

DOMINION OF CANADA

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

FOR THE PAST

FISCAL YEAR FROM 1st JULY, 1890, TO 30th JUNE, 1891

PRINTED IN ACCORDANCE WITH THE PROVISIONS OF THE REVISED STATUTE
OF CANADA, CHAPTER 37, SECTION 28

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

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

1892

To His Excellency the Lord Stanley of Preston, P.C., G.C.B., &c., &c.,
Governor General of Canada, &c., &c.

MAY IT PLEASE YOUR EXCELLENCY :

The undersigned has the honour to present to Your Excellency the Annual Report of the Department of Railways and Canals of the Dominion of Canada, for the past fiscal year from the 1st of July, 1890, to the 30th of June, 1891.

All of which is respectfully submitted,

JOHN HAGGART,
Minister of Railways and Canals.

OTTAWA, 31st December, 1891.

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REPORT.

1890-91.

To the Hon. JOHN HAGGART,
Minister of Railways and Canals.

SIR, — I have the honour to submit the Annual Report of the Department of Railways and Canals for the fiscal year ended 30th June, 1891.

The annual reports of the 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; also statements showing total expenditure on each canal since its construction, on each of the Government railways, and on the Canadian Pacific Railway so far as the Government is concerned; also a statement showing the payments made, year by year, to subsidized railways, with the aggregates of such payments.

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 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, 1890, the last issued, will be of interest.

* 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 Chief Engineer of Government Railways has reported dealing with certain matters under his charge up to the 11th of November, 1891, and the General Report contains information on points of interest relating to subsidized lines of railway up to the end of December, 1891.

The number of railways, including the Government roads, in actual operation (embracing under one head all amalgamated lines), was 54. The number of miles of railway completed was 14,004 (besides 1,679 miles of sidings), of which 13,339 were laid with steel rails. There were 13,256 miles of railway in actual operation. The paid up capital amounted to \$786,447,811. The gross earnings of all these railways amounted to \$46,843,826, and their working expenses to \$32,913,350, leaving the amount of the net earnings \$13,930,476. The number of passengers carried was 12,821,262, and 20,787,469 tons of freight were conveyed over these roads. The total number of miles run by trains was 41,849,329.

CANADIAN TRANSCONTINENTAL RAILWAY COMMUNICATION.

HALIFAX OR ST. JOHN TO MONTREAL.

The routes available between Halifax and Montreal are four in number; in all of which the Intercolonial is used, 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 Lévis.....	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 Rail- way 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
	——
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

MONTREAL TO THE PACIFIC COAST.

CANADIAN PACIFIC RAILWAY.

NOTE.—A somewhat detailed statement of the Government transactions with this company will be found in the Annual Report of this Department for the year 1887.

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
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
	2,547
Port Moody to Vancouver on Burrard Inlet.....	15
	2,906
Total, Montreal to Vancouver, Burrard Inlet...	2,906

the Company were subsidized direct by the Govt. under their contract.

This railway was opened for through traffic on the 28th of June, 1886.

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 15 of the original agreement for the construction of the road, barring the Dominion Parliament for twenty 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 3½ 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 fifteen 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 4,934,238 acres, and constitutes the said security.

By the Act passed last session, 54-55 Vic., ch. 11, respecting the North Shore section of the Canadian Pacific Railway, authority was given, subject to certain provisions, for the cancellation of the mortgage bonds of the North Shore Railway, which, to the value of \$1,108,626, had been purchased by the Government for the sum of \$970,000 out of a sum of \$1,500,000 voted by Parliament in the years 1884 and 1885 to secure the port of Quebec free access for the trains and traffic of the Canadian Pacific Railway) and for discharging that company from all liability in respect of such bonds. The conditions under which this action might be taken were, as stated in the Act, that the

company should execute a deed of agreement binding itself to complete and provide with all due diligence, the following works and improvements, namely :—

“Rolling stock, including sleeping cars, day coaches, baggage, mail and express cars, locomotives and freight cars, of a standard equal to that used on other portions of the company’s railway system, involving an outlay of about three hundred and fifty thousand dollars.

“Improvements over the whole line between St. Martin’s Junction and the city of Quebec, of such a character as to bring that section up to the highest standard of the other Canadian Pacific sections, including additional accommodation for passengers nearly every station, and increased space for the handling of freight, the lengthening of platforms and sidings, the furnishing of new sidings for the development of stone, lumber and other traffic, the substitution of iron for wooden bridges on the line of the North Shore Railway, and the construction of the following specific works, that is to say :—

(1.) In the City of Quebec :

(a.) One grain elevator ;

(b.) One flour shed ;

(c.) Such local improvements and facilities as are necessary for the handling of the traffic of that city ;

(2.) In Three Rivers :

(a.) One grain elevator ;

(b.) Improvements over the loop line ;

(c.) Improvements on the Piles Branch ;

“The said improvements over the whole line involving an outlay of about three hundred thousand dollars, in addition to the said outlay on rolling stock ;

“The whole to be completed to the satisfaction of the Minister of Railways and Canals.”

In pursuance of this Act, and on application by the company, an Order in Council was passed on the 14th of December, 1891, reciting the facts of the case, and approving of the execution of a draft agreement, by which the company binds itself to carry out the improvements called for by the Act, expending the moneys thereon as follows :

“At least two hundred thousand dollars (\$200,000) during the year ending on the first day of April, A.D. 1893, an aggregate of at least three hundred and fifty thousand dollars (\$350,000) to the end of the year ending on the first day of April, A.D. 1894, and an aggregate of at least five hundred thousand dollars (\$500,000) to the end of the year ending on the first day of April, A.D. 1895, and an aggregate of at least six hundred and fifty thousand dollars (\$650,000) to the end of the year ending on the first day of April, A.D. 1896, subject to such extension in respect of any repairs and renewals for which the necessity has not arisen as may be granted by His Excellency the Governor in Council.”

On the 22nd of December, 1891, the agreement so authorized was duly signed.

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

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 accepted 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 21st October, 1880."*

For the determination of the questions covered by the foregoing, a special arbitration was authorized by an Order in Council of the 5th January, 1888. The arbitrators have now made their award, and it was furnished to the Government in October, 1891, the amount fixed thereby as payable by the Government to the company being \$579,255, the amount claimed by the company having been \$12,000,000. This award, in effect, represents the value of work which the arbitrators find the Government should have performed on the sections of the road in British Columbia constructed by it. The amount so awarded is to be expended under the supervision of an officer of the Government, for the improvement of the railway, in certain specified directions.

There remain still to be dealt with by the arbitrator two unimportant claims in respect of steel rails.

It should be noted that for the year ended on the 30th June, 1891, the company had under traffic 5,564 miles of railway, and that its gross receipts were \$18,672,174.

GOVERNMENT RAILWAYS IN OPERATION.

During the past fiscal year certain new railway works built by the Government were operated for traffic, and by a special Act, 54 Vic., ch. 50, were, together with the "Eastern Extension" section, embodied in the Intercolonial system. These additions were as follows:—

Oxford Junction to Brown's Point Junction and Pugwash, 72½ miles, opened on the 15th of July 1890; and the Cape Breton Railway, of which the portion from Point Upper to Grand Narrows, 46 miles, was put under traffic on the 1st of January, 1891, and the portion from Grand Narrows to Sydney and North Sydney, and connection with the International Coal Company's Railway at Sydney, 52½ miles, was opened on the 24th of November, 1890.

The several lines maintained by the Government during the past fiscal year, ended on the 30th June, 1891, were:—

	Miles.
The Intercolonial	1,142
do wharf branches	12½
	1,154½
Windsor Branch (maintained only)	32
Prince Edward Island Railway	211
	1,397½

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

* The date of the company's contract.

Details respecting these railways and their operations will be found in Appendix No. 4, containing reports from the Chief Engineer and General Manager, and from the Chief Superintendents and other officials of these roads.

The general revenue accounts for 1890-91 show the following as the financial position of these roads for the past fiscal year and the average mileage:—

	Average mileage of the year.	Working expenses.		Earnings.		Profit		Loss.
		£	cts.	£	cts.	£	cts.	£
Intercolonial, including the Eastern Extension and the Cape Breton Railway	1,094	3,662,341	94	2,977,395	38	.....	684,946	
Windsor Branch (earn- ings, one-third of en- tire receipts; expend- iture on maintenance)	32	28,931	71	30,235	13	1,303	42	
Prince Edward Island..	211	257,990	08	174,258	05	.....	83,732	
						1,303	42	768,678
								1,303
Total average mileage..	1,337	.....		Net loss	.....			767,375

INTERCOLONIAL RAILWAY.

The Intercolonial Railway touches six Atlantic Ocean ports, namely Pointe du Chêne, Pictou, Halifax, St. John, Sydney and North Sydney. The following list shows its through lines and branches, in sequence—commencing from the west. Connection is made with the Grand Trunk Railway at Chaudière Junction and with the Canadian Pacific Railway at Quebec (by ferry from Lévis).

The total length of the road (including wharf and freight branches) is 1,150 miles.

	Miles.
Chaudière Junction to Lévis	8
Lévis to St. Charles Junction	14
Chaudière Junction to St. Charles Junction	17
St. Charles Junction to Dalhousie Junction	299
Dalhousie Junction to Dalhousie (Dalhousie Branch)	7
Dalhousie Junction to Derby Junction	101
Derby Junction to Indiantown (Indiantown Branch)	14
Derby Junction to Moncton	75
Moncton to ST. JOHN	89
Moncton to Painsec Junction	7
Painsec Junction to Pointe du Chêne (Shédiac Branch)	11

	Miles.
Truro Junction to Oxford Junction.....	71
Oxford Junction to Pugwash Junction.....	15
Pugwash Junction to Pugwash.....	5
Pugwash Junction to Brown's Point.....	52
Brown's Point to Pictou.....	2
}Oxford and Pictou Branch.	
Oxford Junction to Truro.....	46
Truro to Richmond.....	61
Richmond to Dartmouth (Dartmouth Branch).....	5
Richmond to HALIFAX.....	1
Truro to Stellarton Junction.....	41
Stellarton Junction to Brown's Point.....	12
Stellarton to New Glasgow.....	2
New Glasgow to Pictou Landing.....	8
New Glasgow to Port Mulgrave.....	80
Ferry to Point Tupper.....	1
Point Tupper to North Sydney Junction.....	79
North Sydney Junction to {NORTH SYDNEY.....	5
{SYDNEY.....	13

Wharf and Freight 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
Courtney Bay to wharf.....	1
Branch to Halifax cotton factory.....	1

12.5

The following are the through distances :—

	Miles.
Lévis (opposite Quebec) <i>via</i> St. Joseph & St. Charles Junction (14 miles) to Halifax.....	675
do do do do St. John.....	578
do <i>via</i> Truro {to Sydney.....	827
{North Sydney.....	820

NOTE.—At Lévis, passengers make connection with the Canadian Pacific Railway and with the Grand Trunk Railway. Freight is carried direct along the old main line between Chaudière Junction and St. Charles Junction (17 miles), instead of round by Lévis to St. Charles Junction, a total distance of 24 miles.

Traffic connection is made with other railways, as follows :—

At Lévis.....	with the Canadian Pacific Ry.
Lévis.....	do Grand Trunk Ry.
Lévis.....	do Quebec Central Ry.
Chaudière Junction.....	do Grand Trunk Ry.
St. Henri.....	do Quebec Central Ry.
Rivière du Loup.....	do Temiscouata Ry.

Metepediac.....	with the	Baie des Chaleurs Ry.
Gloucester Junction.....	do	Caraquet Ry.
Indiantown.....	do	Canada Eastern Ry.
Chatham Junction.....	do	Canada Eastern Ry.
Kent Junction.....	do	Kent Northern Ry.
Salisbury.....	do	Salisbury and Harvey Ry.
Petitcodiac.....	do	Elgin, Havelock Ry.
Norton.....	do	Central Ry. of New Brunswick.
Hampton.....	do	Central Ry. of New Brunswick.
St. John.....	do	Canadian Pacific Ry.
Buctouche Junction...	do	Buctouche and Moncton Ry.
Sackville.....	do	New Brunswick & Prince Edward Ry.
Maccan.....	do	Joggins Ry.
Spring Hill Junction..	do	Cumberland Coal & Ry. Co.
Salt Springs Junction..	do	Spring Hill and Oxford Ry.
Windsor Junction.....	do	Windsor and Annapolis Ry.
Feron Junction.....	do	New Glasgow Iron, Coal and Ry. Co.
Sydney.....	do	International Coal Company's Ry.

Capital Account.

The expenditure charged to Capital Account for the year ended 30th June, 1891 is as follows:—

The total cost of road and equipment on 30th June, 1890, was	\$46,908,233 81
The additions during the year were as follows:—	
Increased accommodation at Moncton..	\$10,608 73
do do St. John..	4,355 17
Dartmouth Branch.....	413 94
Indiantown Branch.....	402 63
St. Charles Branch.....	12,033 49
Rolling stock and heating cars by steam from the locomotive	50,083 44
Construction of a "Y" at Truro.....	1,500 00
Old construction.....	531 94
	(a) 79,929 34
	(b) \$46,988,163 15

To this must be added the total cost, chargeable to "capital," of the railway works now amalgamated under the Act of last session, namely:—

Oxford and New Glasgow.....	\$1,776,446 91
Eastern Extension Railway.....	1,321,986 89
Cape Breton Railway.....	3,541,194 23
	6,639,628 03
Total cost, chargeable to "capital," up to the 30th of June, 1891.....	\$53,627,791 18

(a) Explanations of these several expenditures will be found on page 37 of the appendices.

(b) See note on page 13 of the appendices.

Revenue Account.

The gross expenditure for the year was	\$ 3,662,341 94
The earnings were	2,977,395 38
Excess of expenditure over earnings	<u>\$ 684,946 56</u>

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

	1889 90. (Including the Eastern Extension Ry.)	1890 91. (Including the Eastern Extension Railway, the Oxford and New Glasgow, and the Cape Breton Railways.)	
Passenger Traffic—			
Intercolonial	\$ 854,794 31		
Eastern Extension Ry.	40,300 22		
	<u>\$ 895,094 53</u>	<u>\$ 962,316 88</u>	Increase, \$67,222 35
Freight Traffic—			
Intercolonial	\$ 1,926,927 14		
Eastern Extension Ry.	37,719 72		
	<u>\$ 1,964,646 86</u>	<u>\$1,854,629 88</u>	Decrease, 110,016 98
Mails and Sundries—			
Intercolonial	\$ 146,359 47		
Eastern Extension Ry.	6,639 01		
	<u>\$ 152,998 48</u>	<u>\$ 160,448 62</u>	Increase, 7,450 14
Gross Earnings—			
Intercolonial	\$ 2,928,080 92		
Eastern Extension Ry.	84,658 95		
	<u>\$ 3,012,739 87</u>	<u>\$2,977,395 38</u>	Decrease, 35,344 47

The number of passengers carried compares with the previous year as follows :—

1890-91	1,298,304
1889-90—Intercolonial	1,170,249
Eastern Extension	48,984
	<u>1,219,233</u>
Increase	<u><u>79,071</u></u>

The quantity of freight carried compares with the previous year as follows :—

	Tons.
1889-90—Intercolonial and Eastern Extension	1,368,819
1890-91	1,304,534
Decrease	<u><u>64,285</u></u>

The value of stores, including fuel and steel rails, in hand at the end of the fiscal year 1890-91, was \$933,436.20. Of this amount, old material to the value of \$106,283.84 was for sale.

In the subjoined reports of the Chief Engineer of Government Railways, the Chief Superintendent of the Intercolonial Railway, the Accountant of the railway and the head officers of the several departments which compose it, will be found statistical and other detailed information with respect to the railway.

The following will show certain of the more important features of its operation :—

	Miles.
The average mileage of the year was.....	1,094
The number of miles run by engines	6,080,791
do do trains	5,027,791
do do cars	56,492,801
The gross expenditure, including car mileage (payments for Intercolonial cars hauled on other roads, \$23,708.81) was	\$ 3,662,341 94

The gross earnings of the year amounted to \$2,977,395 38.

Of this, the percentages earned by the several classes of traffic were as follows :—

Passenger traffic percentage.....	32·32
Freight do do	62·29
Mails and sundries.....	5·39
	<u>100</u>
	<u>=====</u>
The expenses as per mile run by engines amounted to	60·23 cts.
do do trains do	72·84 do
do per mile of railway amounted to.....	\$3,347 66

The large addition to the mileage of the road, placed under operation during the past fiscal year, though adding considerably to the total cost of the year, is necessarily to be regarded as a means of developing the country adjacent to it, and of encouraging trade, rather than as an immediate source of increased revenue. The new sections of railway have, however, been successfully operated, and have proved to be of value as an accommodation to the public, for which object they were constructed.

The coal traffic over the line does not tend to expand, there having been a decrease of about 20,000 tons each year since 1887, when the maximum quantity so far carried, 192,022 tons, was reached. The quantity transported during the last fiscal year from the Nova Scotia collieries westward to Chaudière Junction was 137,472 tons.

Compared with the traffic of the previous year, the following are the results in specific features (the year 1889-90, including the Eastern Extension Railway). The number of passengers carried was 1,298,304, an increase of 79,071. Of barrels of flour there were carried 1,013,129, a decrease of 102,921; of grain, 2,890,921 bushels, an increase of 280,719; of lumber, 184,138,324 feet, a decrease of 25,766,741; of live stock, 95,529 head, an increase of 8,758.

The very satisfactory system of heating cars by means of steam supplied from the locomotive has been further extended during the year. The minimizing of risk from fire

in the event of an accident is one, and not the least, of the advantages attached to this mode of heating. The same observation applies to the use of electricity for the purposes of light, and the system of electrical lighting has been applied on the through express trains of the railway.

The adoption of the Westinghouse air brakes on freight cars and engines is regarded as of great importance for the avoidance of the risks to which employes are exposed, specially in winter, in using the ordinary hand brake, worked from the top of the car ; 616 freight cars and 57 engines are accordingly being fitted with this brake.

The first serious accident that has taken place on the line has to be regretfully recorded, the express train from Halifax to Montreal having, on the 18th December, 1890, been derailed at St. Joseph, near Lévis. The accident, which appears to have been due to purely natural causes, resulted, unhappily, in the death of five persons and in the injury of others. The use of steam as a means of heating in place of stoves obviated further loss of life and injury through fire.

The railway and all the works connected with it were efficiently maintained throughout the year. Full details of repairs, renewals and other works executed will be found in the appendices.

The Cape Breton section suffered damage through the prevalence of heavy wind storms, and a considerable amount of repair was required. This section, though operated, had not, therefore, in November last, been handed over to the traffic department.

The Oxford and New Glasgow section has been successfully operated during the year. It has been well and substantially built, the bridges being of steel, resting on masonry.

WINDSOR BRANCH.

This road is 32 miles in length. It extends from Windsor Junction, on the Intercolonial Railway, to Windsor.

The arrangement whereby the Windsor and Annapolis Railway Company operate this line still continues. The company pay all charges in connection with the working of the traffic, two-thirds of the gross earnings being allowed them for such purpose ; the Government taking the remaining one-third, and assuming all costs of maintenance of the road and works.

The agreement, dated the 21st September, 1871, as to traffic arrangements and running powers over the trunk line between Windsor Junction and Halifax, and the use of the Windsor Branch, contained the following provision as to time of enjoyment, and renewal of same.

“21. This agreement shall take effect on the first day of January, 1872, and continue for 21 years, and be then renewed on the same conditions, or such other conditions as may be mutually agreed to.”

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, 1891, were as follows:—

Earnings accruing to the Government (one-third of the gross earnings).....	\$	30,235	13
Expenditure for maintenance of way and works.....		28,931	71
Government profit.....	\$	1,303	42
Government earnings, in comparison with those of the previous year:—			
1890-91.....	\$	30,235	13
1889-90.....		30,162	46
Increase.....	\$	72	67
Expenditure in comparison with that of the previous year:—			
1890-91.....	\$	28,931	71
1889-90.....		18,982	82
Increase.....	\$	9,948	89

The increase in the expenditure is due to the construction of a new steel bridge of 7 spans over the River Jordan, to replace a wooden trestle structure, to the relaying with steel rails of a part of the road, and to the improvement of the water supply.

EASTERN EXTENSION RAILWAY.

This section of railway is eighty miles long, extending from 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.

By the Act passed last session, 54 Vic., chap. 50, this section, which had previously been worked by a staff under direction of the chief officers of the Intercolonial Railway, the accounts being, however, kept separate, was amalgamated with the Intercolonial Railway system; and the accounts have, accordingly, during the past fiscal year, been made part of the accounts of that road.

OXFORD AND NEW GLASGOW SECTION.

Under authority of a vote of Parliament, passed in 1882, this line of railway has been built 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, extends from Pugwash Junction to Pugwash Harbour, making a total of 72·35 miles. The line passes close to the towns of Oxford, Pugwash, Wallace, Tatamagouche and River John. The road being sufficiently completed on the 15th of July, 1890, to be operated for public traffic, it was opened on that day.

Under an Act passed last session, 54-55 Vic., ch. 50, it has been made part of the Intercolonial Railway.

CARLETON BRANCH RAILWAY.

This road extends 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 $3\frac{68}{100}$ miles.

By the Act 54-55 Vic., chap. 15, authority was given for the sale of this railway to the corporation of the city of St. John for the sum of \$40,000, and under date the 20th of May, 1891, an Order in Council was passed authorizing the completion of the arrangements for the transfer. The road will be leased to the Canadian Pacific Railway Company for a term of 999 years.

CAPE BRETON RAILWAY.

Under authorization of Parliament, given by the Act 49 Vic., ch. 14 (1886), a line of railway has been built 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 Leitch'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. A connecting line, 1.25 miles long, gives communication with the International Coal Company's Railway beyond Sydney, thus bringing that important industry into direct line with the Intercolonial Railway system. The total length of the road, including the bridge over the Grand Narrows, is $98\frac{1}{2}$ miles.

About 50 miles, the eastern section of Grand Narrows, was put under traffic on the 24th of November, 1890, and the remaining section, west of Grand Narrows, was opened for traffic on the 1st of January, 1891.

Under the Act 54-55 Vic., ch. 50, it is made part of the Intercolonial Railway.

Communication across the Strait of Canso is made by means of a ferry between Point Tupper and Port Mulgrave.

DIGBY AND ANNAPOLIS RAILWAY.

This link of the Western Counties Railway, forming part of that line, was completed by the Government and handed over, but not transferred, to the company for operation on the 27th of July, 1891. By means of it, and of an arrangement made with the Windsor and Annapolis Railway Company, through communication can now be had between Yarmouth and Halifax without change of cars. The final estimate for the work has not yet been issued, but the expenditure up to the 30th June, 1891, was \$588,659.38.

The construction of this section by the Government has been carried on under the authority of the special Act 52 Vic., chap. 8 (1889), an appropriation of \$500,000 contingently granted by the Act 50-51 Vic., chap. 25, as a subsidy, having by such special Act been made available, and funds for further payments having been provided by special

votes. The cost over and above the \$500,000 granted is a liability of the company towards the Government. The section has not, up to the 31st of December, 1891, been transferred to the company.

Further information on this matter will be found in the statements in this report respecting subsidized railways under the head of "Western Counties Railway Company."

PRINCE EDWARD ISLAND RAILWAY.

LENGTH OF LINE.

	Miles.
Souris to Tignish.....	168
Mount Stewart to Georgetown.....	24
Charlottetown to Royalty Junction.....	5
Emerald Junction to Cape Traverse.....	13
Alberton to Cascumpec Wharf.....	1
	211
	<u> </u>
	<u> </u>

This railway was first opened for traffic on the 12th of May, 1875.

Capital Account.

No addition has been made to the expenditure on Capital Account during the past fiscal year, and the total cost of the road and equipment chargeable to Capital Account at the close of the fiscal year 1890-91 remains the same as at the close of 1889-90, namely.....\$3,741,780 89

Revenue Account.

The working expenses and receipts for the year ended 30th of June, 1891, were:—

Gross expenditure.....	\$ 257,990 08
Gross earnings.....	174,258 05
Excess of expenditure over earnings.....	\$ 83,732 03

The gross earnings, compared with those of the previous year, were:—

1890-91.....	\$ 174,258 05
1889-90.....	160,971 78
Increase.....	13,286 27

The gross expenditure, compared with that of the previous year, was:—

1889-90.....	\$ 266,485 85
1890-91.....	257,990 08
Decrease.....	\$ 8,495 77

The engine mileage was :—

	Miles.
1890-91	335,202
1889-90	315,913
Increase	19,259

The train mileage was :—

1890-91	272,475
1889-90	252,573
Increase	19,902

The car mileage was :—

1890-91	1,420,428
1889-90	1,316,355
Increase	104,073

The value of the stores on hand on the 30th June, 1891, including general stores, fuel, rails and old material, was \$142,107.41.

The number of passengers carried was 145,508, an increase over the previous year of 7,409; and 59,511 tons of freight were carried, being an increase of 7,907 tons.

New works to the total value of \$12,086.54 were executed, and extensive repairs and improvements were made to the Summerside wharf, damaged by severe storms.

Communication between the Prince Edward Island Railway and the Intercolonial is afforded in summer by steamer between Summerside and Point du Chêne and between Charlottetown and Pictou, and between Georgetown and Pictou, and in winter by the specially-built steamer "Stanley" between Georgetown and Pictou, and between Charlottetown 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 about 9 miles. Here, by the line of the New Brunswick and Prince Edward Railway, about 40 miles in length, connection is made with the Intercolonial Railway at Sackville. This winter service is conducted by the Marine Department, the mails being taken to and met at Cape Traverse by, if necessary, special trains.

GOVERNMENT ACTION AS TO SUBSIDIZED LINES.

NOTE.—The numbers within brackets after the title of the company refer to the list of railways subsidized by Parliament. Appendix 18, p. 164.

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 is concerned; 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, 1891.

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
do 1889-90	do	1890	1,491,595 72
do 1890-91	do	1891	1,079,105 87

\$8,633,492 34

Add to the above for the six months that have elapsed since, namely, from the 30th of June, 1891, to the 31st December, 1891..... 555,678 00

Total payments to the 31st December, 1891..... \$9,189,170 34

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 Alber Railway Company, and to the Fredericton and St. Mary's Bridge Company, nor the annual subsidy to the Atlantic and North-West Railway Company payable for 20 years (included in last year's list).

The total number of companies to whom payments have been made on subsidy account up to the 31st of December, 1891 (with the above exceptions), is 61.

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, 1890.

A tabulated statement of payments will be found in Appendix 3, page 20.

Albert Southern Railway Company.

(See Nos. 36 and 157.)

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 balance of the subsidy, \$31,771.43, unpaid in 1889, lapsed, but was revived by the Act 52 Vic., ch. 3.

During the fiscal year 1890-91 the sum of \$10,684.37 was paid, making the total payments to the end of the fiscal year \$31,500. Since that date there has been paid a further sum of \$15,600, making the total payments up to the 31st of December, 1891 \$47,100.

Baie Des Chaleurs Railway Company.

(See Nos. 6, 42 and 158.)

This company was incorporated by the Provincial Act 45 Vic., ch. 53.

The Dominion Act 47 Vic., ch. 8, authorized 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 Metapediac towards Paspébiac.

Tenders for the work were received, but none of them coming within the limit of expenditure authorized 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 Paspébiac for the amount, was accepted by an Order in Council of the 18th September, 1885, and a provisional contract was entered into with them on the 7th of November, the section to be finished by the 1st 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 authorized 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 authorized by an Order in Council, also dated the 18th of September, for the work under this subsidy, dealt with the construction of the last 20 miles only. It contained a clause under which, subject to authorization 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 40th 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.

For subsidy purposes the time for completion was extended by an Order in Council of the 14th of June, 1888, to the 1st of January, 1890.

Under date the 1st of June, 1891, an Order in Council was passed approving of the location of the section between the 60th and the 80th miles, and under date the 26th of October, 1891, a copy was furnished to the Department of a contract made by the company for the construction of this section of road.

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By the Act passed last session, 54-55 Vic., ch. 97 (1891), the company was declared to be a corporation under the Parliament of Canada, and the time for completion of its railway was extended for charter purposes, namely, up to Paspebiac, to the 30th September, 1893, and up to Gaspé Basin to the 30th of September, 1895.

The following shows the position of this subsidy :—

Original subsidy, granted in 1883, \$3,200 per mile,	
for 100 miles	\$320,000
Special vote, 1885.....	300,000
	\$620,000

Actual present position :

Miles.		
0 to 20—20 miles (Special vote).....		\$300,000
20 do 40—20	\$6,400 per mile.....	128,000
40 do 70—30	\$6,400 do	192,000
70 do 100—30	Nil.....	

\$620,000

Total payments up to the close of the fiscal year 1889-90 covering the distance, 60 miles, up to the River Grand Cascapedia	524,175
---	---------

\$ 95,825

No further payments have been made up to the 31st of December, 1891.

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 authorized in favour of the Beauharnois Junction Railway Company from St. Martin towards St. Anicet, the estimated distance being 30 miles.

On the 21st 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 1st 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. Martins, to Valleyfield, $19\frac{6}{100}$ miles. Up to the close of the fiscal year 1889-90 the total payments amounted to \$58,900. No further payment has been made up to the 31st of December, 1891.

Brockville, Westport and Sault Ste. Marie Railway Company.

(See Nos. 48, 181, 193 and 240.)

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 subsidized road to be finished by the 1st of August, 1889.

Under an Order in Council of the 26th November, 1888, the sum of \$45,000 was paid. The balance of the subsidy lapsed on the 1st of August, 1889, but was re-voted by the Act 53 Vic., ch. 2 (1890).

By the Act 53 Vic., ch. 2 (1890), the grant of a subsidy to the extent of \$64,000 was authorized for 20 miles of railway from Newboro' towards Palmer's Rapids. For this subsidy there was substituted last session, by the Act 54-55 Vic., ch. 8, one for the same amount, and for the same distance, 20 miles, but from a point "at or near Newboro' towards Palmer's Rapids," payment to be made on completion of each section of the railway as follows:—from at or near Newboro' to Westport, 4 miles, and from Westport towards Palmer's Rapids, 16 miles.

During the past fiscal year payment has been made to the extent of \$47,400, and since that date \$12,800 on the 4-mile section between Newboro' and Westport, making the total up to the 31st of December, 1891, \$105,200.

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. During the fiscal year the sum of \$16,190 was paid, making the total payments up to the 31st December, 1891, \$52,810.

Buctouche and Moncton Railway Company.

(See Nos. 65 and 101.)

By the Act 49 Vic., chap. 10 (1886), assistance was authorized 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 2 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. During the fiscal year there was paid the sum of \$1,600.43, making the total payments up to the 31st of December, 1891, \$67,020.

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 subsidized to the extent not exceeding \$134,400 for a line from Clark'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,

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and 1st of July, 1886, contracts have been made with the company for the work in question. The date for full completion was 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 were made, under Orders in Council, to the extent of \$102,355.20; the work done and so paid for comprising the whole portion between Clark'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, leaving a balance of \$32,044.80 to cover work yet remaining to be done. This balance, however, lapsed on the 1st of August, 1890.

By the Act 50-51 Vic., ch. 24, the grant of a subsidy not exceeding \$180,000 was authorized 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, accordingly.

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 authorized 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 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 186½ feet clear opening. From Round Island to Clark'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 is of iron-riveted 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.

During the fiscal year the sum of \$30,188 was paid, making the total payment of \$180,000, the full amount granted for this bridge.

Central Railway Company of New Brunswick.

(See Nos. 40, 143, 156 and 205.)

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 of 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 by the Subsidy Act 52 Vic., ch. 3 (1889). In November, 1889, the company applied for inspection of the road as a completed work, but no portion of the subsidy was paid.

On the 1st of December, 1890, a new contract was made with the company for this work under the Subsidy Act of 1889, the limit of subsidy being \$128,000; this contract covering also a subsidy for $4\frac{1}{2}$ miles, the limit of which was \$14,400, authorized by the Act 53 Vic., ch. 2, making a total subsidy of \$142,400; the total length of road subsidized being $44\frac{1}{2}$ miles. The date for completion was fixed as the 1st of December, 1891. During the past fiscal year there was paid the sum of \$75,639, no further payments have been made up to the 31st of December, 1891.

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. Martin's 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 were substituted, and an Order in Council of the 18th of October, 1889, authorized the transfer of the old rails to the company.

Chignecto Marine Transport 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 Baie 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, further extension for 24 months, but under penalty.

The company duly submitted plans, and these have been approved by Order in Council. As reported last year, good progress was being made, and it was expected that the works would have been completed early in 1892. They have been, however, suspended for a time, owing, it is understood, to financial causes.

By the special Act passed last session, 54-55 Vic., ch. 12, the date for completion for subsidy purposes has been extended to the 1st of July, 1893, the penal clauses in that regard contained in the Act 51 Vic., ch. 4, being repealed.

Columbia and Kootenay Railway and Navigation Company.

(Leased to the Canadian Pacific Railway Company.)

(See No. 222.)

This company was incorporated by an Act of the Province of British Columbia, but its proposed works were, by the Dominion Act 53 Vic., ch. 87 (1890), declared to be for the general advantage of Canada.

It has powers to construct a railway from the outlet of Kootenay Lake, B.C. through the Selkirk Range, to a point on the Columbia River near to the point of junction of the Rivers Kootenay and Columbia; also to operate a line of steamers in this connection. Power was also given for the leasing of the said works to the Canadian Pacific Railway Company, the lease to be first sanctioned by the Governor in Council.

By the Subsidy Act of 1890, 53 Vic., ch. 2, a subsidy, limited to \$112,000, was authorized for the 35 miles of railway above described, and under date the 8th of October, 1890, the company were admitted to contract for this work, the date for completion being fixed as the 1st of December, 1891.

By an Order in Council of the 20th of August, 1890, sanction has been given to the lease of this railway for a term of 999 years to the Canadian Pacific Railway Company, who thereby undertake the construction of the road.

No portion of the subsidy was paid during the fiscal year, but the road being practically completed, there has been paid since that date the sum of \$82,400, this being the total amount paid up to the 31st of December, 1891. The actual distance is 27 miles.

Cornwallis Valley Railway Company.

(See Nos. 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, under date the 30th of September, 1889, 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.

During the fiscal year the sum of \$42,670 was paid, and subsequently a further sum of \$2,130, making a total of \$44,800 up to the 31st of December, 1891.

Cumberland Railway and Coal Company.

(See No. 124.)

By the Act 50-51 Vic., ch. 24 (1887), the grant to this company of 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 March, the work to be completed by the 1st August, 1891. During the fiscal year the sum of \$10,450 was paid to this company, making the total payments up to the 31st of December, 1891, \$39,850.

Drummond County Railway Company.

(See Nos. 99, 175 and 214.)

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, Que.

Under the authority of an Order in Council of the 12th of November, 1887, 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, 17½ miles, of the 30 miles subsidized.

By the Subsidy Act of 1889, 52 Vic., ch. 3, this company were further subsidized for 4½ miles from the end of the line already subsidized to Ball's wharf, on the River St. Lawrence, to the extent \$14,400, and were admitted to contract on the 21st of January, 1890.

By the Subsidy Act 53 Vic., ch. 2 (1890), authority was given for the grant of a subsidy, the limit of which was \$76,800, for 24 miles of the railway of the company from Drummondville to Ste. Rosalie. Under date 2nd of February, 1891, the company were admitted to contract for this work.

During the fiscal year there was paid to the company the sum of \$136,000, and subsequently the further sum of \$5,105, making the total payments up to the 31st of December, 1891, \$182,405.

Elgin, Petitecodiac and Havelock Railway Company.

(See Nos. 15 and 144.)

By the Act 51 Vic., ch 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 condition that they should first be replaced on the track with new steel rails.

Such new rails having been laid, covering a distance of 14 miles, the transfer of the whole quantity of old rails to the company has been made under Orders in Council the last dated 3rd of September, 1890.

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

Great Eastern Railway Company.

(See Nos. 88, 114, 174, 213 and 235.)

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, 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 of 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. During the past fiscal year the sum of \$16,300 was paid from this subsidy of \$96,000, for 6.66 miles from the east bank of the River Nicolet to the Grand Trunk Railway at St. Grégoire.

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. Grégoire. No contract has yet been signed for this work.

By the Act 53 Vic., ch. 2 (1890), a subsidy of 15 per cent on the value of two bridges, one over the River Nicolet, the other over the River St. Francis, not exceeding \$37,500, was authorized. On the 20th of June, 1891, a contract was entered into with the company for the work. Nothing was paid out of the subsidy during the past fiscal year, but there has since been paid the sum of \$4,845 for work on the Nicolet bridge.

By the subsidy Act of last session, 54-55 Vic., ch. 8, there was revoted the balance unpaid, \$79,700, of the subsidy granted by the Act 50-51 Vic., ch. 26, which had lapsed.

Great Northern Railway Company.

(See Nos. 33, 37, 72, 79, 154, 215 and 231.)

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. During the fiscal year the sum of \$20,000 was paid on the first 10-mile section from New Glasgow towards Montcalm.

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 under date the 8th of October, 1890, a contract was entered into with them for the work, calling for completion by the 1st of August, 1891. No portion of this subsidy was paid up to the 31st of December, 1891, but the work was practically completed.

By the Act 53 Vic., ch. 2 (1890), the grant of a subsidy for a line from Montcalm to the Canadian Pacific Railway between Joliette and St. Félix de Valois was authorized.

By the Act 54-55 Vic., ch. 8 (1891), the unpaid balance, \$28,100, of the subsidy granted in 1886 was revoted, and during the fiscal year the sum of \$9,500 was paid, making the total payments for the section from New Glasgow to Montcalm \$29,500 up to the 3rd of December, 1891, and the total payments to the companies \$54,588.

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 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 January, 1889.

By the Subsidy Act, 53 Vic., ch. 2 (1890), a subsidy not exceeding \$48,000 was granted to this company for 15 miles of their railway from at or near Montreal to the Canadian Pacific Railway between Joliette and St. Félix de Valois. No contract has yet been made.

The location plans for the road, 15¼ miles, subsidized in 1887, having been approved and the work inspected, payment was made of the sum of \$46,000 under an Order in Council dated the 21st of December, 1888; the sum of \$2,800 being withheld for work remaining to be done.

By the Act 50-51 Vic., ch. 59, the company were empowered to extend their railway to a point on Lake Huron near Goderich.

By this special Act, 54-55 Vic., ch. 73, the lease of this road to the Canadian Pacific Railway Company was approved and ratified. No further payment has been made up to 31st December, 1891.

Hereford Railway 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 December, 1887, authorized entry into contract with them for the work, and a contract was made accordingly, dated the 31st March, 1888.

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 1889-90 the company had been paid \$155,200 out of their total subsidies, \$156,800, the difference, \$1,600, representing some minor work remaining to be finished. No further payment has been made to the 3rd of December, 1891.

On the 4th of October, 1890, the company were allowed, after inspection, to open their road for public traffic from Dudswell Junction to the international boundary, 48-43 miles.

By an Order in Council of the 12th of June, 1890, sanction was given to the purchase of the Dominion Line Company's railway by this company, in conformity with the Act 51 Vic., ch. 81.

Irondale, Bancroft and Ottawa Railway Company.

(See Nos. 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 August, 1886.

Under the authority of an Order in Council of the 14th of February, 1887, \$15,000 has been paid. The unpaid balance of subsidy, \$145,000, which had lapsed, was revoked by the Act 52 Vic., ch. 3 (1889). No further payment of subsidy has been made up to the 31st of December, 1891. Under an Order in Council of the 3rd of August, 1891, the time for completion has been extended to the 1st of August, 1893.

