,649 | ..... | ..... | 2,600 | 2,500 | 9,816 | 21 | |
| 315 | 69,350,000 | 104,025 | 9,618 | 17,790 | 18,132 | 11,775 | 156,467 | 22 | |
| ..... | 3,476,192 | 5,724 | 10,103 | 13,236 | ..... | 486 | 19,446 | 23 | |
| ..... | 131,328 | 216 | ..... | ..... | 57 | 274 | 667 | 24 | |
| 739 | 38,920 | 1,363 | 430 | 644 | 348 | 5,248 | 10,352 | 25 | |
| ..... | ..... | ..... | ..... | ..... | 446 | 581 | 1,712 | 26 | |
| 1,259 | 4,017,000 | 6,026 | 730 | 1,145 | 16,377 | 1,252 | 50,084 | 27 | |
| 1,020 | 15,120,960 | 24,870 | ..... | ..... | ..... | 80,970 | 112,848 | 28 | |
| ..... | ..... | ..... | ..... | ..... | ..... | 3,484 | 3,484 | 29 | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 30 | No return fur- |
| 32,411 | 37,390,000 | 46,704 | 19 | 34 | 124,168 | 289,384 | 678,635 | 31 | nished. |
| 990 | 1,300,000 | 1,282 | 7,035 | 12,292 | 6,462 | 10,703 | 33,527 | 32 | |
| 5,168 | 42,266,000 | 53,490 | 9,980 | 13,851 | 170,962 | 34,953 | 295,919 | 33 | |
| 111 | 5,680,000 | 8,520 | 651 | 977 | 1,329 | 20,180 | 32,566 | 34 | |
| 254 | 10,902,990 | 17,367 | 2,808 | 3,900 | 1,527 | 14,736 | 40,264 | 35 | |
| 70 | 2,487,766 | 4,975 | ..... | ..... | 1,144 | 86,001 | 93,055 | 36 | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | *267,000 | 37 | *Sawlogs. |
| 285 | 621,064 | 4,318 | 731 | 1,182 | 2,777 | 973 | 11,244 | 38 | |
| 75 | 22,560,000 | 33,840 | 26,700 | 44,520 | 7,965 | 9,825 | 96,825 | 39 | |
| 1,254 | 26,962,584 | 44,348 | 6,614 | 9,829 | 148 | 58,261 | 122,924 | 40 | |
| 32,476 | 38,219,000 | 47,740 | 1,172 | 1,393 | 125,348 | 289,076 | 684,612 | 41 | |
| 63 | 4,132,000 | 5,945 | 649 | 982 | 1,565 | 3,374 | 12,774 | 42 | Late Grand |
| 6,036 | 40,736,000 | 67,000 | ..... | ..... | 59,320 | 67,445 | 219,067 | 43 | Southern, re- turn of 1888. |
| ..... | ..... | ..... | ..... | ..... | 1,000 | 11,843 | 13,758 | 44 | [Railway. |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | 75,466 | 45 | Operated by N.B. |
| 15 | 600,000 | 720 | 1,395 | 1,860 | 367 | 427 | 4,214 | 46 | No return fur- |
| 400 | 118,000,000 | 1,290 | ..... | ..... | 9,261 | 2,000 | 12,951 | 48 | nished. |
| 142 | 12,084,000 | 15,420 | 2,252 | 3,670 | 2,270 | 443 | 22,725 | 49 | |
| 3,287 | 7,868,870 | 9,836 | 1,437 | 2,053 | 15,475 | 32,811 | 68,137 | 50 | |
| 600,526 | 1,946,986,627 | 2,587,503 | 672,431 | 1,078,379 | 2,627,384 | 7,198,841 | 17,928,626 | | |

No. 6.—SUMMARY STATEMENT of Earnings, for the Year ended 30th June, 1889.

| Name of Railway. | Mileage. | Passenger Traffic. | Freight Traffic. | Mails and Express Freight. | Other Sources. | Total. | Remarks. |
|---|----------|--------------------|------------------|----------------------------|----------------|---------------|-----------------------------|
| | \$ | cts. | \$ | cts. | \$ | cts. | |
| 1 Alberta..... | 50 75 | 5,642 28 | 12,178 74 | 2,396 16 | 672 45 | 20,889 63 | |
| Harvey Branch..... | | | 47 75 | | | | |
| Bay of Quinte and Navigation Co..... | 3 50 | 2,708 65 | 16,233 41 | 1,070 30 | 1,095 22 | 21,107 58 | |
| 3 Canada Atlantic..... | 138 40 | 110,790 65 | 333,919 81 | 24,639 50 | 46,022 56 | 515,372 52 | |
| 4 Canada Southern..... | 378 91 | 1,201,388 97 | 2,803,088 85 | 145,265 32 | 4,223 85 | 4,153,966 99 | |
| Leamington and St. Clair..... | | | 365 11 | | | | |
| 5 Canadian Government Railways— | | | 13 80 | | | | |
| Intercolonial..... | 891 00 | 867,170 70 | 1,882,361 01 | 145,832 64 | | 2,895,364 35 | |
| Prince Edward Island..... | 210 60 | 74,631 01 | 79,594 05 | 16,755 00 | 389 50 | 171,369 56 | |
| Eastern Extension..... | 80 00 | 33,075 77 | 26,733 43 | 6,300 70 | 326 75 | 72,436 65 | |
| 6 Canadian Pacific | | | 3,415 30 | | | | |
| Atlantic and North-West..... | | | 336 10 | | | | |
| North Shore..... | | | 206 10 | | | | |
| St. Lawrence and Ottawa..... | | | 56 50 | | | | |
| Toronto, Grey and Bruce..... | | | 188 70 | | | | |
| Ontario and Quebec..... | 4,973 40 | 4,127,319 41 | 8,095,114 47 | 550,830 99 | 243,846 94 | 13,016,611 81 | |
| Credit Valley..... | | | 175 20 | | | | |
| West Ontario Pacific..... | | | 26 60 | | | | |
| Manitoba South-Western Colonization..... | | | 211 20 | | | | |
| Guelph Junction..... | | | 15 50 | | | | |
| Toronto Junction to Strachan Avenue..... | | | 3 20 | | | | |
| 7 Caraque..... | 68 00 | 5,308 53 | 11,260 51 | 1,641 12 | | 18,210 16 | |
| 8 Carillon and Grenville..... | 13 00 | 2,713 49 | 348 62 | | | 3,062 11 | |
| 9 Central Ontario..... | 104 00 | 37,003 50 | 53,296 92 | 6,925 58 | 3,140 72 | 100,366 72 | |
| 10 Chatham Branch..... | 11 00 | 3,020 05 | 12,555 53 | 1,229 21 | | 16,804 79 | |
| 11 Cumberland Railway and Coal Co..... | 32 00 | 8,491 55 | 27,914 31 | 1,332 84 | 62,086 20 | 99,824 90 | |
| 12 Dominion Lignite Co..... | 4 80 | | | | | | Operated by Quebec Central. |
| 13 Drummond County..... | 13 00 | 208 00 | 15,392 85 | | | 15,600 85 | |
| 14 Elgin, Petricodiac and Havelock..... | 27 75 | 2,206 02 | 9,438 80 | 633 93 | 161 39 | 12,440 14 | |
| 15 Erie and Huron..... | 73 12 | 54,151 28 | 56,993 97 | 5,153 40 | 969 60 | 117,268 25 | |
| 16 Esquimaux and Nanaimo..... | 78 00 | 60,794 47 | 36,134 10 | 3,893 76 | 1,317 50 | 102,130 83 | |
| 17 Fredricton and St. Mary's Railway Bridge Co..... | 1 33 | 304 10 | 1,242 24 | | | 1,546 34 | |
| 18 Grand Trunk | | | | | | | |
| Buffalo and Lake Huron..... | | | 879 59 | | | | |
| G. T., Georgian Bay and Lake Erie..... | | | 162 00 | | | | |
| South Norfolk..... | | | 172 75 | | | | |
| Montreal and Champlain Junction..... | | | 17 00 | | | | |
| Great Western..... | | | 81 25 | | | | |
| London and Port Stanley..... | | | 537 72 | | | | |
| Wellington, Grey and Bruce..... | | | 23 84 | | | | |
| London, Huron and Bruce..... | | | 108 09 | | | | |
| Braintree, Norfolk and Pt. Burwell..... | | | 68 89 | | | | |
| | 3,114 00 | 5,532,749 41 | 11,061,589 36 | 636,476 18 | 95,994 30 | 17,326,809 25 | |

| | | | | | | | |
|--|-----------|---------------|---------------|--------------|------------|---------------|----------------------|
| Midland..... | 165.75 | 7.84 | 1,079 24 | 1,908 89 | 151 68 | ..... | 3,139 81 |
| Toronto and Nipissing..... | 111.50 | 13.00 | 2,423 07 | 11,170 48 | ..... | ..... | 13,593 55 |
| Grand Junction..... | 85.40 | 27.00 | 3,421 90 | 10,022 00 | 835 00 | ..... | 14,278 90 |
| Whitby, Port Perry and Lindsay..... | 46.50 | 112.75 | 41,348 90 | 135,365 17 | 8,613 01 | 23,339 49 | 208,666 57 |
| Victoria (Lindsay to Haliburton)..... | 53.25 | 22.00 | 7,692 27 | 7,692 27 | ..... | ..... | 7,692 27 |
| Northern..... | 205.37 | 3.00 | 1,363 00 | 252 16 | 258 35 | 6 91 | 1,880 42 |
| Northern and Pacific Junction..... | 111.37 | 38.00 | 9,474 91 | 9,784 88 | ..... | 73 20 | 19,332 99 |
| Hamilton and North-Western..... | 173.90 | 15.20 | 8,978 22 | 22,264 47 | 150 00 | ..... | 31,392 69 |
| Madoc Junction to Bridgewater..... | 8.60 | 232.71 | 44,105 29 | 111,821 68 | 6,315 20 | 4,505 47 | 166,747 64 |
| Jacques Cartier Union..... | 6.50 | 34.00 | 61,218 65 | 87,050 93 | 1,971 90 | 1,500 00 | 151,741 48 |
| 19 Great Northern..... | ..... | 44.67 | 5,210 84 | 1,742 42 | ..... | ..... | 7,867 85 |
| 20 Joggins..... | ..... | 10.00 | 50,667 34 | 106,819 99 | 7,061 80 | ..... | 164,549 13 |
| 21 Kent Northern..... | ..... | 23.60 | 8,731 68 | 19,229 79 | 3,437 52 | ..... | No return furnished. |
| 22 Kingston and Pembroke..... | ..... | 28.50 | ..... | ..... | 296 05 | ..... | 31,695 04 |
| 23 Lower Laurentian..... | ..... | 415.50 | 293,279 77 | 537,154 15 | 33,120 64 | 36,233 31 | 899,787 87 |
| 24 L'Assomption..... | ..... | 36.00 | 6,056 76 | 13,699 72 | 759 21 | 44 40 | 20,560 69 |
| 25 Lake Erie, Essex and Detroit River..... | ..... | 116.00 | 18,720 11 | 29,916 39 | 1,308 12 | 7,179 23 | 57,123 85 |
| 26 Lake Temiskaming Colonisation and Railway Co..... | 217.24 | 5.50 | ..... | 45,746 00 | ..... | ..... | 45,746 00 |
| 27 Manitoba and North-Western..... | 15.47 | 109.50 | 9,969 67 | 163,570 79 | 4,307 62 | 357 26 | 177,848 08 |
| 28 Massawippi Valley..... | 174.00 | 61.00 | 16,781 71 | 13,466 90 | 2,351 36 | ..... | 32,937 23 |
| 29 Montreal and Sorel..... | ..... | 177.00 | 33,814 36 | 101,298 00 | 7,845 65 | in foregoing. | 142,958 01 |
| 30 Montreal and Lake Maskmouge..... | ..... | 154.00 | 98,294 91 | 154,048 93 | 9,515 34 | 2,147 65 | 264,006 83 |
| 31 Montreal and Vermont Junction..... | ..... | 43.00 | 20,110 94 | 34,061 72 | 3,933 95 | ..... | 58,106 61 |
| 32 Napanee, Tamworth and Quebec..... | ..... | 82.50 | 11,283 25 | 13,706 14 | 2,036 77 | 640 38 | 27,666 54 |
| 33 New Brunswick and Canada..... | 127.00 | 260.00 | 185,303 81 | 310,656 49 | 17,753 93 | 15,358 27 | 529,072 50 |
| New Brunswick..... | 92.00 | 12.35 | 2,638 20 | 5,474 44 | ..... | ..... | 8,112 64 |
| St. John and Maine..... | 22.50 | 1.75 | 18,505 21 | 23,122 14 | 847 41 | ..... | 42,474 76 |
| Fredericton..... | ..... | 7.00 | ..... | ..... | ..... | ..... | ..... |
| New Brunswick and Prince Edward Island..... | ..... | 81.00 | 3,268 16 | 5,958 16 | 18 20 | ..... | 9,144 52 |
| Northern and Western of New Brunswick..... | ..... | 4.08 | 8,588 39 | 8,588 39 | 1,261 74 | 1,808 07 | 16,330 21 |
| Norbonsing and Nipissing..... | ..... | 67.00 | 35,389 48 | 20,877 30 | 3,673 06 | 4,005 24 | 60,345 08 |
| North-Western Coal and Navigation Co..... | ..... | 116.00 | 110,919 67 | 129,187 40 | 12,844 18 | 552 51 | 253,503 76 |
| Pontiac Pacific Junction..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Quebec and Lake St. John..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Quebec Central..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 40 Quebec Central..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 41 Stanstead, Shefford and Chambly..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 42 Shore Line..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 43 South-Eastern..... | 152.00 | ..... | ..... | ..... | ..... | ..... | ..... |
| Montreal, Portland and Boston..... | 45.00 | ..... | ..... | ..... | ..... | ..... | ..... |
| Lake Champlain and St. Lawrence J'm..... | 63.00 | ..... | ..... | ..... | ..... | ..... | ..... |
| 44 St. Catharines and Niagara Central..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 45 St. John Bridge and Railway Extension..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 46 St. Louis, Richibucto and Buctouche..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 47 Tenisconata..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 48 Thousand Islands..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 49 Western Counties..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 50 Windsor and Annapolis..... | 84.00 | ..... | ..... | ..... | ..... | ..... | ..... |
| Windsor Branch..... | 32.00 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 12,628.01 | 13,242,708 90 | 26,671,049 17 | 1,681,162 86 | 554,694 42 | 42,149,615 35 | |

Late Grand Southern Railw'y., return of 1888.

No return furnished.

No. 7.—SUMMARY STATEMENT of Operating Expenses, for the Year ended 30th June, 1889.

| No. | Name of Railway. | Mileage. | Maintenance of Line, Buildings, &c. | | Working and Repairs of Engines | | Working and Repairs of Cars. | | General Operating Expenses. | | Total. | Remarks. | |
|-----|---|----------|-------------------------------------|------|--------------------------------|------|------------------------------|------|-----------------------------|------|------------|----------|--|
| | | | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | | | |
| 1 | Albert..... | 50.75 | 6,305 | 09 | 6,270 | 37 | 623 | 30 | 7,539 | 42 | 20,738 | 18 | |
| | Harvey Branch..... | 3.50 | 2,304 | 37 | 8,431 | 00 | 613 | 20 | 4,677 | 51 | 16,026 | 08 | |
| 2 | Bay of Quinte Railway and Navigation Co..... | 138.40 | 57,312 | 15 | 114,567 | 88 | 27,232 | 50 | 108,057 | 48 | 307,170 | 01 | |
| 3 | Canada Atlantic..... | 378.91 | 405,128 | 53 | 793,945 | 45 | 289,771 | 33 | 1,404,588 | 34 | 2,899,433 | 65 | |
| 4 | Canada Southern..... | 891.00 | 789,678 | 18 | 1,107,338 | 19 | 448,694 | 33 | 808,217 | 99 | 3,153,928 | 69 | |
| 5 | Leamington and St. Clair..... | 210.60 | 112,635 | 46 | 60,357 | 88 | 17,608 | 10 | 56,958 | 00 | 247,559 | 44 | |
| | Canadian Government Railways:— | 80.00 | 38,281 | 32 | 20,176 | 01 | 6,322 | 67 | 25,939 | 04 | 90,719 | 04 | |
| | Princed Edward Island..... | | | | | | | | | | | | |
| 6 | Eastern Extension..... | 4973.40 | 2,172,350 | 77 | 2,997,740 | 27 | 456,961 | 88 | 3,370,259 | 13 | 8,997,312 | 05 | |
| | Canadian Pacific..... | 68.00 | 11,916 | 12 | 9,922 | 00 | 400 | 00 | 5,171 | 11 | 27,409 | 23 | |
| | Atlantic and North-West..... | 13.00 | 30,991 | 78 | 24,160 | 58 | 3,668 | 17 | 36,104 | 85 | 3,907 | 14 | |
| | North Shore..... | 104.00 | 5,660 | 41 | 5,048 | 64 | 900 | 00 | 1,620 | 00 | 94,925 | 38 | |
| | St. Lawrence and Ottawa..... | 11.00 | 16,041 | 84 | 19,331 | 56 | 4,896 | 30 | 10,615 | 85 | 13,229 | 05 | |
| | Toronto, Grey and Bruce..... | 32.00 | 3,845 | 73 | 4,840 | 19 | 239 | 52 | 837 | 26 | 50,885 | 55 | |
| | Ontario and Quebec..... | 4.80 | 1,508 | 94 | 3,079 | 30 | 73 | 30 | 2,008 | 87 | 9,762 | 70 | |
| | Credit Valley..... | 13.00 | 20,736 | 20 | 28,922 | 95 | 4,846 | 40 | 27,757 | 15 | 6,670 | 41 | |
| | West Ontario Pacific..... | 27.75 | 39,205 | 44 | 25,572 | 30 | 10,361 | 58 | 30,228 | 33 | 82,262 | 70 | |
| | Manitoba South-Western Colonization..... | 78.00 | | | | | | | 1,300 | 00 | 105,367 | 65 | |
| | Guelph Junction..... | 1.38 | | | | | | | | | 1,300 | 00 | |
| | Toronto Junction to Straclian Avenue..... | | | | | | | | | | | | |
| 7 | Caraquet..... | 68.00 | | | | | | | | | | | |
| 8 | Carillon and Grenville..... | 13.00 | | | | | | | | | | | |
| 9 | Central Ontario..... | 104.00 | | | | | | | | | | | |
| 10 | Chatham Branch..... | 11.00 | | | | | | | | | | | |
| 11 | Cumberland Railway and Coal Co..... | 32.00 | | | | | | | | | | | |
| 12 | Drummond County..... | 4.80 | | | | | | | | | | | |
| 13 | Elgin, Petricodiac and Havelock..... | 13.00 | | | | | | | | | | | |
| 14 | Errie and Huron..... | 27.75 | | | | | | | | | | | |
| 15 | Esquimaux and Nanaimo..... | 78.00 | | | | | | | | | | | |
| 16 | Fredericton and St. Mary's Railway and Bridge Co..... | 1.38 | | | | | | | | | | | |
| 17 | Grand Trunk..... | 879.59 | | | | | | | | | | | |
| 18 | Buffalo and Lake Huron..... | 162.00 | | | | | | | | | | | |
| | G. T. Georgian Bay and Lake Erie..... | 172.75 | | | | | | | | | | | |
| | South Norfolk..... | 17.00 | | | | | | | | | | | |
| | Montreal and Champlain Junction..... | 81.25 | | | | | | | | | | | |
| | Great Western..... | 537.72 | | | | | | | | | | | |
| | London and Port Stanley..... | 23.84 | | | | | | | | | | | |
| | Wellington, Grey and Bruce..... | 168.09 | | | | | | | | | | | |
| | London, Huron and Bruce..... | 68.89 | | | | | | | | | | | |
| | Braunford, Norfolk and Port Burwell..... | 34.73 | | | | | | | | | | | |
| | | 3114.00 | 2,402,539 | 76 | 4,144,796 | 05 | 1,296,229 | 56 | 4,349,637 | 48 | 12,193,252 | 85 | |

No details.

Operated by Quebec Central.

| | | | | | | | |
|--|-----------|--------|--------------|---------------|--------------|---------------|---------------|
| Midland | 165.75 | 7.84 | 1,643.60 | 3,631.90 | 63.61 | 1,496.21 | 3,139.81 |
| Toronto and Nipissing | 111.50 | 13.00 | 2,502.69 | 6,000.00 | 400.00 | 3,086.85 | 9,285.05 |
| Grand Junction | 85.40 | 27.00 | 4,000.00 | 62,830.27 | 11,524.26 | 2,500.00 | 12,900.00 |
| Whitby, Port Perry and Lindsay | 46.50 | 112.75 | 32,717.18 | 1,860.00 | 89.16 | 41,893.33 | 148,965.04 |
| Victoria (Lindsay to Haliburton) | 53.25 | 22.00 | 1,487.00 | 1,751.20 | 245.35 | 1,700.00 | 5,047.00 |
| Northern | 205.37 | 3.00 | 224.58 | 3,972.16 | 2.45 | 562.97 | 2,627.91 |
| Northern and Pacific Junction | 111.37 | 15.20 | 1,876.32 | 2,245.00 | 12,833.86 | 5,928.64 | 13,882.47 |
| Hamilton and North-Western | 173.90 | 282.71 | 17,217.91 | 50,987.23 | 8,538.25 | 3,275.09 | 22,738.00 |
| Madoc Junction and Bridgewater | 8.60 | 34.00 | 67,081.97 | 30,863.04 | 55,642.90 | 52,727.32 | 188,630.38 |
| Jacques Cartier Union | 6.50 | 44.67 | 32,299.25 | 502.57 | 205.71 | 37,636.69 | 109,357.23 |
| 19 Great Northern | | 415.50 | 1,440.52 | 197,756.35 | 7,079.36 | 5,101.97 | 7,045.06 |
| 20 Joggins | | 36.00 | 16,857.26 | 40,497.45 | 26,666.79 | 27,881.48 | 111,902.98 |
| 21 Kent Northern | | 116.00 | 7,082.91 | 7,498.31 | 703.05 | 10,474.12 | 25,738.39 |
| 22 Kingston and Pembroke | | 109.50 | 197,946.23 | 514,747.74 | 205.71 | 158,746.15 | 610,091.63 |
| 23 Lower Laurentian | | 5.50 | 4,144.47 | 5,147.74 | 7,777.39 | 2,643.33 | 12,141.25 |
| 24 J. Assomption | | 177.00 | 17,395.11 | 7,777.39 | 7,079.36 | 22,111.17 | 54,563.03 |
| 25 Lake Erie, Essex and Detroit | | 109.50 | 30,547.16 | 32,369.63 | 8,015.75 | 45,218.35 | 116,150.89 |
| 26 Lake Temiskaming Colonization and Railway Co. | 217.24 | 23.60 | 10,727.70 | 10,330.70 | 3,170.00 | 18,718.20 | 42,946.60 |
| 27 Manitoba and North-Western | 15.47 | 28.50 | 14,804.64 | 7,107.65 | 2,090.94 | 7,866.31 | 31,669.54 |
| 28 Massachusetts and Western | 15.47 | 415.50 | 32,519.65 | 42,841.00 | 9,644.24 | 24,532.24 | 109,537.13 |
| 29 Montreal and Lake Maskinongé | | 36.00 | 53,367.14 | 50,446.32 | 11,246.25 | 72,938.39 | 187,998.10 |
| 30 Montreal and Vermont Junction | | 116.00 | 20,418.34 | 14,704.28 | 3,219.33 | 15,187.71 | 53,529.26 |
| 31 Montreal and Quebec | | 109.50 | 19,443.81 | 15,948.79 | 1,798.42 | 9,176.24 | 46,367.26 |
| 32 Napanee, Tamworth and Quebec | | 200.00 | 173,885.13 | 134,361.70 | 41,424.65 | 159,996.32 | 509,607.80 |
| 33 New Brunswick | 174.00 | 12.35 | 5,098.44 | 1,480.95 | 217.44 | 2,229.39 | 9,026.22 |
| New Brunswick and Canada | 127.00 | 1.75 | 13,557.92 | 9,531.98 | 373.95 | 585.45 | 14,143.37 |
| St. John and Maine | 92.00 | 7.00 | 9,531.98 | 5,383.76 | 7,681.56 | 7,681.56 | 22,971.25 |
| Fredonien | 22.50 | 4.08 | 3,413.88 | 3,180.26 | 3,646.23 | 5,479.42 | 12,073.56 |
| 34 New Brunswick and Prince Edward Island | | 67.00 | 23,535.97 | 11,168.36 | 3,646.23 | 13,281.38 | 53,631.94 |
| 35 Northern and Western of New Brunswick | | 116.00 | 81,777.68 | 35,139.74 | 12,266.62 | 44,212.16 | 173,396.20 |
| 36 North-Western Coal and Navigation Co | | 200.00 | 7,018,848.53 | 10,168,284.37 | 2,790,568.26 | 11,056,436.25 | 31,038,045.35 |
| 37 Nonbousing and Nipissing | | 43.00 | 19,443.81 | 15,948.79 | 1,798.42 | 9,176.24 | 46,367.26 |
| 38 Pontiac Pacific Junction | | 43.00 | 173,885.13 | 134,361.70 | 41,424.65 | 159,996.32 | 509,607.80 |
| 39 Quebec and Lake St. John | | 82.50 | 173,885.13 | 134,361.70 | 41,424.65 | 159,996.32 | 509,607.80 |
| 40 Quebec Central | | 200.00 | 173,885.13 | 134,361.70 | 41,424.65 | 159,996.32 | 509,607.80 |
| 41 Stanstead, Shefford and Chambly | | 12.35 | 5,098.44 | 1,480.95 | 217.44 | 2,229.39 | 9,026.22 |
| 42 Shore Line | | 1.75 | 13,557.92 | 9,531.98 | 373.95 | 585.45 | 14,143.37 |
| 43 South Eastern | | 7.00 | 9,531.98 | 5,383.76 | 7,681.56 | 7,681.56 | 22,971.25 |
| Montreal, Portland and Boston | 152.00 | 4.08 | 3,413.88 | 3,180.26 | 3,646.23 | 5,479.42 | 12,073.56 |
| Lake Champlain and St. Lawrence Junction | 63.00 | 67.00 | 23,535.97 | 11,168.36 | 12,266.62 | 44,212.16 | 173,396.20 |
| 44 St. Catharines and Niagara Central | | 200.00 | 173,885.13 | 134,361.70 | 41,424.65 | 159,996.32 | 509,607.80 |
| 45 St. John Bridge and Railway Extension | | 12.35 | 5,098.44 | 1,480.95 | 217.44 | 2,229.39 | 9,026.22 |
| 46 St. Louis, Richbucto and Buctouche | | 7.00 | 9,531.98 | 5,383.76 | 7,681.56 | 7,681.56 | 22,971.25 |
| 47 Temiscouata | | 4.08 | 3,413.88 | 3,180.26 | 3,646.23 | 5,479.42 | 12,073.56 |
| 48 Thousand Islands | | 67.00 | 23,535.97 | 11,168.36 | 12,266.62 | 44,212.16 | 173,396.20 |
| 49 Western Counties | | 116.00 | 81,777.68 | 35,139.74 | 12,266.62 | 44,212.16 | 173,396.20 |
| 50 Windsor and Annapolis | 84.00 | | | | | | |
| Windsor Branch | 32.00 | | | | | | |
| | 12,628.01 | | 7,018,848.53 | 10,168,284.37 | 2,790,568.26 | 11,056,436.25 | 31,038,045.35 |

For 4 months.
No return furnished.

Late Grand Southern, return of 1888.

No return received.

No. 8.—SUMMARY OF ACCIDENTS

| Number. | Name of Railway. | Mileage. | Passengers, Employés, or Others. | Fell from Cars or Engines. | | Jumping on or off Trains or Engines when in motion. | | |
|---------|---|-----------|--|----------------------------------|----------|--|-------------|----|
| | | | | Killed. | Injured. | Killed. | Injured. | |
| 1 | Albert | 47·75 | Employé | | | | | |
| | Harvey Branch | 3·00 | | | | | | |
| 2 | Bay of Quinté and Navigation Co. | 3·50 | | | | | | |
| 3 | Canada Atlantic | 138·40 | Employés | | | | | |
| 4 | Canada Southern | 365·11 | { Passengers Employés Others | | 2 | | | |
| | Leamington and St. Clair | 13·80 | | | 2 | 2 | 6 | |
| 5 | Canadian Government Railways— | | | | | | | |
| | Intercolonial | 891·00 | { Passengers Employés Others | | | | 4 3 1 | |
| | Eastern Extension | 80·00 | { Employés Others | 3 | | | | |
| | Prince Edward Island | 210·60 | Employés | 1 | 1 | | | |
| 6 | Canadian Pacific | 3,415·30 | { Passengers Employés Others | | | | | |
| | Atlantic and North-West | 336·10 | | | | | | |
| | North Shore | 206·10 | | | | | | |
| | St. Lawrence and Ottawa | 56·50 | | | | | | |
| | Toronto, Grey and Bruce | 188·70 | | | | | | |
| | Ontario and Quebec | 339·00 | | | 1 | 4 | 3 | 6 |
| | Credit Valley | 175·20 | | | 8 | 21 | 2 | 14 |
| | West Ontario Pacific | 26·60 | | | 1 | | 2 | 2 |
| | Manitoba South-Western Colonization | 211·20 | | | | | | |
| | Guelph Junction | 15·50 | | | | | | |
| | Toronto Junction and Strachan Avenue | 3·20 | | | | | | |
| 7 | Caracquet | 68·00 | | | | | | |
| 8 | Carillon and Grenville | 13·00 | | | | | | |
| 9 | Central Ontario | 104·00 | { Employés Others | | 1 | | | |
| 10 | Chatham Branch | 11·00 | | | | | | |
| 11 | Cumberland Railway and Coal Co. | 32·00 | | | | | | |
| 12 | Dominion Lime Co. | 4·80 | | | | | | |
| 13 | Drummond County | 13·00 | | | | | | |
| 14 | Elgin, Petittcodiac and Havelock | 27·75 | | | | | | |
| 15 | Erie and Huron | 73·12 | { Employés Others | | | | | |
| 16 | Esquimalt and Nanaimo | 78·00 | Others | | | | | |
| 17 | Fredericton and St. Mary's Railway and Bridge Co. | 1·33 | | | | | | |
| 18 | Grand Trunk | 879·59 | { Passengers Employés Others | | | | | |
| | Buffalo and Lake Huron | 162·00 | | | | | | |
| | Grand Trunk, Georgian Bay and Lake Erie | 172·75 | | | | | | |
| | South Norfolk | 17·00 | | | | | | |
| | Montreal and Champlain Junction | 81·25 | | | | | | |
| | Great Western | 537·72 | | | | | | |
| | London and Port Stanley | 23·84 | | | | | | |
| | Wellington, Grey and Bruce | 168·09 | | | | | | |
| | London, Huron and Bruce | 68·89 | | | | | | |
| | Brantford, Norfolk and Port Burwell | 34·73 | | | | | | |
| | Midland | 165·75 | | | 1 | 3 | 2 | 7 |
| | Toronto and Nipissing | 111·50 | | | 7 | 35 | 4 | 7 |
| | Grand Junction | 85·40 | | | 2 | | 2 | 15 |
| | Whitby, Port Perry and Lindsay | 46·50 | | | | | | |
| | Victoria (Lindsay to Haliburton) | 53·25 | | | | | | |
| | Northern | 205·37 | | | | | | |
| | Northern and Pacific Junction | 111·37 | | | | | | |
| | Hamilton and North-Western | 173·90 | | | | | | |
| | Madoc Junction to Bridgewater | 8·60 | | | | | | |
| | Jacques Cartier Union | 6·50 | | | | | | |
| | Carried forward | 10,266·56 | | 28 | 84 | 17 | 65 | |

for the Year ended 30th June, 1889.

| At work on or near Track making up Trains. | | Putting Arms or Heads out of Windows | | Coupling Cars. | | Collisions, or by Trains thrown from Track. | | Walking, standing, lying or being on Track. | | Ex-plosions. | | Striking Bridges. | | Other Causes. | | Totals. | | Number. |
|--|----------|--------------------------------------|----------|----------------|----------|---|----------|---|----------|--------------|----------|-------------------|----------|---------------|----------|---------|----------|---------|
| Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | |
| | | | | | | | 1 | | | | | | | | | | 1 | 1 |
| | 2 | | | | | | | 1 | | | | | | | | 1 | 6 | 3 |
| | | | | | 27 | | 2 | 2 | 2 | | | | 1 | | 11 | 4 | 51 | 4 |
| | | | | | | | | 3 | 9 | | | | | | | 3 | 9 | 5 |
| 4 | 6 | | | 1 | 40 | 3 | 2 | 1 | 1 | | | | | 1 | 1 | 1 | 8 | 8 |
| | | | | | 1 | | | 5 | 4 | | | | | 1 | 44 | 14 | 115 | 17 |
| | | | | | 1 | | | | 10 | | | | | | 2 | 5 | 3 | 1 |
| | | | | | 1 | | | | | | | | | 1 | | 1 | 1 | 3 |
| | | | | | | | | | | | | | | | 1 | 1 | | |
| 1 | 11 | | | | 101 | 7 | 1 | 3 | 5 | | | 1 | | 6 | 2 | 4 | 13 | 6 |
| | | | | | 1 | | | 19 | 16 | | | | | 1 | 52 | 28 | 212 | 6 |
| | | | | | | | | | | | | | | | 8 | 23 | 27 | |
| | | | | | | | | | | | | | | | | | | 7 |
| | | | | | 3 | | | | | | | | | | | | 4 | 8 |
| | | | | | | | | 1 | | | | | | | | 1 | | 9 |
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| | | | | | 1 | | | | | | | | | | | | 1 | 15 |
| | | | | | | | | 3 | | | | | | | | 3 | | 16 |
| | | | | | | | | 1 | | | | | | | | 1 | | 17 |
| | | | | | | | | | | | | | | | | | | |
| | 3 | | | 7 | 149 | 25 | 66 | 1 | | | | | | 1 | 29 | 77 | 18 | |
| | | | | | | 6 | 17 | 4 | 10 | | | | 1 | 5 | 7 | 33 | 229 | |
| | | | | | | | | 37 | 60 | | | | | 1 | 4 | 42 | 79 | |
| 5 | 22 | | | 8 | 329 | 41 | 103 | 81 | 117 | | | 1 | 2 | 16 | 133 | 197 | 855 | |

No. 8.—SUMMARY OF ACCIDENTS

| Number. | Name of Railway. | Mileage. | Passengers, Employés, or Others. | Fell from Cars or Engines. | | Jumping on or off Trains or Engines when in motion. | | | |
|---------|---|-----------|--|----------------------------------|-----------------|--|---------------|----|---|
| | | | | Killed. | Injured. | Killed. | Injured. | | |
| | Brought forward..... | 10,266·56 | | 28 | 84 | 17 | 65 | | |
| 19 | Great Northern..... | 8·84 | | | | | | | |
| 20 | Joggins..... | 13·00 | | | | | | | |
| 21 | Kent Northern..... | 27·00 | | | | | | | |
| 22 | Kingston and Pembroke..... | 112·75 | | | | | | | |
| 23 | Lower Laurentian..... | 22·00 | | | | | | | |
| 24 | L'Assomption..... | 3·00 | | | | | | | |
| 25 | Lake Erie, Essex and Detroit..... | 38·00 | | | | | | | |
| 26 | Lake Temiscamingue Colonization and Railway Co..... | 15·20 | | | | | | | |
| 27 | Manitoba and North-Western..... | 217·14 | 232·71 | Employés..... | | | | | |
| | Saskatchewan and Western..... | 15·47 | | | | | | | |
| 28 | Massawippi Valley..... | 34·00 | | Employé..... | | | | | |
| 29 | Montreal and Sorel..... | 44·67 | | | | | | | |
| 30 | Montreal and Lake Maskinongé..... | 10·00 | | | | | | | |
| 31 | Montreal and Vermont Junction..... | 23·60 | | Passenger..... | | | | | |
| 32 | Napanea, Tamworth and Quebec..... | 28·50 | | | | | | | |
| 33 | New Brunswick..... | 174·00 | 415·50 | { | Passengers..... | | 1 | | |
| | New Brunswick and Canada..... | 127·00 | | | | | Employés..... | | 1 |
| | St. John and Maine..... | 92·00 | | | | | Others..... | | |
| | Fredericton..... | 22·50 | | | | | | | |
| 34 | New Brunswick and Prince Edward Island..... | 36·00 | | | | | | | |
| 35 | Northern and Western of New Brunswick..... | 116·00 | | | | | | | |
| 36 | North-Western Coal and Navigation Co..... | 109·50 | | | | | | | |
| 37 | Nosbonsing and Nipissing..... | 5·50 | | | | | | | |
| 38 | Pontiac Pacific Junction..... | 61·00 | | Employés..... | | | | | |
| 39 | Quebec and Lake St. John..... | 177·00 | | Employés..... | 1 | 1 | | | |
| 40 | Quebec Central..... | 154·00 | | Passengers..... | | | | | |
| | | | | { | Passengers..... | 1 | | | |
| 41 | Stanstead, Shefford and Chambly..... | 43·00 | | Employés..... | | 1 | | | |
| | | | | { | Others..... | | | | |
| 42 | Shore Line (late Grand Southern)..... | 82·50 | | | | | | | |
| 43 | South Eastern..... | 152·00 | 260·00 | { | Employés..... | | 3 | | |
| | Montreal, Portland and Boston..... | 45·00 | | | | | Others..... | | |
| | Lake Champlain and St. Lawrence Junction..... | 63·00 | | | | | | | |
| 44 | St. Catharines and Niagara Central..... | 12·35 | | | | | | | |
| 45 | St. John Bridge and Railway Extension Co..... | 1·75 | | | | | | | |
| 46 | St. Louis, Richibucto and Buctouche..... | 7·00 | | | | | | | |
| 47 | Temiscouata..... | 81·00 | | | | | | | |
| 48 | Thousand Islands..... | 4·08 | | | | | | | |
| 49 | Western Counties..... | 67·00 | | | | | | | |
| 50 | Windsor and Annapolis..... | 116·00 | | Others..... | | | | | |
| | Total..... | 12,648·06 | | | 30 | 88 | 18 | 67 | |

for the Year ended 30th June, 1889—*Concluded.*

| At work on or near Track making up Trains. | | Putting Arms or Heads out of Wind'ws | | Coupling Cars. | | Collisions, or by Trains thrown from Track. | | Walking, standing, lying or being on Track. | | Ex-plosions. | | Striking Bridges. | | Other Causes. | | Totals. | | Number. |
|--|----------|--------------------------------------|----------|----------------|----------|---|----------|---|----------|--------------|----------|-------------------|----------|---------------|----------|---------|----------|---------|
| Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | |
| 5 | 22 | | | 8 | 329 | 41 | 103 | 81 | 117 | | | 1 | 2 | 16 | 133 | 197 | 855 | 19 |
| | | | | | | | | | | | | | | | | | | 20 |
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| | | | | | 1 | | | | | | | | | | | | | 27 |
| | | | | | 1 | | | | | | | | | | | | | 28 |
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| | | | | | | | | | | | | 1 | | | | | | 31 |
| | | | | | | | | | | | | | | | | | | 32 |
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| | | | | | | | | 1 | | | | | | | | | | 34 |
| | | | | | | | | 1 | | | | | | | | | | 35 |
| | | | | | | | | | | | | | | | | | | 36 |
| | | | | | | | | | | | | | | | | | | 37 |
| | | | | | 1 | | 1 | | | | | | | | | | | 38 |
| | | | | | 1 | | | 1 | | | | | | | | | | 39 |
| | | | | | | | 1 | | | | | | | | | | | 40 |
| | | | | | | | | | | | | | | | | | | 41 |
| | | | | | | | | 1 | | | | | | | | | | 42 |
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| | | | | | | | | | | | | | | | | | | 47 |
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| | | | | | | | | | | | | | | | | | | 49 |
| | | | | | | | | 3 | | | | | | | | | | 50 |
| 5 | 22 | | | 8 | 337 | 41 | 105 | 90 | 120 | | | 2 | 2 | 16 | 134 | 210 | 875 | |

No. 9—LINES of Railway owned by Coal and Iron Mines, for the Year ended
30th June, 1889.

| Name. | Length of Rail- way. | Gauge. | No. of Engines. | No. of Waggon ^s . | Remarks. |
|-----------------------------------|-------------------------|-------------------|-----------------|------------------------------|---|
| NOVA SCOTIA. | | | | | |
| Intercolonial Coal Mining Co..... | 8'00 | 4'8 $\frac{1}{2}$ | 4 | 118 | Cars furnished by Intercolonial Ry. |
| Acadia Coal Co..... | 6'00 | 4'8 $\frac{1}{2}$ | 2 | ..... |  |
| Londonderry Iron Co | 11'00 | 4'8 $\frac{1}{2}$ | 3 | 24 | |
| do do | 3'00 | 3'0 | 2 | 27 | |
| Albion..... | 3'00 | 4'8 $\frac{1}{2}$ | 3 | 180 | |
| | 31'00 | | 14 | 349 | |
| CAPE BRETON. | | | | | |
| Old Bridgeport..... | '75 | 4'8 $\frac{1}{2}$ | | | Engines and cars furnished by Inter- national Coal and Railway Co. |
| General Mining Association— | | | | | |
| Sidney..... | 4'80 | 4'8 $\frac{1}{2}$ | 3 | 208 | |
| Victoria..... | 5'00 | 4'8 $\frac{1}{2}$ | 2 | 117 | |
| Sydney and Louisburg..... | 43'00 | 3'0 | 3 | 224 | |
| Gowrie..... | 1'50 | 3'6 | 2 | 123 | |
| International..... | 12'00 | 4'8 $\frac{1}{2}$ | 3 | 176 | |
| Caledonia..... | 2'25 | 4'8 $\frac{1}{2}$ | 2 | 120 | |
| | 69'30 | | 15 | 968 | |

No. 10—STATEMENT of Aid granted to Railways—Constructed and under Construction—by Governments—for the Year ended 30th June, 1889.

| Name of Railway. | Loan. | | Total. | | Bonus. | | Total. | | Subscription to Shares or Bonds. | | Total. | |
|---|--------|------|------------|------|--------|------|-------------|------|----------------------------------|------|--------|------|
| | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. |
| Albert..... | 15,000 | 00 | | | | | | | | | | |
| Albert Southern..... | | | | | | | 14,665 | 45 | | | | |
| Bate des Chaleurs..... | | | | | | | 51,200 | 00 | | | | |
| Beauville and North Hastings..... | | | | | | | 620,000 | 00 | | | | |
| Beauharnois Junction..... | | | | | | | 22,400 | 00 | | | | |
| Branford, Waterloo and Lake Erie..... | | | | | | | 96,000 | 00 | | | | |
| Brookville, Westport and Sault Ste. Marie..... | | | | | | | 57,600 | 00 | | | | |
| Bucouche and Moncton..... | | | | | | | 192,000 | 00 | | | | |
| Canada Atlantic..... | | | | | | | 102,400 | 00 | | | | |
| Canada Central..... | | | | | | | 314,400 | 00 | | | | |
| Canadian Pacific..... | | | | | | | 1,525,250 | 00 | | | | |
| Cape Breton..... | | | | | | | 55,172,713 | 71 | | | | |
| Carasquet..... | | | | | | | 1,843,228 | 09 | | | | |
| Central of New Brunswick..... | | | | | | | 224,000 | 00 | | | | |
| Chatham Branch..... | | | | | | | 211,512 | 54 | | | | |
| Comwallis Valley..... | | | | | | | 24,439 | 84 | | | | |
| Cumberland Railway and Coal Company..... | | | | | | | 44,800 | 00 | | | | |
| Drummond County..... | | | | | | | 44,800 | 00 | | | | |
| Dominion Lime Company..... | | | | | | | 110,400 | 00 | | | | |
| Eastern Extension..... | | | | | | | 22,400 | 00 | | | | |
| Elgin, Peticoodiac and Havelock..... | | | | | | | 1,318,731 | 49 | | | | |
| Erie and Huron..... | | | | | | | 82,652 | 82 | | | | |
| Esquimalt and Nanaimo..... | | | | | | | 96,000 | 00 | | | | |
| Fredericton and St. Mary's Railway Bridge Co..... | | | 300,000 | 00 | | | 750,000 | 00 | | | | |
| Grand Trunk..... | | | 15,142,633 | 33 | | | 30,000 | 00 | | | | |
| do Georgian Bay and Lake Erie..... | | | | | | | | | | | | |
| Great Eastern..... | | | | | | | 48,000 | 00 | | | | |
| Great Northern..... | | | | | | | 192,000 | 00 | | | | |
| Guelph Junction..... | | | | | | | 83,600 | 00 | | | | |
| Harvey Branch..... | | | | | | | 51,200 | 00 | | | | |
| Hereford..... | | | | | | | 9,600 | 00 | | | | |
| Intercolonial..... | | | | | | | 156,800 | 00 | | | | |
| International..... | | | | | | | 46,542,987 | 33 | | | | |
| Irondale, Bancroft and Ottawa..... | | | | | | | 156,800 | 00 | | | | |
| Jacques Cartier Union..... | | | | | | | 160,000 | 00 | | | | |
| Carried forward..... | | | 15,457,633 | 33 | | | 110,404,587 | 27 | | | | |

No. 10.—STATEMENT of Aid granted to Railways by Government—Continued

| Name of Railway. | Loan. | | Total. | | Bonus. | | Total. | | Subscription to Shares or Bonds. | | Total. | |
|--|------------|------|--------|------|--------|------|-------------|------|----------------------------------|------|--------|------|
| | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. |
| Brought forward..... | 15,457,633 | 33 | | | | | 110,404,581 | 27 | | | | |
| Joggins..... | | | | | | | 58,400 | 00 | | | | |
| Kent Northern..... | | | | | | | 58,334 | 87 | | | | |
| Kingston and Pembroke..... | | | | | | | 48,000 | 00 | | | | |
| L'Assomption..... | | | | | | | 11,200 | 00 | | | | |
| Lake Erie, Essex and Detroit..... | | | | | | | 118,400 | 00 | | | | |
| Lake Temiscamique Colonization..... | | | | | | | 113,200 | 00 | | | | |
| Leamington and St. Clair..... | | | | | | | 51,200 | 00 | | | | |
| Lower Laurentian..... | | | | | | | 217,600 | 00 | | | | |
| Massawippi Valley..... | | | | | | | 80,000 | 00 | | | | |
| Montreal and Lake Maskinongé..... | | | | | | | 32,000 | 00 | | | | |
| Montreal and Champlain Junction..... | | | | | | | 103,000 | 00 | | | | |
| Montreal and Sorel..... | | | | | | | 72,000 | 00 | | | | |
| Montreal and Western..... | | | | | | | 361,270 | 00 | | | | |
| Napanee, Tamworth and Quebec..... | | | | | | | 204,400 | 00 | | | | |
| New Brunswick and Prince Edward Island..... | | | | | | | 118,400 | 00 | | | | |
| Northern and Western of New Brunswick..... | | | | | | | 320,000 | 00 | | | | |
| Northern and Pacific Junction..... | | | | | | | 1,320,000 | 00 | | | | |
| Nova Scotia Central..... | | | | | | | 256,000 | 00 | | | | |
| Oxford and New Glasgow..... | | | | | | | 1,281,254 | 97 | | | | |
| Ottawa and Gatineau Valley..... | | | | | | | 320,000 | 00 | | | | |
| Pontiac Pacific Junction..... | | | | | | | 313,100 | 00 | | | | |
| Pentiac and Renfrew..... | | | | | | | 19,200 | 00 | | | | |
| Prince Edward Island..... | | | | | | | 3,741,780 | 89 | | | | |
| Quebec and Lake St. John..... | | | | | | | 935,095 | 00 | | | | |
| Quebec Central..... | | | | | | | 348,342 | 00 | | | | |
| Quebec, Montmorency and Charlevoix..... | | | | | | | 90,000 | 00 | | | | |
| Quebec, Montreal, Ottawa and Occidental, Quebec to Montreal, do do Montreal to Ottawa..... | | | | | | | 4954,000 | 00 | | | | |
| St. Catharines and Niagara Central..... | | | | | | | 102,400 | 00 | | | | |
| St. Louis, Richibucto and Buctouche..... | | | | | | | 22,400 | 00 | | | | |
| St. John Bridge and Railway Extension..... | | | | | | | 140,800 | 00 | | | | |
| St. John Valley and Rivière du Loup..... | | | | | | | 54,400 | 00 | | | | |
| South Norfolk..... | | | | | | | 80,000 | 00 | | | | |
| Stewiacke Valley and Laansdowne..... | | | | | | | 598,000 | 00 | | | | |
| Temiscouata..... | | | | | | | 54,400 | 00 | | | | |
| Thousand Islands..... | | | | | | | | | | | | |

46

| | | | | |
|--|--------------|---------------|--|----------------|
| Toronto, Grey and Bruce..... | 17,312 00 | | | |
| West Ontario Pacific..... | 256,000 00 | | | |
| Windsor and Annapolis..... | 1,089,674 00 | | | 125,812,745 00 |
| ONTARIO GOVERNMENT. | | | | |
| Canada Atlantic..... | 270,000 00 | | | |
| Canada Central..... | 1,479,000 00 | | | |
| Canada Southern..... | 147,858 65 | | | |
| Central Ontario..... | 126,500 00 | | | |
| Cobourg, Blarnton and Marmora..... | 18,740 00 | 26,000 00 | | |
| Credit Valley..... | 531,000 00 | | | |
| Erie and Huron..... | 83,000 00 | | | |
| Grand Junction..... | 182,500 00 | | | |
| Georgian Bay and Lake Erie..... | 336,000 00 | | | |
| Hamilton and North-Western..... | 505,020 00 | | | |
| Kingston and Pembroke..... | 456,493 00 | | | |
| London, Huron and Bruce..... | 178,630 08 | | | |
| Midland..... | 168,350 20 | | | |
| Northern..... | 196,188 00 | | | |
| Toronto and Nipissing..... | 105,212 00 | | | |
| Lake Simcoe Junction..... | 53,000 00 | | | |
| Toronto, Grey and Bruce..... | 375,282 00 | | | |
| Victoria..... | 312,000 00 | | | |
| Wellington, Grey and Bruce..... | 241,276 00 | | | |
| Whiteby, Fort Perry and Lindsay..... | 94,957 59 | | | |
| | | 26,000 00 | | 5,921,007 52 |
| QUEBEC GOVERNMENT. | | | | |
| Baie des Chaleurs..... | 700,000 00 | | | |
| Great Eastern..... | 156,000 00 | | | |
| Drummond County..... | 156,000 00 | | | |
| Hereford..... | 46,920 00 | | | |
| International..... | 391,122 02 | | | |
| Lake Champlain and St. Lawrence Junction..... | 380,000 00 | | | |
| Lake Teniskaming Colonization Railway Company..... | 113,200 00 | | | |
| L'Assomption..... | 7,350 00 | | | |
| Levis and Kennebec..... | + | | | |
| Missisquoi Valley..... | 228,000 00 | | | |
| Montreal and Champlain Junction..... | 328,895 00 | | | |
| Montreal, Portland and Boston..... | 197,582 00 | | | |
| Montreal and Western..... | 350,000 00 | | | |
| Ottawa and Gatineau Valley..... | 320,000 00 | | | |
| Pontiac Pacific Junction..... | 600,000 00 | | | |
| Quebec and Lake St. John..... | 2,114,000 00 | | | |
| Carried forward..... | 6,089,069 02 | 15,917,533 33 | | 131,733,752 52 |

+ Included in Quebec Central.

* Dominion Government pays to Quebec Government 5 per cent. per annum on these two amounts.

No. 10.—STATEMENT of Aid granted to Railways by Government—*Concluded.*

| Name of Railway. | Total. | | Total. | Bonus. | | Total. | | Subscription to Shares or Bonds. | | Total. |
|---|--------|------|---------------|--------|------------|--------------|----------------|----------------------------------|------|------------|
| | \$ | cts. | | \$ | cts. | \$ | cts. | \$ | cts. | |
| Brought forward | | | 15,917,533.33 | | | 6,089,069.02 | 131,733,752.52 | | | |
| QUEBEC GOVERNMENT— <i>Concluded.</i> | | | | | | | | | | |
| Quebec Central. | | | | | 681,250.00 | | | | | |
| Quebec, Montreal, Ottawa and Occidental. | | | | | 727,000.00 | | | | | |
| Quebec, Montmorenci and Charlevoix. | | | | | 162,000.00 | | | | | |
| South-Eastern. | | | | | 444,000.00 | | | | | |
| Tennessouata. | | | | | 462,000.00 | | | | | |
| Waterloo and Magog. | | | | | 92,000.00 | | | | | |
| | | | 3,722,956.00 | | | | 8,657,319.02 | | | |
| NEW BRUNSWICK GOVERNMENT. | | | | | | | | | | |
| Albert. | | | | | 455,000.00 | | | | | |
| Albert Southern. | | | | | 52,500.00 | | | | | |
| Buctouche and Moncton. | | | | | 96,000.00 | | | | | |
| Caracquet. | | | | | 180,000.00 | | | | | |
| Central of New Brunswick. | | | | | 132,000.00 | | | | | |
| Chatham Branch. | | | | | 32,000.00 | | | | | |
| Fredericton. | | | | | 230,000.00 | | | | | |
| Grand Southern. | | | | | 425,000.00 | | | | | |
| Harvey Branch. | | | | | 9,000.00 | | | | | |
| Kent Northern. | | | | | 135,000.00 | | | | | |
| New Brunswick. | | | | | 76,000.00 | | | | | |
| New Brunswick and Canada. | | | | | 575,000.00 | | | | | |
| New Brunswick and Prince Edward Island. | | | | | 108,000.00 | | | | | |
| Northern and Western. | | | | | 321,500.00 | | | | | |
| Petitcodiac and Elgin (Elgin, Petitcodiac and Havelock). | | | | | 107,500.00 | | | | | |
| St. Martin's and Upham. | | | | | 146,665.00 | | | | | |
| St. John and Maine. | | | | | 480,000.00 | | | | | |
| St. John Valley and Riviere du Loup. | | | | | 135,000.00 | | | 300,000.00 | | |
| St. Louis, Richibucto and Buctouche. | | | | | 21,000.00 | | | | | |
| Tennessouata. | | | | | 36,000.00 | | | | | |
| | | | | | | | 4,212,165.00 | | | 300,000.00 |
| NOVA SCOTIA GOVERNMENT. | | | | | | | | | | |
| Halifax and Cape Breton Railway and Coal Co. (Eastern Extension). | | | | | 643,545.00 | | | | | |
| Joggins. | | | | | 38,400.00 | | | | | |

| | | | | | |
|--|-------|------------|--------------|----------------|------------|
| Nova Scotia Central..... | ..... | ..... | ..... | 411,119 94 | ..... |
| Springhill and Parrsboro' (Cumberland Railway and Coal Co.)..... | ..... | ..... | ..... | 189,630 93 | ..... |
| Stewiacko Valley and Lansdowne..... | ..... | ..... | ..... | 80,000 00 | ..... |
| Western Counties..... | ..... | 50,000 00 | ..... | 679,100 00 | ..... |
| MANITOBA GOVERNMENT. | | | | | |
| Manitoba and North Western..... | ..... | ..... | ..... | ..... | ..... |
| Manitoba South-Western Colonization..... | ..... | 739,000 00 | ..... | ..... | ..... |
| Northern Pacific and Manitoba..... | ..... | 900,000 00 | ..... | 532,250 00 | ..... |
| Saskatchewan and Western..... | ..... | 50,000 00 | ..... | ..... | ..... |
| Winnipeg and Hudson Bay..... | ..... | 250,000 00 | 1,945,000 00 | ..... | ..... |
| BRITISH COLUMBIA GOVERNMENT. | | | | | |
| Canadian Pacific..... | ..... | ..... | ..... | 37,500 00 | ..... |
| Total Aid from Governments..... | | | | | |
| | | | | 147,214,182 41 | 300,000 00 |

‡ Granted to late European and North American Railway.

| | | | | | |
|---------------------------|------------|--------------|--|--|-----------|
| Credit Valley | 200,000 00 | | | | |
| do Wellington | 135,000 00 | | | | |
| do Waterloo | 110,000 00 | | | | |
| do Peel | 75,000 00 | | | | |
| do Halton | 70,000 00 | | | | |
| City of Toronto | 350,000 00 | | | | |
| do St. Thomas | 50,000 00 | | | | |
| do | 30,000 00 | | | | |
| Town of Milton | 20,000 00 | | | | |
| do Brampton | 20,000 00 | | | | |
| do Ingersoll | 10,000 00 | | | | |
| do Orangeville | 15,000 00 | | | | |
| Village of Streetsville | 20,000 00 | | | | |
| | | 1,085,000 00 | | | |
| Erie and Huron | 155,000 00 | | | | |
| County of Kent | 30,000 00 | | | | |
| Town of Chatham | 20,500 00 | | | | |
| do Dresden | 11,000 00 | | | | |
| do Blenheim | 11,000 00 | | | | |
| Village of Wallaceburg | 14,000 00 | | | | |
| Township of Sombra | 16,000 00 | | | | |
| do Sarnia | 15,000 00 | | | | |
| do Woodhouse | 10,000 00 | | | | |
| Town of Simcoe | 10,000 00 | | | | |
| Township of South Norwich | 40,000 00 | | | | |
| do North | 25,000 00 | | | | |
| Town of Woodstock | 25,000 00 | | | | |
| Township of East Oxford | 60,000 00 | | | | |
| do Woodstock | 120,000 00 | | | | |
| Town of Woodstock | 40,000 00 | | | | |
| do Stratford | 10,000 00 | | | | |
| County of Perth | 15,000 00 | | | | |
| Township of Mornington | 10,000 00 | | | | |
| do Elma | 30,000 00 | | | | |
| Town of Listowel | 25,000 00 | | | | |
| Township of Wallace | 80,000 00 | | | | |
| Town of Palmerston | 65,000 00 | | | | |
| Township of Minto | 20,000 00 | | | | |
| Town of Harriston | 20,000 00 | | | | |
| Township of Normandy | 20,000 00 | | | | |
| do Bentwick | 20,000 00 | | | | |
| do Brant | 45,000 00 | | | | |
| do Elderslie | 45,000 00 | | | | |
| do Arran | 43,000 00 | | | | |
| do Amabel | 32,000 00 | | | | |
| Township of Kippel | 10,000 00 | | | | |
| do Albermarle | 22,000 00 | | | | |
| Town of Mount Forest | 60,000 00 | | | | |
| Township of Egremont | 87,000 00 | | | | |
| Carried forward | | 2,998,000 00 | | | |
| | | | | | 67,500 00 |

No. 10.—STATEMENT of Aid granted to Railways by Municipalities—Continued.

| Municipalities. | Name of Railway. | Loan. | Total. | Bonus. | Total. | Subscription to Shares or Bonds. | Total. |
|-------------------------|----------------------------------|------------|------------|------------|--------------|----------------------------------|------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| ONTARIO—Continued. | | | | | | | |
| Township of Glengeld | Brought forward | | | 877,000 00 | 2,998,000 00 | | 67,500 00 |
| Town of Durham | Georgian Bay and Lake Erie | | | 20,000 00 | | | |
| | do | | | 32,000 00 | 929,000 00 | | |
| City of Belleville | Grand Junction | | | 150,000 00 | | | |
| Village of Stirling | do | | | 5,000 00 | | | |
| Township of Rawdon | do | | | 15,000 00 | | | |
| do | Seymour | | | 35,000 00 | | | |
| do | Percy | | | | | | |
| do | Asphodel | | | 8,000 00 | | 50,000 00 | 50,000 00 |
| City of Guelph | Guelph Junction | 155,000 00 | 155,000 00 | | 213,000 00 | 20,000 00 | 50,000 00 |
| County of Frontenac | Kingston and Pembroke | | | 170,000 00 | | | |
| City of Kingston | do | | | 318,000 00 | | | 20,000 00 |
| Village of Kenfrew | do | | | 3,000 00 | 491,000 00 | | |
| City of Hamilton | Hamilton and North-Western | | | 99,733 00 | | | |
| County of Halton | do | | | 75,791 00 | | | |
| Village of Georgetown | do | | | 11,289 00 | | | |
| County of Peel | do | | | 30,974 00 | | | |
| do | Simcoe | | | 354,007 00 | | | |
| Town of Collingwood | do | | | 12,084 00 | | | |
| Township of Innisfil | do | | | 22,592 00 | | | |
| do | Woodhouse | | | 20,740 00 | | | |
| do | Adjala | | | 2,500 00 | | | |
| do | Essa | | | 2,500 00 | | | |
| do | Tossononto | | | 10,000 00 | | | |
| do | Mulmur | | | 5,000 00 | | | |
| Village of Alliston | do | | | 8,000 00 | | | |
| City of Hamilton | do | | | | | 100,000 00 | |
| Township of Nottawasaga | do | | | 20,386 00 | 675,596 00 | | 100,000 00 |
| do | South Colchester | | | 20,000 00 | | | |
| do | Garfield | | | 15,000 00 | | | |
| Village of Kingsville | do | | | 10,000 00 | 45,000 00 | | |
| | Lake Erie, Essex & Detroit River | | | | | | |
| | do | | | | | | |
| | do | | | | | | |

| | | | | | |
|--|-----------------------------------|------------|--------------|------------|------------|
| Township of East Gwillimbury..... | *Lake Simcoe Junction..... | 45,000 00 | | | |
| do North do..... | do do..... | 20,000 00 | | | |
| do Georgina..... | do do..... | 20,000 00 | | | |
| do Whitechurch..... | do do..... | 15,000 00 | | | |
| Village of Leamington..... | Leamington and St. Clair..... | 12,000 00 | 100,000 00 | | |
| Township of Morven..... | do do..... | 15,000 00 | | | |
| Village of Comber..... | do do..... | 6,000 00 | | | |
| Township of London..... | London, Huron and Bruce..... | 15,000 00 | 33,000 00 | | |
| do Stephen..... | do do..... | 17,500 00 | | | |
| do Osborne..... | do do..... | 25,000 00 | | | |
| do Hay..... | do do..... | 15,000 00 | | | |
| do Goderich..... | do do..... | 15,000 00 | | | |
| do E. Wawanosh..... | do do..... | 25,000 00 | | | |
| do Hallet..... | do do..... | 25,000 00 | | | |
| do Tuckersmith..... | do do..... | 10,000 00 | | | |
| do Turnberry..... | do do..... | 5,000 00 | | | |
| do Morris..... | do do..... | 10,000 00 | | | |
| do Stanley..... | do do..... | 10,000 00 | | | |
| Village of Clinton..... | do do..... | 20,000 00 | | | |
| do Exeter..... | do do..... | 10,000 00 | | | |
| do Kincairdine and Wigan..... | do do..... | 9,000 00 | | | |
| City of London..... | do do..... | 100,000 00 | | | |
| | Midland..... | 50,000 00 | 311,500 00 | | |
| Township of Thorah..... | do do..... | 30,000 00 | | | |
| Town of Port Hope..... | do do..... | 12,500 00 | | | |
| Township of Orillia and Matchedash..... | do do..... | 12,500 00 | | | |
| Town of Orillia..... | do do..... | 21,370 85 | | | |
| Township of Fay..... | do do..... | 2,000 00 | | | |
| Village of Onemee..... | do do..... | 12,500 00 | | | |
| Township of Mara..... | do do..... | 4,000 00 | | | |
| Town of Peterborough..... | do do..... | | 144,870 85 | | |
| do Napanee..... | Napanee, Tamworth and Quebec..... | 30,000 00 | | | |
| Village of Newburgh..... | do do..... | 7,500 00 | | | |
| Township of Camden..... | do do..... | 30,000 00 | | | |
| do Sheffield..... | do do..... | 15,000 00 | | | |
| City of Toronto..... | Northern..... | 100,000 00 | 82,500 00 | | |
| County of Simcoe..... | do do..... | 30,000 00 | | | |
| Town of Barrie..... | do do..... | 12,500 00 | | | |
| do Orillia..... | do do..... | | | | |
| Townships of Collingwood, Euphrasia and St. Vincent..... | Northern..... | 99,480 00 | | | |
| Town of Smith's Falls..... | Ontario and Quebec..... | 25,000 00 | 241,980 00 | | |
| do Merrickville..... | do do..... | 10,000 00 | | | |
| | Carried forward..... | 35,000 00 | 6,265,446 85 | | |
| | | | | 190,000 00 | |
| | | | | 200,000 00 | |
| | | | | | 390,000 00 |
| | | | | | 627,500 00 |

No. 10.—STATEMENT of Aid granted to Railways by Municipalities—Continued.

| Municipalities. | Name of Railway. | Loan. | Total. | Bonus. | Total. | Subscriptions to Shares or Bonds. | Total. |
|--------------------------------------|----------------------------------|------------|------------|------------|--------------|-----------------------------------|------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| ONTARIO—Continued. | | | | | | | |
| Township of West Winchester..... | Brought forward..... | | | 35,000 00 | 6,265,446 85 | | 627,500 00 |
| Town of Simcoe..... | Ontario and Quebec..... | | | 15,000 00 | 50,000 00 | | |
| Township of Charlotteville..... | South Norfolk..... | | | 5,000 00 | | | |
| do South Walsingham..... | do..... | | | 20,000 00 | | | |
| | do..... | | | 40,000 00 | | | |
| City of St. Catharines..... | St. Catharines & Niagara Central | 80,000 00 | 80,000 00 | 80,000 00 | 65,000 00 | | |
| Town of Thorold..... | do do | | | 20,000 00 | | | |
| City of Ottawa..... | St. Lawrence and Ottawa..... | 200,000 00 | | | 100,000 00 | 60,000 00 | |
| Town of Prescott..... | do do | 100,000 00 | | | | 30,000 00 | |
| | do do | | 300,000 00 | | | | |
| do Gananoque..... | Thousand Islands..... | | | | | | 10,000 00 |
| City of Toronto..... | Toronto and Nipissing..... | | | 150,000 00 | | | |
| Township of Scarborough..... | do do | | | 10,000 00 | | | |
| do Markham..... | do do | | | 30,000 00 | | | |
| do Uxbridge..... | do do | | | 50,000 00 | | | |
| do Scott..... | do do | | | 10,000 00 | | | |
| do Brock..... | do do | | | 50,000 00 | | | |
| do Eldon..... | do do | | | 44,000 00 | | | |
| do Bexley..... | do do | | | 15,000 00 | | | |
| do Somerville..... | do do | | | 15,000 00 | | | |
| Townships of Luxton, Digby and Lang- | do do | | | 12,500 00 | | | |
| ford..... | do do | | | 2,000 00 | | | |
| Town of Uxbridge..... | Toronto, Grey and Bruce..... | | | | 388,500 00 | | |
| Albion..... | do do | | | 40,000 00 | | | |
| Caledon..... | do do | | | 45,000 00 | | | |
| Mono..... | do do | | | 45,000 00 | | | |
| Amaranth..... | do do | | | 30,000 00 | | | |
| Arthur..... | do do | | | 35,000 00 | | | |
| Orangeville..... | do do | | | 15,000 00 | | | |
| Mount Forest..... | do do | | | 20,000 00 | | | |
| Toronto..... | do do | | | 350,000 00 | | | |
| County of Grey (Group)..... | do do | | | 300,000 00 | | | |

| | | | | |
|---|---------------------------------|------------|------------|--------------|
| Owen Sound..... | do | ..... | 5,000 00 | |
| Minto..... | do | ..... | 15,000 00 | |
| Howick..... | do | ..... | 35,000 00 | |
| Gorrie and Wroxeter..... | do | ..... | 5,000 00 | |
| Teeswater..... | do | ..... | 5,000 00 | |
| Culross..... | do | ..... | 38,000 00 | |
| Turnbury..... | do | ..... | 5,000 00 | 988,000 00 |
| Town of Lindsay..... | Victoria | ..... | 85,000 00 | |
| Village of Fenelon Falls..... | do | ..... | 25,000 00 | |
| Township of Verulam and Somerville..... | do | ..... | 22,000 00 | |
| County of Haliburton..... | do | ..... | 54,000 00 | 186,000 00 |
| Fergus..... | Wellington, Grey and Bruce. | ..... | 10,000 00 | |
| Peel..... | do | ..... | 40,000 00 | |
| Elora..... | do | ..... | 10,000 00 | |
| Maryboro'..... | do | ..... | 40,000 00 | |
| Nichol..... | do | ..... | 10,000 00 | |
| Wallace..... | do | ..... | 35,000 00 | |
| Minto..... | do | ..... | 65,000 00 | |
| Bruce..... | do | ..... | 278,000 00 | |
| Howick..... | do | ..... | 20,000 00 | |
| Listowel..... | do | ..... | 15,000 00 | |
| Grey..... | do | ..... | 35,000 00 | |
| Bluna..... | do | ..... | 30,000 00 | |
| Morris..... | do | ..... | 30,000 00 | |
| W. Wawanosh..... | do | ..... | 18,000 00 | |
| Ashfield..... | do | ..... | 10,000 00 | |
| Turnbury..... | do | ..... | 28,000 00 | |
| Kincardine..... | do | ..... | 8,000 00 | 682,000 00 |
| Town of Whitby..... | Whitby, Port Perry and Lindsay. | ..... | 70,000 00 | |
| Township of Whitby..... | do | ..... | 15,000 00 | |
| do Reach..... | do | ..... | 30,000 00 | |
| do Scugog..... | do | ..... | 2,000 00 | |
| County of Victoria..... | do | ..... | 85,000 00 | |
| Village of Port Perry..... | do | ..... | 20,000 00 | |
| Manufacturing Co..... | do | ..... | 94 93 | 222,094 93 |
| QUEBEC. | | 535,000 00 | | 8,957,044 93 |
| Town of Nicolet..... | Drummond County..... | ..... | 10,000 00 | |
| Municipality of St. Leonard..... | do | ..... | 5,000 00 | 15,000 00 |
| Parish of St. Antoine..... | Great Eastern..... | ..... | 10,000 00 | |
| do St. Denis..... | do | ..... | 10,000 00 | 20,000 00 |
| Carried forward..... | | | | 35,000 00 |
| | | | | 717,500 00 |

No. 10.—STATEMENT of Aid granted to Railways by Municipalities—Continued.

| Municipalities. | Name of Railway. | Loan. | Total. | Bonus. | Total. | Subscription to Shares or Bonds. | Total. |
|--|---|-----------|-----------|------------|------------|----------------------------------|------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| <i>NEW BRUNSWICK—Concluded.</i> | | | | | | | |
| | Brought forward..... | | | | 150,000 00 | | |
| Parish of St. George | Grand Southern | 2,000 00 | | | | | |
| do Pennfield | do | 500 00 | | | | | |
| Lepreaux | do | 500 00 | 3,000 00 | | | | |
| Town of Fort Fairfield | New Brunswick | | | 12,000 00 | | | |
| do Lynden | do | | | 11,000 00 | | | |
| City of Calais | do and Canada | | | 12,500 00 | | | |
| do Houlton | do | | | 22,000 00 | | | |
| do St. Stephen | do | | | 13,000 00 | | | |
| 57 Town of Chatham | Northern and Western of New Brunswick | | 20,000 00 | 13,000 00 | | | |
| 58 Parish of Elgin | *Petitecodiac and Elgin | 20,000 00 | | | | | |
| City of St. John | St. John and Maine | | | | | 60,000 00 | 60,000 00 |
| <i>NOVA SCOTIA.</i> | | | | | | | |
| Township of Yarmouth | Western Counties | | 23,000 00 | | | | 233,500 00 |
| Counties of Yarmouth and Digby | do | | | | | 100,000 00 | 100,000 00 |
| <i>MANITOBA.</i> | | | | | | | |
| City of Winnipeg | Canadian Pacific | | | 150,000 00 | | | |
| County of Sillcock | | | | 200,000 00 | | | |
| Township of St. Andrews | | | | 35,000 00 | | | |
| Town of Morris | | | | 35,000 00 | | | |
| County of Westborne | Manitoba and North-Western | | | 75,000 00 | | | |
| Town of Portage la Prairie | | | | 50,000 00 | | | |
| | | | | | | 100,000 00 | 100,000 00 |
| | | | | | | 150,000 00 | 150,000 00 |
| | | | | | | 370,000 00 | 370,000 00 |

| | | | | |
|----------------------------------|-----------|--|------------|-----------|
| do Minnedosa | 30,000 00 | | | |
| Municipality of Shual Lake | 20,000 00 | | | |
| do Birle | 40,000 00 | | | |
| do Strathclair | 600 00 | | | |
| Rapid City | 10,000 00 | | 215,600 00 | |
| BRITISH COLUMBIA. | | | | |
| City of New Westminster | | | 10,000 00 | |
| Not stated | | | 595,600 00 | |
| NORTH-WEST TERRITORIES. | | | | |
| City of New Westminster | | | | 37,500 00 |
| Not stated | | | | 35,000 00 |

*Now Elgin, Peticotiac and Havelock.

No. 10.—STATEMENT of Aid granted to Railways—Constructed and under Construction—by Governments and Municipalities,
30th June, 1889—Concluded.

SUMMARY.

| | Loan. | | Total. | | Bonus. | | Total. | | Subscrip- tions to Shares or Bonds. | | Total. | | Grand Totals. | | |
|------------------------|------------|------|-----------|------------|-------------|------|-------------|------|---|-----------|--------|-----------|---------------|-------------|----|
| | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | |
| <i>Governments.</i> | | | | | | | | | | | | | | | |
| Dominion | 15,891,533 | 33 | | | 125,812,745 | 00 | | | | | | | 141,704,278 | 33 | |
| Ontario | 26,000 | 00 | | | 5,921,007 | 52 | | | | | | | 5,947,007 | 52 | |
| Quebec | 3,722,956 | 00 | | | 8,657,319 | 02 | | | | | | | 12,380,275 | 02 | |
| New Brunswick | | | | | 4,212,165 | 00 | 300,000 | 00 | | | | | 4,512,165 | 00 | |
| Nova Scotia | 50,000 | 00 | | | 2,041,195 | 87 | | | | | | | 2,091,195 | 87 | |
| Manitoba | 1,945,000 | 00 | | | 532,250 | 00 | | | | | | | 2,477,250 | 00 | |
| British Columbia | | | | | 37,500 | 00 | | | | | | | 37,500 | 00 | |
| | | | | 21,635,489 | 33 | | 147,214,182 | 41 | | | | 300,000 | | 169,149,671 | 74 |
| <i>Municipalities.</i> | | | | | | | | | | | | | | | |
| Ontario | | | 533,000 | 00 | 8,957,041 | 78 | | | | 717,500 | 00 | | 10,209,541 | 78 | |
| Quebec | | | 2,434,000 | 00 | 406,274 | 00 | | | | 1,368,000 | 00 | | 4,208,274 | 00 | |
| New Brunswick | | | 23,000 | 00 | 283,500 | 00 | | | | 60,000 | 00 | | 316,500 | 00 | |
| Nova Scotia | | | | | 150,000 | 00 | | | | 100,000 | 00 | | 250,000 | 00 | |
| Manitoba | | | | | 595,600 | 00 | | | | | | | 595,600 | 00 | |
| British Columbia | | | | | 37,500 | 00 | | | | | | | 37,500 | 00 | |
| North-West Territories | | | | | 35,000 | 00 | | | | | | | 35,000 | 00 | |
| | | | | 2,992,000 | 00 | | 10,414,915 | 78 | | | | 2,245,500 | | 15,652,415 | 78 |
| | | | | 24,627,489 | 33 | | 157,629,098 | 19 | | | | 2,545,500 | | 184,802,087 | 52 |

SUPPLEMENT No. 1

TO THE

ANNUAL REPORT OF THE DEPARTMENT OF RAILWAYS AND CANALS

For the Year ended 30th June, 1889.

CANAL STATISTICS

FOR

SEASON OF NAVIGATION

1889.



OTTAWA:
PRINTED BY BROWN CHAMBERLIN, PRINTER TO THE QUEEN'S MOST
EXCELLENT MAJESTY.

1890.

CONTENTS.

| | PAGES. |
|--|---------|
| REPORT of B. H. Teakles for the season of Navigation ended 31st December, 1889, with the following tables..... | 1 to 51 |
| | PAGE. |
| Tonnage of certain articles through all the Canals of New York..... | 12 |
| do do do the Welland Canal..... | 14 |
| do do cleared at Buffalo and Tonawanda through the Erie Canal | 16 |
| do do cleared at Oswego through the Erie Canal..... | 17 |
| do do do downwards on the Welland Canal..... | 18 |
| do do through the Welland Canal in transit between Ports do do in the United States..... | 19 |
| Tonnage of Vegetable Food carried on Welland and New York Canals and the two principal railways competing for the carrying trade to tide-water. | 20 |
| Statement of Freight passed down the Welland Canal in Canadian and United States Vessels..... | 21 |
| Statement of large class of Vessels lightened at Port Colborne..... | 24 |
| Statement of Freight passed Eastward from Lake Erie to Montreal..... | 28 |
| Statement of Freight passed Westward from Montreal to Lake Erie..... | 29 |
| Statement of Freight passed Eastward through Welland Canal, from United States Ports to United States Ports..... | 30 |
| Statement of Vessels and their Cargoes of Grain from Ports west of Port Colborne to Montreal, quantity transhipped at Kingston and quantity taken to Montreal..... | 31, 32 |
| Statement of the quantity of Grain passed down Welland Canal to Kingston in Canadian and United States Vessels..... | 33 |
| Comparative Statement of quantity of Grain to Kingston for 1888 and 1889.... | 34 |
| Statement of the quantity of Oats arrived at Montreal <i>via</i> Canal and Railways and shipments..... | 35 |
| Statement of quantity of Coal through the Welland Canal..... | 35 |
| Statement of quantity of Coal through the Welland Canal in Canadian and United States Vessels..... | 37 |
| Statement of quantity of Coal through the St. Lawrence Canals..... | 37 |
| Statement of quantity of Freight passed down the Welland Canal to Montreal, quantity to Ontario Ports, and quantity to United States Ports..... | 38 |
| Recapitulation | 45 |
| Summary Statement of Freight passed down the Welland Canal on which full Tolls were paid..... | 47 |
| Comparative Statement of Revenue on all the Canals for 1888 and 1889..... | 48 |
| Comparative Statement of Vegetable Food and Lumber passed through all the Canals for 1888 and 1889..... | 50 |

| | PAGES. |
|----------------------------------|------------|
| Statistics of Canal Traffic..... | 52 to 193 |
| Tariff | 105 to 117 |

—————

No. OF
STATEMENT.

| | PAGE. |
|--|-------|
| 5 Welland Canal, Details of Traffic arranged Alphabetically..... | 52 |
| 6 do do Through Traffic arranged Alphabetically..... | 56 |
| 7 do do Way do do | 60 |
| 8 St. Lawrence Canals, Details of Traffic arranged Alphabetically..... | 63 |
| 9 do do Through Traffic arranged Alphabetically | 67 |
| 10 do do Way do do ... | 71 |
| 11 Ottawa Canals do Traffic arranged Alphabetically..... | 74 |
| 12 Chambly Canal do do do | 77 |
| 13 Rideau Canal do do do | 80 |
| 14 St. Peter's Canal do do do | 83 |
| 15 Trent Valley Canals do do do | 84 |
| 16 Statement of Traffic on the above mentioned Canals according to Classes..... | 86 |
| 18 Statement of the amount of Tolls accrued each month on all the Canals. | 92 |
| 19 Statement of Number, Tonnage and Nationality of Vessels passed through all the Canals..... | 94 |
| 19½ Comparative Statement of Grand Total Freight passed through all the Canals..... | 98 |
| 23 Statement of Number and Tonnage of Vessels passed through the Canals | 99 |
| 24 Statement showing the Number and Classified Tonnage of all kinds of Vessels passed through the Canals..... | 103 |
| 25 Tariff..... | 104 |

ERRATUM.

On page 5, "St. Lawrence Canals from Montreal" read "St. Lawrence Canals to Montreal."

SUPPLEMENT

TO THE

ANNUAL REPORT OF THE DEPARTMENT OF RAILWAYS & CANALS.

DEPARTMENT OF RAILWAYS AND CANALS,
CANALS REVENUE BRANCH,
OTTAWA, 19th May, 1890.

SIR,—I have the honour to submit herewith my report on the Canal Statistics for the season of 1889.

The statistics for the season of 1888 are printed with the Annual Report of the Department, and comparing them with those now submitted it will be seen that the aggregate revenue has increased for 1889 to the extent of \$59,675.38.

The several increases and decreases are as follows:—

| | Increase. | Decrease. |
|----------------------------|-------------|------------|
| On the Welland Canal..... | \$52,105 59 | |
| “ St. Lawrence Canals..... | 2,059 10 | |
| “ Chambly Canal..... | | 1,566 10 |
| “ Rideau Canal..... | 520 41 | |
| “ Ottawa Canals.... | 5,606 12 | |
| “ St. Peter’s Canal..... | 715 10 | |
| “ Trent Valley Canals..... | 235 16 | |
| Total..... | \$61,241 48 | \$1,566 10 |
| Total increase..... | \$59,675 38 | |

These figures, however, are somewhat changed by refunds under Order in Council hereinafter referred to.

There was refunded on grain in 1888 tolls to the amount of \$30,580.02, and in 1889 \$48,725.80, which makes the actual increase of revenue for 1889 \$41,529.60.

In compliance with the renewed request of the forwarders and shippers of Montreal for a continuance of the reduction of tolls on grain, His Excellency the Governor-General, on the the 18th March, 1889, authorized a reduction of tolls to two (2) cents per ton on grain passing down the Welland and St. Lawrence Canals to Montreal or ports east of that point for the season of 1889, and no longer.

The full amount of tolls on the Welland Canal was collected, and a refund of 18 cents per ton was made on proof of the delivery of the grain at Montreal.

The quantity of barley, corn, oats, pease, rye and wheat passed down the Welland Canal from United States ports to United States ports for a period of ten years upon which there was no reduction of tolls, is as follows:—

| | Tons. | | Tons. |
|---------------|---------|---------------|---------|
| For 1880..... | 47,029 | For 1885..... | 117,346 |
| 1881..... | 64,351 | 1886..... | 151,551 |
| 1882..... | 63,881 | 1887..... | 134,868 |
| 1883..... | 121,876 | 1888..... | 169,664 |
| 1884..... | 104,537 | 1889..... | 213,766 |

The quantity of these articles passed down the Welland and St. Lawrence Canals from ports west of Port Colborne to Montreal for the same period is as follows:—

| | Tons. | | Tons. |
|---------------|---------|---------------|---------|
| For 1880..... | 333,806 | For 1885..... | 96,569 |
| 1881..... | 146,127 | 1886..... | 203,940 |
| 1882..... | 180,694 | 1887..... | 185,034 |
| 1883..... | 186,814 | 1888..... | 160,358 |
| * 1884..... | 142,194 | 1889..... | 267,769 |

*A refund of 10 cents per ton was allowed on grain passed down the Welland and St. Lawrence Canals to Montreal for 1884 and to June, 1885, and 18 cents per ton from 1st July, 1885, to December, 1889.

It will be seen by the above figures that the movement of grain through the canals in 1889 was the largest for any one year since 1880.

The quantity passed down the Welland Canal from United States ports to United States ports (Ogdensburg, Oswego, &c.) shows an increase of 44,102 tons as compared with the previous year, and an increase of 166,737 tons compared with 1880.

The quantity passed from Lake Erie down to Montreal shows an increase of 107,411 tons compared with the previous year, and a decrease of 66,037 tons compared with 1880.

The quantity of grain passed down the Welland Canal in Canadian and United States vessels to Kingston for four years is as follows:—

In Canadian vessels, there were in—

| | Tons. |
|---|---------|
| 1886, 244 cargoes, with an aggregate quantity of..... | 143,330 |
| 1887, 284 do do | 178,233 |
| 1888, 182 do do | 143,025 |
| 1889, 208 do do | 165,117 |

In United States vessels, there were in—

| | Tons. |
|--|---------|
| 1886, 97 cargoes, with an aggregate quantity of..... | 62,222 |
| 1887, 19 do do | 12,477 |
| 1888, 60 do do | 43,667 |
| 1889, 114 do do | 108,358 |

Four Canadian vessels took their cargoes of 1,544 tons of grain through to Montreal intact in 1887, against two in 1888 of 1,064 tons, and one in 1889 of 425 tons.

Sixty Canadian vessels lightened their cargoes at Kingston in 1887, against 39 in 1888 and 54 in 1889; 244 vessels discharged the whole of their cargoes at Kingston in 1887, against 201 in 1888 and 267 in 1889.

9. The total quantity of freight passed eastward and westward through the Welland Canal, from United States ports to United States ports, for a period of nine years, is as follows:—

| | Eastward, Tons. | Westward, Tons. |
|----------------|--------------------|--------------------|
| 1881 | 96,266 | 97,907 |
| 1882 | 110,286 | 172,520 |
| 1883 | 174,912 | 257,699 |
| 1884 | 163,998 | 243,081 |
| 1885 | 168,212 | 216,297 |
| 1886 | 244,916 | 239,562 |
| 1887 | 189,427 | 151,074 |
| 1888 | 221,062 | 213,689 |
| 1889 | 297,353 | 266,231 |

It will thus be seen that the quantity of freight from United States ports to United States ports, by the Welland route, is steadily increasing, having increased from 96,266 tons, eastward, in 1881, to 297,353 tons in 1889; and there is also a very marked increase in the quantity passed westward.

The total quantity of freight passed eastward and westward through the Welland and St. Lawrence Canals, from Lake Erie to Montreal, during the same period, is as follows:—

| | * Eastward, Tons. | + Westwards, Tons. |
|----------------|----------------------|-----------------------|
| 1881 | 169,213 | 37,190 |
| 1882 | 198,835 | 24,488 |
| 1883 | 205,394 | 27,488 |
| 1884 | 168,715 | 9,425 |
| 1885 | 132,968 | 16,115 |
| 1886 | 244,514 | 16,801 |
| 1887 | 213,834 | 14,075 |
| 1888 | 183,899 | 19,310 |
| 1889 | 298,197 | 25,370 |

The quantity of barley, corn, oats, pease, rye and wheat arriving at Montreal *via* Grand Trunk and Canadian Pacific Railways, for a period of 8 years, is reported as follows:—

| | Tons. | | Tons. |
|--------------------|---------|--------------------|---------|
| For 1882 | 75,026 | For 1886 | 165,613 |
| 1883 | 98,672 | 1887 | 191,760 |
| 1884 | 142,231 | 1888 | 113,794 |
| 1885 | 160,821 | 1889 | 94,943 |

* Allowed to pass through the St. Lawrence Canals free, per Order in Council, 21st April, 1881, and a refund of 18 cents per ton of Welland Canal tolls on grain for 1885, 1886, 1887, 1888 and 1889.

† Allowed to pass through the Welland Canal free, per Order in Council 21st April, 1881.

The quantity of the same articles passed down the whole length of the St. Lawrence Canals to Montreal, for the same period, being:—

| | Tons. | | Tons. |
|---------------|---------|---------------|---------|
| For 1882..... | 230,055 | For 1886..... | 272,133 |
| 1883..... | 263,368 | 1887..... | 237,881 |
| 1884..... | 174,496 | 1888..... | 166,191 |
| 1885..... | 134,824 | 1889..... | 275,414 |

The quantity of corn passed down the Welland and St. Lawrence Canals from Lake Erie to Montreal, for the seasons of—

| | Tons. |
|-----------------------------|----------------|
| 1888, was | 66,443 |
| 1889, was | 195,350 |
| Showing an increase of..... | <u>128,907</u> |

The quantity of corn carried on the New York canals is reported as follows:—

| | Tons. |
|-----------------------------|---------------|
| For 1888 | 499,218 |
| 1889 | 592,550 |
| Showing an increase of..... | <u>93,332</u> |

The quantity of wheat passed down the Welland and St. Lawrence Canals from Lake Erie to Montreal was—

| | Tons. |
|-----------------------------|---------------|
| For 1888 | 93,915 |
| 1889 | 70,815 |
| Showing a decrease of | <u>23,100</u> |

The quantity of wheat carried by the New York canals is reported as follows:—

| | Tons. |
|-----------------------------|--------------|
| For 1888 | 491,419 |
| 1889 | 484,141 |
| Showing a decrease of | <u>7,278</u> |

The total quantity of grain carried on the New York railways was reported as follows:—

| | Tons. |
|-----------------------------|----------------|
| For 1888..... | 2,151,749 |
| 1889..... | 2,481,501 |
| Showing an increase of..... | <u>329,752</u> |

The total quantity of grain carried to tide-water by the New York canals is reported as follows:—

| | Tons. |
|-----------------------------|----------------|
| For 1888..... | 1,114,574 |
| 1889..... | 1,242,804 |
| Showing an increase of..... | <u>128,230</u> |

The quantity of grain passed down the St. Lawrence Canals from Montreal is as follows :—

| | Tons. |
|------------------------------|-------------------|
| For 1888 | 166,191 |
| 1889 | 275,414 |
| | <u> </u> |
| Showing an increase of | 109,223 |
| | <u> </u> |

The total quantity of grain carried by the Canadian Pacific and Grand Trunk Railways to Montreal, the only Atlantic seaport for which we have been able to get the figures, is reported as follows :—

| | Tons. |
|----------------------------|-------------------|
| For 1888 | 113,794 |
| 1889 | 94,943 |
| | <u> </u> |
| Showing a decrease of..... | 18,851 |
| | <u> </u> |

The increases and decreases for 1889, as compared with 1888, on the several routes competing for the carrying trade to the seaboard, is as follows :—

| | Increase. | Decrease. | Increase. | Decrease. |
|---|-----------|-----------|-----------|-----------|
| | Tons. | Tons. | Per cent. | Per cent. |
| On the St. Lawrence Canals..... | 109,223 | | 65.75 | |
| do Canadian Pacific and Grand Trunk Railways..... | | 18,851 | | 16.56 |
| do New York canals..... | 128,230 | | 11.50 | |
| do New York railways..... | 329,752 | | 15.32 | |

The quantity of grain transhipped at Port Colborne in 1889 and the three previous years is given below.

The total number of grain-laden vessels lightened at this Port in 1889 was 47, against 23 in the previous year.

The number unladen without entering the Canal was 3 against 3 in 1888.

The quantity of the grain lightered was as follows :—

| | 1886. | 1887. | 1888. | 1889. |
|-------------|----------|----------|----------|----------|
| | Centals. | Centals. | Centals. | Centals. |
| Wheat | 96,871 | 5,031 | 6,864 | 22,333 |
| Corn | 511,735 | 147,435 | 74,488 | 142,626 |
| Barley..... | Nil. | Nil. | Nil. | Nil. |
| Oats..... | do. | do. | do. | 2,894 |

The quantity discharged in this Port from vessels which did not enter the canal was follows:—

| | 1886. | 1887. | 1888. | 1889. |
|--------------|----------|----------|----------|----------|
| | Centals. | Centals. | Centals. | Centals. |
| Wheat | Nil. | Nil. | 43,555 | 5,165 |
| Corn | do. | do. | 13,202 | Nil. |
| Barley | do. | do. | Nil. | do. |
| Oats | do. | do. | do. | do. |

Forty-one United States vessels passed down the Welland Canal during 1889, with an average cargo of 47,724 bushels of grain. See Appendix J.

The quantity of oats passed down the Welland Canal, from United States ports to United States ports (Oswego, Ogdensburgh) for a series of years, is as follows:—

| | Bushels. | Tons. |
|---------------|-----------|----------|
| For 1884..... | 574,643 | or 9,769 |
| 1885..... | 51,882 | 882 |
| 1886..... | 281,761 | 4,790 |
| 1887..... | 708,823 | 12,050 |
| 1888..... | 1,559,411 | 2,660 |
| 1889..... | 1,617,176 | 27,492 |

The total quantity arrived at Montreal by canal for the same period is as follows:—

| | Bushels. | Tons. |
|---------------|----------|----------|
| For 1884..... | 297,326 | or 5,054 |
| 1885..... | 678,866 | 11,540 |
| 1886..... | 650,910 | 11,365 |
| 1887..... | 341,568 | 5,806 |
| 1888..... | 123,213 | 2,094 |
| 1889..... | 119,958 | 2,039 |

It will thus be seen that while the quantity to the United States ports increased from 574,643 bushels in 1884 to 1,617,176 bushels in 1889, or an increase of 1,042,533 bushels, the quantity to Montreal by canal decreased from 297,326 bushels to 119,958 bushels in 1889, or a decrease of 177,368 bushels.

By reference to Appendix R it will be seen that the total quantity of oats arrived at Montreal by canal and rail for 1889 was 932,708 bushels, and the shipments were only 88,910 bushels.

There was a large increase in the quantity of coal passed through the Welland Canal for the season of 1889.

For comparative statements for five years, see Appendix S.

The quantity for 1889 is as follows:—

WESTWARD.

| | Tons. | Tolls. |
|------------------------------|----------------|--------------------|
| To United States ports | 226,353 | \$45,270 40 |
| Canadian do | 12,036 | 2,407 20 |
| Total | <u>238,388</u> | <u>\$47,677 60</u> |

Carried as follows:—

| | | |
|--------------------------------|----------------|--------------------|
| In United States vessels | 227,125 | \$45,425 00 |
| Canadian do | 11,263 | 2,252 60 |
| Total | <u>238,388</u> | <u>\$47,677 60</u> |

EASTWARD.

| | Tons. | Tolls. |
|-----------------------------|---------------|--------------------|
| To United States ports..... | 1,124 | \$ 224 80 |
| Canadian do | 25,931 | 5,186 20 |
| Total..... | <u>27,055</u> | <u>\$ 5,411 00</u> |

Carried as follows:—

| | | |
|-------------------------------|---------------|--------------------|
| In United States vessels..... | 2,376 | \$ 475 20 |
| Canadian do | 24,679 | 4,935 80 |
| Total..... | <u>27,055</u> | <u>\$ 5,411 00</u> |

The total quantity of coal passed through the Welland Canal for 1889 is as follows:—

EASTWARD AND WESTWARD.

| | Tons. | Tolls. |
|-----------------------------|----------------|--------------------|
| To United States ports..... | 227,476 | \$45,495 20 |
| Canadian do | 37,969 | 7,593 40 |
| Total..... | <u>265,443</u> | <u>\$53,088 60</u> |

Carried as follows:—

| | | |
|--------------------------------|----------------|--------------------|
| In United States vessels | 229,501 | \$45,900 20 |
| Canadian do | 35,942 | 7,188 40 |
| Total | <u>265,443</u> | <u>\$53,088 60</u> |

By reference to Appendix U it will be seen that the quantity of freight from ports west of Port Colborne to United States ports on the south of Lake Ontario has increased from 175,455 tons in 1883 to 297,353 tons in 1889, and the quantity to Ontario ports between Port Dalhousie and Cornwall has decreased from 184,502

tons in 1883 to 146,167 in 1889, and the quantity passed down from Montreal has increased from 205,394 tons in 1883 to 292,827 in 1889.

The statistical comparisons heretofore given in respect of the quantities of the principle articles carried through the Welland Canal, and those carried over routes in the United States, in competition with that work, have been continued to date.

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

| | Per cent. | | Per cent. |
|--------------|-----------|--------------|-----------|
| In 1859..... | 68·9 | In 1879..... | 23·7 |
| 1869..... | 47·0 | 1880..... | 25·1 |
| 1870..... | 38·9 | 1881..... | 18·5 |
| 1871..... | 38·9 | 1882..... | 19·0 |
| 1872..... | 40·1 | 1883..... | 18·7 |
| 1873..... | 34·9 | 1884..... | 19·0 |
| 1874..... | 31·7 | 1885..... | 17·1 |
| 1875..... | 28·4 | 1886..... | 16·9 |
| 1876..... | 24·6 | 1887..... | 16·3 |
| 1877..... | 28·3 | 1888..... | 18·8 |
| 1878..... | 27·1 | 1889..... | 11·1 |

The quantity of freight carried by the canals and railways was greater in 1889 by 3,951,063 tons than the quantity carried in 1888, and an increase of 17,742,499 tons over 1869.

The proportion carried by canals was less than any previous year.

The quantities carried were as follows:—

| | Total Tonnage. | Proportion by Canals. |
|--------------|----------------|-----------------------------|
| In 1859..... | 5,485,076 | ·6890 |
| 1869..... | 12,453,174 | ·4705 |
| 1870..... | 15,148,274 | ·3895 |
| 1871..... | 15,844,152 | ·3896 |
| 1872..... | 16,631,609 | ·4012 |
| 1873..... | 18,200,208 | ·3497 |
| 1874..... | 18,283,547 | ·3174 |
| 1875..... | 17,101,758 | ·2841 |
| 1876..... | 16,948,627 | ·2462 |
| 1877..... | 17,489,770 | ·2833 |
| 1878..... | 19,017,301 | ·2719 |
| 1879..... | 22,590,766 | ·2373 |
| 1880..... | 25,706,586 | ·2512 |
| 1881..... | 27,857,394 | ·1859 |
| 1882..... | 28,693,054 | ·1905 |
| 1883..... | 30,167,119 | ·1877 |

| | Total Tonnage. | Proportion by Canals. |
|-----------|----------------|-----------------------------|
| 1884..... | 26,293,844 | ·1905 |
| 1885..... | 27,543,948 | ·1718 |
| 1886..... | 31,168,744 | ·1698 |
| 1887..... | 34,029,791 | ·1632 |
| 1888..... | 26,244,610 | ·1883 |
| 1889..... | 30,195,673 | ·1116 |

By reference to Statement H as to the quantity of vegetable food carried to tide-water, it will be observed that the quantity carried by the New York canals was 1,296,896 in 1889, as against 1,166,958 tons in 1888 and 2,371,090 in 1880.

The quantities of vegetable food carried by the New York Central, Erie and New York, West Shore and Buffalo Railways being:—

| | | | |
|--------------|--|--------------|-----------|
| In 1889..... | $\left\{ \begin{array}{l} 3,654,984 \\ 3,197,634 \\ 3,847,766 \\ 3,802,262 \\ 4,105,594 \end{array} \right.$ | In 1884..... | 3,639,805 |
| 1888.....* | | 1883..... | 4,422,461 |
| 1887..... | | 1882..... | 3,888,557 |
| 1886..... | | 1880..... | 4,732,385 |
| 1885..... | | 1869..... | 1,087,809 |

The following figures are an abstract of the quantities of vegetable food carried to tide-water by the canals and railways of the State of New York, during twenty-one years:—

| | Canals. | Railways. | Total. | Proportions by Canals. |
|-----------|-----------|-----------|-----------|------------------------------|
| 1869..... | 1,302,613 | 1,087,809 | 2,390,422 | ·545 |
| 1870..... | 1,295,010 | 1,766,457 | 3,061,467 | ·423 |
| 1871..... | 1,850,198 | 2,205,589 | 4,055,787 | ·456 |
| 1872..... | 1,674,320 | 1,870,614 | 3,544,934 | ·472 |
| 1873..... | 1,745,171 | 2,036,992 | 3,782,163 | ·461 |
| 1874..... | 1,767,598 | 2,791,517 | 4,559,115 | ·387 |
| 1875..... | 1,305,550 | 2,343,241 | 3,648,791 | ·357 |
| 1876..... | 1,064,293 | 2,875,803 | 3,940,096 | ·270 |
| 1877..... | 1,498,984 | 2,493,683 | 3,992,667 | ·375 |
| 1878..... | 1,912,734 | 3,695,764 | 5,608,498 | ·341 |
| 1879..... | 1,833,399 | 4,353,617 | 6,187,016 | ·296 |
| 1880..... | 2,371,090 | 4,732,385 | 7,103,475 | ·333 |
| 1881..... | 1,116,561 | 4,983,722 | 6,100,283 | ·183 |
| 1882..... | 1,118,776 | 3,885,557 | 5,004,333 | ·223 |
| 1883..... | 1,379,000 | 4,422,461 | 5,801,461 | ·237 |
| 1884..... | 1,236,986 | 3,639,805 | 4,876,791 | ·253 |
| 1885..... | 1,063,310 | 4,105,594 | 5,168,904 | ·205 |
| 1886..... | 1,489,886 | 3,802,262 | 5,292,148 | ·281 |
| 1887..... | 1,539,403 | 3,847,766 | 5,387,169 | ·285 |
| 1888..... | 1,166,958 | 3,197,734 | 4,364,692 | ·267 |
| 1889..... | 1,296,896 | 3,654,984 | 4,951,880 | ·262 |

* Flour and grain only.

The Canadian Pacific and Canada Atlantic Railways have become formidable competitors to the Ottawa Canals for the carrying of lumber from the Ottawa district.