Joggins Railway Company.

(See Nos. 76 and 100.)

By the Act 49 Vic., ch. 18 (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 of 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.

During the fiscal year the company were paid the sum of \$1,600, making the total payments up to the 31st of December, 1891, \$37,500.

Lake Temiscamingue Colonization Railway Company.

(See Nos. 55, 84, 119, 122, 169 and 216.)

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 $10\frac{1}{2}$ miles of this company's line from Long Sault to Lake Kippewa. The contract for this subsidy was entered into on the 27th of June, 1888.

By the Act 52 Vic., ch. 3 (1889), a subsidy was authorized not exceeding \$48,000 for 15 miles, from Mattawa station, C.P.R., towards the Long Sault, or *vice versa*.

By the Act 53 Vic., ch. 2 (1890), a subsidy was authorized, not exceeding \$64,000 for 20 miles from the northern end of the line subsidized by 52 Vic., ch. 3.

During the fiscal year 1888-89 the sum of \$26,360 was paid, making a total of \$52,760 paid to this company. No further payment has been made up to the 31st of December, 1891.

By the special Act 54-55 Vic., ch. 94 (1891), the company was empowered to convey or lease their road to the Canadian Pacific Railway Company, and also to extend the railway to the head of Lake Temiscamingue; the company's works to be completed by the 10th of July, 1896.

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 Hébert 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, 1891, 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. Nothing has been paid to the company during the past fiscal year, and the total payments up to the 31st of December, 1891, amount to \$88,500.

Montreal and Lake Maskinongé Railway Company.

(See Nos. 74 and 212.)

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, Que., 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 September, covering the distance between St. Félix and St. Gabriel de Brandon, near Lake Maskinongé. The distance being greater than that

subsidized, a further grant for 3½ miles, \$10,200, was made by the Subsidy Act 53 Vic., ch. 2 (1890). During the fiscal year payment has been made of \$1,500, making the total payments up to the 31st of December, 1891, \$41,280; the railway for the whole distance, 12·90 miles, being completed.

Montreal and Sorel Railway Company.

(See Nos. 47 and 210.)

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 of October, 1885, a contract was made with the company on the 4th, 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 was made, and the said balance lapsed on the 1st of August, 1889.

By the Act 53 Vic., ch. 2 (1890), the sum of \$40,000 was granted for the repair of this road. The work was undertaken by the Great Eastern Railway Company, and is being carried out under requirements laid down by this Department, and the inspection of its engineers. During the past fiscal year there was paid from this subsidy the sum of \$17,116·07, making the total payments on that account, up the 31st December, \$23,835·57, and the total payments to the company \$93,757·57.

Montreal and Western Railway Company.

(See Nos. 78 and 206.) -

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 north-westerly towards Le Désert, Que., the amount being \$5,151 per mile, not exceeding in the whole \$361,270.

For this subsidy another for the same amount was substituted by the Act 53 Vic., ch. 2 (1890), special authority being given for payment in named sections less than 10 miles in length.

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. During the past fiscal year there was paid to the company the sum of \$76,143, and subsequently the further sum of \$32,253, making the total payments up to the 31st of December, 1891, \$108,396. These payments apply to the distance between St. Jérôme and Ste. Adèle, 18 miles, which is completed and open for traffic.

Montreal and Ottawa Railway Company.

(Formerly the Vaudreuil and Prescott Railway Company.)

(Name changed by 53 Vic., ch. 58.)

(See Nos. 97, 186 and 237.)

By the Railway Subsidy Act of 1887, 50-51 Victoria, ch. 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.

The company, on the 4th of October, 1890, were authorized to open the portion of their road between Vaudreuil and Rigaud, 16 miles, for public traffic.

By the Act 53 Vic., ch. 2 (1890), a subsidy for a further distance of 30 miles towards Ottawa, \$96,000, was authorized. A draft contract covering this subsidy was approved by an Order in Council on the 21st of September, 1891, but has not yet been signed.

By the Act 54-55 Vic., ch. 8 (1891), the unpaid balance, \$46,040, of the subsidy granted in 1887, was revoked. During the fiscal year there was paid the sum of \$49,960 nothing further has been paid up to the 31st of December, 1891.

Napanee, Tamworth and Quebec Railway Company.

*(Name changed to the **Kingston, Napanee and Western Railway Company** by the Act 53 Vic., ch. 62.)*

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

In 1883 Parliament authorized a subsidy of \$89,600 to this company, covering the 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.

In the session of that year Parliament authorized the grant of a further subsidy not exceeding \$3,200 a mile, or a total of \$70,406, 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 of the 25th 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 Harrowsmith, and also a grant to a company for 3 miles of railway from Harrowsmith 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 Harrowsmith, to be completed by the 1st of August, 1891.

The total subsidies available under the contracts covering the distance between Tamworth and Tweed, Yarker, Harrowsmith and Sydenham, amount to \$114,800. Under date the 30th of November, 1889, the company were allowed to open for traffic between Tamworth and Tweed, and between Yarker and Harrowsmith.

During the fiscal year payments were made to the extent of \$7,600, making the total payments on these contracts \$103,344, the full amount applicable; the total subsidies paid to the company being \$192,944.

Northern and Pacific Junction Railway—Gravenhurst to Callander.

(See Nos. 1, 16, 160 and 188.)

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 the 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 May, 1886.

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

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, this amount was paid to the company, under an Order in Council of the 6th of July, 1889, leaving \$600 due.

By the Act 53 Vic., ch. 2 (1890), this sum of \$600 was voted, and was paid during the past fiscal year, thus closing the matter.

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 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., ch. 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 to be completed by the 31st of December, 1890.

During the fiscal year payments were made to the extent of \$3,300, and subsequently a further sum of \$8,300, bringing the total payments to this company up to the sum of \$230,700 at date, 31st December, 1891, covering the distance from Lunenburg to Middleton and the spur to Bridgewater, a total of $73\frac{1}{2}$ miles. No further payments have been made up to the 31st December, 1891.

Ontario and Pacific Railway Company.

(See Nos. 31, 115 and 150.)

By the Act 47 Vic., ch. 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, *via* Newington, Chrysler, Manotic 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.

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, but no contract has yet been entered into for the work.

No portion of these subsidies has been paid up to the 31st of December, 1891.

Ontario and Quebec Railway Company.

(See West Ontario Pacific Railway Company.)

Orford Mountain Railway Company.

(See No. 228.)

By the Subsidy Act 53 Vic., ch. 2, the grant of a subsidy limited to \$99,200 was authorized in favour of the above company, for 31 miles of their railway between Eastman and Kingsbury, Que., and on the 16th of December, 1891, the company were admitted to contract for the work for a distance of 10 miles, namely, from Eastman to Lawrenceville; the road for this distance to be completed by the 1st of December, 1893.

The work was completed, but no portion of the subsidy has been paid up to the 31st of December, 1891.

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 \$20,000. This subsidy having lapsed, it was re-voted by the Act 52 Vic., chap. 3 (1889).

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 50 miles have been approved.

During the fiscal year \$87,582 was paid to the company, and subsequently the further sum of \$35,720, making the total payments up to the 31st December, 1891, \$123,302. This applies to the first 20 miles, the opening of which for traffic was sanctioned on the 28th of that month.

Oshawa Railway and Navigation Company.

(Name changed to "The Oshawa Railway Company," 54-55 Vic., ch. 91.)

(See Nos. 112 and 233.)

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. This subsidy was renewed by the Act 54-55 Vic., ch. 8. No portion of the subsidy had been paid up to the 31st of December, 1891.

By the special Act 54-55 Vic., ch. 91, the corporate powers of the company were revived, and its name was changed as above.

Parry Sound Colonization Railway Company.

(See No. 153.)

By the Subsidy Act of 1889, 52 Vic., ch. 3, authority was given for the grant of a subsidy to this company, not exceeding \$128,000 for 40 miles of 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.

On the 21st of July, 1890, the company was admitted to contract accordingly, the line to run from the village of Parry Sound through the townships of Foley, Christie, Monteith, McMurriek and Perry, joining the line of the Northern and Pacific Junction Railway at Scotia, or a point about two miles from Elmsdale station. The date for completion has been extended to the 1st of November, 1892. The location of the first 30 miles has been approved by an Order in Council of the 11th of July, 1890.

No payment on subsidy account was made during the fiscal year; but, subsequently, there has been paid the sum of \$30,400, this being the total paid up to the 31st of December, 1891.

Port Arthur, Duluth and Western Railway Company.

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

(See Nos. 139 and 195.)

This company was originally incorporated as the "Thunder Bay Colonization Rail-

way 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, 1888. The location of the entire line has been approved. During the fiscal year payment was made to the extent of \$87,000, and, subsequently, the further sum of \$70,075, making the total payments up to the 31st of December, 1891, \$157,075.

By the Act 53 Vic., ch. 2 (1890), a subsidy limited to \$16,000 was authorized for a branch, 5 miles long, to the Kakabeka Falls.

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 6 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 mine to the Pontiac Pacific Junction Railway, in Onslow. During the fiscal year the sum of \$3,800 was paid from this subsidy, completing the payment of the full subsidy, \$13,600 applicable to the actual length, $4\frac{1}{2}$ miles, of this road.

Pontiac Pacific Junction Railway Company.

(See Nos. 25, 137 and 211.)

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 Aylmer, 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. No further payment has been made since that date up to the 31st of December, 1891.

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

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 Act 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.

By the Act 53 Vic., ch. 2 (1890), a subsidy limited to \$24,000 was authorized for 7½ miles of this railway, between Hull and Aylmer.

By the Act 53 Vic., ch. 68 (1890), the time for completion of the railway to the town of Pembroke, and of the bridge over the River Ottawa, at or near the city of Ottawa, which the company were empowered to construct by the Act 45 Vic., ch. 69, was extended to the 22nd of May, 1892. The same Act gave the company power to extend their line from the said bridge to the canal basin in the city of Ottawa.

The Act 53 Vic., ch. 69 (1890), gave to this company power to purchase from the Canadian Pacific Railway Company the section between Hull and Aylmer, or any part thereof.

Quebec Central Railway Company.

(See Nos. 22, 142 and 219.)

This company was subsidized in 1884 to the extent of \$211,200, in aid of the construction of 66 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.

In lieu of the balance of this subsidy, which lapsed on the 1st of July, 1888, authority was 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 was made for this work.

By the Act 53 Vic., ch. 2 (1890), in lieu of the subsidy so granted, the company may receive the same amount for a similar term of years, or a guarantee of interest on bonds for a like sum, for 90 miles of their railway from St. Francis station on their line to a point on the Atlantic and North Western Railway near Moose River, or from a point on their line between the Chaudière River and Tring station to a point on the International Railway at or near Lake Megantic, the first annual payment to be made

at the end of twelve months from the date of the certificate of completion. A draft contract was prepared, but has not yet been entered into, for this subsidy, and no further payments have been made up to the 31st of December, 1891.

Quebec and Lake St. John Railway Company.

(See Nos. 2, 14, 49, 82, 126, 140, 177, 220 and 232.)

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, namely, that 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 Chicoutini, 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.

By the Act 53 Vic., ch. 2 (1890), a subsidy to this company, to an extent not exceeding \$30,000, was authorized for a railway bridge over the River St. Charles; also a subsidy, limited to \$38,400, for 12 miles of railway from Lorette *viâ* Charlesbourg to

Quebec. Under date the 2nd of December, 1890, both these subsidies were covered by one contract, the work to be completed by the 1st of October, 1891.

By the Act 54-55 Vic., ch. 8, there was expressly voted the difference, \$5,250, between the \$30,000 mentioned in the above subsidy for the St. Charles bridge and the amount actually paid the company.

During the fiscal year there has been paid the sum of \$70,350, making the total payments up to the 30th of June, 1891, for both main line and branches, \$818,705. Since that date there has been paid the further sum of \$5,250, making the total payments to the company up to the 31st of December, 1891, \$823,955.

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, Que.

A contract was entered into with the company on the 14th of November, 1889, for this work, from Hedleyville to St. Joachim.

During the fiscal year 1889-90 the sum of \$65,600 was paid from this subsidy, the distance covered being $20\frac{1}{2}$ miles, viz.: from Quebec (the east side of the River St. Charles) to Ste. Anne. No further payments have been made up to the 31st of December, 1891.

Shuswap and Okanagon 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 Okanagon.

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 for this work was signed on the 11th of February, 1890, the date for completion being fixed as the 4th May, 1893. Plans showing the location of the line for the whole distance, 51 miles, have been approved. The road is practically completed, the actual distance being 50.79 miles. In December, 1891, a final inspection of the road was asked for.

No portion of the subsidy was paid during the fiscal year. Subsequently, however, the sum of \$65,010 has been paid up to the 31st December, 1891.

By the special Act 54-55 Vic., ch. 72 (1891), an agreement for the lease of the road to the Canadian Pacific Railway Company, when completed, for a term of 25 years, was approved and ratified, and powers were given to extend the line to a point on the international boundary at or near Lake Osooyos.

St. Catharines and Niagara Central Railway Company.

(See Nos. 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. The sum of \$26,640 was paid to the company in the fiscal year 1888-89.

By the Act 52 Vic., ch. 3 (1889), a subsidy for 20 miles of this road was authorized, limited to \$64,000, and on the 1st August, 1890, the contract was signed, the extension being from their present terminus at St. Catharines towards Hamilton.

During the fiscal year the sum of \$11,760 was paid to this company, covering the distance, 12 miles, between St. Catharines and Niagara River. No further payments have been made up to 31st December, 1891.

The payments made to this company aggregate \$38,400.

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.

This work gives 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 was to be completed by the 1st of August, 1893.

The tunnel proper was formed throughout by the 30th of August, 1890, the shields from either end meeting at that day. On the 15th of October, 1891, the company

ified the Department that the work was completed and ready for inspection and traffic.

During the fiscal year the company were paid the sum of \$143,400, and subsequently further sum of \$39,270, making a total of \$316,400 paid up to the 31st of December, 1891.

The following memoranda, furnished by the company, will show the main features of the work as completed:—

Length of tunnel from face of portal to edge of water, Canadian side of river, 1,982 feet; tunnel under river, 2,310 feet; tunnel under dry ground, American side, 1,734 feet; total length of tunnel, from face to face of portals, 6,026 feet. Length of open approach, Canadian side, 3,061 feet; length of open approach, American side, 2,466 feet; total length of tunnel works, 11,553. Gradient from east end of Canadian approach falls towards the west at the rate of 105.6 feet per mile for a distance of 4,983 feet; it therefore extends into the tunnel 1,922 feet. Thence the gradient rises towards the west, 1 in 1,000, for 1,708 feet. Thence the gradient rises to the west end of the American approach 2,862 feet. Of this last mentioned gradient there are in the tunnel 2,396 feet.

The tunnel is circular, and is lined throughout with cast iron. The outside diameter of this lining is 21 feet; the inside diameter is 19 feet 10 inches. The iron lining consists of a shell, 2 inches thick, strengthened by inside flanges 5 inches deep, and varying in thickness from 2 to 3 inches. Vertically, these flanges are about 13 inches apart, and horizontally 4 feet 8 inches. The segments are fastened together by 1-inch steel bolts, about $4\frac{1}{2}$ inches apart, centre to centre.

The portals are built of rock-faced ashlar, the courses being exceptionally heavy.

While the tunnel proper is only single track, the approaches are double track, the two tracks being connected outside of and near the portals. The slopes of the approaches are terraced to an inclination of 3 horizontal to 1 vertical. Very heavy retaining walls are built at the bottom of the slopes wherever the cutting exceeds 20 feet in depth.

The permanent way consists of steel rails, 100 pounds per yard, laid upon white oak ties in the open cuttings, and upon creosoted southern pine in the tunnel. The cross ties in the tunnel rest upon four longitudinal stringers, to which each second tie is secured by a $\frac{3}{4}$ -inch steel bolt. Creosoted guard timbers, 10 inches by 12 inches, are bolted to the cross ties, near the outside of the rail in the tunnel, but not in the approaches.

The inside of the tunnel is practically dry, as the leakage does not exceed twenty-five gallons per minute. Two Worthington duplex pumps, with a capacity of 250 gallons per minute each, are provided for the drainage of the tunnel, but they only work occasionally and one at a time. Compressed air, instead of steam, is used for driving them.

At the Canadian portal steam pumps, having a capacity of 4,000 imperial gallons per minute, are used for removing rain or surface water from the open approach. These of course only work occasionally during storms or when the snow is melting. A similar arrangement has been made at the American portal for removing the water from the west approach. At neither end of the tunnel is any surface water allowed to enter.

The greatest depth of water over the tunnel is $40\frac{1}{2}$ feet. The minimum depth of clay and gravel between the bottom of the river and the outside of the iron lining is 15

feet; the distance from the bottom of the iron lining to the highest point of rock underlying the clay is 10.4 feet.

The traffic is worked through the tunnel by decapod engines weighing 195,000 pounds and carried on a wheel base of $18\frac{1}{2}$ feet.

St. John Valley and Rivière du Loup Railway Company.

(See Nos. 90, 118 and 225.)

By the Act 49 Vic., chap. 10 (1886), a subsidy of \$70,400 was authorized for 2 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, covering the distances, 44 miles, from Fredericton to Woodstock.

By the Act 53 Vic., chap. 2 (1890), both the above subsidies were, in effect, revoked.

Up to the 31st December, 1891, no payments have been made.

Stewiacke Valley and Lansdowne Railway Company.

(See Nos. 87 and 232.)

By the Act 49 Vic., chap. 18 (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.

By the Act 53 Vic., ch. 2 (1890), the above subsidy was in effect revoked, and the old contract having been cancelled, a new contract with this company was entered into on the 30th of August, 1890. Completion is called for by the 1st September, 1892.

By the Act 52 Vic., ch. 3 (1889), a subsidy was granted for a railway from Truro or a point between Truro and Stewiacke to Newport or Windsor, 49 miles, the limit being \$156,800. A contract was made with this company on the 30th of August, 1890, for the work, the line to run from Brockville station, on the Intercolonial, to Newport station, on the Windsor Branch Railway; the line to be completed by the 1st of September, 1893.

The location plans have been approved for this distance.

No portion of any of the above subsidies has been paid up to the 31st of December, 1891.

St. Lawrence and Adirondack Railway Company.

(See No. 218.)

By the Subsidy Act 53 Vic., ch. 2 (1890), a subsidy not exceeding \$57,600 was granted to the above company for 18 miles of their railway from Valleyfield to Huntingdon, on the Montreal and Champlain Junction Railway.

On the 29th of April, 1891, a contract was entered into with the company for this work, the time for completion being fixed as the 1st of July, 1893.

In December, 1891, the road was inspected and reported as complete—the actual distance being 12.58 miles. Up to the close of that month the subsidy had not been paid.

This road connects the Canada Atlantic Railway at Valleyfield with the Montreal and Champlain Junction Railway at Huntingdon.

St. Lawrence, Lower Laurentian and Saguenay Railway Company.

(Name changed to "The Lower Laurentian Railway Company" by Provincial Act 51-52 Vic., ch. 108, 1888.)

(See Nos. 38, 59, 117 and 234.)

By the Act 48-49 Vic., chap. 49 (1885), a bulk sum 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.

During the past fiscal year there has been paid the sum of \$32,000, making the total payments up to the 31st December, 1891, \$124,816.

By the Subsidy Act of 1891, 54-55 Vic., ch. 8, the unpaid balance, \$92,784, of the company's subsidy, was revoked.

Nothing further was paid up to the 31st of December, 1891, but the road was inspected in that month, and authority was given by Order in Council, at its close, to pay \$91,784, the road being completed. The distance from Grand Piles to the Rivière à Pierre station of the Quebec and Lake St. John Railway is nearly 39 miles.

Témiscouata Railway Company—Rivière du Loup to Edmundston.

(See Nos. 3, 62, 127, 141 and 226.)

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 7th of October, 1885, to certain persons constituting "The Témiscouat 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 a 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 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, 80½ miles *viâ* Lake Témiscouata and the River Madawaska was approved of by an Order in Council of the 30th of September, 1886.

On the 22nd 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 20 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 by an Order in Council passed on the 31st of December, 1888, which also approved of the location; and the contract was signed on the 22nd January, 1889.

By the Act of 1890, 53 Vic., ch. 2, a subsidy to the limit of \$51,200 was authorized for a further distance of 16 miles. A contract under this subsidy was made with the company on the 20th of October, 1891, covering the distance, 12 miles, between Clair's siding and Connor's station. The branch up to this point, 31¼ miles, has been completed.

During the fiscal year payments have been made to the extent of \$82,770, and subsequently a further sum of \$54,830 has been paid, making the total payments up to the 31st of December, 1891, \$624,800.

Tobique Valley Railway Company.

(See Nos. 130, 227 and 235.)

By the Act 50-51 Vic., ch. 24 (1887), authority was given for the grant of a subsidy of the extent of \$89,600 for 14 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 the company for the work on the 4th of September, 1888. By the Act 54-55 Vic., ch. 8 (1891) this subsidy was in effect revoked, having lapsed.

By the Act 53 Vic., ch. 2 (1890), a subsidy limited to \$35,200 was authorized for a further distance of 11 miles.

The first section of 14 miles was completed in December, 1891.

No portion of the subsidy was paid during the fiscal year, but subsequently there was paid up to the 31st of December, 1891, the sum of \$58,890.

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 \$400 to the above company, for 4 miles of their railway from a point near the River Lawrence, in the village of Gananoque Junction, on the Grand Trunk Railway, and thirteen miles of their railway from Gananoque Junction to a point of junction with 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, 4-mile section to be built by the 1st of July, 1890, and the 13-mile section by the 1st of August, 1893. Under an Order in Council of the 10th of December, 1889, \$400 has been paid for the section, 3¼ miles, from Gananoque to the Grand Trunk Railway, completed. No further payment has been made up to the 31st of December, 1891.

Vaudreuil and Prescott Railway Company.(See *Montreal and Ottawa Railway Company.*)**Waterloo Junction Railway Company.**

(See No. 187.)

By the Subsidy Act 53 Vic., ch. 2 (1890), a subsidy not exceeding \$35,200 was granted to this company for 11 miles of their railway from Waterloo to Elmira.

Under date the 17th of February, 1891, a contract was made with the company for the work in question; the date for completion being fixed as the 1st of November, 1891.

No payments were made during the fiscal year, but subsequently there was paid a sum of \$32,800, the road being completed. The actual distance is 10¼ miles.

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, contingent 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 the 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 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 Vic., ch. 25. The work was, accordingly, taken in hand by the Department of Railways, and was completed, and the company placed in possession for operating purposes on the 27th of July, 1891.

West Ontario Pacific Railway Company.

(Leased to the Ontario and Quebec Railway Company—C.P.R.)

(See Nos. 66 and 189.)

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 *via* 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, actually constructed a portion of their railway, the location of which was duly approved, from London eastwards to a point near Ingersoll, 19 miles, from which connection may be made with both Ingersoll and Woodstock. The work being completed, the subsidy earned was paid.

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 such part of the line of the West Ontario Pacific Railway Company and of the branch thereof then under construction, on the line of the Ontario and Quebec Railway near Woodstock, *viâ* London, to the river St. Clair; the Act further authorized the substitution of the said point of junction of the two railways for the point between Ingersoll and St. Thomas, previously fixed as the point of junction. This lease has been approved by an Order in Council dated the 14th of October, 1887.

Under an Order in Council dated the 25th of August, 1888, an agreement dated the 4th of September, 1889, was 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 80 miles.

By the Act 53 Vic., ch. 2 (1890), in lieu of the subsidy granted by the Act 49 Vic., ch. 10, for a subsidy from Ingersoll *viâ* London to Chatham, a subsidy limited to \$56,000 was granted for a railway from Woodstock *viâ* London to Chatham, 80 miles, being, practically, a re-vote, with a change of the terminus.

During the past fiscal year the sum of \$6,000 was paid, making a total of \$256,000, the whole amount of the subsidies granted, all the work being completed.

Woodstock and Centreville Railway Company.

(See Nos. 131 and 203.)

By the Act 50-51 Vic., ch. 24 (1887), the grant of a subsidy to the extent of \$4,000 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.

By the Act 53 Vic., ch. 2 (1890), a subsidy limited to \$19,200 was authorized for a further distance of 6 miles to the international boundary.

No portion of the company's subsidy has been paid up to the 31st of December, 1891.

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 is required prior to handing over to the company concerned any part of the subsidy. (The numbers given refer to the special "land subsidies" list, Appendix 17.)

Alberta and Athabasca Railway Company.

(See No. 10.)

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

Alberta Railway and Coal Company.

(See Nos. 13 and 25.)

This company was incorporated in 1889 by the Act 52 Vic., ch. 50 (amended by the Act 53 Vic., ch. 85), for the construction of a railway from a point on the North Western Coal and Navigation Company's line, at or near Lethbridge, southerly, to the international boundary line; the Act giving them powers to acquire, by purchase or lease, the railway property and assets of that company.

On the 1st of January, 1890, they did so acquire, by lease, the said railway.

By the Land Subsidy Act, 52 Vic., ch. 4, as amended by the Act 53 Vic., ch. 85, the grant of 6,400 acres per mile was authorized in favour of this company for the distance, set down as about 50 miles, from Lethbridge to the international boundary.

The road has been built and inspected, and under date of the 8th of December, 1890, the company were authorized to open it for public traffic, the distance being 64.62 miles.

Under authority of the Act 53 Vic., ch. 85, this company has obtained a transfer by way of lease, of the North Western Coal and Navigation Company's line.

Brandon and South-Western Railway Company.

(See No. 19.)

By an Order in Council dated the 23rd of November, 1889, but subject to the approval of Parliament, and contingent 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. This subsidy was confirmed by the Act 53 Vic., ch. 4. The company was incorporated under a provincial Act, but received a Dominion charter by the Act 53 Vic., ch. 86 (1890), and under said Order in Council the subsidized section was to be completed and running by the 1st of May, 1891. The company have submitted location plans and profiles for approval.

Calgary and Edmonton Railway Company.

(See Nos. 230 and 21.)

This company was incorporated by the Act 53 Vic., ch. 84 (1890), for the construction of a railway from the Canadian Pacific Railway at Calgary northward to Edmonton, and southward to the international boundary, also northerly to Peace River.

By the Act 53 Vic., ch. 5, authority was given for entry into a contract with the company for the conveyance of men, supplies, materials, and mails, for 20 years; a payment to be made annually of the sum of \$80,000 therefor, computation to be made from the date of the completion of the road between Calgary and a point on the North Saskatchewan River near Edmonton. The Act further gave power to the company to lease the said railway to the Canadian Pacific Railway Company.

On the 21st of June, 1890, a contract for transport service was made, accordingly with the Government, this contract calling for completion of the first 100 miles by the 1st of November, 1891, and of the whole road by the 1st of November, 1893.

By the Land Subsidy Act of 1890, 53 Vic., ch. 4, a grant of land to the extent of 6,400 acres per mile was made for the line from Calgary north to Edmonton, about 190 miles, and also for a line south from Calgary to the international boundary, about 150 miles.

On the 26th of December, 1890, the company entered into a definite contract for the work of constructing, under this subsidy, both the northern line to Edmonton and the southern line to the boundary, the dates for completion being as follows:—

From Calgary northward, 100 miles, by the 1st of November, 1891; the balance to Edmonton within two years thereafter.

From Calgary southward, 50 miles, by the 1st of November, 1892, and to a point on the Old Man's River, by the 1st of November, 1893; the balance to the international boundary by a date to be fixed by the Governor in Council.

At the close of the calendar year the track was laid for a distance of 93·78 miles north from Calgary up to the south bank of the Red Deer River; and on the 10th of August, 1891, the whole road from Calgary to Edmonton, 192 miles, was officially reported as fit to be opened for public traffic.

On the 7th of December, 1891, the first 50 miles southward from Calgary was officially reported as fit to be opened for public traffic.

An agreement has been entered into for the lease of this railway to the Canadian Pacific Railway Company.

Canadian Pacific Railway Company.

(See Nos. 17, 18 and 29.)

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—this they term their "Souris Branch;" 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 acres. A further Order of the 18th of June, 1889, authorized the conveyance of the subsidy on completion of each 20-mile section.

By the Land Subsidy Act 53 Vic., ch. 4, this grant was confirmed.

By the Land Subsidy Act of 1891, 54-55 Vic., ch. 10, a subsidy of 6,400 acres per mile, for a further distance of about 60 miles, to La Roche Percée, was granted.

The company duly filed plans showing the location of this branch from Kennay, a station on their main line, 8 miles west of Brandon, to Melita, in Township 3, Range 26, west; and from Melita east to Deloraine. On the 30th of January, 1891, the portion between Kennay and Airdrie was officially reported to be fit for traffic, and on the 26th of October, 1891, the company asked for inspection between Hartney and Melita.

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 or "Souris" branch, and running to Glenboro', 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. This is known as the Glenboro' extension of the Souris Branch.

By the Land Subsidy Act, 53 Vic., ch. 4, this grant was confirmed.

On the 26th October, 1891, the company applied for inspection of the extension from Glenboro' to Nesbitt, this latter being 131 miles from Winnipeg, this road, for 27 miles, constituting the company's "South-Western Branch;" and at the close of the calendar year the whole distance from Nesbitt to Winnipeg was under traffic. It should be observed that the portion of their road between Winnipeg and Glenboro' was formerly the Manitoba and South-Western Colonization Railway, of which the Canadian Pacific Company became lessees.

Great North-West Central Railway Company.

(See No. 7.)

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, was contemplated by 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, 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., ch. 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, 1889, 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 was 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.

[1891]

A further Order in Council of the 16th of November, 1889, extended to the 31st of May, 1890, the time for the completion of the first 50 miles; and on the 3rd of September, 1890, an Order in Council was passed accepting this section as completed.

By an Order in Council, dated the 7th of December, 1891, extension of time has been accorded—subject to the condition that the first 50 miles would be effectively operated and maintained on and after the 15th of that month, as follows: 100 miles from the end of the first 50 miles by the 30th November, 1892, and 300 miles further (or whatever distance may be required to complete the road to Battleford) by the 30th November, 1893.

The company reported the first 50 miles as having been opened for traffic on the 16th of December.

Lac Seul Railway Company.

(See No. 20.)

Under date the 13th November, 1889, there was 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 November, 1891.

This grant was confirmed by the Land Subsidy Act, 53 Vic., chap. 4 (1890.)

No further action appears to have been taken.

Manitoba and North-Western Railway Company.

(See Nos. 4 and 6.)

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.

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 50 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.

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.

This grant was made to the company by Order in Council of the 24th of May, 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, 11½ miles long, is in operation.

By the Act 55 Vic., ch. 78 (1890), relative to this railway, the company were bound to complete 17 miles in the calendar year 1890, and 20 miles a year thereafter.

Plans of location for the distance between the 206th and 256th mile from Portage la Prairie were approved by an Order in Council of the 27th January, 1890.

At the present date, the 31st of December, 1891, the main line is in operation for traffic purposes from Portage la Prairie to Yorkton, 223 miles, permission to open the line from Saltcoats to Yorkton, 17½ miles, for traffic, having been given, after inspection, on the 18th December.

Manitoba and South-Eastern Railway Company.

This company was subsidized in lands by the Act 53 Vic. ch. 4 (1890) for a line from Winnipeg southerly or south-easterly to a point on the west side of the Lake of the Woods, about 110 miles. They have submitted plans of location of the first 27 miles.

Manitoba and South-Western Colonization Railway Company.

(Leased to the Canadian Pacific Railway Company.)

(See Nos. 3, 27 and 28.)

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 Company, 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 Whitewater 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 50 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
	<u> </u>

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.

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. 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.

By the Land Subsidy Act of 1891, 54-55 Vic., ch. 10, an additional subsidy of 6,400 acres per mile was granted for 62 miles over and above the subsidy for 150 miles granted by the Act of 1885, making the total subsidy for 212 miles, the distance constructed and in operation.

By the same Act a land subsidy of 6,400 acres per mile was granted for the branch from Carman to Barnsléy, about 6¼ miles.

It should be observed that the Canadian Pacific Railway Company, the lessees of this road, have obtained by Orders in Council, and grant by Parliament, subsidies in aid 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. 12.)

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 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. A contract was signed on the 14th of February, 1889, for this work.

By the special Act 54-55 Vic., ch. 79 (1891), the charter of the company was revived and its powers were extended.

North-Western Coal and Navigation Company.

(See Nos. 2, 9 and 13.)

By 48-49 Vic., ch. 60 (1885), aid was granted to this company 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 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, 1885, accepted the road as completed.

It should be observed that by the Land Subsidy Act of 1889 a grant of 6,400 acres per mile for 50 miles, the distance between Lethbridge and the international boundary, 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," and the Act 53 Vic., ch. 3, made the necessary rectification. †

By the Land Subsidy Act 53 Vic., ch. 4 (1890), a grant of 3,840 acres per mile for the distance between Lethbridge and the Crow's Nest Pass, about 100 miles, was authorized in favour of the North-Western Coal and Navigation Company, and an Order in Council of the 25th June, 1890, provided that on the completion of the first 50 miles from Lethbridge (by the 1st August, 1892) the lands applicable to this distance should be conveyed; conveyance to be made on the completion of each 10-mile section for the remainder of the distance (to be completed by the 1st of December, 1894.)

On the 25th June, 1890, a definite contract was made with this department by the company for the work between Lethbridge and Crow's Nest Pass, the dates for completion being those named above.

By the Act 53 Vic., ch. 85 (1890), powers were given for the lease of this railway to the Alberta Railway and Coal Company, and on the 1st of January, 1890, the railway property and assets were transferred, accordingly, by lease.

North-Western Railway Company of Canada.

(Formerly the Alberta and Athabasca Railway Company.)

(See No. 15.)

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 Athabasca 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 Athabasca, 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 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.

The Act 52 Vic., ch. 65 (1889), by which the change of name was authorized, gave power for further railway construction. This Act called for completion of 100 miles northwards from the Canadian Pacific Railway towards Edmonton by the 1st of December, 1890, and the remainder to Edmonton by the first December, 1891; also of the line south to Lethbridge or to a point on the international boundary by the 1st of December, 1892.

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

(See Nos. 185, 5 and 11.)

By the Act 48-49 Vic., ch. 60, authority was given for the grant to this company 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 this 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 to 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 service 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 completion 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.

By the Act 53 Vic., ch. 8 (1890), there was confirmed a certain agreement made on the 7th of August, 1889, between this company and the Canadian Pacific Railway Company, for the possession, control and operation by the latter company of the railway from Regina to Prince Albert, the transfer to be effective up to the 6th of February 1896, with the option of the final acquisition of the road at that date.

The road has been completed up to Prince Albert, the total distance from Regina being 247.91 miles.

Under an Order in Council dated the 18th of December, 1890, the 1st of July, 1890 has been fixed as the date for the computation of the transport service payment for the distance between Regina and Saskatoon; the 12th of October, 1890, being the date fixed for the computation of payment for the portion from Saskatoon to Prince Albert.

The payments are made by the Department of Finance.

Red Deer Valley Railway and Coal Company.

(See Nos. 14 and 26.)

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).

By the Act 54-55 Vic., ch. 9, the above subsidy was cancelled, and in lieu thereof there was granted a subsidy, not exceeding 6,400 acres per mile, for the company's railway from Calgary to a point in or near Township 29, Range 23, west of the 4th Meridian, a distance of about 55 miles.

Winnipeg and Hudson's Bay Railway and Steamship Company.

(See No. 1, and special Act 54-55 Vic., ch. 81.)

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's 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's 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's 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 giving 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.
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's 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)	1,600,000

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 main line was not completed by the 11th of May, 1890, they were to 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 September, 1891, the dates for the completion of the company's road have been extended as follows:—

From the end of the 40 miles already built to a point on the south shore of the River Saskatchewan, near the western end of Cedar Lake, or between Cedar Lake and Grand Rapids, a distance of about 250 miles, by the 21st of June, 1894 (the limit allowed by their charter as amended by 53 Vic., ch. 80). This Order in Council approved of the draft of a definite agreement to be made with the company for the work, and this agreement was duly signed on the 18th of September, 1891.

By the special Act 54-55 Vic., ch. 81, the entry into a contract with this company was authorized for the conveyance of men, supplies, materials and mails over the portion of this line between Winnipeg and the River Saskatchewan, for an annual payment of \$80,000 a year for 20 years, under authority of an Order in Council dated the 16th of September, 1891. An agreement was made with the company accordingly on the 18th of September, 1891.

Wood Mountain and Qu'Appelle Railway Company.

(See No. 8.)

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, for 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 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.

By the Act 53 Vic., ch. 83 (1890), the statutory time for the construction of the portion of this railway between the Canadian Pacific Railway and Fort Qu'Appelle was extended to the 1st of August, 1892—the balance of the road to be completed at the rate of 50 miles a year thereafter.

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, 1891 :—

Expropriation of additional land for station purposes on the city front, Toronto, by the Ontario and Quebec Railway Company.—Pending.

Protection at a crossing of a highway in the township of Sandwich West by the Canada Southern Railway.—Protection ordered.

Location of Brantford, Waterloo and Lake Erie Railway along Kerr and York streets, in the city of Brantford.—Approved.

Crossings at rail level by the Don branch of the Ontario and Quebec Railway of certain streets in the city of Toronto.—Consideration postponed at the request of the parties.

Protection of streets in the city of Sherbrooke crossed by the Grand Trunk and Canadian Pacific Railways.—Protection ordered at King and Belvidere streets, subject to the approval of His Excellency in Council.

Crossing at rail level by the Drummond County Railway of the Great Eastern Railway near the town of Nicolet.—Pending.

Overhead instead of level crossing by a street in the village of Magog, of the Atlantic and North-West Railway.—Overhead crossing ordered.

Subway under Grand Trunk and Canadian Pacific Railways on Keele street north town of Toronto Junction.—Authorized.

Protection at Weston road and St. Clair avenue crossings of the Grand Trunk and Canadian Pacific Railways in town of Toronto Junction.—No order issued.

Opening of a crossing of the Grand Trunk Railway at Ingersoll on Wingham street.—Pending.

Protection at street crossings of the St. John Bridge and Railway Extension Company's line of railway at St. John, N.B.—Protection by means of a flag-man ordered at the Portland street crossing.

Crossing by the Toronto Belt Line Railway of the Canadian Pacific Railway in the city of Toronto near the Don.—Authority given for the issue of an Order approving, on certain details with respect to the plans being attended to by the Toronto Belt Line Company.

Protection at crossings by certain streets in the city of Toronto of the Grand Trunk and Canadian Pacific Railways; and the extension of Royce avenue across the Grand Trunk Railway.—Pending.

Crossing at rail level by the Drummond County Railway of the South Eastern Railway at Drummondville.—Pending.

Branch railway from the Blackwall station of the Grand Trunk Railway to connect with the St. Clair tunnel.—Approved.

Change in location of the Grand Trunk Railway between Brighton and Colborne.—Authorized.

Bridge carrying continuation of King and Queen streets across the Canadian Pacific, Toronto Belt Line and Don River, Toronto. Application from the city for approval of.—Pending.

Change of location of the Salisbury and Harvey Railway at Sayres quarry.—Authorized.

Crossing at rail level by the Atlantic and North-West and Lake Champlain and St. Lawrence Junction Railways of the Montreal, Portland and Boston Railway near the Farnham station.—Authorized.

Location of the Montreal and Western Railway along certain public highways in the parishes of St. Sauveur, Ste. Adèle and Ste. Agathe, in the county of Terrebonne, Que., and the diversion of the public highway at certain points.—Authorized.