The quantity carried from Ottawa and Hull by these two railways for 1888 and 1889 is reported as follows:--

| | 1888. | 1889. |
|----------------------------|-------------|-------------|
| Sawn Lumber, feet B.M..... | 119,304,517 | 125,937,719 |
| Shingles | 50,000 | ..... |

Quantity carried by the Ottawa Canals for the same period is as follows:—

| | | |
|-----------------------------|-------------|-------------|
| Sawn Lumber, feet B. M..... | 319,923,600 | 368,910,600 |
| Shingles | 5,028,000 | 5,184,000 |

I have the honor to be, Sir,

Your obedient servant,

B. H. TEAKLES,

Chief Clerk Canals Revenue.

A. P. BRADLEY, Esq.,

Secretary Department Railways and Canals,
Ottawa.

T A B L E S

SHOWING THE

TONNAGE ON THE CANALS.

C.—TABLE showing the Tonnage of the undermentioned Articles, moved

| Years. | VEGETABLE FOOD. | | | | | | |
|-----------|-----------------|---------|-----------|---------|---------|--------|-----------------------------|
| | Flour. | Wheat. | Corn. | Barley. | Oats. | Rye. | Other Vegetable Food. |
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| 1869..... | 71,051 | 670,534 | 256,475 | 99,012 | 92,309 | 13,489 | 99,743 |
| 1870..... | 54,978 | 658,524 | 193,129 | 123,191 | 117,941 | 19,520 | 127,727 |
| 1871..... | 41,211 | 748,549 | 672,057 | 113,992 | 129,891 | 34,563 | 109,935 |
| 1872..... | 20,534 | 403,903 | 902,753 | 120,061 | 92,959 | 13,357 | 120,753 |
| 1873..... | 19,307 | 803,064 | 637,296 | 70,586 | 70,023 | 30,160 | 114,735 |
| 1874..... | 29,134 | 772,163 | 519,203 | 98,634 | 59,408 | 8,215 | 280,821 |
| 1875..... | 17,635 | 744,293 | 282,031 | 104,475 | 62,717 | 8,309 | 86,090 |
| 1876..... | 9,290 | 416,376 | 365,254 | 96,494 | 52,147 | 19,949 | 104,783 |
| 1877..... | 8,923 | 448,943 | 723,458 | 139,453 | 66,045 | 35,948 | 77,114 |
| 1878..... | 5,904 | 844,555 | 734,993 | 89,534 | 85,029 | 64,613 | 88,106 |
| 1879..... | 7,164 | 949,466 | 621,180 | 96,144 | 23,164 | 59,210 | 77,071 |
| 1880..... | 8,266 | 966,052 | 1,156,619 | 106,247 | 20,893 | 26,340 | 86,673 |
| 1881..... | 6,926 | 444,832 | 475,823 | 81,587 | 30,321 | 15,484 | 61,588 |
| 1882..... | 9,372 | 642,215 | 251,687 | 96,630 | 22,180 | 43,372 | 53,300 |
| 1883..... | 9,047 | 573,740 | 522,978 | 58,787 | 51,607 | 95,246 | 67,595 |
| 1884..... | 7,251 | 790,409 | 198,216 | 65,008 | 52,696 | 71,462 | 51,944 |
| 1885..... | 6,869 | 565,922 | 359,982 | 64,587 | 8,234 | 10,211 | 47,505 |
| 1886..... | 9,005 | 993,129 | 354,765 | 62,854 | 7,278 | 3,073 | 59,782 |
| 1887..... | 4,089 | 936,840 | 446,617 | 75,458 | 35,365 | 6,717 | 47,678 |
| 1888..... | 3,287 | 491,419 | 499,218 | 41,100 | 70,315 | 12,532 | 49,087 |
| 1889..... | 4,429 | 484,141 | 592,550 | 66,110 | 63,674 | 36,329 | 49,663 |

on all Canals in the State of New York, during a series of twenty-one Years.

| HEAVY GOODS. | | | | | | |
|--------------|---------------|-------------|---------|-----------|---------|-----------|
| Total. | Railway Iron. | Other Iron. | Salt. | Coal. | Ores. | Total. |
| Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| 1,302,613 | 137,677 | 79,652 | 263,333 | 1,324,408 | 183,992 | 1,989,062 |
| 1,295,010 | 135,930 | 89,708 | 266,740 | 1,558,185 | 238,802 | 2,289,335 |
| 1,850,198 | 178,269 | 100,310 | 248,709 | 1,194,037 | 289,952 | 2,011,277 |
| 1,674,320 | 161,667 | 96,996 | 248,558 | 1,462,590 | 377,592 | 2,347,403 |
| 1,745,171 | 53,363 | 62,581 | 216,706 | 1,625,859 | 415,968 | 2,374,477 |
| 1,767,598 | 24,511 | 82,955 | 173,590 | 1,413,162 | 232,544 | 1,926,762 |
| 1,305,550 | 36,603 | 95,305 | 186,785 | 1,217,091 | 283,219 | 1,819,003 |
| 1,064,293 | 11,691 | 69,450 | 114,070 | 1,036,698 | 173,530 | 1,405,439 |
| 1,498,984 | 10,341 | 58,828 | 156,918 | 1,286,881 | 250,573 | 1,763,541 |
| 1,912,734 | 8,385 | 65,642 | 139,927 | 889,873 | 210,078 | 1,313,905 |
| 1,833,399 | 27,634 | 99,568 | 136,021 | 971,074 | 314,411 | 1,548,708 |
| 2,371,090 | 94,613 | 139,993 | 144,487 | 959,342 | 370,884 | 1,709,319 |
| 1,116,561 | 78,650 | 205,005 | 113,756 | 1,092,003 | 337,873 | 1,827,287 |
| 1,118,776 | 58,921 | 122,786 | 108,040 | 1,228,435 | 364,361 | 1,882,543 |
| 1,379,000 | 46,553 | 47,412 | 190,392 | 1,152,849 | 293,892 | 1,731,098 |
| 1,236,986 | 28,513 | 54,471 | 161,788 | 954,288 | 201,610 | 1,400,670 |
| 1,063,310 | 12,215 | 38,726 | 161,272 | 1,025,941 | 195,750 | 1,433,904 |
| 1,489,886 | 10,878 | 152,030 | 112,002 | 857,884 | 269,914 | 1,402,708 |
| 1,552,764 | 21,368 | 224,979 | 124,054 | 905,424 | 243,578 | 1,539,403 |
| 1,166,958 | 2,596 | 43,881 | 106,344 | 1,219,680 | 259,269 | 1,631,770 |
| 1,296,896 | 3,278 | 78,135 | 112,100 | 1,094,897 | 234,948 | 1,523,358 |

D.—TABLE showing the Tonnage of the undermentioned Articles, moved
December,

| YEAR. | VEGETABLE FOOD. | | | | | | |
|-------------|-----------------|---------|---------|---------|--------|-------|-----------------|
| | Flour. | Wheat. | Corn. | Barley. | Oats. | Rye. | Other Articles. |
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| 1869* | 45,674 | 313,825 | 120,569 | 20,951 | ..... | 904 | 1,937 |
| 1872..... | 26,651 | 239,998 | 254,902 | 6,035 | 7,752 | .64 | 2,745 |
| 1873..... | 30,665 | 355,847 | 180,169 | 8,225 | 1,194 | 3 | 3,777 |
| 1874..... | 24,019 | 413,212 | 181,151 | 18,871 | 5,954 | 513 | 8,677 |
| 1875..... | 13,964 | 253,835 | 103,749 | 35,751 | 3,383 | 917 | 6,337 |
| 1876..... | 15,778 | 201,906 | 144,501 | 18,455 | 24,496 | 1,454 | 3,198 |
| 1877..... | 13,558 | 253,953 | 169,196 | 19,870 | 2,810 | 2,439 | 2,355 |
| 1878..... | 9,121 | 191,982 | 185,931 | 10,979 | 3,088 | ..... | 2,302 |
| 1879..... | 10,710 | 274,570 | 144,506 | 4,655 | 1,239 | 440 | 2,444 |
| 1880..... | 12,679 | 245,020 | 163,738 | 17,772 | 477 | 1,016 | 1,480 |
| 1881..... | 9,959 | 127,832 | 101,075 | 24,599 | ..... | 1,844 | 2,086 |
| 1882..... | 12,261 | 215,056 | 54,799 | 20,126 | 611 | 3,226 | 403 |
| 1883..... | 13,471 | 152,794 | 182,269 | 10,436 | 731 | 1,642 | 10,983 |
| 1884..... | 13,683 | 144,851 | 118,811 | 7,155 | 10,746 | 1,320 | 9,168 |
| 1885..... | 13,334 | 124,206 | 117,536 | 15,801 | 1,116 | ..... | 1,912 |
| 1886..... | 19,474 | 154,169 | 219,442 | 1,595 | 4,911 | 564 | 14,657 |
| 1887..... | 23,949 | 221,927 | 114,938 | 9,574 | 12,050 | ..... | 12,533 |
| 1888..... | 16,983 | 160,963 | 194,886 | 5,906 | 26,629 | 811 | 13,608 |
| 1889..... | 7,931 | 126,664 | 353,595 | 4,272 | 28,356 | 2,673 | 18,552 |

* Fiscal.

through the Welland Canal, during a series of Nineteen Years ended 31st 1889.

| HEAVY GOODS. | | | | | | | |
|--------------|------------------|-------------|--------|--|---------|---------|---------|
| Total. | Railway Iron. | Other Iron. | Salt. | Iron and Salt having paid full Tolls on St. Lawrence Canals. | Coal. | Ores. | Total. |
| Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| 503,860 | 68,064 | 16,924 | 91,575 | 37,153 | 103,126 | 58,781 | 275,623 |
| 538,147 | 26,217 | 17,141 | 50,540 | 44,243 | 186,932 | 98,605 | 423,678 |
| 579,880 | 6,923 | 20,754 | 40,850 | 17,157 | 339,016 | 118,685 | 543,387 |
| 647,397 | 6,032 | 12,068 | 23,309 | 9,579 | 323,503 | 56,825 | 431,316 |
| 417,936 | 1,517 | 7,588 | 13,509 | 9,962 | 321,306 | 43,683 | 397,565 |
| 409,788 | 51 | 7,997 | 30,300 | 20,327 | 288,211 | 31,654 | 378,540 |
| 464,181 | 9,630 | 9,696 | 9,173 | 3,983 | 323,869 | 42,758 | 399,109 |
| 403,403 | 10 | 11,518 | 3,980 | 12,686 | 295,318 | 15,229 | 338,741 |
| 438,564 | 2,782 | 5,797 | 7,174 | 17,796 | 192,957 | 19,164 | 245,670 |
| 442,182 | 5,360 | 4,812 | 413 | 22,273 | 109,986 | 34,139 | 176,983 |
| 269,395 | 4,585 | 7,013 | 10 | 30,682 | 128,113 | 18,785 | 189,188 |
| 306,482 | ..... | 5,348 | 50 | 17,327 | 237,559 | 23,700 | 283,984 |
| 373,326 | 1,237 | 7,922 | 66 | 17,037 | 307,058 | 31,785 | 365,105 |
| 305,734 | 698 | 652 | 461 | 3,242 | 274,471 | 53,205 | 332,729 |
| 273,905 | 78 | 2,055 | 597 | 14,243 | 248,272 | 26,728 | 291,973 |
| 414,812 | 166 | 6,123 | 48 | 12,324 | 271,356 | 27,447 | 317,464 |
| 394,971 | 1,351 | 5,636 | ..... | 6,715 | 145,193 | 13,866 | 172,761 |
| 419,786 | 93 | 3,220 | 316 | 13,617 | 223,871 | 16,872 | 257,989 |
| 542,043 | 47 | 2,479 | 1,254 | 20,269 | 268,305 | 2,435 | 294,789 |

E—TABLE showing the Tonnage of the undermentioned Articles cleared at Buffalo and Tonawanda, for transit through the Erie Canal, for a series of twenty-one years.

VEGETABLE FOOD.

| Year. | Flour. | Wheat. | Corn. | Barley. | Oats. | Rye. | Other Articles | Total. | Increase. | Decrease. |
|-----------|--------|---------|---------|---------|---------|--------|----------------|-----------|-------------|-----------|
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | | |
| 1869..... | 5,609 | 490,904 | 219,874 | 1,978 | 63,728 | 2,150 | 2,193 | 786,436 | ..... |  |
| 1870..... | 8,258 | 502,158 | 165,577 | 19,944 | 89,156 | 10,593 | 6,906 | 802,592 | 2'05..... | |
| 1871..... | 5,607 | 570,849 | 579,709 | 19,810 | 106,391 | 27,622 | 5,705 | 1,315,693 | 67'59..... | |
| 1872..... | | 330,032 | 866,169 | 41,515 | 73,572 | 5,900 | 88 | 1,317,276 | 67'50..... | |
| 1873..... | 6 | 737,167 | 611,675 | 8,636 | 51,615 | 22,441 | 634 | 1,432,174 | 82'10..... | |
| 1874..... | | 650,161 | 459,728 | 3,192 | 44,079 | 112 | 237 | 1,157,509 | 47'18..... | |
| 1875..... | 5,859 | 695,315 | 273,006 | 1,156 | 36,609 | 2,242 | 3,372 | 1,017,559 | 29'38..... | |
| 1876..... | 231 | 377,317 | 356,064 | 6,334 | 26,488 | 12,205 | 4,691 | 783,331 | ..... | 0'39 |
| 1877..... | 1,710 | 398,416 | 709,723 | 26,351 | 52,559 | 27,365 | 4,976 | 1,223,100 | 55'52..... | |
| 1878..... | 987 | 775,953 | 718,714 | 21,665 | 69,256 | 51,064 | 6,662 | 1,644,301 | 109'08..... | |
| 1879..... | 1,239 | 892,404 | 602,171 | 7,193 | 14,537 | 40,471 | 7,528 | 1,565,543 | 99'07..... | |
| 1880..... | 2,743 | 897,603 | 131,857 | 434 | 16,154 | 12,137 | 4,256 | 2,065,184 | 162'06..... | |
| 1881..... | 1,491 | 386,605 | 458,318 | 86 | 24,751 | 107 | 7,484 | 878,842 | 11'75..... | |
| 1882..... | 1,123 | 586,019 | 241,406 | 1,858 | 9,046 | 19,158 | 6,216 | 864,826 | 9'96..... | |
| 1883..... | 538 | 535,150 | 517,219 | 6,816 | 47,190 | 79,010 | 6,051 | 1,191,974 | 51'06..... | |
| 1884..... | 520 | 767,784 | 194,368 | 4,910 | 47,060 | 57,856 | 4,411 | 1,078,909 | 37'18..... | |
| 1885..... | 323 | 540,533 | 356,737 | 3,317 | 5,610 | 6,405 | 5,427 | 918,352 | 14'36..... | |
| 1886..... | 488 | 955,851 | 351,272 | 6,799 | 5,180 | ..... | 4,001 | 1,353,591 | 72'11..... | |
| 1887..... | 334 | 914,152 | 438,069 | 15,207 | 32,907 | 4,612 | 44,693 | 1,449,984 | 85'64..... | |
| 1888..... | 534 | 469,965 | 494,110 | 6,589 | 68,922 | 10,997 | 1,717 | 1,052,834 | 33'87..... | |
| 1889..... | 845 | 457,922 | 579,526 | 16,380 | 61,175 | 34,167 | 5,160 | 1,153,175 | 46'88..... | |

SUPPLEMENT to Table E showing the Shipments at Oswego during the same period.

VEGETABLE FOOD.

| Year. | Flour. | Wheat. | Corn. | Barley. | Oats. | Rye. | Other Articles | Total. | Increase. | Decrease. |
|-----------|--------|---------|--------|---------|-------|--------|----------------|---------|-----------|-----------|
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | | |
| 1869..... | 7,361 | 141,360 | 28,585 | 66,794 | 1,113 | 8,569 | 14,033 | 267,815 | ..... | ..... |
| 1870..... | 11,440 | 115,732 | 10,120 | 77,906 | 3,953 | 7,402 | 11,628 | 238,181 | ..... | 11·06 |
| 1871..... | 10,043 | 123,173 | 70,218 | 72,675 | 1,806 | 6,250 | 13,259 | 297,424 | 11·05 | ..... |
| 1872..... | 4,773 | 57,865 | 27,148 | 62,172 | 684 | 6,751 | 10,425 | 169,818 | ..... | 36·59 |
| 1873..... | 4,061 | 53,361 | 10,578 | 46,337 | 670 | 6,019 | 10,739 | 131,765 | ..... | 50·80 |
| 1874..... | ..... | 108,288 | 46,127 | 77,007 | 1,103 | 7,053 | 3,747 | 243,325 | ..... | 9·14 |
| 1875..... | 1,728 | 32,690 | 3,034 | 75,083 | 3,308 | 4,989 | 5,931 | 126,763 | ..... | 52·67 |
| 1876..... | 967 | 21,890 | 1,324 | 63,336 | 117 | 5,703 | 6,638 | 99,975 | ..... | 62·67 |
| 1877..... | 855 | 28,955 | 3,308 | 80,306 | 316 | 6,603 | 6,556 | 126,899 | ..... | 52·61 |
| 1878..... | 1,394 | 24,171 | 1,383 | 50,381 | ..... | 10,598 | 5,222 | 93,149 | ..... | 65·21 |
| 1879..... | 734 | 25,740 | 9,268 | 71,693 | ..... | 16,623 | 3,110 | 127,168 | ..... | 52·51 |
| 1880..... | 951 | 17,466 | 15,656 | 82,743 | ..... | 12,598 | 5,996 | 135,410 | ..... | 49·43 |
| 1881..... | 758 | 25,352 | 8,064 | 62,793 | 200 | 14,444 | 4,027 | 115,638 | ..... | 56·82 |
| 1882..... | 813 | 20,274 | 4,401 | 70,862 | 416 | 22,265 | 7,773 | 126,804 | ..... | 52·65 |
| 1883..... | 432 | 22,634 | 535 | 32,557 | ..... | 14,384 | 1,967 | 72,507 | ..... | 73·00 |
| 1884..... | 404 | 5,932 | 413 | 48,391 | ..... | 12,173 | 2,819 | 70,132 | ..... | 73·43 |
| 1885..... | 519 | 6,484 | 22 | 45,264 | ..... | 4,613 | 2,945 | 59,847 | ..... | 77·62 |
| 1886..... | 737 | 9,579 | 154 | 42,261 | ..... | 1,671 | 4,814 | 59,216 | ..... | 77·88 |
| 1887..... | 790 | 675 | 2 | 44,580 | ..... | 716 | 1,370 | 48,133 | ..... | 82·02 |
| 1888..... | 384 | 2,206 | 168 | 6,237 | ..... | ..... | 2,196 | 11,191 | ..... | 95·82 |
| 1889..... | 473 | 8,002 | 8,950 | 40,096 | 16 | 1,405 | 1,003 | 59,945 | ..... | 77·61 |

F.—TABLE showing the Tonnage of the undermentioned Articles cleared downward on the Welland Canal, during a series of nineteen years, ended 31st December, 1889.

VEGETABLE FOOD.

| Year. | Flour. | Wheat. | Corn. | Barley. | Oats. | Rye. | Other Articles. | Total. |
|------------|--------|---------|---------|---------|--------|-------|-----------------|---------|
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| 1869*..... | 44,110 | 310,090 | 119,541 | 3,920 | ..... | 680 | 1,541 | 479,882 |
| 1872..... | 26,648 | 231,056 | 254,534 | 2,693 | 7,594 | 64 | 2,300 | 524,889 |
| 1873..... | 30,660 | 345,720 | 180,042 | 2,643 | 1,188 | 3 | 3,557 | 563,813 |
| 1874..... | 24,017 | 406,157 | 181,128 | 377 | 5,953 | ..... | 3,301 | 620,933 |
| 1875..... | 13,930 | 248,555 | 103,477 | 813 | 3,383 | 500 | 4,304 | 374,962 |
| 1876..... | 15,735 | 194,559 | 144,501 | 1,110 | 24,496 | 1,454 | 2,949 | 384,807 |
| 1877..... | 13,588 | 248,894 | 100,185 | 10,216 | 2,810 | 2,405 | 1,833 | 448,931 |
| 1878..... | 8,854 | 188,106 | 185,931 | 1,217 | 3,088 | ..... | 2,100 | 389,296 |
| 1879..... | 10,588 | 271,545 | 144,276 | 803 | 1,196 | ..... | 2,387 | 430,795 |
| 1880..... | 12,467 | 240,601 | 162,891 | ..... | 477 | ..... | 1,418 | 417,853 |
| 1881..... | 9,655 | 121,393 | 103,075 | 252 | ..... | 6 | 1,371 | 235,752 |
| 1882..... | 12,205 | 205,876 | 54,797 | 537 | ..... | 1,954 | 225 | 275,594 |
| 1883..... | 13,256 | 146,741 | 182,143 | 975 | 731 | 518 | 10,971 | 355,335 |
| 1884..... | 13,626 | 135,804 | 118,811 | 270 | 10,746 | 477 | 9,018 | 288,752 |
| 1885..... | 13,322 | 114,090 | 117,536 | 618 | 1,116 | ..... | 1,628 | 248,310 |
| 1886..... | 19,418 | 146,151 | 218,897 | ..... | 4,891 | ..... | 14,571 | 403,928 |
| 1887..... | 23,940 | 210,755 | 114,938 | 1,711 | 12,050 | ..... | 12,149 | 375,543 |
| 1888..... | 16,973 | 150,833 | 194,886 | 555 | 26,629 | 811 | 13,358 | 404,045 |
| 1889..... | 7,922 | 120,498 | 353,595 | 197 | 28,356 | 1,918 | 18,273 | 530,759 |

* Fiscal.

G.—TABLE showing the Tonnage of the undermentioned Articles passed through the Welland Canal in transit between Ports in the United States during a series of Nineteen years, ended 31st December, 1889.

| Year. | VEGETABLE FOOD. | | | | | | | | | | HEAVY GOODS. | | | | |
|-------|-----------------|---------------|--------------|-------------|-----------|-------------|-----------------|--------------|---------------|--------------|--------------|--------------|---------------|--------|--|
| | Flour. | Wheat. | Corn. | Barley. | Oats. | Rye. | Other Articles. | Total. | Railway Iron. | Other Iron. | Salt. | Coal. | Ores. | Total. | |
| 1869* | Tons. 30,681 | Tons. 211,085 | Tons. 91,149 | Tons. 2,942 | Tons. 667 | Tons. 1,006 | Tons. 337,530 | Tons. 68,064 | Tons. 14,334 | Tons. 89,086 | Tons. 28,566 | Tons. 35,912 | Tons. 235,962 | | |
| 1872. | 10,482 | 124,695 | 89,761 | 1,391 | 7,400 | 608 | 234,337 | 24,040 | 13,239 | 49,843 | 95,741 | 59,401 | 242,204 | | |
| 1873. | 10,805 | 127,727 | 101,329 | 1,920 | 1,188 | 392 | 243,366 | 4,659 | 13,826 | 40,507 | 170,242 | 62,942 | 292,176 | | |
| 1874. | 8,230 | 229,053 | 125,627 | 5,948 | 5,368 | 1,920 | 374,226 | 5,742 | 8,941 | 22,888 | 203,673 | 19,651 | 290,895 | | |
| 1875. | 1,881 | 113,832 | 54,188 | 2,641 | 2,946 | 500 | 177,908 | 14 | 4,123 | 12,931 | 192,767 | 34,616 | 244,451 | | |
| 1876. | 5,187 | 96,247 | 58,138 | 1,905 | 525 | 403 | 162,405 | ..... | 5,531 | 29,395 | 167,110 | 25,808 | 227,844 | | |
| 1877. | 3,342 | 107,396 | 65,260 | 1,603 | 2,314 | 413 | 180,586 | 8,976 | 8,688 | 8,336 | 172,868 | 41,107 | 239,975 | | |
| 1878. | 1,316 | 65,542 | 60,026 | 859 | 277 | 341 | 128,361 | ..... | 10,713 | 3,892 | 150,583 | 13,535 | 178,723 | | |
| 1879. | 159 | 53,791 | 33,401 | ..... | 464 | 11 | 87,826 | 2,405 | 3,648 | 6,318 | 118,573 | 17,797 | 148,741 | | |
| 1880. | ..... | 30,611 | 16,122 | 1,551 | 296 | ..... | 48,580 | 4,743 | 3,515 | 371 | 65,945 | 18,380 | 92,954 | | |
| 1881 | ..... | 34,320 | 30,031 | 924 | ..... | 10 | 65,285 | 1,313 | 5,570 | ..... | 83,858 | 6,464 | 97,205 | | |
| 1882. | 107 | 30,227 | 32,433 | 537 | ..... | 684 | 64,092 | ..... | 4,076 | ..... | 158,552 | 14,533 | 177,161 | | |
| 1883. | 2,041 | 54,382 | 66,128 | 735 | 731 | 8,579 | 132,496 | 1,209 | 6,901 | 8 | 196,462 | 24,891 | 229,471 | | |
| 1884. | 1,715 | 40,956 | 53,707 | ..... | 9,874 | ..... | 114,422 | 698 | 599 | ..... | 210,790 | 15,100 | 227,187 | | |
| 1885. | 124 | 53,235 | 63,229 | 732 | 882 | 1 | 118,203 | ..... | 1,594 | ..... | 198,416 | 15,029 | 215,039 | | |
| 1886 | 7,591 | 53,258 | 94,048 | ..... | 4,730 | ..... | 172,888 | 156 | 5,328 | 1 | 189,964 | 11,364 | 206,813 | | |
| 1887. | 11,780 | 37,678 | 83,431 | 1,732 | 12,050 | ..... | 157,530 | 15 | 4,406 | ..... | 82,780 | 627 | 87,828 | | |
| 1888. | 8,563 | 39,999 | 102,974 | 2 | 26,510 | 179 | 189,825 | 63 | 1,601 | 56 | 173,259 | 2,309 | 177,288 | | |
| 1889. | 5,017 | 39,229 | 147,045 | ..... | 27,492 | ..... | 236,208 | ..... | 1,587 | 896 | 227,476 | 1,204 | 231,163 | | |

* Fiscal.

H.—TABLE showing the Tonnage of Vegetable Food carried on each of the Lines of Canals, and the two principal railways, Competing for the Carrying Trade between Lake Erie and Tidewater, for a series of Nineteen Years, ended 31st December, 1889.

| Year. | Total on New York Canals. | Total on Welland Canal. | Total on New York Central and Erie Railways. | Quantity cleared at Buffalo and Tonawanda by Erie Canal. | Quantity cleared at Oswego by Canal. | Quantity cleared through the Welland Canal in transit between ports in the United States. |
|------------|---------------------------|-------------------------|--|--|--------------------------------------|---|
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| 1869*..... | 1,302,613 | 503,860 | 1,087,809 | 786,436 | 267,815 | 337,530 |
| 1872..... | 1,674,320 | 538,147 | 1,870,614 | 1,317,276 | 169,818 | 234,337 |
| 1873..... | 1,745,171 | 579,880 | 2,036,992 | 1,432,174 | 131,765 | 243,366 |
| 1874..... | 1,767,598 | 647,397 | 2,791,517 | 1,157,509 | 243,325 | 374,226 |
| 1875..... | 1,305,550 | 417,936 | 2,343,241 | 1,017,559 | 126,763 | 177,908 |
| 1876..... | 1,064,293 | 409,788 | 2,875,803 | 783,331 | 99,975 | 162,405 |
| 1877..... | 1,408,984 | 464,181 | 2,493,683 | 1,223,100 | 126,899 | 180,586 |
| 1878..... | 1,912,734 | 403,403 | 3,695,764 | 1,644,301 | 93,149 | 128,361 |
| 1879..... | 1,833,399 | 438,564 | 4,353,617 | 1,565,543 | 127,168 | 87,826 |
| 1880..... | 2,371,090 | 442,182 | 4,732,385 | 2,065,184 | 135,410 | 48,580 |
| 1881..... | 1,116,561 | 269,395 | 4,983,722 | 878,842 | 115,638 | 65,285 |
| 1882..... | 1,118,776 | 306,482 | 3,885,557 | 864,826 | 126,804 | 64,002 |
| 1883..... | 1,379,000 | 372,236 | 4,422,461 | 1,191,974 | 72,507 | 132,496 |
| 1884..... | 1,236,986 | 305,734 | 3,639,805 | 1,078,909 | 70,132 | 114,422 |
| 1885..... | 1,063,310 | 273,905 | 4,105,594 | 918,352 | 59,847 | 118,203 |
| 1886..... | 1,489,886 | 414,812 | 3,802,262 | 1,353,591 | 59,216 | 172,888 |
| 1887..... | 1,552,764 | 394,971 | 3,847,766 | 1,449,984 | 48,133 | 157,530 |
| 1888..... | 1,166,958 | 419,786 | 3,197,734 | 1,052,834 | 11,191 | 189,825 |
| 1889..... | 1,296,896 | 542,043 | 3,654,984 | 1,155,175 | 59,945 | 236,208 |

* Fiscal.

I.—STATEMENT showing the Quantity of Freight passed down the Welland Canal in Canadian and United States Vessels entering the Canal at Port Colborne during the Seasons of Navigation, in 1882, 1883, 1884, 1885, 1886, 1887, 1888 and 1889.

| ARTICLES. | CANADIAN VESSELS. | | | | UNITED STATES VESSELS. | | | | TOTAL. | |
|---|-------------------|-----------|-----------|------------|------------------------|----------|----------|----------|-----------------|----------|
| | Steam. | | Sail. | | Steam. | | Sail. | | Steam and Sail. | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 174 | 62,665 | 432 | 121,150 | 41 | 17,482 | 329 | 97,257 | 976 | 298,554 |
| | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| 1882. | | | | | | | | | | |
| Wheat..... | 60,535 | 46,201 | 5,203 | 87,213 | 199,152 | | | | | |
| Corn..... | 7,431 | 6,075 | 3,468 | 38,360 | 55,334 | | | | | |
| Rye..... | | | | 1,954 | 1,954 | | | | | |
| Coal..... | 1,673 | 51,127 | 112 | 27,968 | 80,880 | | | | | |
| Miscellaneous merchandise..... | 2,939 | 3,744 | 1,553 | 2,605 | 10,841 | | | | | |
| Lumber..... Ft. B.M. | 1,021,957 | 1,943,568 | 3,969,790 | 17,327,483 | 24,262,798 | | | | | |
| Timber..... Cub. ft. | 125,960 | 2,874,066 | | 13,500 | 3,013,526 | | | | | |
| Staves..... No. | 59,600 | 1,065,233 | | 104,000 | 1,228,833 | | | | | |
| No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | |
| 1883. | | | | | | | | | | |
| | 180 | 68,850 | 468 | 130,844 | 111 | 68,609 | 417 | 127,616 | 1176 | 395,929 |
| | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| Wheat..... | 32,761 | 29,385 | 5,928 | 76,715 | 144,789 | | | | | |
| Corn..... | 25,651 | 21,073 | 36,146 | 99,272 | 182,142 | | | | | |
| Barley..... | | | | 735 | 735 | | | | | |
| Rye..... | | | | 518 | 518 | | | | | |
| Oats..... | | | 731 | | 731 | | | | | |
| Coal..... | 8,398 | 48,329 | 835 | 40,388 | 97,950 | | | | | |
| Miscellaneous merchandise..... | 5,238 | 3,590 | 13,195 | 2,299 | 24,322 | | | | | |
| Lumber..... Ft. B.M. | 2,102,292 | 3,455,590 | 5,287,386 | 15,143,274 | 25,988,542 | | | | | |
| Timber..... Cub. ft. | 83,700 | 3,514,944 | | 70,500 | 3,669,144 | | | | | |
| Staves..... No. | 32,876 | 1,038,349 | | 90,000 | 1,161,225 | | | | | |
| No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | |
| 1884. | | | | | | | | | | |
| | 173 | 68,250 | 285 | 73,057 | 99 | 67,637 | 364 | 97,794 | 921 | 306,738 |
| | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| Wheat..... | 38,859 | 11,618 | 5,461 | 75,474 | 131,412 | | | | | |
| Corn..... | 10,841 | 13,609 | 26,452 | 67,909 | 118,811 | | | | | |
| Barley..... | 90 | | | | 90 | | | | | |
| Rye..... | 477 | | | | 477 | | | | | |
| Oats..... | 872 | | 7,963 | 1,911 | 10,746 | | | | | |
| Coal..... | 497 | 28,275 | 301 | 10,154 | 39,227 | | | | | |
| Shingles, firewood and woodenware..... | 548 | 2,538 | 49 | 30 | 3,165 | | | | | |
| Miscellaneous merchandise..... | 2,073 | 3,804 | 11,793 | 428 | 18,103 | | | | | |
| Lumber..... Ft. B.M. | 3,393,351 | 1,680,976 | 8,987,558 | 18,126,215 | 32,188,100 | | | | | |
| Timber..... Cub. ft. | 437,356 | 2,107,780 | | 159,647 | 2,704,783 | | | | | |
| Staves..... No. | | 75,000 | 33,741 | 301,267 | 410,008 | | | | | |

I.—STATEMENTS showing the Quantity of Freight passed down the Welland Canal in Canadian and United States Vessels, &c.—Continued.

| ARTICLES. | CANADIAN VESSELS. | | | | UNITED STATES VESSELS. | | | | TOTAL. | |
|---------------------------|-------------------|----------|------------|----------|------------------------|----------|------------|----------|-----------------|----------|
| | Steam. | | Sail. | | Steam. | | Sail. | | Steam and Sail. | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 199 | 67,461 | 347 | 80,828 | 81 | 35,613 | 350 | 106,873 | 977 | 290,775 |
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | |
| 1885. | | | | | | | | | | |
| Wheat..... | 26,025 | | 3,153 | | 6,882 | | 72,478 | | 108,538 | |
| Corn..... | 16,046 | | 2,462 | | 20,589 | | 78,439 | | 117,536 | |
| Barley..... | | | 228 | | | | | | 228 | |
| Oats..... | | | | | 217 | | 665 | | 882 | |
| Pease..... | 11 | | | | | | | | 11 | |
| Rye..... | | | | | | | | | | |
| Coal..... | 1,005 | | 20,318 | | | | 18,560 | | 39,883 | |
| Miscellaneous merchandise | 1,941 | | 3,689 | | 1,111 | | 1,086 | | 7,827 | |
| Shingles, woodenware, &c. | 223 | | 9 | | 53 | | 58 | | 343 | |
| Sawed Lumber...Ft. B.M. | 7,725,105 | | 8,681,081 | | 9,381,654 | | 20,935,270 | | 46,723,110 | |
| Square Timber...Cub. Ft. | 601,516 | | 2,849,526 | | 20,692 | | 113,682 | | 3,585,416 | |
| Staves.....No. | 104,000 | | 44,000 | | 83,500 | | | | 231,500 | |
| Firewood.....Cords | | | 783 | | | | | | 783 | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 261 | 95,928 | 426 | 123,297 | 118 | 86,937 | 358 | 108,344 | 1163 | 414,506 |
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| 1886. | | | | | | | | | | |
| Wheat..... | 38,984 | | 30,834 | | 2,937 | | 70,019 | | 142,774 | |
| Corn..... | 48,547 | | 33,315 | | 36,852 | | 99,644 | | 218,358 | |
| Barley..... | | | | | | | 572 | | 572 | |
| Oats..... | 6 | | 41 | | 4,331 | | 459 | | 4,837 | |
| Pease..... | 450 | | 158 | | | | | | 608 | |
| Rye..... | | | | | | | | | | |
| Coal..... | 4,007 | | 45,018 | | | | 11,647 | | 60,672 | |
| Miscellaneous merchandise | 2,926 | | 6,728 | | 23,687 | | 281 | | 33,622 | |
| Shingles, woodenware, &c. | 329 | | | | 252 | | 215 | | 1,152 | |
| Sawed Lumber...Ft. B.M. | 6,915,390 | | 15,719,631 | | 8,953,478 | | 18,405,961 | | 49,994,460 | |
| Square Timber...Cub. Ft. | 564,827 | | 2,335,205 | | | | 35,500 | | 2,935,532 | |
| Staves.....No. | 221,280 | | 697,933 | | | | | | 919,213 | |
| Firewood.....Cords | | | 390 | | | | | | 390 | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 250 | 86,344 | 372 | 101,745 | 107 | 94,029 | 163 | 46,152 | 892 | 328,270 |
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| 1887. | | | | | | | | | | |
| Wheat..... | 80,757 | | 81,652 | | 200 | | 46,186 | | 208,796 | |
| Corn..... | 12,341 | | 14,775 | | 65,981 | | 20,582 | | 113,679 | |
| Barley..... | | | | | 9 | | 575 | | 584 | |
| Oats..... | | | 1,376 | | 11,098 | | 279 | | 12,753 | |
| Pease..... | | | 362 | | | | | | 362 | |
| Rye..... | | | | | | | | | | |
| Coal..... | 1,436 | | 25,165 | | | | 2,108 | | 28,769 | |
| Miscellaneous merchandise | 2,179 | | 4,609 | | 24,395 | | 415 | | 31,598 | |
| Shingles, Woodenware, &c. | 1,716 | | 1,081 | | 26 | | | | 2,823 | |
| Sawed Lumber...Ft. B.M. | 2,894,767 | | 12,329,728 | | 4,161,349 | | 15,091,355 | | 34,477,199 | |
| Square Timber...Cub. Ft. | 498,770 | | 1,285,594 | | | | | | 1,784,364 | |
| Staves.....No. | | | 266,697 | | | | | | 266,697 | |
| Firewood.....Cords | 299 | | 466 | | | | | | 765 | |

I.—STATEMENT showing the Quantity of Freight passed down the Welland Canal, in Canadian and United States Vessels, &c.—*Concluded.*

| ARTICLES. | Canadian Vessels. | | | | United States Vessels. | | | | Total. | |
|---------------------------|-------------------|-----------|-------|------------|------------------------|------------|-------|------------|-----------------|------------|
| | Steam. | | Sail. | | Steam. | | Sail. | | Steam and Sail. | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 242 | 86,838 | 339 | 93,450 | 114 | 104,505 | 219 | 60,500 | 914 | 345,293 |
| Tons. | | Tons. | | Tons. | | Tons. | | Tons. | | |
| 1888. | | | | | | | | | | |
| Wheat..... | | 45,481 | | 60,379 | | 1,353 | | 40,779 | | 147,992 |
| Corn..... | | 38,620 | | 14,251 | | 71,988 | | 71,175 | | 196,024 |
| Barley..... | | | | | | | | | | |
| Oats..... | | 672 | | | | 24,967 | | 1,311 | | 26,950 |
| Pease..... | | | | 54 | | 57 | | | | 111 |
| Rye..... | | | | | | 71 | | 632 | | 703 |
| Coal..... | | 1,603 | | 20,064 | | | | 4,208 | | 25,875 |
| Miscellaneous merchandise | | 2,165 | | 3,291 | | 22,719 | | 3,722 | | 31,897 |
| Shingles, Woodenware, &c. | | 66 | | 84 | | 141 | | 6 | | 297 |
| Sawed Lumber... Ft. B.M. | | 5,262,700 | | 11,977,905 | | 4,451,360 | | 12,539,672 | | 34,230,637 |
| Square Timber... Cub. Ft. | | 687,728 | | 1,555,307 | | 19,000 | | | | 2,262,035 |
| Staves..... No. | | 106,972 | | 211,436 | | | | 34,000 | | 352,408 |
| Firewood..... Cords | | 179 | | 201 | | | | | | 380 |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 317 | 106,048 | 427 | 118,071 | 208 | 172,873 | 268 | 92,442 | 1220 | 489,434 |
| | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| 1889. | | | | | | | | | | |
| Wheat..... | | 38,127 | | 28,054 | | 1,679 | | 46,767 | | 114,627 |
| Corn..... | | 60,218 | | 43,819 | | 152,858 | | 96,700 | | 353,595 |
| Barley..... | | | | | | | | | | |
| Oats..... | | 320 | | | | 25,347 | | 2,145 | | 27,812 |
| Pease..... | | | | | | | | | | |
| Rye..... | | 948 | | 634 | | 336 | | | | 1,918 |
| Coal..... | | 3,976 | | 21,148 | | 712 | | 1,664 | | 27,500 |
| Miscellaneous merchandise | | 6,339 | | 5,749 | | 25,082 | | 3,030 | | 40,200 |
| Shingles, woodenware, &c. | | | | 1 | | | | 51 | | 52 |
| Sawed lumber, Ft. B.M.... | | 5,789,226 | | 11,632,330 | | 11,792,850 | | 21,026,211 | | 50,240,617 |
| Square timber, Cubic Ft.. | | 924,645 | | 2,934,989 | | | | | | 3,859,634 |
| Staves, No..... | | 35,700 | | 194,649 | | | | | | 220,349 |
| Firewood, Cords..... | | | | 46 | | | | | | 46 |

J.—STATEMENT of Large Class of Vessels Lightened at Welland Railway Elevator at Port Colborne; showing the Tonnage, Dimensions, Depth of Water and Cargoes passed through the Enlarged Welland Canal during the Season of Navigation in 1889.

CANADIAN STEAM VESSELS.

| Date of Arrival. | Names of Vessels. | Registered tonnage. | Length over all. | Width of beam. | Depth of hold. | Depth of Water on Arrival. | | Original Cargo to Canal. | | | Lighterage over the Welland Railway. | | | | | | | |
|------------------|-------------------|---------------------|------------------|----------------|----------------|----------------------------|---------|--------------------------|-------|-------|--------------------------------------|--------|-------|-------|--------|-------|-------|------------------|
| | | | | | | Forward. | Aft. | Wheat. | Corn. | Oats. | Rolling freight. | Wheat. | Corn. | Oats. | Wheat. | Corn. | Oats. | Rolling freight. |
| | | Tons. | Ft. | Ft. in. | Ft. in. | Ft. in. | Ft. in. | Bush. | Bush. | Bush. | Tons. | Bush. | Bush. | Tons. | Tons. | Tons. | Tons. | Tons. |
| 1889. | | | | | | | | | | | | | | | | | | |
| Sept. 13. | L. Shickluna..... | 394 | 135 | 23 | 0 | 12 | 0 | 11 | 0 | 11 | 2 | 16,196 | ..... | ..... | ..... | ..... | ..... | ..... |
| Dec. 4. | Ern..... | 317 | 174 | 26 | 0 | 12 | 6 | 11 | 0 | 11 | 0 | 26,194 | ..... | ..... | ..... | ..... | ..... | ..... |
| | Total..... | | | | | | | 42,390 | ..... | ..... | ..... | 11,597 | ..... | ..... | ..... | ..... | ..... | ..... |

CANADIAN SAILING VESSELS.

| | | | | | | | | | | | | | | | | | | | |
|----------|--------------------|-----|-----|---|----|---|----|---|----|----|----|----|--------|-------|-------|-------|-------|-------|-------|
| July 6 | G. M. Neelon..... | 314 | 138 | 3 | 25 | 8 | 11 | 6 | 11 | 1 | 11 | 11 | 22,563 | ..... | ..... | ..... | ..... | ..... | ..... |
| do 6. | T. R. Merritt..... | 328 | 138 | 0 | 25 | 4 | 12 | 2 | 11 | 10 | 11 | 9 | 22,885 | ..... | ..... | ..... | ..... | ..... | ..... |
| do 23. | G. M. Neelon..... | 314 | 138 | 3 | 25 | 8 | 11 | 6 | 11 | 11 | 11 | 11 | 23,060 | ..... | ..... | ..... | ..... | ..... | ..... |
| Aug. 27. | G. M. Neelon..... | 314 | 138 | 3 | 25 | 8 | 11 | 6 | 12 | 0 | 12 | 0 | 23,000 | ..... | ..... | ..... | ..... | ..... | ..... |
| | Total..... | | | | | | | | | | | | 91,508 | ..... | ..... | ..... | ..... | ..... | ..... |
| July 6 | G. M. Neelon..... | 314 | 138 | 3 | 25 | 8 | 11 | 6 | 11 | 1 | 11 | 11 | 22,563 | ..... | ..... | ..... | ..... | ..... | ..... |
| do 6. | T. R. Merritt..... | 328 | 138 | 0 | 25 | 4 | 12 | 2 | 11 | 10 | 11 | 9 | 22,885 | ..... | ..... | ..... | ..... | ..... | ..... |
| do 23. | G. M. Neelon..... | 314 | 138 | 3 | 25 | 8 | 11 | 6 | 11 | 11 | 11 | 11 | 23,060 | ..... | ..... | ..... | ..... | ..... | ..... |
| Aug. 27. | G. M. Neelon..... | 314 | 138 | 3 | 25 | 8 | 11 | 6 | 12 | 0 | 12 | 0 | 23,000 | ..... | ..... | ..... | ..... | ..... | ..... |
| | Total..... | | | | | | | | | | | | 91,508 | ..... | ..... | ..... | ..... | ..... | ..... |
| July 6 | G. M. Neelon..... | 314 | 138 | 3 | 25 | 8 | 11 | 6 | 11 | 1 | 11 | 11 | 22,563 | ..... | ..... | ..... | ..... | ..... | ..... |
| do 6. | T. R. Merritt..... | 328 | 138 | 0 | 25 | 4 | 12 | 2 | 11 | 10 | 11 | 9 | 22,885 | ..... | ..... | ..... | ..... | ..... | ..... |
| do 23. | G. M. Neelon..... | 314 | 138 | 3 | 25 | 8 | 11 | 6 | 11 | 11 | 11 | 11 | 23,060 | ..... | ..... | ..... | ..... | ..... | ..... |
| Aug. 27. | G. M. Neelon..... | 314 | 138 | 3 | 25 | 8 | 11 | 6 | 12 | 0 | 12 | 0 | 23,000 | ..... | ..... | ..... | ..... | ..... | ..... |
| | Total..... | | | | | | | | | | | | 91,508 | ..... | ..... | ..... | ..... | ..... | ..... |
| July 6 | G. M. Neelon..... | 314 | 138 | 3 | 25 | 8 | 11 | 6 | 11 | 1 | 11 | 11 | 22,563 | ..... | ..... | ..... | ..... | ..... | ..... |
| do 6. | T. R. Merritt..... | 328 | 138 | 0 | 25 | 4 | 12 | 2 | 11 | 10 | 11 | 9 | 22,885 | ..... | ..... | ..... | ..... | ..... | ..... |
| do 23. | G. M. Neelon..... | 314 | 138 | 3 | 25 | 8 | 11 | 6 | 11 | 11 | 11 | 11 | 23,060 | ..... | ..... | ..... | ..... | ..... | ..... |
| Aug. 27. | G. M. Neelon..... | 314 | 138 | 3 | 25 | 8 | 11 | 6 | 12 | 0 | 12 | 0 | 23,000 | ..... | ..... | ..... | ..... | ..... | ..... |
| | Total..... | | | | | | | | | | | | 91,508 | ..... | ..... | ..... | ..... | ..... | ..... |
| July 6 | G. M. Neelon..... | 314 | 138 | 3 | 25 | 8 | 11 | 6 | 11 | 1 | 11 | 11 | 22,563 | ..... | ..... | ..... | ..... | ..... | ..... |
| do 6. | T. R. Merritt..... | 328 | 138 | 0 | 25 | 4 | 12 | 2 | 11 | 10 | 11 | 9 | 22,885 | ..... | ..... | ..... | ..... | ..... | ..... |
| do 23. | G. M. Neelon..... | 314 | 138 | 3 | 25 | 8 | 11 | 6 | 11 | 11 | 11 | 11 | 23,060 | ..... | ..... | ..... | ..... | ..... | ..... |
| Aug. 27. | G. M. Neelon..... | 314 | 138 | 3 | 25 | 8 | 11 | 6 | 12 | 0 | 12 | 0 | 23,000 | ..... | ..... | ..... | ..... | ..... | ..... |
| | Total..... | | | | | | | | | | | | 91,508 | ..... | ..... | ..... | ..... | ..... | ..... |
| July 6 | G. M. Neelon..... | 314 | 138 | 3 | 25 | 8 | 11 | 6 | 11 | 1 | 11 | 11 | 22,563 | ..... | ..... | ..... | ..... | ..... | ..... |
| do 6. | T. R. Merritt..... | 328 | 138 | 0 | 25 | 4 | 12 | 2 | 11 | 10 | 11 | 9 | 22,885 | ..... | ..... | ..... | ..... | ..... | ..... |
| do 23. | G. M. Neelon..... | 314 | 138 | 3 | 25 | 8 | 11 | 6 | 11 | 11 | 11 | 11 | 23,060 | ..... | ..... | ..... | ..... | ..... | ..... |
| Aug. 27. | G. M. Neelon..... | 314 | 138 | 3 | 25 | 8 | 11 | 6 | 12 | 0 | 12 | 0 | 23,000 | ..... | ..... | ..... | ..... | ..... | ..... |
| | Total..... | | | | | | | | | | | | 91,508 | ..... | ..... | ..... | ..... | ..... | ..... |

UNITED STATES STEAM VESSELS.