Protection at street crossings of the Canadian Pacific Railway in the city of Vancouver.—Ordered to stand.

Complaint that an overhead crossing by the Atlantic and North-West Railway, of Galt street, in the city of Sherbrooke, was not properly constructed, so as to meet the requirements of street traffic.—Change ordered.

Dispute between the city of Sherbrooke and the Canadian Pacific Railway Company in respect to the construction of a bridge carrying the Waterloo and Magog Railway over Galt street, in the city of Sherbrooke.—Discharged.

Crossing at rail level by the Eastern Development Company's railway of the Cape Breton Railway. Application for reconsideration of refusal to allow a crossing at grade, and for a crossing to be allowed at a different point from that at first proposed.—Referred to the Government chief engineer for decision after examination of new plans.

Plan and site of bridge of Quebec and Lake St. John Railway across the Metabetchouan River.—Approved.

Crossing at rail level by the Port Arthur and Neebing Electric Street Railway of the Port Arthur, Duluth and Western Railway, on the Fort William road.—Authorized.

Branch line of the Grand Trunk Railway, in the township of Ascot, county of Sherbrooke, to connect that road with the Eustis mines; and level crossing of the Massawippi Valley Railway by the said branch.—Approved.

Location of Grand Junction Railway along Sackville street, in the town of Guelph.—Authorized.

Crossings at rail level by the Ottawa Electric Street Railway of the Canada Atlantic Railway, on Bank and Broad streets, in the city of Ottawa.—Approved.

Public road crossing of the Grand Trunk Railway near the village of Brompton Falls.—Authorized.

Crossing at rail level by the St. Lawrence and Adirondack Railway of the Grand Trunk Railway at Huntingdon.—Approved.

Application from the Port Arthur, Duluth and Western Railway Company for a change in the order of the Committee of the 8th May, 1891, so as to provide for gates to be placed at the point of crossing of that railway by the Port Arthur and Neebing Electric Street Railway, or otherwise for the removal of the crossing to another place.—Not granted.

Substitution of a swing for a fixed bridge carrying the Grand Trunk (Midland) Railway across the Fenelon River, connecting Cameron and Sturgeon Lakes, in the Province of Ontario.—Swing bridge ordered to be provided on or before the 1st April, 1892.

The Grand Trunk Railway Company have since made a suggestion that, instead of building another bridge with a swing at this point, it might be preferable to deviate their road, crossing the river at another place where a swing would not be required, and the matter, in the meantime, is being dealt with by the Department of Railways and Canals.

Crossing at rail level by the Ottawa Electric Street Railway of the Canadian Pacific Railway near St. Patrick's street bridge, in the city of Ottawa.—Approved.

Change of location of the Quebec Central Railway at its junction with the Tring and Megantic branch.—Approved.

Crossing at rail level by the Drummond County Railway of the South Eastern Railway at Drummondville.—Approved.

Protection at crossing at rail level by the Canada Southern Railway of the London and Port Stanley Branch of the Grand Trunk Railway at St. Thomas.—Interlocking switch and signalling apparatus, with derails, ordered to be provided.

Crossing at rail level by the Vancouver Electric Street Railway of the Canadian Pacific Railway on Granville street, Vancouver.—Approved.

Protection at certain street crossings of the Grand Trunk Railway in St. Henri, a suburb of Montreal.—Under consideration.

Crossing at rail level by the Toronto Belt Line Railway of the Canadian Pacific Railway at the Lambton station.—Approved.

Application from the Ontario Express and Transportation Company, Limited, having for its object the obtaining of certain express facilities on the Grand Trunk Railway system.—Not granted.

Culvert under Central Vermont Railway and ditch through lands of same—As to whether the railway company, or the municipality of the county of Iberville, shall bear the cost of enlargement.—Stands for decision.

Protection at crossing by the Ottawa Electric Street Railway of the Canada Atlantic Railway on Broad street, in the city of Ottawa.—Semaphore ordered.

RAILWAY LEGISLATION OF THE SESSION OF PARLIAMENT

54-55 VICTORIA, 1891.

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- 8 An Act to authorize the granting of subsidies in aid of the construction of lines of railway therein mentioned.
- 9 An Act further to amend the Act fifty-second Victoria, chapter four, intituled "An Act to authorize the granting of subsidies in land to certain railway companies."
- 10 An Act to authorize the granting of subsidies in land to certain railway companies.
- 77 Alberta Railway and Coal Company, Act to amend the Acts relating to the.
- 61 Atikokan Iron Range Railway Company, an Act to incorporate the.
- 97 Baie des Chaleurs Railway Company, an Act respecting the.
- 85 Berlin and Canadian Pacific Junction Railway Company, an Act respecting the.
- 64 Brighton, Warkworth and Norwood Railway Company, an Act to incorporate the.
- 59 Buffalo Lake and Battleford Railway, Coal and Iron Company, an Act to incorporate the.
- 57 Burrard Inlet and Westminster Valley Railway Company, an Act to incorporate the.
- 70 Canadian Pacific Railway Company, an Act respecting the.
- 71 Canadian Pacific Railway Act, 1889, an Act further to amend the.
- 11 Canadian Pacific Railway, an Act respecting the north shore section of the.
- 15 Carleton, City of Saint John, Branch Railway, an Act to authorize the sale of the.
- 89 Central Counties Railway Company, an Act respecting the.

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- 62 Chatsworth, Georgian Bay and Lake Huron Railway Company, an Act to incorporate the.
- 12 Chignecto Marine Transport Railway Company (Limited), an Act to amend the Acts respecting the granting of a subsidy to the.
- 90 Cobourg, Northumberland and Pacific Railway Company, an Act to revive and amend the Act to incorporate the.
- 84 Collingwood and Bay of Quinté Railway Company, an Act to amend the Act to incorporate the.
- 98 Great Eastern Railway Company, an Act further to amend an Act to incorporate the.
- 80 Great North West Central Railway Company, an Act to correct a clerical error in the Act fifty-third Victoria, chapter eighty-one, intituled "An Act respecting the."
- 69 Grand Trunk Railway Company of Canada, an Act respecting the.
- 73 Guelph Junction Railway Company and the Canadian Pacific Railway Company, an Act to confirm a lease made between the, and for other purposes.
- 50 Intercolonial Railway, an Act respecting the.
- 66 Kingston and Pontiac Railway Company, an Act to incorporate the.
- 95 Kingston, Smith's Falls and Ottawa Railway Company, an Act respecting the.
- 88 Lake Erie, Essex and Detroit River Railway Company, an Act respecting the, and to change the name thereof to "The Lake Erie and Detroit River Railway Company."
- 94 Lake Temiscamingue Colonization Railway Company, an Act respecting the.
- 60 Manitoba and Assiniboia Grand Junction Railway Company, an Act to incorporate the.
- 79 Medicine Hat Railway and Coal Company, an Act to revive and amend the Act respecting the.
- 69 Montreal and Atlantic Railway Company, an Act to incorporate the, and for other purposes.
- 96 Montreal and Ottawa Railway Company, an Act respecting the.
- 99 New Brunswick Railway Company, an Act to amend the Act respecting the.
- 74 New Brunswick Railway Company and the Canadian Pacific Railway Company, an Act to confirm an Indenture between the.
- 82 Ontario and Rainy River Railway Company, an Act respecting the.
- 91 Oshawa Railway and Navigation Company, an Act to revive and amend the Act to incorporate the, and to change the name thereof to "The Oshawa Railway Company."
- 93 Ottawa and Parry Sound Railway Company, and the Ottawa Arnprior and Renfrew Railway Company, an Act amalgamating the, under the name of "The Ottawa, Arnprior and Parry Sound Railway Company."
- 63 Peterborough, Sudbury and Sault Ste. Marie Railway Company, an Act to incorporate the.
- 51 "Railway Act," an Act to amend the.
- 76 Red Deer Valley Railway and Coal Company, an Act to revive and amend the Act to incorporate the.
- 102 River St. Clair Railway Bridge and Tunnel Company, an Act respecting the.

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- 58 Rocky Mountain Railway and Coal Company, an Act to incorporate the.
 100 Salisbury and Harvey Railway Company, an Act respecting the.
 78 Saskatchewan Railway and Mining Company, an Act respecting the.
 92 South Ontario Pacific Railway, an Act respecting the.
 83 South Western Railway Company, an Act respecting the.
 87 St. Catherines and Niagara Central Railway Company, an Act respecting the.
 72 Shuswap and Okanagon Railway Company and the Canadian Pacific Railway Company, an Act to confirm an agreement between the, and to grant further powers to the Shuswap and Okanagon Railway Company.
 86 Toronto, Hamilton and Buffalo Railway Company, an Act respecting the.
 75 Victoria, Saanich and New Westminster Railway Company, an Act respecting the.
 101 Victoria and North American Railway Company, an Act to enable the, to run a ferry between Becher Bay, in British Columbia, and a point on the Straits of Fuca within the United States of America.
 81 Winnipeg and Hudson's Bay Railway Company, an Act respecting the.

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 Richelieu navigation, from the St. Lawrence to Lake Champlain.
3. The River Ottawa.
4. The Rideau navigation, from Ottawa to Kingston.
5. The Trent navigation.
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, was assumed by this Department, under an Order in Council of the 4th of June, 1889, as authorized by the Act 52 Victoria, chapter 19. Details relating to this branch will be found in the appendix. (App. 20, p. 209.)

The following statement shows the amount accrued on each canal for canal revenue proper and hydraulic rents, &c., during the fiscal year ended the 30th of June, 1891.

Name of Canal.	Tolls.	Wharfage and Storage.	Fines and Damages.	Other Receipts.	Hydraulic Rents, &c.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Welland.....	187,331 56	.....	1,153 38	101 59	3,766 72	192,353 25
St. Lawrence.....	62,272 77	4,677 21	417 05	12,552 45	24,970 98	104,890 46
Chambly.....	20,180 24	.....	6 75	.....	70 00	20,256 99
Ottawa.....	47,140 75	.....	.....	8 00	25 00	47,173 75
Rideau.....	5,954 99	12 20	6 00	179 78	731 15	6,884 12
Trent valley.....	681 11	.....	.....	50 00	236 00	967 11
St. Peter's.....	1,528 85	.....	.....	177 91	.....	1,706 76
Murray.....	672 86	.....	38 16	.....	.....	711 02
	325,763 13	4,689 41	1,621 34	13,069 73	29,799 85	374,943 46

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, affords a course of water communication extending from the Straits of Belle Isle 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. 12, p. 143.)

The difference in level between the point on the St. Lawrence near to Three Rivers, where tidal influence ceases, and Lake Superior, 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 70½ miles; total lockage (or height directly overcome by locks) is 533¼ 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.

This canal is a little over a mile in length, with a bottom width of 100 feet, and has one lock, the dimensions being:—length 515 feet, width 80 feet, gate openings 50 feet wide, with 16 feet of water on the sills, and a lift of about 18 feet. By it there is afforded a 16 feet navigation between the two lakes.*

* From the report of the Chief of Engineers, U. S. army, dated the 23rd of September, 1891, for the fiscal year ended the 30th June, 1891, it appears that the construction of the proposed new and larger lock is in progress, taking the site occupied by the two old locks built in 1855, the canal itself being deepened to correspond, so as to give a navigable depth of 20 feet. The dimensions of the new lock will be—length 800 feet between gates, width 100 feet throughout, with 21 feet of water on the sills, with a single lift, approximating 18 feet. 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. The total expenditure up to the 30th of June, 1891, was \$587,676.74. On the 1st of July, 1891, there was an unexpended balance of appropriations amounting to \$2,187,335.44. For the fiscal year ending on the 30th June, 1893, an additional sum of \$2,000,000 can, it is stated, be profitably expended, in view of the importance of completing the work at the earliest possible date, the enormous traffic being now dependent on a single lock.

From the same report and its appendices it appears that during the fiscal year ended the 30th of June, 1891, the canal now in operation was closed on the 3rd December, 1890, and opened on the 27th April, 1891, being open for 221 days; that 9,541 vessels, etc., passed through, carrying 8,338,981 tons of freight and 26,226 passengers, the number of lockages being 4,614. The cost of operation and care of the canal during the fiscal year 1890-91 was \$45,417.66, which includes in repairs \$13,046.29.

A special report deals with the operation of the canal during the *season of navigation* of the calendar year 1890. From this it appears that during that season the canal was open for 228 days, that 10,557 vessels passed through in 4,970 lockages, carrying 9,041,213 tons of freight and 24,856 passengers, the total value of the freight being \$102,214,948.70.

The total number of registered craft using the canal during the season was 598, of which 369 were steamer and 229 sailing vessels. The largest single cargo carried by a steamer was 2,946 tons, and the largest by any vessel was 3,021 tons, carried by a barge. There were 90 steamers carrying 2,000 tons and upwards, and 21 sail vessels carrying 2,000 tons and upwards.

The total amount of freight paid was \$9,472,214.90; the total mile-tons (the number of miles run multiplied by the freight tonnage) was 7,207,299,415; the cost per mile per ton was 1.3 mills. The average distance freight was carried was 797.2 miles. The principal items of freight were as follows:—Wheat, 16,217,370 bushels; corn, 1,870,406 bushels; flour, 3,239,104 barrels; coal, 2,176,925 tons; iron ore, 4,774,768 tons (the ton is the net ton of 2,000 lbs.) The report states that the average cost of transportation per ton per mile, including terminal charges, was, for the year 1890, 1.3 mills, as against 1.5 mills in the years 1889 and 1888, and as against 2.3 mills in the year 1887.

Compared with the previous season of 1889, there was an increase in all classes of freight except wheat, grain other than wheat, pig iron, and silver ore and bullion, in which items there was a slight decrease.

The total valuation of all the vessels using the canal in the season of 1890 is set down at \$29,635,500, against a total valuation in 1887 of \$19,773,950.

This canal is free of toll.

In connection with the enlargement of this canal there has been undertaken, and is in progress, the work of improving the southern channel of the river below the falls, known as the Hay Lake channel in American waters. It is proposed to make a channel of 300 feet wide and of a navigable depth of 20 feet. The improved route will leave the present navigable channel of the river at a point, Sugar Island rapids, about 2½

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 88.

The following is a brief summary of the chief points in connection with the scheme of canal enlargement on the through line of navigation between tide water and Lake Superior now being carried on.

The general enlargement scheme comprises locks of the following dimensions:—Length, 270 feet between the gates; width, 45 feet; with a navigable depth of 14 feet of water over the sills.

Lachine Canal.—On the Lachine Canal the foundations of the permanent structures were put down to the full depth for vessels drawing 14 feet, but about $6\frac{1}{2}$ miles of the canal itself has yet to be lowered 2 feet to obtain this depth. The bottom is chiefly rock.

Lake St. Louis.—For about four miles above the head of the Lachine Canal, Lake St. Louis is obstructed by numerous shoals, consisting principally of hard material, the removal of which is necessary to form a channel suitable to the enlarged 14 feet navigation.

Soulanges Canal.—Between Lakes St. Louis and St. Francis there is a rise of about 83 feet in the river, which is at present surmounted by the Beauharnois Canal, on the south shore of the St. Lawrence. The enlarged scale canal (the Soulanges) will be built on the north shore of the river.

Lake St. Francis.—In Lake St. Francis the obstructions to a 14 feet navigation are of minor importance, and are found chiefly near its upper or western end, where there are some shoals to be removed.

Cornwall Canal.—The works of the Cornwall Canal are all under contract. The two lower locks, &c., were completed in 1882. The four other locks, weirs, &c., are now nearly finished. The canal for about half its length has been excavated to the requisite depth.

Farran's Point Canal.—Nothing has been done towards the enlargement of the canal at Farran's Point, but the necessary surveys have been completed.

Rapide Plat Canal.—At the Rapide Plat the guard lock is finished and in use, the works remaining to be done to complete the enlargement have been recently placed under contract.

Between the Cornwall Canal and the Galops Canal the river reaches require to be deepened or improved at certain points.

Galops Canal.—The Galops Canal is $7\frac{5}{8}$ miles in length; it is composed of two, originally separate, canals, the Iroquois 3 miles long, and the Galops $2\frac{1}{4}$ miles long, which were afterwards united, it being found that there was not a sufficient depth of water in the Iroquois Canal without the supply from the head water so afforded.

miles below the canal; will pass through these into Hay; Lake then by way of Middle Neebish; rejoining the present navigable channel at the foot of Sugar Island; saving a distance of 11 miles (16 miles in place of 27), and giving a route which can be so marked by lights as to be navigable at night, an advantage which is not to be afforded by the present channel, except by the use of many lights. The estimated cost of the work is set down in the report of the U. S. engineers, quoted, at \$2,659,115. The total expenditure up to the 30th June, 1891, amounted to \$828,823.08.

The rapids thereby avoided are the Iroquois, the Cardinal and the Galops. Of these, the Iroquois and the Cardinal are very strong currents rather than rapids.

This canal is being enlarged for a distance of about 4,000 feet from the upper entrance to a point below the Galops Rapids, where a new lock will give access from the river. With the exception of preliminary surveys, nothing has yet been done towards the enlargement of the remainder of the canal.

From the upper entrance of this canal to the Prescott reach, a distance of about three miles, the present circuitous and, in parts, shallow channel lies across what is known as "Flat Rock" shoal, and runs through American waters. The improvement and utilization of the north or Canadian channel of the river is a part of the general scheme of enlargement.

Welland Canal.—The enlargement of this canal is completed.

Sault Ste. Marie Canal.—Work has been commenced on the Sault Ste. Marie Canal, which will be of much larger dimensions than any of the others.

In consequence of representations made in Parliament last session, the plans on which this work was being built have been modified. The dimensions of the lock, as modified, will be as follows:—Length, 900 feet; width, 60 feet; depth of water on the sills, 21 feet (the same as the new American lock under construction.)

By the changes made in the plans, a straight entrance and exit will be afforded to and from the lock chamber. This lock will accommodate at the same time one lake vessel 320 feet long, and two of the Welland Canal type, 255 feet long.

LACHINE CANAL.

	Old Line.	New Line.
Length of canal	$8\frac{1}{2}$ statute miles.	$8\frac{1}{2}$ 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 at present adapted to vessels of only 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.

This canal extends from the city of Montreal to the town 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 Isle.

The 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. Some experimental dredging has been carried on in order to determine the nature of the material to be removed, and the best way of dealing with it.

The canal was closed on the 29th of November, 1890, and opened on the 28th of April, 1891.

There were no accidents during the year, nor was navigation interrupted. The water was maintained at a good height on all the levels, 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. 5, p. 99.)

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 at 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 30th of November, 1890, and was re-opened for traffic on the 24th of April, 1891.

No accident or interruption to navigation occurred during the year.

Details of repairs will be found in Appendix 5, p. 101.

CORNWALL CANAL.

Length of canal	11 $\frac{1}{2}$ statute miles.
Number of locks	6
Dimensions of locks (four)	200 feet by 55 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 three culverts)	* 100 “
Breadth of canal at water surface	150 “

*NOTE.—Though the bottom breadth is, as stated, 100 feet, it must be observed that this is the bottom breadth of the old, or 9 feet navigation canal.

From the head of the Beauharnois to the foot of the Cornwall Canal there is a stretch through Lake St. Francis of $32\frac{3}{4}$ miles, which is navigable for vessels of the size at present in use.

The Cornwall Canal extends past the Long Sault Rapids.

This canal was closed on the 4th of December, 1890, and re-opened on the 4th of May, 1891.

The works for the enlargement of this canal were carried on throughout the season of navigation, all possible measures being taken to avoid hindrance to traffic.

An unusually low level of water in the St. Lawrence affected the water supply in the canal.

NEW WORKS.

The two locks at the new lower entrance (taking the place of three on the old line) were completed in 1882. Their dimensions 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 nearly completed, together with the supply weirs and bridges; also the work of deepening and enlarging the prism of the canal.

The works in progress are described in detail in the appendices to the present report. (See Appendix 6, page 115.)

A statement of the highest and lowest water on this canal from the year 1849 will be found in Appendix 6, page 128.

WILLIAMSBURGH CANALS.

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

These canals were closed on the 4th of December, 1890, and re-opened on the 21st of April, 1891.

They have been well maintained through the season, and no delays to navigation have occurred.

Tables showing the highest and lowest water on the lock sills of these canals from the year 1849 will be found on page 123. (See Appendix 6.)

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 "

[1891]

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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, if necessary, the Farran's Point Rapid. Descending vessels run the rapid with ease and safety.

No steps have been taken for the enlargement of this canal, but surveys have been made during the past year with this object.

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 is in progress. 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 guard-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 was completed in 1888, and is in operation; the other works in that connection are also finished. Contracts for the enlargement of the remaining portion of the canal, including the lock at the lower outlet, were entered into in the month of January, 1891. (See Appendix 6, page 120.)

GALOPS CANAL.

Length of canal	7⅝ miles.
Number of locks	3
Dimensions of locks	200 feet by 45 feet.
Total rise, or lockage	15½ 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, Point Cardinal and the Galops.

NEW WORKS.

The works for the widening and deepening of the upper entrance, and for the construction of a lift-lock from the river below the Galops Rapids, about 4,000 feet from the upper entrance, together with a guard-lock and supply weir to the canal adjacent to that point were placed under contract in November, 1888. The guard-lock is completed, and the other works are in progress. It is proposed that by the use of this new lift lock vessels of light draught qualified to stem the current of the Iroquois and Cardinal Rapids should dispense with about 7 miles of canal passage, traversing only the 4,000 feet between the lock and the upper entrance in order to pass the Galops Rapids. The late Chief Engineer, who designed this lock, did so with the idea of affording a route which should relieve much of the traffic of the canal.

No steps have, so far, been taken towards the enlargement of the 7 miles of the canal east of this lock, beyond the preliminary surveys.

In the river opposite the canal a new channel has been excavated through the Galops Rapids. The intention of the Department was to afford a safe passage at a low stage of the river water (9 feet on the mitre sills of the lock at the upper entrance of the old Galops Canal) for vessels drawing 14 feet. It was considered advisable to allow a clear margin of 3 feet below the keel of a vessel of this draught, the depth to be, consequently, 17 feet. The engineer in charge of this work reports the depth of this channel to be sufficient for the passage of vessels drawing 14 feet at the low stage of water (9 feet on the sills of the upper entrance lock). At a few points, however, there is less than 17 feet of water.

The removal of material at these points, whether rock *in situ* or debris accumulated subsequently to the close of the contractor's operations, will be effected in the forthcoming season.

The channel so improved is about 3,300 feet in length and 200 feet wide.

To fully carry out the design, some minor work will be necessary in order to obviate certain cross currents, the action of which required to be ascertained by actual experience after the excavation of the channel.

Further, it is advisable that the course of the channel be indicated by buoys, instead, as at present, by ranges only.

MURRAY CANAL.

Length between eastern and western pier heads	5 $\frac{1}{6}$ 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 head waters of the Bay of Quinté and Lake Ontario, and thus enabling vessels to avoid the open lake navigation.

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. There are no locks. The canal is crossed by four swing bridges.

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 less than 120 miles.

The canal is 80 feet wide at the bottom, the depth being, at low water, $12\frac{1}{2}$ feet.

The new entrance from the lake to Presqu'Île harbour has a width varying from 1,000 outside the main light to 200 feet at the entrance to the channel. The maximum depth at the entrance is 16 feet at low water.

The canal was closed on the 27th of November, 1890, and reopened on the 16th of April, 1891.

The low stage of water in Lake Ontario did not prevent the satisfactory maintenance of navigation through this canal. (App. 6, p. 123.)

WELLAND CANAL.

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

	Old Line.	Enlarged or New Line.
Length of canal.....	$27\frac{1}{2}$ miles.	$26\frac{3}{4}$ miles.
Pairs of guard-gates (formerly 3).....		2
Number of locks { lift.....	26	} lift 25 guard 1
{ guard.....	1	
Dimensions.....	1 lock 200 x 45 1 " 200 x 45 1 (tidal) 230 x 45 24 locks 150 x $26\frac{1}{2}$	} 270 feet x 45 feet.
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 "
" Chippawa 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	1¾ 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 two entrances from Lake Ontario, at Port Dalhousie one for the old, the other for the new canal.

From Port Dalhousie to Allanburgh, 11¾ miles, there are now two distinct lines of canals 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 canal was closed to navigation on the 5th December, 1890, and reopened on the 20th April, 1891.

On the 1st of September, 1890, the steam barge “T. D. Stunson” ran into and carried away the head gates of lock No. 18, the two foot gates being also carried away. The consequent interruption to navigation lasted for 46 hours.

On the 18th of the same month the head gates of this lock were again carried away by the steam barge “Samoa,” causing an interruption for 16 hours to the traffic on the canal.

The work of removing sand accumulation in the channel at the Port Dalhousie entrance of the canal has been carried on under contract.

Tables will be found on page 133 showing the highest and lowest depth of water at the new entrance locks at Port Dalhousie and at Port Colborne, for each month throughout the past fiscal year. The water level was lower during the past than in the previous year.

Details as to repairs executed will be found in the appendix. (See Appendix 7, p. 131.)

From the head of the Welland Canal there is deep water navigation through Lake Erie, the Detroit River, Lake St. Clair, the St. Clair River, Lake Huron and the River St. Mary to within a short distance of the Sault Canal, a distance of about 394 miles. From the Sault to Port Arthur the distance, through Lake Superior to Port Arthur, is 266 miles and to Duluth 390 miles.

SAULT STE. MARIE CANAL.

This canal is being constructed through St. Mary's Island, on the north side of the rapids of the River St. Mary, and, with that river, will give communication between Lakes Huron and Superior.

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 length of the canal across the island is 3,500 feet. A considerable amount of excavation is required to form channels of approach both at the upper and at the lower entrances. The total length of this canal and its approaches will be about 18,100 feet.

For contract purposes, the work was divided into three sections, and contracts were entered into as follows:—For the lower entrance, pier work and beacon, on the 30th of January, 1889; for the upper entrance, pier work and beacon, on the 26th of March, 1889, and for the canal and lift-lock on the 20th of November, 1888.

The scheme as covered by these contracts contemplated a lock chamber 600 feet long and 85 feet wide, with a depth of water on the sills of $16\frac{1}{4}$ feet at the lowest known water level; the width of the gate entrances to the lock to be 60 feet. This lock was designed to pass two vessels at one lockage.

The plans were subsequently modified, in view of strong representations made urging that more extensive accommodation should be afforded, and the dimensions of the lock chamber were increased to 650 feet in length, 100 feet in width, the gate width remaining at 60 feet, and to a depth on the sills at extreme low water of 19 feet. This lock would accommodate four vessels, two abreast, but the gates being narrower than the chamber, a certain amount of delay would be necessary in order to get vessels into and out of the straight course for lockage.

A discussion which took place in Parliament last session on this point has led to a further modification, and under date the 24th of December, 1891, the following dimensions have been adopted by Order in Council:—Length of chamber, 900 feet; width of chamber, 60 feet; gate width, 60 feet; depth of water on the sills, 19 feet at the lowest recorded water level. This depth, though calculated on a different basis (extreme low instead of "mean" water level), is intended to be the equivalent of the depth, 21 feet, of the new American lock now under construction.

By the scheme as so modified accommodation will be afforded to three vessels lying in the lock one behind the other, one of the lake type 320 feet long, and two of the Welland Canal type 255 feet long, with ready means of entrance and exit on a course through the gates and lock straight with the line of the canal.

The canal proper will have a width at low water level of 152 feet, and a bottom width of 145 feet. The depth will be made suitable to navigation at mean water level by vessels drawing 20 feet.

The gates will be worked either by hydraulic power or by electricity.

The works, including both those for the lock and the canal, also the entrance channels at both ends, are in progress. Details of these works will be found in the appendices.

(See App. 10, p. 140). *

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 Canal, to the city of Ottawa; thence by the River Rideau and the Rideau Canal to Kingston, on Lake Ontario—a total distance of 245 $\frac{3}{4}$ miles.

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

The St. Anne's Lock ;	}	Ottawa River canals.
Carillon Canal ;		
Grenville Canal ;		
Rideau Canal ;		

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 distances 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 $\frac{5}{8}$
From Ste. Anne's Lock to Carillon Canal	27	50 $\frac{3}{8}$
The Carillon Canal	$3\frac{3}{4}$	51 $\frac{1}{8}$
From Carillon Canal to Grenville Canal	6 $\frac{1}{4}$	57 $\frac{5}{8}$
The Grenville Canal	$3\frac{3}{4}$	63 $\frac{1}{8}$
From the Grenville Canal to entrance Rideau navigation.	56	119 $\frac{5}{8}$
Rideau navigation, ending at Kingston.	126 $\frac{1}{4}$	245 $\frac{3}{4}$

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	190x45 feet.	200x45 feet.
Total rise, or lockage	3 feet.	3 feet.
Depth of water on sills.	6 "	9 "

* For information respecting the new American canal, see page 29 of the present Report.

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 25th November, 1890, and re-opened on the 25th April, 1891.

Navigation has been conducted without interruption during the year.

The work of strengthening the old Grand Trunk Railway pier at this point has been carried out.

Both the old and the new locks are available. (App. 5, p. 106)

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 29th of November, 1890, and re-opened on the 23rd of April, 1891. (*See* App. 5, p. 107.)

By the construction of the Carillon dam the water at that point is raised 9 feet. Above this point, for a distance of nearly seven miles, as far as the foot of the Grenville Canal, the level of the river has been raised, and navigation continues up to that canal.

GRENVILLE CANAL.

Length of canal	$5\frac{3}{4}$ miles.
Number of locks	5
Dimensions of locks	200 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 "

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 29th of November, 1890, and reopened on the 23rd of April, 1891. (See App. 5, p. 107).

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 DesChênes, 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.

In view of the fact that the locks on this canal were built of wood, and are much decayed, and 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 was passed on the 24th 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. The dams have not yet been removed. (See Appendix 5, p. 103.)

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 navigable waters	126 $\frac{1}{4}$ miles.
Number of locks going from Ottawa to Kingston.	{ 35 ascending
	{ 14 descending.

Total lockage	446½	$\left\{ \begin{array}{l} 282\frac{1}{4} \text{ rise and} \\ 164 \text{ fall.} \end{array} \right\}$	at high water.
Dimensions of locks . . . . .				134 by 33 feet.
Depth of water on sills, 5 feet; navigable depth through the several reaches			4½ feet.
Breadth of canal reaches at bottom		$\left\{ \begin{array}{l} 60 \text{ " in earth.} \\ 54 \text{ " in rock.} \end{array} \right\}$	
Breadth at surface of water			80 " in earth.

Perth Branch.

Length of canal		6 miles.
Number of locks		2
Dimensions of locks		134 feet by 32 feet.
Total rise or lockage		26 "
Depth of water on sills		5 feet 6 inches.
Length of dam		200 feet.
Breadth of canal at bottom		40 "
Breadth of canal at surface of water		$\left\{ \begin{array}{l} 40 \text{ " in rock.} \\ 64 \text{ " in clay.} \end{array} \right\}$

This branch of the Rideau Canal affords communication between Beveridge's Bay, on Lake Rideau, and the town of Perth.

By an Order in Council dated the 27th of September, 1890, it was declared to be a part of the Rideau Canal.

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 Opinicon.

Lake Opinicon 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 29th, and at Kingston Mills on the 26th of November, 1890, and recommenced at Ottawa on the 28th of April, and at Kingston Mills on the 1st of May, 1891.

The full depth of water required for navigation was maintained on both the ascending and descending reaches.

There was no interruption to navigation.

Details of repairs and other works will be found in the appendices. (See Appendix 8, p. 135.)

For table of distances of stations between Ottawa and Kingston, see Appendix 13, p. 144.

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 Distances 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	$\frac{1}{8}$ 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 28th of November, 1890, and re-opened on the 8th of May, 1891.

The operations of the season were conducted without either accident or delay (See Appendix 5, p. 104.)

This lock was constructed in 1849; and has for some years been in bad condition. The works necessary to its repair, which, in order to avoid hindrance to navigation, had to be executed in winter, were resumed in November, 1890, and were completed in May, 1891. (See Appendix 5, p. 105.)

CHAMBLY CANAL.

Length of canal	12 miles.
Number of locks	9

Dimensions of locks :—

Guard Lock, No. 1, at St. Johns	122 feet	} From 22½ to 24 feet wide.
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. This canal overcomes the rapids between Chambly and St. Johns.

The canal was closed to navigation on the 24th of November, 1890, and was re-opened on the 4th of May, 1891.

The upper entrance at St. Johns is now lighted by electricity. No accident occurred and navigation was uninterrupted.

A description of the several works of repair and improvement executed during the year will be found in the appendices. These include the deepening and widening of parts of the canal and of the harbour of St. Johns. (See Appendix 5, p. 102.)

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.

The series is composed of a chain of lakes and rivers, extending from Trenton, at the mouth of the River 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 route, extending from Sturgeon Lake south, affords communication with the town of Lindsay, and through Lake Scugog 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 Heeley’s Fall dam.		14¼
“ Heeley’s Fall dam to Peterboro’	51¾	
“ Peterboro to Lakefield		9¼
“ 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 Scugog		27½

The following is a list of the works:—

MAIN LINE FROM TRENTON TO BALSAM LAKE.

	Distance from Trenton in miles.
<i>Chisholm’s Rapids.</i>	
The work here consists of a canal and lock, a dam and slide	15½
<i>Percy Landing.</i>	
A retaining boom for saw logs.—Controlled by Dept. of Public Works	28½
<i>Campbellford.</i>	
Guide booms.—Controlled by Dept. of Public Works	34¾
<i>Middle Falls.</i>	
The works consist of 2 dams and slide.—Controlled by Dept. of Public Works	37¾
<i>Crow Bay.</i>	
A retaining boom.—Controlled by Dept. of Public Works	38

	Distance from Trenton in miles.
<i>Heeley's Falls.</i>	
A dam and slide.—Controlled by Dept. of Public Works	42 $\frac{3}{4}$
<i>Lakefield.</i>	
The works consist of a dam and wharf	103 $\frac{1}{2}$
<i>Katchawannoe Lake.</i>	
A boom, 4 miles in length, separating navigable and timber channels—(under control Dept. of Public Works).	
<i>Crook's Rapids, Hastings.</i>	
The works consist of 1 lock, 1 dam and slide for timber	56 $\frac{1}{2}$
<i>Whitlas' Rapids.</i>	
The works, situated below Peterboro', consist of a lock, dam and canal	92 $\frac{7}{8}$
<i>Peterboro'.</i>	
The works consist of 3 piers and 1 boom	94
<i>Young's Point.</i>	
One lock (a Provincial Government work) and dam	108 $\frac{1}{2}$
<i>Burleigh.</i>	
Timber slides, 3 dams, 2 locks (new)	118
<i>Lovesick Rapids.</i>	
One lock and 4 dams	119 $\frac{1}{2}$
<i>Buckhorn Rapids.</i>	
There is a dam at this point, which is important as keeping up the level of the water of the lake west of it, as far as Bobcaygeon, including Lakes Pigeon, Buckhorn (Ball) and Chemong, 1 lock, 1 slide	
	125
<i>Bobcaygeon.</i>	
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	
	140 $\frac{3}{4}$
<i>Fenelon Falls.</i>	
A large dam, slide and booms, 2 combined locks (new)	154 $\frac{3}{4}$
<i>Rosedale.</i>	
A lock, maintained by the Ontario Government, giving entrance from Cameron's Lake to Balsam Lake	
	162 $\frac{3}{4}$

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 depth of water on all the stretches was satisfactory throughout the season.

Navigation ceased on the 24th November, 1890, and reopened on the 20th of April, 1891,

The new works completed for the improvement of the Trent Valley navigation are 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 there is afforded communication between Lakefield, 9½ miles from Peterboro’, and Ball Lake, the headwaters of the system ; opening up a total of about 160 miles of direct and lateral navigation.

At Lakefield, 9½ miles from Peterboro’, the new dam, at the head of the Nine Mile Rapids of the River Otonabee, which maintains navigation on Lake Katchewanoe to Young’s Point, was completed during the fiscal year 1886-87.

At Young’s Point, 5 miles from Lakefield, 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 2¼ 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, 15¾ miles from Buckhorn Rapids, the new dam, 553 feet long, takes the place of two old ones. 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. The channel above the falls was improved during the year by the removal of rock obstructions.

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 “

Details of the several repairs executed will be found in the appendices.

 COMMISSION ON THE TRENT NAVIGATION.

In view of the interest taken in the scheme for connecting the waters of the Lake of Quinté, Lake Ontario, with those of Georgian Bay, Lake Huron, it was thought advisable that the matter should receive investigation, 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 according to the following terms:

Under date the 17th of December, 1890, the Commissioners made a report embodying the results of their investigations.

 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 24th of December, 1890, and re-opened on the 22nd of April, 1891.

Certain repairs and improvements are being carried out, which are described in the appendices. (App. 11, p. 142).

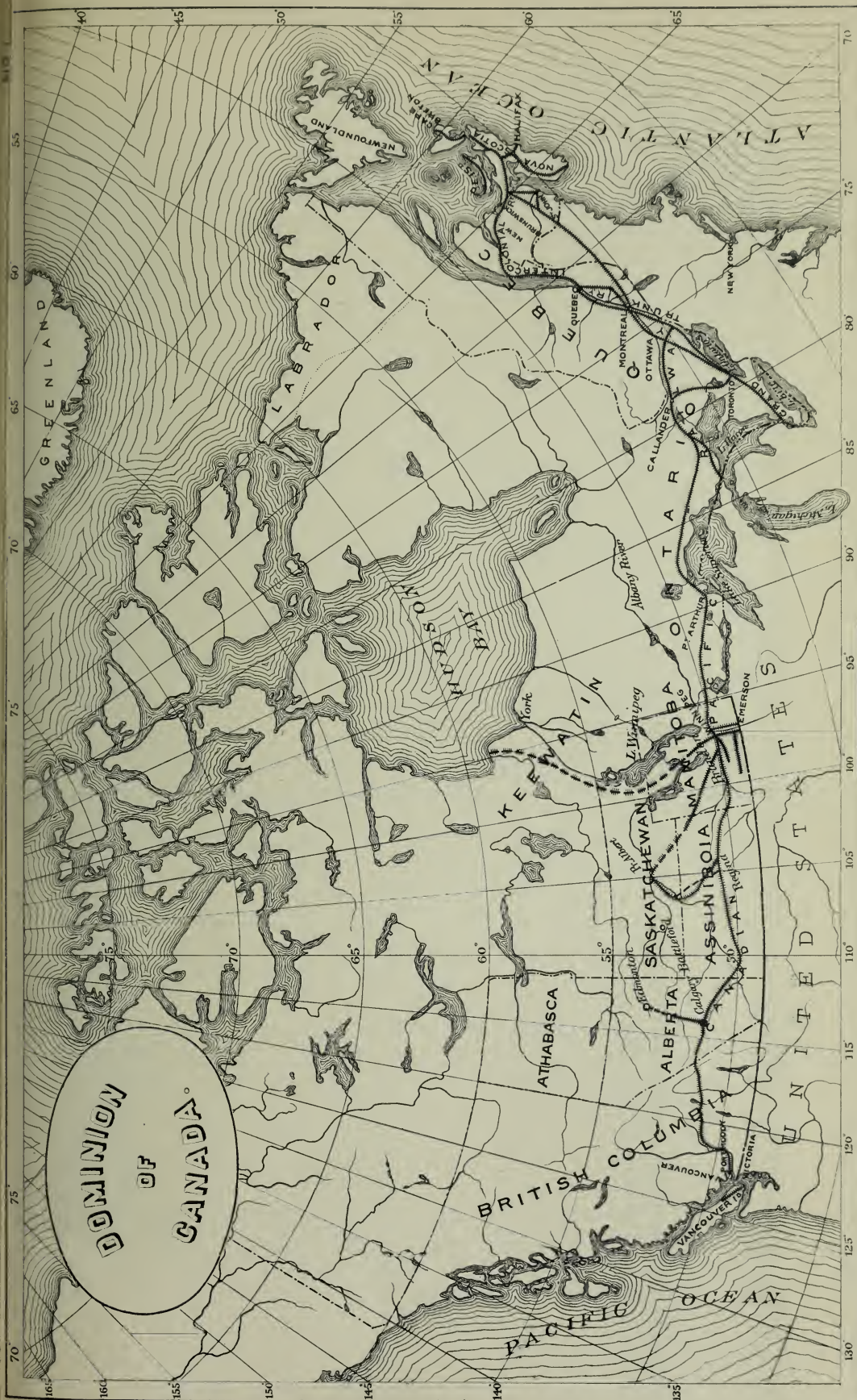
I have the honour to be, Sir,

Your obedient servant,

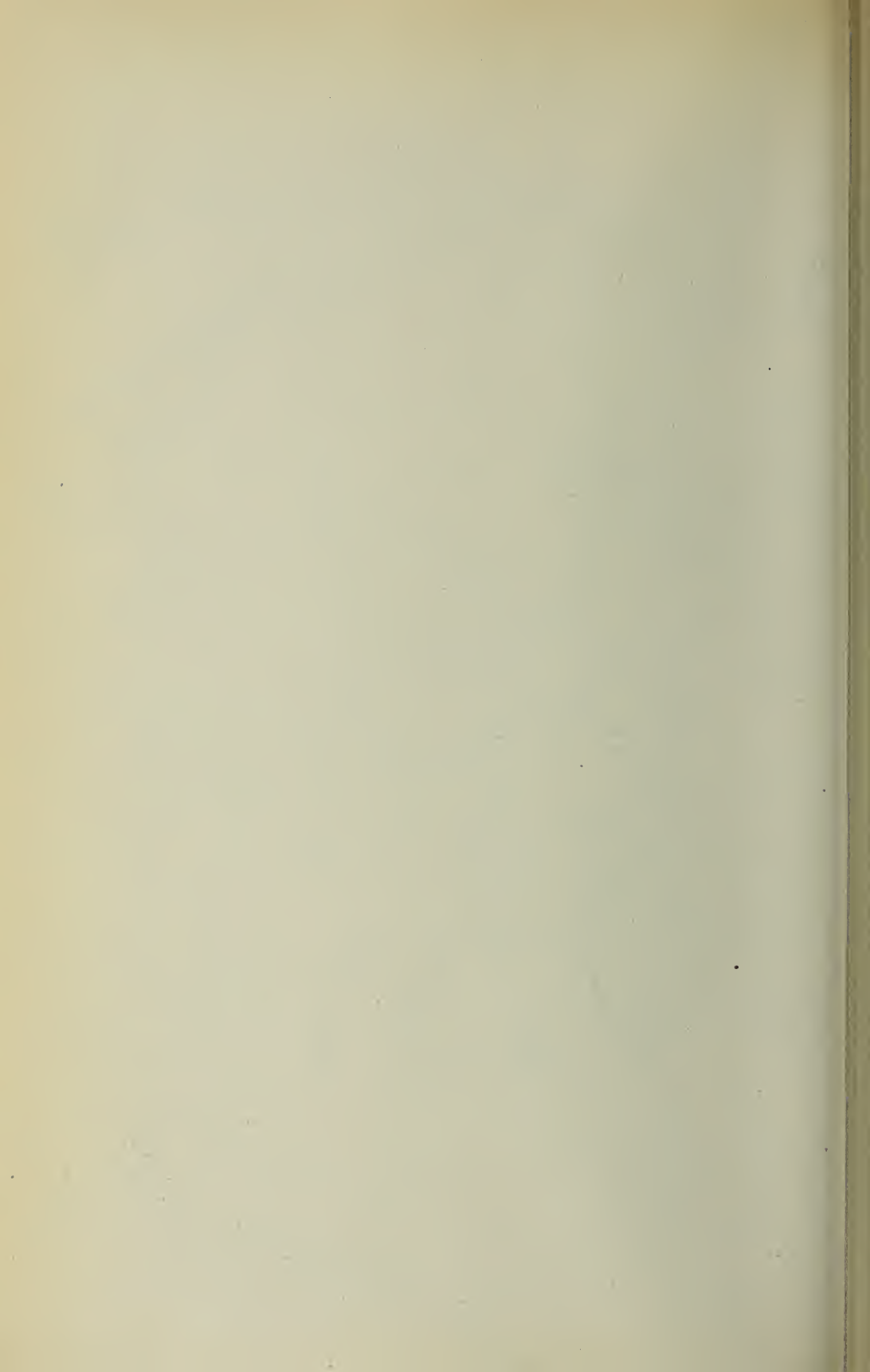
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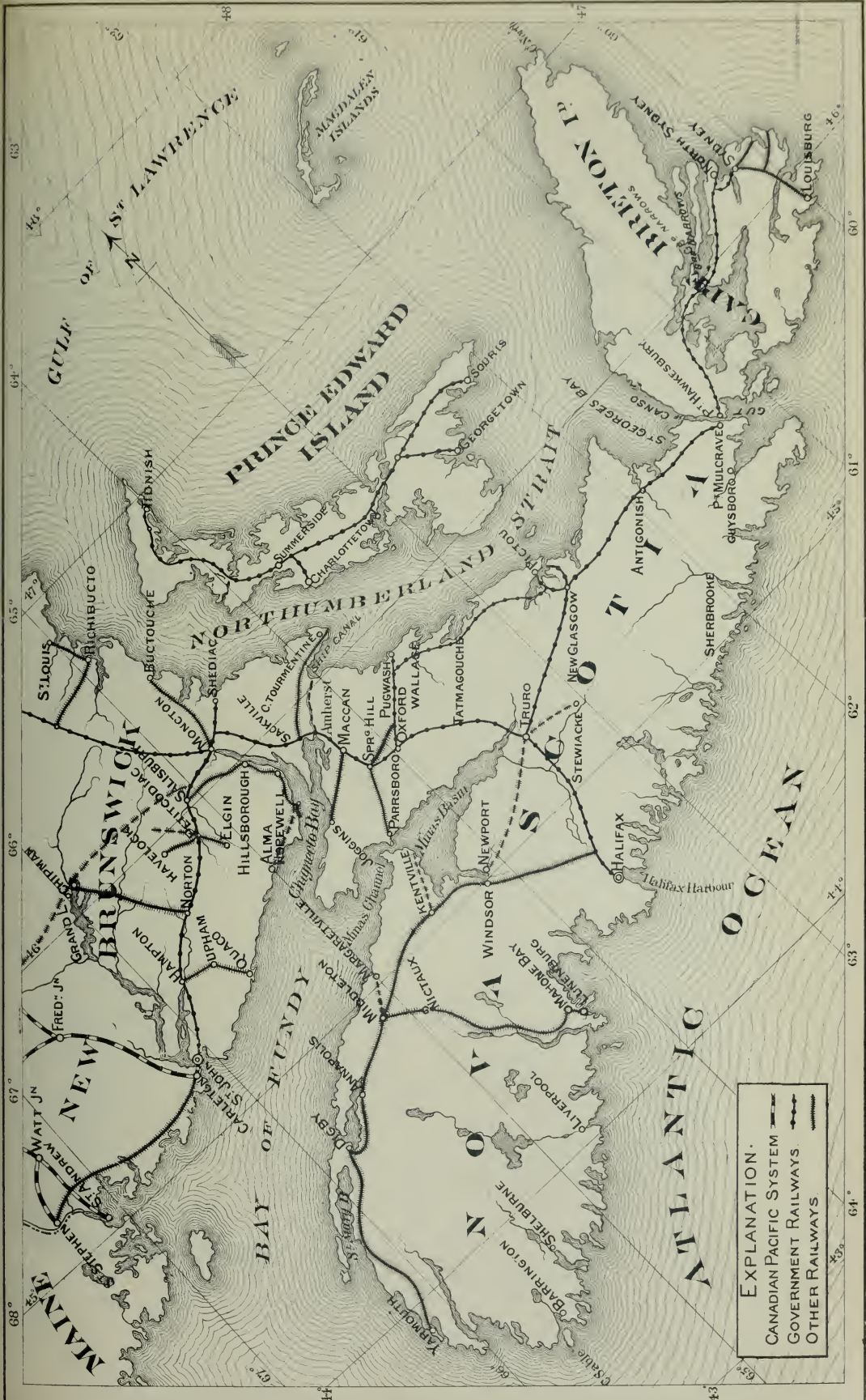
Deputy of the Minister of Railways and Canals.

31st December, 1891.



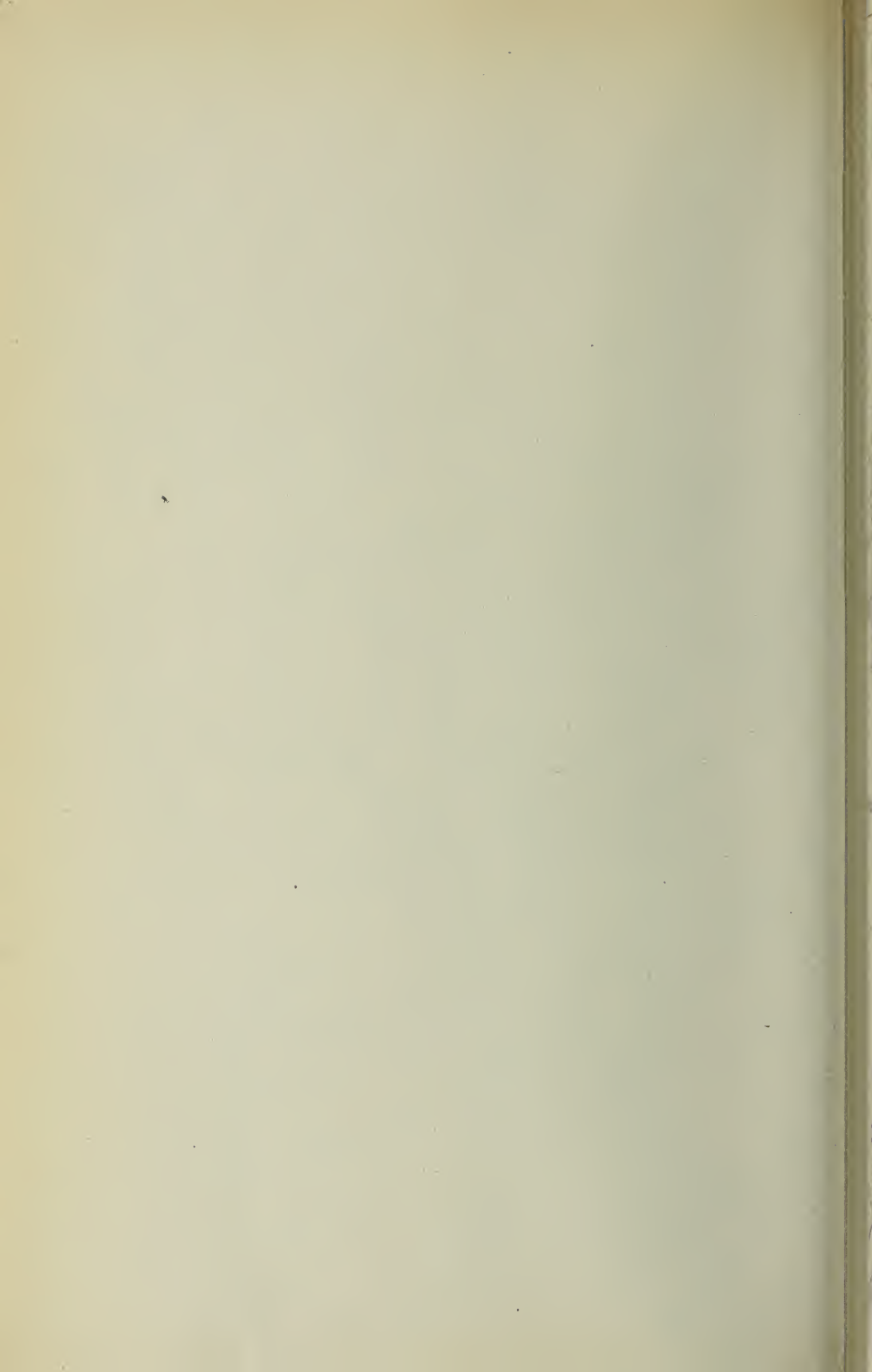
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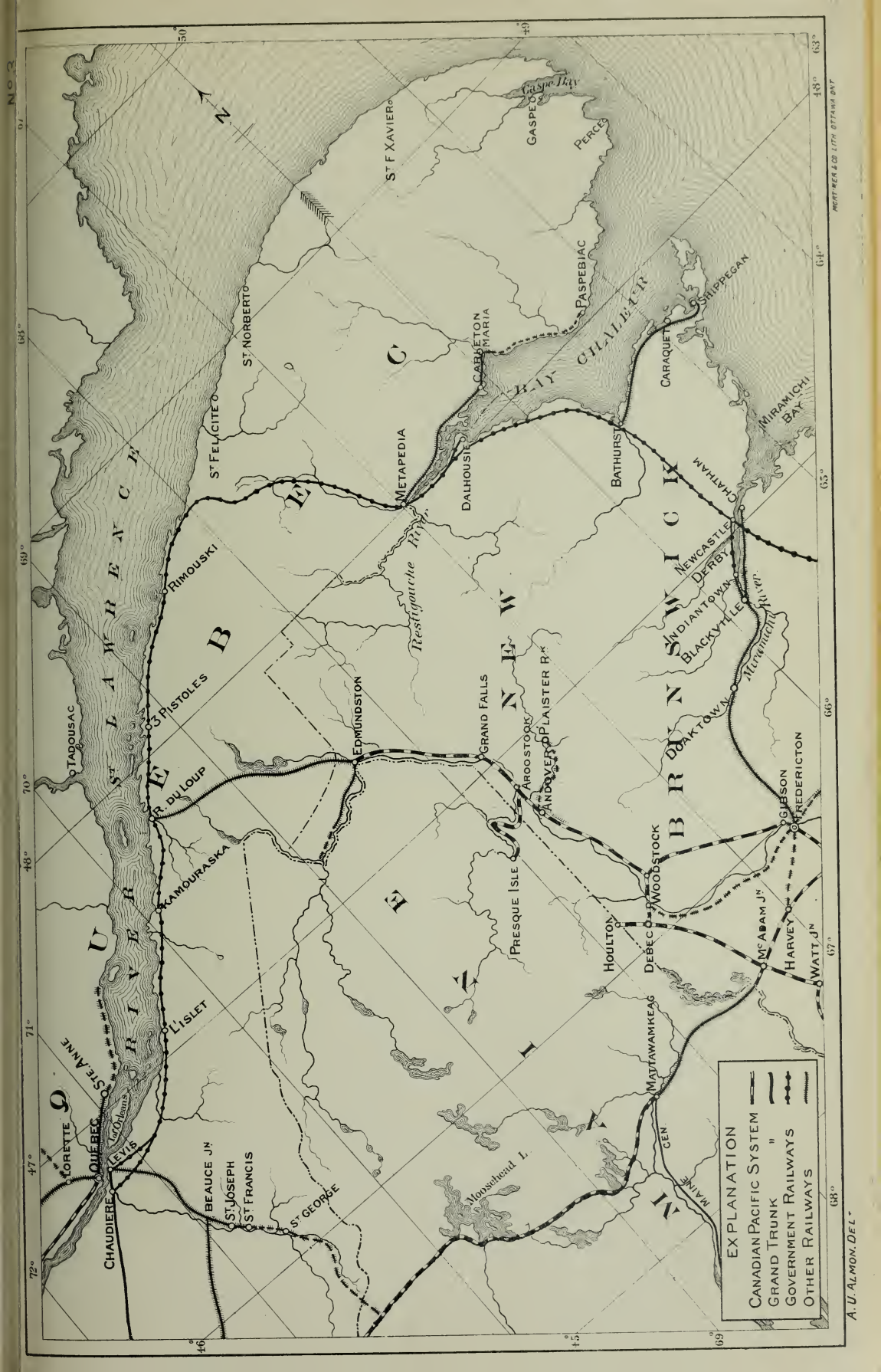




EXPLANATION.

- CANADIAN PACIFIC SYSTEM
- GOVERNMENT RAILWAYS
- OTHER RAILWAYS



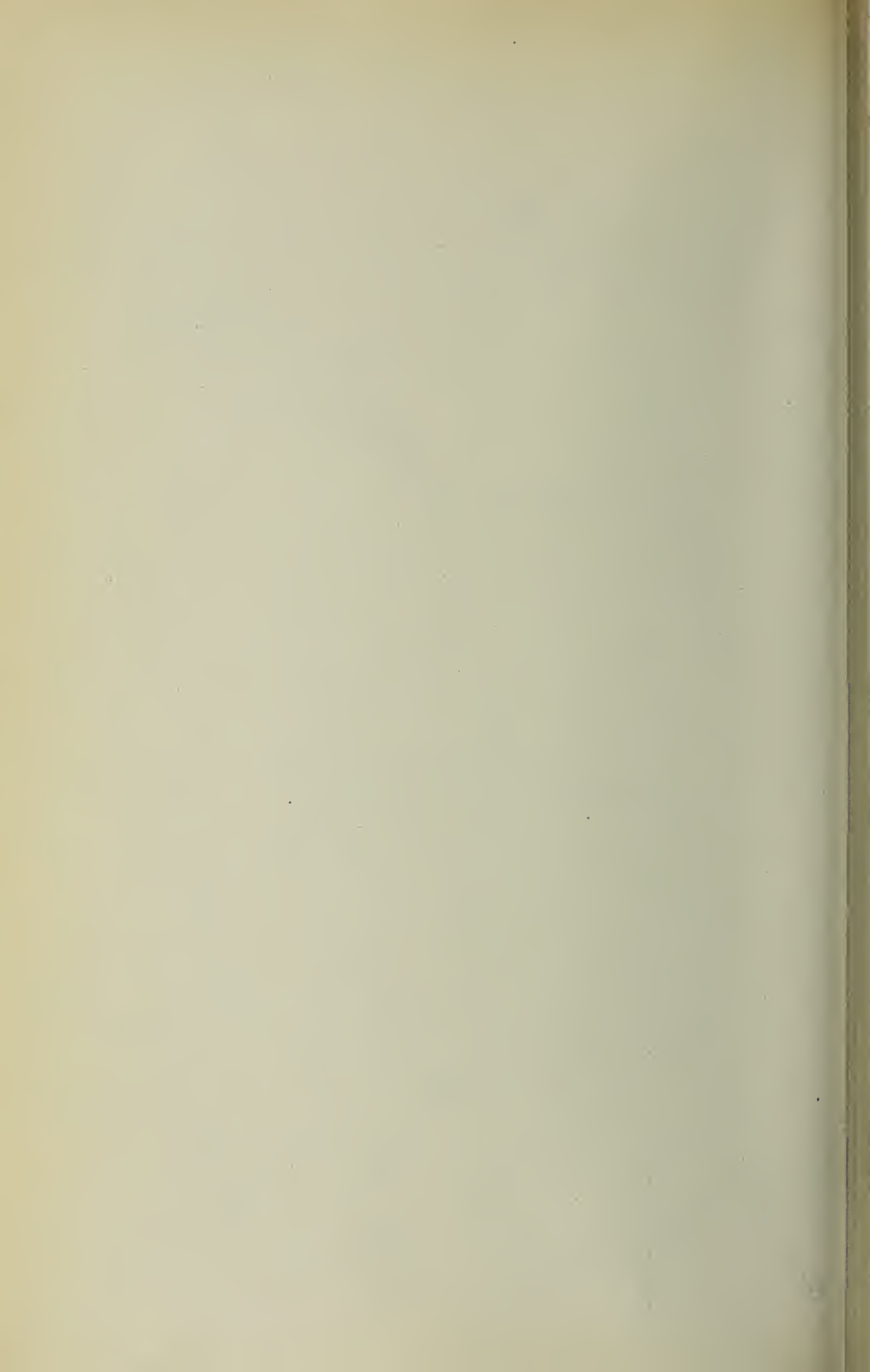


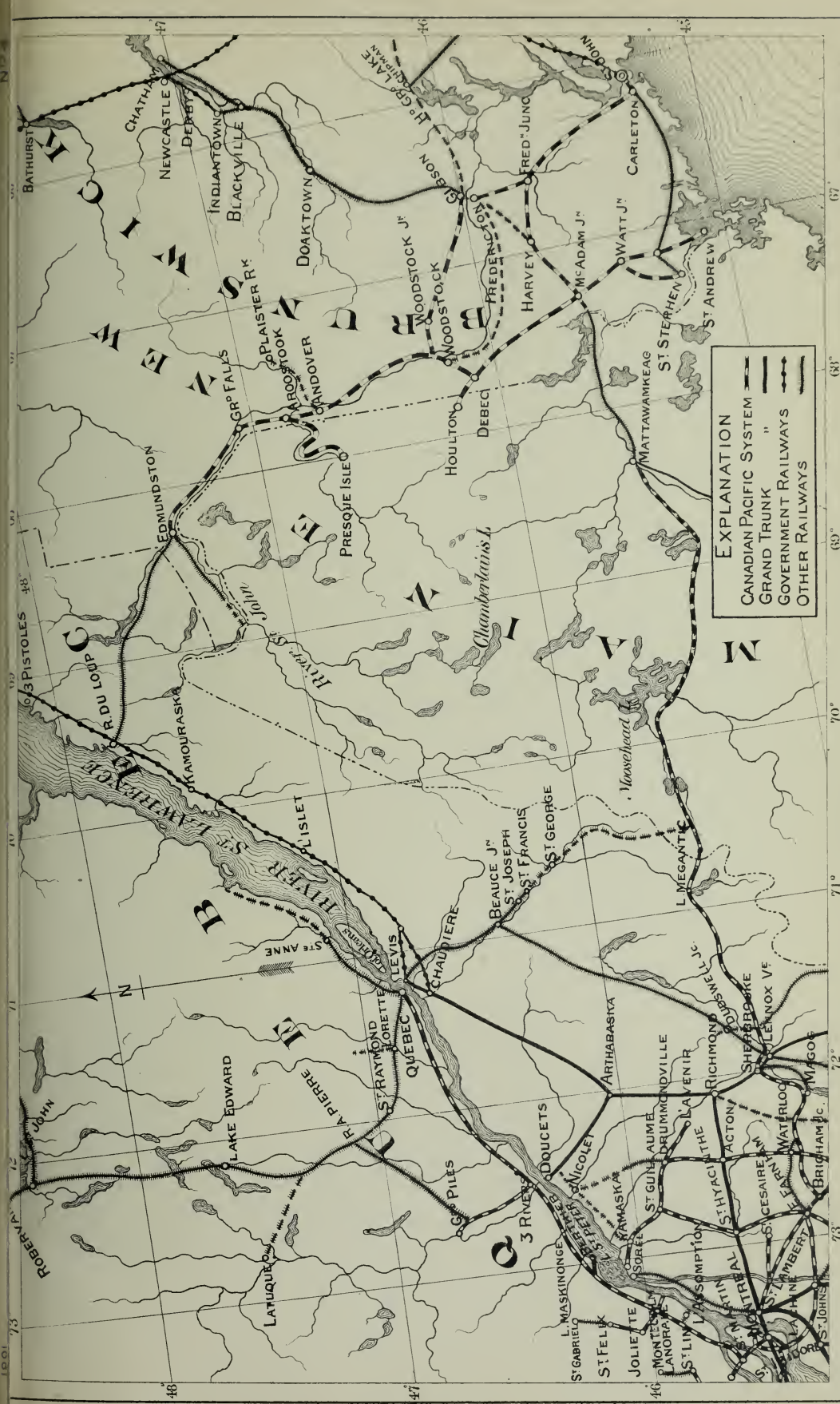
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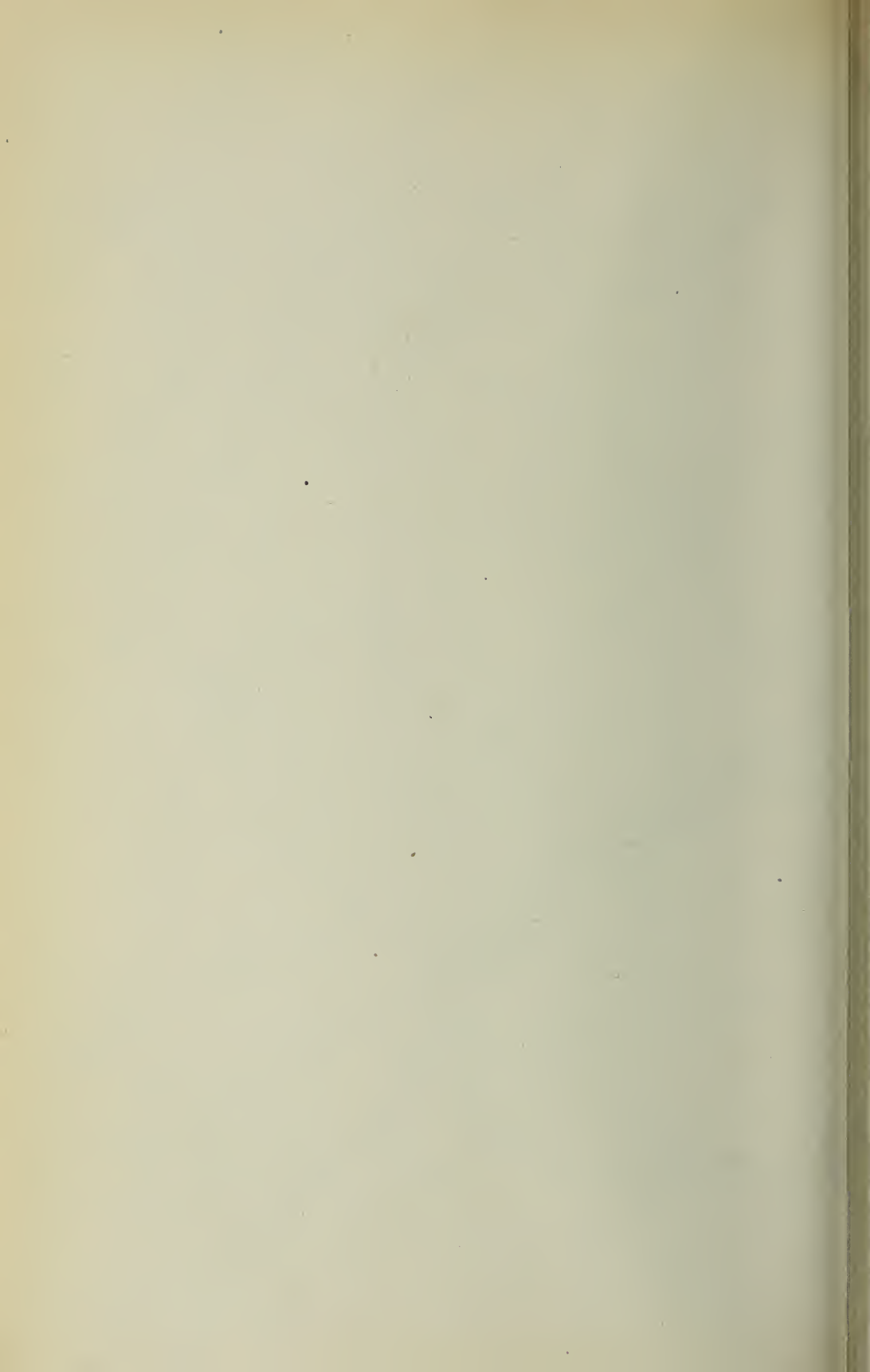
A. U. ALMON, D.F.L.

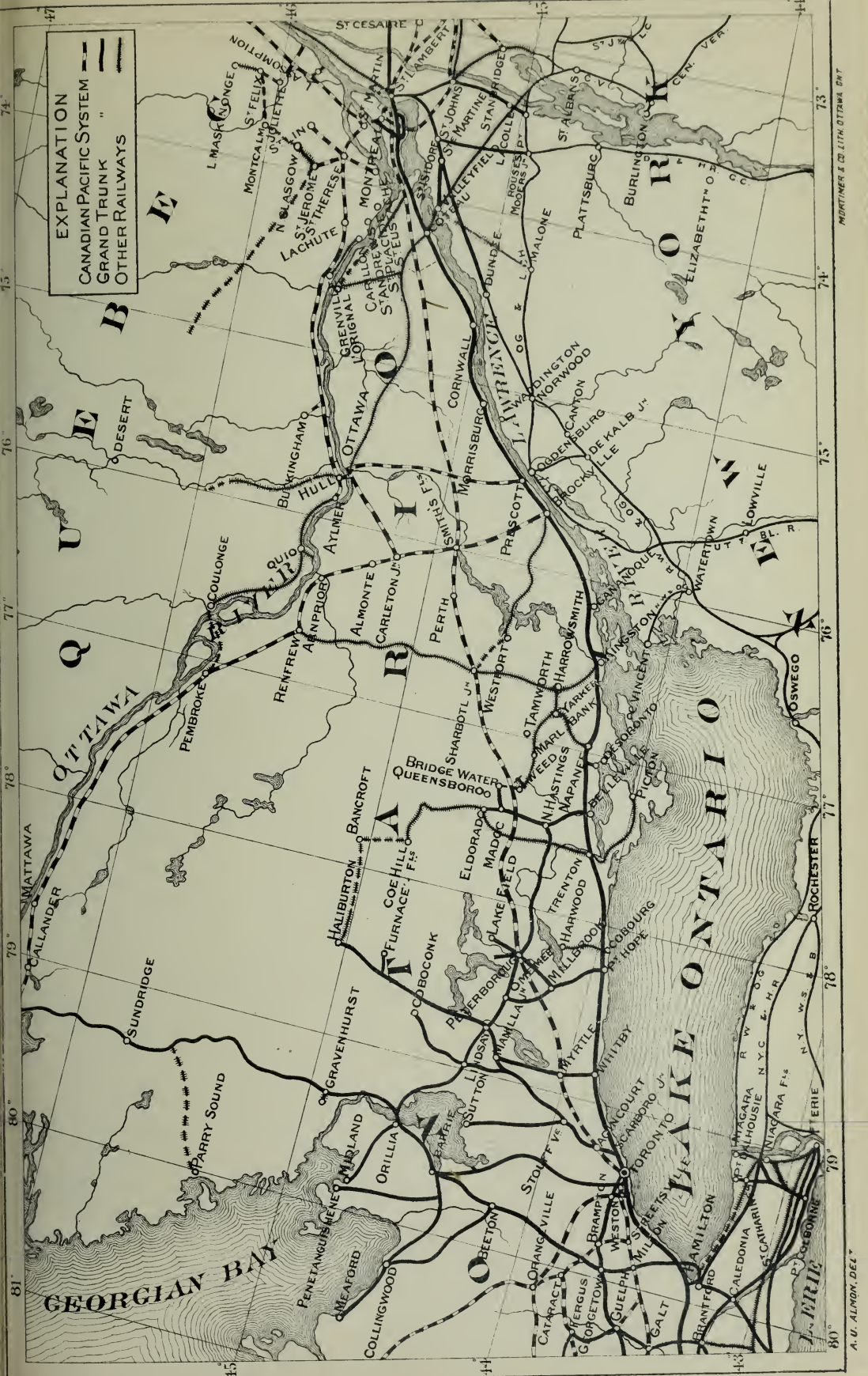




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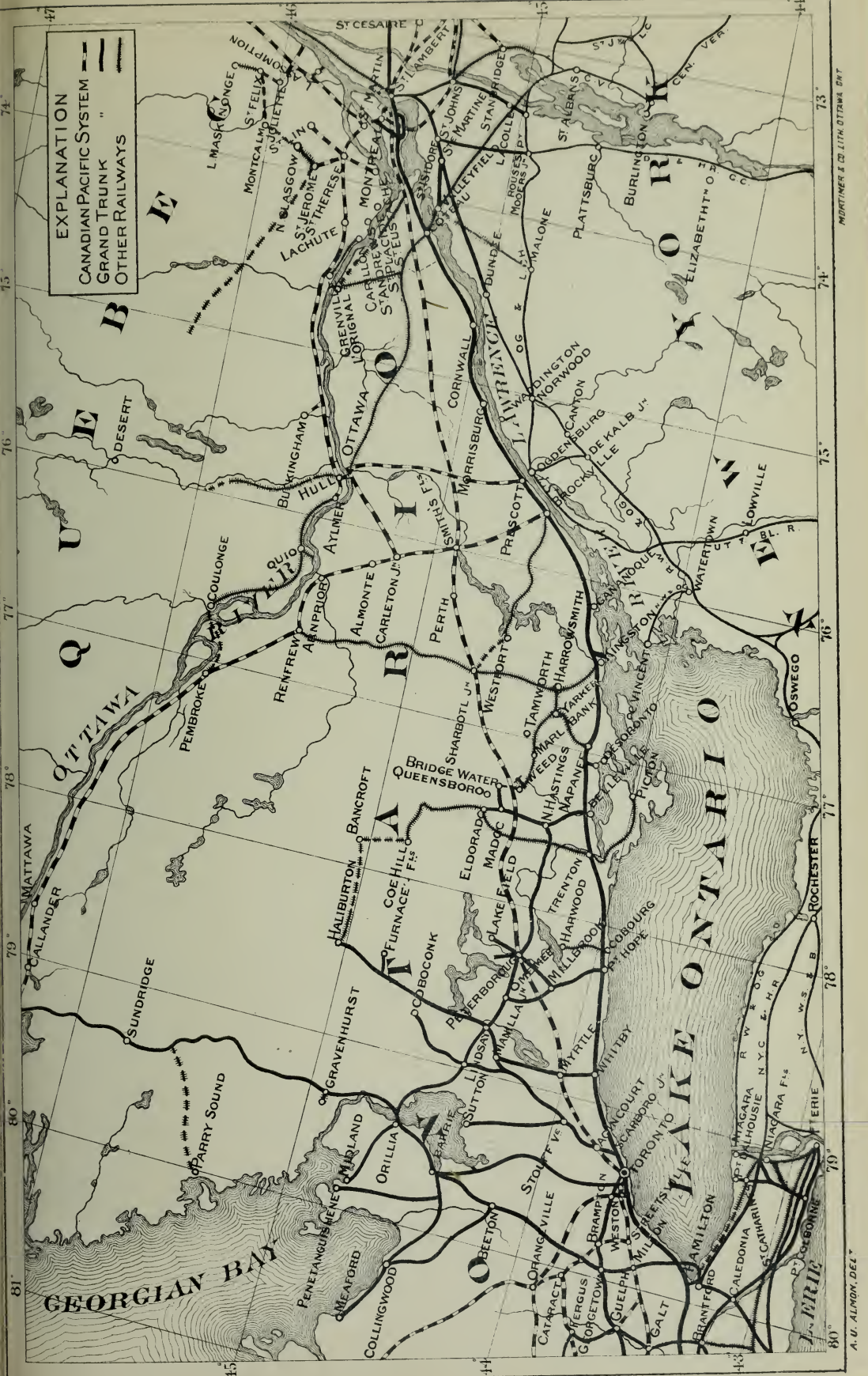
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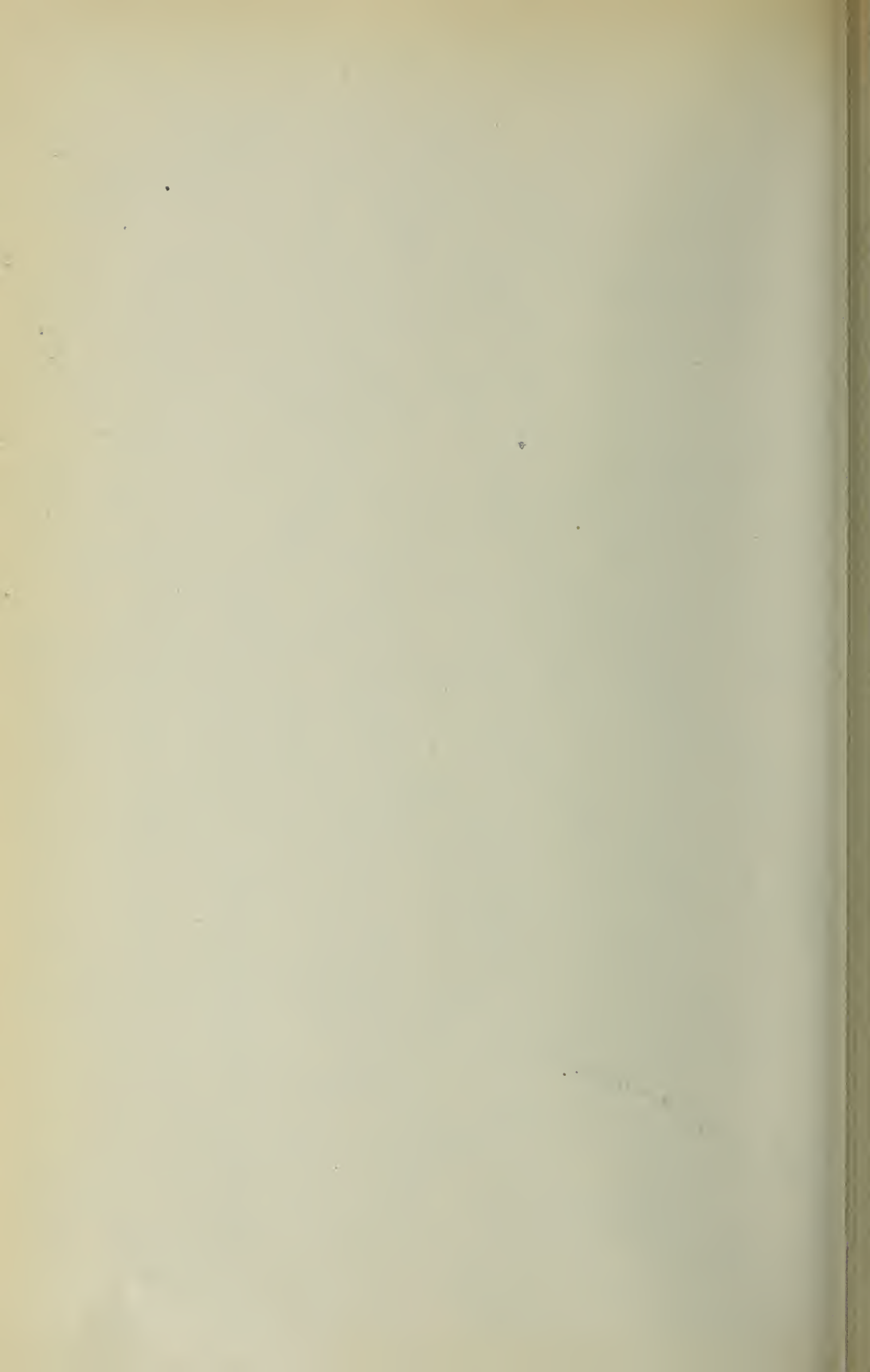