| | | | | | | | | | | | | | | | | | | | |
|-----------|---------------------|-------|-----|----|---|----|---|----|----|----|---|--------|--------|-------|-------|-------|-------|-------|-------|
| April 20. | John Rougee..... | 950 | 216 | 35 | 0 | 18 | 0 | 13 | 10 | 14 | 5 | 56,000 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| do 21. | D. C. Whitney..... | 1,013 | 246 | 42 | 0 | 14 | 6 | 14 | 10 | 14 | 9 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| do 22. | Wm. A. Haskill..... | 1,441 | 265 | 37 | 0 | 16 | 6 | 13 | 11 | 14 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| do 22. | Anna Smith..... | 657 | 178 | 32 | 6 | 13 | 8 | 14 | 10 | 15 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| do 23. | W. J. Averill..... | 1,425 | 265 | 36 | 6 | 16 | 7 | 14 | 10 | 15 | 0 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Total..... | | | | | | | | | | | | 62,625 | ..... | ..... | ..... | ..... | ..... | ..... |
| April 20. | John Rougee..... | 950 | 216 | 35 | 0 | 18 | 0 | 13 | 10 | 14 | 5 | 56,000 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| do 21. | D. C. Whitney..... | 1,013 | 246 | 42 | 0 | 14 | 6 | 14 | 10 | 14 | 9 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| do 22. | Wm. A. Haskill..... | 1,441 | 265 | 37 | 0 | 16 | 6 | 13 | 11 | 14 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| do 22. | Anna Smith..... | 657 | 178 | 32 | 6 | 13 | 8 | 14 | 10 | 15 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| do 23. | W. J. Averill..... | 1,425 | 265 | 36 | 6 | 16 | 7 | 14 | 10 | 15 | 0 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Total..... | | | | | | | | | | | | 62,625 | ..... | ..... | ..... | ..... | ..... | ..... |
| April 20. | John Rougee..... | 950 | 216 | 35 | 0 | 18 | 0 | 13 | 10 | 14 | 5 | 56,000 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| do 21. | D. C. Whitney..... | 1,013 | 246 | 42 | 0 | 14 | 6 | 14 | 10 | 14 | 9 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| do 22. | Wm. A. Haskill..... | 1,441 | 265 | 37 | 0 | 16 | 6 | 13 | 11 | 14 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| do 22. | Anna Smith..... | 657 | 178 | 32 | 6 | 13 | 8 | 14 | 10 | 15 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| do 23. | W. J. Averill..... | 1,425 | 265 | 36 | 6 | 16 | 7 | 14 | 10 | 15 | 0 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Total..... | | | | | | | | | | | | 62,625 | ..... | ..... | ..... | ..... | ..... | ..... |
| April 20. | John Rougee..... | 950 | 216 | 35 | 0 | 18 | 0 | 13 | 10 | 14 | 5 | 56,000 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| do 21. | D. C. Whitney..... | 1,013 | 246 | 42 | 0 | 14 | 6 | 14 | 10 | 14 | 9 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| do 22. | Wm. A. Haskill..... | 1,441 | 265 | 37 | 0 | 16 | 6 | 13 | 11 | 14 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| do 22. | Anna Smith..... | 657 | 178 | 32 | 6 | 13 | 8 | 14 | 10 | 15 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| do 23. | W. J. Averill..... | 1,425 | 265 | 36 | 6 | 16 | 7 | 14 | 10 | 15 | 0 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Total..... | | | | | | | | | | | | 62,625 | ..... | ..... | ..... | ..... | ..... | ..... |
| April 20. | John Rougee..... | 950 | 216 | 35 | 0 | 18 | 0 | 13 | 10 | 14 | 5 | 56,000 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| do 21. | D. C. Whitney..... | 1,013 | 246 | 42 | 0 | 14 | 6 | 14 | 10 | 14 | 9 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| do 22. | Wm. A. Haskill..... | 1,441 | 265 | 37 | 0 | 16 | 6 | 13 | 11 | 14 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| do 22. | Anna Smith..... | 657 | 178 | 32 | 6 | 13 | 8 | 14 | 10 | 15 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| do 23. | W. J. Averill..... | 1,425 | 265 | 36 | 6 | 16 | 7 | 14 | 10 | 15 | 0 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Total..... | | | | | | | | | | | | 62,625 | ..... | ..... | ..... | ..... | ..... | ..... |
| April 20. | John Rougee..... | 950 | 216 | 35 | 0 | 18 | 0 | 13 | 10 | 14 | 5 | 56,000 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| do 21. | D. C. Whitney..... | 1,013 | 246 | 42 | 0 | 14 | 6 | 14 | 10 | 14 | 9 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| do 22. | Wm. A. Haskill..... | 1,441 | 265 | 37 | 0 | 16 | 6 | 13 | 11 | 14 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| do 22. | Anna Smith..... | 657 | 178 | 32 | 6 | 13 | 8 | 14 | 10 | 15 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| do 23. | W. J. Averill..... | 1,425 | 265 | 36 | 6 | 16 | 7 | 14 | 10 | 15 | 0 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Total..... | | | | | | | | | | | | 62,625 | ..... | ..... | ..... | ..... | ..... | ..... |

| | | | | | | | | | | | | | | | | |
|-------|----|--------------------|--------|-----------|---------|-------|-------|---------|-------|----|-------|-----|--------|-----|--------|-----|
| do | 26 | Jno. Pridgeon, jr. | 1,037 | 247 | 36 | 0 | 14 | 0 | 14 | 0 | 14 | 5 | 48,794 | 185 | 3,245 | 91 |
| May | 15 | W. A. Haskill | 1,441 | 265 | 37 | 0 | 16 | 6 | 13 | 9 | 14 | 4 | 25,444 | 388 | 1,523 | 43 |
| do | 30 | Veronica | 881 | 202 | 34 | 8 | 18 | 0 | 14 | 4 | 14 | 8 | 53,000 | 168 | 5,202 | 147 |
| do | 30 | W. A. Haskill | 1,441 | 265 | 37 | 0 | 16 | 6 | 14 | 7 | 14 | 8 | 56,302 | 164 | 5,144 | 144 |
| June | 7 | W. J. Averill | 1,425 | 216 | 35 | 0 | 16 | 5 | 14 | 7 | 14 | 8 | 60,472 | 164 | 7,145 | 200 |
| do | 23 | Johm Rugee | 950 | 216 | 35 | 0 | 18 | 0 | 15 | 4 | 15 | 0 | 42,668 | 586 | 8,634 | 242 |
| do | 23 | W. A. Haskill | 1,441 | 265 | 37 | 0 | 16 | 6 | 14 | 6 | 14 | 7 | 46,126 | 586 | 4,632 | 131 |
| July | 12 | W. J. Averill | 1,425 | 265 | 36 | 6 | 16 | 5 | 15 | 0 | 15 | 0 | 50,867 | 381 | 9,384 | 263 |
| Aug. | 10 | W. A. Haskill | 1,441 | 265 | 37 | 0 | 16 | 6 | 15 | 9 | 15 | 0 | 62,554 | 381 | 8,891 | 249 |
| do | 17 | Johm Rugee | 950 | 216 | 35 | 0 | 18 | 0 | 15 | 9 | 15 | 0 | 44,008 | 352 | 9,648 | 270 |
| do | 17 | W. J. Averill | 1,425 | 265 | 36 | 6 | 16 | 5 | 14 | 0 | 14 | 4 | 51,243 | 284 | 7,860 | 17 |
| Sept. | 2 | W. A. Haskill | 1,441 | 265 | 37 | 0 | 16 | 6 | 13 | 10 | 15 | 9 | 43,711 | 284 | 7,860 | 220 |
| do | 4 | S. J. Macey | 613 | 164 | 31 | 8 | 11 | 0 | 14 | 11 | 15 | 0 | 47,711 | 503 | 3,041 | 141 |
| do | 5 | W. J. Averill | 1,425 | 265 | 36 | 6 | 16 | 5 | 14 | 10 | 15 | 3 | 47,159 | 503 | 9,224 | 258 |
| do | 16 | W. A. Haskill | 1,441 | 265 | 37 | 0 | 16 | 6 | 14 | 10 | 15 | 0 | 54,484 | 336 | 9,738 | 272 |
| do | 17 | C. J. Kushaw | 1,107 | 233 | 37 | 0 | 19 | 0 | 15 | 6 | 14 | 10 | 50,000 | 336 | 5,481 | 153 |
| do | 17 | W. A. Haskill | 1,441 | 265 | 37 | 0 | 16 | 6 | 13 | 6 | 15 | 6 | 50,000 | 336 | 5,481 | 301 |
| do | 20 | Johm Rugee | 950 | 216 | 35 | 0 | 18 | 0 | 15 | 7 | 15 | 3 | 61,826 | 220 | 10,740 | 77 |
| do | 24 | Argonaut | 985 | 213 | 35 | 0 | 12 | 0 | 14 | 3 | 14 | 5 | 46,908 | 323 | 2,756 | 77 |
| do | 24 | W. J. Averill | 1,425 | 265 | 36 | 6 | 16 | 5 | 15 | 1 | 15 | 3 | 53,477 | 323 | 10,725 | 300 |
| Oct. | 2 | Veronica | 881 | 202 | 34 | 8 | 18 | 0 | 14 | 5 | 14 | 7 | 55,295 | 175 | 6,257 | 175 |
| do | 3 | Mont Eagle | 1,035 | 237 | 35 | 0 | 19 | 8 | 15 | 6 | 14 | 9 | 59,604 | 288 | 10,294 | 288 |
| do | 10 | Gov. Smith | 1,547 | 240 | 42 | 0 | 16 | 8 | 15 | 3 | 15 | 7 | 70,006 | 253 | 14,299 | 400 |
| do | 12 | W. A. Haskill | 1,441 | 265 | 37 | 0 | 16 | 6 | 14 | 3 | 15 | 3 | 52,075 | 220 | 6,485 | 180 |
| do | 14 | Argonaut | 985 | 213 | 35 | 0 | 12 | 0 | 15 | 0 | 15 | 4 | 53,000 | 220 | 8,485 | 180 |
| do | 16 | D. C. Whitney | 1,013 | 246 | 40 | 6 | 14 | 6 | 15 | 3 | 15 | 0 | 64,801 | 636 | 11,186 | 238 |
| do | 20 | W. J. Averill | 1,425 | 265 | 36 | 6 | 16 | 5 | 14 | 7 | 14 | 7 | 39,577 | 636 | 7,373 | 313 |
| do | 23 | W. L. Frost | 1,203 | 250 | 37 | 0 | 15 | 0 | 13 | 6 | 13 | 7 | 47,759 | 290 | 6,690 | 206 |
| do | 23 | W. L. Frost | 1,203 | 250 | 37 | 0 | 15 | 0 | 13 | 6 | 13 | 7 | 47,759 | 290 | 6,690 | 187 |
| do | 24 | Jas. R. Langdon | 1,550 | 240 | 42 | 0 | 16 | 8 | 15 | 4 | 15 | 4 | 60,286 | 340 | 8,978 | 251 |
| do | 28 | Gov. Smith | 1,547 | 240 | 42 | 0 | 16 | 8 | 13 | 8 | 14 | 5 | 61,580 | 121 | 6,984 | 194 |
| do | 31 | Argonaut | 985 | 213 | 35 | 0 | 12 | 0 | 14 | 11 | 14 | 9 | 51,427 | 121 | 8,315 | 253 |
| Nov. | 1 | W. A. Haskill | 1,441 | 265 | 37 | 0 | 16 | 6 | 13 | 10 | 13 | 10 | 32,904 | 307 | 1,922 | 41 |
| do | 11 | W. J. Averill | 1,425 | 265 | 36 | 6 | 16 | 5 | 13 | 8 | 14 | 0 | 40,432 | 447 | 1,482 | 31 |
| do | 13 | Jas. N. Langdon | 1,550 | 240 | 42 | 0 | 16 | 8 | 13 | 6 | 14 | 3 | 47,872 | 476 | 2,153 | 26 |
| do | 13 | Jas. N. Langdon | 1,550 | 240 | 42 | 0 | 16 | 8 | 13 | 6 | 14 | 3 | 47,872 | 476 | 2,153 | 60 |
| do | 24 | W. A. Haskill | 1,441 | 265 | 37 | 0 | 16 | 6 | 14 | 0 | 14 | 0 | 25,111 | 389 | 1,944 | 24 |
| do | 27 | Mont Eagle | 1,035 | 237 | 35 | 0 | 19 | 8 | 14 | 2 | 13 | 6 | 83,225 | 389 | 855 | 31 |
| | | Total | 50,000 | 1,923,122 | 193,222 | 8,028 | 1,376 | 253,306 | 9,045 | 41 | 7,090 | 145 | 15 | | | |

UNITED STATES SAILING VESSELS.

| | | | | | | | | | | | | | | | |
|----------|------------|-------|-----|----|---|----|---|----|----|----|---|--------|----|-------|----|
| April 15 | Iron State | 1,086 | 214 | 35 | 0 | 18 | 2 | 14 | 10 | 14 | 2 | 55,453 | 39 | 1,384 | 39 |
|----------|------------|-------|-----|----|---|----|---|----|----|----|---|--------|----|-------|----|

| | | | | | | | | | |
|-------|----|--------------------|--------|--------|-------|--------|-------------|---|----|
| do | 26 | Jno. Pridgeon, jr. | 45,549 | 1,276 | 1857 | 1,461 | do | 2 | 0 |
| May | 15 | W. A. Haskill | 23,921 | 1,670 | 3888 | 1,504 | do | 2 | 0 |
| do | 29 | Veronica | 47,738 | 1,337 | 536 | 1,357 | do | 3 | 0 |
| do | 30 | W. A. Haskill | 51,158 | 1,433 | 168 | 1,601 | do | 2 | 0 |
| June | 7 | W. J. Averill | 49,967 | 1,400 | 164 | 1,564 | do | 3 | 0 |
| do | 23 | John Rugée | 51,838 | 1,452 | 536 | 1,452 | do | 2 | 0 |
| do | 23 | W. A. Haskill | 38,016 | 1,065 | 586 | 1,601 | Kingston | 2 | 0 |
| do | 23 | W. A. Haskill | 35,742 | 1,001 | 586 | 1,587 | Ogdensburgh | 2 | 0 |
| July | 30 | W. J. Averill | 41,976 | 1,176 | 381 | 1,557 | do | 3 | 0 |
| do | 12 | W. A. Haskill | 52,906 | 1,482 | 381 | 1,482 | do | 3 | 0 |
| do | 12 | John Rugée | 44,908 | 1,233 | 337 | 1,570 | do | 4 | 0 |
| do | 17 | W. J. Averill | 44,908 | 1,233 | 337 | 1,570 | do | 2 | 0 |
| do | 17 | W. J. Averill | 44,908 | 1,233 | 337 | 1,570 | do | 2 | 0 |
| do | 17 | W. J. Averill | 44,908 | 1,233 | 337 | 1,570 | do | 2 | 0 |
| do | 17 | W. J. Averill | 44,908 | 1,233 | 337 | 1,570 | do | 2 | 0 |
| Sept. | 2 | W. A. Haskill | 46,383 | 1,299 | 284 | 1,583 | do | 3 | 0 |
| do | 4 | S. J. Macey | 38,670 | 1,083 | 503 | 1,083 | do | 4 | 0 |
| do | 5 | W. J. Averill | 37,935 | 1,063 | 503 | 1,566 | Ogdensburgh | 4 | 0 |
| do | 5 | W. J. Averill | 37,935 | 1,063 | 503 | 1,566 | Ogdensburgh | 4 | 0 |
| do | 17 | C. J. Kushaw | 44,746 | 1,253 | 336 | 1,253 | do | 5 | 0 |
| do | 17 | W. A. Haskill | 44,519 | 1,247 | 336 | 1,583 | do | 2 | 50 |
| do | 17 | W. A. Haskill | 44,519 | 1,247 | 336 | 1,583 | Ogdensburgh | 2 | 50 |
| do | 20 | John Rugée | 51,086 | 1,431 | 220 | 1,431 | do | 5 | 0 |
| do | 20 | John Rugée | 51,086 | 1,431 | 220 | 1,498 | do | 5 | 0 |
| do | 24 | Argonaut | 44,242 | 1,239 | 323 | 1,239 | do | 4 | 0 |
| do | 24 | W. J. Averill | 44,752 | 1,254 | 323 | 1,577 | Ogdensburgh | 4 | 0 |
| do | 24 | W. J. Averill | 44,752 | 1,254 | 323 | 1,577 | Ogdensburgh | 4 | 0 |
| Oct. | 2 | Veronica | 49,038 | 1,374 | 253 | 1,374 | do | 5 | 0 |
| do | 3 | Mount Eagle | 49,310 | 1,381 | 253 | 1,381 | do | 2 | 45 |
| do | 10 | Gov. Smith | 55,707 | 1,560 | 253 | 1,813 | do | 5 | 0 |
| do | 10 | W. A. Haskill | 45,640 | 1,278 | 220 | 1,498 | Ogdensburgh | 7 | 0 |
| do | 14 | Argonaut | 45,316 | 1,247 | 220 | 1,498 | do | 4 | 0 |
| do | 14 | Argonaut | 45,316 | 1,247 | 220 | 1,247 | do | 6 | 0 |
| do | 16 | D. C. Whitney | 53,615 | 1,502 | 636 | 1,502 | do | 5 | 0 |
| do | 20 | W. J. Averill | 32,204 | 902 | 636 | 1,538 | Ogdensburgh | 5 | 0 |
| do | 20 | W. J. Averill | 32,204 | 902 | 636 | 1,538 | Ogdensburgh | 5 | 0 |
| do | 23 | W. L. Frost | 41,069 | 1,150 | 290 | 1,440 | do | 2 | 45 |
| do | 24 | Jas. R. Langdon | 51,308 | 1,437 | 340 | 1,777 | do | 5 | 0 |
| do | 24 | Jas. R. Langdon | 54,646 | 1,531 | 121 | 1,652 | do | 2 | 45 |
| do | 28 | Gov. Smith | 43,112 | 1,208 | 121 | 1,652 | do | 2 | 45 |
| do | 31 | Argonaut | 38,422 | 1,288 | 307 | 1,208 | do | 4 | 30 |
| Nov. | 1 | W. A. Haskill | 31,422 | 880 | 314 | 1,501 | Ogdensburgh | 4 | 10 |
| do | 11 | W. J. Averill | 39,516 | 1,107 | 447 | 1,554 | do | 2 | 0 |
| do | 11 | W. J. Averill | 39,516 | 1,107 | 447 | 1,554 | do | 2 | 0 |
| do | 13 | Jas. R. Langdon | 45,719 | 1,281 | 476 | 1,757 | do | 2 | 30 |
| do | 24 | W. A. Haskill | 24,256 | 680 | 389 | 1,585 | do | 2 | 30 |
| do | 24 | W. A. Haskill | 24,256 | 680 | 389 | 1,585 | do | 2 | 30 |
| do | 27 | Mont Eagle | 79,241 | 1,268 | 1,268 | 1,268 | do | 2 | 0 |
| Total | | | 48,024 | 46,774 | 8,013 | 59,195 | | | |

UNITED STATES SAILING VESSELS.

| | | | | | | | | | | |
|----------|------------|--------|-------|-------|-------|-------|----------|---|---|---|
| April 15 | Iron State | 54,069 | 1,514 | 1,514 | 1,514 | 1,514 | Detroit | 2 | 2 | 0 |
| | | | | | | | Kingston | | | |

K.—STATEMENT showing the Quantity of Freight passed Eastward, from Lake Erie, through the whole length of the Welland and St. Lawrence Canals, to Montreal, during the seasons of Navigation in 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888 and 1889.

| ARTICLES. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | 1887. | 1888. | 1889. |
|--|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| <i>Class 3.</i> | | | | | | | | | |
| Iron, pig | 858 | 459 | | | | | | | |
| do all other | | 9 | 5 | | 7 | 15 | | 418 | |
| Stone for cutting | 233 | 2 | | | | | | | |
| Apples | | 1 | | | 513 | 49 | 33 | | |
| Barley | | 259 | | 38 | | | | | |
| Corn | 69,066 | 17,474 | 109,191 | 55,552 | 44,401 | 116,517 | 24,609 | 66,443 | 195,350 |
| Flour | 4,476 | 5,920 | 5,089 | 9,659 | 2,874 | 2,934 | 6,140 | 3,865 | 6,841 |
| Meal, all kinds | | | 1,188 | | 16 | 125 | 87 | 100 | 148 |
| Oats | | | | 872 | | | | | 320 |
| Peas | | | 726 | 433 | 11 | 608 | 362 | | |
| Rye | | 1,269 | 518 | 477 | | | | | 1,284 |
| Seeds, all kinds | | 37 | 2 | | 42 | 33 | | 12 | 3 |
| Tobacco, raw | | 1 | | | | 25 | | | |
| Wheat | 77,061 | 161,692 | 76,379 | 84,822 | 52,157 | 86,815 | 160,063 | 93,915 | 70,815 |
| All other agricultural products, vegetable | | 1 | | | | 1 | 17 | | 798 |
| Hides, skins, horns and hoofs | | | 77 | | | | | | |
| Horses | | 1 | | | 2 | 1 | 1 | 2 | 2 |
| Lard and lard oil | 361 | 206 | 6 | | | 22 | | 54 | |
| Pork | 5,141 | 278 | 212 | 318 | 30 | 936 | 418 | 265 | 1,220 |
| All other agricultural products, animal | | | | | 4 | 68 | 29 | 39 | 32 |
| Total, Class 3 | 157,196 | 187,609 | 193,393 | 152,171 | 100,058 | 208,148 | 191,759 | 165,113 | 276,813 |
| <i>Class 4.</i> | | | | | | | | | |
| Ashes | 13 | 10 | 3 | 36 | 97 | 44 | 113 | 85 | 107 |
| Furniture | 4 | 12 | 6 | 10 | 5 | 6 | 9 | 2 | |
| Glass, all kinds | 47 | 6 | 1 | | | | | 3 | |
| Molasses | | 18 | 43 | | | 28 | | | |
| Nails | | | | 1 | | | 1 | | |
| Oil | | 425 | | 78 | 7 | 6 | 14 | | 4 |
| Paint | | 4 | | | | 1 | | | |
| Pitch and tar | | 1 | | | | | | | |
| Sugar | | | 2 | | | | 15 | | |
| Stone, wrought | 291 | 484 | 269 | 317 | | | 12 | | |
| Turpentine | | 2 | | 1 | | | | | |
| Whiskey, beer and all other spirits | | 25 | 35 | | | 8 | | 3 | 20 |
| Merchandise not enumerated | 60 | 105 | 53 | 37 | 29 | 100 | 72 | 105 | 193 |
| Total, Class 4 | 415 | 1,092 | 412 | 480 | 138 | 193 | 236 | 198 | 324 |
| <i>Class 5.</i> | | | | | | | | | |
| Barrels, empty | 1 | 3 | | 37 | 128 | 6 | 88 | 40 | |
| Sawed lumber | 2,849 | 3,639 | 6,311 | 7,531 | 19,945 | 18,707 | 7,001 | 5,175 | 6,118 |
| Staves, pipe and barrel | 1,001 | 2,359 | 2,024 | 200 | 856 | 332 | 184 | 139 | |
| do West India and pipe | 1,198 | 1,130 | 451 | 863 | | 287 | 131 | 1,623 | 270 |
| Timber, square, in vessels | 3,227 | 1,574 | 290 | | 639 | 1,330 | | | |
| do rafts | 3,250 | 1,149 | 2,314 | 7,365 | 11,128 | 15,410 | 14,390 | 11,586 | 9,302 |
| Woodenware | 76 | 205 | 199 | 68 | 76 | 101 | 45 | 25 | |
| Total, Class 5 | 11,602 | 10,059 | 11,589 | 16,064 | 32,772 | 36,173 | 21,839 | 18,588 | 15,690 |
| <i>Special Class.</i> | | | | | | | | | |
| Coal | | 75 | | | | | | | 10 |
| Grand total | 169,213 | 198,835 | 205,394 | 168,715 | 132,968 | 244,514 | 213,834 | 183,899 | 298,197 |

L.—STATEMENT showing the Quantity of Freight passed Westward from Montreal, through the whole length of the St Lawrence and Welland Canals to Lake Erie during the Seasons of Navigation in 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888 and 1889.

| Articles. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | 1887. | 1888. | 1889. |
|--|--------|--------|--------|-------|--------|--------|--------|--------|--------|
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| <i>Class 3.</i> | | | | | | | | | |
| Bricks | 81 | 96 | 78 | 200 | 44 | 66 | 3 | 187 | 84 |
| Cement and water lime | 38 | 533 | 508 | 219 | 117 | 498 | 1,740 | 1,177 | 823 |
| Clay, lime and sand | 121 | 56 | 56 | ..... | ..... | 1 | 134 | 95 | 3 |
| Fish | 18 | 406 | ..... | ..... | ..... | 1 | 95 | 1 | 80 |
| Gypsum ..... | ..... | ..... | ..... | ..... | 13 | ..... | ..... | ..... | ..... |
| Iron, Railway | 16,476 | 11,246 | 8,725 | 2,031 | 12,356 | 6,629 | 153 | 9,148 | 15,513 |
| do Pig | 8,131 | 3,575 | 2,460 | 43 | 23 | 10 | 368 | 573 | 250 |
| do all other | 900 | 686 | 528 | 366 | 290 | 76 | 1,997 | 297 | 290 |
| Salt | 5,175 | 1,820 | 5,324 | 802 | 1,574 | 5,609 | 4,197 | 3,599 | 4,216 |
| Stone for cutting | 5 | ..... | ..... | ..... | 7 | ..... | ..... | ..... | ..... |
| Flour ..... | ..... | ..... | 21 | ..... | ..... | ..... | ..... | ..... | ..... |
| Meals ..... | ..... | ..... | 5 | ..... | ..... | ..... | ..... | 31 | ..... |
| Oats ..... | ..... | ..... | 264 | ..... | ..... | ..... | ..... | ..... | ..... |
| Potatoes | 359 | 23 | ..... | ..... | ..... | ..... | 4 | ..... | ..... |
| Seeds, all kinds | 65 | 14 | ..... | ..... | ..... | ..... | ..... | 24 | 215 |
| Agricultural Products not enumerated, vegetables | 2 | ..... | 25 | 1 | 1 | ..... | ..... | 35 | 19 |
| Horses ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| Lard and lard oil ..... | ..... | ..... | ..... | ..... | 3 | ..... | 3 | ..... | ..... |
| Pork ..... | ..... | ..... | ..... | 45 | ..... | ..... | ..... | ..... | ..... |
| Wool ..... | ..... | 3 | ..... | ..... | ..... | ..... | 4 | ..... | ..... |
| All other articles not enumerated ..... | ..... | ..... | ..... | ..... | ..... | 6 | 4 | 77 | ..... |
| Total Class 3 | 31,371 | 18,460 | 17,994 | 3,707 | 14,428 | 12,896 | 8,702 | 15,244 | 21,495 |
| <i>Class 4.</i> | | | | | | | | | |
| Ashes, pot and pearl ..... | ..... | ..... | ..... | ..... | 226 | 20 | ..... | ..... | ..... |
| Crockery and earthenware | 24 | 116 | 137 | 47 | 10 | 40 | 164 | 336 | 112 |
| Dye woods, &c ..... | ..... | ..... | 2 | ..... | ..... | 1 | 4 | ..... | ..... |
| Furniture | 3 | 4 | 4 | 1 | ..... | 9 | 1 | 1 | ..... |
| Glass, all kinds | 97 | 359 | 156 | 160 | 32 | 39 | 53 | 77 | 71 |
| Manilla ..... | ..... | 5 | 5 | 17 | ..... | 7 | 5 | 1 | ..... |
| Molasses | 14 | 58 | 3 | ..... | ..... | 23 | 1 | 7 | 56 |
| Nails | 258 | 576 | 1,085 | 160 | 205 | 389 | 147 | 578 | 736 |
| Oil in barrels | 54 | 119 | 122 | 80 | 10 | 82 | 28 | 22 | 9 |
| Paint | 47 | 124 | 103 | 161 | 24 | 36 | 80 | 59 | 49 |
| Pitch and tar | 1 | ..... | 50 | 1 | ..... | 5 | 1 | ..... | ..... |
| Rosin ..... | ..... | 11 | 21 | ..... | ..... | ..... | ..... | ..... | ..... |
| Soda, ash | 3,177 | 1,040 | 1,801 | 1,427 | 164 | 975 | 1,116 | 1,196 | 766 |
| Steel | 29 | ..... | 3 | 142 | ..... | 1 | 423 | 3 | 3 |
| Stone wrought ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... |
| Sugar | 5 | 465 | 375 | 290 | 64 | 316 | 207 | 98 | 7 |
| Tin | 959 | 641 | 1,669 | 1,832 | 10 | 549 | 2,225 | 198 | 480 |
| Turpentine ..... | ..... | ..... | 1 | 1 | ..... | 1 | 1 | 1 | 1 |
| White lead ..... | ..... | 14 | ..... | 3 | ..... | 3 | 4 | 2 | 4 |
| Whiting | 10 | 5 | 19 | ..... | 9 | ..... | 7 | ..... | 33 |
| Whiskey, beer, &c | 91 | 564 | 791 | 364 | 259 | 174 | 287 | 228 | 124 |
| Merchandise not enumerated ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total Class 4 | 984 | 1,992 | 2,608 | 1,001 | 712 | 1,008 | 619 | 1,259 | 1,422 |
| Total Class 4 | 5,753 | 6,093 | 8,957 | 5,687 | 1,725 | 3,678 | 5,373 | 4,066 | 3,873 |
| <i>Class 5.</i> | | | | | | | | | |
| Barrels, empty | 40 | 130 | 179 | ..... | ..... | 227 | ..... | ..... | 2 |
| Lumber, sawn, in vessels ..... | ..... | 175 | 318 | ..... | ..... | ..... | ..... | ..... | ..... |
| Woodenware | 26 | 23 | ..... | 3 | 2 | ..... | ..... | ..... | ..... |
| Total Class 5 | 66 | 328 | 497 | 3 | 2 | 227 | ..... | ..... | 2 |
| <i>Special Class.</i> | | | | | | | | | |
| Coal ..... | ..... | ..... | 40 | 28 | ..... | ..... | ..... | ..... | ..... |
| Grand Total | 37,190 | 24,881 | 27,488 | 9,425 | 16,155 | 16,801 | 14,075 | 19,310 | 25,370 |

M.—STATEMENT showing the Quantity of Freight passed Eastward through the Welland Canal, from United States Ports to United States Ports during the Seasons of Navigation in 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888 and 1889.

| Articles. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | 1887. | 1888. | 1889. |
|-------------------------------------|--------|--------|---------|---------|---------|---------|---------|---------|---------|---------|
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| <i>Class 3.</i> | | | | | | | | | | |
| Bricks | 22 | | 3 | | | | 41 | | | |
| Cement and water lime..... | | | 2 | | | | 31 | | 4 | |
| Fish..... | | | | 1 | | | | 2 | | |
| Iron, Railway..... | | | | 142 | | | | | | |
| do all other..... | | 79 | 114 | 90 | 40 | | 45 | | | 520 |
| Salt..... | | | | 8 | | | 1 | | | |
| Stone for cutting.. | 258 | | | 38 | 15 | | | | | |
| Apples..... | | 1 | 8 | | | | | | | |
| Barley..... | | | 537 | 735 | | | | 1,709 | 2 | |
| Corn..... | 16,122 | 30,031 | 32,433 | 66,128 | 53,707 | 63,229 | 93,503 | 83,431 | 102,974 | 147,045 |
| Flour..... | | | 107 | 2,041 | 1,715 | 124 | 7,591 | 11,780 | 8,563 | 5,017 |
| Hay, pressed..... | | | | | 13 | | | | | |
| Meal, all kinds..... | | | 5 | 8,579 | 8,170 | | 13,201 | 10,726 | 11,598 | 17,224 |
| Oil cake..... | | | | 1 | | | | | | |
| Oats..... | 296 | | | 731 | 9,874 | 882 | 4,790 | 12,050 | 26,510 | 27,492 |
| Potatoes..... | | | 1 | | | | | | | 1 |
| Rye..... | | | 684 | | | | | | 179 | |
| Seeds, all kinds..... | | 16 | | 662 | 511 | | 236 | 44 | 48 | 151 |
| Wheat..... | 30,611 | 34,320 | 30,227 | 54,282 | 40,956 | 53,235 | 53,258 | 37,678 | 39,999 | 39,229 |
| Agricultural products, vegetable | | | 5 | 3 | | | 2 | 2 | | |
| Hides and skins, &c..... | | | | 60 | 73 | | 414 | 170 | 39 | |
| Horses..... | | | 1 | 6 | 6 | | 1 | 2 | | 1 |
| Lard and lard oil, &c..... | | | | 5 | 7 | | 13 | 14 | 19 | 32 |
| Meats, other than pork..... | | | 1 | 12 | 4 | | 1 | 18 | 14 | 3 |
| Pork..... | | | 1 | 163 | | | 106 | 108 | 19 | 21 |
| Sheep..... | | | | | 1 | | | | | |
| Wool..... | | | | 95 | | | 1,125 | 86 | 18 | 452 |
| Total, Class 3 | 47,309 | 64,447 | 64,129 | 133,782 | 115,092 | 117,470 | 174,359 | 157,820 | 189,986 | 237,188 |
| <i>Class 4.</i> | | | | | | | | | | |
| Agricultural implements | | 3 | | 1 | | | | 9 | | |
| Crockery and earthenware..... | | 4 | 1 | 1 | | | | | 1 | 1 |
| Furniture..... | | | 15 | 25 | 16 | | 21 | 24 | 30 | 30 |
| Glass, all kinds..... | | | 66 | | 1 | | 2 | | | |
| Nails..... | | 102 | 7 | 51 | 26 | | 4 | | | |
| Oil, in barrels..... | | | 995 | 206 | 255 | | 6 | 8 | | |
| Paint..... | | | 3 | 6 | | | | | | |
| Soda, ash..... | | | 7 | | | | | | | |
| Steel..... | | | 1 | | | | | | 3 | |
| Stone, wrought..... | 192 | 29 | 33 | 87 | 7 | | 38 | | | 2 |
| White lead..... | | 2 | 6 | 5 | | | | | | |
| Whiskey, beer and all other spirits | 14 | | 12 | 156 | 26 | | 21 | 63 | 151 | 190 |
| Merchandise, not enumerated. | 1 | 49 | 91 | 941 | 481 | 2 | 824 | 469 | 1,453 | 1,679 |
| Total, Class 4..... | 207 | 189 | 1,237 | 1,479 | 812 | 2 | 916 | 573 | 1,638 | 1,902 |
| <i>Class 5.</i> | | | | | | | | | | |
| Lumber, sawn, in vessels..... | 33,555 | 30,462 | 34,182 | 34,189 | 43,713 | 44,668 | 43,776 | 29,845 | 28,333 | 55,074 |
| Hoops..... | | | | 26 | | | | | | |
| Shingles..... | 9 | | 9 | 9 | 76 | 111 | 463 | | 6 | 51 |
| Staves, barrel..... | | | | 25 | | | | | 82 | |
| Woodenware, &c..... | 1 | 4 | 43 | 30 | 11 | | 2 | 26 | 141 | 333 |
| Total, Class 5 | 33,565 | 30,466 | 34,234 | 34,279 | 43,800 | 44,779 | 44,241 | 29,871 | 28,562 | 55,458 |
| <i>Special Class.</i> | | | | | | | | | | |
| Coal..... | 871 | 1,164 | 10,686 | 5,372 | 4,293 | 4,974 | 5,400 | 1,163 | 878 | 1,124 |
| Stone not suitable for cutting.. | | | | | | | | | | 1,681 |
| Total, Special Class..... | 871 | 1,164 | 10,686 | 5,372 | 4,293 | 4,974 | 5,400 | 1,163 | 878 | 2,805 |
| Grand Total..... | 81,952 | 96,266 | 110,286 | 174,912 | 163,997 | 167,225 | 224,916 | 189,427 | 221,064 | 297,353 |

N.—STATEMENT showing the number of Vessels and their Cargoes of Wheat, from Ports West of Port Colborne to Montreal; the Quantity transhipped to Kingston, and the Quantity of each Cargo through the St. Lawrence Canals, during the Season of Navigation in 1889.

| Names of Vessels. | Original Cargo through the Welland Canal. | Quantity transhipped at Kingston. | Cargo through the St. Lawrence Canals. |
|---|---|--|--|
| | Tons. | Tons. | Tons. |
| Canadian Steamer "Acadia"..... | 577 | 92 | 485 |
| do do | 420 | 135 | 285 |
| do do | 511 | 113 | 398 |
| do do | 600 | 154 | 446 |
| do "Alma Monro"..... | 458 | 182 | 276 |
| do do | 407 | 131 | 276 |
| do "Canada"..... | 555 | 179 | 376 |
| do do | 548 | 250 | 298 |
| do do | 555 | 276 | 279 |
| do "Cuba"..... | 602 | 262 | 340 |
| do do | 541 | 240 | 301 |
| do do | 216 | 210 | 6 |
| do do | 600 | 251 | 349 |
| do "Celtic"..... | 516 | 211 | 305 |
| do do | 510 | 228 | 282 |
| do do | 509 | 225 | 284 |
| do do | 510 | 257 | 253 |
| do "Lake Michigan"..... | 540 | 216 | 324 |
| do do | 527 | 264 | 263 |
| do "Shickluna"..... | 526 | 225 | 301 |
| Canadian Sailing Vessels "John Gaskin"..... | 1,054 | 390 | 664 |
| do do "Jennie"..... | 960 | 321 | 639 |
| do do do | 883 | 306 | 577 |
| do do "Kildonan"..... | 1,028 | 257 | 771 |
| do do "Regina"..... | 848 | 215 | 633 |
| do do do | 799 | 235 | 564 |
| Total..... | 15,800 | 5,825 | 9,975 |

| | |
|--|--------------|
| Number of cargoes of wheat..... | 26 |
| Quantity through Welland Canal to Kingston..... | 15,800 tons. |
| do transhipped at Kingston..... | 5,825 do |
| do taken to Montreal in vessels in which it arrived at Kingston..... | 9,975 do |

N.—STATEMENT showing the Number of Vessels and their Cargoes of Corn from Ports west of Port Colborne to Montreal; the quantity transhipped at Kingston, and the quantity of each cargo through the St. Lawrence Canals during the Season of Navigation in 1889.

| Names of Vessels. | Original Cargo through the Welland Canal. | Quantity transhipped at Kingston. | Cargo through the St. Lawrence Canals. |
|---------------------------------------|---|-----------------------------------|--|
| | Tons. | Tons. | Tons. |
| Canadian steamer "Alma Munro"..... | 616 | 238 | 378 |
| do do | 560 | 240 | 320 |
| do do | 560 | 271 | 289 |
| do do | 672 | 265 | 407 |
| do do | 672 | 309 | 363 |
| do "Acadia"..... | 422 | ..... | 422 |
| do do | 588 | 163 | 425 |
| do do | 575 | 125 | 450 |
| do do | 476 | 109 | 367 |
| do "Celtic"..... | 481 | 196 | 285 |
| do "Cuba"..... | 560 | 207 | 353 |
| do do | 560 | 252 | 308 |
| do do | 443 | 173 | 270 |
| do "Canada"..... | 510 | 193 | 317 |
| do "Lake Michigan"..... | 509 | 199 | 310 |
| do do | 510 | 199 | 311 |
| do "St. Magnus"..... | 980 | 576 | 404 |
| Canadian sailing vessel "Jennie"..... | 898 | 257 | 641 |
| do do | 946 | 318 | 628 |
| do do | 952 | 350 | 602 |
| do "Kildonan"..... | 1,175 | 336 | 839 |
| do do | 1,154 | 328 | 826 |
| do do | 1,120 | 294 | 826 |
| do do | 1,126 | 286 | 840 |
| do do | 1,120 | 308 | 812 |
| do "Glenora"..... | 1,307 | 623 | 679 |
| do "Regina"..... | 849 | 233 | 616 |
| do do | 843 | 224 | 619 |
| do do | 857 | 262 | 595 |
| | 22,041 | 7,534 | 14,502 |

| | |
|--|--------|
| Number of cargoes of corn | 29 |
| Quantity through Welland Canal to Kingston..... Tons. | 22,041 |
| do transhipped at Kingston..... do | 7,534 |
| do taken to Montreal in vessels in which it arrived at Kingston.... do | 14,502 |

RECAPITULATION, 1889.

| | Number of Cargoes. | Total. |
|---|--------------------|--------|
| Wheat | 26 | |
| Corn | 29 | |
| Total | | 55 |
| Quantity of wheat through the Welland Canal bound to Montreal | Tons. 15,800 | Tons. |
| do corn do do | 22,041 | |
| Total through Welland Canal | | 37,841 |
| Quantity of the above cargoes transhipped at Kingston, viz. :— | | |
| Wheat | 5,825 | |
| Corn | 7,534 | |
| Total transhipped | | 13,359 |
| Quantity of the above cargoes taken to Montreal in vessels in which it arrived at Kingston, viz. :— | | |
| Wheat | 9,975 | |
| Corn | 14,502 | |
| Total quantity to Montreal | | 24,477 |

O.—STATEMENT showing the Quantity of Grain passed down the Welland Canal to Kingston in Canadian and United States Vessels entering the Canal at Port Colborne during the Season of Navigation in 1889.

| ARTICLES. | CANADIAN VESSELS. | | | | UNITED STATES VESSELS. | | | | TOTAL. | |
|-------------|-------------------|----------|-------|----------|------------------------|----------|-------|----------|-----------------|----------|
| | Steam. | | Sail. | | Steam. | | Sail. | | Steam and Sail. | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 118 | 68,568 | 90 | 35,018 | 47 | 37,339 | 67 | 27,229 | 322 | 168,154 |
| | | Tons. | | Tons. | | Tons. | | Tons. | | Tons. |
| Corn | | 57,997 | | 41,539 | | 51,962 | | 46,273 | | 197,771 |
| Oats | | 320 | | | | | | | | 320 |
| Pease | | | | 634 | | 336 | | | | 1,918 |
| Rye | | 948 | | | | | | | | |
| Wheat | | 35,659 | | 28,020 | | 1,459 | | 8,328 | | 73,466 |
| Total | | 94,924 | | 70,193 | | 53,757 | | 54,601 | | 273,475 |

| | |
|--|--------------|
| 118 cargoes in Canadian steam vessels ; total quantity | Tons. 94,924 |
| 90 do do sailing do do | 70,193 |
| 47 do United States steam vessels ; total quantity | 53,757 |
| 67 do do sailing do do | 54,601 |

P.—TOTAL quantity of grain arrived at Kingston in vessels which passed down the Welland Canal during the season of navigation in 1889 :—

| Summary. | Tons. | Total Tons. |
|--|---------|-------------|
| Canadian steam vessels, 118 cargoes of grain | 94,924 | |
| do sail vessels, 90 do | 70,193 | |
| Total Canadian vessels | | 165,117 |
| United States steam vessels, 47 cargoes of grain | 53,757 | |
| do sail vessels, 67 do | 54,601 | |
| Total in United States vessels | | 108,358 |
| Total in Canadian and United States vessels | | 273,475 |
| Distributed as follows :— | | |
| 1 cargo taken to Montreal in Canadian vessels without breaking bulk. | | 425 |
| 54 cargoes arrived at Kingston in Canadian vessels with an aggregate quantity of. | 37,416 | |
| Transhipped | 13,359 | |
| Quantity taken to Montreal in vessels in which it arrived at Kingston. | | 24,057 |
| Vessels arrived at Kingston and discharged all of their cargo as follows :— | | |
| 153 cargoes in Canadian vessels..... | 127,276 | |
| 114 in United States vessels..... | 108,358 | |
| Aggregate quantity discharged..... | 235,634 | |
| Transhipped in Canadian vessels to Montreal | 229,928 | |
| Transhipped <i>via</i> C.P.R. to Montreal..... | 638 | |
| Quantity transhipped to Montreal..... | 230,566 | |
| Quantity remaining at Kingston | | 5,068 |
| Total quantity transhipped..... | | 243,925 |
| Total..... | | 273,475 |

Q.—COMPARATIVE Statement of the Quantity of Grain passed down the Welland Canal to Kingston for the Seasons of 1888 and 1889.

| | 1888. | | 1889. | |
|--|-----------------|---------|-----------------|---------|
| | No. of Cargoes. | Tons. | No. of Cargoes. | Tons. |
| Quantity arrived at Kingston in Canadian vessels..... | 182 | 143,025 | 208 | 165,117 |
| do do United States vessels..... | 60 | 43,667 | 114 | 108,358 |
| Total | 242 | 186,692 | 322 | 273,475 |
| Quantity transhipped at Kingston in Canadian vessels for Montreal..... | | 144,127 | | 243,287 |
| Quantity taken to Montreal in vessels in which it arrived at Kingston..... | | 16,231 | | 24,482 |
| Quantity transferred in cars and taken to Montreal by rail..... | | 14,921 | | 638 |
| Quantity remaining at Kingston..... | | 11,413 | | 5,068 |
| Total | | 186,692 | | 273,475 |

1 Vessel took cargo through to Montreal intact in 1889 against 2 in 1888.

54 Vessels lightened their cargoes at Kingston in 1889 against 39 in 1888.

257 Vessels discharged the whole of their cargoes at Kingston in 1889 against 201 in 1888.

R.—Statement showing the quantity of Oats arrived at Montreal by Canal and Rail during the Years 1884 to 1889, inclusive, and the total shipments for the same period.

| YEARS. | Receipts <i>via</i> , Lachine Canal. | Receipts <i>via</i> , C. P. R. and G. T. R. is reported as follows. | Total Receipts at Montreal. | Shipments. |
|------------|---|--|--------------------------------------|------------|
| | Bushels. | Bushels. | Bushels. | Bushels. |
| 1884..... | 297,326 | 528,032 | 825,358 | 246,643 |
| 1885..... | 678,866 | 550,425 | 1,229,291 | 1,463,932 |
| 1886..... | 650,910 | 395,756 | 1,246,666 | 2,033,098 |
| 1887..... | 341,568 | 452,748 | 794,316 | 509,010 |
| 1888..... | 123,213 | 542,007 | 665,220 | 70,809 |
| 1889..... | 119,958 | 812,750 | 932,708 | 88,910 |
| Total..... | 2,211,841 | 3,481,718 | 5,693,559 | 4,412,402 |

S.—The quantity of Coal passed through the Welland Canal during the series of Years from 1885 to 1889, inclusive, and the amount of tolls collected thereon.

| YEARS. | From United States Ports to Canadian Ports. | | From United States Ports to United States Ports. | | Total | Amount of Tolls Paid at 20c. per ton. |
|--------------|--|---------|--|--------|-----------|---|
| | Up. | Down. | Up. | Down. | | |
| | Tons. | Tons. | Tons. | Tons. | Tons. | \$ cts. |
| 1885..... | 10,321 | 31,350 | 193,442 | 4,974 | 240,087 | 48,017 40 |
| 1886..... | 22,187 | 49,724 | 184,564 | 5,400 | 261,875 | 52,375 00 |
| 1887..... | 26,775 | 25,968 | 81,617 | 1,163 | 135,523 | 27,104 60 |
| 1888..... | 17,365 | 27,183 | 172,381 | 878 | 217,807 | 43,561 40 |
| 1889..... | 12,036 | 25,931 | 226,352 | 1,124 | 265,443 | 53,088 60 |
| Total..... | 88,684 | 160,156 | 858,356 | 13,359 | 1,120,735 | 224,147 00 |
| Average..... | 17,737 | 32,031 | 171,671 | 2,708 | 224,147 | 44 829 40 |

The quantity of coal passed westward through the Welland Canal for five years is as follows:—

| | From United States Ports to United States Ports. Tons. | From United States Ports to Canadian Ports. Tons. |
|--------------|--|---|
| 1885..... | 193,442 | 10,321 |
| 1886..... | 184,564 | 22,187 |
| 1887..... | 81,617 | 26,775 |
| 1888..... | 172,381 | 17,365 |
| 1889..... | 226,352 | 12,036 |
| Total..... | <u>858,356</u> | <u>88,684</u> |
| Average..... | 171,671 | 17,737 |

It will thus be seen that the quantity passed westward through the Welland Canal to United States ports in 1889 shows a large increase over the preceding years, all of which was carried in United States vessels.

Of the quantity passed westward to Canadian ports in 1889 Canadian vessels carried 11,263 tons.

Of the total quantity, 238,388 tons, passed westward in 1889, United States vessels carried 227,125 tons, and paid tolls to the amount of \$45,425; Canadian vessels carried 11,263 tons, and paid tolls to the amount of \$2,252.60.

The quantity of coal passed down (or eastward) through the Welland Canal for five years is as follows:—

| | From United States Ports to United States Ports. Tons. | From United States Ports to Canadian Ports. Tons. |
|--------------|--|---|
| 1885..... | 4,974 | 31,350 |
| 1886..... | 5,400 | 49,724 |
| 1887..... | 1,163 | 25,968 |
| 1888..... | 878 | 27,183 |
| 1889..... | 1,124 | 25,931 |
| Total..... | <u>13,539</u> | <u>160,156</u> |
| Average..... | 2,708 | 32,031 |

| | |
|---|----------------|
| It will thus be seen that the quantity eastward to United States ports in 1889 was..... | Tons. 1,124 |
| And the quantity to Canadian ports was..... | 25,931 |

| | |
|------------------------|---------------|
| Making a total of..... | <u>27,055</u> |
|------------------------|---------------|

| | |
|--|--------|
| Of which Canadian vessels carried..... | 24,679 |
| And United States vessels carried..... | 2,376 |

| | |
|------------|---------------|
| Total..... | <u>27,055</u> |
|------------|---------------|

| | |
|---|------------|
| Amount of tolls paid on quantity carried in Canadian vessels.... | \$4,935 80 |
| Amount of tolls paid on quantity carried in United States vessels | 475 20 |

| | |
|------------|-------------------|
| Total..... | <u>\$5,411 00</u> |
|------------|-------------------|

The quantity of coal passed down (or eastward) through the Welland Canal in Canadian and United States vessels for the years 1885 to 1889 is as follows:—

| Year. | Quantity Carried in Canadian Vessels. | | Quantity Carried in United States Vessels. | | Total Quantity Carried in Canadian and United States Vessels. | |
|--------------|---|-----------|--|----------|---|-----------|
| | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. |
| | | \$ cts. | | \$ cts. | | \$ cts. |
| 1885..... | 17,764 | 3,552 80 | 18,560 | 3,712 00 | 36,324 | 7,264 80 |
| 1886..... | 43,477 | 8,695 40 | 11,647 | 2,329 40 | 55,124 | 11,024 80 |
| 1887..... | 25,023 | 5,004 60 | 2,108 | 421 60 | 27,131 | 5,426 20 |
| 1888..... | 23,853 | 4,770 60 | 4,208 | 841 60 | 28,061 | 5,612 20 |
| 1889..... | 24,679 | 4,935 80 | 2,376 | 475 20 | 27,055 | 5,411 00 |
| Total..... | 134,796 | 26,959 20 | 38,899 | 7,779 80 | 173,695 | 34,739 00 |
| Average..... | 26,960 | 5,392 00 | 7,780 | 1,556 00 | 34,739 | 6,947 80 |

The quantity of coal passed through the Welland Canal during a series of years from 1885 to 1889 inclusive, and the amount of tolls collected thereon, is as follows:—

| Year. | From United States Ports to United States Ports. | | From United States Ports to Canadian Ports. | | Total Tons. | Amount of Tolls Paid. — Rate, 20 cents a ton. |
|--------------|---|--------|--|---------|-------------|---|
| | Up. | Down. | Up. | Down. | | |
| | Tons. | Tons. | Tons. | Tons. | | |
| 1885..... | 193,442 | 4,974 | 10,321 | 31,350 | 240,087 | 48,017 40 |
| 1886..... | 184,564 | 5,400 | 22,187 | 49,724 | 261,875 | 52,375 00 |
| 1887..... | 81,617 | 1,163 | 26,775 | 25,968 | 135,523 | 27,104 60 |
| 1888..... | 172,381 | 878 | 17,365 | 27,183 | 217,807 | 43,561 40 |
| 1889..... | 226,352 | 1,124 | 12,036 | 25,931 | 265,443 | 53,188 60 |
| Total..... | 858,356 | 13,359 | 88,684 | 160,156 | 1,120,735 | 224,147 00 |
| Average..... | 171,671 | 2,708 | 17,737 | 32,031 | 224,147 | 44,829 40 |

T.—STATEMENT showing the quantity of Coal passed through the whole length of the St. Lawrence Canals during the Seasons of 1885 to 1889 inclusive.

| Years. | Quantity passed up Free of Tolls. | Quantity passed down to Montreal. | Total Quantity passed up and down. | Amount of Tolls on quantity passed down to Montreal. |
|-----------|--|--|---|---|
| | Tons. | Tons. | Tons. | \$ cts. |
| 1885..... | 5,035 | 122,829 | 127,864 | 18,424 35 |
| 1886..... | 3,301 | 118,802 | 122,103 | 17,820 70 |
| 1887..... | 7,579 | 121,618 | 129,197 | 18,242 70 |
| 1888..... | 8,341 | 123,050 | 131,391 | 18,423 90 |
| 1889..... | 5,360 | 124,290 | 129,650 | 18,604 90 |

U.—COMPARATIVE STATEMENT of the quantity of Freight passed down the Welland Canal, showing the quantity to Montreal, the quantity to Canadian Ports between Port Dalhousie and Cornwall, and the quantity to United States Ports, Oswego, Ogdensburg, &c., on the south side of Lake Ontario, for the Years 1883 to 1889, inclusive.

| Articles. | Quantity passed | Quantity passed | Quantity passed |
|---|----------------------|---|------------------------------------|
| | down to Montreal. | down Canadian Ports between Port Dalhousie and Cornwall. | down to United States Ports. |
| 1883. | Tons. | Tons. | Tons. |
| Ashes, pot and pearl..... | 3 | 2 | 3 |
| Agricultural products, not enumerated, vegetable..... | | 3 | |
| do do animal..... | | 6 | |
| Agricultural implements..... | | | 1 |
| Barley..... | | | 735 |
| Coal..... | | 89,344 | 5,372 |
| Corn..... | 109,191 | 6,815 | 66,128 |
| Crockery and earthenware..... | | | 1 |
| Fish..... | | | 1 |
| Flour..... | 5,089 | | 2,041 |
| Furniture..... | 6 | 8 | 25 |
| Glass..... | 1 | 9 | |
| Horses..... | | | 6 |
| Hides and skins..... | 77 | 26 | 60 |
| Iron, railway..... | | | 142 |
| do all other..... | 5 | 39 | 90 |
| Lard and lard oil..... | 6 | 1 | 5 |
| Meal, all kinds..... | 1,188 | 138 | 8,579 |
| Meats, other than pork..... | | 2 | 12 |
| Manilla..... | | | 4 |
| Molasses..... | 43 | 4 | 1 |
| Nails..... | | | 51 |
| Oats..... | | | 731 |
| Oil, in barrels..... | | 300 | 206 |
| Oil cake..... | | | 1 |
| Pease..... | 726 | | |
| Pork..... | 212 | 13 | 163 |
| Paint..... | | | 6 |
| Rags..... | | | 271 |
| Rye..... | 518 | | |
| Salt..... | | | 8 |
| Stone, intended for cutting..... | | 2,584 | 38 |
| do wrought..... | 269 | 353 | 87 |
| Seeds, all kinds..... | 2 | | 662 |
| Steel..... | 1 | | |
| Sugar..... | 2 | | |
| Spirits, beer, &c..... | 35 | 98 | 156 |
| Tobacco, raw..... | | 5 | |
| Tallow..... | | | 2 |
| Wheat..... | 76,379 | 3,835 | 54,282 |
| White lead..... | | | 5 |
| Wool..... | | | 95 |
| All other merchandise, not enumerated..... | 52 | 109 | 665 |
| Barrels, empty..... | | 4 | |
| Firewood, in vessels..... | | 930 | |
| Hoops..... | | | 26 |
| Lumber, sawn, in vessels..... | 6,311 | 792 | 34,732 |
| Staves and headings, barrel..... | | 31 | |
| do do pipe..... | 2,024 | 2,738 | |
| do do West India..... | 451 | 1,946 | |
| Staves, salt barrel..... | | | 25 |
| Shingles..... | | | 9 |
| Split post and fence rails, in vessels..... | | 1 | |
| Timber, square..... | 2,604 | 74,329 | |
| Woodenware and wood, partly manufactured..... | 199 | 35 | 30 |
| Total..... | 205,394 | 184,502 | 175,455 |

U.—COMPARATIVE STATEMENT of the quantity of Freight passed down the Welland Canal, &c.—*Continued.*

| Articles. | Quantity passed down to Montreal. | Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports. |
|--|-----------------------------------|---|--|
| | Tons. | Tons. | Tons. |
| 1884. | | | |
| Ashes, pot and pearl..... | 36 | 10 | |
| Agricultural products, not enumerated, vegetable..... | | 7 | |
| do do animal..... | | 2 | |
| Agricultural implements..... | | 9 | |
| Barley..... | 38 | 52 | |
| Coal..... | | 32,598 | 4,293 |
| Corn..... | 55,552 | 9,552 | 53,707 |
| Cattle..... | | 1 | |
| Fish..... | | 13 | |
| Flour..... | 9,659 | | 1,715 |
| Furniture..... | 10 | 17 | 16 |
| Glass, all kinds..... | | 10 | 1 |
| Hay, pressed..... | | | 13 |
| Horses..... | | 2 | 6 |
| Hides, horns and hoofs..... | | | 73 |
| Iron, all other..... | | 8 | 40 |
| Kryolite and chemical ore, and other ore, except iron..... | | 10 | |
| Lard and lard oil..... | | 2 | 7 |
| Meal, all kinds..... | | 5 | 8,170 |
| Meats other than pork..... | | 28 | 4 |
| Marble..... | | | 1 |
| Nails..... | 1 | | 26 |
| Oats..... | 872 | | 9,874 |
| Oil, in barrels..... | 78 | 354 | 255 |
| Pease..... | 433 | | |
| Pork..... | 318 | | |
| Rye..... | 477 | | |
| Salt..... | | 364 | |
| Stone, intended for cutting..... | | 2,059 | 15 |
| do wrought..... | 317 | 190 | 7 |
| Seeds all kinds..... | | 111 | 511 |
| Sheep..... | | | 1 |
| Spirits, beer, &c..... | | 11 | 26 |
| Turpentine..... | 1 | | |
| Wheat..... | 84,822 | 2,549 | 40,975 |
| All other goods and merchandise not enumerated..... | 37 | 104 | 480 |
| Barrels, empty..... | 37 | 3 | 1 |
| Firewood, in vessels..... | | 930 | |
| Lumber, sawn do..... | 7,531 | 85 | 45,239 |
| Staves and headings, barrel..... | | 22 | |
| do pipe..... | 200 | 487 | |
| do West India..... | 863 | 406 | |
| Shingles..... | | 7 | 76 |
| Timber, square..... | 7,365 | 50,414 | |
| Woodenware and wood, partly manufactured..... | 68 | 3 | 11 |
| Total..... | 168,715 | 100,425 | 165,543 |

A refund of 10 cents per ton was allowed on wheat, corn, oats, barley and rye passed down to Montreal, per O. C., 28th May, 1884.

U.—COMPARATIVE STATEMENT of the quantity of Freight passed down the Welland Canal, &c.—*Continued.*

| Articles. | Quantity passed down to Montreal. | Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports. |
|--|-----------------------------------|---|--|
| 1885. | Tons. | Tons. | Ton |
| Ashes, pot and pearl..... | 97 | | |
| Apples..... | 513 | | |
| Agricultural products not enumerated, vegetable..... | 1 | | |
| do do animal..... | 2 | | |
| Barley..... | | | 228 |
| Coal..... | | 31,350 | 4,974 |
| Corn..... | 44,401 | 9,906 | 63,229 |
| Crockery and earthenware..... | 1 | | |
| Flour..... | 2,874 | | 124 |
| Furniture..... | 5 | 11 | |
| Horses..... | 2 | 1 | |
| Iron, pig..... | | 100 | |
| do all other..... | 7 | | |
| Iron ore..... | | | 987 |
| Lard and lard oil..... | | 2 | |
| Meal, all kinds..... | 16 | | |
| Oats..... | | | 882 |
| Oil, in barrels..... | 7 | 568 | |
| Pease..... | 11 | | |
| Paint..... | | 68 | |
| Pork..... | 30 | | |
| Salt..... | | 407 | |
| Stone, for cutting..... | | 3,749 | |
| do wrought..... | | 8 | |
| Seeds, all kinds..... | 42 | 10 | |
| Spirits, beer, &c..... | | 25 | |
| Tallow..... | 2 | 4 | |
| Wheat..... | 52,157 | 2,003 | 53,235 |
| All other merchandise not enumerated..... | 28 | 8 | 2 |
| Barrels, empty..... | 128 | 8 | |
| Firewood, in vessels..... | | 540 | |
| Lumber, sawn..... | 19,945 | 6,774 | 49,561 |
| Staves and headings..... | 856 | 604 | |
| Shingles..... | | | 111 |
| Timber, square..... | 11,767 | 69,616 | |
| Woodenware..... | 76 | | |
| Total..... | 132,968 | 125,762 | 173,333 |

A refund of 10 cents per ton was allowed on wheat, corn, oats, pease, barley and rye passed down to Montreal, per O. C. 17th June, 1885, and a refund of 18 cents per ton from 1st July, 1885, per O. C. 4th July, 1885.

U.—COMPARATIVE STATEMENT of the quantity of Freight passed down the Welland Canal, &c.—*Continued.*

| Articles. | Quantity passed down to Montreal. | Quantity passed down to Ontario Ports between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports. |
|--|-----------------------------------|--|--|
| 1886. | Tons. | Tons. | Tons. |
| Ashes, pot and pearl..... | 44 | 10 | 11 |
| Apples..... | 49 | | |
| Agricultural products, not enumerated vegetable..... | | 1 | 1 |
| Bricks..... | | | 41 |
| Cement and water lime..... | | | 26 |
| Coal..... | | 49,724 | 5,400 |
| Corn..... | 116,517 | 8,871 | 93,503 |
| Flour..... | 2,934 | | 7,591 |
| Furniture..... | 6 | 15 | 21 |
| Glass, all kinds..... | | | 2 |
| Horses..... | 1 | | 1 |
| Hides and skins, &c..... | | | 414 |
| Iron, pig..... | | 617 | 43 |
| do all other..... | 15 | 12 | 1 |
| Lard and lard oil..... | 22 | 9 | 13 |
| Meal, all kinds..... | 125 | 18 | 13,201 |
| Meats, other than pork..... | 67 | 64 | 1 |
| Marble..... | | 2 | |
| Molasses..... | 28 | 7 | |
| Nails..... | | | 4 |
| Oats..... | | 41 | 4,790 |
| Oil..... | 6 | 28 | 6 |
| Pease..... | 608 | | |
| Pork..... | 936 | 407 | 106 |
| Paint..... | 1 | 1 | |
| Rags..... | | | 13 |
| Salt..... | | 29 | 1 |
| Stone for cutting..... | | 4,314 | |
| do wrought..... | | 103 | 38 |
| Seed, all kinds..... | 33 | 3 | 236 |
| Sugar..... | | | 3 |
| Spirits, beer, &c..... | 8 | 12 | 21 |
| Tobacco, raw..... | 25 | | |
| Tallow..... | 1 | 2 | 1 |
| Wheat..... | 86,815 | 969 | 53,258 |
| Wool..... | | | 1,125 |
| Merchandise not enumerated..... | 100 | 46 | 793 |
| Barrels, empty..... | 6 | 2 | |
| Floats..... | | 20 | |
| Lumber, sawn, in vessels..... | 18,707 | 7,546 | 53,124 |
| Masts, spars, &c..... | | 22 | |
| Staves and headings, barrel..... | | 57 | |
| do do pipe..... | 332 | 339 | |
| do do West India..... | 287 | 444 | |
| Shingles..... | | 12 | 463 |
| Timber, square..... | 16,740 | 44,335 | |
| Woodenware, &c..... | 101 | 45 | 2 |
| Total..... | 244,514 | 118,127 | 234,254 |

A refund of 18 cents per ton was allowed on wheat, corn, oats, pease, barley and rye, passed down to Montreal, per O. C. 21st April, 1886.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

| Articles. | Quantity passed down to Montreal. | Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports. |
|--|-----------------------------------|---|--|
| | Tons. | Tons. | Tons. |
| 1887. | | | |
| Ashes pot and pearl | 113 | | |
| Apples | 33 | | |
| Agricultural Products not enumerated, vegetable. | | | 2 |
| Agricultural Implements. | | | 9 |
| Barley | | | 1,709 |
| Coal | | 25,968 | 1,163 |
| Corn | 24,609 | 6,898 | 83,431 |
| Fish | | | 2 |
| Flour | 6,140 | | 11,780 |
| Furniture | 9 | 9 | 24 |
| Horses | 1 | 1 | 2 |
| Hides, skins, &c. | | | 170 |
| Iron, pig | | 1,137 | |
| do all other | | 7 | |
| Lard and lard oil | | 6 | 14 |
| Meal, all kinds | 87 | 42 | 10,726 |
| Meats, other than pork | 29 | 15 | 18 |
| Nails | 1 | | |
| Oats | | | 12,650 |
| Oil | 14 | 190 | 8 |
| Oil cake | 17 | | |
| Pease | 362 | | |
| Pork | 418 | 86 | 108 |
| Stone, for cutting. | | 3,531 | |
| do wrought | 12 | 543 | |
| Seeds | | 4 | 44 |
| Sugar | 15 | | 1 |
| Spirits | | 99 | 63 |
| Wheat | 160,063 | 4,940 | 37,678 |
| Wool | | | 86 |
| All other merchandise not enumerated. | 72 | 123 | 468 |
| Barrels, empty | 88 | | 24 |
| Lumber, sawn | 7,001 | 1,816 | 44,733 |
| Staves and headings, barrel. | | 27 | |
| do pipe | 184 | | |
| do West India | 131 | 838 | |
| Timber, square | 14,390 | 21,351 | |
| Woodenware and wood partly manufactured | 45 | 1 | 2 |
| Total | 213,834 | 67,632 | 204,315 |

A refund of 18 cents per ton was allowed on wheat, corn, peas, barley and rye, passed down to Montreal, per Order in Council, 28th March, 1887.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

| Articles. | Quantity passed down to Montreal. | Quantity passed down to Canadian Ports, between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports. |
|---|-----------------------------------|--|--|
| 1888. | Tons. | Tons. | Tons. |
| Ashes, pot and pearl..... | 85 | | |
| Apples..... | | 45 | |
| Barley..... | | | 2 |
| Cement and water lime..... | | | 4 |
| Coal..... | | 27,183 | 878 |
| Corn..... | 66,443 | 25,469 | 102,974 |
| Crockery and earthenware..... | | 4 | 1 |
| Flour..... | 3,865 | | 8,563 |
| Furniture..... | 2 | 1 | 30 |
| Glass, all kinds..... | 3 | 2 | |
| Hay (pressed)..... | | 20 | |
| Horses..... | 2 | | |
| Hides and skins..... | | | 39 |
| Iron, pig..... | | 549 | |
| do all other..... | 418 | 490 | |
| Lard and lard oil..... | 54 | 12 | 18 |
| Meal, all kinds..... | 100 | | 11,598 |
| Meats, other than pork..... | 39 | 6 | 14 |
| Oats..... | | | 26,510 |
| Oil..... | | 3 | |
| Pease..... | | 54 | |
| Pork..... | 265 | 61 | 19 |
| Rags..... | | | 14 |
| Rye..... | | 632 | 179 |
| Stone (for cutting)..... | | 6,535 | |
| do wrought..... | | 126 | |
| Seeds, all kinds..... | 12 | 1 | 48 |
| Steel..... | | | 3 |
| Sugar..... | | 2 | 4 |
| Spirits..... | 3 | 2 | 151 |
| Tallow..... | | | 1 |
| Wheat..... | 93,915 | 14,365 | 39,999 |
| Wool..... | | | 18 |
| All other goods and merchandise not enumerated..... | 105 | 34 | 1,435 |
| Barrels (empty)..... | 40 | | 133 |
| Lumber, sawn..... | 5,174 | 4,515 | 45,818 |
| Staves and headings, barrel..... | 15 | 7 | |
| do pipe..... | 124 | | |
| do West Indies..... | 1,623 | 13 | |
| do salt barrel..... | 1 | 1 | |
| Shingles..... | | | 6 |
| Timber square (in vessels)..... | 11,586 | 33,669 | |
| Woodenware..... | 25 | | 8 |
| Total..... | 183,899 | 113,801 | 238,467 |

A refund of 18c. per ton was allowed on wheat, corn, pease, barley and rye passed down to Montreal, per O.C., 20th April, 1888.

COMPARATIVE Statement of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

| Articles. | Quantity passed down to Montreal. | Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports. |
|----------------------------------|-----------------------------------|---|--|
| 1889. | Tons. | Tons. | Tons. |
| Ashes, pot and pearl..... | 107 | 5 | ..... |
| Coal..... | ..... | 25,931 | 1,124 |
| Corn..... | 195,350 | 11,200 | 147,045 |
| Crockery and earthenware..... | ..... | 1 | 1 |
| Fish..... | ..... | 5 | ..... |
| Flour..... | 6,841 | ..... | 5,017 |
| Furniture..... | ..... | 4 | 30 |
| Horses..... | 2 | ..... | 1 |
| Iron, pig..... | ..... | 615 | ..... |
| do all other..... | ..... | ..... | 520 |
| Lard and lard oil..... | ..... | 5 | 19 |
| Meal, all kinds..... | 148 | ..... | 17,224 |
| Meats other than pork..... | 32 | 2 | 3 |
| Molasses..... | ..... | ..... | 88 |
| Oats..... | 320 | ..... | 27,492 |
| Oil, in Barrels..... | 4 | 2 | ..... |
| Oil cake..... | 798 | ..... | ..... |
| Potatoes..... | ..... | ..... | 1 |
| Pork..... | 1,220 | 114 | 21 |
| Rye..... | 1,284 | 634 | ..... |
| Salt..... | ..... | 316 | ..... |
| Stone, for cutting..... | ..... | 6,784 | ..... |
| do wrought..... | ..... | 11 | 2 |
| do not suitable for cutting..... | ..... | 375 | 1,681 |
| Seeds, all kinds..... | 3 | ..... | 151 |
| Spirits, beer, &c..... | 20 | 8 | 190 |
| Tallow..... | ..... | ..... | 13 |
| Wheat..... | 70,815 | 7,241 | 39,229 |
| Wool..... | ..... | ..... | 452 |
| Merchandise..... | 193 | 129 | 1,591 |
| Barrels, empty..... | ..... | ..... | 173 |
| Lumber, sawn..... | 6,118 | 20,650 | 55,074 |
| Masts, spars, etc..... | ..... | 220 | ..... |
| Railway ties..... | ..... | 852 | ..... |
| Saw logs..... | ..... | ..... | 158 |
| Staves and headings, barrel..... | ..... | 4 | ..... |
| do pipe..... | 202 | 304 | ..... |
| do West India..... | 68 | 559 | ..... |
| Shingles..... | ..... | ..... | 51 |
| Split posts, etc..... | ..... | 17 | ..... |
| Timber, square..... | 9,302 | 70,819 | ..... |
| Woodenware, etc..... | ..... | ..... | 2 |
| Total..... | 292,827 | 146,805 | 297,353 |

A refund of 18 cents per ton was allowed on wheat, corn, peas, barley and rye passed down to Montreal per Order in Council 18th March, 1889.

STATEMENT showing the quantity of freight passed down the Welland Canal to Canadian Ports, &c.—*Continued.*

RECAPITULATION.

| Articles. | Quantity passed to Montreal. | Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports on the South Side of Lake Ontario. |
|--------------------------|------------------------------|---|--|
| 1883. | Tons. | Tons. | Tons. |
| Barley | | | 735 |
| Corn | 109,191 | 6,815 | 66,128 |
| Oats | | | 731 |
| Rye | 518 | | |
| Wheat | 76,379 | 3,835 | 54,282 |
| Total Grain | 186,088 | 10,650 | 121,876 |
| Other Articles | 19,306 | 173,852 | 53,579 |
| Total | 205,394 | 184,502 | 175,455 |
| 1884. | | | |
| Barley | 38 | 52 | |
| Corn | 55,552 | 9,552 | 53,707 |
| Oats | 872 | | 9,874 |
| Rye | 477 | | |
| Wheat | 84,822 | 2,549 | 40,975 |
| Total Grain | 141,761 | 12,153 | 104,556 |
| Other Articles | 26,954 | 88,272 | 60,987 |
| Total | 168,715 | 100,425 | 165,543 |
| 1885. | | | |
| Barley | | | 228 |
| Corn | 44,401 | 9,906 | 63,229 |
| Oats | | | 882 |
| Pease | 11 | | |
| Rye | | | |
| Wheat | 52,157 | 2,003 | 53,235 |
| Total Grain | 96,569 | 11,909 | 117,574 |
| Other Articles | 36,399 | 113,853 | 55,759 |
| Total | 132,968 | 125,762 | 173,333 |
| 1886. | | | |
| Barley | | | |
| Corn | 116,517 | 8,871 | 93,503 |
| Oats | | 41 | 4,790 |
| Pease | 608 | | |
| Rye | | | |
| Wheat | 86,815 | 969 | 53,258 |
| Total Grain | 203,940 | 9,881 | 151,551 |
| Other Articles | 40,574 | 108,246 | 82,703 |
| Total | 244,514 | 118,127 | 234,254 |

STATEMENT showing the Quantity of Freight passed down the Welland Canal to Canadian Ports, &c.—*Concluded.*

RECAPITULATION.

| Articles. | Quantity passed down to Montreal. | Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports on the south side of Lake Ontario. |
|---------------------|-----------------------------------|---|--|
| 1887. | Tons. | Tons. | Tons. |
| Barley..... | | | 1,709 |
| Corn..... | 24,609 | 6,898 | 83,431 |
| *Oats..... | | | 12,050 |
| Pease..... | 362 | | |
| Rye..... | | | |
| Wheat..... | 160,063 | 4,940 | 37,678 |
| Total Grain..... | 185,034 | 11,838 | 134,868 |
| Other Articles..... | 28,800 | 55,794 | 69,447 |
| Total..... | 213,834 | 67,632 | 204,315 |
| 1888. | | | |
| Barley..... | | | 2 |
| Corn..... | 66,443 | 25,469 | 102,974 |
| Oats..... | | | 26,510 |
| Pease..... | | 54 | |
| Rye..... | | 632 | 179 |
| Wheat..... | 93,915 | 14,365 | 39,999 |
| Total Grain..... | 160,358 | 40,520 | 169,664 |
| Other Articles..... | 23,541 | 73,281 | 68,803 |
| Total..... | 183,899 | 113,801 | 238,467 |
| 1889. | | | |
| Barley..... | | | |
| Corn..... | 195,350 | 11,200 | 147,045 |
| Oats..... | 320 | | 27,492 |
| Pease..... | | | |
| Rye..... | 1,284 | 634 | |
| Wheat..... | 70,815 | 7,241 | 39,229 |
| Total Grain..... | 267,769 | 19,075 | 213,766 |
| Other Articles..... | 25,158 | 127,730 | 83,587 |
| Total..... | 292,927 | 146,805 | 297,353 |

*There was no refund allowed on Oats for 1887, 1888 and 1889.

+Owing to a break in the Cornwall Canal, 14,921 tons of the above quantity of grain was transhipped to Montreal *via* Canadian Pacific and Grand Trunk Railways, and the refund of 18cts. per ton allowed.

V.—SUMMARY of Quantity of Freight passed down Welland Canal on which full Tolls were paid.

| | Quantity passed down to Canadian Ports : Toronto, Hamilton, Kingston, Cornwall, &c. | Quantity passed down to United States Ports : Oswego, Odgensburg, &c., on south side of Lake Ontario. |
|----------------------|---|---|
| | Tons. | Tons. |
| 1883. | | |
| Grain | 10,650 | 121,876 |
| Other Articles | 173,852 | 53,579 |
| Total | 184,502 | 175,455 |
| 1884. | | |
| Grain | 12,153 | 104,556 |
| Other Articles | 88,272 | 60,987 |
| Total | 100,425 | 165,543 |
| 1885. | | |
| Grain | 11,909 | 117,574 |
| Other Articles | 113,853 | 55,759 |
| Total | 125,762 | 173,333 |
| 1886. | | |
| Grain | 9,881 | 151,551 |
| Other Articles | 108,246 | 82,703 |
| Total | 118,127 | 234,254 |
| 1887. | | |
| Grain | 11,838 | 134,868 |
| Other Articles | 55,794 | 69,447 |
| Total | 67,632 | 204,315 |
| 1888. | | |
| Grain | 25,596 | 169,664 |
| Other Articles | 73,281 | 68,803 |
| Total | 98,880 | 238,467 |
| 1889. | | |
| Grain | 19,075 | 213,766 |
| Other Articles | 127,730 | 83,587 |
| Total | 146,805 | 297,353 |

CANAL

COMPARATIVE Statement for Years ended

| | January. | February. | March. | April. | May. |
|---------------------------------------|----------|-----------|---------|-----------|-----------|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Welland Canal, 1888 | | | | 2,985 47 | 23,903 01 |
| do 1889 | | | | 17,061 73 | 23,791 75 |
| Increase | | | | 14,076 26 | |
| Decrease | | | | | 111 26 |
| St. Lawrence Canals, 1888 | | | | 4 00 | 7,463 51 |
| do 1889 | | | | 1,471 78 | 9,134 72 |
| Increase | | | | 1,467 78 | 1,671 21 |
| Decrease | | | | | |
| Chambly Canal, 1888 | | | | 2 65 | 2,726 86 |
| do 1889 | | | | 30 46 | 3,550 36 |
| Increase | | | | 27 81 | 823 50 |
| Decrease | | | | | |
| Rideau Canal, 1888 | | | | | 746 50 |
| do 1889 | | | | 222 43 | 996 75 |
| Increase | | | | 222 43 | 250 25 |
| Decrease | | | | | |
| Ottawa Canals, 1888 | | | | | 8,902 90 |
| do 1889 | | | | 1,425 13 | 10,071 16 |
| Increase | | | | 1,425 13 | 1,168 26 |
| Decrease | | | | | |
| St. Peter's Canal, 1888 | 2 69 | | | 1 84 | 399 77 |
| do 1889 | 1 96 | | 9 98 | 150 50 | 457 71 |
| Increase | | | 9 98 | 148 66 | 57 94 |
| Decrease | 0 73 | | | | |
| Newcastle District Canals, 1888 | | | | | 16 70 |
| do do 1889 | | | | | 21 42 |
| Increase | | | | | 4 72 |
| Decrease | | | | | |
| Total increase | | | 9 98 | 17,368 07 | 3,864 62 |
| Total decrease | 0 73 | | | | |

Amount refunded on account of reduction of tolls on grain through Welland and St. Lawrence Canals, 1888, \$30,580.02; actual revenue, \$290,853.91.

Amount refunded on account of reduction of tolls on grain through Welland and St. Lawrence Canals, 1889, \$48,725.80; actual revenue, \$332,383.51.

REVENUE.

31st December, 1888 and 1889.

| June. | July. | August. | September. | October. | November. | December. | Total. |
|-----------|-----------|-----------|------------|-----------|-----------|-----------|------------|
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 27,344 25 | 23,199 70 | 28,289 65 | 23,661 07 | 23,033 14 | 14,898 50 | 48 00 | 167,362 79 |
| 29,024 36 | 27,981 74 | 38,022 03 | 34,429 54 | 28,047 61 | 20,623 14 | 486 48 | 219,468 38 |
| 1,680 11 | 4,782 04 | 9,732 38 | 10,768 47 | 5,014 47 | 5,724 64 | 438 48 | 52,105 59 |
| 13,377 08 | 12,986 72 | 12,827 52 | 11,672 21 | 7,251 76 | 5,536 58 | 115 06 | 71,234 44 |
| 11,446 53 | 14,280 85 | 12,104 21 | 10,388 30 | 8,578 97 | 5,833 39 | 54 79 | 73,293 54 |
| 1,930 55 | 1,294 13 | 723 31 | 1,283 91 | 1,327 21 | 296 81 | 60 27 | 2,059 10 |
| 3,651 01 | 3,208 83 | 3,563 56 | 3,950 84 | 3,357 09 | 1,839 38 | | 22,300 22 |
| 3,784 91 | 3,401 38 | 3,439 48 | 2,494 65 | 2,545 89 | 1,486 99 | | 20,734 12 |
| 133 90 | 192 55 | 124 08 | 1,456 19 | 811 20 | 352 39 | | 1,566 10 |
| 1,228 55 | 1,470 53 | 1,170 41 | 855 50 | 856 70 | 391 17 | | 6,719 36 |
| 1,176 33 | 1,632 35 | 1,295 14 | 858 41 | 729 51 | 327 61 | 1 24 | 7,239 77 |
| 52 22 | 161 82 | 124 73 | 2 91 | 127 19 | 63 56 | 1 24 | 520 41 |
| 9,329 10 | 8,172 58 | 7,645 65 | 5,701 02 | 7,705 01 | 3,826 10 | 73 07 | 51,355 43 |
| 9,019 91 | 8,849 94 | 9,180 84 | 7,275 21 | 7,864 20 | 3,275 16 | | 56,961 55 |
| 309 19 | 677 36 | 1,535 19 | 1,574 19 | 159 19 | 550 94 | 73 07 | 5,606 12 |
| 265 92 | 194 67 | 317 14 | 313 81 | 345 20 | 263 60 | 99 93 | 2,204 57 |
| 356 00 | 333 10 | 412 09 | 438 35 | 380 35 | 306 84 | 72 79 | 2,919 67 |
| 90 08 | 138 43 | 94 95 | 124 54 | 35 15 | 43 24 | 27 14 | 715 10 |
| 53 32 | 36 09 | 50 19 | 66 45 | 21 17 | 13 20 | | 257 12 |
| 51 20 | 69 66 | 107 79 | 121 34 | 82 81 | 38 06 | | 492 28 |
| 2 12 | 33 57 | 57 60 | 54 89 | 61 64 | 24 86 | | 235 16 |
| 389 99 | 7,279 90 | 10,697 46 | 9,784 90 | 5,659 27 | 5,122 66 | 279 24 | 59,675 38 |

Total for year 1888..... \$321,433.93
Total for year 1889..... 381,109.31

COMPARATIVE STATEMENT showing the Quantities of Vegetable Food and Lumber passed through the Canals during the Years ended 31st December, 1888 and 1889.

| | VEGETABLE FOOD. | | | | | | | Lumber. | Total. |
|--------------------------------|-----------------|---------|---------|---------|--------|-------|------------|---------|---------|
| | Flour. | Wheat. | Corn. | Barley. | Oats. | Rye. | All other. | | |
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| Welland Canal, 1888..... | 16,983 | 160,963 | 194,886 | 5,906 | 26,629 | 811 | 13,608 | 59,604 | 479,390 |
| do 1889..... | 7,931 | 126,664 | 353,595 | 4,272 | 28,356 | 2,073 | 18,352 | 84,868 | 626,911 |
| Increase..... | 9,052 | 34,299 | 158,709 | 1,634 | 1,727 | 1,862 | 4,944 | 25,264 | 147,521 |
| Decrease..... | | | | | | | | | |
| St. Lawrence Canals, 1888..... | 9,830 | 117,766 | 82,194 | 1,563 | 1,743 | | 22,975 | 61,166 | 297,237 |
| do 1889..... | 8,324 | 99,045 | 201,563 | 2,811 | 1,703 | 1,292 | 22,844 | 60,896 | 398,478 |
| Increase..... | 1,506 | 18,721 | 119,369 | 1,248 | 40 | 1,292 | 131 | 270 | 101,241 |
| Decrease..... | | | | | | | | | |
| Chambly Canal, 1888..... | 377 | | | 373 | 1,050 | 9 | 901 | 91,874 | 94,584 |
| do 1889..... | 252 | 3 | | 1,078 | 1,370 | | 433 | 81,665 | 84,801 |
| Increase..... | 125 | 3 | | 705 | 320 | | | 10,209 | 9,783 |
| Decrease..... | | | | | | 9 | 468 | | |
| Rideau Canal, 1888..... | 432 | 326 | 92 | 275 | 17 | 15 | 229 | 59,780 | 61,166 |
| do 1889..... | 366 | 311 | 52 | 270 | 13 | 23 | 210 | 59,803 | 61,048 |
| Increase..... | 66 | 15 | 40 | 5 | 4 | 8 | 19 | 23 | 118 |
| Decrease..... | | | | | | | | | |
| Ottawa Canals, 1888..... | 23 | 40 | | 471 | 1,088 | 2 | 1,902 | 533,206 | 536,732 |
| do 1889..... | 19 | 70 | 2 | 390 | 855 | 1 | 1,639 | 614,851 | 617,887 |

| | 4 | 30 | 2 | 81 | 233 | 1 | 203 | 81,645 | 81,155 |
|--------------------------------------|--------|--------|---------|-----|-------|-------|-------|--------|-----------|
| Increase..... | | | | | | | | | |
| Decrease..... | | | | | | | | | |
| St. Peter's Canal, 1888..... | 2,206 | | | | | | | 4,126 | 6,332 |
| do 1889..... | 1,505 | | | | | | | 7,126 | 8,631 |
| Increase..... | | | | | | | | | |
| Decrease..... | 701 | | | | | | | 3,000 | 2,299 |
| Newcastle District Canals, 1888..... | | | | | | | | 434 | 434 |
| do 1889..... | | | | | | | | 835 | 835 |
| Increase..... | | | | | | | | 401 | 401 |
| Decrease..... | | | | | | | | | |
| Total Increase..... | 11,454 | 53,002 | 278,040 | 233 | 1,770 | 3,152 | 4,123 | 99,854 | 322,716 |
| Total Decrease..... | | | | | | | | | |
| Total for 1888..... | | | | | | | | | 1,475,875 |
| Total for 1889..... | | | | | | | | | 1,798,591 |

SUPPLEMENTARY APPENDIX A.

No. (A) 5.—GENERAL STATEMENT showing the Quantity of each Article transported on the Welland Canal, and the Amount of Revenue collected during the Season of Navigation in 1889.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. \$ cts. |
|--|----------------------------------|-------|---------------------------------------|-------|--|---------|---------------------------------------|--------|---------|---------|-------------|--------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| | Ashes, Pot and Pearl..... | | 2 | | | | | | | | | |
| Apples..... | 20 | 699 | 4 | | | | | 110 | | | 112 | 22 40 |
| Agricultural products not enumerated, Vegetable..... | | | | | | | | | 24 | | 699 | 20 75 |
| Agricultural products not enumerated, Animal..... | | | | 420 | | | | | | | 420 | 21 00 |
| Agricultural Implements..... | | | | | | | | | | | | |
| Barley..... | | | 4,075 | 197 | | | | | 4,075 | 197 | 4,272 | 616 17 |
| Bricks..... | 20 | | | 4 | | | | | 20 | 4 | 24 | 2 03 |
| Bones..... | | | | | | | | | | | | |
| Brimstone..... | | | | | | | | | | | | |
| Cement and Water Lime..... | 1 | 6 | | | 49 | | | | 50 | 6 | 56 | 7 63 |
| Clay, Lime and Sand..... | 1 | 364 | 200 | | | | | | 201 | 364 | 565 | 65 03 |
| Coal..... | | 435 | | | 226,352 | 1,124 | 25,931 | 14,463 | 240,815 | 27,490 | 268,305 | 53,181 95 |
| Corn..... | | | | | | 147,045 | 206,550 | | | 353,595 | 353,595 | 70,719 00 |
| Cattle..... | | | | | | | | | | | | |
| Cotton (Raw)..... | | | | | | | | | | | | |
| Crockery and Earthenware..... | 5 | 1 | | | | 1 | | | 5 | 2 | 7 | 0 50 |
| Dye Wood and Dye Stuffs..... | | | | | | | | | | | | |
| Fish..... | | 5 | 9 | | 156 | | | | | | | |
| Flax and Hemp..... | | | | | | | | | 165 | 5 | 170 | 25 75 |
| Flour..... | 9 | 2,019 | | | | | | | | | | |
| Furniture..... | 1 | | 9 | | | 5,017 | 886 | | 9 | 7,922 | 7,931 | 1,281 63 |
| Gypsum..... | | | | | 1 | 30 | 4 | | 11 | 34 | 45 | 8 48 |
| Glass (all kinds)..... | | | | | | | | | | 623 | 623 | 7 79 |
| Hay (Pressed)..... | 1 | | 1 | | | | | | | 2 | 2 | 0 30 |
| Hogs..... | | | | | | | | | | | | |
| Horses..... | | | | | | | | | | | | |
| Hides and Skins, Horns and Hoofs..... | 18 | | 2 | | | 1 | 2 | | 2 | 3 | 5 | 0 90 |
| Ice..... | | | | | | | | | 18 | | 18 | 1 80 |
| Iron, Railway..... | 3 | | 44 | | | | | | | 47 | 47 | 7 05 |

SUPPLEMENTARY APPENDIX A.—Continued.

No. (A) 5.—GENERAL STATEMENT showing the Quantity of each Article transported on the Welland Canal, &c.—Continued.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. \$ cts. |
|---|----------------------------------|--------|---------------------------------------|--------|--|---------|---------------------------------------|---------|---------|-----------|-------------|--------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| | | | | | | | | | | | | |
| Hop Poles | | | | | | | | | | | | |
| Lumber, sawn, in Vessels | 979 | 4,200 | | 15,981 | | 55,074 | | 8,632 | 979 | 83,887 | 84,866 | 14,932 20 |
| “ “ Rafts | | | | 2 | | | | | | 2 | 2 | 0 22 |
| Masts, Spars and Telegraph poles, in Vessels | | 215 | | | | | | | 5 | 5 | 215 | 32 25 |
| Masts, Spars and Telegraph poles, in Rafts | 5 | 5 | | | | | | | 22 | 902 | 924 | 1 25 |
| Railway Ties, in Vessels | | 145 | | | | | | | | | | 143 18 |
| “ “ Rafts | 239 | 2,111 | | 2,587 | | 158 | | 7 | 246 | 4,856 | 5,102 | 215 88 |
| Saw Logs | | | | | | | | | | 4 | 4 | 0 46 |
| Staves and Headings, barrel | | | | | | | | | | 506 | 506 | 94 49 |
| “ “ pipe | | | | | | | | | | 627 | 627 | 117 16 |
| “ “ West India | | | | | | | | | | | | |
| Staves, salt barrel | | | | | | 51 | | | | 52 | 52 | 36 27 |
| Shingles | | | | | | | | | | 17 | 17 | 6 36 |
| Split Posts and Fence, in Vessels | | 17 | | | | | | | | | | |
| “ “ Rafts | | | | | | | | | | 77,201 | 77,201 | 11,578 88 |
| Timber square, in Vessels | | 21,921 | | 240 | | | | 55,640 | | 2,926 | 2,926 | 637 09 |
| “ “ Rafts | | | | 6 | | | | | | | | |
| Traverses | | | | | | | | | | | | |
| Woodenware and Wood partly manufactured | | | | | | 43 | | | | 43 | 45 | 18 00 |
| Total Freight paying Tolls | 11,937 | 57,357 | 6,073 | 20,381 | 296,231 | 297,353 | 383,074 | 301,343 | 758,165 | 1,059,508 | 196,894 75 | |
| <i>Free Articles having paid full Tolls on the St. Lawrence Canals.</i> | | | | | | | | | | | | |
| Agricultural Products, not enumerated, vegetable | | | 19 | | | | | | 19 | | 19 | |
| Bricks | 9 | | 75 | | | | | | 84 | | 84 | |
| Cement and Water Lime | 9 | | 814 | | | | | | 823 | | 823 | |
| Clay, Lime and Sand | 3 | | | | | | | | 3 | | 3 | |

SUPPLEMENTARY APPENDIX A—Concluded.

No. (A) 6.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported, &c.—Concluded.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. | | Total Amount of Tolls. | | |
|---|----------------------------------|--------|---------------------------------------|--------|--|---------|---------------------------------------|---------|---------|---------|-------------|------------------|------------|------------------------|------------|------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | Up. | Down. | | \$ | cts. |
| | | | | | | | | | | | | | | | | |
| Fire Wood, in Vessels. | | | | | | | | | | | | | | | | |
| Lumber, sawn, in Vessels. | | | | | | | | | | | | | | | | |
| Masts, Spars, and Telegraph Poles, in Vessels. | 2,155 | 15,981 | 300 | 55,074 | 8,632 | 81,842 | 300 | 81,842 | 300 | 81,842 | 300 | 20 00 | 14,721 59 | 20 00 | 14,721 59 | |
| Masts, Spars, and Telegraph Poles, in Rafts. | 215 | | | | | 215 | 215 | 215 | 215 | 215 | 215 | 32 25 | 32 25 | 32 25 | 32 25 | |
| Railway Ties, in Vessels. | 5 | | | | | 5 | 5 | 5 | 5 | 5 | 5 | 1 00 | 1 00 | 1 00 | 1 00 | |
| “ “ “ “ Rafts. | 95 | | | | | 757 | 852 | 852 | 852 | 852 | 852 | 135 99 | 135 99 | 135 99 | 135 99 | |
| Saw Logs. | | | | | | | 158 | 158 | 158 | 158 | 158 | 14 40 | 14 40 | 14 40 | 14 40 | |
| Staves and Headings, barrel pipe. | | | | | | 4 | 4 | 4 | 4 | 4 | 4 | 0 46 | 0 46 | 0 46 | 0 46 | |
| Staves and Headings, West India. | | | | | | 506 | 506 | 506 | 506 | 506 | 506 | 94 49 | 94 49 | 94 49 | 94 49 | |
| Staves, salt barrel. | | | | | | | | | | | | | | | | |
| Shingles. | | | | | | | | | | | | | | | | |
| Split Posts and Fence Rails, in Vessels. | 17 | | | | | | 51 | 51 | 51 | 51 | 51 | 117 16 | 117 16 | 117 16 | 117 16 | |
| Split Posts and Fence Rails, in Rafts. | | | | | | | | | | | | 36 12 | 36 12 | 36 12 | 36 12 | |
| Timber square, in Vessels. | 21,321 | | | | | | | | | | | | | | | |
| “ “ “ “ Rafts. | | | | | | | | | | | | | | | | |
| Traverses. | | | | | | | | | | | | | | | | |
| Woodenware and Wood partly manufactured. | | | | | | 43 | 2 | 43 | 2 | 43 | 2 | 17 20 | 0 80 | 18 00 | 18 00 | |
| Total Freight paying Tolls. | 801 | 36,751 | 6,614 | 16,221 | 266,231 | 297,353 | 12,036 | 380,706 | 285,682 | 731,031 | 1,016,713 | 54,159 76 | 140,513 89 | 194,673 65 | 194,673 65 | |
| Free Articles having paid full Tolls on the St. Lawrence Canals:— | | | | | | | | | | | | | | | | |
| Agricultural products not enumerated, Vegetable. | | | | | | | | | | | 19 | | | | 19 | |

| | | | | | | | | | |
|--|--------|--------|--------|--------|---------|--------|---------|---------|---------|
| Bricks..... | 9 | 75 | 84 | 84 | 84 | 84 | 84 | 84 | |
| Cement, and Water Lime..... | 9 | 814 | 823 | 823 | 823 | 823 | 823 | 823 | |
| Clay, Lime and Sand..... | 3 | | 3 | 3 | 3 | 3 | 3 | 3 | |
| Crockery and Earthenware..... | | 112 | 112 | 112 | 112 | 112 | 112 | 112 | |
| Cattle..... | | 80 | 80 | 80 | 80 | 80 | 80 | 80 | |
| Fish..... | | | | | | | | | |
| Furniture..... | | 70 | 71 | 71 | 71 | 71 | 71 | 71 | |
| Glass, all kinds..... | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | |
| Horses..... | 1 | 729 | 15,513 | 15,513 | 15,513 | 15,513 | 15,513 | 15,513 | |
| Iron, Railway..... | 14,784 | 172 | 250 | 250 | 250 | 250 | 250 | 250 | |
| “ Pig..... | 78 | 236 | 56 | 56 | 56 | 56 | 56 | 56 | |
| “ All other..... | 54 | 468 | 736 | 736 | 736 | 736 | 736 | 736 | |
| Molasses..... | 268 | 29 | 49 | 49 | 49 | 49 | 49 | 49 | |
| Nails..... | 65 | 4,151 | 4,216 | 4,216 | 4,216 | 4,216 | 4,216 | 4,216 | |
| Oil, in Barrels..... | 4 | 215 | 766 | 766 | 766 | 766 | 766 | 766 | |
| Oil, in Barrels..... | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | |
| Paint..... | 20 | 112 | 124 | 124 | 124 | 124 | 124 | 124 | |
| Seeds, all kinds..... | 65 | 423 | 480 | 480 | 480 | 480 | 480 | 480 | |
| Soda Ash..... | | | 1 | 1 | 1 | 1 | 1 | 1 | |
| Steel..... | | | 2 | 2 | 2 | 2 | 2 | 2 | |
| Sugar..... | 4 | 3 | 7 | 7 | 7 | 7 | 7 | 7 | |
| Spirits, Beer, etc..... | 12 | 112 | 124 | 124 | 124 | 124 | 124 | 124 | |
| Tin..... | 57 | 423 | 480 | 480 | 480 | 480 | 480 | 480 | |
| Turpentine..... | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| White Lead..... | 2 | 2 | 4 | 4 | 4 | 4 | 4 | 4 | |
| Whiting..... | 21 | 12 | 33 | 33 | 33 | 33 | 33 | 33 | |
| All other Merchandise, not enumerated..... | 262 | 1,160 | 1,422 | 1,422 | 1,422 | 1,422 | 1,422 | 1,422 | |
| Barrels, Empty..... | | 2 | 2 | 2 | 2 | 2 | 2 | 2 | |
| (Grand Total, Freight..... | 16,456 | 36,751 | 16,329 | 16,221 | 297,353 | 12,036 | 380,706 | 311,052 | 731,031 |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 19th May, 1890.

B. H. TEAKLES,
Chief Clerk Canals Revenue.

Total Through Tolls on Vessels.....
“ Passengers.....
“ Free Goods.....
Total Through Tolls.....

8,714 97
40 80
62,915 53
9,085 58
54 35
149,653 82
17,800 55
95 15
212,569 35

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 7.—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported on the Welland Canal, and the Amount of Tolls collected during the Season of Navigation, in 1889.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. \$ cts. |
|---|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|-------|-------|-------------|-----------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| | Ashes, Pot and Pearl | | | | | | | | | | | |
| Apples | 20 | 699 | | | | | | | 20 | 699 | 719 | 20 15 |
| Agricultural Products, not enumerated, Vegetable | | | 420 | | | | | | | 420 | 420 | 21 00 |
| Agricultural Products, not enumerated, Annual | | | | | | | | | | | | |
| Agricultural Implements. | | | | | | | | | | | | |
| Barley | | | 197 | | | | | | 20 | 197 | 197 | 4 92 |
| Bricks | 20 | | 4 | | | | | | 20 | 4 | 24 | 2 03 |
| Bones | | | | | | | | | | | | |
| Brimstone | | | | | | | | | 1 | 6 | 7 | 0 28 |
| Cement and Water Lime | 1 | 6 | | | | | | | 1 | 364 | 365 | 35 03 |
| Clay, Lime and Sand | 1 | 364 | | | | | | | 2,427 | 435 | 2,862 | 93 35 |
| Coal | | 435 | | | | | | | | | | |
| Corn | | | | | | | | | | | | |
| Cattle | | | | | | | | | | | | |
| Cotton, Raw | | | | | | | | | | | | |
| Crocery and Earthenware | 5 | | | | | | | | 5 | | 5 | 0 10 |
| Dye Wood and Dye Stuffs. | | | | | | | | | | | | |
| Fish | | | | | | | | | | | | |
| Flax and Hemp | | | | | | | | | | | | |
| Flour | 7 | 2,019 | | | | | | | 7 | 2,019 | 2,026 | 50 73 |
| Furniture | 1 | | | | | | | | 1 | | 1 | 0 18 |
| Gypsum | | | 623 | | | | | | | 623 | 623 | 7 79 |
| Glass, all kinds | | | | | | | | | | | | |
| Hay, Pressed | | | | | | | | | | | | |
| Hogs | | | | | | | | | | | | |
| Horses | | | | | | | | | | | | |
| Hides and Skins, Horns and Hoofs | 18 | | | | | | | | 18 | | 18 | 1 80 |
| Ice | | | | | | | | | | | | |
| Iron, Railway | | | | | | | | | | | | |

| | | | | | | | | |
|--|-------|--|-------|-------|--|--|-------|--------|
| " Pig..... | 3 | | | | | | 3 | 0 06 |
| " all other..... | | | | | | | | |
| Iron Ore..... | | | | | | | | |
| Kryolite Chemical Ore and other Ore, except Iron..... | | | | | | | | |
| Lard and Lard Oil..... | 15 | | | | | | 15 | 1 13 |
| Meal, all kinds..... | | | | | | | | |
| Meats, other than Pork..... | | | | | | | | |
| Marble..... | | | | | | | | |
| Manilla..... | | | | | | | | |
| Molasses..... | 58 | | | | | | 58 | 1 12 |
| Nails..... | 544 | | | | | | 544 | 105 83 |
| Oats..... | 1 | | | | | | 177 | 4 85 |
| Oil (in Barrels)..... | 5 | | | | | | | |
| Oil Cask..... | 240 | | | 210 | | | 210 | 25 50 |
| Pease..... | | | | | | | | |
| Potatoes..... | | | | | | | | |
| Pork..... | 4 | | | | | | 4 | 0 08 |
| Paint..... | | | | | | | | |
| Pitch and Tar..... | | | | | | | | |
| Rags..... | | | | | | | | |
| Rye..... | | | | | | | | |
| Rosin..... | 19 | | | | | | 42 | 1 09 |
| Salt..... | | | | | | | | |
| Stone intended for Cutting..... | | | | | | | | |
| " wrought..... | | | | | | | | |
| " not suitable for Cutting, unwrought..... | 886 | | | | | | 886 | 53 87 |
| Seeds, all kinds..... | | | | | | | | |
| Sheep..... | | | | | | | | |
| Soda Ash..... | | | | | | | | |
| Steel..... | | | | | | | | |
| Sugar..... | 146 | | | | | | 146 | 2 81 |
| Spirits, Beer, &c..... | 2 | | | | | | 15 | 1 68 |
| Tobacco (Raw)..... | | | | | | | | |
| Tallow..... | | | | | | | | |
| Tin..... | | | | | | | | |
| Turpentine..... | | | | | | | | |
| Wheat..... | 4,290 | | 1,876 | 2,340 | | | 3,213 | 716 92 |
| White Lead..... | | | | | | | | |
| Whiting..... | | | | | | | | |
| Wool..... | | | | | | | | |
| All other Goods and Merchandise not enumerated..... | 514 | | | | | | 518 | 20 65 |
| Bark..... | | | | | | | | |
| Barrels, Empty..... | | | | | | | 10 | 2 98 |
| Boat Knees..... | | | | | | | | |
| Boat Knees..... | | | | 110 | | | | |
| Floats..... | | | | | | | | |
| Firewood, in Vessels..... | 3,660 | | | | | | 3,660 | 11,148 |
| " Rafts..... | | | | | | | | |
| Hoops..... | | | | | | | | |

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 7.—GENERAL STATEMENT showing the Quantity of each Article transported on the Welland Canal, &c.—Concluded.

| ARTICLES. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. |
|--|----------------------------------|--------|---------------------------------------|-------|--|-------|---------------------------------------|-------|--------|--------|-------------|------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| | | | | | | | | | | | | |
| Hop Poles | 979 | 2,045 | | | | | | | 979 | 2,945 | 3,924 | 210 61 |
| Lumber, sawn, in Vessels. | | | | | | | | | | | | 0 22 |
| " Rafts | | | | 2 | | | | | | 2 | | |
| Masts, Spars and Telegraph Poles, in Rafts | 5 | | | | | | | | 5 | | 5 | 0 25 |
| Railway Ties, in Vessels. | | 50 | 22 | | | | | | 22 | 50 | 72 | 7 19 |
| " Rafts | | | | | | | | | | | | |
| Saw Logs | 289 | 2,111 | | 2,587 | | | 7 | | 246 | 4,698 | 4,944 | 201 48 |
| Shingles | | | | 1 | | | | | | 1 | 1 | 0 15 |
| Timber square, in Rafts | | | | 6 | | | | | | 6 | 6 | 0 44 |
| Traverses | | | | | | | | | | | | |
| Woodenware and Wood partly manufactured | | | | | | | | | | | | |
| Total Freight paying Tolls | 11,136 | 20,606 | 59 | 4,160 | | | 4,466 | 2,368 | 15,661 | 27,134 | 42,795 | 2,221 10 |
| Timber passed Free from Welland to Port Robinson | | 395 | | | | | | | | 395 | 395 | |
| Grand Total Freight | 11,136 | 21,001 | 59 | 4,160 | | | 4,466 | 2,368 | 15,661 | 27,529 | 43,190 | |
| Total Way Tolls on Vessels | | | | | | | | | | | 846 80 | |
| " " Passengers | | | | | | | | | | | 48 63 | |
| " " Free Goods | | | | | | | | | | | \$18 88 | |
| Total Way Tolls | | | | | | | | | | | 3,116 53 | |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 19th May, 1890.