EXPLANATION


— CANADIAN PACIFIC SYSTEM
 — GRAND TRUNK
 — OTHER RAILWAYS




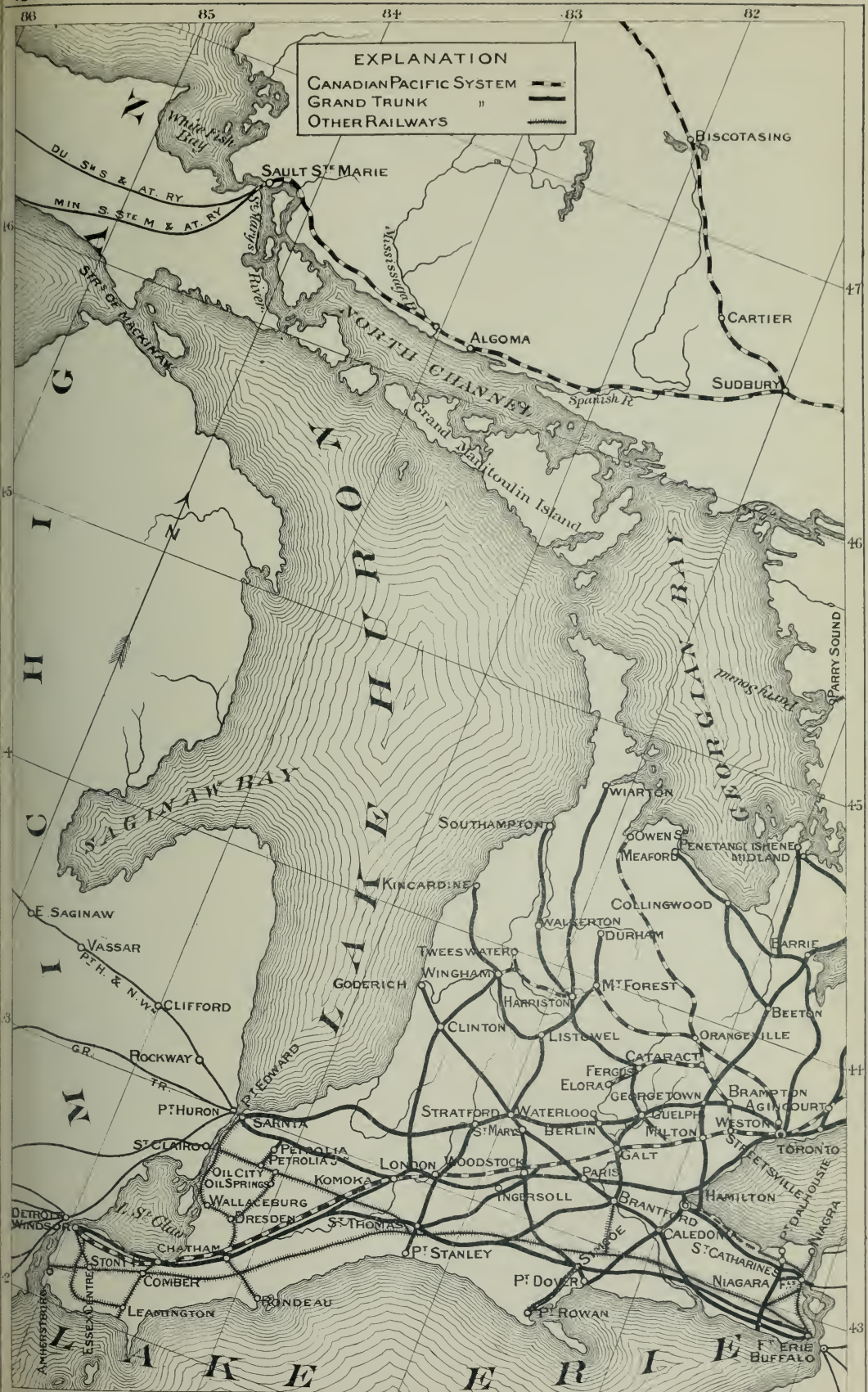


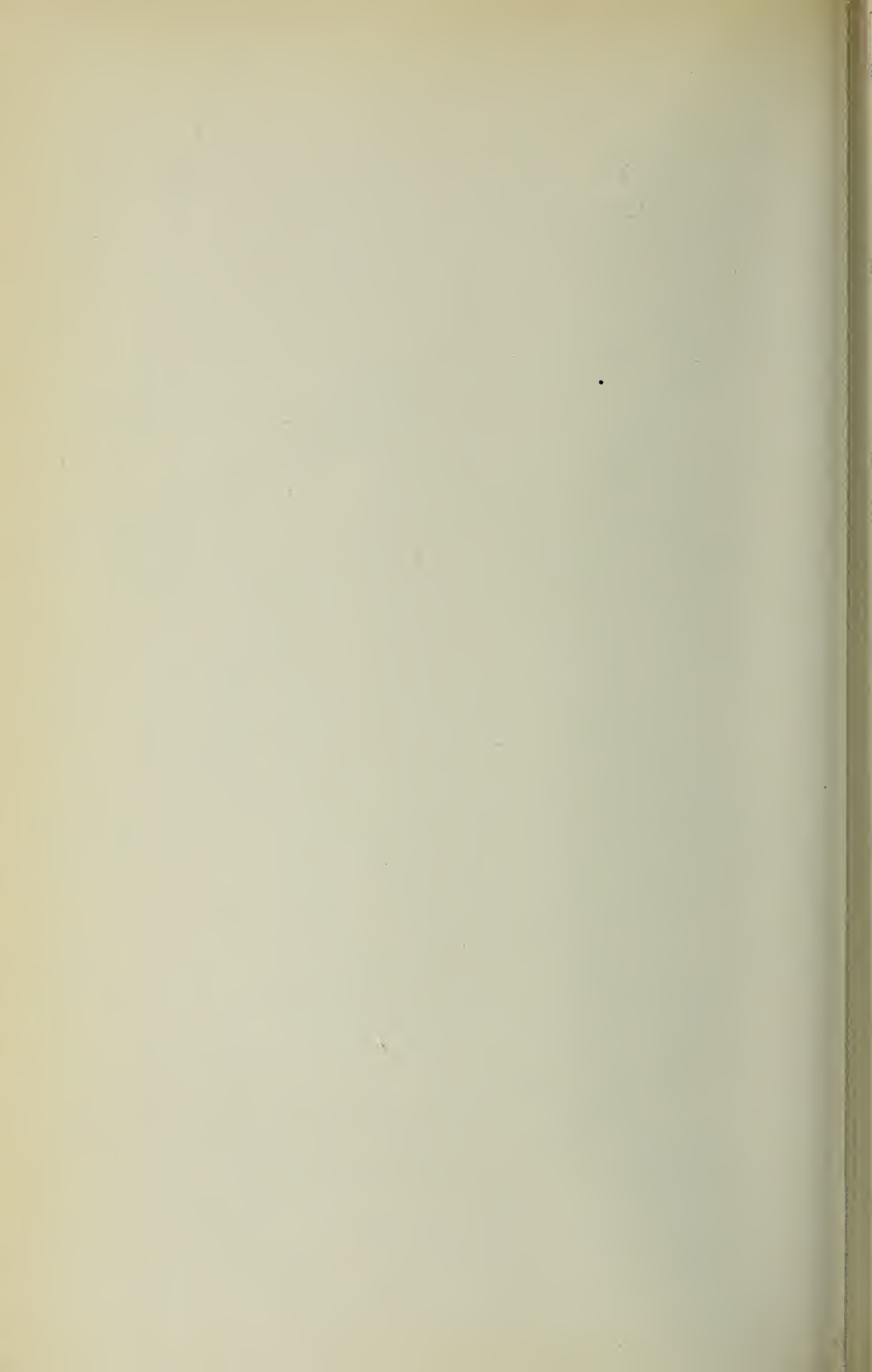
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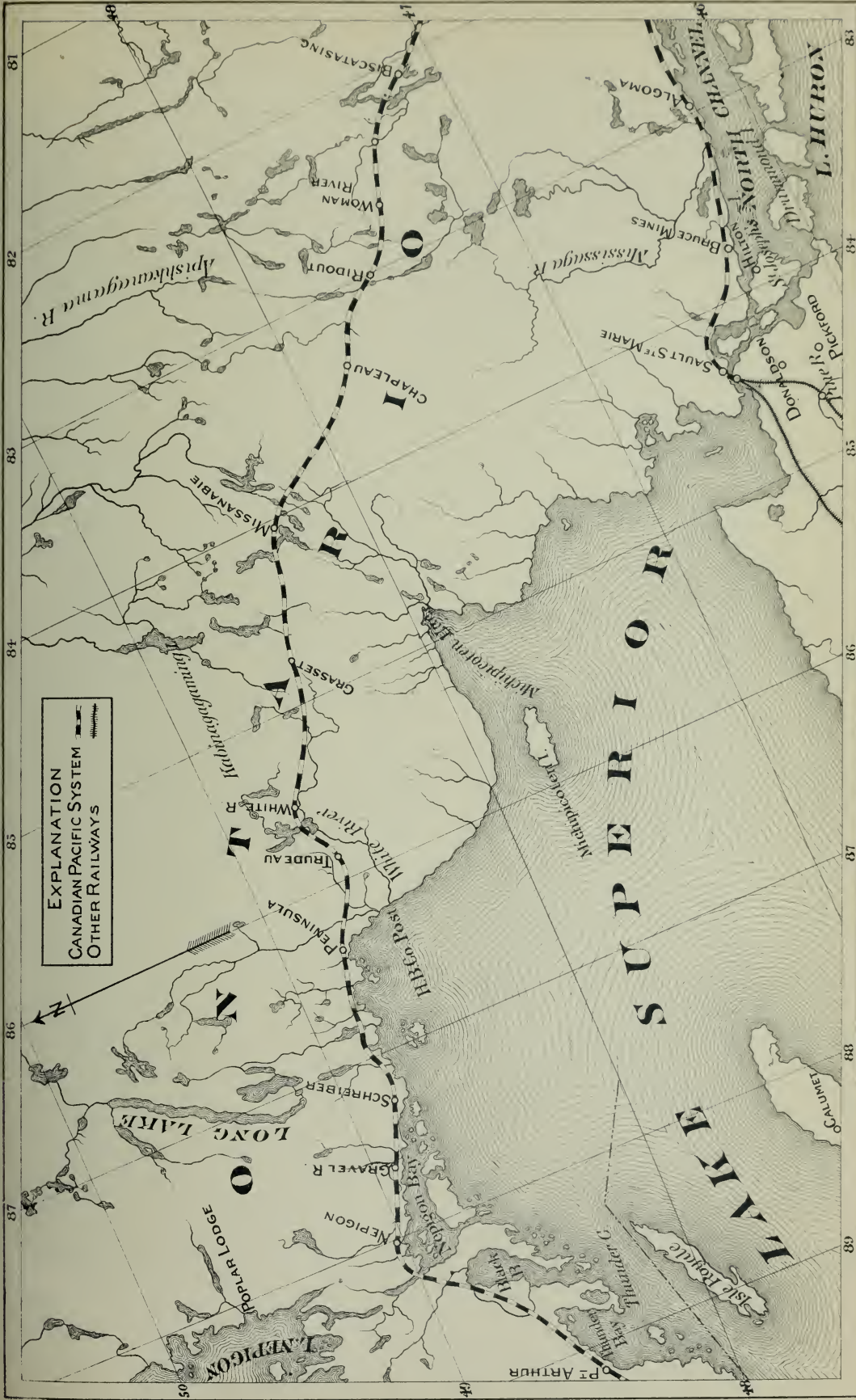
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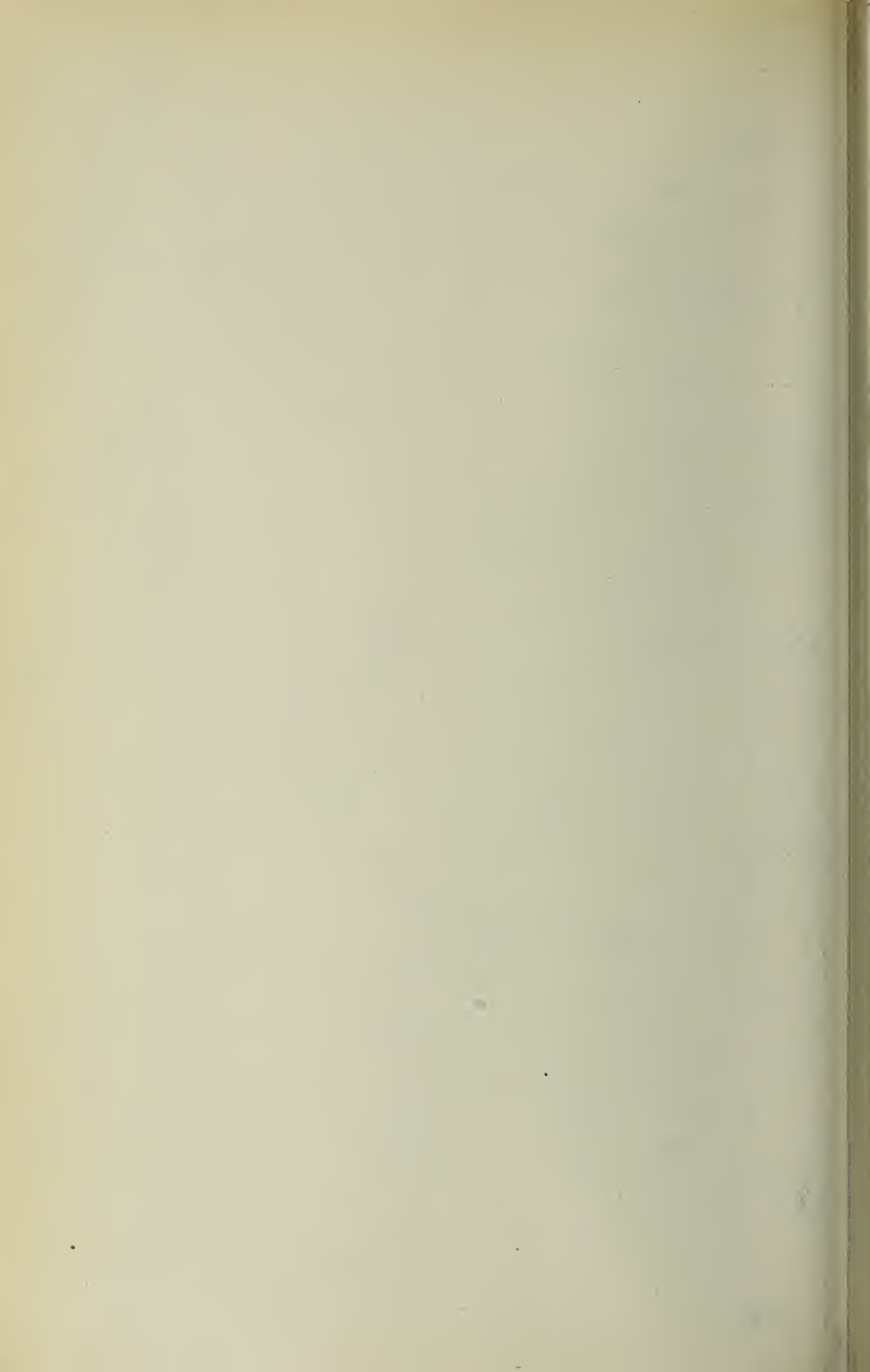
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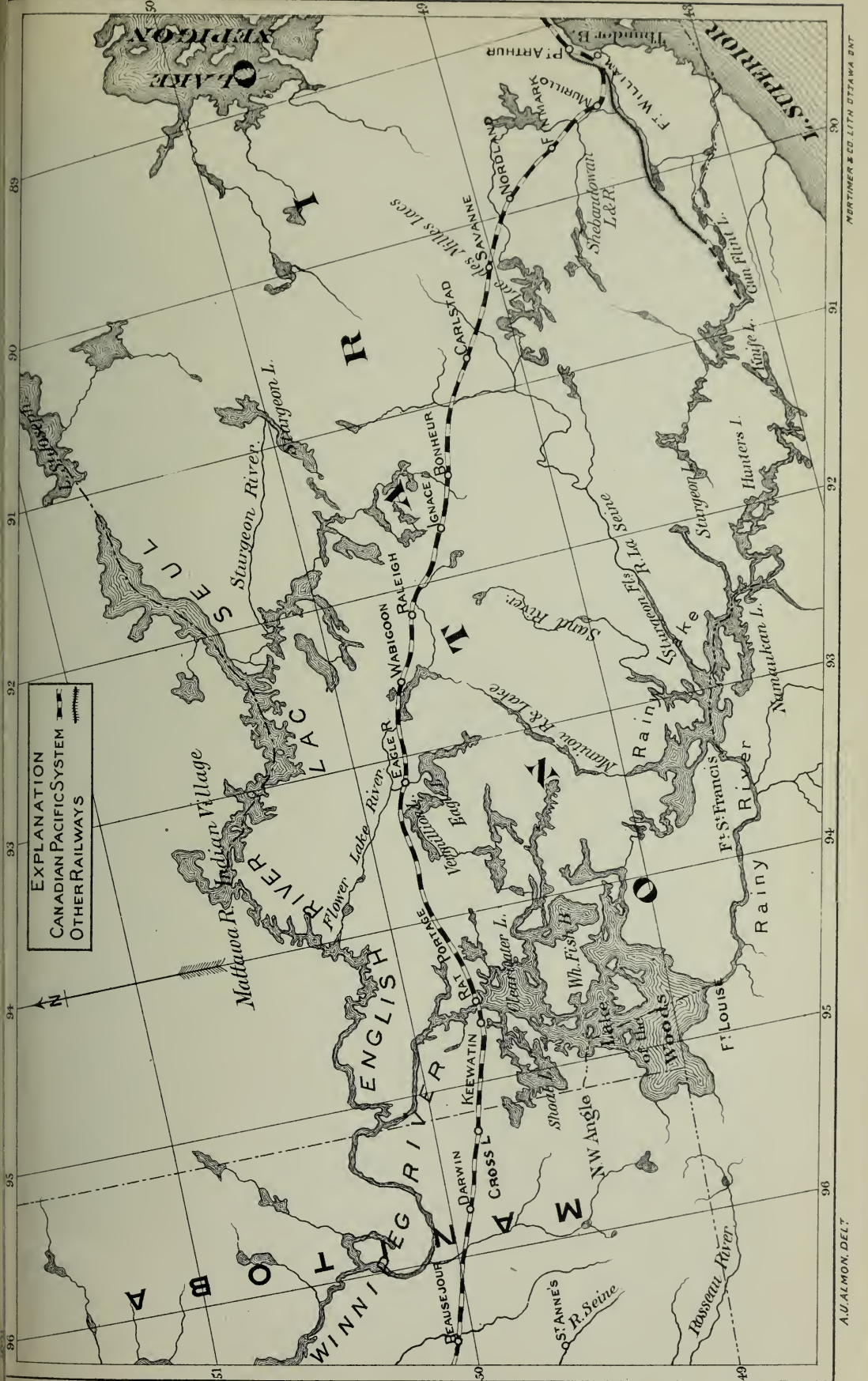
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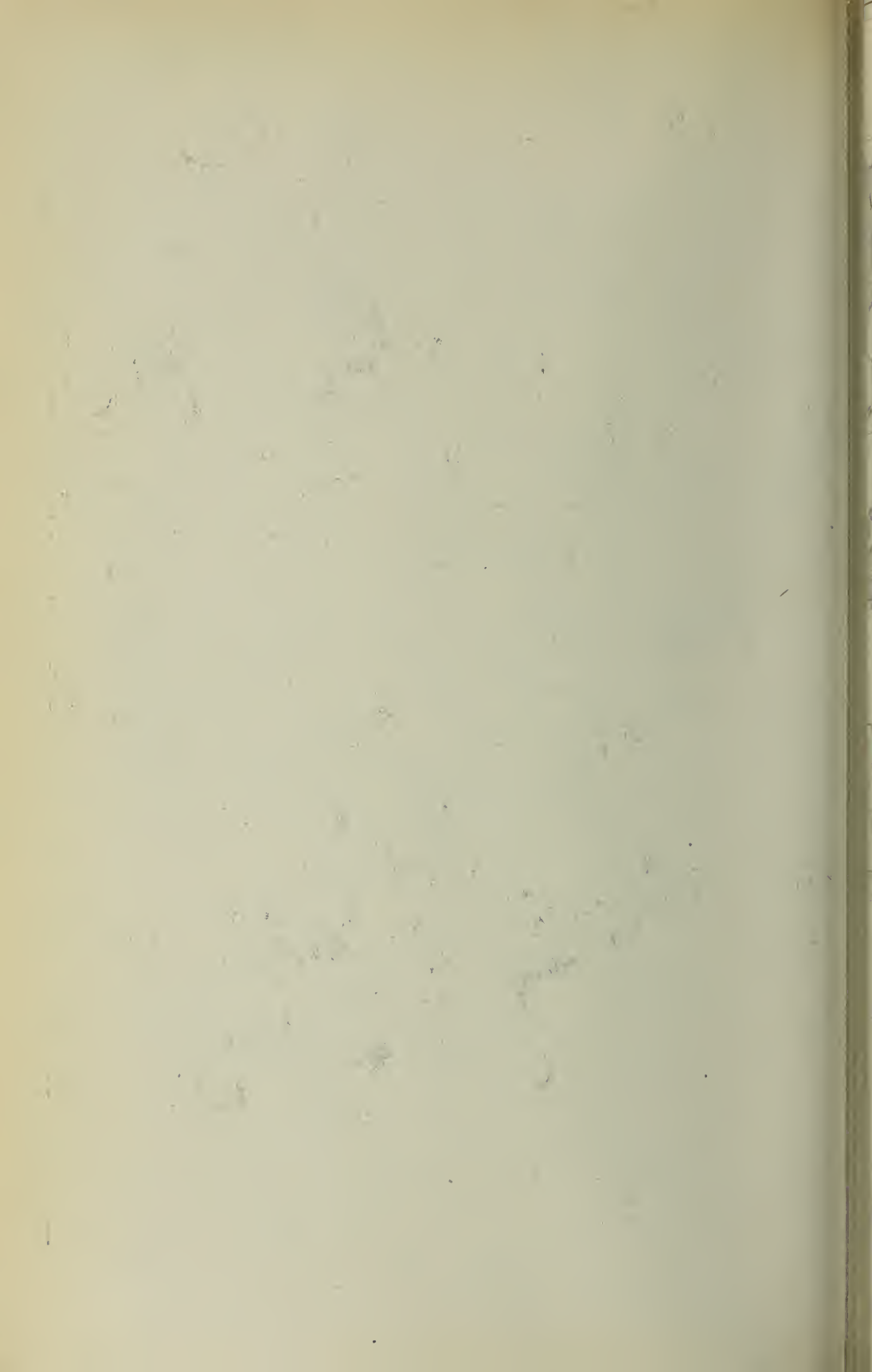


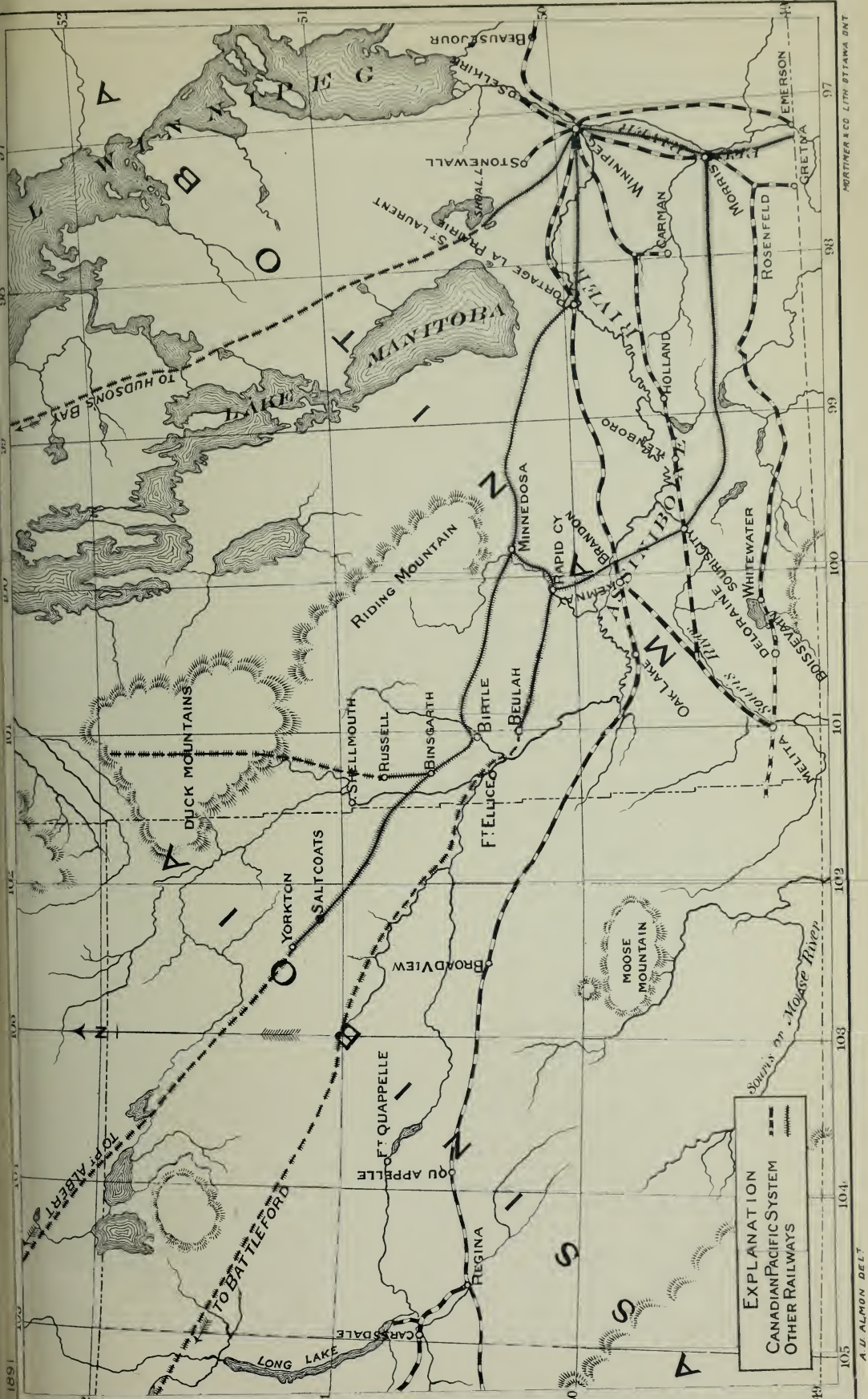




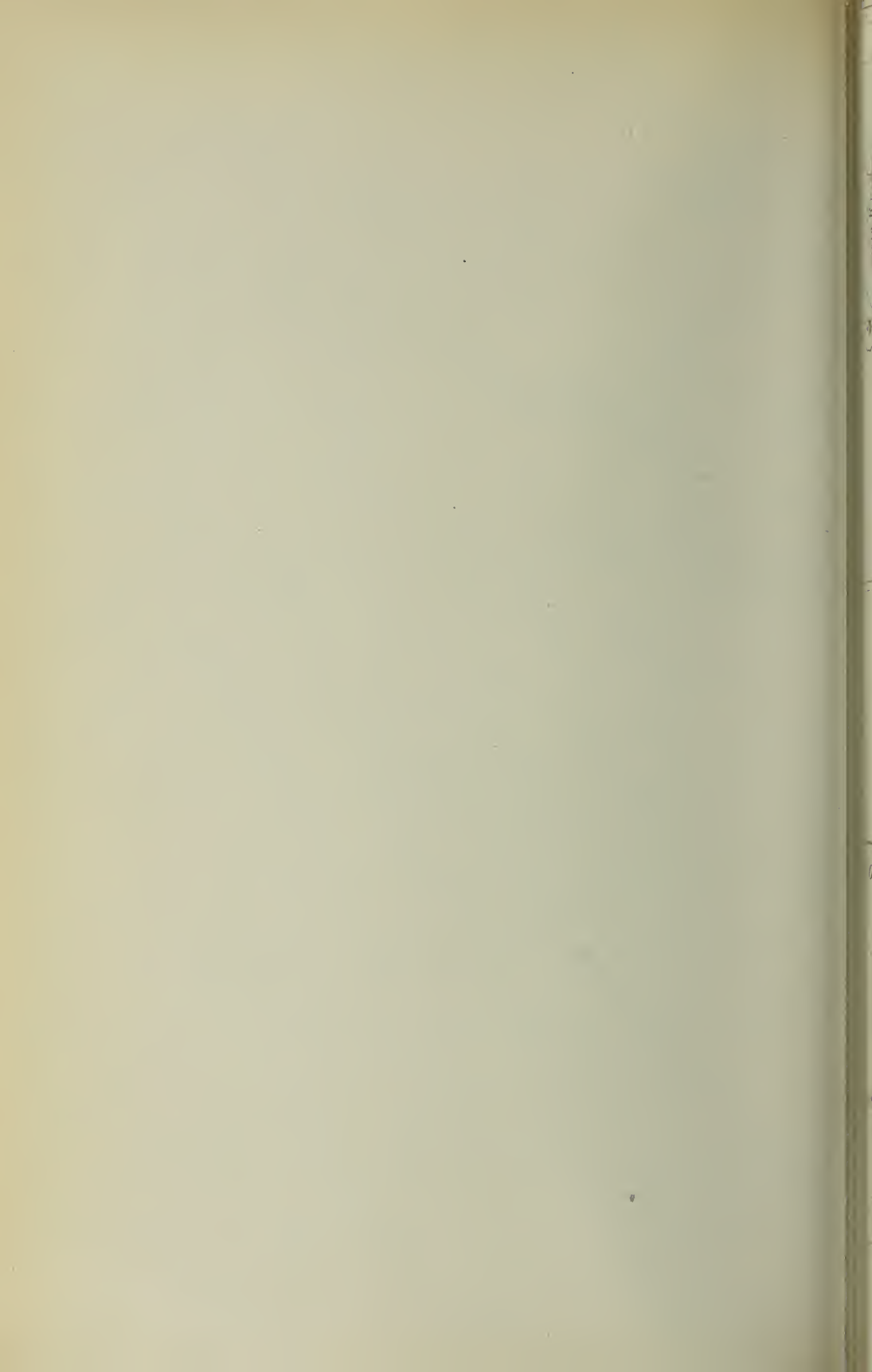


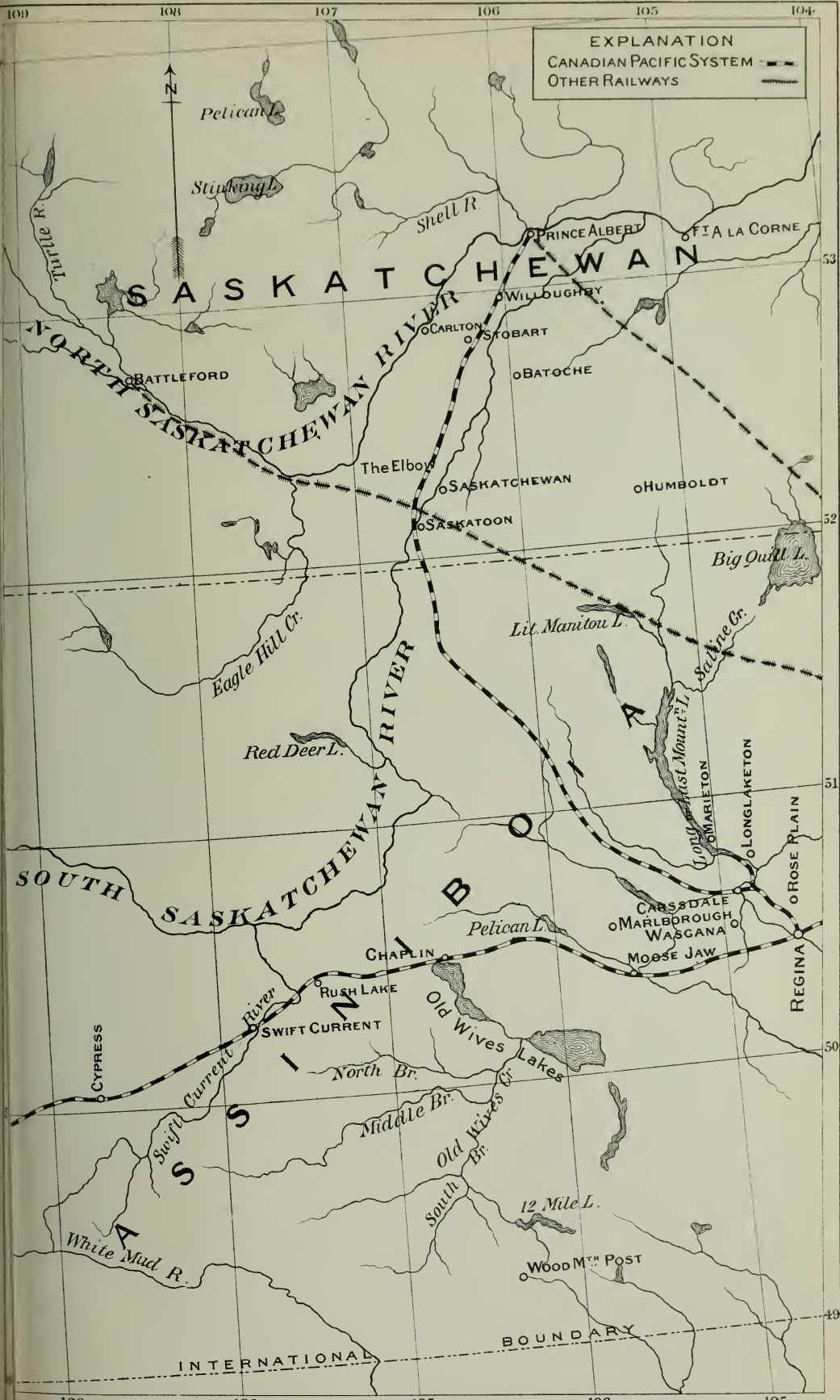
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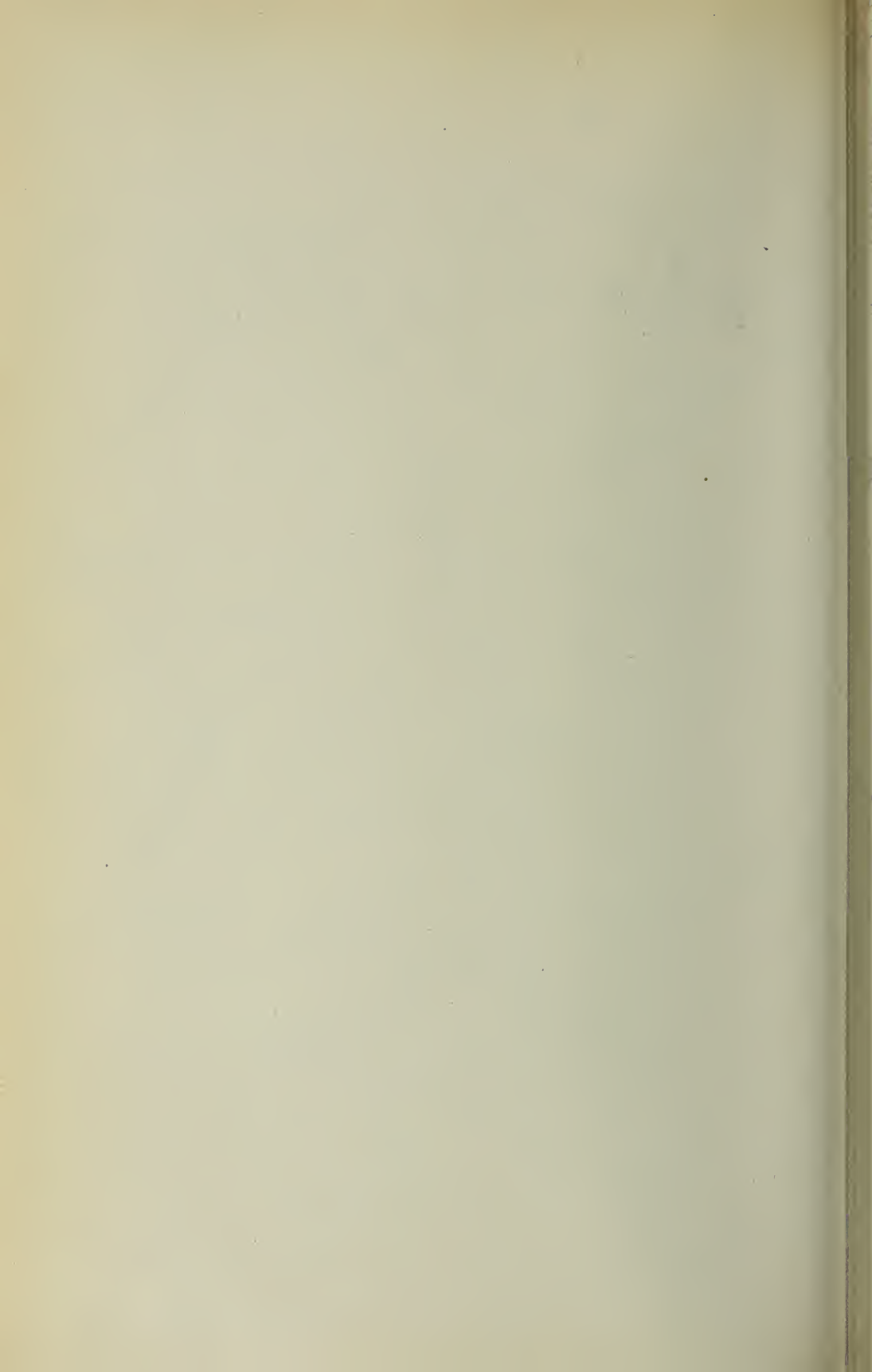