B. H. TEAKLES,
Chief Clerk Canals Revenue.

SUPPLEMENTARY APPENDIX A.—Continued.

No. (A) 8.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Lawrence Canals, and the Amount of Revenue collected during the Season of Navigation in 1889.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Toll. \$ cts. |
|--|----------------------------------|--------|---------------------------------------|-------|--|-------|---------------------------------------|-------|--------|---------|-------------|-------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| | | | | | | | | | | | | |
| Ashes, Pot and Pearl. | | 88 | | | | | | | 26 | 88 | 114 | 20 20 |
| Apples. | 15 | 2,536 | | | 26 | | | | 15 | 2,537 | 2,552 | 372 65 |
| Agricultural products not enumerated, Vegetable. | 264 | 85 | 19 | | | | | 33 | 316 | 85 | 401 | 52 42 |
| “ “ Animal. | 53 | 924 | | | | | | | 53 | 924 | 977 | 135 57 |
| Agricultural Implements. | 92 | 26 | | | | | | | 92 | 26 | 118 | 18 12 |
| Barley. | 1,312 | 1,496 | | | | | 3 | | 1,315 | 1,496 | 2,811 | 56 93 |
| Bricks. | 8,169 | 169 | 68 | | | | 472 | | 8,709 | 169 | 8,878 | 367 90 |
| Bones. | 24 | 94 | | 329 | | | | | 24 | 423 | 447 | 59 59 |
| Brimstone. | | | | | | | 30 | | 30 | | 30 | 1 13 |
| Cement and Water Lime. | 4,826 | 132 | 734 | | | | | | 5,560 | 132 | 5,692 | 614 63 |
| Clay, Lime and Sand. | 18,540 | 3,588 | | | | | 4,762 | | 23,302 | 3,588 | 26,890 | 1,071 43 |
| Coal. | | 53,693 | | | 20 | 1,171 | 92,640 | | 20 | 146,904 | 146,924 | 20,131 85 |
| Corn. | 23 | 2,678 | | | | 40 | | 56 | 23 | 2,774 | 2,797 | 38 59 |
| Cattle. | 37 | 358 | | 9 | | | | | 37 | 367 | 404 | 52 07 |
| Cotton, Raw. | | | | | | | | | | | | |
| Crockery and Earthenware. | 128 | 16 | 111 | | | | | | 241 | 18 | 259 | 49 66 |
| Dye Wood and Dye Stuffs. | 40 | 20 | | | | | | 106 | 146 | 20 | 166 | 11 87 |
| Fish. | 594 | 200 | 72 | | 8 | | | | 674 | 200 | 874 | 79 72 |
| Flax and Hemp. | | | | | | | | | | | | |
| Flour. | 668 | 549 | | | 12 | 113 | | 1 | 680 | 663 | 1,343 | 115 69 |
| Furniture. | 144 | 381 | | | | | | | 144 | 381 | 525 | 96 75 |
| Gypsum. | 2,440 | 363 | | | | | | | 2,440 | 363 | 2,803 | 55 07 |
| Glass, all kinds. | 375 | 35 | 8 | | 2 | | | 12 | 397 | 37 | 434 | 81 14 |
| Hay, Pressed. | 1,113 | 610 | | | 81 | | | | 1,194 | 610 | 1,804 | 88 31 |
| Hogs. | 1 | 17 | | | | | | | 1 | 17 | 18 | 2 59 |
| Horses. | 115 | 249 | 1 | | 1 | | | | 117 | 249 | 366 | 26 69 |
| Hides and Skins, Horns and Hoofs. | 1 | 23 | 1 | | | | | 3 | 2 | 26 | 28 | 4 00 |
| Ice. | | | | | | | | | | | | |
| Iron, Railway. | 15,814 | 160 | 534 | | | | | | 16,348 | 160 | 16,508 | 2,408 55 |
| “ Pig. | 4,945 | 40 | 172 | | | 10 | | 140 | 5,257 | 50 | 5,307 | 702 86 |
| “ all other. | 17,448 | 1,334 | 220 | | 9 | | | 28 | 17,677 | 1,362 | 19,039 | 945 49 |

SUPPLEMENTARY APPENDIX A.—*Concluded.*

No. (A) 8.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Lawrence Canals, etc.—*Con.*

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Toll. \$ cts. |
|---|----------------------------------|---------|---------------------------------------|-------|--|-------|---------------------------------------|--------|---------|---------|-------------|----------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| Lumber in Vessels | 151 | 3,628 | | | | | | 2,420 | 151 | 6,048 | 6,199 | |
| “ Rafts | | 237 | | | | | | | | 237 | 237 | |
| Stoves Pipe | | 202 | | | | | | | | 202 | 202 | |
| “ West India | | 68 | | | | | | | | 68 | 68 | |
| Timber, Square in Rafts | | 9,302 | | | | | | | | 9,302 | 9,302 | |
| Woodenware | | | | | | | | | | | | |
| “ Coal, free per Order in Council | 54,304 | | 119 | | 47,537 | | | | 101,960 | 129 | 101,960 | |
| “ Clay, Lime and Sand, free per Order in Council | 580 | 129 | | | 80 | | | | 669 | 200 | 798 | |
| Stone for Cutting | 200 | | | | | | | | 200 | | 200 | |
| “ unwrought not suitable for cutting, free per Order in Council | | 9,000 | | | | | | | | 9,000 | 9,000 | |
| Floats, free per Order in Council | 580 | | | | | | | | 580 | | 580 | |
| Kryolite, free, having paid full tolls on Rideau Canal | | 10 | | | | | | | | 10 | 10 | |
| Grand Total, Freight. | 222,956 | 521,704 | 10,389 | 700 | 993 | 2,838 | 64,613 | 95,673 | 298,951 | 620,921 | 919,872 | |
| <p>Total Tolls on Vessels..... 15,824 69 “ Passengers..... 2,502 85 “ Free Goods..... 814,550 25 Fines and Damages..... 175 00 Wharfage and Storage..... 5,606 69 Other Receipts..... 9,556 88</p> | | | | | | | | | | | | |
| Total Revenue Exclusive of Hydraulic Rents | | | | | | | | | | | 73,293 54 | |

B. H. TEAKLES,
Chief Clerk Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, MAY 19TH 1890.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 9.—GENERAL STATEMENT showing the Quantity of each Article of through freight transported on the St. Lawrence Canals, and the Amount of Tolls collected during the Season of Navigation in 1889.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Toll, Up. | Amount of Tolls, Down. | Total Amount of Tolls. |
|---|----------------------------------|--------|---------------------------------------|-------|--|-------|---------------------------------------|-------|-------|---------|-------------|---------------------|------------------------|------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | | | |
| | | | | | | | | | | | | | | |
| Ashes, Pot and Pearl. | | 80 | | | | | | | | 80 | | | | 16 00 |
| Apples. | | 2,453 | | | | | | | | 2,453 | | | | 367 95 |
| Agricultural Products, not enumerated, Vegetable. | 258 | 45 | 19 | | | | | | 277 | 45 | | 41 55 | 6 75 | 48 30 |
| Agricultural Products, not enumerated, Animal. | 3 | 793 | | | | | | | 3 | 793 | | 0 45 | 118 95 | 119 40 |
| Agricultural Implements. | | 20 | | | | | | | | 20 | | | 4 00 | 4 00 |
| Barley. | | 1,130 | | | | | | | 218 | 1,130 | | 32 70 | 22 60 | 22 60 |
| Bricks. | 150 | | 68 | | | | | | | | | | | 32 70 |
| Bones. | | 86 | | | | | | | | 86 | | | 12 90 | 12 90 |
| Brimstone. | | | | | | | | | | | | | | |
| Cement and Water Lime. | 1,652 | 5 | 734 | | | | | | 2,386 | 5 | | 357 90 | 0 75 | 358 65 |
| Clay, Lime and Sand. | 30 | 331 | | | | | | | 30 | 331 | | 4 50 | 49 65 | 54 15 |
| Coal. | | 49,512 | | | | | | | | 124,290 | | | 18,004 90 | 18,004 90 |
| Corn. | | 2,491 | | | | | | | | 2,491 | | | 49 82 | 49 82 |
| Cattle. | | 38 | | | | | | | | 47 | | | 7 05 | 7 05 |
| Cotton, Raw. | | | | | | | | | | | | | | |
| Crockery and Earthenware. | 52 | 16 | 111 | | | | | | 163 | 18 | | 32 60 | 3 60 | 36 20 |
| Dye Wood and Dye Stuffs. | 13 | | | | | | | | 13 | | | 2 60 | | 2 60 |
| Fish. | 239 | 17 | 72 | | 8 | | | | 319 | 17 | | 47 85 | 2 55 | 50 40 |
| Flax and Hemp. | | | | | | | | | | | | | | |
| Flour. | | 328 | | | | | | | | 328 | | | 49 20 | 49 20 |
| Furniture. | 36 | 360 | | | | | | | 36 | 360 | | 7 20 | 72 00 | 79 20 |
| Gypsum. | | | | | | | | | | | | | | |
| Glass, all kinds. | 342 | 14 | 8 | | | | | | 350 | 16 | | 70 00 | 3 20 | 73 20 |
| Hay, Pressed. | | | | | | | | | | | | | | |
| Hogs. | | 17 | | | | | | | | 17 | | | 2 55 | 2 55 |
| Horses. | 13 | 31 | 1 | | | | | | 14 | 31 | | 2 10 | 4 65 | 6 75 |
| Hides and Skins, Horns and Hoofs. | | 21 | | | | | | | 1 | 24 | | 0 15 | 3 60 | 3 75 |

No. (A) 9.—GENERAL STATEMENT showing the Quantity of Each Article Transported, &c.—Continued.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls Up. | Amount of Tolls Down. | Total Amount of Tolls. |
|--|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|--------|-------|-------------|---------------------|-----------------------|------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | | | |
| | | | | | | | | | | | | | | |
| Ice..... | | | | | | | | | | | | | | |
| Iron, Railway..... | 15,345 | | 534 | | | | | | 15,879 | | 15,879 | 2,381 | 85 | 2,381 85 |
| " Pig..... | 4,721 | | 172 | | | | | | 4,893 | | 4,893 | 733 | 95 | 733 95 |
| " all other..... | 1,468 | 29 | 220 | | | | | | 1,688 | 29 | 1,717 | 233 | 20 | 4 35 |
| " Ore..... | | | | | | | | | | | | | | |
| Kryolite, Chemical Ore and other Ore, except Iron..... | | 2,566 | | | | | | | | 2,566 | 2,566 | | | 128 30 |
| Lard and Lard Oil..... | 5 | 7 | | | | | | | 5 | 7 | 12 | 0 | 75 | 1 05 |
| Meal, all kinds..... | 1 | 176 | | | | | | | 1 | 176 | 177 | 0 | 15 | 26 40 |
| Meats, other than Pork..... | 1 | 9 | | | | | | | 1 | 9 | 10 | 0 | 15 | 1 35 |
| Marble..... | 10 | | | | | | | | 10 | | 10 | 2 | 00 | 2 00 |
| Manilla..... | | | | | | | | | | | | | | |
| Molasses..... | 120 | | 56 | | | | | | 176 | | 176 | 35 | 20 | 35 20 |
| Nails..... | 1,960 | 7 | 291 | | | | | | 2,251 | 7 | 2,258 | 450 | 20 | 1 40 |
| Oats..... | | 25 | | | | | | | | 25 | 25 | | | 3 36 |
| Oil, in barrels..... | 370 | 150 | 3 | | | | | | 373 | 150 | 523 | 74 | 60 | 30 00 |
| Oil Cake..... | | | | | | | | | | | | | | 104 60 |
| Pease..... | | 3,183 | | | | | | | | 3,183 | 3,183 | | | 65 91 |
| Potatoes..... | 17 | | | | | | | | 17 | | 17 | | | 2 55 |
| Pork..... | 55 | | | | | | | | 58 | | 58 | | | 8 70 |
| Paint..... | 142 | 43 | 23 | | | | 3 | | 165 | 43 | 208 | 33 | 00 | 8 60 |
| Pitch and Tar..... | 401 | 67 | | | | | | | 101 | 67 | 168 | 20 | 20 | 13 40 |
| Rags..... | 5 | 5 | 24 | | | | | | 5 | 24 | 29 | 1 | 00 | 4 80 |
| Rye..... | | 8 | | | | | | | | 8 | 8 | | | 5 80 |
| Rosin..... | 21 | | | | | | | | 21 | | 21 | 4 | 20 | 1 20 |
| Salt..... | 1,842 | | 3,878 | | | | | | 5,720 | | 5,720 | 838 | 00 | 838 00 |
| Stone intended for Cutting..... | 9 | 1,374 | | | | | | | 9 | 1,374 | 1,383 | 1 | 35 | 207 45 |
| " wrought..... | 17 | 50 | | | | | | | 17 | 50 | 67 | 3 | 40 | 10 00 |
| " not suitable for Cutting, unwrought..... | | 672 | | | | | | | | 672 | 672 | | | 55 80 |
| Seeds, all kinds..... | 192 | 10 | 215 | | | | | | 407 | 10 | 417 | 61 | 05 | 1 50 |
| Sheep..... | | 19 | | | | | | | 19 | | 19 | | | 2 85 |
| Soda Ash..... | 670 | | 771 | | | | | | 1,441 | | 1,441 | 288 | 20 | 288 20 |
| Steel..... | 332 | | 3 | | | | | | 335 | | 335 | 51 | 65 | 51 65 |
| Sugar..... | 2,079 | 13 | 3 | | | | | | 2,082 | 13 | 2,095 | 416 | 40 | 419 00 |

No. (A) 9.—GENERAL STATEMENT showing the Quantity of each Article of through freight transported, &c.—*Concluded.*

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls, Up. | Amount of Tolls, Down. | Total Amount of Tolls. | |
|---|----------------------------------|---------|---------------------------------------|-------|--|-------|---------------------------------------|-------|--------|---------|-------------|----------------------|------------------------|------------------------|------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | | | | |
| | | | | | | | | | | | | \$ | cts. | \$ | cts. |
| Oil..... | | 4 | | | | | | | | | 4 | | | | |
| Oil Cake..... | | 798 | | | | | | | | | 798 | | | | |
| Pork..... | | 1,177 | | | | | | 43 | | | 1,220 | | | | |
| Rye..... | | 1,284 | | | | | | | | | 1,284 | | | | |
| Seeds, all kinds..... | | 3 | | | | | | | | | 3 | | | | |
| Spirits, Beer, &c..... | | 20 | | | | | | | | | 20 | | | | |
| Wheat..... | | 70,510 | | | | | 305 | | | | 70,815 | | | | |
| Merchandise, not enumerated..... | | 193 | | | | | | | | | 193 | | | | |
| Lumber, Saw'n, in Vessels..... | | 3,461 | | | | | 2,420 | | | | 5,881 | | | | |
| " " Rafts..... | | 237 | | | | | | | | | 237 | | | | |
| Staves and Headings, Pipes..... | | 202 | | | | | | | | | 202 | | | | |
| " " W. India..... | | 68 | | | | | | | | | 68 | | | | |
| Lumber, Square, in Rafts..... | | 9,302 | | | | | | | | | 9,302 | | | | |
| Coal, Free, per Order in Council..... | | 5,349 | | | | | | | | | 5,360 | | | | |
| Kryolite, Free, having paid full Tolls on Rideau Canal..... | | 10 | | | | | | | | | 10 | | | | |
| Freight—Grand Total..... | 43,009 | 305,472 | 8,722 | 9 | 8 | 824 | 77,625 | | 51,739 | 443,930 | 495,669 | | | | |
| Total Through Tolls on Vessels..... | | | | | | | | | | | | 4,957 | 98 | 9,698 | 69 |
| " " Passengers..... | | | | | | | | | | | | 257 | 40 | 1,644 | 35 |
| " " Free Goods..... | | | | | | | | | | | | | | | |
| Total Through Tolls..... | | | | | | | | | | | | 12,875 | 58 | 27,275 | 12 |

B. H. TEAKLES,
Chief Clerk Canals Revenue.

INLAND REVENUE DEPARTMENT,
OTTAWA, 19th May, 1890.

No. (A) 10.—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported, &c.—*Concluded.*

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Toll. \$ cts. |
|---|----------------------------------|--------|---------------------------------------|-------|--|-------|---------------------------------------|-------|--------|--------|-------------|-------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| | | | | | | | | | | | | |
| Meal, all kinds..... | 50 | 647 | | | | | | | 50 | 647 | 697 | 30 23 |
| Meats, other than Pork..... | 10 | 20 | | | | | | | 10 | 20 | 30 | 1 81 |
| Marble..... | 2 | | | | | | | 27 | 29 | | 29 | 1 73 |
| Manilla..... | | 1 | | | | | | | | | 1 | 0 05 |
| Molasses..... | 273 | 25 | | | | | 2,586 | | 2,859 | 25 | 2,884 | 172 00 |
| Nails..... | 448 | 531 | | | | | | | 448 | 531 | 979 | 101 09 |
| Oats..... | 586 | 757 | 5 | 5 | | | | 5 | 596 | 762 | 1,358 | 64 43 |
| Oil in barrels..... | 355 | 85 | 22 | 2 | 14 | 92 | 445 | 68 | 836 | 247 | 1,083 | 87 69 |
| Oil Cake..... | 15 | | | | | | | | 15 | | 15 | 1 44 |
| Pease..... | 892 | 14,987 | | | | | | | 892 | 14,987 | 15,879 | 318 30 |
| Potatoes..... | 25 | 165 | | | | | | 1 | 25 | 166 | 191 | 13 49 |
| Pork..... | 207 | 221 | | | | | | 9 | 207 | 230 | 437 | 29 86 |
| Paint..... | 15 | 129 | | | | | 15 | | 30 | 129 | 159 | 9 42 |
| Pitch and Tar..... | 17 | 52 | | | | | 1,159 | | 1,176 | 52 | 1,228 | 63 64 |
| Rags..... | 149 | 5 | | | | | | | 149 | 5 | 154 | 15 40 |
| Rosin..... | 15 | 69 | | | | | 1,303 | | 1,318 | 69 | 1,387 | 70 37 |
| Salt..... | 2,104 | 16 | 1 | | 16 | | | | 2,105 | 32 | 2,137 | 191 47 |
| Stone, intended for Cutting..... | 2,228 | 4,201 | | | | | 3,014 | | 5,242 | 4,201 | 9,443 | 515 52 |
| “ wrought..... | 188 | 2 | | | | | | | 188 | 2 | 190 | 10 20 |
| “ not suitable for Cutting, unwrought..... | 1,176 | 549 | | | | | | | 1,176 | 549 | 1,725 | 34 50 |
| Seeds, all kinds..... | 8,904 | 1,230 | | | | | | 3 | 8,904 | 1,233 | 10,137 | 383 23 |
| Sheep..... | 3 | 110 | | | | | | | 3 | 110 | 113 | 8 64 |
| Soda Ash..... | 63 | 40 | | | | | | | 63 | 40 | 103 | 9 38 |
| Steel..... | 14 | 2 | | | | | | | 14 | 2 | 16 | 2 16 |
| Sugar..... | 740 | 1 | | | | | 2,584 | | 3,324 | 1 | 3,325 | 224 87 |
| Spirits, Beer, &c..... | 274 | 11 | | | | | | 4 | 274 | 15 | 289 | 40 44 |
| Tallow..... | 2 | | | | | | 100 | | 102 | | 102 | 13 72 |
| Tin..... | 58 | 83 | | | | | | | 58 | 83 | 141 | 17 05 |
| Turpentine..... | 1 | 9 | | | | | 203 | | 204 | 9 | 213 | 13 20 |
| Wheat..... | 24,690 | 2,701 | | | | | | 1 | 24,690 | 2,702 | 27,392 | 547 92 |
| White Lead..... | 11 | 2 | | | | | | | 11 | 2 | 13 | 2 10 |
| Whiting..... | 24 | 12 | | | | | | | 24 | 12 | 36 | 4 98 |
| Wool..... | 5 | | | | | | | | 5 | | 5 | 0 19 |
| All other Goods and Merchandise not enumerated..... | 2,976 | 856 | 10 | | 737 | 563 | | | 3,723 | 1,425 | 5,148 | 486 76 |

| | | | | | | | | | |
|---|---------|---------|-------|-------|-------|---------|---------|----------|------------|
| Barrels, Empty..... | 36 | 15 | 41 | 69 | 9 | 146 | 33 | 179 | 14 26 |
| Floats..... | 610 | 5,208 | ..... | ..... | ..... | 610 | 5,208 | 5,818 | 101 99 |
| Fire Wood, in Vessels..... | 3,009 | 6,126 | 600 | ..... | ..... | 3,609 | 6,126 | 9,735 | 211 63 |
| Rafts..... | 6 | ..... | ..... | 9 | ..... | 6 | ..... | 6 | 25 |
| Hoops..... | ..... | ..... | ..... | ..... | ..... | 9 | ..... | 48,131 | 60 |
| Lumber, Sawm, in Vessels..... | 22,580 | 24,377 | 614 | 360 | ..... | 23,194 | 24,937 | 1,244 11 | 1,244 11 |
| Rafts..... | ..... | 205 | ..... | ..... | ..... | ..... | 205 | 205 | 8 37 |
| Masts, Spars, and Telegraph Poles, in Vessels..... | 17,936 | 17,936 | ..... | ..... | ..... | ..... | 17,936 | 17,936 | 448 40 |
| Rafts..... | 988 | 6,046 | 256 | ..... | ..... | 1,244 | 6,046 | 6,046 | 151 15 |
| Railway Ties, in Vessels..... | ..... | 19,491 | ..... | ..... | ..... | 1,244 | 19,491 | 19,491 | 24 89 |
| Saw Logs..... | ..... | 186 | ..... | ..... | ..... | ..... | 186 | 186 | 445 46 |
| Staves, West India..... | 27 | 63 | ..... | ..... | ..... | 27 | 63 | 90 | 6 99 |
| Shingles..... | ..... | ..... | 10 | ..... | ..... | 11 | ..... | 11 | 18 70 |
| Split Posts and Fence Rails, in Vessels..... | 400 | 2,098 | ..... | ..... | ..... | 400 | 2,098 | 2,498 | 35 37 |
| Timber, Square, in Vessels..... | 2,302 | 6,246 | ..... | ..... | ..... | 2,302 | 6,246 | 8,548 | 230 70 |
| Rafts..... | 23 | 12,508 | ..... | ..... | ..... | 23 | 12,508 | 12,508 | 32 55 |
| Traverses..... | ..... | 85 | ..... | ..... | ..... | ..... | 85 | 108 | 12 80 |
| Woodenware and Wood partly manufactured..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total Freight paying Tolls..... | 129,447 | 139,759 | 1,559 | 691 | 985 | 148,987 | 160,518 | 309,505 | 10,819 77 |
| Coal, Free, per Order in Council..... | 48,955 | 4,417 | 108 | ..... | ..... | 96,600 | 4,417 | 96,600 | ..... |
| Corn, Free, having paid full Toll on Welland Canal..... | ..... | 30 | ..... | ..... | ..... | ..... | 30 | 30 | ..... |
| Wheat..... | ..... | 140 | ..... | ..... | ..... | ..... | 140 | 140 | ..... |
| Flour..... | ..... | 9,000 | ..... | ..... | ..... | ..... | 9,000 | 9,000 | ..... |
| Stone, Unwrought, Free, per Order in Council..... | 200 | ..... | ..... | ..... | ..... | 200 | ..... | 200 | ..... |
| do for cutting..... | 151 | 167 | ..... | ..... | ..... | 151 | 167 | 318 | ..... |
| Lumber..... | 589 | 129 | ..... | ..... | ..... | 669 | 129 | 198 | ..... |
| Cement and Water Lime..... | 25 | 2,561 | ..... | ..... | ..... | 25 | 2,561 | 2,561 | ..... |
| Clay, Lime and Sand..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Merchandise..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Stone, Wrought..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Floats..... | 179,947 | 156,232 | 1,667 | 691 | 985 | 247,212 | 176,991 | 424,203 | ..... |
| Grand Total, Freight..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total Way Tolls on Vessels..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6,126 00 |
| " " Passengers..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 858 50 |
| " " Free Goods..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | \$5,478 91 |
| Total Way Tolls..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 17,804 27 |

B. H. TEAKLES,
Chief Clerk Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 19th May, 1890.

No. (A) 11.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

| Articles. | From Canadian to Canadian Ports. | | From Canadian United States to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls, \$ cts. |
|--|----------------------------------|---------|---|---------|--|-------|---------------------------------------|-------|-------|---------|-------------|--------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| Railway Ties, in Vessels. | | 1,410 | | | | | | | | 1,410 | 1,410 | 136 59 |
| “ “ Rafts | | 823 | | | | | | | | 823 | 823 | 38 67 |
| Saw Logs | | 6,826 | | | | | | | | 6,826 | 6,826 | 156 00 |
| Staves and Headings, barrel. | | | | | | | | | | | | |
| “ “ Pipe. | | | | | | | | | | | | |
| “ “ West India. | | | | | | | | | | | | |
| Staves, sult barrel | | | | | | | | | | | | |
| Shingles | | 122 | | 310 | | | | | | 432 | 432 | 343 53 |
| Split Posts and Fence Rails, in Vessels | | 3 | | | | | | | | 3 | 3 | 0 66 |
| “ “ Rafts | | | | | | | | | | | | |
| Timber Square, in Vessels | | 1,730 | | | | | | | | 1,730 | 1,730 | 43 98 |
| “ “ Rafts | | | | | | | | | | | | |
| Traverses | 22 | | | | | | | | 22 | | 22 | 4 40 |
| Woodenware and Wood partly manufactured | | | | | | | | | | | | |
| Total Freight paying Tolls | 443 | 516,784 | | 177,416 | | | 128 | | 571 | 694,200 | 694,771 | 51,743 95 |
| Timber, &c., Free, per Order in Council | | 52,302 | | | | | | | | 52,302 | 52,302 | |
| Grand Total Freight | 443 | 569,086 | | 177,416 | | | 128 | | 571 | 746,502 | 747,073 | |
| Total Tolls on Vessels. | | | | | | | | | | | | 5,026 96 |
| “ “ Passengers | | | | | | | | | | | | 190 64 |
| “ “ Free Goods | | | | | | | | | | | | |
| “ “ Rines and Damages | | | | | | | | | | | | \$439 31 |
| “ “ Other Receipts | | | | | | | | | | | | |
| Total Revenue, Exclude of Hydraulic Rents. | | | | | | | | | | | | \$56,961 55 |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 19th May, 1890.

B. H. TEAKLES,
Chief Clerk Canals Revenue.

No. (A) 12.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls, \$ cts. |
|---|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|-------|-------|-------------|--------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| | | | | | | | | | | | | |
| Iron, all other..... | | | | | | | | | | | 25 | 2 50 |
| Iron Ore..... | | | | | | | | | | | | |
| Kryolite Chemical Ore and other Ore, except Iron. | | | | | | | | | | | | |
| Lard and Lard Oil..... | | | | | | | | | | | | |
| Meal, all kinds..... | | | | | | | | | | | | |
| Meats, other than Pork..... | | | | | | | | | | | | |
| Marble..... | | | | | | | | | | | | |
| Manilla..... | | | | | | | | | | | | |
| Molasses..... | | | | | | | | 2,799 | | 2,799 | 2,799 | 307 57 |
| Nails..... | | | | | | | | | | | | |
| Oats..... | | 1,370 | | | | | | | | 1,370 | 1,370 | 45 71 |
| Oil, in barrels..... | | 7 | | | | | | | | 491 | 491 | 48 60 |
| Oil Cake..... | | | | | | | | | | | | |
| Pease..... | | | | | | | | | | | | |
| Potatoes..... | | 31 | | | | | | | | 31 | 31 | 1 04 |
| Pork..... | | 3 | | | | | | | | 3 | 3 | 30 |
| Paint..... | | | | | | | | | | | | |
| Pitch and Tar..... | | | | | | | | | | | | |
| Rags..... | | | | | | | | | | | | |
| Rye..... | | | | | | | | | | | | |
| Rosin..... | | | | | | | | | | | | |
| Salt..... | | | | | | | | | | | | |
| Stone intended for Cutting | | | | | | | | | | | | |
| " wrought..... | | 61 | | | | | | | | | | |
| " not suitable for Cutting, unwrought..... | | | | | | | | | | | | |
| Seeds, all kinds..... | | | | | | | | | | | | |
| Sheep..... | | | | | | | | | | | | |
| Soda Ash..... | | | | | | | | | | | | |
| Steel..... | | | | | | | | | | | | |
| Sugar..... | | | | | | | | | | | | |
| Spirits, Beer, &c..... | | | | | | | | | | | | |
| Tobacco, Raw..... | | | | | | | | | | | | |
| Tallow..... | | | | | | | | | | | | |
| Tin..... | | | | | | | | | | | 17 | 1 70 |

SUPPLEMENTARY APPENDIX A.—Continued.

No. (A) 13.—GENERAL STATEMENT showing the Quantity of each Article transported on the Rideau Canal and the Amount of Revenue collected during the Season of Navigation in 1889.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Toll. \$ cts. |
|--|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|--------|-------|-------------|-------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| | Ashes, Pot and Pearl..... | 6 | | | | | | | | 6 |  |  |  | 6 | 52 |
| Apples..... | 2 | 16 | | | | | | | 2 | 16 | 18 | 43 |
| Agricultural products not enumerated, Vegetable. Annual..... | 5 | 3 | | | | | | | 5 | 3 | 8 | 24 |
| Barley..... | 472 | 108 | | | | | | | 472 | 108 | 580 | 14 25 |
| Bricks..... | 69 | 79 | | | | | | | 69 | 79 | 148 | 14 25 |
| Bones..... | 270 | | | | | | | | 270 | | 270 | 6 40 |
| Brunstone..... | 431 | 49 | | | | | | | 431 | 49 | 480 | 11 28 |
| Cement and Water Lime..... | 1 | 23 | | | | | | | 1 | 23 | 24 | 77 |
| Clay, Lime and Sand..... | 246 | 11 | | | | | | | 246 | 11 | 257 | 6 25 |
| Coal..... | 299 | 5 | | | | | | | 299 | 5 | 304 | 7 14 |
| Corn..... | 10,356 | 52 | | | | | | | 10,356 | 52 | 10,356 | 461 88 |
| Cattle..... | 3 | 3 | | | | | | | 3 | 3 | 6 | 1 16 |
| Cotton, Raw..... | | | | | | | | | | | | |
| Crockery and Earthenware..... | 31 | 5 | | | | | | | 31 | 5 | 36 | 3 42 |
| Dye Wood and Dye Stuffs..... | 2 | 2 | | | | | | | 2 | 2 | 4 | 2 2 |
| Fish..... | 80 | 3 | | | | | | | 80 | 3 | 83 | 2 11 |
| Flax and Hemp..... | 1 | | | | | | | | 1 | | 1 | 03 |
| Flour..... | 58 | 308 | | | | | | | 58 | 308 | 366 | 10 20 |
| Furniture..... | 30 | 20 | | | | | | | 30 | 20 | 50 | 4 82 |
| Gypsum..... | | | | | | | | | | | | |
| Glass, all kinds..... | 33 | 1 | | | | | | | 33 | 1 | 34 | 3 04 |
| Hay, pressed..... | 132 | 2 | | | | | | | 132 | 2 | 134 | 3 21 |
| Hogs..... | | | | | | | | | | | | |
| Horses..... | 8 | 8 | | | | | | | 8 | 8 | 16 | 48 |
| Hides and Skins, Horns and Hoofs..... | 1 | | | | | | | | 1 | | 1 | 03 |
| Ice..... | | | | | | | | | | | | |
| Iron, Railway..... | 5 | 52 | | | | | | | 5 | 52 | 57 | 1 34 |
| " Pig..... | 169 | | | | | | | | 169 | | 169 | 6 10 |

| | | | | | | |
|---|--------|-------|--------|-------|--------|----------|
| " all other. | 364 | 36 | 364 | 36 | 400 | 10 32 |
| Iron Ore..... | 36 | 1,164 | 36 | 1,164 | 1,200 | 60 00 |
| Kryolite Chemical Ore and other Ore, except Iron. | 24 | 1 | 24 | 1 | 25 | 0 75 |
| Lard and Lard Oil..... | 28 | 24 | 28 | 24 | 52 | 1 50 |
| Meal, all kinds..... | 5 | 2 | 5 | 2 | 7 | 0 17 |
| Meats, other than Pork..... | 6 | 2 | 6 | 2 | 8 | 0 71 |
| Marble..... | 76 | 11 | 76 | 11 | 87 | 7 74 |
| Manilla..... | 309 | 11 | 309 | 11 | 309 | 27 77 |
| Nails..... | 11 | 2 | 11 | 2 | 13 | 0 33 |
| Oats..... | 53 | 155 | 53 | 155 | 208 | 19 10 |
| Oil, in Barrels..... | 4 | 6 | 4 | 6 | 10 | 0 28 |
| Oil Cake..... | 15 | 6 | 15 | 6 | 21 | 0 52 |
| Pease..... | 82 | 37 | 82 | 37 | 119 | 3 20 |
| Potatoes..... | 76 | 39 | 76 | 39 | 115 | 3 42 |
| Pork..... | 7 | ..... | 7 | ..... | 7 | 0 72 |
| Paint..... | 18 | ..... | 18 | ..... | 18 | 1 60 |
| Pitch and Tar..... | 2 | 6 | 2 | 6 | 8 | 0 80 |
| Rags..... | 23 | ..... | 23 | ..... | 23 | 0 57 |
| Rye..... | 2 | ..... | 2 | ..... | 2 | 0 18 |
| Rosin..... | 813 | 132 | 813 | 132 | 945 | 32 22 |
| Salt..... | 177 | 144 | 177 | 144 | 321 | 11 22 |
| Stone, intended for Cutting..... | 413 | 2 | 413 | 2 | 1,423 | 30 63 |
| " wrought..... | 1 | ..... | 1 | ..... | 3 | 0 36 |
| " not suitable for Cutting, unwrought..... | 20 | 1,010 | 20 | 1,010 | 22 | 0 70 |
| Seeds, all kinds..... | 2 | ..... | 2 | ..... | 2 | 0 05 |
| Sheep..... | 36 | ..... | 36 | ..... | 36 | 3 13 |
| Soda Ash..... | 14 | ..... | 14 | ..... | 15 | 0 53 |
| Steel..... | 266 | 65 | 266 | 65 | 331 | 30 86 |
| Sugar..... | 126 | 39 | 126 | 39 | 165 | 14 93 |
| Spirits, Beer, &c..... | 6 | ..... | 6 | ..... | 6 | 0 03 |
| Tobacco, Raw..... | 26 | 2 | 26 | 2 | 28 | 0 16 |
| Tallow..... | 26 | ..... | 26 | ..... | 26 | 2 67 |
| Tin..... | 20 | ..... | 20 | ..... | 20 | 7 88 |
| Turpentine..... | 46 | ..... | 46 | ..... | 46 | 4 02 |
| Wheat..... | 549 | 347 | 549 | 347 | 896 | 86 71 |
| White Lead..... | 19 | 76 | 19 | 76 | 76 | 3 56 |
| Whiting..... | 1 | ..... | 1 | ..... | 1 | 1 50 |
| Wool..... | 2,996 | 30 | 2,996 | 30 | 3,026 | 53 62 |
| All other Goods and Merchandise not enumerated. | 13,092 | 830 | 13,092 | 830 | 13,922 | 234 65 |
| Bark..... | 93 | ..... | 93 | ..... | 93 | 13 50 |
| Barrels, Empty..... | 39,589 | 7,779 | 39,589 | 7,779 | 50,722 | 2,669 36 |
| Beet Knees..... | 68 | 13 | 68 | 13 | 81 | 6 47 |
| Fire Wood, in Vessels..... | ..... | ..... | ..... | ..... | ..... | ..... |
| " Rafts..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Hoops..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Hop Poles..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Lumber, sawn, in Vessels..... | ..... | ..... | ..... | ..... | ..... | ..... |
| " Rafts..... | ..... | ..... | ..... | ..... | ..... | ..... |

No. (A) 13.—GENERAL STATEMENT showing the Quantity of Each Article Transported, &c.—Continued.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. \$ cts. |
|--|----------------------------------|--------|---------------------------------------|-------|--|-------|---------------------------------------|-------|--------|--------|-------------|-----------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| Masts, Spars and Telegraph Poles, in Vessels | 296 | | | | | | | | 296 | | 296 | 23 68 |
| “ “ Rafts | 7,492 | | | | | | | | 7,492 | | 7,492 | 873 67 |
| Railway Ties, in Vessels | | | | | | | | | | | | |
| “ “ Rafts | 400 | 480 | | | | | | | 400 | 480 | 880 | 20 10 |
| Saw Logs | 8 | | | | | | | | 8 | | 8 | 30 |
| Staves, Salt Barrel | 11 | 55 | | | | | | | 11 | 55 | 66 | 9 76 |
| Shingles | 5 | 1 | | | | | | | 5 | 1 | 6 | 81 |
| Split Posts and Fence Rails, in Vessels | | | | | | | | | | | | |
| “ “ Rafts | 1,880 | 200 | | | | | | | 1,880 | 200 | 2,080 | 111 26 |
| Timber, Square, in Vessels | 1,633 | | | | | | | | 1,633 | | 1,633 | 13 26 |
| “ “ Rafts | 4 | | | | | | | | 4 | | 4 | 80 |
| Traverses | | | | | | | | | | | | |
| Woodenware and Wood partly manufactured | | | | | | | | | | | | |
| Total Freight paying Tolls | 73,586 | 24,117 | 12,354 | | | | | | 85,940 | 24,117 | 110,057 | 4,963 99 |
| Coal, free per Order in Council | 3,069 | | | | | | | | 3,069 | | 3,069 | |
| Grand Total Freight | 76,655 | 24,117 | 12,354 | | | | | | 89,009 | 24,117 | 113,126 | |
| Total Tolls on Vessels | 1,943 76 | | | | | | | | | | | |
| “ “ Passengers | 73 88 | | | | | | | | | | | |
| “ “ Free Coal | \$81 90 | | | | | | | | | | | |
| Wharfage and Storage | 18 96 | | | | | | | | | | | |
| Fines and Damages | 10 00 | | | | | | | | | | | |
| Other Receipts | 229 68 | | | | | | | | | | | |
| Total Revenue, exclusive of Hydraulic Rents | 7,239 77 | | | | | | | | | | | |

H. B. TEAKLES,
Chief Clerk Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 19th May, 1890.

SUPPLEMENTARY APPENDIX A.—Continued.

No. (A) 14.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Peter's Canal, and the Amount of Revenue collected during the Season of Navigation in 1889.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Amount of Toll. |
|--|----------------------------------|--------|---------------------------------------|-------|--|-------|---------------------------------------|-------|--------|--------|-----------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | |
| | | | | | | | | | | | |
| Fish..... | 89 | 909 | | | | | | | 89 | 909 | 9 98 |
| Flour..... | 930 | 575 | | | | | | | 930 | 575 | 15 05 |
| Coal..... | 2,316 | 21,233 | | | | | | | 2,316 | 21,233 | 235 49 |
| Lumber..... | 5,180 | 1,946 | | | | | | | 5,180 | 1,946 | 71 26 |
| Other Agricultural Products..... | 13,729 | 7,295 | | | | | | | 13,729 | 7,295 | 210 24 |
| Other Merchandise..... | 936 | 305 | | | | | | | 936 | 305 | 12 41 |
| Total Freight paying Tolls..... | 23,180 | 32,263 | | | | | | | 23,180 | 32,263 | 554 43 |
| Total Tolls on Vessels..... | ..... |  |  |  |  |  |  |  |  |  |  |
| “ “ Passengers..... | ..... |  |  |  |  |  |  |  |  |  |  |
| Total Revenue, Exclusive of Hydraulic Rents..... | ..... |  |  |  |  |  |  |  |  |  |  |
| | 2,365 24 | | | | | | | | | | |
| | 2,919 67 | | | | | | | | | | |

B. H. TEAKLES,
Chief Clerk Canals Revenue.

DEPARTMENT OF RAILWAY AND CANALS,
OTTAWA, MAY 19TH 1890.

SUPPLEMENTARY

No. (A) 16.—STATEMENT OF TRAFFIC on the undermentioned Canals and

| ARTICLES. | Welland Canal. | | St. Lawrence Canals. | |
|---|----------------|------------|----------------------|-----------|
| | Tons. | Tolls. | Tons. | Tolls. |
| <i>Class No. 1.</i> | | \$ cts. | | \$ cts. |
| Canadian Vessels, steam | 287,127 | 3,844 99 | 650,323 | 3,965 55 |
| United States Vessels, steam..... | 342,804 | 5,149 06 | 20,231 | 141 99 |
| Canadian Vessels, sail..... | 278,819 | 5,543 28 | 1,005,779 | 11,030 05 |
| United States Vessels, sail | 183,196 | 4,110 02 | 81,169 | 687 10 |
| Total, Class No. 1..... | 1,091,946 | 18,647 35 | 1,757,502 | 15,824 69 |
| <i>Class No. 2.</i> | No. | | No. | |
| Passengers | 4,671 | 143 78 | 49,250 | 2,502 85 |
| <i>Class No. 3.</i> | Tons. | | Tons. | |
| Bricks | 24 | 2 03 | 8,878 | 367 90 |
| Brimstone | | | 30 | 1 13 |
| Cement and Water Lime..... | 56 | 7 63 | 5,692 | 614 63 |
| Clay, Lime and Sand..... | 565 | 65 03 | 26,890 | 1,071 43 |
| Fish | 170 | 25 75 | 874 | 79 72 |
| Gypsum..... | 623 | 7 79 | 2,803 | 55 07 |
| Iron, Railway | 47 | 7 05 | 16,508 | 2,408 55 |
| “ Pig..... | 627 | 124 70 | 5,307 | 762 86 |
| “ all other..... | 1,852 | 303 41 | 19,039 | 945 49 |
| Steel..... | | | 132 | 19 80 |
| Salt..... | 1,254 | 198 69 | 7,857 | 1,049 47 |
| Stone, for cutting..... | 6,784 | 1,356 80 | 10,826 | 722 97 |
| Apples..... | 723 | 20 75 | 2,552 | 372 65 |
| Barley..... | 4,272 | 616 17 | 2,811 | 56 93 |
| Corn..... | 353,595 | 70,719 00 | 2,797 | 58 59 |
| Cotton, Raw..... | | | | |
| Flax and Hemp..... | | | | |
| Flour..... | 7,931 | 1,231 63 | 1,343 | 115 69 |
| Hay, Pressed..... | | | 1,804 | 88 31 |
| Meals, all kinds..... | 17,378 | 3,473 73 | 874 | 56 78 |
| Oil Cake..... | 798 | 159 60 | 15 | 1 44 |
| Oats..... | 28,356 | 5,668 23 | 1,383 | 67 79 |
| Pease..... | 450 | 25 50 | 19,062 | 385 21 |
| Potatoes | 1 | 0 20 | 208 | 16 04 |
| Rye..... | 2,673 | 496 85 | 8 | 1 20 |
| Seeds, all kinds..... | 154 | 30 80 | 10,614 | 445 78 |
| Tobacco, Raw | | | 3 | 0 45 |
| Wheat..... | 126,664 | 24,173 92 | 28,200 | 588 91 |
| All other Agricultural Products, Vegetable..... | 420 | 21 00 | 401 | 52 42 |
| Bones..... | | | 447 | 59 59 |
| Cattle..... | | | 404 | 32 07 |
| Hogs..... | | | 18 | 2 59 |
| Hides and Skins, Horns and Hoofs..... | 18 | 1 80 | 28 | 4 00 |
| Horses..... | 5 | 0 90 | 366 | 26 69 |
| Lard and Lard Oil..... | 24 | 4 80 | 39 | 4 36 |
| Meats, other than Pork..... | 37 | 7 40 | 40 | 3 31 |
| Pork..... | 1,355 | 271 00 | 495 | 38 56 |
| Sheep..... | | | 132 | 11 49 |
| Tallow | 74 | 11 75 | 138 | 9 36 |
| Wool..... | 468 | 92 80 | 10 | 0 94 |
| All other Agricultural Products, Animal..... | | | 977 | 135 57 |
| Total Class No. 3..... | 557,398 | 109,126 71 | 180,005 | 10,735 74 |

APPENDIX A.—Continued.

the Amount of Tolls collected during the Season of Navigation in 1889.

| Chamby Canal. | | Ottawa Canals. | | Rideau Canal. | | St. Peter's Canal. | | Trent Valley Canals. | |
|---------------|----------|----------------|----------|---------------|----------|--------------------|----------|----------------------|---------|
| Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. |
| | \$ cts. | | \$ cts. | | \$ cts. | | \$ cts. | | \$ cts. |
| 72,041 | 251 08 | 165,001 | 658 52 | 62,377 | 665 25 | 13,794 | 275 88 | 19,729 | 148 25 |
| 636 | 7 24 | | | 714 | 18 87 | | | | |
| 45,454 | 756 02 | 207,162 | 2,975 07 | 82,630 | 986 81 | 104,468 | 2,089 36 | 878 | 14 40 |
| 121,776 | 1,656 06 | 61,419 | 1,393 37 | 18,703 | 272 83 | | | | |
| 239,907 | 2,670 40 | 433,582 | 5,026 96 | 164,424 | 1,943 76 | 118,262 | 2,365 24 | 20,607 | 162 65 |
| No. | | No. | | No. | | No. | | No. | |
| 5,017 | 78 43 | 14,787 | 190 64 | 2,910 | 73 38 | | | 4,727 | 47 32 |
| Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| 807 | 74 54 | 110 | 6 33 | 480 | 11 28 | | | 21 | 1 80 |
| 18 | 1 80 | | | | | | | | |
| 264 | 26 40 | 163 | 5 98 | 257 | 6 25 | | | | |
| 5,809 | 580 32 | 6,182 | 190 74 | 304 | 7 14 | | | | |
| | | 1 | 0 10 | 83 | 2 11 | 998 | 9 98 | | |
| | | | | | | | | | |
| | | | | 57 | 1 34 | | | | |
| 140 | 14 00 | | | 160 | 6 10 | | | | |
| 25 | 2 50 | 24 | 2 29 | 400 | 10 32 | | | | |
| | | | | | | | | | |
| | | | | 945 | 32 22 | | | | |
| 1,746 | 172 57 | 253 | 5 30 | 321 | 11 22 | | | | |
| 399 | 36 68 | 3 | 0 18 | 18 | 0 43 | | | | |
| 1,078 | 52 99 | 390 | 28 39 | 270 | 6 40 | | | | |
| | | 2 | 0 20 | 52 | 1 55 | | | | |
| | | | | 1 | 0 03 | | | | |
| 252 | 8 40 | 19 | 1 46 | 366 | 10 20 | 1,505 | 15 05 | | |
| 1,413 | 82 24 | 266 | 22 33 | 134 | 3 21 | | | | |
| | | 9 | 0 89 | 52 | 1 50 | | | | |
| | | | | 10 | 0 28 | | | | |
| 1,370 | 45 71 | 855 | 53 42 | 13 | 0 33 | | | | |
| 31 | 1 04 | 1,386 | 91 22 | 21 | 0 52 | | | | |
| 3 | 0 30 | 301 | 24 34 | 119 | 3 20 | | | | |
| | | 1 | 0 10 | 23 | 0 57 | | | | |
| | | 14 | 1 35 | 22 | 0 70 | | | | |
| | | | | 1 | 0 03 | | | | |
| 3 | 0 10 | 70 | 5 76 | 311 | 7 88 | | | | |
| 11 | 0 37 | 37 | 2 23 | 8 | 0 24 | 21,024 | 210 24 | | |
| | | 12 | 1 16 | 24 | 0 77 | | | | |
| 39 | 1 30 | 501 | 31 90 | 6 | 0 16 | | | | |
| | | 31 | 2 61 | | | | | | |
| | | 19 | 1 76 | 1 | 0 03 | | | | |
| 33 | 1 10 | 190 | 10 22 | 16 | 0 48 | | | | |
| | | | | 25 | 0 75 | | | | |
| | | 1 | 0 18 | 7 | 0 17 | | | | |
| | | 6 | 0 46 | 115 | 3 42 | | | | |
| 129 | 4 30 | 279 | 19 77 | 2 | 0 05 | | | | |
| 17 | 1 70 | 3 | 0 22 | 6 | 0 16 | | | | |
| | | | | 1 | 0 03 | | | | |
| 12 | 0 40 | 935 | 83 65 | 580 | 14 25 | | | | |
| 13,599 | 1,108 76 | 12,063 | 594 54 | 5,211 | 145 32 | 23,527 | 235 27 | 21 | 1 80 |

SUPPLEMENTARY

No. (A) 38—STATEMENT of Traffic in the undermentioned

| ARTICLES. | Welland Canal. | | St. Lawrence Canals. | |
|--|----------------|-----------|----------------------|----------|
| | Tons. | Tolls. | Tons. | Tolls. |
| <i>Class No. 4.</i> | | \$ cts. | | \$ cts. |
| Ashes, Pot and Pearl..... | 112 | 22 40 | 114 | 20 20 |
| Agricultural Implements..... | | | 118 | 18 12 |
| Crockery and Earthenware..... | 7 | 0 50 | 259 | 49 66 |
| Dye Woods and Dye Stuffs..... | | | 166 | 11 87 |
| Furniture..... | 45 | 8 48 | 525 | 96 75 |
| Glass, all kinds..... | 2 | 0 30 | 434 | 81 14 |
| Marble..... | 4,455 | 668 25 | 39 | 3 73 |
| Manilla..... | 8 | 1 20 | 1 | 0 05 |
| Molasses..... | 430 | 68 90 | 3,060 | 207 20 |
| Nails..... | 142 | 13 72 | 3,237 | 552 69 |
| Oil, in barrels..... | 183 | 6 05 | 1,606 | 192 29 |
| Paint..... | 134 | 19 58 | 367 | 51 02 |
| Pitch and Tar..... | 40 | 6 00 | 1,396 | 97 24 |
| Rags..... | | | 183 | 21 20 |
| Rosin..... | | | 1,408 | 74 57 |
| Soda Ash..... | 3 | 0 45 | 1,544 | 297 58 |
| Steel..... | | | 219 | 34 01 |
| Sugar..... | 952 | 123 71 | 5,420 | 643 87 |
| Stone, wrought..... | 13 | 2 60 | 257 | 23 60 |
| Tin..... | 125 | 18 75 | 846 | 154 72 |
| Turpentine..... | | | 235 | 15 05 |
| White Lead..... | | | 102 | 19 90 |
| Whiting..... | 153 | 22 95 | 447 | 87 18 |
| Whiskey and all other spirits..... | 241 | 46 48 | 1,009 | 184 44 |
| Merchandise, not enumerated..... | 26,370 | 3,947 75 | 11,966 | 1,850 36 |
| Total, Class No. 4..... | 33,415 | 4,978 07 | 34,958 | 4,788 44 |
| <i>Class No. 5.</i> | | | | |
| Bark..... | 301 | 37 88 | | |
| Barrels, empty..... | | | 306 | 38 16 |
| Boat Knees..... | | | | |
| Floats..... | | | 5,818 | 101 99 |
| Firewood, in Vessels..... | 15,108 | 644 83 | 10,824 | 280 98 |
| “ in Rafts..... | | | 6 | 0 25 |
| Lumber, Sawn, in Vessels..... | 84,866 | 14,932 20 | 54,072 | 1,852 66 |
| do in Rafts..... | 2 | 22 | 205 | 8 37 |
| Hoops..... | | | 9 | 0 90 |
| Railways Ties, in Vessels..... | 924 | 143 18 | 1,244 | 24 89 |
| “ in Rafts..... | | | | |
| Mats, Spars and Telegraph Poles, in Vessels..... | 215 | 32 25 | 17,936 | 448 40 |
| “ in Rafts..... | 10 | 1 25 | 6,046 | 151 15 |
| Square Timber, in Vessels..... | 77,201 | 11,578 88 | 2,590 | 39 97 |
| “ in Rafts..... | 2,926 | 657 09 | 8,548 | 230 70 |
| Woodenware and Wood partly manufactured..... | 45 | 18 00 | 187 | 44 40 |
| Shingles..... | 52 | 36 27 | 106 | 29 68 |
| Split Posts and Fence Rails, in Vessels..... | 17 | 6 36 | 11 | 1 10 |
| “ in Rafts..... | | | | |
| Saw Logs..... | 5,102 | 215 88 | 19,491 | 445 46 |
| Staves and Headings, Barrel..... | 4 | 0 46 | 22 | 3 30 |
| “ Pipe..... | 506 | 94 49 | | |
| “ West India..... | 627 | 117 16 | 186 | 6 99 |
| “ Salt Barrel..... | | | 10 | 0 80 |
| Traverses..... | | | 12,508 | 32 55 |
| Hop Poles..... | | | | |
| Total, Class No. 5..... | 187,906 | 28,516 40 | 140,125 | 3,742 70 |

APPENDIX A—Continued.