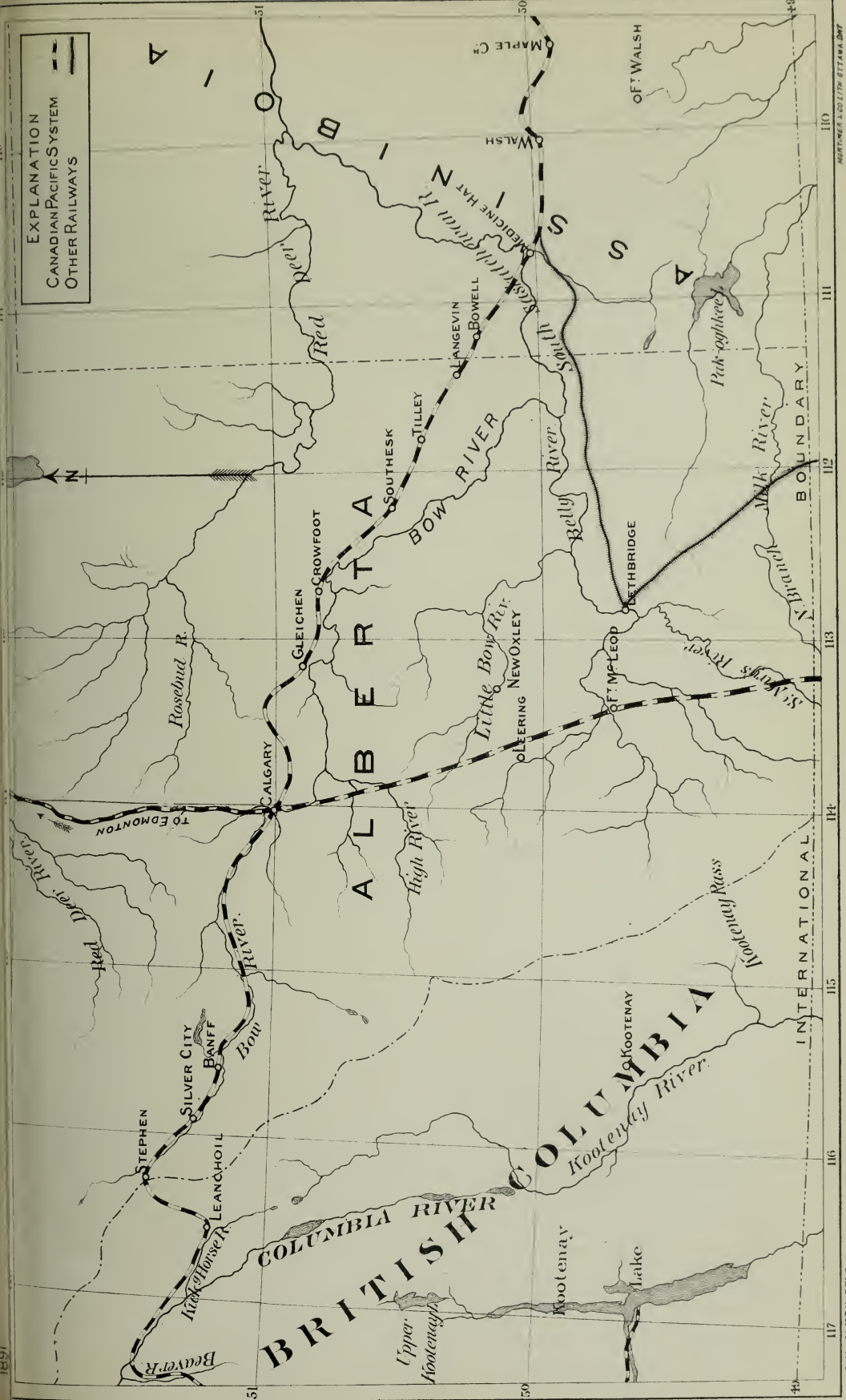
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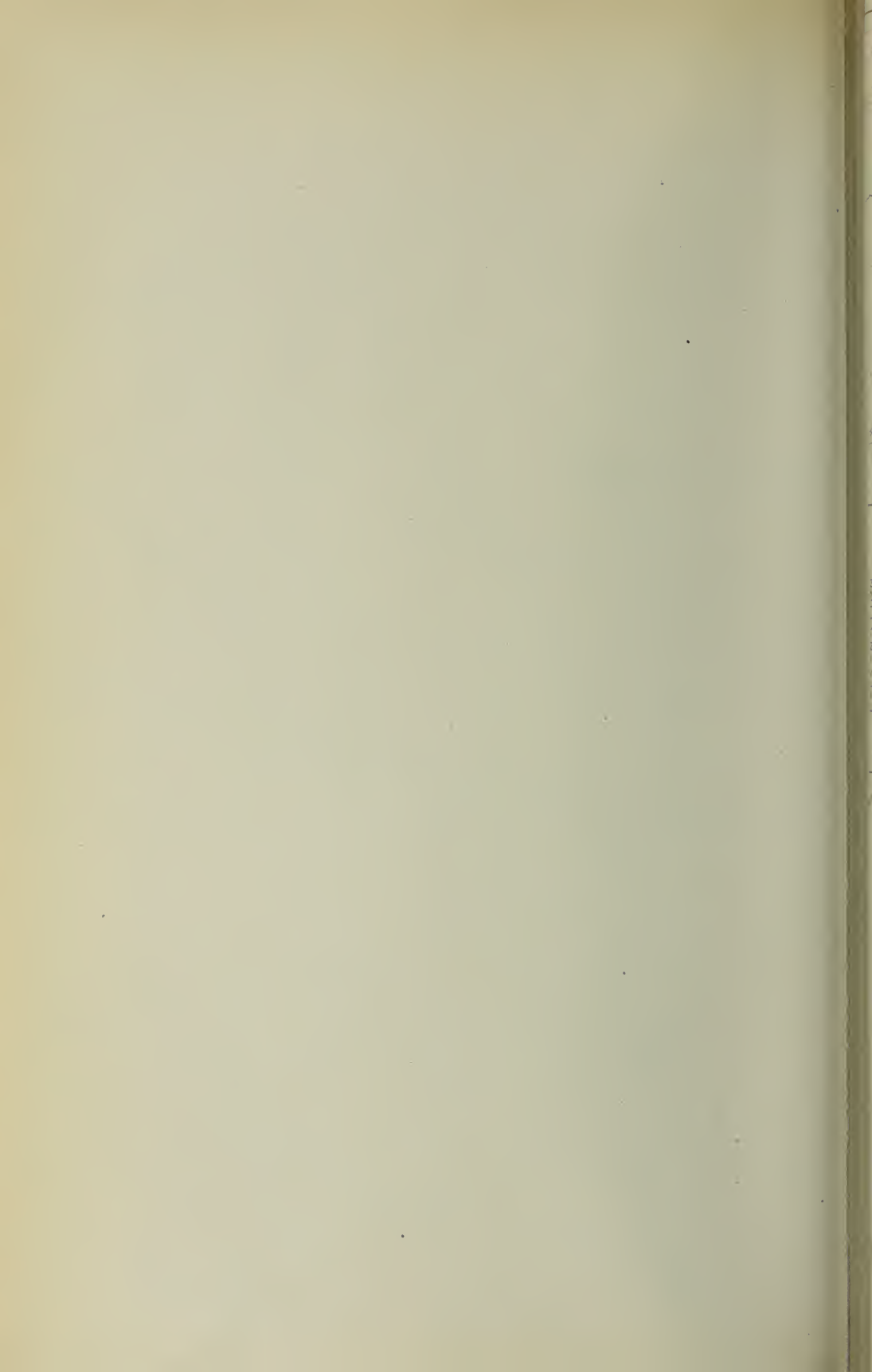


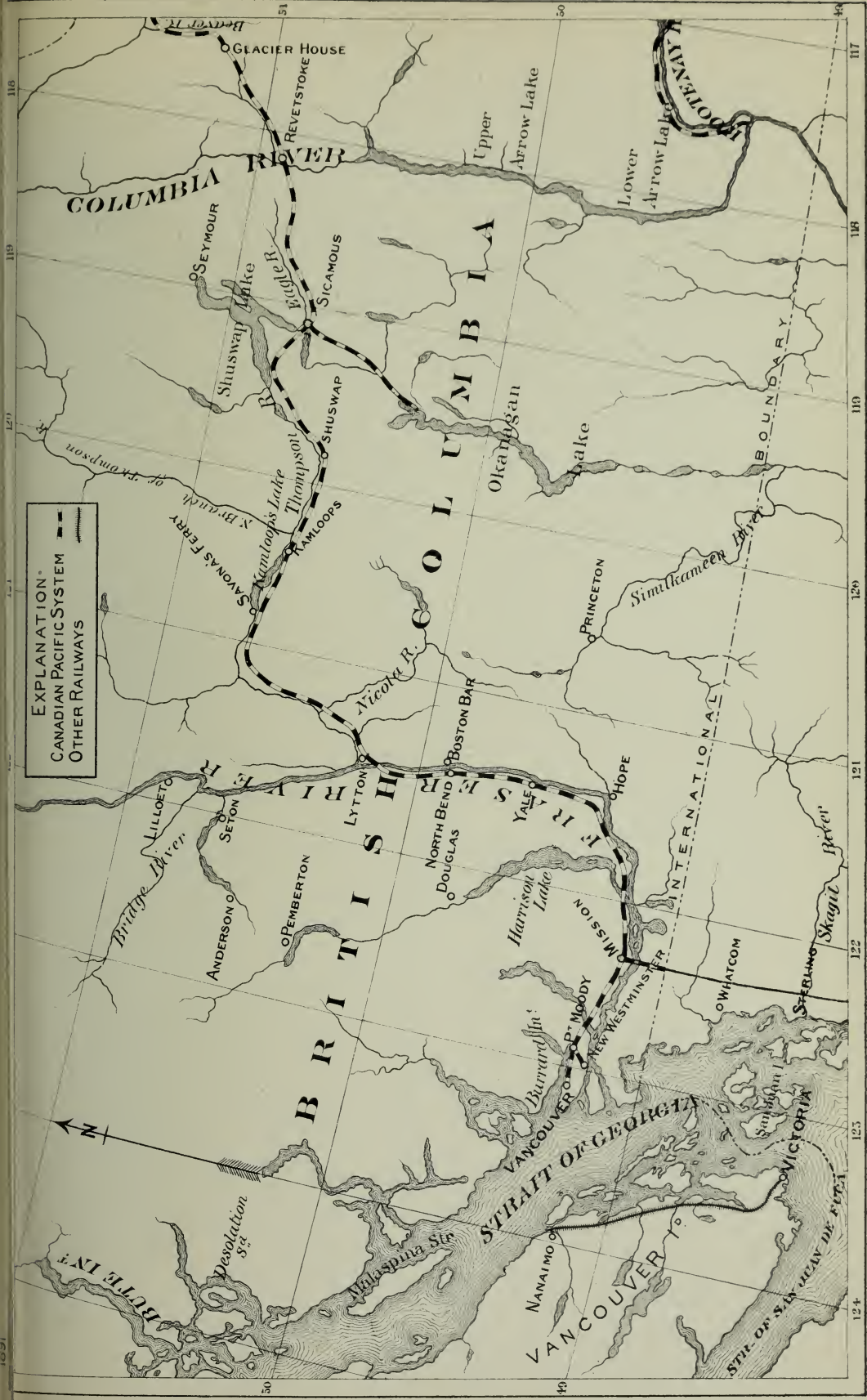




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 OTHER RAILWAYS







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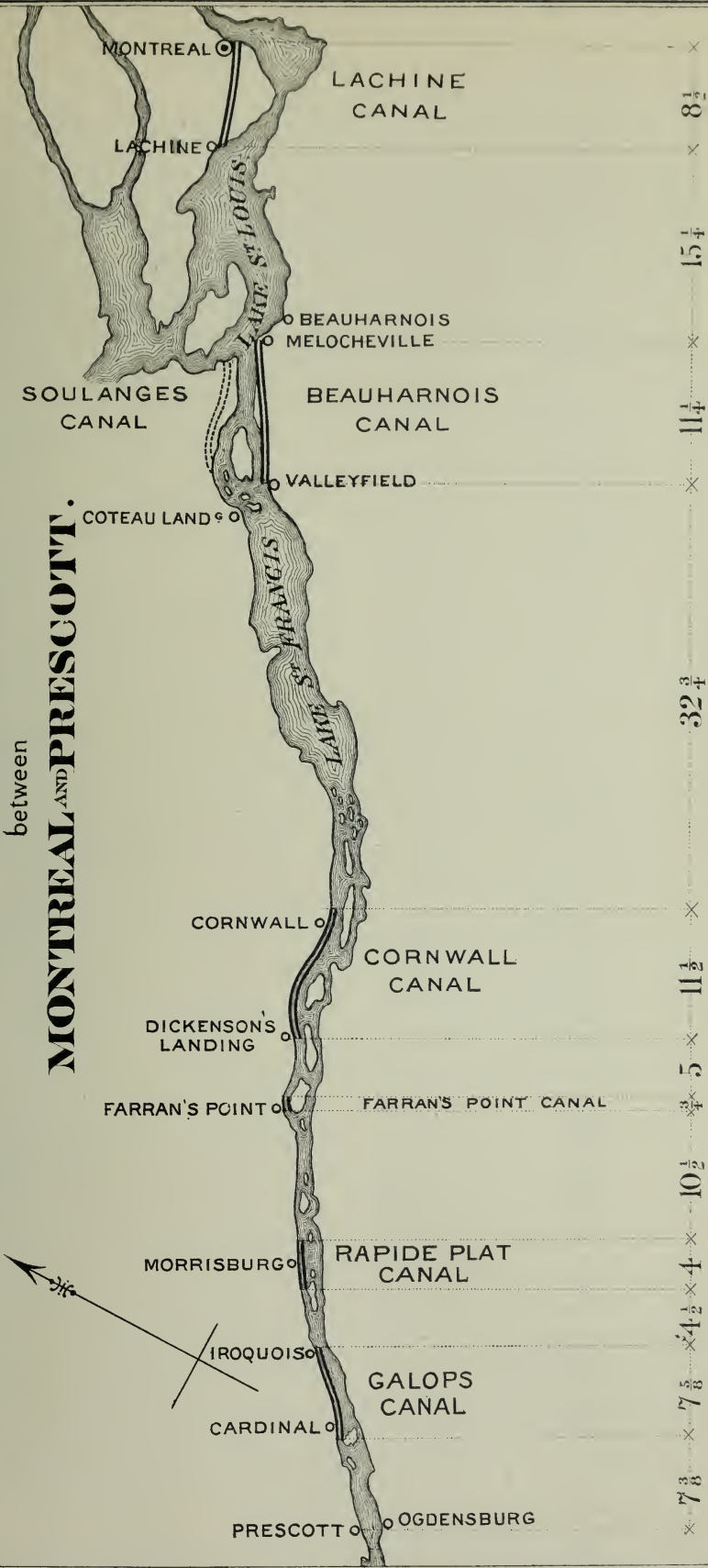
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 BRITISH COLUMBIA
 COLUMBIA RIVER
 KOOTENAI RIVER
 SIMILKAMEEN RIVER
 SHUSWAP RIVER
 NICOLA RIVER
 KERRIS RIVER
 BRIDGE RIVER
 LILLOET RIVER
 VANCOUVER I.
 STRAIT OF GEORGIA
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DIAGRAM

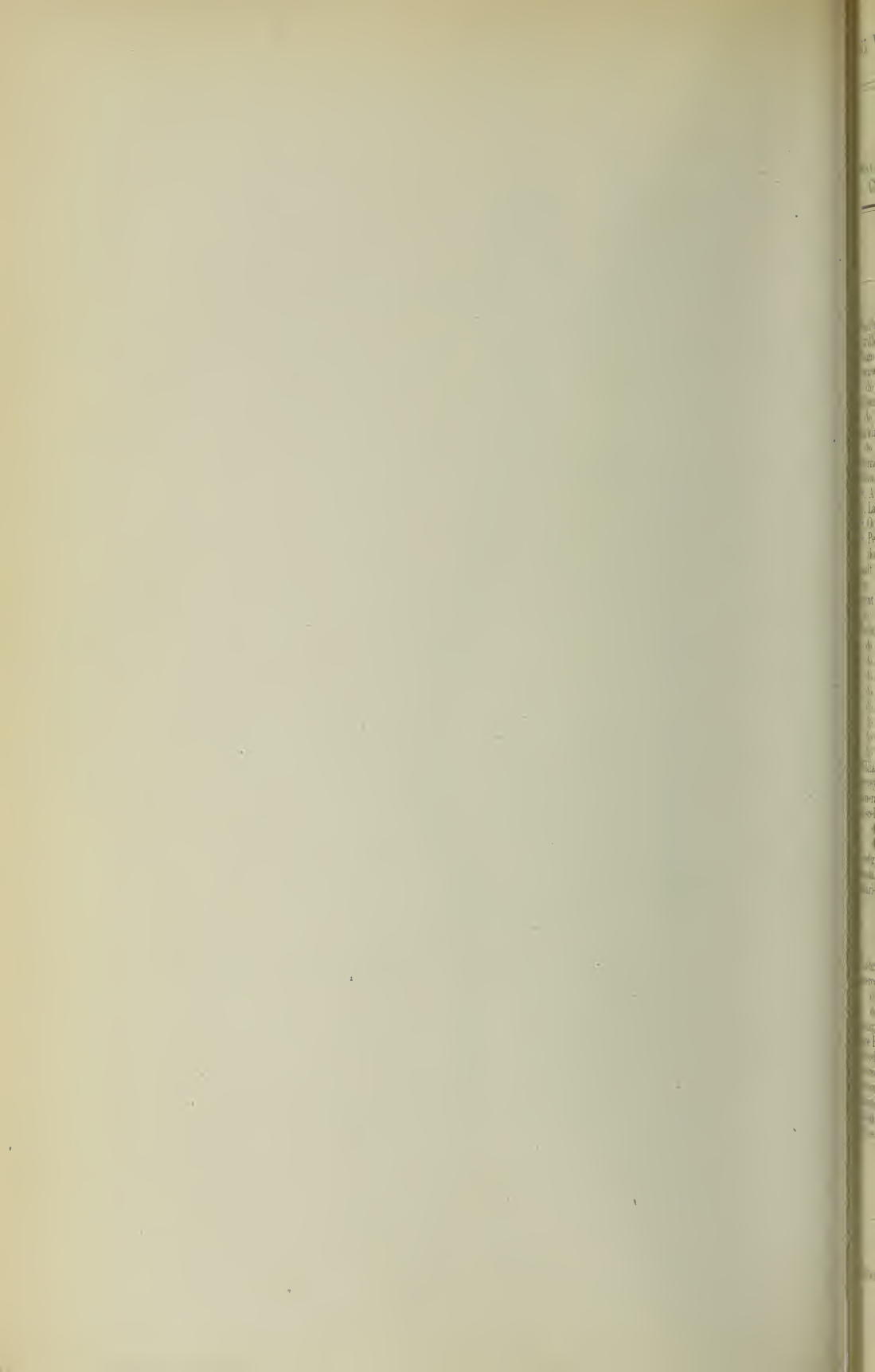
Showing the Canals on the
S^T LAWRENCE RIVER.

between

MONTREAL AND PRESCOTT.



Total Canal Navigation	43 ⁵ / ₈ Miles
" " River	75 ⁸ / ₈ " "
" " Prescott to Montreal	119 " "



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, 1891.

Name of Work.	Construction.		Repairs.		Staff and Maintenance.	
	\$	cts.	\$	cts.	\$	cts.
CANALS.						
Beauharnois—Income.....	17,085	68	12,537	39	18,886	86
Carillon and Grenville—Income.....	4,395	25	10,796	68	21,230	22
Chambly—Income.....	43,344	41	11,399	93	19,204	76
Cornwall.....	599,001	85	9,830	05	16,077	72
do —Income..	1,459	98				
Colbute	2,183	15	499	91	745	25
do —Income.....	9,122	05				
Lachine.....	217	53	36,292	98	50,721	69
do Income.....	16,155	75				
Murray.....	61,260	49	173	53	5,137	03
Rideau—Income.....	20,967	25	21,537	56	34,641	98
St. Anne's—Income.....	8,173	69	1,503	56	2,505	69
St. Lawrence.....	35,137	25				
St. Ours—Income.....	21,696	74	4,460	16	2,011	08
St. Peter's.....	972	65	312	02	3,255	30
do —Income.....	510	53				
Sault Ste. Marie.....	325,336	33				
Tay	17,114	78				
Trent.....	9,826	49	4,888	98	3,803	66
do —Income.....	3,164	81				
Welland.....	24,707	11	82,548	30	107,662	63
do deepening.....	8,422	65				
do land and damages.....	3,241	27				
do floating bridge—Income.....	43	73				
do culvert at Stromness—Income.....	2	72				
do swing bridge over Feeder do	2	73				
do Port Dalhousie pier do	15,951	80				
do extension to raceway do	1,917	00				
do Shoal Bay, above old Lock 2—Income.....	1,849	75				
Williamsburgh.....	230,670	60	7,987	40	8,678	25
Surveys—Income.....	9,882	87				
General dredging—Income.....	1,080	44	1,638	50		
Miscellaneous works not otherwise provided for—Income.....	2,310	00				
do gratuities as voted.....	3,652	00				
do staff.....					1,683	93
Dredge vessel, Rideau, working.....			1,621	28		
Sunday labour.....					10,566	15
Salaries and contingencies, canal officers.....					41,412	19
Total on Canals	1,500,861	33	208,028	23	348,224	39
RAILWAYS.						
Pacific.....	37,367	00				
Intercolonial.....	79,929	34			3,662,341	94
do Eastern Extension.....	3,255	40				
do Windsor Branch.....					28,931	71
Annapolis and Digby.....	196,869	36				
Cape Breton.....	521,441	62				
Oxford and New Glasgow.....	220,886	39				
Montreal and European Short Line.....	124,568	23				
Surveys—Income.....	14,888	56				
Statistics do	1,425	85				
Subsidies.....	1,079,105	87				
Prince Edward Island.....					257,990	08
Total on Railways	2,279,737	62			3,949,263	73
Total on Railways and Canals.....	3,780,598	95	208,028	23	4,297,488	12
Total amount expended.....					\$8,286,115	30

LEONARD SHANNON,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 31st December, 1891.

APPENDIX No. 2.

STATEMENTS showing the amounts expended on Construction, Renewals, Ordinary Repairs and Working Staff of the Canals of the Dominion of Canada, up to the 30th June, 1891.

ST. PETER'S CANAL.

	Year ending 30th June.	Capital.		Renewals Chargeable to Income.		Staff.		Repairs.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
Government expenditure prior to Confederation	.....	156,523	32						
do since do	1868	21,519	72						
do do do	1869	70,719	80						
do do do	1870			46,193	57				
do do do	1871					225	36	555	78
do do do	1872					280	00	6,122	07
do do do	1873					343	32	6,539	58
do do do	1874					725	93	1,558	57
do do do	1875		20	97		560	00	889	35
do do do	1876	11,125	00			641	55		
do do do	1877	63,330	18			600	00	17	45
do do do	1878	26,511	51			600	00		
do do do	1879	107,337	75			631	50		
do do do	1880	80,120	54			400	00		
do do do	1881	69,434	76			959	58		
do do do	1882	484	00			1,920	54	200	63
do do do	1883					2,089	19	232	42
do do do	1884	2,471	40			2,601	47	367	85
do do do	1885	16,820	15			1,929	11	183	11
do do do	1886	2,316	85			2,360	67	297	81
do do do	1887	1,087	75	750	00	2,777	13	343	23
do do do	1888					3,217	77	1,588	40
do do do	1889			500	00	3,085	29	353	38
do do do	1890					3,110	15	255	34
do do do	1891	972	65	510	53	3,255	30	312	02
Total	.....	630,796	35	47,954	10	32,313	86	19,816	99

LEONARD SHANNON,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 31st December, 1891.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*
BAIE VERTE CANAL—SURVEY.

	Year ending 30th June.	Capital.		Income.	
		\$	cts.	\$	cts.
Government expenditure prior to Confederation					
do since do	1868				
do do do	1869				
do do do	1870				
do do do	1871			17,929	34
do do do	1872			6,399	41
do do do	1873			14,943	83
do do do	1874			4,018	90
do do do	1875			443	00
do do do	1876			110	75
do do do	1877			22	30
do do do	1878				
do do do	1879				
do do do	1880				
do do do	1881			520	60
do do do	1882				
do do do	1883				
do do do	1884				
do do do	1885				
do do do	1886				
do do do	1887				
do do do	1888				
do do do	1889				
do do do	1890				
do do do	1891				
Total				44,387	53

LEONARD SHANNON,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 31st December, 1891.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*
LACHINE CANAL.

	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Expenditure by Imperial Government		40,000 00			
Government expenditure prior to Confederation		2,547,532 85			
do since do .. 1868	1868	.....	1,852 70	13,742 05	10,431 51
do do do .. 1869	1869	2,000 00	.....	14,209 02	12,085 84
do do do .. 1870	1870	.....	.....	15,834 49	13,302 39
do do do .. 1871	1871	.....	12,231 40	17,478 52	15,093 25
do do do .. 1872	1872	36,708 15	.....	16,076 93	12,334 69
do do do .. 1873	1873	7,824 28	35,158 21	23,601 03	34,300 60
do do do .. 1874	1874	158,618 35	.....	25,811 07	22,828 66
do do do .. 1875	1875	197,420 52	.....	28,592 01	30,057 34
do do do .. 1876	1876	327,769 39	.....	33,797 73	29,103 65
do do do .. 1877	1877	1,439,375 73	.....	33,148 86	19,824 33
do do do .. 1878	1878	1,484,619 63	.....	39,062 97	13,646 41
do do do .. 1879	1879	958,053 30	.....	42,338 84	12,400 78
do do do .. 1880	1880	369,566 74	.....	38,950 90	10,223 62
do do do .. 1881	1881	292,165 51	.....	39,027 99	19,888 33
do do do .. 1882	1882	252,821 33	2,978 66	41,158 90	17,116 46
do do do .. 1883	1883	396,496 96	1,859 68	45,554 91	18,199 59
do do do .. 1884	1884	188,266 18	.....	48,624 51	19,683 24
do do do .. 1885	1885	111,215 23	.....	49,004 85	20,199 78
do do do .. 1886	1886	210,509 42	.....	50,969 10	19,199 18
do do do .. 1887	1887	28,772 52	12,981 59	53,113 97	22,567 81
do do do .. 1888	1888	19,414 34	7,996 38	52,229 61	19,999 64
do do do .. 1889	1889	76,032 96	972 71	54,110 67	22,957 71
do do do .. 1890	1890	7,448 03	8,238 46	53,114 34	22,999 38
do do do .. 1891	1891	217 53	16,555 75	50,721 69	36,292 98
		9,152,848 95	100,425 54	800,274 96	474,737 17

BEAUHARNOIS CANAL.

Government expenditure prior to Confederation		1,611,424 11			
do since do .. 1868	1868	.....	63,193 75	9,349 99	6,216 98
do do do .. 1869	1869	.....	55 00	9,626 99	6,498 57
do do do .. 1870	1870	.....	27 50	10,117 57	6,384 81
do do do .. 1871	1871	.....	.....	12,316 53	5,722 36
do do do .. 1872	1872	.....	27 50	11,792 46	15,733 38
do do do .. 1873	1873	.....	5,122 50	12,210 73	9,882 06
do do do .. 1874	1874	.....	26 00	15,392 51	10,990 56
do do do .. 1875	1875	.....	36 00	14,399 32	12,253 01
do do do .. 1876	1876	.....	.....	14,465 86	17,170 83
do do do .. 1877	1877	.....	.....	14,377 63	15,207 36
do do do .. 1878	1878	.....	.....	14,383 37	9,861 05
do do do .. 1879	1879	.....	.....	15,015 86	10,370 71
do do do .. 1880	1880	.....	.....	15,362 61	8,997 34
do do do .. 1881	1881	266 15	.....	17,659 93	10,770 67
do do do .. 1882	1882	.....	.....	18,804 53	20,813 86
do do do .. 1883	1883	.....	6,727 44	18,287 77	15,826 71
do do do .. 1884	1884	.....	3,277 98	19,107 38	16,232 61
do do do .. 1885	1885	.....	7,999 79	18,960 40	14,637 70
do do do .. 1886	1886	.....	8,491 80	19,228 90	14,356 00
do do do .. 1887	1887	.....	3,633 57	18,867 45	14,999 88
do do do .. 1888	1888	.....	14,411 97	19,325 05	14,285 98
do do do .. 1889	1889	.....	10,993 52	20,019 11	14,982 54
do do do .. 1890	1890	.....	.....	19,847 42	14,999 20
do do do .. 1891	1891	.....	17,085 68	18,886 86	12,537 39
		1,611,690 26	141,110 00	377,806 23	299,731 56

LEONARD SHANNON,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 31st December, 1891.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.— *Continued.*

CORNWALL CANAL.

			Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
				\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation			1,933,152 69				
do	since	do	1868		2,786 00	11,244 47	3,774 18
do	do	do	1869	10,692 04		10,347 91	3,859 14
do	do	do	1870		17,780 05	10,368 16	7,145 42
do	do	do	1871		7 50	11,848 39	8,891 61
do	do	do	1872		10,000 21	10,594 30	8,363 70
do	do	do	1873		1,011 75	13,042 25	12,467 65
do	do	do	1874			13,405 20	7,610 70
do	do	do	1875	1,780 00		13,351 91	7,097 34
do	do	do	1876			13,320 61	6,423 67
do	do	do	1877	49,211 37		13,375 70	6,440 54
do	do	do	1878	145,015 45		13,825 50	4,935 21
do	do	do	1879	143,092 05		13,817 96	4,983 15
do	do	do	1880	109,454 95		14,440 33	9,735 76
do	do	do	1881	53,948 14		15,173 60	5,524 10
do	do	do	1882	44,587 61		15,052 20	6,634 62
do	do	do	1883	21,728 93		18,283 67	8,361 71
do	do	do	1884	23,018 13		18,475 48	9,007 73
do	do	do	1885	62,034 90	16,298 96	15,988 96	12,368 51
do	do	do	1886	57,820 83	6,960 95	15,994 80	11,832 83
do	do	do	1887	46,966 43		17,520 54	12,100 29
do	do	do	1888	67,945 74		16,938 54	13,942 64
do	do	do	1889	163,993 85		17,890 55	18,205 26
do	do	do	1890	365,038 01	2,000 00	17,063 49	12,758 18
do	do	do	1891	599,001 85	1,459 98	16,077 72	9,830 05
				3,898,482 97	58,305 40	347,442 24	252,093 99

WILLIAMSBURG CANALS.

Government expenditure prior to Confederation			1,320,655 54				
do	since	do	1868			5,745 97	6,442 41
do	do	do	1869			5,769 81	5,670 88
do	do	do	1870			5,573 13	6,546 16
do	do	do	1871			6,382 17	5,308 41
do	do	do	1872		1,077 00	5,542 94	3,230 07
do	do	do	1873			6,424 49	7,347 75
do	do	do	1874			6,857 19	7,395 92
do	do	do	1875			6,547 62	4,110 29
do	do	do	1876			7,418 39	11,690 98
do	do	do	1877			7,388 08	10,053 61
do	do	do	1878			7,430 11	4,449 78
do	do	do	1879			7,517 20	3,549 71
do	do	do	1880			7,590 15	3,999 77
do	do	do	1881			7,572 35	5,020 73
do	do	do	1882			7,589 44	7,447 69
do	do	do	1883	13 19		7,423 48	7,209 39
do	do	do	1884	2,473 44		7,737 04	7,349 37
do	do	do	1885	103,237 12		7,696 67	8,198 03
do	do	do	1886	149,835 71		7,671 54	7,847 05
do	do	do	1887	115,853 00		7,635 54	7,904 76
do	do	do	1888	70,128 29	1,613 67	7,646 79	8,190 13
do	do	do	1889	59,867 26		7,485 28	8,794 61
do	do	do	1890	139,078 37		8,954 53	8,191 69
do	do	do	1891	230,670 60		8,678 25	7,987 40
				2,191,812 52	2,690 67	172,298 16	164,026 59

LEONARD SHANNON,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, 31st December, 1891.

[1891]

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—Continued.
ST. LAWRENCE RIVER AND CANALS, SURVEYS, &c.

			Year ending 30th June.	Chargeable to Capital.	Chargeable to Income.
				\$ cts.	\$ cts.
Government expenditure prior to Confederation.				\$ 18,442	\$ 98,378
do	since	do	1868	85	46
do	do	do	1869		
do	do	do	1870		
do	do	do	1871		
do	do	do	1872		
do	do	do	1873	33,241	69
do	do	do	1874	26,541	30
do	do	do	1875	20,611	36
do	do	do	1876	50,215	47
do	do	do	1877	47,377	31
do	do	do	1878	5,570	46
do	do	do	1879	9,265	77
do	do	do	1880	9,214	56
do	do	do	1881	6,927	96
do	do	do	1882	28,933	45
do	do	do	1883	44,874	31
do	do	do	1884	89,846	03
do	do	do	1885	115,110	17
do	do	do	1886	116,051	73
do	do	do	1887	74,437	31
do	do	do	1888	56,482	85
do	do	do	1889	18,493	92
do	do	do	1890	23,979	91
do	do	do	1891	35,137	25
				830,755	66
					98,378
					46

WELLAND CANAL.

			Year end- ing 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
				\$ cts.	\$ cts.	\$ cts.	\$ cts.
Imperial Government				\$ 222,220	00		
Government expenditure prior to Confederation				7,416,019	83		
do	since	do	1868	12,097	84	37,679	05
do	do	do	1869	43,486	36	39,060	61
do	do	do	1870			40,340	45
do	do	do	1871			42,383	33
do	do	do	1872	53,680	32	6,022	44
do	do	do	1873	82,282	20	47,876	27
do	do	do	1874	746,420	61	45,382	99
do	do	do	1875	1,047,119	91	50,966	48
do	do	do	1876	1,569,478	19	52,595	00
do	do	do	1877	2,199,962	61	57,623	31
do	do	do	1878	2,138,392	99	700	00
do	do	do	1879	1,552,697	41	59,963	47
do	do	do	1880	1,252,924	75	60,138	59
do	do	do	1881	1,242,943	37	59,942	23
do	do	do	1882	603,402	17	63,198	10
do	do	do	1883	549,433	29	56,398	04
do	do	do	1884	432,336	21	74,641	51
do	do	do	1885	463,505	38	109,207	21
do	do	do	1886	215,380	75	113,276	87
do	do	do	1887	1,071,073	87	6,150	21
do	do	do	1888	429,720	94	1,359	00
do	do	do	1889	225,910	21	3,828	67
do	do	do	1890	117,633	22	10,740	86
do	do	do	1891	36,371	03	43,803	80
				23,724,493	46	288,877	10
						1,774,842	23
							1,722,938
							47

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Continued.*

STE. ANNES LOCK AND CANAL.

			Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
				\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation			1868	134,456 51		778 16	432 47
do	since	do	1869			1,062 96	1,873 51
do	do	do	1870			1,136 54	1,280 36
do	do	do	1871			1,285 84	1,539 02
do	do	do	1872		1,939 46	1,106 80	1,393 63
do	do	do	1873		540 11	2,199 64	1,264 40
do	do	do	1874	12,753 27		2,614 90	7,208 63
do	do	do	1875	32,627 71		1,859 20	4,506 68
do	do	do	1876	24,935 85		1,952 14	4,033 72
do	do	do	1877	30,003 08		1,982 65	1,756 93
do	do	do	1878	14,618 85		2,057 32	541 95
do	do	do	1879	22,113 02		2,202 03	3,259 70
do	do	do	1880	3,054 68		2,152 57	1,704 71
do	do	do	1881	69,042 76		2,553 02	3,257 92
do	do	do	1882	193,158 36		2,611 30	2,343 99
do	do	do	1883	172,959 95		2,569 86	3,448 83
do	do	do	1884	142,006 25		2,775 32	2,725 49
do	do	do	1885	93,679 57		2,618 60	4,042 04
do	do	do	1886	129,681 67		2,611 90	5,803 01
do	do	do	1887	45,276 08	6,054 10	2,537 41	1,499 96
do	do	do	1888	18,910 55	1,372 59	2,505 61	1,380 75
do	do	do	1889	24,786 33		2,569 22	1,730 79
do	do	do	1890	6,151 14		2,571 04	1,525 51
do	do	do	1891		8,173 69	2,505 69	1,503 56
				1,170,215 63	18,079 95	50,819 72	60,057 56

CARILLON AND GRENVILLE CANALS.

Government expenditure prior to Confederation			1868	63,053 64			
do	since	do	1869		19,817 22	6,301 88	8,911 28
do	do	do	1870			6,549 38	10,157 42
do	do	do	1871		4,167 96	6,617 81	9,852 09
do	do	do	1872		23,119 37	8,676 90	8,218 24
do	do	do	1873	165,257 28		8,324 51	17,235 31
do	do	do	1874	133,199 10	3,051 38	10,068 28	8,781 50
do	do	do	1875	245,258 38		10,710 88	10,605 82
do	do	do	1876	339,864 76		10,378 57	18,520 44
do	do	do	1877	326,203 16		10,764 38	11,475 96
do	do	do	1878	245,738 04		11,050 27	10,304 06
do	do	do	1879	22,676 20		11,401 30	5,082 72
do	do	do	1880	243,141 24		11,501 22	7,629 98
do	do	do	1881	281,514 27		11,959 14	7,625 54
do	do	do	1882	336,707 53		13,059 18	8,076 91
do	do	do	1883	433,084 39		14,387 49	7,582 68
do	do	do	1884	433,575 10		17,479 58	8,310 02
do	do	do	1885	399,267 16		17,393 91	7,918 42
do	do	do	1886	157,187 72		19,702 30	10,429 26
do	do	do	1887	104,973 24	75 00	20,597 82	9,303 31
do	do	do	1888	20,747 11		20,011 36	10,554 41
do	do	do	1889	38,996 29		21,531 12	10,036 62
do	do	do	1890	298 17		22,098 88	10,135 66
do	do	do	1891	17 58	4,526 61	15,896 16	7,582 38
do	do	do			4,395 25	21,230 22	10,796 68
				3,990,760 36	59,152 79	327,692 54	235,126 71

LEONARD SHANNON,
Accountant.DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 31st December, 1891.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Continued.*

CULBUTE LOCK AND DAM.

	Year ending 30th June.	Capital.		Renewals Chargeable to Income.		Staff.		Repairs.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
Government expenditure since Confederation..	1868								
do do do	1869								
do do do	1870								
do do do	1871								
do do do	1872								
do do do	1873				835 53				
do do do	1874				38,388 99				
do do do	1875		63,659 29						
do do do	1876		76,842 44						
do do do	1877		56,081 87						
do do do	1878		5,933 53						
do do do	1879		20,694 19						
do do do	1880		16,688 20				202 50		259 31
do do do	1881		4,721 62				962 85		
do do do	1882		29,567 15				790 00		162 33
do do do	1883		14,249 60				695 00		288 99
do do do	1884		8,151 16				733 50		
do do do	1885		19,071 76				730 00		572 75
do do do	1886		26,385 27				730 00		2,396 14
do do do	1887		7,760 88				730 00		967 33
do do do	1888		7,573 99				739 50		730 60
do do do	1889		17,112 01				1,050 00		116 53
do do do	1890		2,818 35				747 83		
do do do	1891		2,183 15		9,122 05		745 25		499 91
			379,494 46		48,346 57		8,856 43		5,993 89

RIDEAU CANAL.

Imperial Government	3,911,701 47								
Government expenditure prior to Confederation	153,062 60								
do do since do	1868			7,298 12		18,597 28		16,475 21	
do do do	1869					19,250 71		13,140 77	
do do do	1870			13 16		20,022 37		19,469 33	
do do do	1871			11,732 98		22,814 58		18,120 52	
do do do	1872			4,967 50		22,139 48		14,005 32	
do do do	1873			18,070 97		22,841 51		26,074 49	
do do do	1874			5,793 16		26,815 44		22,957 40	
do do do	1875		9,310 85			26,553 37		19,699 81	
do do do	1876		2,163 96			26,430 77		14,428 25	
do do do	1877		214 11			25,959 56		14,198 18	
do do do	1878					26,651 51		11,034 22	
do do do	1879		7,703 88			26,042 52		7,134 55	
do do do	1880					26,463 88		11,434 05	
do do do	1881			133 50		26,024 71		8,627 00	
do do do	1882					26,915 29		13,860 28	
do do do	1883			70 65		27,322 81		23,524 84	
do do do	1884			4,597 50		26,938 95		19,245 02	
do do do	1885			2,098 76		26,971 32		18,189 55	
do do do	1886			550 00		27,045 95		35,648 04	
do do do	1887			20,823 96		29,440 46		18,565 34	
do do do	1888			18,889 48		33,458 83		25,478 87	
do do do	1889			6,665 22		33,801 77		18,106 36	
do do do	1890			21,124 10		34,270 57		18,025 21	
do do do	1891			20,967 25		34,641 98		21,537 56	
			4,084,156 87		143,796 31	637,215 62		428,980 17	

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 31st December, 1891.LEONARD SHANNON,
Accountant.

STATEMENTS showing the amounts expended on Construction, Renewals, &c. — *Continued.*

ST. OURS LOCK.

	Year ending 30th June.	Capital.		Renewals Chargeable to Income.		Staff.		Repairs.	
		§	cts.	§	cts.	§	cts.	§	cts.
Government expenditure prior to Confederation		121,537	65						
do since do	1868					1,532	75		753 74
do do do	1869					1,755	15		1,399 18
do do do	1870					1,458	09		1,006 22
do do do	1871					1,414	48		1,210 98
do do do	1872					1,565	80		1,263 19
do do do	1873					2,076	50		1,575 10
do do do	1874					2,219	13		2,363 42
do do do	1875					1,362	22		1,245 69
do do do	1876					1,403	92		1,601 71
do do do	1877					1,533	40		750 80
do do do	1878					1,556	65		283 77
do do do	1879					1,581	55		456 07
do do do	1880					1,614	01		705 54
do do do	1881					1,741	97		1,299 77
do do do	1882					2,002	71		1,902 41
do do do	1883			17,230	32	2,361	65		2,188 08
do do do	1884			5,279	17	2,315	37		1,494 99
do do do	1885			4,700	64	2,271	57		3,652 63
do do do	1886					2,311	70		4,143 47
do do do	1887					2,175	37		5,864 78
do do do	1888					2,216	04		2,801 17
do do do	1889			17,964	45	2,421	14		2,002 63
do do do	1890			24,571	96	2,138	40		1,935 44
do do do	1891			21,696	74	2,011	08		4,460 16
		121,537	65						
				91,443	28	45,040	65		46,360 94

CHAMBLY CANAL.

Government expenditure prior to Confederation		634,711	76						
do since do	1868					8,312	90		9,355 70
do do do	1869					8,437	22		13,120 97
do do do	1870					8,934	41		20,180 73
do do do	1871			2,839	85	10,214	71		22,426 33
do do do	1872			1,906	40	9,628	50		22,327 99
do do do	1873					10,390	44		11,789 27
do do do	1874					2,810	00		16,427 19
do do do	1875	2,415	00			12,201	99		16,306 91
do do do	1876					10,593	14		13,273 56
do do do	1877	80	00			10,281	78		10,111 32
do do do	1878					10,413	99		6,022 96
do do do	1879					11,301	53		8,809 77
do do do	1880					11,516	22		12,377 74
do do do	1881					13,950	47		20,705 17
do do do	1882			31,796	41	16,686	78		16,843 60
do do do	1883			21,332	36	15,904	38		15,182 24
do do do	1884			41,640	77	18,448	85		12,003 34
do do do	1885			21,049	23	18,378	55		13,046 95
do do do	1886			14,547	27	19,501	28		11,999 77
do do do	1887			17,911	17	19,053	62		20,071 37
do do do	1888			65,536	64	20,073	60		11,823 74
do do do	1889			51,437	87	19,679	22		19,392 18
do do do	1890			23,221	48	19,655	38		14,399 93
do do do	1891			43,344	41	19,204	76		11,399 93
		637,206	76	340,132	86	334,439	39		349,398 66

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 31st December, 1891.LEONARD SHANNON,
Accountant.

[1891]

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Continued*

MURRAY CANAL.

	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation					
do since do	1868		400 00		
do do do	1869				
do do do	1870				
do do do	1871				
do do do	1872				
do do do	1873				
do do do	1874				
do do do	1875				
do do do	1876				
do do do	1877				
do do do	1878				
do do do	1879				
do do do	1880				
do do do	1881				
do do do	1882	7,135 63			
do do do	1883	84,071 63			
do do do	1884	118,187 43			
do do do	1885	148,902 66			
do do do	1886	179,704 52			
do do do	1887	142,563 66			
do do do	1888	146,754 37			
do do do	1889	215,326 46			
do do do	1890	106,760 35		494 31	
do do do	1891	61,260 49		5,137 03	173 53
		1,210,667 25	400 00	5,631 34	173 53

TRENT CANAL.

Government expenditure prior to Confederation		309,371 31			
do since do	1868				
do do do	1869				
do do do	1870				
do do do	1871				
do do do	1872				
do do do	1873				
do do do	1874				
do do do	1875				
do do do	1876				
do do do	1877				
do do do	1878				
do do do	1879				
do do do	1880	561 50		1,188 92	3,568 89
do do do	1881			2,489 93	2,233 50
do do do	1882		5,836 51	2,011 92	8,115 50
do do do	1883	40,767 16	9,303 66	2,235 50	3,047 42
do do do	1884	120,393 91	6,198 57	2,208 64	5,264 35
do do do	1885	121,382 84		3,303 87	4,653 50
do do do	1886	75,103 30		1,639 75	5,917 88
do do do	1887	179,541 63		1,938 08	6,008 88
do do do	1888	114,879 35		1,770 29	5,151 42
do do do	1889	47,592 13	29,677 92	3,242 05	5,935 94
do do do	1890	58,644 50	11,522 65	3,450 99	730 55
do do do	1891	9,826 49	3,164 81	3,803 66	4,888 98
		1,078,064 12	65,704 12	29,283 60	55,516 81

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 31st December, 1891.

LEONARD SHANNON,
Accountant.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Continued.*

TAY CANAL.

	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure since Confederation..	1868	.....	.....	.....	.....
do do do ..	1869	.....	.....	.....	.....
do do do ..	1870	.....	.....	.....	.....
do do do ..	1871	.....	.....	.....	.....
do do do ..	1872	.....	.....	.....	.....
do do do ..	1873	.....	.....	.....	.....
do do do ..	1874	.....	.....	.....	.....
do do do ..	1875	.....	.....	.....	.....
do do do ..	1876	.....	.....	.....	.....
do do do ..	1877	.....	.....	.....	.....
do do do ..	1878	.....	.....	.....	.....
do do do ..	1879	.....	.....	.....	.....
do do do ..	1880	.....	.....	.....	.....
do do do ..	1881	.....	.....	.....	.....
do do do ..	1882	.....	748 65	.....	.....
do do do ..	1883	4,831 80	.....	.....	.....
do do do ..	1884	50,878 12	.....	.....	.....
do do do ..	1885	92,473 97	.....	.....	.....
do do do ..	1886	65,561 51	.....	.....	.....
do do do ..	1887	49,617 92	.....	.....	.....
do do do ..	1888	54,166 57	.....	.....	.....
do do do ..	1889	89,486 18	.....	.....	.....
do do do ..	1890	22,226 23	.....	.....	.....
do do do ..	1891	17,114 78	.....	*	*
		446,357 08	748 65	.....	.....

SAULT STE. MARIE CANAL.

Government expenditure since Confederation..	1868	.....	.....	.....	.....
do do do ..	1869	.....	.....	.....	.....
do do do ..	1870	.....	.....	.....	.....
do do do ..	1871	.....	.....	.....	.....
do do do ..	1872	.....	949 35	.....	.....
do do do ..	1873	.....	.....	.....	.....
do do do ..	1874	.....	.....	.....	.....
do do do ..	1875	.....	.....	.....	.....
do do do ..	1876	.....	.....	.....	.....
do do do ..	1877	.....	.....	.....	.....
do do do ..	1878	.....	.....	.....	.....
do do do ..	1879	.....	.....	.....	.....
do do do ..	1880	.....	.....	.....	.....
do do do ..	1881	.....	.....	.....	.....
do do do ..	1882	.....	.....	.....	.....
do do do ..	1883	.....	.....	.....	.....
do do do ..	1884	.....	.....	.....	.....
do do do ..	1885	.....	.....	.....	.....
do do do ..	1886	.....	.....	.....	.....
do do do ..	1887	.....	.....	.....	.....
do do do ..	1888	8,145 06	.....	.....	.....
do do do ..	1889	34,018 95	.....	.....	.....
do do do ..	1890	176,568 55	.....	.....	.....
do do do ..	1891	325,336 33	.....	.....	.....
		544,068 89	949 35	.....	.....

* Staff and Repairs included in Rideau Canal.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 31st December, 1891.LEONARD SHANNON,
Accountant.

RECAPITULATION—EXPENDITURE ON CANALS.

		Year ending June 30.	Capital.	Income.	Staff.	Repairs.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation, including Imperial Government		.....	20,593,866 13	98,378 46	.....	.....
Government expenditure since Confederation.....		1868	33,617 56	95,347 79	113,084 50	101,646 44
do	do	1869	126,898 20	55 00	116,069 76	118,579 31
do	do	1870	.....	90,355 96	120,403 02	150,176 70
do	do	1871	.....	116,429 54	135,040 81	140,467 52
do	do	1872	255,645 75	33,289 27	124,137 09	152,086 25
do	do	1873	256,547 27	127,369 55	148,581 18	186,573 13
do	do	1874	1,189,591 91	51,037 05	167,194 40	213,613 86
do	do	1875	1,714,830 37	479 00	168,401 21	203,226 85
do	do	1876	2,388,733 46	810 75	178,411 80	190,578 45
do	do	1877	4,131,374 30	22 30	179,661 40	138,448 51
do	do	1878	3,843,338 62	.....	187,521 31	122,251 60
do	do	1879	3,064,098 61	.....	191,892 44	115,349 99
do	do	1880	2,123,366 34	.....	195,039 33	147,167 52
do	do	1881	2,075,891 65	7,246 69	197,573 62	154,653 63
do	do	1882	1,593,174 09	55,025 03	224,572 61	187,399 02
do	do	1883	1,763,001 97	62,503 14	269,415 01	178,617 86
do	do	1884	1,577,295 42	60,993 99	280,657 29	192,219 38
do	do	1885	1,504,621 47	58,297 59	280,226 20	201,708 47
do	do	1886	1,333,324 80	31,984 02	282,323 63	198,251 97
do	do	1887	1,733,698 16	65,983 06	285,172 62	198,888 84
do	do	1888	1,033,118 34	120,561 59	292,458 76	201,928 93
do	do	1889	972,918 43	162,015 49	301,040 23	240,261 36
do	do	1890	1,026,364 24	146,853 54	290,516 63	176,089 00
do	do	1891	1,318,092 15	165,843 87	294,562 12	204,768 45
			55,703,409 24	1,550,882 68	5,023,956 97	4,114,953 04

LEONARD SHANNON,

*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 31st December, 1891.

INTERCOLONIAL RAILWAY

(Including amounts paid to Nova Scotia Railway and European and North American Railway, N. B.)

	Year.	Construction.		Working Ex- penses, includ- ing Windsor Branch Railway.	
		\$	cts.	\$	cts.
Expenditure prior to Confederation.....		10,766,725	54		
do since do	1868	483,353	65	359,961	08
do do do	1869	282,615	18	387,548	47
do do do	1870	1,729,381	49	445,208	75
do do do	1871	2,916,782	13	442,993	31
do do do	1872	5,131,141	51	595,076	22
do do do	1873	5,201,450	37	1,011,892	60
do do do	1874	3,614,898	81	1,847,175	24
do do do	1875	3,426,099	55	1,532,589	62
do do do	1876	1,108,321	59	1,277,197	79
do do do	1877	1,318,352	19	1,661,673	55
do do do	1878	408,816	74	1,811,273	56
do do do	1879	226,639	19	2,010,183	22
do do do	1880	2,048,014	60	1,607,956	70
do do do	1881	608,732	80	1,780,353	53
do do do	1882	585,568	79	2,080,592	37
do do do	1883	1,616,632	96	2,383,477	20
do do do	1884	1,405,377	52	2,366,719	95
do do do	1885	1,195,363	08	2,460,229	87
do do do	1886	544,958	17	2,508,473	10
do do do	1887	823,070	86	2,854,158	91
do do do	1888	742,203	09	3,300,481	94
do do do	1889	655,228	13	3,174,785	19
do do do	1890	365,246	48	3,500,455	80
do do do	1891	79,929	34	3,691,273	65
		*47,284,903	76	45,091,731	62

* Including \$296,872.90 charged to "Consolidated Fund."

Total cost of construction as above..... \$ 47,284,903 76
 Less amounts transferred from Capital to Consolidated Fund as follows:—

	Nova Scotia Ry.	European and North American Ry.	
1868.....	\$ 16,800 99	\$ 11,302 89	
1870.....	34,403 45	1,749 21	
1871.....	50,405 69		
1873.....	106,899 59	75,311 08	
	<u>\$ 208,509 72</u>	<u>\$ 83,363 18</u>	
		208,509 72	
			296,872 90

Agreeing with Balance Sheet, Public Accounts, 1890-91, page xiv..... \$ 46,988,030 86
 Total cost of road and equipment chargeable to Capital Account as per
 Chief Engineer's Report, page 34..... 46,988,163 15

Difference to be adjusted before next report..... \$ 132 29

LEONARD SHANNON,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, 31st December, 1891.

EASTERN EXTENSION RAILWAY.

	Year.	Capital.		Working Expenses.	
		\$	cts.	\$	cts.
Government expenditure prior to Confederation.....					
do since do	1868				
do do do	1869				
do do do	1870				
do do do	1871				
do do do	1872				
do do do	1873				
do do do	1874				
do do do	1875				
do do do	1876				
do do do	1877				
do do do	1878				
do do do	1879				
do do do	1880				
do do do	1881				
do do do	1882				
do do do	1883				
do do do	1884	1,284,311	97	10,033	77
do do do	1885	2,055	92	78,273	65
do do do	1886	183	79	94,756	06
do do do	1887			94,254	04
do do do	1888			90,954	73
do do do	1889	34,235	73	90,719	04
do do do	1890			79,102	77
do do do	1891	3,255	40	*	
		1,324,042	81	538,094	06

* Included in Intercolonial Railway working expenses.

CARLETON BRANCH RAILWAY.

Government expenditure prior to Confederation.....					
do since do	1868				
do do do	1869				
do do do	1870				
do do do	1871				
do do do	1872				
do do do	1873				
do do do	1874				
do do do	1875				
do do do	1876				
do do do	1877				
do do do	1878				
do do do	1879				
do do do	1880				
do do do	1881				
do do do	1882				
do do do	1883				
do do do	1884				
do do do	1885				
do do do	1886	85,610	69		
do do do	1887	2,299	62		
do do do	1888	500	17		
do do do	1889				
do do do	1890				
do do do	1891				
		88,410	48		

LEONARD SHANNON,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 31st December, 1891.

CAPE BRETON RAILWAY.

	Year.	Capital.		Working Expenses.	
		\$	cts.	\$	cts.
Government expenditure prior to Confederation.....	1868				
do since do	1869				
do do do	1870				
do do do	1871				
do do do	1872				
do do do	1873				
do do do	1874				
do do do	1875				
do do do	1876				
do do do	1877				
do do do	1878				
do do do	1879				
do do do	1880				
do do do	1881				
do do do	1882				
do do do	1883				
do do do	1884				
do do do	1885				
do do do	1886				
do do do	1887		76,501 89		
do do do	1888		689,450 50		
do do do	1889		1,083,276 60		
do do do	1890		1,170,523 62		
do do do	1891		521,441 62		
			3,541,194 23		

OXFORD AND NEW GLASGOW RAILWAY.

Government expenditure prior to Confederation.....	1868				
do since do	1869				
do do do	1870				
do do do	1871				
do do do	1872				
do do do	1873				
do do do	1874				
do do do	1875				
do do do	1876				
do do do	1877				
do do do	1878				
do do do	1879				
do do do	1880				
do do do	1881				
do do do	1882				
do do do	1883				
do do do	1884				
do do do	1885				
do do do	1886				
do do do	1887				
do do do	1888		280,932 35		
do do do	1889		840,553 57		
do do do	1890		434,074 60		
do do do	1891		220,886 39		
			1,776,446 91		

LEONARD SHANNON,

*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 31st December, 1891.

MONTREAL AND EUROPEAN SHORT LINE RAILWAY.

				Year.	Construction.	Working Expenses.
					\$ cts.	\$ cts.
Government expenditure prior to Confederation.....				1868		
do since do				1869		
do do do				1870		
do do do				1871		
do do do				1872		
do do do				1873		
do do do				1874		
do do do				1875		
do do do				1876		
do do do				1877		
do do do				1878		
do do do				1879		
do do do				1880		
do do do				1881		
do do do				1882		
do do do				1883		
do do do				1884		
do do do				1885	49,587 45	
do do do				1886	135,214 38	
do do do				1887	24,157 32	
do do do				1888	397 35	
do do do				1889		
do do do				1890		
do do do				1891	124,568 23	
					333,924 73	

PRINCE EDWARD ISLAND RAILWAY.

Government expenditure prior to Confederation.....					3,114,735 11	
do since do				1874		750 00
do do do				1875	46,086 63	49,344 62
do do do				1876	42,546 10	219,930 43
do do do				1877	200,000 00	228,595 25
do do do				1878	6,551 86	221,599 49
do do do				1879	40,129 05	223,313 12
do do do				1880	16,539 82	164,640 55
do do do				1881		203,122 88
do do do				1882	402 03	228,259 97
do do do				1883	57,186 02	252,808 41
do do do				1884	130,663 38	236,428 13
do do do				1885	76,956 56	211,207 01
do do do				1886	4,668 33	216,744 34
do do do				1887	5,800 00	204,237 45
do do do				1888		229,639 95
do do do				1889		247,559 44
do do do				1890		266,485 85
do do do				1891		257,990 08
					3,742,264 89	3,662,656 97

LEONARD SHANNON,

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 31st December, 1891.

Accountant.

CANADIAN PACIFIC RAILWAY.

	Year.	Construction, including Subsidy of \$25,000,000.		Working Expenses.	
		§	cts.	§	cts.
Government expenditure prior to Confederation	1868				
do since do	1869				
do do do	1870				
do do do	1871		30,148 32		
do do do	1872		489,428 16		
do do do	1873		561,818 44		
do do do	1874		310,224 88		
do do do	1875		1,546,241 67		
do do do	1876		3,346,567 06		
do do do	1877		1,691,149 97		
do do do	1878		2,228,373 13		
do do do	1879		2,240,285 47		
do do do	1880		4,044,522 72		78,892 01
do do do	1881		4,968,503 93		236,944 98
do do do	1882	(1)	4,589,075 79		1,786 20
do do do	1883	(2)	10,033,800 04		266 09
do do do	1884	(3)	11,192,722 02		327 02
do do do	1885	(4)	9,900,281 53		
do do do	1886	(5)	3,672,584 81		
do do do	1887	(6)	915,057 49		
do do do	1888		52,098 65		
do do do	1889		86,716 07		
do do do	1890		40,980 54		
do do do	1891		37,367 00		
		*	61,977,947 69		318,216 30

* Agrees with Public Accounts balance sheet, 1890-91, page xiv.

(1) Including	§ 2,210,000 00	on account subsidy
(2) do	5,323,076 60	do
(3) do	7,254,208 27	do
(4) do	6,862,201 00	do
(5) do	2,890,427 00	do
(6) do	460,087 13	do
	<u>§ 25,000,000 00</u>	

LEONARD SHANNON,

Accountant

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, 31st December, 1891.

ANNAPOLIS AND DIGBY RAILWAY.

	Year.	Capital.		Working Expenses.	
		§	cts.	§	cts.
Government expenditure prior to Confederation					
do since do	1868				
do do do	1869				
do do do	1870				
do do do	1871				
do do do	1872				
do do do	1873				
do do do	1874				
do do do	1875				
do do do	1876				
do do do	1877				
do do do	1878				
do do do	1879				
do do do	1880				
do do do	1881				
do do do	1882				
do do do	1883				
do do do	1884				
do do do	1885				
do do do	1886				
do do do	1887				
do do do	1888				
do do do	1889		9,847 27		
do do do	1890		381,942 75		
do do do	1891		196,869 36		
			588,659 38		

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 31st December, 1891.

RECAPITULATION—RAILWAYS.

	Year.	Construction.		Working Expenses.	
		§	cts.	§	cts.
Government expenditure prior to Confederation.....		13,881,460	65		
do since do	1868	483,353	65	359,961	08
do do do	1869	282,615	18	387,548	47
do do do	1870	1,729,381	49	445,208	75
do do do	1871	2,946,930	45	442,993	31
do do do	1872	5,620,569	67	595,076	22
do do do	1873	5,763,268	81	1,011,892	60
do do do	1874	3,925,123	69	1,847,925	24
do do do	1875	5,018,427	85	1,581,934	24
do do do	1876	4,497,434	75	1,497,128	22
do do do	1877	3,209,502	16	1,890,268	80
do do do	1878	2,643,741	73	2,032,873	05
do do do	1879	2,507,053	71	2,233,496	34
do do do	1880	6,109,077	14	1,851,489	26
do do do	1881	5,577,236	73	2,220,421	39
do do do	1882	5,175,046	61	2,310,638	54
do do do	1883	11,707,619	02	2,636,551	70
do do do	1884	14,013,074	89	2,613,508	87
do do do	1885	11,224,244	54	2,749,710	53
do do do	1886	4,443,220	17	2,819,973	50
do do do	1887	1,846,887	18	3,152,650	40
do do do	1888	1,765,582	11	3,621,076	62
do do do	1889	2,709,857	37	3,513,063	67
do do do	1890	2,392,767	99	3,846,044	42
do do do	1891	1,184,317	34	3,949,263	73
		120,657,794	88	49,610,698	95

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 31st December, 1891.

APPENDIX No. 3.

STATEMENT showing Subsidies voted for Railways as to which contracts have been entered into and payments made, up to 30th June, 1891.

Subsidies Voted.		Railways.											Total to June 30, 1891.					
Authority.	Amount.	Payments.											Total to June 30, 1891.					
		1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	cts.	cts.	cts.						
46 Vic, cap. 25	156,800 00	144,000																
53 do 2	384,000 00																	156,800 00
45 do 14	80,000 00																	
46 do 25	96,000 00																	
48 9 do 59	96,000 00																	
49 do 10	186,235 00	32,000	57,027	186,745	202,219	282,013 00	19,911 00	38,140 00	70,350 00	818,705 00								
50 1 do 24	28,800 00																	
50 1 do 3	96,000 00																	
46 do 25	80,600 00																	
40 do 10	70,000 00																	
50 1 do 24	12,800 00																	
52 do 3	32,000 00																	
47 do 8	272,000 00																	
47 do 8	272,000 00																	
46 do 25	115,200 00																	
47 do 8	76,800 00																	
50 1 do 24	32,000 00																	
47 do 8	32,000 00																	
47 do 8	32,000 00																	
49 do 10	57,600 00																	
52 do 3	22,400 00																	
47 do 8	48,000 00																	
45 do 14	650,000 00																	
46 do 26	660,000 00																	
53 do 2	660,000 00																	
47 do 8	128,000 00																	
48 9 do 59	19,200 00																	
49 do 10	32,000 00																	
48 9 do 59	140,800 00																	
47 do 8	60,342 00																	
51 do 3	60,342 00																	
53 do 2	288,000 00																	
48 9 do 59	72,000 00																	

48 9	do	30,000 00	30,000	16,400 00	36,700 00	5,400 00	88,500 00
50 1	do	64,000 00					38,400 00
51	do	9,600 00					22,400 00
46	do	38,400 00					282,355 20
47	do	22,400 00					750,000 00
48 9	do	96,000 00					96,000 00
49	do	38,400 00					524,175 00
50 1	do	180,000 00					113,440 00
47	do	750,000 00					32,003 00
48 9	do	96,000 00					11,200 00
49	do	320,000 00					16,300 00
50 1	do	300,000 00					15,000 00
48 9	do	118,400 00					40 480
50 1	do	217,600 00					1,000
49	do	11,200 00					14,100
49	do	32,000 00					3,000 00
50 1	do	96,000 00					26,138 78
47	do	160,000 00					9,761 22
49	do	96,000 00					249,684 00
50 1	do	6,400 00					163,216 00
47	do	51,200 00					74,300 00
48 9	do	65,200 00					82,770 00
49	do	38,400 00					51,200 00
50 1	do	4,000 00					14,656 00
45	do	240,000 00					15,300 00
48 9	do	258,000 00					60,000 00
51	do	100,000 00					800 00
48 9	do	44,800 00					15,057 00
49	do	6,400 00					13,815 00
50 1	do	16,000 00					45,000 00
49	do	22,400 00					19,700 00
50 1	do	256,000 00					54,400 00
49	do	96,000 00					46,000 00
50 1	do	14,400 00					21,888 00
52	do	76,800 00					
53	do	128,000 00					
48 9	do	32,000 00					
49	do	10,200 00					
53	do	54,400 00					
50 1	do	51,200 00					
50 1	do	22,400 00					
48 9	do	22,400 00					
51	do	22,400 00					

APPENDIX No. 3. Statement showing Subsidies voted for Railways as to which contracts have been entered, &c.—*Concluded.*

Subsidies Voted.		Payments.										Total to June 30, 1891.						
Authority.		Amount.	1883-84		1885-86.		1886-87.		1887-88.		1888-89.		1889-90.		1890-91.		%	
		cts.	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%		
19	Vic., cap. 10	108,800 00																155,200 00
52	do 3	48,000 00																118,400 00
50	1 do 24	118,400 00																58,900 00
50	1 do 24	95,000 00																38,400 00
50	1 do 24	38,400 00																30,000 00
52	do 3	64,000 00																5,553 57
52	do 3	39,000 00																219,100 00
50	1 do 24	9,600 00																29,400 00
50	1 do 24	108,800 00																9,800 00
51	do 3	147,200 00																10,400 00
50	1 do 24	44,800 00																65,600 00
52	do 3	19,200 00																173,000 00
52	do 3	54,400 00																36,620 00
52	do 3	95,000 00																87,000 00
52	do 3	375,000 00																49,960 00
50	1 do 24	57,600 00																42,670 00
51	do 3	287,200 00																87,582 00
50	1 do 24	192,000 00																75,639 00
53	do 2																	76,143 00
50	1 do 24	44,800 00																846,721 88
52	do 3	329,000 00																1,491,595 72
52	do 3	142,400 00																1,027,041 92
53	do 2																	2,171,249
53	do 2																	403,245
53	do 2																	208,000

This return does not include the following:—

- 1. The Canada Central Railway.
- 2. The Canadian Pacific Railway—main line.
- 3. The Atlantic and North-Western Railway.

LEONARD SHANNON,
Accountant.

APPENDIX No. 4.

DEPARTMENT OF RAILWAYS AND CANALS,
OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,
OTTAWA, 11th November, 1891.

SIR,—I have the honour to submit to you my annual report in connection with the construction of the following railways:—The Canadian Pacific Railway, the Cape Breton Railway, the Oxford and New Glasgow Railway, the Digby and Annapolis Railway, and also the subsidized railways, both to the 30th June, 1891, and to the present date.

CANADIAN PACIFIC RAILWAY.

The arbitrators appointed to adjudicate upon the claim made upon the Government by the Canadian Pacific Railway Company in connection with the construction of the section of railway built by the Government between Savona's Ferry and Port Moody, amounting to about \$12,000,000, have made their award, which amounts to \$579,255, which, I presume, closes this part of the case. The arbitrators, however, have still two small matters of dispute to settle between the Government and the company—one relating to steel rails in temporary tracks, etc., along the Pembina branch, amounting to \$57,481.71, to which the company claim to be entitled free of charge, and the other being a claim arising out of the transfer, under agreement, of a surplus of 3,185 tons of steel rails remaining on the line between Port Arthur and Cross Lake, at the date of the transfer of this section by the Government to the company, the latter alleging that the value placed on these rails by the Government was excessive. So soon as the award is paid, and the two small claims just described are settled, the Government account for construction will be closed, with the exception of a number of land claims.

I should state that the amount of the award is to be expended under the supervision of a Government officer, whose duty it will be to see that the work covered by the award be well and faithfully carried out. Had this work been originally executed by the contractor he would have been paid for it at his contract schedule prices for the several classes of work, inasmuch as his contract was an item schedule one; this being the work which the arbitrators have called upon the Government to execute, the latter is involved in no actual loss, inasmuch as the arbitrators, as I understand the matter, have merely decided that the Government had left undone work amounting to the value of \$579,255, which was necessary to complete the road up to the standard called for by their contract with the company.

As stated in my last report, dated 9th October, 1890, this railway was opened for traffic across the continent on the 28th June, 1886, with a length of road in operation of 4,274 miles. The gross earnings for the first twelve months were \$10,650,254. On the 30th June, 1891, with a mileage under traffic of 5,564 miles, the gross earnings for the year then closed amounted to \$18,672,174, showing a marvellous development in those five years. The future prospects of the line are still more encouraging, and its usefulness in the development of the trade of the country is everywhere felt.

CAPE BRETON RAILWAY.

The total length constructed of the Cape Breton Railway, including branch lines, is 98½ miles. Since my last report, 9th October, 1890, the road, though not thoroughly completed, was put under traffic as follows:—Point Tupper to Grand Narrows on 1st January, 1891; Grand Narrows to Sydney and North Sydney, 24th November, 1890.

It was operated throughout the winter, with some difficulty, owing to the slides which took place from time to time from the stiff clay slopes of the cuttings and the slipping away of the embankments; upon the opening of spring, well-manned construction trains were set to work to remove the material which had slid down from the slopes, to complete the filling of embankments, the ballasting and other work. This work had been prosecuted throughout the season under the supervision of Mr. Hiram Donkin, the District Superintendent of the traffic department. Owing to the unforeseen heavy settlement in some of the embankments, and the damage done to the works by gales of wind and heavy wind storms which have prevailed during the season, much more has had to be done than was calculated upon, and at this date all is not in complete order; but Mr. Donkin informs me that in two or three weeks, or sooner, it will be ready for transfer to the traffic department.

Upon this road there are several large steel structures, the most important being the bridge over the "Grand Narrows" of the Bras d'Or Lakes. It is 1,720 feet in length, and is composed of six spans, each of 242 feet, and a swing span of 245 feet, all resting on massive masonry piers and abutments, the piers being in a depth of 75 feet of water. This is a very fine piece of workmanship, carried through to completion in a most satisfactory manner by the contractors, Messrs. Reid and Isbester. The other structures referred to are steel trestles of some magnitude, being of great height and considerable length. The whole of the structures, including culverts, are of the most durable and substantial character, and the road is first-class in every respect.

Expenditure up to 30th June, 1891.....	\$3,541,194 23
do from 30th June to 31st Oct., 1891.....	58,278 77
	\$3,599,473 00

OXFORD AND NEW GLASGOW RAILWAY.

This road is $72\frac{1}{2}$ miles in length, including the Pugwash branch. Although not actually completed, it was put under traffic on the 15th July, 1890, and has since been in successful operation. The works of construction are completed, with the exception of three water stations. Two first-class passenger cars are also still required. Great difficulty has been experienced in obtaining a water supply at Pugwash and Wallace stations, and even yet this has not been done with complete success, though drill holes have been sunk into the rock at these two points several hundred feet below the bottom of the wells. At any day, however, a supply may be reached. The two first-class cars are under contract with Messrs. James Harris & Co., of St. John, N.B., and will be ready for delivery very shortly. The road is in good running order, and is built in a very substantial and durable manner, the superstructures of the bridges being of steel, and resting on solid masonry, and the culverts of masonry and double-strength vitrified clay culvert pipes.

Expenditure up to 30th June, 1891.....	\$1,776,446 91
do from 30th June to 31st Oct., 1891.....	16,695 80
	\$1,793,142 71

DIGBY AND ANNAPOLIS RAILWAY.

This section of railway is 20 miles in length. It extends from Digby to Annapolis, and is familiarly known as the "Missing Link." It is a section of the Western Counties Railway, which took possession of it on its completion by Government on the 27th July, 1891, and which has since operated it successfully. I believe it has not only proved to be a great boon to the travelling public and to commercial men, but to the Western Counties Railway Company also, which has made an arrangement with the Windsor and Annapolis Railway Company under which passengers run through from

Yarmouth to Halifax without change of cars. The final estimate in favour of Messrs. O'Neil & Campbell, the contractors for the construction of this road, has not yet been issued, but will be complete in a few days.

Expenditure up to 30th June, 1891..... \$588,659 38
do from 30th June to 31st Oct., 1891..... 12,925 43

\$601,584 81

RAILWAYS SUBSIDIZED IN CASH, RAILS OR LAND.

LIST of Railways receiving a Cash Subsidy per mile, in a lump sum, or 15 per cent on cost of tunnel or bridge: showing the amount of subsidy granted to each, amounts paid up to 30th June, 1890, during the year ended 30th June, 1891, and during the three months ended 30th September, 1891, respectively; also, the total amount paid up to the last named date.

Name of Railway.	Estimated Length in Miles.	Subsidy Granted.	Subsidy Paid to 30th June, 1890.		Subsidy paid during the year ended 30th June, 1891.		Subsidy Paid during the three months ended 30th September, 1891.		Total Subsidy Paid up to 30th September, 1891.	
			\$	cts.	\$	cts.	\$	cts.	\$	cts.
Albert Southern.....	16	51,200 00	20,815	63	10,684	37	11,800	00	43,300	00
Amherstburg and Lake Shore	20	64,000 00								
Baie des Chaleurs.....	70	620,000 00	524,175	00					524,175	00
Beauharnois Junction.....	30	96,000 00	58,900	00					58,900	00
Belleville and Lake Nipissing.	30	96,000 00								
Belleville and North Hastings	7	22,400 00	21,888	00					21,888	00
Brautford, Waterloo and Lake Erie	18	57,600 00	36,620	00	16,190	00			52,810	00
Brockville, Westport and Sault Ste. Marie.....	60	192,000 00	45,000	00	47,400	00			92,400	00
Buctouche and Moncton.....	32	102,400 00	65,419	57	1,600	43			67,020	00
Canada Atlantic.....	53 and bridge	314,400 00	252,167	20	30,188	00			282,355	20
Canada Central.....	120	1,525,250 00	1,525,250	00					1,525,250	00
Canadian Pacific.....	2,005	25,000,000 00	25,000,000	00					25,000,000	00
Canadian Pacific Extension...	160	1,500,000 00								
Cap Rouge and St. Lawrence.	12	38,400 00								
For a line from Cape Tormentine towards Murray Bay ..	20	64,000 00								
Caraquet.....	67	224,000 00	224,000	00					224,000	00
Central of New Brunswick ..	44½	142,400 00			75,639	00			75,639	00
Cobourg, Northumberland and Pacific	30	96,000 00								
Cornwallis Valley.....	14	44,800 00			42,670	00			42,670	00
Columbia and Kootenay.....	35	112,000 00								
Cumberland.....	14	44,800 00	29,400	00	10,450	00			39,850	00
Dominion Lime Company.....	6	22,400 00	15,360	00					15,360	00
Drummond County.....	58½	187,200 00	41,300	00	136,000	00	5,105	00	182,405	00
Elgin, Petibodiac & Havelock	12	38,400 00	38,400	00					38,400	00
Erie and Huron.....	52	166,400 00	96,000	00					96,000	00
Esquimalt and Nanaimo.....	71	750,000 00	750,000	00					750,000	00
For a line from Fredericton to the N. B. Ry. via Oromocto and Gagetown.....	30	96,000 00								
Fredericton and St. Mary's Ry. Bridge Company.....	1½	30,000 00	30,000	00					30,000	00
Grand Trunk, Georgian Bay and Lake Erie.....	15	48,000 00								
Great Eastern.....	60	229,500 00	19,200	00	16,300	00	4,845	00	40,345	00
Great Northern.....	50	160,000 00	45,088	00	9,500	00			54,588	00
Guelph Junction.....	16	51,200 00	46,000	00					46,000	00

RAILWAYS SUBSIDIZED IN CASH, RAILS OR LAND—Continued.

LIST of Railways receiving a Cash Subsidy per mile, &c., up to 30th June, 1890.

Name of Railway.	Estimated Length in Miles.	Subsidy Granted.		Subsidy Paid to 30th June, 1890.		Subsidy Paid during the Year ended 30th June, 1891.		Subsidy Paid during the three months ended 30th Sep- tember, 1891.		Total Subsidy Paid up to 30th Sep- tember, 1891.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Harvey Branch.....	3	9,600	00	5,554	00					5,554	00
Hereford.....	49	156,800	00	155,200	00					155,200	00
International.....	49	156,800	00	156,800	00					156,800	00
Inverness and Richmond.....	50	50,000	00								
Irondale, Bancroft and Ottawa	50	160,000	00	15,000	00					15,000	00
Joggins.....	18 $\frac{1}{2}$	58,400	00	35,900	00	1,600	00			37,500	00
Kingston and Pembroke.....	15	48,000	00	48,000	00					48,000	00
For a line from Lachine Bank to Rivière des Prairies.....	15	48,000	00								
L'Assomption.....	3 $\frac{1}{2}$	11,200	00	11,200	00					11,200	00
Lake Erie, Essex and Detroit River.....	77	278,400	00	118,400	00					118,400	00
Lake Temiscamingue Colon.....	53 $\frac{1}{2}$	177,200	00	52,760	00					52,760	00
Leamington and St. Clair.....	15	51,200	00	51,200	00					51,200	00
Massawippi Valley.....	10	32,000	00								
Massawippi Junction.....	15	48,000	00								
Maskinongé and Nipissing.....	30	96,000	00								
Montreal and Sorel.....	45	112,000	00	76,641	50	17,116	07			93,757	57
Montreal and Champlain Jun.	63	103,600	00	88,500	00					88,500	00
Montreal & Lake Maskinongé	13 $\frac{1}{2}$	42,200	00	39,780	00	1,500	00			41,280	00
Montreal and Western.....	70	361,270	00			76,143	00			76,143	00
Napanee, Tamworth & Quebec	60	204,400	00	185,344	00	7,600	00			192,944	00
New Brunswick and Prince Edward.....	37	118,400	00	113,400	00						
Northern and Western of N.B.	100	320,000	00	312,000	00					312,000	00
Northern and Pacific Junction	110	1,320,000	00	1,319,400	00	600	00			1,320,000	00
Nova Scotia Central.....	80	256,000	00	219,100	00	3,300	00			222,400	00
Ontario and Pacific.....	53	172,400	00								
Orford Mountain.....	31	79,200	00								
Ottawa and Gatineau Valley.	62	320,000	00			87,582	00			87,582	00
Ottawa and Parry Sound.....	52	166,400	00								
For a line from Ottawa to Morrisburg.....	52	166,400	00								
Oshawa Ry. & Navigation Co.	7	22,400	00								
Parry Sound Colonization.....	40	128,000	00					30,400	00	30,400	00
Pontiac Pacific Junction.....	95 $\frac{1}{2}$	337,100	00	174,828	00					174,828	00
Pontiac and Renfrew.....	6	19,200	00	9,800	00	3,800	00			13,600	00
Port Arthur, Duluth and Western.....	89 $\frac{3}{4}$	287,200	00			87,000	00	31,250	00	118,250	00
Quebec Central.....	105	348,342	00	60,342	00					60,342	00
Quebec and Lake St. John.....	248	1,003,495	00	748,355	00	70,350	00	9,600	00	828,305	00
Quebec, Montmorency and Charlevoix.....	30	96,000	00	65,600	00					65,600	00
South Norfolk.....	17	54,400	00							54,400	00
South Ontario Pacific.....	49	158,400	00								
For a line from Shelburne towards Annapolis.....	75	240,000	00								
Sicamous, on C.P.R., to near Lake Okanagan.....	51	163,200	00					65,010	00	65,010	00
St. Catharines and Niagara Central.....	46	147,200	00	26,640	00	11,760	00			38,400	00
St. Lawrence, Lower Laurentian and Saguenay.....	40	217,600	00	92,813	00	32,003	00			124,816	00
For a line from St. Césaire to St. Paul.....	5	16,000	00								
St. Louis, Richibucto and Buctouche.....	7	22,400	00	22,400	00					22,400	00

RAILWAYS SUBSIDIZED IN CASH, RAILS OR LAND—*Continued.*

List of Railways receiving a Cash Subsidy per mile, &c., up to 30th June, 1891.