Canals, and the Amount of Tolls collected, &c.—Continued.

| Chambly Canal. | | Ottawa Canals. | | Rideau Canal. | | St. Peter's Canal. | | Trent Valley Canals. | |
|----------------|----------|----------------|-----------|---------------|----------|--------------------|---------|----------------------|---------|
| Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. |
| | \$ cts. | | \$ cts. | | \$ cts. | | \$ cts. | | \$ cts. |
| | | 17 | 2 76 | 6 | 52 | | | | |
| 10 | 1 00 | 1 | 0 19 | 148 | 14 26 | | | 1 | 0 25 |
| 58 | 5 80 | 2 | 0 19 | 36 | 3 42 | | | | |
| 2 | 0 20 | 44 | 5 93 | 2 | 0 18 | | | | |
| | | | | 50 | 4 82 | | | | |
| | | | | 34 | 3 04 | | | | |
| | | | | 8 | 0 71 | | | | |
| 2,799 | 307 57 | 2 | 0 38 | 87 | 7 74 | | | | |
| | | | | 309 | 27 77 | | | | |
| 491 | 48 60 | 4 | 0 38 | 208 | 19 10 | | | | |
| 8 | 0 80 | | | 7 | 0 72 | | | | |
| 1,248 | 124 80 | | | 18 | 1 60 | | | | |
| | | 6 | 105 | 8 | 0 80 | | | | |
| 1,373 | 137 30 | | | 2 | 0 18 | | | | |
| 283 | 23 70 | | | 36 | 3 13 | | | | |
| 110 | 11 00 | | | 15 | 0 53 | | | | |
| 2,452 | 245 20 | 5 | 0 95 | 331 | 30 86 | | | | |
| 264 | 26 40 | | | 3 | 0 36 | | | | |
| | | | | 28 | 2 67 | | | | |
| 204 | 20 40 | | | | | | | | |
| | | | | 20 | 1 79 | | | | |
| | | | | 46 | 4 02 | | | | |
| 3,136 | 263 92 | 1 | 0 19 | 165 | 14 93 | | | | |
| | | 297 | 41 76 | 896 | 86 71 | 1,241 | 12 41 | 79 | 2 37 |
| 12,438 | 1,216 69 | 379 | 53 78 | 2,463 | 229 86 | 1,241 | 12 41 | 80 | 2 62 |
| | | | | | | | | | |
| | | 13 | 1 27 | 76 | 3 56 | | | 319 | 3 40 |
| 5 | 0 34 | 63 | 7 75 | 19 | 1 50 | | | | |
| | | 8,910 | 81 20 | 3,026 | 53 62 | | | 50 | 0 50 |
| 3,192 | 104 77 | 38,829 | 1,561 39 | 13,922 | 234 65 | | | 18,761 | 189 86 |
| | | 6,762 | 92 02 | | | | | | |
| 81,656 | 4,854 99 | 610,932 | 48,506 06 | 59,722 | 2,669 36 | 7,126 | 71 26 | 835 | 13 25 |
| 9 | 3 34 | 3,919 | 45 11 | 81 | 6 47 | | | | |
| | | 13 | 1 17 | | | | | | |
| 4,721 | 381 89 | 1,410 | 136 59 | 7,492 | 873 67 | | | 231 | 8 50 |
| | | 823 | 38 67 | | | | | | |
| | | | | 296 | 23 68 | | | 82 | 1 46 |
| | | | | | | | | 17 | 1 38 |
| | | 1,730 | 43 98 | 2,080 | 111 26 | | | 75 | 0 50 |
| | | 22 | 4 40 | 4 | 0 80 | | | | |
| 67 | 10 44 | 432 | 345 53 | 66 | 9 76 | | | 12 | 0 99 |
| 18 | 1 22 | 3 | 0 66 | 6 | 0 81 | | | 2 | 0 25 |
| | | | | | | | | 9 | 0 05 |
| | | 6,826 | 156 00 | 880 | 20 10 | | | 4,628 | 57 67 |
| | | | | | | | | | |
| | | | | 4 | 0 30 | | | | |
| | | | | 1,633 | 13 26 | | | | |
| | | | | 93 | 13 50 | | | | |
| 89,668 | 5,356 99 | 680,687 | 51,019 80 | 89,404 | 4,036 30 | 7,126 | 71 26 | 25,021 | 277 81 |

SUPPLEMENTARY

No. (A) 38.—STATEMENT of Traffic in the undermentioned

| ARTICLES. | Welland Canal. | | St. Lawrence Canals. | |
|---|----------------|------------|----------------------|-----------|
| | Tons. | Tolls. | Tons. | Tolls. |
| <i>Special Class.</i> | | \$ cts. | | \$ cts. |
| Coal | 268,305 | 53,181 95 | 146,924 | 20,141 85 |
| Kryolite or Chemical Ore | 10 | 0 50 | 2,568 | 128 40 |
| Iron Ore | 2,425 | 121 25 | ..... | ..... |
| Stone (unwrought, not suitable for cutting) | 10,049 | 969 87 | 2,397 | 90 30 |
| Ice | | | | |
| Total, Special Class | 280,789 | 54,273 57 | 151,889 | 20,360 55 |
| Total Freight and Tolls | 1,059,508 | 215,685 88 | 506,977 | 57,954 97 |
| Timber and other Wood, Free | 397 | 19 20 | 16,587 | 669 91 |
| Wheat, Corn, Flour, Iron, Salt, Coal, &c., Free | 25,368 | 3,805 20 | 396,308 | 13,880 34 |
| Grand Totals, Passengers and Tonnage of Vessels not included | 1,085,273 | 219,510 20 | 919,872 | 72,505 22 |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 19th May, 1890.

APPENDIX A.—*Concluded.*Canals, and the Amount of Tolls collected, &c.—*Concluded.*

| Chambly Canal | | Ottawa Canals. | | Rideau Canal. | | St. Peter's Canal. | | Newcastle District Canals. | |
|---------------|-----------|----------------|-----------|---------------|----------|--------------------|----------|----------------------------|---------|
| Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. |
| | \$ cts. | | \$ cts. | | \$ cts. | | \$ cts. | | \$ cts. |
| 104,430 | 10,262 25 | 304 | 10 13 | 10,356 | 461 88 | 23,549 | 235 49 | ..... | ..... |
| ..... | ..... | 1,248 | 64 74 | 1,200 | 60 00 | ..... | ..... | ..... | ..... |
| 146 | 14 60 | 90 | 0 96 | 1,423 | 30 63 | ..... | ..... | 8 | 0 08 |
| | | | | | | | | | |
| 104,576 | 10,276 85 | 1,642 | 75 83 | 12,979 | 552 51 | 23,549 | 235 49 | 8 | 0 08 |
| | | | | | | | | | |
| 220,281 | 20,708 12 | 694,771 | 56,961 55 | 110,057 | 6,981 13 | 55,443 | 2,919 67 | 25,130 | 492 28 |
| ..... | ..... | 52,302 | 439 31 | ..... | ..... | ..... | ..... | ..... | ..... |
| 170 | 17 00 | ..... | ..... | 3,069 | 81 90 | ..... | ..... | ..... | ..... |
| | | | | | | | | | |
| 220,451 | 20,725 12 | 747,073 | 57,400 86 | 113,126 | 7,063 03 | 55,443 | 2,919 67 | 25,130 | 492 28 |

B. H. TEAKLES,
Chief Clerk Canals Revenue.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 18.—STATEMENT showing the Amount of Tolls accrued each month during the Season of Navigation ended 31st December, 1889.

| Canals and Offices. | January. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Total. |
|--------------------------------|----------|---------|-----------|-----------|-----------|-----------|-----------|------------|-----------|-----------|-----------|------------|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| WELLAND CANAL. | | | | | | | | | | | | |
| Chippawa..... | | | 6 01 | 1 75 | 34 05 | 14 63 | 6 69 | 4 58 | 6 22 | 8 66 | | 82 59 |
| Colborne..... | | | 12,450 54 | 16,397 20 | 18,478 63 | 20,692 29 | 25,402 23 | 23,884 12 | 19,841 81 | 12,761 15 | 479 29 | 150,387 26 |
| Dalhousie..... | | | 4,442 16 | 7,100 55 | 10,314 06 | 6,692 59 | 12,452 34 | 10,413 78 | 7,787 85 | 4,277 47 | | 63,480 00 |
| Dunnville..... | | | | 83 28 | 52 65 | 56 18 | 25 72 | 0 25 | 109 95 | 120 76 | | 448 79 |
| Maitland..... | | | | 7 29 | 14 23 | 3 95 | 1 00 | 24 81 | 5 84 | | | 57 12 |
| Robinson..... | | | 127 34 | 166 95 | 102 04 | 112 30 | 93 88 | 68 82 | 129 56 | 115 79 | 7 19 | 923 87 |
| St. Catharines..... | | | 35 68 | 34 73 | 28 70 | 54 44 | 40 17 | 33 18 | 56 95 | 21 60 | | 305 45 |
| Total Welland Canal..... | | | 17,061 73 | 23,791 75 | 29,024 36 | 27,026 38 | 38,022 03 | 34,429 54 | 27,938 18 | 17,305 43 | 486 48 | 215,685 88 |
| ST. LAWRENCE CANALS. | | | | | | | | | | | | |
| Beauharnois..... | | | 63 32 | 46 96 | 72 87 | 164 17 | 133 38 | 121 67 | 186 24 | 92 61 | | 881 12 |
| Cardinal..... | | | 65 05 | 57 68 | 102 46 | 70 51 | 225 62 | 338 25 | 241 63 | 40 23 | 11 55 | 1,152 98 |
| Cornwall..... | | | 8 21 | 2,359 31 | 2,848 90 | 3,468 78 | 2,103 13 | 2,226 55 | 1,473 27 | 1,165 57 | 15 74 | 15,069 46 |
| Kingston..... | | | 439 57 | 1,482 50 | 1,884 10 | 3,284 38 | 1,239 39 | 1,122 34 | 640 67 | 624 45 | | 10,717 40 |
| Laehine..... | | | 36 09 | 282 60 | 342 43 | 363 92 | 333 41 | 363 67 | 407 00 | 244 05 | | 2,373 17 |
| Montreal..... | | | 628 60 | 3,421 40 | 3,670 43 | 4,716 56 | 4,804 34 | 4,124 20 | 3,707 93 | 2,087 26 | | 27,100 74 |
| Total St. Lawrence Canals..... | | | 1,240 84 | 7,650 45 | 8,921 21 | 12,068 32 | 8,839 27 | 8,296 68 | 6,656 74 | 4,254 17 | 27 29 | 57,954 97 |
| CHAMBLAY CANAL. | | | | | | | | | | | | |
| Chambly..... | | | 19 96 | 600 15 | 778 46 | 883 41 | 1,234 82 | 776 36 | 1,114 08 | 677 36 | | 6,084 50 |
| St. John's..... | | | | 2,906 84 | 2,961 95 | 2,426 72 | 2,140 62 | 1,654 38 | 1,347 50 | 732 49 | | 14,170 50 |
| St. Ours..... | | | 10 50 | 43 37 | 44 50 | 66 25 | 64 04 | 63 01 | 84 31 | 77 14 | | 433 12 |
| Total Chambly Canal..... | | | 30 46 | 3,550 36 | 3,784 91 | 3,376 38 | 3,439 48 | 2,493 65 | 2,545 89 | 1,486 99 | | 20,708 12 |

| | | | | | | | | | | | | |
|---------------------------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|--|--|--|
| OTTAWA CANALS. | | | | | | | | | | | | |
| Ottawa | 971 12 | 7,191 48 | 6,127 09 | 5,954 68 | 6,663 63 | 5,254 95 | 5,442 12 | 1,544 87 | 39,149 94 | | | |
| Carillon | 5 83 | 142 49 | 180 69 | 97 05 | 16 47 | 41 09 | 39 74 | 43 81 | 567 17 | | | |
| Grenville | 383 72 | 2,591 86 | 2,506 20 | 2,589 57 | 2,288 38 | 1,786 93 | 2,214 65 | 1,542 03 | 15,903 34 | | | |
| St. Anne's | 64 46 | 145 33 | 205 93 | 208 64 | 212 36 | 192 24 | 167 69 | 144 45 | 1,341 10 | | | |
| Total Ottawa Canals | 1,425 13 | 10,071 16 | 9,019 91 | 8,849 94 | 9,180 84 | 7,275 21 | 7,864 20 | 3,275 16 | 56,961 55 | | | |
| RIDEAU CANAL. | | | | | | | | | | | | |
| Kingston Mills | 7 97 | 179 15 | 254 06 | 337 62 | 282 24 | 160 30 | 156 99 | 72 30 | 1,450 63 | | | |
| Ottawa | 104 46 | 657 66 | 839 12 | 1,181 57 | 937 83 | 653 86 | 524 42 | 231 50 | 5,130 42 | | | |
| Smith's Falls | | 65 54 | 73 41 | 102 64 | 75 07 | 30 95 | 35 00 | 17 47 | 400 08 | | | |
| Total Rideau Canal | 112 43 | 902 35 | 1,166 59 | 1,621 83 | 1,295 14 | 845 11 | 716 41 | 321 27 | 6,381 13 | | | |
| ST. PETER'S CANAL. | | | | | | | | | | | | |
| St. Peter's | 1 96 | 9 98 | 356 00 | 333 10 | 412 09 | 438 35 | 380 35 | 306 84 | 2,919 67 | | | |
| TRENT VALLEY CANALS. | | | | | | | | | | | | |
| Bobbygeon | | 14 78 | 34 58 | 25 75 | 56 27 | 53 54 | 43 78 | 12 79 | 241 49 | | | |
| Peterborough | | 6 64 | 16 62 | 35 75 | 35 65 | 47 10 | 24 03 | 9 94 | 175 73 | | | |
| Hastings | | | | 3 00 | 5 78 | 8 10 | 14 50 | 5 90 | 37 28 | | | |
| Fenelon Falls | | | | 5 16 | 10 09 | 12 60 | 0 50 | 9 43 | 37 78 | | | |
| Total Trent Valley Canals | | 21 42 | 51 20 | 69 66 | 107 79 | 121 34 | 82 81 | 38 06 | 492 28 | | | |
| Grand Total | 1 96 | 9 98 | 20,021 09 | 53,945 61 | 61,296 64 | 53,899 38 | 46,184 58 | 26,987 92 | 361,703 60 | | | |

B. H. TEAKLES,
Chief Clerk Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 19th May, 1890.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 19.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels passed through all the Canals during the Season of Navigation ended the 31st December, 1889, and the amount of Tolls collected thereon.

| Vessels. | Total Number. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. \$ cts. |
|---------------------------------------|---------------|----------------------------------|---------|---------------------------------------|--------|--|---------|---------------------------------------|---------|-----------|---------|-------------|--------------------------|
| | | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| WELLAND CANAL. | | | | | | | | | | | | | |
| Canadian Vessels, steam..... | 820 | 70,308 | 51,740 | 68,050 | 5,154 | ..... | 300 | 4,402 | 87,173 | 142,760 | 144,307 | 287,127 | 3,844 99 |
| “ “ sail..... | 1,141 | 56,028 | 42,129 | 66,620 | 12,118 | 976 | 502 | 14,439 | 86,007 | 138,063 | 140,756 | 278,819 | 5,543 28 |
| Total Canadian..... | 1,961 | 126,336 | 93,869 | 134,670 | 17,272 | 976 | 802 | 18,841 | 173,180 | 280,823 | 285,123 | 565,946 | 9,388 27 |
| United States Vessels, steam..... | 407 | ..... | 71 | 9,818 | 315 | 159,388 | 135,394 | 345 | 37,473 | 169,551 | 173,253 | 342,804 | 5,149 06 |
| “ “ sail..... | 547 | ..... | 10 | 4,035 | 682 | 85,520 | 62,195 | 15 | 30,640 | 89,669 | 93,527 | 183,196 | 4,110 02 |
| Total United States..... | 1,014 | 99 | 81 | 13,853 | 997 | 244,908 | 197,589 | 360 | 66,113 | 259,220 | 266,780 | 526,000 | 9,259 08 |
| Grand Total, Welland Canal | 2,975 | 126,435 | 93,950 | 148,523 | 18,269 | 245,884 | 198,391 | 19,201 | 241,293 | 540,043 | 551,903 | 1,091,946 | 18,647 35 |
| ST. LAWRENCE CANALS. | | | | | | | | | | | | | |
| Canadian Vessels, steam..... | 3,098 | 339,784 | 290,733 | 13,690 | ..... | ..... | ..... | ..... | 6,116 | 353,474 | 296,849 | 650,323 | 3,965 55 |
| “ “ sail..... | 5,696 | 556,710 | 366,018 | 34,981 | 48 | ..... | ..... | 97 | 47,925 | 591,788 | 413,991 | 1,005,779 | 11,030 05 |
| Total Canadian..... | 8,794 | 896,494 | 656,751 | 48,671 | 48 | ..... | ..... | 97 | 54,041 | 945,262 | 710,840 | 1,656,102 | 14,995 60 |
| United States Vessels, steam..... | 560 | 125 | 168 | 2,512 | 134 | 7,423 | 7,266 | 142 | 2,461 | 10,202 | 10,029 | 20,231 | 141 99 |
| “ “ sail..... | 821 | 2,161 | 12,260 | 2,598 | 3,209 | 689 | 1,606 | 54,299 | 4,347 | 59,747 | 21,422 | 81,169 | 887 10 |
| Total United States..... | 1,381 | 2,286 | 12,428 | 5,110 | 3,343 | 8,112 | 8,872 | 54,441 | 6,808 | 69,949 | 31,451 | 101,400 | 829 09 |
| Grand Total, St. Lawrence Canals..... | 10,175 | 898,780 | 669,179 | 53,781 | 3,391 | 8,112 | 8,872 | 54,538 | 60,849 | 1,015,211 | 742,291 | 1,757,502 | 15,824 69 |

| | | | | | | | | | | | | | |
|--------------------------------|-------|--------|---------|--------|--------|-------|-------|---------|--------|---------|---------|---------|----------|
| CHAMBLEY CANAL. | | | | | | | | | | | | | |
| Canadian Vessels, steam..... | 637 | 36,018 | 33,247 | 105 | ..... | ..... | ..... | 2,671 | 36,123 | 35,918 | 72,041 | 35,918 | 251 08 |
| “ sail | 496 | 9,519 | 7,486 | 4,350 | 93 | ..... | ..... | 22,673 | 15,202 | 30,252 | 45,454 | 30,252 | 756 02 |
| Total Canadian | 1,133 | 45,537 | 40,733 | 4,455 | 93 | ..... | ..... | 25,344 | 51,325 | 66,170 | 117,495 | 66,170 | 1,007 10 |
| United States Vessels, steam.. | 7 | ..... | ..... | 514 | ..... | 68 | ..... | 41 | 589 | 47 | 636 | 47 | 7 24 |
| “ sail | 1,251 | 3,021 | 1,827 | 31,348 | ..... | ..... | ..... | 85,480 | 34,369 | 87,407 | 121,776 | 87,407 | 1,656 06 |
| Total United States..... | 1,258 | 3,028 | 1,827 | 31,862 | ..... | 68 | ..... | 85,521 | 34,958 | 87,454 | 122,412 | 87,454 | 1,663 30 |
| Grand Total, Chambley Canal | 2,391 | 48,565 | 42,560 | 36,317 | 93 | 68 | ..... | 110,865 | 86,283 | 153,624 | 239,907 | 153,624 | 2,670 40 |
| OTTAWA CANALS. | | | | | | | | | | | | | |
| Canadian Vessels, steam..... | 1,020 | 52,881 | 110,454 | ..... | 1,666 | ..... | ..... | ..... | 52,881 | 112,120 | 165,001 | 112,120 | 658 52 |
| “ sail | 1,615 | 11,392 | 175,478 | ..... | 20,292 | ..... | ..... | ..... | 11,392 | 195,770 | 207,162 | 195,770 | 2,975 07 |
| Total Canadian..... | 2,635 | 64,273 | 285,932 | ..... | 21,958 | ..... | ..... | ..... | 64,273 | 307,890 | 372,163 | 307,890 | 3,633 59 |
| United States Vessels, steam.. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| “ sail | 631 | 11,027 | 2,552 | ..... | 46,392 | ..... | ..... | ..... | 12,475 | 48,944 | 61,419 | 48,944 | 1,393 37 |
| Total United States..... | 631 | 11,027 | 2,552 | ..... | 46,392 | ..... | ..... | ..... | 12,475 | 48,944 | 61,419 | 48,944 | 1,393 37 |
| Grand Total, Ottawa Canals. | 3,266 | 75,300 | 288,484 | ..... | 68,350 | ..... | ..... | ..... | 76,748 | 356,834 | 433,582 | 356,834 | 5,026 96 |
| RIDEAU CANAL. | | | | | | | | | | | | | |
| Canadian Vessels, steam | 1,114 | 31,632 | 30,745 | ..... | ..... | ..... | ..... | ..... | 31,632 | 30,745 | 62,377 | 30,745 | 605 25 |
| “ sail | 1,120 | 40,788 | 41,507 | 335 | ..... | ..... | ..... | ..... | 41,123 | 41,507 | 82,630 | 41,507 | 986 81 |
| Total Canadian..... | 2,234 | 72,420 | 72,252 | 335 | ..... | ..... | ..... | ..... | 72,755 | 72,252 | 145,007 | 72,252 | 1,632 06 |
| United States Vessels, steam.. | 75 | 325 | 389 | ..... | ..... | ..... | ..... | ..... | 325 | 389 | 714 | 389 | 18 87 |
| “ sail | 183 | 4,360 | 9,172 | 5,171 | ..... | ..... | ..... | ..... | 9,531 | 9,172 | 18,703 | 9,172 | 272 83 |
| Total United States..... | 258 | 4,685 | 9,561 | 5,171 | ..... | ..... | ..... | ..... | 9,856 | 9,561 | 19,417 | 9,561 | 291 70 |
| Grand Total, Rideau Canal. | 2,492 | 77,105 | 81,813 | 5,506 | ..... | ..... | ..... | ..... | 82,611 | 81,813 | 164,424 | 81,813 | 1,943 76 |

SUPPLEMENTARY APPENDIX A—Continued.
 No. (A) 19.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels, &c.—Concluded.

| Vessels. | Total Number. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. |
|---------------------------------------|---------------|----------------------------------|--------|---------------------------------------|-------|--|-------|---------------------------------------|-------|--------|--------|-------------|------------------|
| | | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| ST. PETER'S CANAL. | | | | | | | | | | | | | |
| Canadian Vessels, steam..... | 105 | | 7,378 | | | | | | | 6,416 | 7,378 | 13,794 | 275 88 |
| “ “ sail..... | 2,056 | | 50,251 | | | | | | | 54,217 | 50,251 | 104,468 | 2,089 36 |
| Total Canadian..... | 2,161 | | 57,629 | | | | | | | 60,633 | 57,629 | 118,262 | 2,365 24 |
| United States Vessels, steam..... | | | | | | | | | | | | | |
| “ “ sail..... | | | | | | | | | | | | | |
| Total United States..... | | | | | | | | | | | | | |
| Grand Total, St. Peter's Canal | 2,161 | | 57,629 | | | | | | | 60,633 | 57,629 | 118,262 | 2,365 24 |
| TRENT VALLEY CANALS. | | | | | | | | | | | | | |
| Canadian Vessels, steam..... | 436 | | 375 | | | | | | | 19,354 | 375 | 19,729 | 148 25 |
| “ “ sail..... | 39 | | 351 | | | | | | | 527 | 351 | 878 | 14 40 |
| Total Canadian..... | 475 | | 726 | | | | | | | 19,881 | 726 | 20,607 | 162 65 |
| United States Vessels, steam..... | | | | | | | | | | | | | |
| “ “ sail..... | | | | | | | | | | | | | |
| Total United States..... | | | | | | | | | | | | | |
| Grand Total, Trent Valley Canals..... | 475 | | 726 | | | | | | | 19,881 | 726 | 20,607 | 162 65 |

RECAPITULATION.

| CANADIAN VESSELS. | | 1889 | | 1890 | | 1891 | | 1892 | | 1893 | | 1894 | | 1895 | | 1896 | | 1897 | | 1898 | | 1899 | | Total | |
|---|--|--------|-----------|-----------|---------|--------|---------|---------|--------|---------|-----------|-----------|-----------|--------|----|------|--|------|--|------|--|------|--|-------|--|
| <i>Steam and Sail.</i> | | | | | | | | | | | | | | | | | | | | | | | | | |
| Welland | | 1,961 | 126,336 | 93,869 | 134,670 | 17,272 | 976 | 802 | 18,841 | 173,180 | 280,823 | 285,123 | 565,946 | 9,388 | 27 | | | | | | | | | | |
| St. Lawrence | | 8,794 | 896,494 | 656,751 | 48,671 | 48 | | | 97 | 54,041 | 945,262 | 710,840 | 1,656,102 | 14,995 | 60 | | | | | | | | | | |
| Chambly | | 1,133 | 45,537 | 40,733 | 4,355 | 38 | | | 1,333 | 25,344 | 51,325 | 66,170 | 117,495 | 1,007 | 10 | | | | | | | | | | |
| Ottawa | | 2,635 | 64,273 | 285,932 | | 21,958 | | | | 64,273 | 64,273 | 307,890 | 372,163 | 3,633 | 59 | | | | | | | | | | |
| Rideau | | 2,234 | 72,420 | 72,252 | 335 | | | | | 72,252 | 72,252 | 72,252 | 145,007 | 1,652 | 06 | | | | | | | | | | |
| St. Peter's | | 2,161 | 60,633 | 57,629 | | | | | | 60,633 | 60,633 | 57,629 | 118,262 | 2,365 | 24 | | | | | | | | | | |
| Trent Valley Canals | | 475 | 19,881 | 726 | | | | | | 19,881 | 19,881 | 726 | 20,607 | 162 | 45 | | | | | | | | | | |
| Total Canadian | | 19,393 | 1,285,574 | 1,207,892 | 188,131 | 30,371 | 976 | 802 | 20,271 | 252,565 | 1,494,952 | 1,500,630 | 2,995,582 | 33,204 | 31 | | | | | | | | | | |
| UNITED STATES VESSELS. | | | | | | | | | | | | | | | | | | | | | | | | | |
| <i>Steam and Sail.</i> | | | | | | | | | | | | | | | | | | | | | | | | | |
| Welland | | 1,014 | 99 | 81 | 13,853 | 997 | 244,908 | 197,589 | 360 | 68,113 | 259,220 | 266,780 | 526,000 | 9,259 | 08 | | | | | | | | | | |
| St. Lawrence | | 1,381 | 2,286 | 12,428 | 5,110 | 3,343 | 8,112 | 8,872 | 54,441 | 6,808 | 69,949 | 31,451 | 101,400 | 829 | 09 | | | | | | | | | | |
| Chambly | | 1,258 | 3,028 | 1,827 | 31,862 | | 68 | 106 | | 85,521 | 34,958 | 87,454 | 122,412 | 1,663 | 30 | | | | | | | | | | |
| Ottawa | | 631 | 11,027 | 2,552 | | 46,392 | | | 1,448 | | 12,475 | 48,944 | 61,419 | 1,393 | 37 | | | | | | | | | | |
| Rideau | | 258 | 4,685 | 9,561 | 5,171 | | | | | | 9,856 | 9,561 | 19,417 | 291 | 70 | | | | | | | | | | |
| St. Peter's | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total United States | | 4,542 | 21,125 | 26,449 | 55,996 | 50,732 | 253,088 | 206,567 | 56,249 | 160,442 | 386,458 | 444,190 | 830,648 | 13,436 | 54 | | | | | | | | | | |
| Grand Total, Canadian and United States | | 23,935 | 1,306,699 | 1,234,341 | 244,127 | 90,103 | 254,064 | 207,369 | 76,520 | 413,007 | 1,881,410 | 1,944,820 | 3,826,230 | 46,640 | 85 | | | | | | | | | | |

B. H. TEAKLES,
Chief Clerk Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 19th May, 1890.

SUPPLEMENTARY APPENDIX A.—Continued.

No. (A) 19½.—COMPARATIVE STATEMENT of Grand Total Freight passed through the undermentioned Canals during the Seasons of Navigation of 1888 and 1889, and the Amount of Tolls collected on the same, including Tolls on Vessels and Passengers.

| Canals. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Toll. \$ cts. |
|--------------------------|----------------------------------|---------|---------------------------------------|---------|--|---------|---------------------------------------|---------|---------|---------|-------------|----------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| | | | | | | | | | | | | |
| 1888. | | | | | | | | | | | | |
| Welland Canal..... | 21,968 | 119,827 | 39,153 | 23,016 | 213,689 | 221,064 | 22,451 | 217,632 | 297,261 | 581,539 | 878,800 | 166,055 79 |
| St. Lawrence Canals..... | 214,420 | 411,840 | 10,079 | 1,419 | 718 | 2,365 | 58,845 | 81,913 | 284,062 | 497,537 | 781,599 | 53,586 87 |
| Chambly Canal..... | 10,276 | 5,999 | 84,684 | 11,961 | ..... | ..... | 21 | 128,812 | 94,981 | 146,772 | 241,753 | 22,282 02 |
| Rideau Canal..... | 81,036 | 27,001 | 4,211 | ..... | ..... | ..... | ..... | ..... | 85,247 | 27,001 | 112,248 | 6,566 86 |
| Ottawa Canal..... | 192 | 555,372 | ..... | 137,683 | ..... | ..... | ..... | ..... | 192 | 693,057 | 693,249 | 51,348 43 |
| St. Peter's Canal..... | 12,674 | 26,021 | ..... | 160 | ..... | ..... | 294 | ..... | 12,968 | 26,181 | 39,149 | 2,204 57 |
| Trent Valley Canals..... | 14,599 | 200 | ..... | ..... | ..... | ..... | ..... | ..... | 14,599 | 200 | 14,799 | 257 12 |
| 1889. | | | | | | | | | | | | |
| Welland Canal..... | 27,592 | 57,752 | 16,388 | 20,381 | 266,231 | 297,353 | 16,502 | 383,074 | 326,713 | 758,560 | 1,083,273 | 215,685 88 |
| St. Lawrence Canals..... | 222,956 | 521,704 | 10,389 | 700 | 993 | 2,838 | 64,613 | 95,679 | 298,951 | 620,921 | 919,872 | 57,954 97 |
| Chambly Canal..... | 8,979 | 3,582 | 83,164 | ..... | ..... | 2 | ..... | 124,558 | 92,139 | 128,142 | 220,281 | 20,708 12 |
| Rideau Canal..... | 76,665 | 24,117 | 12,354 | ..... | ..... | ..... | ..... | ..... | 89,009 | 24,117 | 113,126 | 6,981 13 |
| Ottawa Canal..... | 443 | 516,784 | ..... | 177,416 | ..... | ..... | 128 | ..... | 571 | 694,200 | 694,771 | 56,961 55 |
| St. Peter's Canal..... | 23,180 | 32,263 | ..... | ..... | ..... | ..... | ..... | ..... | 23,180 | 32,263 | 55,443 | 2,919 67 |
| Trent Valley Canals..... | 24,966 | 164 | ..... | ..... | ..... | ..... | ..... | ..... | 24,966 | 164 | 25,130 | 492 28 |

B. H. TEAKLES,
Chief Clerk Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 19th May, 1890.

APPENDIX A—Continued.

No. 23.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals during the Season of Navigation in 1889.

WELLAND AND ST. LAWRENCE CANALS.

| CANADIAN. | | | | | UNITED STATES. | | | |
|----------------|---------|----------------|------------------|----------------|----------------|----------------|------------------|----------------|
| Steam Vessels. | | | Sailing Vessels. | | Steam Vessels. | | Sailing Vessels. | |
| Tonnage. | Number. | Total Tonnage. | Number. | Total Tonnage. | Number. | Total Tonnage. | Number. | Total Tonnage. |
| 8 | 57 | 456 | 83 | 664 | 45 | 360 | 10 | 80 |
| 10 | 17 | 170 | 32 | 320 | 11 | 110 | 4 | 40 |
| 15 | 21 | 315 | 12 | 180 | 8 | 120 | 3 | 45 |
| 20 | 21 | 420 | 23 | 460 | 7 | 140 | 8 | 160 |
| 25 | 17 | 425 | 18 | 450 | 10 | 250 | 2 | 50 |
| 30 | 27 | 810 | 11 | 330 | 12 | 360 | 6 | 180 |
| 35 | 26 | 910 | 13 | 455 | 3 | 105 | 1 | 35 |
| 40 | 26 | 1,040 | 55 | 2,200 | 8 | 320 | 10 | 400 |
| 45 | 6 | 270 | 15 | 675 | 6 | 270 | 1 | 45 |
| 50 | 16 | 800 | 47 | 2,350 | 3 | 150 | 1 | 50 |
| 55 | 5 | 275 | 12 | 660 | 1 | 55 | ..... | ..... |
| 60 | 10 | 600 | 17 | 1,020 | 1 | 60 | 7 | 420 |
| 65 | 2 | 130 | 13 | 845 | 1 | 65 | ..... | ..... |
| 70 | 8 | 560 | 16 | 1,120 | 1 | 70 | 2 | 140 |
| 75 | 8 | 600 | 19 | 1,425 | 1 | 75 | 1 | 75 |
| 80 | 4 | 320 | 32 | 2,560 | ..... | ..... | 5 | 400 |
| 85 | 4 | 340 | 22 | 1,870 | 1 | 85 | 9 | 765 |
| 90 | 7 | 630 | 35 | 3,150 | 1 | 90 | 21 | 1,890 |
| 95 | 6 | 570 | 26 | 2,470 | 2 | 190 | 90 | 8,550 |
| 100 | 6 | 600 | 52 | 5,200 | 2 | 200 | 98 | 9,800 |
| 105 | 7 | 735 | 48 | 5,040 | 1 | 105 | 69 | 7,245 |
| 110 | 6 | 660 | 39 | 4,290 | 6 | 660 | 26 | 2,860 |
| 115 | 3 | 345 | 27 | 3,105 | 4 | 460 | 30 | 3,450 |
| 120 | 2 | 240 | 18 | 2,160 | 3 | 320 | 13 | 1,560 |
| 125 | 1 | 125 | 15 | 1,875 | ..... | ..... | 4 | 500 |
| 130 | 1 | 130 | 25 | 3,250 | ..... | ..... | 6 | 780 |
| 135 | 1 | 135 | 12 | 1,625 | 1 | 135 | 4 | 540 |
| 140 | 1 | 140 | 14 | 1,960 | ..... | ..... | 2 | 280 |
| 145 | 3 | 435 | 14 | 2,030 | ..... | ..... | ..... | ..... |
| 150 | 1 | 150 | 29 | 4,350 | ..... | ..... | ..... | ..... |
| 155 | 4 | 620 | 45 | 6,975 | ..... | ..... | ..... | ..... |
| 160 | 2 | 320 | 30 | 4,800 | 3 | 480 | 3 | 480 |
| 165 | 3 | 495 | 20 | 3,300 | ..... | ..... | ..... | ..... |
| 170 | 1 | 170 | 8 | 1,360 | ..... | ..... | ..... | ..... |
| 175 | 1 | 175 | 8 | 1,400 | 1 | 175 | 1 | 175 |
| 180 | 1 | 180 | 3 | 540 | ..... | ..... | ..... | ..... |
| 185 | 3 | 555 | 11 | 2,035 | ..... | ..... | ..... | ..... |
| 190 | 1 | 190 | 8 | 1,520 | 1 | 190 | 1 | 190 |
| 195 | ..... | ..... | 6 | 1,170 | ..... | ..... | 2 | 390 |
| 200 | 7 | 1,400 | 16 | 3,200 | 2 | 400 | 3 | 600 |
| 205 | 2 | 410 | 1 | 205 | ..... | ..... | 2 | 410 |
| 210 | 2 | 420 | 7 | 1,470 | ..... | ..... | 3 | 630 |
| 215 | 2 | 430 | 4 | 860 | ..... | ..... | ..... | ..... |
| 220 | ..... | ..... | 4 | 880 | 1 | 220 | 2 | 440 |
| 225 | ..... | ..... | 4 | 900 | ..... | ..... | 1 | 225 |
| 230 | ..... | ..... | 8 | 1,840 | 1 | 230 | 3 | 690 |
| 235 | 1 | 235 | 3 | 705 | ..... | ..... | 2 | 470 |
| 240 | 2 | 480 | 2 | 480 | 2 | 480 | 1 | 240 |
| 245 | 1 | 245 | 5 | 1,225 | ..... | ..... | 1 | 245 |
| 250 | 2 | 500 | 2 | 500 | 1 | 250 | 2 | 500 |
| 255 | ..... | ..... | 2 | 510 | 1 | 255 | 4 | 1,020 |
| 260 | ..... | ..... | 2 | 520 | 1 | 260 | 5 | 1,300 |
| 265 | ..... | ..... | 2 | 530 | 1 | 265 | 8 | 2,120 |
| 270 | 3 | 810 | 6 | 1,620 | ..... | ..... | 9 | 2,430 |
| 275 | 2 | 550 | 5 | 1,375 | ..... | ..... | 6 | 1,650 |
| 280 | 1 | 280 | 3 | 840 | 2 | 560 | 5 | 1,400 |

APPENDIX A—Continued.

No. 23.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals, &c.—Continued.

WELLAND AND ST. LAWRENCE CANALS—Continued.

| CANADIAN. | | | | UNITED STATES. | | | | |
|----------------|---------|----------------|------------------|----------------|----------------|----------------|------------------|----------------|
| Steam Vessels. | | | Sailing Vessels. | | Steam Vessels. | | Sailing Vessels. | |
| Tonnage. | Number. | Total Tonnage. | Number. | Total Tonnage. | Number. | Total Tonnage. | Number. | Total Tonnage. |
| 285 | | | 5 | 1,425 | 1 | 285 | 9 | 2,565 |
| 290 | 1 | 290 | 2 | 580 | | | 8 | 2,320 |
| 295 | 5 | 1,475 | 3 | 885 | | | 5 | 1,475 |
| 300 | 1 | 300 | 7 | 2,100 | 1 | 300 | 10 | 3,000 |
| 305 | 3 | 915 | 11 | 3,355 | | | 8 | 2,440 |
| 310 | | | 6 | 1,860 | | | 6 | 1,860 |
| 315 | | | 4 | 1,260 | | | 6 | 1,890 |
| 320 | 1 | 320 | 11 | 3,520 | 1 | 320 | 7 | 2,240 |
| 325 | 1 | 325 | 7 | 2,275 | 1 | 325 | 6 | 2,010 |
| 330 | 1 | 330 | 6 | 1,980 | | | 6 | 1,980 |
| 335 | 1 | 335 | 8 | 2,680 | | | 4 | 1,340 |
| 340 | | | 5 | 1,700 | | | 2 | 680 |
| 345 | 2 | 690 | 8 | 2,760 | | | | |
| 350 | | | 2 | 700 | 1 | 350 | | |
| 355 | | | 1 | 355 | | | 1 | 355 |
| 360 | | | 7 | 2,520 | 1 | 360 | 1 | 360 |
| 365 | 1 | 365 | 7 | 2,555 | | | | |
| 370 | 1 | 370 | 3 | 1,110 | 1 | 370 | | |
| 375 | 1 | 375 | 4 | 1,500 | | | | |
| 380 | 1 | 380 | 2 | 760 | | | | |
| 385 | 2 | 770 | | | 1 | 385 | 1 | 385 |
| 390 | 1 | 390 | 4 | 1,560 | | | 1 | 390 |
| 395 | 4 | 1,580 | | | | | 2 | 790 |
| 400 | 2 | 800 | 3 | 1,200 | | | 3 | 1,200 |
| 405 | 1 | 405 | 1 | 405 | | | | |
| 410 | 2 | 820 | 1 | 410 | | | 1 | 410 |
| 415 | 3 | 1,245 | 1 | 415 | | | | |
| 420 | | | | | | | 1 | 420 |
| 425 | | | 5 | 2,125 | | | 2 | 850 |
| 430 | | | | | | | | |
| 435 | | | 2 | 870 | 1 | 435 | | |
| 440 | 4 | 1,760 | 2 | 880 | | | | |
| 445 | | | 1 | 445 | | | | |
| 450 | 1 | 450 | 1 | 450 | | | | |
| 455 | 1 | 455 | 2 | 910 | | | | |
| 460 | | | 1 | 460 | 1 | 460 | | |
| 465 | | | 1 | 465 | | | 1 | 465 |
| 470 | | | | | 1 | 470 | 2 | 940 |
| 475 | | | 2 | 950 | 2 | 950 | 4 | 1,900 |
| 480 | | | | | | | 1 | 480 |
| 485 | 1 | 485 | | | | | 2 | 970 |
| 490 | 1 | 490 | | | | | 1 | 490 |
| 495 | | | | | | | 1 | 495 |
| 500 | 1 | 500 | 1 | 500 | | | 1 | 500 |
| 505 | | | | | | | 2 | 1,010 |
| 510 | 3 | 1,530 | | | | | | |
| 515 | | | | | | | 1 | 515 |
| 520 | | | 3 | 1,560 | 1 | 520 | 4 | 2,080 |
| 525 | | | 1 | 525 | | | | |
| 530 | 1 | 530 | | | 1 | 530 | 1 | 530 |
| 535 | 1 | 535 | | | | | | |
| 540 | 1 | 540 | | | | | 2 | 1,080 |
| 545 | 1 | 545 | 1 | 545 | | | | |
| 550 | | | | | | | | |
| 555 | | | | | | | 1 | 555 |
| 560 | | | | | | | | |

APPENDIX A—*Concluded.*

No. 23—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals, &c.—*Concluded.*

WELLAND AND ST. LAWRENCE CANALS—*Concluded.*

| CANADIAN. | | | | | UNITED STATES. | | | |
|----------------|---------|----------------|------------------|----------------|----------------|----------------|------------------|----------------|
| Steam Vessels. | | | Sailing Vessels. | | Steam Vessels. | | Sailing Vessels. | |
| Tonnage. | Number. | Total Tonnage. | Number. | Total Tonnage. | Number. | Total Tonnage. | Number. | Total Tonnage. |
| 565 | | | | | | | | |
| 570 | 1 | 570 | 1 | 570 | | | | |
| 575 | | | | | | | | |
| 580 | 2 | 1,160 | | | | | | |
| 585 | 2 | 1,170 | 1 | 585 | | | | |
| 590 | 2 | 1,180 | | | | | 1 | 590 |
| 595 | 2 | 1,190 | | | 1 | 595 | | |
| 600 | | | | | 2 | 1,200 | | |
| 605 | | | | | | | 1 | 605 |
| 610 | | | | | | | | |
| 615 | 1 | 615 | 1 | 615 | 1 | 615 | | |
| 620 | | | | | 1 | 620 | 1 | 620 |
| 625 | | | | | | | | |
| 628 | | | 1 | 628 | | | | |
| 640 | | | 1 | 640 | | | 1 | 640 |
| 655 | | | | | 4 | 2,620 | | |
| 660 | 1 | 660 | | | 1 | 660 | 1 | 660 |
| 675 | | | | | | | | |
| 690 | 1 | 690 | | | 2 | 1,380 | 1 | 690 |
| 715 | 3 | 2,145 | 1 | 715 | | | | |
| 769 | 1 | 769 | | | 1 | 769 | | |
| 782 | | | | | 1 | 782 | 1 | 782 |
| 802 | | | | | | | | |
| 812 | 1 | 812 | | | | | 1 | 812 |
| 836 | 1 | 836 | | | 1 | 836 | | |
| 851 | | | | | | | 1 | 851 |
| 910 | | | | | 2 | 1,820 | 2 | 1,820 |
| 929 | 1 | 929 | | | 1 | 929 | | |
| 985 | | | | | 4 | 3,940 | | |
| 990 | | | | | 1 | 990 | | |
| 1,001 | | | 1 | 1,001 | 2 | 2,002 | 1 | 1,001 |
| 1,024 | | | | | 3 | 3,072 | | |
| 1,035 | | | | | 3 | 3,105 | | |
| 1,037 | | | | | 1 | 1,037 | | |
| 1,105 | 1 | 1,105 | | | 1 | 1,105 | | |
| 1,160 | | | | | 1 | 1,160 | | |
| 1,172 | | | | | | | | |
| 1,195 | | | | | 1 | 1,195 | 1 | 1,195 |
| 1,203 | | | | | 1 | 1,203 | | |
| 1,425 | | | | | 1 | 1,425 | | |
| 1,441 | | | | | 1 | 1,441 | | |
| Total.... | 432 | 55,932 | 1,158 | 154,158 | 209 | 49,081 | 625 | 107,181 |

RIDEAU, OTTAWA AND CHAMBLY CANALS.

| | | | | | | | | |
|----|----|-----|----|-----|----|----|---|----|
| 8 | 53 | 424 | 71 | 568 | 12 | 96 | 8 | 64 |
| 10 | 14 | 140 | 28 | 280 | 2 | 20 | 2 | 20 |
| 15 | 5 | 75 | 3 | 45 | 2 | 30 | 1 | 15 |
| 20 | 2 | 40 | 4 | 80 | | | 3 | 60 |
| 25 | 5 | 125 | 5 | 125 | 1 | 25 | | |
| 30 | 3 | 90 | 4 | 120 | 1 | 30 | | |

APPENDIX A—*Concluded.*

No. 23—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals, &c.—*Concluded.*

RIDEAU, OTTAWA AND CHAMBLY CANALS—*Concluded.*

| CANADIAN. | | | | | UNITED STATES. | | | |
|----------------|---------|----------------|------------------|----------------|----------------|----------------|------------------|----------------|
| Steam Vessels. | | | Sailing Vessels. | | Steam Vessels. | | Sailing Vessels. | |
| Tonnage. | Number. | Total Tonnage. | Number. | Total Tonnage. | Number. | Total Tonnage. | Number. | Total Tonnage. |
| 35 | 5 | 175 | 2 | 70 | 1 | 35 | 1 | 35 |
| 40 | 2 | 80 | 2 | 80 | | | | |
| 45 | 1 | 45 | 1 | 45 | | | | |
| 50 | 4 | 200 | 4 | 200 | 1 | 50 | 1 | 50 |
| 55 | 2 | 110 | 3 | 165 | | | | |
| 60 | 2 | 120 | 4 | 240 | | | 1 | 60 |
| 65 | 2 | 130 | 3 | 195 | | | 1 | 65 |
| 70 | | | 2 | 140 | | | 1 | 70 |
| 75 | 1 | 75 | 4 | 300 | 1 | 75 | 2 | 150 |
| 80 | | | 6 | 480 | | | 2 | 160 |
| 85 | 1 | 85 | 4 | 340 | | | 10 | 850 |
| 90 | | | 9 | 810 | | | 32 | 2,880 |
| 95 | 3 | 285 | 16 | 1,520 | | | 120 | 11,400 |
| 100 | 1 | 100 | 10 | 1,000 | | | 112 | 11,200 |
| 105 | 1 | 105 | 9 | 945 | | | 43 | 4,515 |
| 110 | | | 4 | 440 | | | 27 | 2,970 |
| 115 | | | 7 | 805 | | | 15 | 1,725 |
| 120 | | | 6 | 720 | | | 9 | 1,080 |
| 125 | 1 | 125 | 8 | 1,000 | | | | |
| 130 | | | 5 | 650 | | | | |
| 135 | 1 | 135 | 3 | 405 | | | 1 | 135 |
| 140 | | | 3 | 420 | | | | |
| 145 | | | 6 | 870 | | | | |
| 150 | | | 12 | 1,800 | | | | |
| 155 | 1 | 155 | 22 | 3,410 | | | | |
| 160 | | | 6 | 960 | | | | |
| 165 | | | 5 | 825 | | | | |
| 170 | | | 1 | 170 | | | | |
| 175 | | | | | | | | |
| 180 | | | | | | | | |
| 185 | 2 | 370 | 1 | 185 | | | | |
| 190 | | | | | | | | |
| 195 | | | | | | | | |
| 200 | | | | | | | | |
| 205 | | | | | | | | |
| 210 | 1 | 210 | | | | | | |
| 220 | | | | | | | | |
| 225 | | | | | | | | |
| 230 | 1 | 230 | 1 | 230 | | | | |
| 235 | | | 1 | 235 | | | | |
| 240 | | | | | | | | |
| 245 | | | | | | | | |
| 250 | | | | | | | | |
| 255 | | | | | | | | |
| 260 | | | | | | | | |
| 265 | | | | | | | | |
| 270 | | | | | | | | |
| 275 | | | | | | | | |
| 332 | | | | | | | | |
| 345 | | | | | | | | |
| 397 | 1 | 397 | | | | | | |
| Total ... | 115 | 4,026 | 285 | 20,873 | 21 | 361 | 392 | 37,504 |

B. H. TEAKLES, *Chief Clerk Canals Revenue,*
DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 19th May, 1890.

SUPPLEMENTARY APPENDIX A.—Continued.

No. 24.—STATEMENT showing the Classified Tonnage of all kinds of Vessels passed through the Canals during the Season of Navigation in 1889.

WELLAND AND ST. LAWRENCE CANALS.

| CANADIAN. | | | | | | UNITED STATES. | | | | | | | | | |
|-----------|----------------------|-----|----------|--------|----------------------|----------------|----------|--------|----------------------|-----|----------|--------|----------------------|-----|----------|
| Class. | Steam Vessels. | No. | Tonnage. | Class. | Sailing Vessel. | No. | Tonnage. | Class. | Steam Vessels. | No. | Tonnage. | Class. | Sailing Vessels. | No. | Tonnage. |
| 1 | 250 to 1,105 tons... | 79 | 36,271 | 1 | 250 to 1,001 tons... | 171 | 61,204 | 1 | 250 to 1,441 tons... | 59 | 42,151 | 1 | 250 to 1,135 tons... | 167 | 61,656 |
| 2 | 200 to 249 " | 17 | 3,620 | 2 | 200 to 249 " | 54 | 11,765 | 2 | 200 to 249 " | 6 | 1,330 | 2 | 200 to 249 " | 18 | 3,950 |
| 3 | 150 to 199 " | 17 | 2,855 | 3 | 150 to 199 " | 168 | 27,430 | 3 | 150 to 199 " | 5 | 845 | 3 | 150 to 199 " | 7 | 1,235 |
| 4 | 100 to 149 " | 31 | 3,545 | 4 | 100 to 149 " | 264 | 30,535 | 4 | 100 to 149 " | 17 | 1,880 | 4 | 100 to 149 " | 252 | 27,015 |
| 5 | 50 to 99 " | 70 | 4,825 | 5 | 50 to 99 " | 239 | 17,470 | 5 | 50 to 99 " | 12 | 840 | 5 | 50 to 99 " | 136 | 12,290 |
| 6 | Under 50 " | 218 | 4,816 | 6 | Under 50 " | 262 | 5,734 | 6 | Under 50 " | 110 | 2,035 | 6 | Under 50 " | 45 | 1,035 |
| | Total..... | 432 | 55,932 | | Total..... | 1,158 | 154,158 | | Total..... | 209 | 49,081 | | Total..... | 625 | 107,181 |

RIDEAU, OTTAWA AND CHAMBLY.

| | | | | | | | | | | | |
|---|----------------------|-----|-------|---|----------------------|-----|--------|---|----------------------|-----|----------------------|
| 1 | 250 to 397 tons..... | 1 | 397 | 1 | 250 to 379 tons..... | 2 | 465 | 1 | 250 to 397 tons..... | 1 | 250 to 397 tons..... |
| 2 | 200 to 249 " | 2 | 440 | 2 | 200 to 249 " | 47 | 7,350 | 2 | 200 to 249 " | 3 | 150 to 199 " |
| 3 | 150 to 199 " | 3 | 525 | 3 | 150 to 199 " | 61 | 7,255 | 3 | 150 to 199 " | 4 | 100 to 149 " |
| 4 | 100 to 149 " | 4 | 465 | 4 | 100 to 149 " | 35 | 4,330 | 4 | 100 to 149 " | 5 | 50 to 99 " |
| 5 | 50 to 99 " | 15 | 1,005 | 5 | 50 to 99 " | 120 | 1,413 | 5 | 50 to 99 " | 6 | Under 50 " |
| 6 | Under 50 " | 90 | 1,194 | 6 | Under 50 " | 285 | 20,873 | 6 | Under 50 " | 21 | Total..... |
| | Total..... | 115 | 4,026 | | Total..... | 285 | 20,873 | | Total..... | 392 | 37,504 |

B. H. TEAKLES,
Chief Clerk Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 19th May, 1890.

No. 25.—RATES of Tolls on the Canals

WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA AND CHAMBLY

The Rates of Tolls are divided into Five Classes, as under, and are per ton, unless otherwise specified.

| | Welland Canal, west-ward. | Welland Canal, east-ward. | Lake Erie to Montreal. | St. Lawrence Canals, each way. | Chambly Canal and St. Ours Lock, each way. | Rideau Canal, each way. | Ottawa Canals and St. Anne's Lock, each way. | Ottawa to St. John's, each way. |
|--|---------------------------|---------------------------|------------------------|--------------------------------|--|-------------------------|--|---------------------------------|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| <i>Class No. 1.</i> | | | | | | | | |
| Vessels, Steam. per ton | 0 01 $\frac{1}{2}$ | 0 01 $\frac{1}{2}$ | 0 02 $\frac{1}{4}$ | 0 00 $\frac{3}{4}$ | 0 00 $\frac{3}{4}$ | 0 01 $\frac{1}{2}$ | 0 00 $\frac{3}{4}$ | 0 01 $\frac{1}{2}$ |
| do Sail and other | 0 02 $\frac{1}{4}$ | 0 02 $\frac{1}{4}$ | 0 03 $\frac{3}{4}$ | 0 01 $\frac{1}{2}$ | 0 00 $\frac{3}{4}$ | 0 02 $\frac{1}{4}$ | 0 01 | 0 02 $\frac{1}{4}$ |
| <i>Class No. 2.</i> | | | | | | | | |
| Passengers, 21 years of age and upwards | 0 10 | 0 10 | 0 20 | 0 10 | 0 05 | 0 08 | 0 02 $\frac{1}{4}$ | 0 09 $\frac{3}{4}$ |
| do under 21 years each | 0 05 | 0 05 | 0 10 | 0 05 | 0 02 | 0 04 | 0 01 $\frac{1}{4}$ | 0 04 $\frac{1}{2}$ |
| <i>Class No. 3.</i> | | | | | | | | |
| Bricks, Cement and Water Lime | } 15 | 0 20 | 0 20 | 0 15 | 0 10 | 0 07 | 0 06 | 0 19 $\frac{3}{4}$ |
| Clay, Lime and Sand | | | | | | | | |
| Brimstone | | | | | | | | |
| Corn | | | | | | | | |
| Flour | | | | | | | | |
| Iron, Railway | | | | | | | | |
| do Pig | | | | | | | | |
| do all other | | | | | | | | |
| Plaster, Gypsum | | | | | | | | |
| Salt | | | | | | | | |
| Salt Meats or Fish, in barrels or otherwise | | | | | | | | |
| Agricultural Products, Vegetable, not enumerated | | | | | | | | |
| do Animal, not enumerated | | | | | | | | |
| Stone, for cutting | | | | | | | | |
| Wheat | | | | | | | | |
| <i>Class No. 4.</i> | | | | | | | | |
| All other Articles, not enumerated | 0 15 | 0 20 | 0 20 | 0 20 | 0 10 | 0 26 | 0 14 | 0 29 |
| <i>Class No. 5.</i> | | | | | | | | |
| Bark | 0 20 | 0 20 | 0 20 | 0 15 | 0 10 | 0 07 | 0 06 | 0 19 $\frac{1}{2}$ |
| Barrels, Empty, each | 0 02 | 0 02 | 0 02 | 0 02 | 0 02 | 0 02 | 0 01 | 0 03 $\frac{1}{2}$ |
| Boat Knees, each | 0 05 | 0 05 | 0 05 | 0 02 | 0 02 | 0 02 | 0 01 | 0 03 $\frac{1}{2}$ |
| Floats, per 1,000 lineal feet | 1 40 | 1 40 | 1 40 | 1 40 | 1 20 | 1 05 | 0 50 | 2 05 |
| Firewood, per cord, in Vessels | 0 20 | 0 20 | 0 20 | 0 20 | 0 10 | 0 15 | 0 08 | 0 23 |
| do do Rafts | 0 25 | 0 25 | 0 25 | 0 25 | 0 15 | 0 19 | 0 09 | 0 30 $\frac{1}{2}$ |
| Hoops | 0 25 | 0 25 | 0 25 | 0 20 | 0 15 | 0 15 | 0 10 | 0 30 |
| Masts and Spars, Telegraph Poles, per ton, of 40 cubic feet, in Vessels | 0 15 | 0 15 | 0 15 | 0 05 | 0 05 | 0 08 | 0 07 | 0 13 $\frac{1}{4}$ |
| Masts and Spars, Telegraph Poles, per ton, of 40 cubic feet, in Rafts | 0 20 | 0 20 | 0 20 | 0 10 | 0 10 | 0 15 | 0 10 | 0 22 $\frac{1}{2}$ |
| Railway Ties, in Vessels, each | 0 01 | 0 01 | 0 01 | 0 00 $\frac{1}{2}$ | 0 00 $\frac{1}{2}$ | 0 00 $\frac{1}{2}$ | 0 00 $\frac{1}{2}$ | 0 01 $\frac{1}{2}$ |
| do Rafts, each | 0 02 | 0 02 | 0 02 | 0 01 | 0 01 | 0 02 | 0 01 | 0 02 $\frac{1}{4}$ |
| Sawed Stuff, Boards, Plank, Scantling and Sawed Timber, per M. feet, board measure, in Vessels | 0 30 | 0 30 | 0 30 | 0 15 | 0 10 | 0 11 $\frac{1}{4}$ | 0 06 $\frac{3}{4}$ | 0 20 |
| Sawed Stuff, Boards, Plank, Scantling and Sawed Timber, per M. feet, board measure, in Rafts | 0 60 | 0 60 | 0 60 | 0 30 | 0 20 | 0 19 | 0 09 | 0 36 $\frac{1}{2}$ |
| Square Timber, per M. cubic feet, in Vessels | 3 00 | 3 00 | 3 00 | 1 00 | 1 00 | 0 56 | 0 44 | 1 69 |
| do do Rafts | 4 50 | 4 50 | 4 50 | 2 00 | 2 00 | 1 12 | 0 63 | 3 13 |

of the Dominion of Canada, 1889.

CANALS (TRENT VALLEY CANAL, O.C. 25TH JULY, 1888.)

| 1ST SECTION. | 2ND SECTION. | 3RD SECTION. | 4TH SECTION. | THROUGH. | Whitlaw's to Hastings. |
|--|--|--|--|--|--|
| Fenelon Falls to Bobcaygeon. | Bobcaygeon to Buckhorn. | Buckhorn to Burleigh. | Burleigh to Lakefield. | Fenelon Falls to Lakefield. | |
| Tolls Chargeable at Fenelon Falls. | Tolls Chargeable at Bobcaygeon. | Tolls Chargeable at Buckhorn. | Tolls Chargeable at Burleigh. | Tolls Chargeable at Fenelon Falls. | Tolls Chargeable at Whitlaw's. |
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 0 00 $\frac{3}{16}$ 0 00 $\frac{1}{4}$ | 0 00 $\frac{3}{16}$ 0 00 $\frac{1}{4}$ | 0 00 $\frac{3}{16}$ 0 00 $\frac{1}{4}$ | 0 00 $\frac{3}{16}$ 0 00 $\frac{1}{4}$ | 0 00 $\frac{3}{4}$ 0 01 | 0 00 $\frac{3}{16}$ 0 00 $\frac{1}{4}$ |
| 0 01 0 00 $\frac{1}{2}$ | 0 01 0 00 $\frac{1}{2}$ | 0 01 0 00 $\frac{1}{2}$ | 0 01 0 00 $\frac{1}{2}$ | 0 04 0 02 | 0 01 0 00 $\frac{1}{2}$ |
| 0 01 | 0 01 | 0 01 | 0 01 | 0 04 | 0 01 |
| 0 03 | 0 03 | 0 03 | 0 03 | 0 12 | 0 03 |
| 0 01 0 00 $\frac{1}{4}$ 0 00 $\frac{1}{4}$ 0 13 0 03 0 04 0 02 | 0 01 0 00 $\frac{1}{4}$ 0 00 $\frac{1}{4}$ 0 13 0 03 0 04 0 02 | 0 01 0 00 $\frac{1}{4}$ 0 00 $\frac{1}{4}$ 0 13 0 03 0 04 0 02 | 0 01 0 00 $\frac{1}{4}$ 0 00 $\frac{1}{4}$ 0 13 0 03 0 04 0 02 | 0 04 0 01 0 01 0 52 0 10 0 14 0 08 | 0 01 0 00 $\frac{1}{4}$ 0 00 $\frac{1}{4}$ 0 13 0 03 0 04 0 02 |
| 0 02 | 0 02 | 0 02 | 0 02 | 0 08 | 0 02 |
| 0 01 0 00 $\frac{1}{4}$ 0 00 $\frac{1}{4}$ | 0 01 0 00 $\frac{1}{4}$ 0 00 $\frac{1}{4}$ | 0 01 0 00 $\frac{1}{4}$ 0 00 $\frac{1}{4}$ | 0 01 0 00 $\frac{1}{4}$ 0 00 $\frac{1}{4}$ | 0 04 0 00 $\frac{1}{2}$ 0 01 | 0 01 0 00 $\frac{1}{4}$ 0 00 $\frac{1}{4}$ |
| 0 03 | 0 03 | 0 03 | 0 03 | 0 10 | 0 03 |
| 0 04 0 07 0 14 | 0 04 0 07 0 14 | 0 04 0 07 0 14 | 0 04 0 07 0 14 | 0 14 0 28 0 56 | 0 04 0 07 0 14 |

No. 25.—RATES of Tolls on the Canals of the
WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA AND CHAMBLY CANALS

| The Rates of Tolls are divided into Five Classes, as under, and are per ton, unless otherwise specified. | Welland Canal, westward. | Welland Canal, eastward. | Lake Erie to Montreal. | St. Lawrence Canals, each way. | Chambly Canal and St. Ours Lock, each way. | Rideau Canal, each way. | Ottawa Canals and St. Ann's Lock, each way. | Ottawa to St. John's, each way. |
|--|--------------------------|--------------------------|------------------------|--------------------------------|--|----------------------------------|---|----------------------------------|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| <i>Class No. 5—Concluded.</i> | | | | | | | | |
| Waggon Stuff, Woodenware and Wood, partly manufactured, per ton of 40 cubic feet. | 0 40 | 0 40 | 0 40 | 0 40 | 0 25 | 0 30 | 0 20 | 0 55 |
| Shingles, per M. | 0 06 | 0 06 | 0 06 | 0 06 | 0 04 | 0 04 ¹ / ₂ | 0 02 ¹ / ₂ | 0 08 |
| Split Posts and Fence Rails, per M., in Vessels. | 0 40 | 0 40 | 0 40 | 0 40 | 0 20 | 0 23 | 0 12 | 0 42 |
| Split Posts and Fence Rails, per M., in Rafts. | 0 80 | 0 80 | 0 80 | 0 80 | 0 40 | 0 38 | 0 17 | 0 77 |
| Sawlogs, each standard log. | 0 08 | 0 08 | 0 08 | 0 08 | 0 05 | 0 06 | 0 06 | 0 13 |
| Staves and Headings, Barrel, per M. | 0 40 | 0 40 | 0 40 | 0 20 | 0 15 | 0 15 | 0 10 | 0 30 |
| do Pipe do | 1 50 | 1 50 | 1 50 | 1 00 | 1 00 | 0 75 | 0 50 | 1 75 |
| do West India, per M. | 0 75 | 0 75 | 0 75 | 0 60 | 0 25 | 0 45 | 0 25 | 0 65 |
| do Salt Barrel, Sawn or Cut, per M. | 0 08 | 0 08 | 0 08 | 0 04 | 0 03 | 0 03 | 0 02 | 0 06 |
| Traverses, per 100 pieces | 0 50 | 0 50 | 0 50 | 0 50 | 0 40 | 0 38 | 0 15 | 0 67 ¹ / ₂ |
| Hop Poles, per 1,000 pieces. | 2 00 | 2 00 | 2 00 | 2 00 | 1 50 | 1 50 | 0 65 | 2 65 |
| <i>Special Class.</i> | | | | | | | | |
| Gypsum, crude (per O.C., 28th Oct., 1882). | 0 15 | 0 05 | ..... | 0 05 | westward |  | ..... | ..... |
| Coal | 0 20 | 0 20 | 0 20 | 0 15 | 0 10 | 0 08 | 0 05 | 0 17 ³ / ₄ |
| Stone, unwrought, corded, and not suitable for cutting, per cord. | 0 75 | 0 75 | 0 75 | 0 60 | 0 37 ¹ / ₂ | 0 28 | 0 24 | 0 77 ¹ / ₂ |
| Kryolite, Iron Ore or Chemical Ore. | 0 05 | 0 05 | 0 05 | 0 05 | 0 05 | 0 05 | 0 05 | 0 05 |
| Ice | 0 05 | 0 05 | 0 05 | ..... | ..... | ..... | ..... | ..... |

Dominion of Canada, 1889—*Concluded.*

TRENT VALLEY CANAL, O. C., 25TH JULY, 1888.)—*Concluded.*

| 1ST SECTION. | 2ND SECTION. | 3RD SECTION. | 4TH SECTION. | THROUGH. | Whitlaw's to Hastings. |
|--|---------------------------------------|-------------------------------------|-------------------------------------|--|--------------------------------------|
| Fenelon Falls to Bobcaygeon. | Bobcaygeon to Buckhorn. | Buckhorn to Burleigh. | Burleigh to Lakefield. | Fenelon Falls to Lakefield. | |
| Tolls Chargeable at Fenelon Falls. | Tolls Chargeable at Bobcaygeon. | Tolls Chargeable at Buckhorn. | Tolls Chargeable at Burleigh. | Tolls Chargeable at Fenelon Falls. | Tolls Chargeable at Whitlaw's. |
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 0 04 | 0 04 | 0 04 | 0 04 | 0 16 | 0 04 |
| 0 00 $\frac{3}{4}$ | 0 00 $\frac{3}{4}$ | 0 00 $\frac{3}{4}$ | 0 00 $\frac{3}{4}$ | 0 03 | 0 00 $\frac{3}{4}$ |
| 0 03 | 0 03 | 0 03 | 0 03 | 0 12 | 0 03 |
| 0 05 | 0 05 | 0 05 | 0 05 | 0 20 | 0 05 |
| 0 00 $\frac{3}{4}$ | 0 00 $\frac{3}{4}$ | 0 00 $\frac{3}{4}$ | 0 00 $\frac{3}{4}$ | 0 03 | 0 00 $\frac{3}{4}$ |
| 0 02 | 0 02 | 0 02 | 0 02 | 0 08 | 0 02 |
| 0 10 | 0 10 | 0 10 | 0 10 | 0 40 | 0 10 |
| 0 05 $\frac{1}{2}$ | 0 05 $\frac{1}{2}$ | 0 05 $\frac{1}{2}$ | 0 05 $\frac{1}{2}$ | 0 22 | 0 05 $\frac{1}{2}$ |
| 0 00 $\frac{1}{2}$ | 0 00 $\frac{1}{2}$ | 0 00 $\frac{1}{2}$ | 0 00 $\frac{1}{2}$ | 0 02 | 0 00 $\frac{1}{2}$ |
| 0 05 | 0 05 | 0 05 | 0 05 | 0 20 | 0 05 |
| 0 20 | 0 20 | 0 20 | 0 20 | 0 80 | 0 20 |
| Free. | Free. | Free. | Free. | Free. | Free. |
| 0 01 | 0 01 | 0 01 | 0 01 | 0 04 | 0 01 |
| 0 03 $\frac{1}{2}$ | 0 03 $\frac{1}{2}$ | 0 03 $\frac{1}{2}$ | 0 03 $\frac{1}{2}$ | 0 14 | 0 03 $\frac{1}{2}$ |
| 0 00 $\frac{3}{4}$ | 0 00 $\frac{3}{4}$ | 0 00 $\frac{3}{4}$ | 0 00 $\frac{3}{4}$ | 0 03 | 0 00 $\frac{3}{4}$ |
| Free. | Free. | Free. | Free. | Free. | Free. |

No. 25—*Continued.*NOTICE—*Continued.*

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

Logs, Lumber or other produce shall pass free of Toll down the Chippawa Creek, between the aqueduct and Port Robinson, as per O. C., 18th May, 1863.

Iron Ore, Kryolite or Chemical Ore, through one section, or all the Canals, per ton, 5 cents.

All goods having paid full Toll through the whole line of the St. Lawrence Canals, or through the Lachine Canal, St. Ann's Lock, or Ottawa and Rideau Canals, shall be allowed to pass free through the Welland Canal; and if Tolls have been paid at the Chambly Canal, such Tolls shall be refunded at Montreal or Kingston Mills; and having paid full Tolls through the Welland Canal, they shall be allowed to pass free through the St. Lawrence Canals, or through the Ottawa and Rideau Canals, St. Ann's Lock, the Lachine Canal and the Chambly Canal; Provided always, that the articles to be entitled to above exemptions shall go downwards through the whole length of the Canal to Montreal, or pass upward from Montreal through the whole length of the St. Lawrence Canals, or the Ottawa and Rideau Canals to Lake Ontario.

All articles, goods or merchandise not enumerated above, to be charged to class No. 4.

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

Goods shipped to any port west of the St. Lawrence Canals, Tolls upon which have already been paid for passage through such Canals, may be re-shipped from such ports and be passed through the Welland Canal free of Tolls, in the same way as if they had been shipped through direct in the first instance; and goods going eastward, having paid Welland Canal Tolls, may be transhipped at any port on Lake Ontario, and thereafter pass free through the St. Lawrence Canals, as if they had been shipped through direct in the first instance.

NOTICES.

CONTRACTORS' VESSELS AND CARGOES FREE.

O. C., 22nd April, 1884.—The Committee, on the recommendation of the Minister of Inland Revenue, advise that the Order in Council, dated 18th September, 1873, authorizing that all vessels owned or chartered by persons having contracts for the enlargement or repair of any of the Canals and employed by them in removing earth or carrying materials necessary for the prosecution of such works, be entitled to pass through such Canals free of Tolls, be amended by adding thereto after the last word "Tolls" the words "upon such vessel and cargo," and that the said amendment be deemed to apply from the date of the aforesaid Order in Council.

SPECIAL RATES FOR CEREALS GOING EAST.

O. C., 18th March, 1889.—Whereas it is considered expedient that the special rate of toll for the passage through the Welland Canal and the St. Lawrence Canals of certain easterly-bound food products, in force during the last season of navigation, should be continued during the forthcoming season, His Excellency the Governor General in Council, in pursuance of the provisions of the 13th section of Chapter 37 of the Revised Statutes of Canada, intituled: "An Act respecting the Department of Railways and Canals," has been pleased to order, and it is hereby ordered that the special rates of toll of two (2) cents per ton adopted last year for the passage through the Welland and St. Lawrence Canals of certain Cereals, Wheat, Indian Corn, Peas, Barley and Rye, when shipped for Montreal, or for any other port East of Montreal, be continued during the forthcoming season of navigation and no longer, such toll covering the Welland and St. Lawrence Canals.

His Excellency has been further pleased to order the continuance, for the same period only, of the arrangement under which the said food products, if they have paid the ordinary full toll for passage through the Welland Canal, shall be entitled to exemption from payment of any further toll for passage through any portion of the St. Lawrence Canal system, even if not traversing the whole distance to Montreal.

RAFTS, CARILLON CANAL.

O. C., 6th July, 1888.—On a memorandum dated 30th June, 1888, from the Minister of Railways and Canals representing that under an Order in Council, Rafts have been allowed free passage through the Carillon Canal, in view of the Dam constructed across the Ottawa River at Carillon, whereby the passage of the rapids at that point through the river was rendered difficult and at times impracticable.

The Minister states, that it appears to be necessary owing to the continued difficulty attending passage through the slide built in the Dam, that the Canal should be used by Rafts; and he recommends that dating from the opening of the present season and henceforward and until otherwise ordered, free passage be given to Rafts through the Carillon Canal, subject to such regulations as the Department of Railways and Canals may find it necessary in the interest of the traffic of the Canal to adopt.

49 VIC., CHAP. 32.

AN ACT RESPECTING THE BURLINGTON BAY CANAL.

[Assented to 2nd June, 1886.]

WHEREAS it is expedient in the interests of navigation, and for the convenience of the public, that Tolls for the use of the public work hereinafter mentioned should no longer be collected: Therefore Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

No. 25—Continued.

NOTICE—Continued.

1. Notwithstanding anything contained in the Act thirty-first Victoria, chapter twelve, intituled: "An Act respecting the Public Works of Canada," no tolls shall hereafter be payable or collected in respect of the use of the public work near the City of Hamilton, in the Province of Ontario, commonly called the Burlington Bay Canal.

"STEEL" CLASSED WITH "IRON" AT 15c. ON ST. LAWRENCE CANALS ONLY.

O. C., 1st February, 1888.—WHEREAS the Minister of Railways and Canals reports that under the provisions of the existing tariff of tolls on the Dominion Canals established by an Order in Council of the 23rd June, 1883, an undesirable discrimination is in force between iron and steel for passage through the St. Lawrence Canals, iron being specified in class 3 and charged 15 cts. per ton, while steel, not being classified specially, comes under "class 4," namely, "all other articles not enumerated," and is charged 20 cts. per ton.

His Excellency in Council, on the recommendation of the Minister of Railways and Canals, and under the provisions of the 13th section of chapter 37 of the Revised Statutes of Canada, intituled: "An Act respecting the Department of Railways and Canals," has been pleased to order and it is hereby ordered, that the said Order in Council of the 23rd June, 1883, establishing the tariff of the tolls on the Canals of the Dominion, be and the same is hereby modified so as to place "steel" in the same category as "iron," making charge thereon 15 cts. per ton.

ST. PETER'S CANAL.

On each and every vessel passing through the said Canal, two cents per ton on the vessel, and one cent per ton on the freight, each way.

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

| WELLAND CANAL. | | Rate. |
|--|--|--------|
| 1. From Port Maitland, Dunnville and Port Colborne to Port Robinson or Allanburg, not passing the Lock, each way..... | | 1 cent |
| 2. From Chippewa Cut, or any part thereof, to Dunnville, Port Maitland or Port Colborne..... | | 1 cent |
| 3. From Dunnville to Port Colborne..... | | 1 cent |
| 4. From Thorold to St. Catharines or Port Dalhousie..... | | 1 cent |
| 5. From Maitland, Dunnville, Colborne or Port Robinson to Marshville and intermediate places | | 1 cent |
| 6. From Marshville or intermediate places to Port Maitland, Dunnville, Port Colborne and Port Robinson..... | | 1 cent |
| 7. From Port Robinson to Allanburg or Thorold..... | | 1 cent |
| 8. do do St. Catharines or Port Dalhousie..... | | 1 cent |
| 9. From St. Catharines to Port Dalhousie..... | | 1 cent |
| 10. From Dunnville to Maitland..... | | 1 cent |
| 11. From Port Robinson through the Lock and Chippewa Cut..... | | 1 cent |
| 12. From Port Colborne to Port Maitland..... | | 1 cent |
| 13. From Chippewa Cut through Lock to Port Robinson..... | | 1 cent |
| 14. From Colborne, Dunnville, Maitland and Marshville to Thorold..... | | 1 cent |
| 15. do do do St. Catharines..... | | 1 cent |
| 16. Through the Chippewa cut only..... | | 1 cent |
| 17. Through the Port Robinson Lock only..... | | 1 cent |
| ST. LAWRENCE CANALS. | | |
| The Navigation to be divided into four sections, viz.: Cardinal, Cornwall, Beauharnois and Lachine. Tolls to be levied on all vessels and property in proportion to the number of sections passed through. | | |
| CHAMBLY CANAL. | | |
| Vessels and property passing from Sorel to Chambly, to pay..... | | 1 cent |
| do do Chambly to St. John's, to pay..... | | 1 cent |

OTTAWA CANALS.

The Navigation to be divided into three sections, viz.: Grenville, Carrillon and St. Ann's. Tolls to be levied on all vessels and property in proportion to the number of sections passed through.

RIDEAU CANAL.

The Navigation of this Canal is divided into three sections: "Ottawa," "Smith's Falls" and "Kingston Mills." Vessels and freight passing one section, to be charged one-third; two sections, two-thirds.

No. 25—Continued.

NOTICE—Continued.

GENERAL.

Any fraction of a ton freight to be charged one ton, and portions of sections to be charged as a whole section on all the above Canals.

The passing of Saw-Logs or other Lumber through any of the Canals, or sections thereof, is to be at all times governed by the Regulations for their management.

HARBOUR DUES.

Vessels receiving or discharging Freight at the premises of the Welland Railway, at Ports Colborne or Dalhousie, are to be free from Harbour Dues; but all other Vessels discharging or receiving cargo at Port Dalhousie, Port Colborne or Port Maitland, shall pay on every ton of Freight so received or discharged—Two cents.

| STANDARD FOR ESTIMATING WEIGHTS. | Tons. |
|---|-------|
| 2,000 lbs. avoirdupois | 1 |
| Per M. is per thousand feet | 1 |
| Per Mille is per thousand pieces | 1 |
| Green Fruit, 9 barrels are | 1 |
| Ashes 3 do | 1 |
| Bark, 4 cords | 1 |
| Beef, 7 barrels | 1 |
| Biscuit and Crackers, 9 barrels | 1 |
| Bricks, common, 1,000 | 2 |
| Butter, 22 kegs or 7 barrels | 1 |
| Cattle, 3 | 1 |
| Cement and Water Lime, 7 barrels | 1 |
| Fire Bricks, 1,000 | 3 |
| Fish, 7 barrels | 1 |
| Flour, 9 barrels | 1 |
| Gypsum and Manganese, 6 barrels | 1 |
| Horses, 2 | 1 |
| Lard and Tallow, 7 barrels or 22 kegs | 1 |
| Liquors and Spirits, 215 gallons | 1 |
| Liquors, all other, 215 gallons | 1 |
| Nuts, 9 barrels | 1 |
| Oysters, 6 barrels | 1 |
| Pork, 7 barrels | 1 |
| Salt, 7 barrels | 1 |
| Seeds, 9 barrels | 1 |
| Sheep, 20 | 1 |
| Stone, 12 cubic feet | 1 |
| Stone, 1 cord | 7½ |
| Whiskey, 4 barrels or 215 gallons | 1 |
| Empty barrels, 10 | 1 |
| Barrel Hoops, 10 Mille | 1 |
| Board and other Sawn Lumber, 600 feet board measure | 1 |
| Boat Knees, 4 | 1 |
| Firewood, 1 cord | 3 |
| Hop Poles, 60, or 40 cubic feet | 1 |
| Shingles, 12 M, or bundles | 1 |
| Split Posts and Fence Rails, 1 Mille | 1 |
| Staves and Headings, Pipe, 1 Mille | 8 |
| do West India, 1 Mille | 4 |
| do Barrel, 1 Mille | 24 |
| do Salt Barrel, 1 Mille | 4 |
| Saw Logs, Standard, 1 | 1 |
| Square Timber, 50 cubic feet | 1 |
| Telegraph Poles, 10, or 40 cubic feet | 1 |
| Masts and Spars, 40 cubic feet | 1 |
| Railroad Ties, 16, or 50 cubic feet | 1 |
| All other Woodenware, or partly manufactured Wood, 40 cubic feet, as per Tariff | 1 |
| Floats, 50 lineal feet | 1 |
| Traverses, 40 cubic feet or 5 pieces | 1 |

NOTE.—By the Weights and Measures Act of 1873, the following articles are to be estimated by the cental of 100 lbs., viz. :—Barley, Beans, Charcoal, Corn, Oats, Peas, Potatoes, Rye, Salt, Seeds and Wheat, the weight equivalent to a bushel being as follows :—Wheat, sixty pounds; Indian corn, fifty-six pounds; Rye, fifty-six pounds; Peas, sixty pounds; Barley, forty-eight pounds; Oats, thirty-four pounds; Buckwheat, forty-eight pounds; Beans, sixty pounds; Potatoes, sixty pounds.

No. 25—*Continued.*NOTICE—*Continued.*

RATES OF TOLL ON PROPERTY STORED AT THE SHEDS AT LACHINE CANAL BASIN.

A PROCLAMATION.

WHEREAS it is expedient to provide for the levying of Tolls on the several Public Works constructed at the expense of the Province hereinafter mentioned; Know Ye, therefore, that from and after the date of these presents, and until such further time as Her Majesty's pleasure shall be made known in this behalf, there shall be paid for the use of Her Majesty, Her Heirs and Successors, to such person or persons as shall be duly authorized to receive the same, for passage and in the name of Tolls, the several sums agreeably to the scales which accompany these presents. Of all of which Her Majesty's loving subjects, and all others whom these presents may concern, are hereby required to take notice and to govern themselves accordingly.

Given under my hand and seal, at Montreal, the twenty-first day of August, in the year of our Lord one thousand eight hundred and forty-six, and the tenth year of Her Majesty's reign.

By command,
 (Signed) D. DALY, (Signed) CATHCART.
Secretary.

TABLE OF THE TOLLS TO BE LEVIED UPON PROPERTY STORED AT THE SHEDS AT THE LACHINE CANAL BASIN.

| | s. | d. |
|--|----|----------------|
| Wheat and other grain, per week, per bushel | | $\frac{1}{2}$ |
| Flour and meal, per week, per barrel | | 2 |
| Pork, beef, butter and lard, per week, per barrel | | 3 |
| Muscovado sugar, per week, per hhd., 6d. per barrel | | 3 |
| Liquors, per week { per pipe, 9d. per puncheon | | $7\frac{1}{2}$ |
| { per hhd., 6d. per quarter cask | | 4 |
| Iron, bars, per week, per ton | 1 | 0 |
| Iron, pig, per week, per ton | | 6 |
| Salt, per week, per 100 minots | 1 | 8 |
| Bales, crates, cases, &c., per week, per ton weight or measurement | 1 | 0 |
| Coals, per week, per chaldron | | 6 |

1. No charge made for property stored in the Sheds at the Lachine Canal Basin, for the first forty-eight hours, after which period the foregoing rates of storage for the use of the sheds, are to be raised, levied and collected.
2. Articles unenumerated are to be charged according to the above rates.
3. All property stored in the sheds remaining after the first forty-eight hours, will be liable to one week's storage, although it only should have been stored for a portion of the same, and so on for each succeeding week.
4. The labour of receiving property into the sheds and delivering the same, to be at the expense of, and to be furnished by the owners of the property or their agents.
5. All property stored in the sheds to be at the risk of the proprietor, from damage by fire or otherwise.
6. All dues for storage to be paid before the removal of the property.

Notice is hereby given that His Excellency the Governor General in Council has been pleased to authorize the Tolls levied upon property stored at the sheds at the Lachine Canal Basin, under Proclamation dated 21st August last, to be continued until further orders.

By command,
 (Signed) J. W. DUNSCOMB,
Commissioner of Customs.

INSPECTOR GENERAL'S OFFICE,
 CUSTOM'S DEPARTMENT, 28th October, 1846.

INSPECTOR GENERAL'S OFFICE,
 CUSTOM'S DEPARTMENT,
 TORONTO, 31st May, 1858.

Notice is hereby given that His Excellency the Governor General has been pleased by an Order in Council bearing this day's date, to order and direct that the storage of flour in the sheds at the Lachine Canal Basins at Montreal be, until otherwise ordered, governed by the following regulations, viz. :—

1. Flour shall be allowed to remain in the sheds for two whole days free of charge;
2. If kept there beyond two days or 48 hours, such flour to be liable to a charge of one cent. per day per barrel, for the first four days after the expiration of the 48 hours of exemption;

No. 25—Continued.

NOTICE—Continued.

3. Should the flour be kept in the sheds beyond four days at one cent per day per barrel, it shall be liable to pay two cents per day per barrel for every day subsequent to the expiration of such four days ;
4. Any part of a day to be considered as one day.

By command,
(Signed) R. S. M. BOUCHETTE,
Commissioner of Customs.

PRIVY COUNCIL OFFICE,
OTTAWA, 12th June, 1880.

On the recommendation of the Honorable the Minister of Railways and Canals, the Committee advise that the rates chargeable for the storage of salt at the St. Gabriel's Sheds, Montreal, under the authority of an Order in Council, dated 1st July, 1846, whereby such rates were fixed at one cent per bag per week, after the expiry of the first 48 hours, be now amended, and the rate be reduced to one-half a cent per bag per week after the first 48 hours.

The Committee submit the above recommendation for your Excellency's approval.

(Signed) J. O. COTÉ,
Clerk, Privy Council.

TOLLS ON VESSELS TRADING TO LOWER PORTS AND ENTERING THE LACHINE CANAL AT MONTREAL HARBOUR.

GOVERNMENT HOUSE,
QUEBEC, 8th June, 1860.

His Excellency the Governor in Council is pleased to order, and it is hereby ordered, that from and after the date hereof, the following Rates of Tolls shall be levied upon Vessels trading to Lower Ports, and entering the Lachine Canal from the Harbour of Montreal, and on certain goods herein mentioned ; said Vessels to be allowed 48 hours for discharge of cargo before the following be incurred ; and said discharge to be made below the St. Gabriel Lock.

| Class of Vessels. | Rate of Toll. |
|---|---------------|
| Steamboats measuring 50 tons and upwards, per Ton Register, per day of 24 hours..... | 8 mills. |
| All other vessels measuring 50 tons and upwards, per Ton Register, per day of 24 hours..... | 4 do |
| Steamboat measuring under 50 Tons Register, each day of 24 hours..... | 40 cents. |
| All other vessels measuring from 25 to 50 Tons Register, per day of 24 hours.. | 20 do |
| All vessels measuring less than 25 Tons Register, per day of 24 hours..... | 10 do |
| Coal, per chaldron..... | 10 do |
| Salt, per 100 Minots..... | 15 do |
| Iron of all kinds, per ton weight..... | 15 do |
| Merchandise, as in Class No. 6 of the Tariff of Tolls on Provincial Canals..... | 10 do |

Provided always that the above Tolls be levied only on goods for consumption in Montreal, and on vessels trading with that Port.

(Signed) W. H. LEE,
Clerk, Privy Council.

CHARGES FOR WHARFAGE OF FIREWOOD ON WHARVES AND BANKS OF LACHINE CANAL.

O. C., 7th August, 1860.—1. On the recommendation of the Honorable Commissioner of Public Works, His Excellency the Governor General in Council is pleased to order, and it is hereby ordered, that the Rates of Toll authorized by an Order of His Excellency in Council of the 8th June last, to be collected on firewood on wharves at Lachine and Lachine Canal, and lying between Wellington Bridge and Lock No. 5, and on wharves in Lachine Canal Basin, be, and they are hereby altered and changed, and His Excellency is pleased to order that in lieu thereof, the following Rates of Tolls shall be collected as herein mentioned, that is to say :

2. Firewood landed on wharves or banks of the Canal, or in boats, barges or other craft, occupying any of the basins between Wellington Street Bridge and Lock No. 3, 4 cents per cord, and for every day the wood is allowed to remain in either the Canal or Basin, or on the wharves or banks after the first five days, an additional charge of 4 cents per cord will be made.

Firewood on bank of Canal between Lock No. 3 and Lock No. 5, and on wharves in Canal Basin at Lachine :

| | Per Cord. |
|--|-----------|
| For receiving timber, &c., to include use of basin or wharf for one month..... | 3 cents. |
| For each succeeding month during the season of navigation.. | do |
| For wintering in basin or on wharf. | do |

No. 25—*Continued.*NOTICE—*Continued.*

GOVERNMENT HOUSE,

QUEBEC, 27th January, 1862.

Present :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

On the recommendation of the Honourable the Commissioner of Public Works, His Excellency in Council has been pleased to order, and it is hereby ordered, that the provisions of the Order in Council of the 8th day of June, 1860, as amended by the Order in Council of the 7th of August following, respecting the Rates of Toll to be collected on firewood on wharves at Lachine, and the Lachine Canal and Basin, be and they are hereby extended and made applicable to the banks and grounds at Côte St. Paul and at Lachine.

(Signed) W. H. LEE,

Clerk, Privy Council.

GOVERNMENT HOUSE,

OTTAWA, 4th February, 1880.

Present :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

Whereas by Order in Council, dated the 8th June, 1860, authority was given for the collection of the following Rates of Toll on "firewood on bank of Canal between Lock No. 3 and Lock No. 5, and also on wharves in Canal Basin at Lachine" :

Per Cord.

| | |
|--|----------|
| For receiving timber, &c., to include use of basin or wharf for one month..... | 3 cents. |
| For each succeeding month during the season of navigation..... | do |
| For wintering in basin or on wharf..... | do |

And whereas it has been shown that at present great difficulty exists in the collection of monthly dues on firewood, and the abolition of these charges will facilitate business and add to the revenue; His Excellency the Governor in Council, on the recommendation of the Honourable the Minister of Railways and Canals, has been pleased to order, and it is hereby ordered, that the clause of the Order in Council of the 8th June, 1860, under which said charges have been payable, be and it is hereby cancelled, such cancellation to take effect on and after the 1st day of July, 1880.

(Signed) J. O. COTÉ.

Clerk, Privy Council.

THE CANAL BASINS WITHIN THE CITY LIMITS OF MONTREAL TO BE CONSIDERED AS PART OF THE MONTREAL HARBOUR FOR CERTAIN PURPOSES.

GOVERNMENT HOUSE,

OTTAWA, 8th August, 1878.

Present :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

1. Whereas the Honourable the Minister of Public Works has represented: That under existing regulations for the collection of Canal Tolls, eastern bound vessels having paid the charges one way in full through the Welland Canal, are chargeable one section Canal Toll if re-entering the Lachine Canal;
2. That vessels loaded with grain destined for the Montreal harbour frequently unload only part of their cargoes on board sea-going vessels in that harbour, and re-enter the Lachine Canal for the purpose of unloading the balance of their cargoes either in elevators or mills located along the canal basins;
3. That in his opinion those vessels having paid the charges one way in full through the Welland Canal, should be allowed to re-enter the Lachine Canal free of Tolls, for the purpose before mentioned.
4. Whereupon His Excellency in Council, on the recommendation of the Honourable the Minister of Public Works, has been pleased to order, and it is hereby ordered, that the canal basins within the city limits be considered as part of the Montreal harbour, in so far only as regards the collection of Tolls on the class of vessels above referred to, which re-enter that portion of the canal for the purpose of unloading the balance of their cargoes, but that the same shall not apply any further, as in the event of vessels returning to the harbour to take cargo, in which case the usual Toll shall be charged against them on passing out of the canal a second time into the harbor.

(Signed) W. A. HIMSWORTH,

Clerk, Privy Council.

No. 25.—*Continued.*NOTICE—*Continued.*

GOVERNMENT HOUSE,
OTTAWA, 12th July, 1881.

Present :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

5. Whereas representations have been made by parties interested, showing that vessels laden with grain for delivery in Montreal Harbour, frequently carry also deck loads of phosphates, and that being compelled to proceed at once to the Harbour for the discharge of the grain, and pay tolls through to that point, subsequently re-entering the Lachine Canal for the storage of the phosphates, and, in accordance with the existing regulations, paying canal dues a second time for such re-entry.
6. And whereas a similar difficulty having been experienced with regard to the storage of surplus grain not required for shipment, an Order in Council was passed on the 8th of August, 1878, allowing re-entry free of Tolls for the purpose indicated; His Excellency in Council, on the recommendation of the Hon. the Acting Minister of Railways and Canals, has been pleased to order, and it is hereby ordered, that the Lachine Canal Baisins within the Montreal City limits be henceforward considered as part of the Montreal Harbour, for the purposes of the unloading of phosphates carried by vessels in addition to their grain cargoes, as above described; it being, however, provided that in the event of their returning to the harbour to take cargo, the usual Tolls shall be charged against such vessels on their passing out of the Canal a second time.

(Signed), J. O. COTE,
Clerk, Privy Council.

RATES OF CHARGES ON VESSELS WINTERING IN LACHINE CANAL.

GOVERNMENT HOUSE,
OTTAWA, 22 August, 1879.

Present :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

1. Whereas, the Honourable the Acting Minister of Railways and Canals has represented that by the Act 36 Vic., Chap. 128, a system of Measurement and Registration of Shipping was, for the sake of uniformity, adopted, which, by including portions of a Vessel exempted from Measurement by the "Merchants Shipping Act" previously in force, has very largely added to the nominal tonnage of Vessels, and that it has, accordingly, become necessary that the rates per ton formerly charged for wintering Vessels in the Lachine Canal should be altered to meet the new conditions of Measurement.
2. His Excellency, on the recommendation of the Acting Minister of Railways and Canals, and by and with the advice of the Queen's Privy Council of Canada, has been pleased to order, and it is hereby ordered: That the following wintering charges be, and the same are hereby substituted in place of the rates at present charged, viz. :—
3. For each Boat, Barge, Scow or other Vessel of ten (10) tons measurement and under, seventy (70) cents per vessel for the entire winter; and every ten (10) tons above the first ten an additional rate of eight (8) cents.

(Signed), W. A. HIMSWORTH,
Clerk, Privy Council.

CHARGES FOR WINTERING VESSELS IN RIDEAU CANAL.

CERTIFIED COPY of a report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council, on the 19th March, 1887.

On a memorandum dated 18th March, 1887, from the Minister of Railways and Canals, recommending that the winterage dues for vessels wintering in the Canal Basin at Ottawa, or other points along the line of the Rideau Canal, be fixed as under :—

| | | | | |
|-------------------------|-----------|------------|-------|---------|
| In Canal Basin, Ottawa, | Steamers, | per season | ..... | \$ 8 00 |
| do do | Barges | do | ..... | 4 00 |
| Inside Locks do | Steamers | do | ..... | 50 00 |
| do other stations | do | do | ..... | 15 00 |

and further, that if he deems it advisable that authority be granted to take security from parties wintering these vessels in Locks against damage to Government property by fire.

(Signed), JOHN J. MCGEE,
Clerk, Privy Council.

RATES AND DUES LEVIED ON VESSELS LOADING AND UNLOADING IN THE NEW BASIN, LACHINE CANAL.

O. C., 26th January, 1883.—1. On a report dated 19th January, 1883, from the Minister of Railways and Canals, submitting an application dated 17th August, 1882, from the Montreal Harbour Commissioners, for the extension to the new Lower Basin of the Lachine Canal of certain powers of levying tolls conferred upon the Corporation by the Act 18 Vic., Chap. 143, in respect of the Lower Basin on the old Canal.

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276