Name of Railway.	Estimated Length in Miles.	Subsidy Granted.	Subsidy Paid to 30th June, 1890.		Subsidy Paid during the year ended 30th June, 1891.		Subsidy Paid during the three months ended 30th June, 1891.		Total Subsidy Paid up to 30th Sep- tember, 1891.		
			\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$
St. John Valley and Rivière du Loup.....	44	140,800 00									
St. Lawrence and Adirondac	18	57,600 00									
St. Stephen and Milltown.....	3½	11,200 00									
St. Clair Frontier Tunnel.....	2	375,000 00	173,000 00		143,400 00					316,400 00	
Stewiacke Valley and Lans- downe.....	25	80,000 00									
For a line from Summerside to Richmond.....	3	9,600 00									
Temiscouata.....	119	649,200 00	487,200 00		82,770 00					569,970 00	
Thousand Isles.....	17	54,400 00	10,400 00							10,400 00	
Tobique Valley.....	25	124,800 00									
Toronto, Grey and Bruce.....	5	16,000 00	14,656 00							14,656 00	
For a line from Truro to New- port.....	49	156,800 00									
Vaudreuil and Prescott.....	60	192,000 00			49,960 00					49,960 00	
West Ontario Pacific.....	80	256,000 00	250,000 00		6,000 00					256,000 00	
Waterloo Junction.....	11	35,200 00									
Western Counties.....	20	500,000 00	391,790 02		196,869 36		799 00			589,458 38	
Woodstock and Centreville.....	6	19,200 00	Part lapsed.								
Totals.....		43,273,357 00	34,471,426 92		1,275,975 23		158,809 00			35,906,211 15	

It will be observed the above table includes the Canada Central Railway, the North Shore Railway, the Esquimalt and Nanaimo Railway and the Canadian Pacific Railway.

List of Railways receiving cash subsidies of fixed sums per annum for a series of years:—

Name of Railway.	Terms of Subsidy.
Atlantic and North-West.....	Subsidy not to exceed \$250,000 per annum for 20 years.
Chignecto Marine Transport.....	do do 170,602 do do
Kingston, Smith's Falls and Ottawa.....	do do 12,534 do do

Amount paid annually to the Province of Quebec as interest upon subsidy granted to Quebec, Montreal, Ottawa and Occidental Railway: 5 per cent. on \$2,394,000—\$119,700.

The railway subsidized from Montreal to St. Andrews, St. John and Halifax, to the amount of \$250,000 per annum for twenty years, and contracted for by the Atlantic and North-West Railway Company, was divided into three sections, as follows:—

- (1.) Montreal to Sherbrooke, 108 miles.
- (2.) International Boundary to Mattawankeag, 144 miles.
- (3.) Harvey to Salisbury, 115 miles.

The two first-named sections are completed and under traffic, entitling the company to receive the sum of \$186,600 per annum for twenty years.

On the Chignecto Marine Transport Railway the works which it was expected would be completed by January next have been suspended owing, I believe, to difficulties met with on the London money market.

Cost of Railway Lines built by the Dominion Government and transferred to the Canadian Pacific Railway Company up to 30th June, 1891.....	\$30,338,366 26
From 30th June to 31st October, 1891.....	62,548 35
Total to 31st October, 1891.....	\$30,400,914 61

Cost of Dominion Government Railways to 30th June and 31st October, 1891.

	Cost up to 30th June, 1891.	Expended from 30th June to 31st Oct., 1891.	Total cost to 31st Oct., 1891.
	\$ cts.	\$ cts.	\$ cts.
Intercolonial Railway.....	46,988,163 15	31,031 93	47,019,195 08
Eastern Extension Railway.....	1,321,986 89	46 30	1,322,033 19
Cape Breton Railway.....	3,541,194 23	58,278 77	3,599,473 00
Oxford and New Glasgow Railway.....	1,776,446 91	16,695 80	1,793,142 71
Prince Edward Island Railway.....	3,741,780 89	450 47	3,742,231 36
Total.....	57,369,572 07	106,503 27	57,476,074 74

LIST of Railways to which grant of Subsidies in Old Rails to the value appearing opposite their respective names has been authorized by Parliament.

Name of Railway.	Value of old Iron Rails Granted as Subsidy.	Remarks.
	\$ cts.	
Albert.....	14,665 45	
Central of New Brunswick.....	83,612 54	Earned and transferred.
Chatham Branch.....	24,439 84	do do
Elgin, Petitecodiac and Havelock.....	44,252 82	do do
Kent Northern.....	58,334 27	
Halifax Cotton Company.....	4,335 00	
Steel Company of Canada.....	11,964 66	

LIST of Railways to which grants of Land Subsidies have been authorized by
Parliament.

Name of Railway.	Miles.	Acres Granted.	Remarks.
Alberta Railway and Coal Co.	50	320,000	
Alberta and Athabaska Railway Co.	300	1,920,000	
Brandon and South-Western Railway Co.	17	108,800	
Calgary and Edmonton Railway Co.	340	2,176,000	
Canadian Pacific Railway Co.	2,245	26,568,000	2,005 miles completed and in operation.
Esquimalt and Nanaimo Railway Co.	78	1,900,000	Completed and in operation.
Great North-West Central Railway Co.	450	2,880,000	50 miles constructed.
Lake Manitoba Railway and Canal Co.	142	902,000	
Lake Seul Railway Co.	18	115,200	
Manitoba and South-Western Railway Co.	456	2,918,400	250 miles completed and in operation.
Manitoba South-Western Colonization Railway Co.	218½	1,396,800	
Manitoba and South-Western Railway Co.	100	704,000	
Medicine Hat Railway and Coal Co.	8	51,200	
North-Western Railway Co. of Canada.	330	3,300,000	
North-Western Coal and Navigation Co.	210	1,091,100	109 miles constructed and in operation.
Qu'Appelle, Long Lake and Saskatchewan.	348½	2,229,333	248 miles constructed.
Red Deer Valley Railway and Coal Co.	55	352,000	
Winnipeg and Hudson Bay Railway Co.	No distance named.	.....	6,400 acres per mile in Manitoba, and 12,800 in North-West Territories. 40 miles constructed.
Wood Mountain and Qu'Appelle Railway Co.	240	1,536,000	

Name changed by 52 Vic., cap. 65, to the North-Western Railway Company of Canada.

I am not in possession of the information necessary to enable me to state the position of the land subsidies as regards the quantities of land conveyed to the companies.

I have the honour to be, Sir,

Your obedient servant,

(Signed) COLLINGWOOD SCHREIBER,
Chief Engineer and Gen. Manager.

A. P. BRADLEY, Esq.,
Secretary, Dept. Railways and Canals.

APPENDIX No. 4.

REPORT OF CHIEF ENGINEER ON GOVERNMENT RAILWAYS IN OPERATION.

DEPARTMENT OF RAILWAYS AND CANALS,
OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,
OTTAWA, 18th November, 1891.

SIR,—I have the honour to submit to you my annual report in connection with the operation of the Government railways for the year ended 30th June, 1891, accompanied by the reports of the Chief Superintendent, Chief Engineer and Mechanical Superintendent of the Intercolonial Railway, and also that of the Superintendent and Mechanical Superintendent of the Prince Edward Island Railway, together with statements of accounts prepared by the accountants of these roads.

Table showing the length of the Government railways in operation on the 30th of June, 1891:—

INTERCOLONIAL RAILWAY.

	Miles.
Chaudière Junction to Halifax.....	678
Moncton to St. John.....	89
Truro to Sydney.....	217
Oxford Junction to Pictou.....	70
Chaudière Junction to Lévis.....	8
Lévis to St. Charles Junction <i>viâ</i> Harlaka.....	14
Dalhousie Junction to Dalhousie.....	7
Derby Junction to Indiantown.....	14
Panisee Junction to Pointe du Chene.....	11
Pugwash Junction to Pugwash.....	5
Stellarton Junction to Brown's Point Junction.....	12
New Glasgow to Pictou Landing.....	7
Richmond to Dartmouth.....	5
Total miles showing a regular train service.....	1,142

FREIGHT BRANCHES.

	Miles.
Rivière du Loup, Wharf Branch.....	4
Rimouski do.....	2
Dorchester do.....	1
Newcastle do.....	2
Sackville do.....	$\frac{1}{2}$
Stewiacke do.....	1
Courtney Bay do.....	1
Halifax Cotton Factory do.....	1
	— 12 $\frac{1}{2}$
Total length of Intercolonial Railway.....	1,154 $\frac{1}{2}$

WINDSOR BRANCH.

Windsor Junction to Windsor.....	32
----------------------------------	----

PRINCE EDWARD ISLAND RAILWAY.

	Miles.
Souris to Tignish	168
Mount Stewart to Georgetown	24
Charlottetown to Royalty Junction	5
Emerald Junction to Cape Traverse	13
Alberton to Cascumpec Wharf	1
	211
Total length of Government railways	<u>1,397½</u>

The result of the year's operations of the Government railways may be stated as follows:—

Name of Railway.	Average Mileage operated for the Year.	—	Amount	Profit.	Loss.
			\$ cts.	\$ cts.	\$ cts.
Intercolonial Railway, including E. E. Ry. & C. B. Ry.	1,094	Earnings	2,977,395 38	.....	684,946 56
		Working expenses	3,662,341 94		
Windsor Branch Ry	32	Earnings	30,235 13	1,303 42	
		Working expenses	28,931 71		
Prince Edward Island Ry	211	Earnings	174,258 05	.....	83,732 03
		Working expenses	257,990 08		
					768,678 59
					1,303 42
Total average miles	1,337		Net loss		767,375 17

The above statement does not show a satisfactory state of things as regards the net results, but the increased service, and the additional mileage of railway put in operation during the year, have been a great accommodation to the travelling public, an immense convenience to the localities traversed by new lines, and of great service in facilitating trade.

INTERCOLONIAL RAILWAY.

(Including the Eastern Extension and Cape Breton Railway.)

Since the date of my last Annual Report an Act of Parliament was passed consolidating the lines operated by the Government on the mainland, under the name and style of "The Intercolonial Railway," with a total length of 1,154½ miles. The sections composing this mileage are given at the commencement of this report. The new road opened for traffic during the year is as follows:—

Oxford Junction to Brown's Point Junction and Pugwash, 72½ miles, opened on the 15th July, 1890.

Point Tupper to Grand Narrows, C.B., 46 miles, put under traffic on 1st January, 1891; Grand Narrows to Sidney and North Sidney, with loop connecting with the International Coal Company's railway at Sidney, 52½ miles, opened for traffic on the 24th November, 1890.

The total length of additional road placed under traffic during the year was therefore 170 miles.

The full development of the traffic on these new portions must necessarily take some time, but the business done so far has been fully equal to my expectations, and the summer tourist travel on the Cape Breton section looked most encouraging. The scenery throughout the island is very beautiful especially along the shores of the Bras d'Or Lakes, and the air is fresh and health-restoring. This is well known to travellers these lakes having for years been frequented by foreign tourists.

I regret that I have to record a serious accident which befell the through express train going west on the 18th December last, at St. Joseph, about 1½ miles east of Lévis station, resulting in the loss of the lives of several passengers, and in injury to a number of others. This is the first really serious accident which has occurred on the Intercolonial Railway. Had the cars been heated by stoves the loss of life might have been much greater, as all the passenger cars rolled down an embankment on their sides. The train being heated by steam from the locomotive, no fire occurred.

The system of heating passenger trains by steam from the locomotive continues to give satisfactory results. There are now 56 engines and 165 cars fitted up for heating in this manner. The lighting of the cars by electricity is another safeguard against fire in case of collision or when overturned. This method of lighting, though very expensive costing about twelve times as much as oil lighting, has been introduced upon the through express trains, 82 cars being fitted up for it.

With a view of guarding the employes from accident, the Westinghouse air brake is being applied to the freight cars and the Westinghouse air driver brake to the engines 616 freight cars and 57 engines being fitted with these brakes—but the first advantage to be derived from the use of these air brakes cannot be realized until all freight cars running over the road are furnished with them; and this means, not only the cars of the Intercolonial Railway, but also those of other roads interchanging cars with it for, so long as trains are partly made up of cars fitted with the hand brake the brake men will have to mount on the top of them, a proceeding admittedly dangerous in this cold climate.

The yard and freight shed accommodation at Halifax is still inadequate to the proper despatch of business. An appropriation of \$150,000 has been granted toward the increase of this accommodation, but no further progress has been made in the direction of providing it.

The following is a statement of the quantity and classes of rolling stock purchased on capital account up to 30th June, 1891, including that of the Eastern Extension and Cape Breton Railways:—

Engines.	Passenger Car Stock.					Conductors' Vans.	Box and Cattle Cars.	Platform Cars.	Coal Cars of three several kinds.	Snow Ploughs.	Wing Ploughs.	Flangers.	Rotary Steam Ploughs.
	1st Class Sleeping and Parlour.	1st Class.	2nd Class Sleeping.	2nd Class.	Baggage and Mail.								
202	15	87	6	95	24	99	2071	2123	895	44	10	21	
....	5	.....	.....	.....	39	....	103	.....	513	.....	.....	.....	.....
	20				63		2174		2209				

In addition to the 202 engines, there are 4 still in use, which have been replaced with 4 new ones, at cost of revenue.

The following is a statement of the quantity and classes of rolling stock which has been rebuilt during the year at cost of revenue to maintain the stock :—

	Engines.	Passenger Car Stock.					Conductors' Vans.	Box and Cattle Cars.	Platform Cars.	Coal Cars of three several kinds.	Snow Ploughs.	Wing Ploughs.	Flangers.	Rotary Steam Ploughs.
		1st Class Sleeping and Parlour.	1st Class.	2d Class Sleeping.	2d Class.	Baggage and Mail.								
			3	1		3	2	4	14	5	1		1	
								11		12				

The following table shows the gross earnings, the tonnage of freight and number of passengers carried each year since the 1st July, 1876, when the roadway was first opened as a through line, including the traffic of the Eastern Extension and Cape Breton Railways :—

Year.	Average Miles in Operation.	Gross Earnings.	Tons of Freight Carried.	No. of Passengers Carried.
1876-77	714	1,154,445 33	421,327	613,420
1877-78	714	1,378,946 78	522,710	618,957
1878-79	714	1,294,009 69	510,861	640,101
1879-80	829	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	2,370,910 10	970,961	878,600
1883-84	887	2,384,414 92	1,009,237	944,636
1884-85	941	2,441,203 66	989,936	957,228
1885-86	946	2,450,093 88	1,023,788	932,880
1886-87	966	2,660,116 93	1,143,020	982,784
1887-88	971	2,983,336 05	1,288,823	1,040,163
1888-89	971	2,967,801 00	1,218,877	1,136,272
1889-90	971	3,012,739 87	1,368,819	1,219,233
1890-91	1,094	2,977,395 38	1,304,534	1,298,304

The following table shows the number of tons of coal carried over the Intercolonial Railway from the Nova Scotia collieries to Chaudière Junction and points west thereof, in each calendar year since the commencement of the trade in 1879.

Year.	Tons.	Year.	Tons.
1879.	570	1885.	165,791
1880.	10,246	1886.	175,512
1881.	30,629	1887.	192,022
1882.	35,089	1888.	173,730
1883.	54,891	1889.	157,407
1884.	112,898	1890.	137,472

There were 1,792 tons of 67-lb. steel rails laid in the track during the year, to replace the 56-lb. rails lifted.

CAPITAL ACCOUNT.

Total cost of road and equipment to 30th June, 1890 ..	\$46,908,233	81
Add expenditure on Intercolonial Railway during the year :—		
Increased accommodation at Moncton.	\$10,608	73
do do St. John...	4,355	17
St. Charles' Branch.....	12,033	49
Indiantown do	402	63
Dartmouth do	413	94
Y at Truro.....	1,500	00
Rolling stock.....	50,083	44
Original construction	531	94
		<u>79,929 34</u>
Add cost of following roads :—		
Oxford and New Glasgow.....	\$1,776,446	91
Cape Breton.....	3,541,194	23
Eastern Extension.....	1,321,986	89
		<u>6,639,628 03</u>
Total cost up to 30th June, 1891.....	\$53,627,791	18
The cost of construction and equipment may be classified as follows :—		
Road	\$46,108,685	51
Rolling stock	7,519,105	67
Total	\$53,627,791	18

Both road and rolling stock have been well maintained, and are in very efficient condition.

WINDSOR BRANCH.

The Windsor and Annapolis Railway Company continue to work the traffic of the road—the Government maintaining the way and works as heretofore—the former receiving two-thirds and the latter one-third of the gross earnings. The way and works have been well maintained, a considerable sum having been expended in renewing 4 miles of rails (the new rails being 56-lb. steel and the old ones iron rails of the same weight), and the replacing of seven spans of a wooden bridge over the Jordan River by seven spans of steel. The road is in efficient running condition.

The result of the arrangement for the year was :—

One-third of the gross earnings received by Government ..	\$30,235	13
Cost of maintenance of way and works	28,931	71
Net profit.....	\$ 1,303	42

In future years the gross earnings of the Windsor Branch should show a considerable increase over those of past years, inasmuch as there is now through connection between Halifax and Yarmouth, which should be the means of developing the trade between Halifax and the western section of Nova Scotia.

PRINCE EDWARD ISLAND RAILWAY.

No work on Capital Account having been executed during the year, the figures remain as on the 30th June, 1890 :—

Cost of road.....	\$3,283,051	89
Cost of rolling stock.....	458,729	00
Total cost to 30th June, 1891.....	\$3,741,780	89

The rolling stock provided on Capital Account, and representing the sum of \$458,729 as above, consists of—

Engines.	PASSENGER CAR STOCK.				Box Cars.	Platform Cars.	Con- ductors' Vans.	Pay Cars.	Snow Ploughs	Flangers
	1st Class Cars.	2nd Class Cars.	Bag- gage and Smok- ing Cars.	Official Cars.						
21	17	15	3	1	175	125	3	1	8	9

Statement of rolling stock rebuilt during the year :— Four platform cars.

REVENUE ACCOUNT.

The traffic of the year under consideration exceeds that of the preceding year, both as to volume and receipts, the latter being more by a few thousand dollars. There is, however, only a slight advance on that of 1888-89.

The earnings and working expenses were as follows :—

Earnings	\$174,258 05
Working expenses	257,990 08
Net loss	\$ 83,732 03

The following table shows the gross earnings, the tonnage of freight and number of passengers carried during each year since 30th June, 1875, when the railway was opened for traffic.

Year.	Miles in Operation.	Gross Earnings.	Tons Freight Carried.	No. of Passengers Carried.
		\$ cts.		
1875-76	199	118,860 96	28,358	93,964
1876-77	199	130,664 92	41,039	93,478
1877-78	199	185,899 60	38,923	111,428
1878-79	199	125,855 99	38,668	105,046
1879-80	199	113,851 11	37,208	90,533
1880-81	199	131,131 43	45,336	102,937
1881-82	199	137,267 54	48,315	118,436
1882-83	199	146,170 42	51,920	117,162
1883-84	199	144,504 12	51,841	118,988
1884-85	210	158,588 06	57,346	130,423
1885-86	210	155,584 36	57,913	120,374
1886-87	210	155,303 37	53,589	130,067
1887-88	210	158,363 62	59,603	131,246
1888-89	210	171,369 56	55,682	152,780
1889-90	210	160,971 78	51,604	133,099
1890-91	210	174,258 05	59,511	145,508

During the year four wooden bridges have been replaced by steel superstructures resting on masonry abutments, and only a few wooden bridges now remain on the road, which it is proposed to replace by steel so soon as they require rebuilding. The length of road laid with 50-lb. steel rails is 85 miles, leaving 125 miles of 40-lb. iron rails, which have been in service 18 years, and begin to show signs of wear. It will therefore be necessary to continue year by year, until the whole line is steeled, using the best of the old iron rails, lifted each year for repair.

The necessary repairs to way and works have been made, and the rolling stock is in good condition.

I do not look for any very brisk business during the next year, as the potato crop in the island is said to be a failure, while the wheat crop is unusually large. The result of this will be that very few potatoes will be moved, and that the flour will be produced at the mills throughout the island, instead of coming across the Straits either to Summerside or Charlottetown. Little distribution will, therefore, be necessary.

I regret to say that, owing to failing health, the Hon. Benjamin Davies, Paymaster and Travelling Auditor, is incapacitated for duty, and is, at his request, about to be placed on the retired list.

I have the honour to be, Sir,

Your obedient servant,

COLLINGWOOD SCHREIBER,

Chief Engineer and General Manager.

The Secretary, Department of Railways and Canals,
Ottawa.

INTERCOLONIAL RAILWAY.

OFFICE OF THE CHIEF SUPERINTENDENT,

MONCTON, N.B., 13th November, 1891.

SIR,—I have the honour to submit the following report on the working of the Intercolonial Railway during the fiscal year which ended 30th June, 1891.

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.
- “ 4. Car expenses.
- “ 5. Maintenance of way and works.
- “ 6. Station expenses.
- “ 7. General charges.
- “ 8. General stores account.
- “ 9. General balance.
- “ 10. Comparative statement of averages.

On the 12th July, 1890, the accounts of the Eastern Extension Railway, which had heretofore been kept separate, were, with the exception of the capital account, merged in the similar accounts of the Intercolonial Railway.

The mileage of the Eastern Extension Railway—80 miles—has, therefore, to be added to that of the Intercolonial Railway.

On the 15th July, 1890, the Oxford and New Glasgow Railway, extending from Oxford Junction to Pugwash and Brown's Point—72 miles—was opened for traffic.

On the 24th November, 1890, the portion of the Cape Breton Railway, extending from Sydney and North Sydney to Grand Narrows—50 miles—was opened for traffic, and on the 1st January, 1891, the balance of the Cape Breton Railway, extending from Grand Narrows to Point Tupper—46 miles—was opened for traffic.

The above additions increase the mileage of the Intercolonial Railway from 894 miles, included in last year's report, to 1,142 miles.

CAPITAL ACCOUNT.

The total cost of road and equipment on 30th June, 1890, was.....	\$ 46,908,233 81
The additions during the year are as follows :—	
Construction of a Y at Truro.....	\$ 1,500 00
Increased accommodation, Moncton....	10,608 73
do do St. John....	4,355 17
Dartmouth Branch.....	413 94
Indian Town Branch.....	402 63
St. Charles Branch.....	12,033 49
Rolling stock.....	50,083 44
Construction.....	531 94
	<u>79,929</u>

Total cost of road and equipment on 30th June, 1891. \$ 46,988,163 1

The **Y** at Truro was completed during the year, and the amount charged to is a balance which was due for the completion of a bridge.

Increased Accommodation, Moncton.—This consists of a balance which was due for the erecting shop and the engine house which were completed during the year, and the cost of an extension of the freight shed.

Increased Accommodation, St. John.—This is a payment made to the Water Commissioners, St. John, under a judgment of the Exchequer Court, and some legal expenses in connection with the case.

Dartmouth Branch.—This is for legal expenses in connection with land claims.

Indian Town Branch.—This is a payment for land and for legal expenses.

St. Charles Branch.—This consists of payments for land, for interest, for legal services and for witness fees.

The charge for rolling stock consists of the cost of three additional parlor cars; also the cost of applying steam-heating apparatus to 20 locomotives and 47 passenger train cars; also the cost of applying air brakes to 136 freight cars.

The heating of passenger cars by steam from the locomotive continues to give satisfaction. There are now 57 locomotives and 149 cars fitted.

The total number of freight cars fitted with the Westinghouse automatic air brake is 600.

REVENUE ACCOUNT.

The expenditure and earnings for the year compare as follows :—

Expenditure.....	\$3,662,341 94
Earnings.....	2,977,395 38
	<u>\$ 684,946 56</u>

In the comparisons which follow, both in regard to revenue and expenditure, it should be borne in mind that in addition to the Eastern Extension Railway—80 miles in length—there were on an average 120 miles more railway in operation during this year than during the previous year.

The gross earnings compare as follows with those of the previous year :—

In 1889-90—Intercolonial.....	\$2,928,080 92
Eastern Extension.....	84,658 95
	<u>\$3,012,739 87</u>
In 1890-91.....	2,977,395 38
	<u>\$ 35,344 48</u>

The earnings from passenger traffic compare as follows :—

In 1890-91.....	\$ 962,316 88
In 1889-90—Intercolonial.....	\$ 854,794 31
Eastern Extension.....	40,300 22
	<u>895,094 53</u>
	<u>\$ 66,222 35</u>

The number of passengers carried compared as follows with the previous year :—

In 1890-91.....	1,298,304
In 1889-90—Intercolonial.....	1,170,249
Eastern Extension.....	48,984
	<u>1,219,233</u>
	<u>79,071</u>

The earnings from freight traffic compare as follows :—

In 1889-90—Intercolonial.....	\$1,926,927 14
Eastern Extension.....	37,719 72
	<u>\$ 1,964,646 86</u>
In 1890-91.....	1,854,629 88
	<u>\$ 110,016 98</u>

The earnings for mails and sundries compare as follows :—

In 1890-91.....	\$ 160,448 62
In 1889-90—Intercolonial.....	\$ 146,359 47
Eastern Extension.....	6,639 07
	<u>152,998 54</u>
	<u>\$ 7,450 08</u>

The weight of freight carried compares as follows :—

In 1889-90—Intercolonial and Eastern Extension.....	Tons. 1,368,819
In 1890-91 do do.....	1,304,534
	<u>64,285</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.	1889-90, Intercolonial Railway and Eastern Extension.	1890-91.	Increase.	Decrease.
Barrels of flour.....	1,116,050	1,013,129		102,921
Bushels grain.....	2,610,202	2,890,921	280,719	
Lumber, in feet.....	209,905,065	184,138,324		25,766,741
Head of live stock.....	86,771	95,529	8,758	
Other goods, in tons.....	926,514	899,724		26,790

The quantity of coal carried from the mines in Nova Scotia to the Upper Provinces compares as follows with the preceding year (during the twelve months ended 31st December):—

	Tons.	Tons.
1889		157,407
1890— <i>Viâ</i> Chaudière Junction and Quebec.	137,335	
<i>Viâ</i> St. John	137	137,472
		<u>19,935</u>

WORKING EXPENSES.

The working expenses compare as follows with the previous year:—

In 1890-91.....	\$3,662,341 94
In 1889-90—Intercolonial and Eastern Extension ...	3,560,575 74
	<u>\$ 101,766 20</u>

They compare with last year as follows:—

Per mile run by engines—	Cents.
1890-91	60·23
1889-90	59·32
Per mile run by trains—	
1890-91	72·84
1889-90	70·76
Per mile of railway—	
1889-90	\$3,666 90
1890-91	3,347 66

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 number of new ties put into the track was 215,086; 170 miles of track were re-ballasted, 16 miles of track were relaid with heavier steel rails, weighing 67 lbs. to the yard, and 2 miles of new sidings were constructed at various places.

The bridge over the Rivière du Loup was replaced with a new steel bridge at a cost of \$23,900, and the bridges at Murphy's, near Antigonish, and over Barney's River were also renewed with steel instead of wood.

Four bridges were strengthened by lateral bracing.

Fifty-two bridges were provided with new and improved floors and iron guard rails.

Fifteen small wooden bridges of ten to twenty span each were replaced by iron bridges, and one iron overhead bridge was erected in place of a wooden one.

The fences received necessary repairs, and 102 miles of new fences were built.

In addition to the repairs of snow fences, 84,000 lineal feet of snow fences were rebuilt.

The snow sheds received necessary repairs, and 1,440 lineal feet of snow sheds were rebuilt.

The buildings on all parts of the line were repaired, and several new ones were erected.

Thirteen semaphore signals were erected at various stations.

The wharves received necessary repairs, and a large amount of dredging was done at several of them.

The rolling stock received necessary repairs, and is in good order.

Four new and powerful locomotives for freight traffic were purchased, and charged to working expenses, and as no locomotives were taken out of service the stock has been increased by that number.

The rolling stock of the Eastern Extension, Oxford and New Glasgow, and Cape Breton Railways—26 locomotives, 1,013 cars, 4 snow ploughs and 4 flangers—was

added to that of the Intercolonial Railway, making the total number of locomotives 206, of cars 6,876, of snow ploughs 56, and of flangers 23.

Eight passenger train cars, 399 freight cars and 7 snow ploughs were purchased or rebuilt to replace those taken out of service as unfit for use.

The water service was efficiently maintained and improved, ten new tanks of 50,000 gallons capacity each having been erected.

STORES.

The value of stores purchased was	\$1,526,820	86
The value of stores used was	1,454,206	08
The value of old material sold was	78,582	39
The value of stores on hand at the end of the year was :—		
Ordinary stores, including fuel	\$	517,501 14
Iron and steel rails and fastenings		309,651 22
Old material for sale		106,283 84
		<u>\$ 933,436 20</u>

GENERAL.

The winter of 1890-91 was not a severe one, and the trains were seldom delayed by snow.

On the 18th December, 1890, the first serious accident which has happened on this railway occurred at St. Joseph, near Lévis, in the Province of Quebec. The express train bound from Halifax to Montreal was derailed at that place, and, sad to relate, five passengers were killed and a considerable number hurt more or less seriously.

There were no fires in any of the cars, the whole train being, as is usual with the Intercolonial, heated by steam from the locomotives, so that although the cars were overturned and some of them very much broken they did not catch fire.

I have the honour to be, Sir,

Your obedient servant,

D. POTTINGER,

Chief Superintendent.

COLLINGWOOD SCHREIBER, Esq.,

Chief Engineer and General Manager

Government Railways, Ottawa.

No. 1.—INTERCOLONIAL RAILWAY.

CAPITAL ACCOUNT, Year ending 30th June, 1891.

Dr.

Cr.

1890. June 30...	1890. June 30...	1890. June 30...	1890. June 30...	1891. June 30...	1891. June 30...
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
To Cost of road and equipment ..					
1891. June 30..					
Increased accommodation, Moncton ..	10,608 73				
do St. John ..	4,355 17				
St. Charles Branch ..	12,033 49				
Indiantown do ..	402 63				
Dartmouth do ..	413 94				
Construction ..	531 94				
Rolling stock ..	50,083 44				
Y at Truro ..	1,500 00				
		79,929 34			79,929 34
			46,988,233 81		46,988,233 81
				By Dominion of Canada ..	
					46,988,163 15

Moncton, N. B., 30th June, 1891.

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

No. 2.—INTERCOLONIAL RAILWAY.

DR.

REVENUE ACCOUNT, Year ending 30th June, 1891.

CR.

Previous Year.	Expenditure.	Year ending 30th June, 1891.	Previous Year.	Earnings	Year ending 30th June, 1891.
\$ cts.		\$ cts.	\$ cts.		\$ cts.
1,144,372 74	Locomotive power, Abstract No. 1.	1,281,800 32	854,794 31	Passenger traffic..	962,316 88
768,757 96	Car expenses, Abstract No. 2....	808,212 35	1,926,927 14	Freight do ..	1,854,629 88
	Maintenance of way and works,		146,359 47	Mails and sundries	160,448 62
998,613 16	Abstract No. 3	955,293 68			
370,202 98	Station expenses, Abstract No. 4.	396,320 22	2,928,080 92		2,977,395 38
164,995 27	General charges do No. 5.	197,006 56	553,392 05	Balance.	684,946 56
3,446,942 11		3,638,633 13			
34,530 86	Car mileage.....	23,708 81			
3,481,472 97		3,662,341 94	3,481,472 97		3,662,341 94

THOMAS WILLIAMS,

Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1891.

No. 3.—INTERCOLONIAL RAILWAY.

LOCOMOTIVE POWER—(Abstract No. 1.)

Previous Year.		Year ending 30 June, 1891.
\$ cts.		\$ cts.
10,776 29	Mechanical Superintendent's salary, clerks, office and travelling expenses..	11,851 10
244,717 34	Wages, drivers, firemen and cleaners.....	274,281 45
496,378 15	Fuel.....	555,848 04
52,506 58	Oil, tallow, waste and small stores.....	52,172 11
262,317 95	Repairs to engines, tenders and engine tools.....	304,550 77
40,952 32	Water, including pump and tank repairs.....	51,496 55
36,724 11	Miscellaneous	31,600 30
1,144,372 74		1,281,800 32

THOMAS WILLIAMS,

Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1891.

No. 4.—INTERCOLONIAL RAILWAY.

CAR EXPENSES—(Abstract No. 2).

Previous Year.		Year ending 30th June, 1891.
\$ cts.		\$ cts.
94,347 36	Repairs to passenger cars	102,388 24
25,842 43	do postal, express and baggage cars.....	24,627 52
259,324 15	do freight cars and vans.....	283,029 80
7,163 87	do snow ploughs and flangers.....	21,181 51
252,602 61	Wages of conductors, train baggagemasters and brakemen	259,940 94
28,481 87	Oil and waste for packing	27,101 53
78,165 24	Small stores and fuel.....	64,975 67
22,830 43	Miscellaneous.....	24,967 14
768,757 96		808,212 35

THOMAS WILLIAMS,

MONCTON, N.B., 30th June, 1891.

Chief Accountant and Treasurer.

No. 5.—INTERCOLONIAL RAILWAY.

MAINTENANCE OF WAY AND WORKS—(Abstract No. 3).

Previous Year.		Year ending 30th June, 1891.
\$ cts.		\$ cts.
7,157 72	Chief and Assistant Engineers, salaries, clerks, office and travelling expenses.	7,864 26
340,790 89	Wages in repairing roadway, fences and semaphores, including new sidings laid in.....	396,937 65
250,089 17	Rails and fastenings, including new sidings laid in.....	181,364 70
53,517 50	Ties.....	45,975 39
171,761 95	Timber, lumber, &c., for repairs to bridges, cattle-guards, sheds, fences, &c.....	159,894 31
10,612 69	Repairs to wharves.....	5,345 04
99,613 51	Repairs to buildings and platforms.....	68,755 29
13,232 23	Repairs to tools.....	13,020 80
50,513 23	Clearing ice and snow.....	74,055 07
1,324 27	Miscellaneous.....	2,081 17
998,613 16		955,293 68

THOMAS WILLIAMS,

MONCTON, N.B., 30th June, 1891.

Chief Accountant and Treasurer.

No. 6.—INTERCOLONIAL RAILWAY.

STATION EXPENSES—(Abstract No. 4).

Previous Year.		Year ending 30th June, 1891.
£ cts.		£ cts.
	Salaries and wages of Station Masters, Agents, Clerks, Telegraph Operators, Station Baggage Masters, Yard Masters, Switchmen, Watchmen and Labourers	297,226 60
284,702 61		
85,500 37	Fuel, oil, light, stationery, tickets and other incidental expenses	99,093 62
370,202 98		396,320 22

THOMAS WILLIAMS,

Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1891.

No. 7.—INTERCOLONIAL RAILWAY.

GENERAL CHARGES—(Abstract No. 5).

Previous Year.		Year ending 30th June, 1891.
£ cts.		£ cts.
	Chief Superintendent, District Superintendents, Train Despatchers, General Freight Agent, General Passenger Agent, Clerks, office and travelling expenses	73,338 73
66,074 96		
	Accounting Department—Salaries of the Chief Accountant and Treasurer, Traffic Auditor, Paymaster, Cashier, Clerks, office and travelling expenses	25,248 67
23,443 42		
5,318 69	Damages to men, animals and goods	16,964 06
11,884 81	Ferry service	26,674 42
1,284 17	Telegraph expenses (not including pay to operators)	1,298 51
42,677 56	Miscellaneous—Printing, advertising, &c.	38,901 19
14,311 66	Agency expenses	14,580 98
164,995 27		197,006 56

THOMAS WILLIAMS,

Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1891.

No. 8.—INTERCOLONIAL RAILWAY.
GENERAL STORES ACCOUNT, Year ending 30th June, 1891.

DR.

Cr.

1890.	To Balance.....	\$ cts.	1891.	June 30... By Issues during year	\$ cts.	\$ cts.
		707,942 05		Sales of material, fuel, &c., to other railways, &c.....	1,454,206 08	
1891.	Purchases during year	1,511,887 98		Sales of old material.....	54,521 68	
	Charges from other Departments....	210,643 30		Balance—	78,582 39	1,587,310 15
	Labour	63,743 62		Ordinary stores, including fuel..	517,501 14	
	Staff pay-rolls	12,496 52		Iron and steel rails and fastenings	294,658 34	
				Old material for sale	106,283 84	918,453 32
						2,505,763 47

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1891.

No. 9.—INTERCOLONIAL RAILWAY.
GENERAL BALANCE, Year ending 30th June, 1891.

Cr.

Dr.

	\$	cts.		\$	cts.
Cash.....			Dominion of Canada.....	10,446	09
General Stores—			Suspense.....		
Ordinary stores, fuel.....	\$517,501	14	Grand Trunk Railway—Traffic.....		14,021 29
Iron and steel rail fastenings.....	294,668	34	do.....		646 46
Old material for sale.....	106,283	84	New Brunswick Railway.....	14,007	75
Stations.....			Canadian Pacific Railway—Traffic.....		0 04
Rents.....			Unclaimed freight.....		282 89
Departmental Accounts—					
Marine.....	\$	24 86			
Post Office.....		5,130 01			
Militia.....		2,031 76			
Agriculture.....		5,917 09			
Canadian Pacific Railway rolling stock.....					
Quebec Central Railway.....					
Northern and Western Railway—Traffic.....	\$	8,016 59			
do.....		248 63			
Windsor and Amnapolis—Traffic.....	\$	2,526 31			
do.....		618 17			
Oxford and New Glasgow Railway.....					
Allan Steamship Line.....					
Kent Northern Railway.....					
Tennisonata Railway.....					
Canadian Pacific Railway—General.....					
Buctouche and Moncton Railway.....					
Joggins Railway.....					
Caraqueet Railway.....					
Central Railway of New Brunswick.....					
Cape Breton Railway.....					
Baie Chaleurs Railway.....					
Prince Edward Island Steam Navigation Co.....					
Tobique Valley Railway.....					
Elgin, Pettediac and Havelock Railway.....					
Dominion Express Co.....					
Albert Southern Railway.....					
New Brunswick Railway.....					
Salisbury and Harvey Railway.....					
South Eastern Railway.....					
Nova Scotia Central Railway.....					
Prince Edward Island Railway.....					

Maine Central Railway.....	19 30
Gloucester Marine Railway.....	245 09
New York and New England Railway.....	9 89
Great Eastern Fast Freight Linc.....	0 91
Pullman Palace Car Co.....	381 70
Chatham Railway.....	12 80
Acadia Coal Co.....	1,887 63
Intercolonial Coal Co.....	888 63
Cumberland Railway and Coal Co.....	40 13
Canadian Locomotive and Engine Co.....	719 12
Union Pearing Co.....	928 18
Halifax Cotton Co.—Siding.....	7,507 14
Poulson Iron Works.....	273 25
Black Diamond Coal Co.....	8 36
Londonderry Iron Co.....	8 48
I. C. Ry. Relief and Insurance Association.....	65 92
Town of Dartmouth.....	20,000 00
Western Union Telegraph Co.....	634 99
St. John Street Railway.....	20 00
Nova Scotia Steel and Forge Co.....	267 62
Ontario Car and Foundry Co.....	1,276 00
Steamer "Admiral".....	6,670 58
Montréal Car Wheel Co.....	1,919 50
Halifax Rolling Mills.....	13 50
Great Northwestern Telegraph Co.....	1 02
New Glasgow Iron and Coal Co.....	977 04
Remittances destroyed.....	788 81
Nauwigewank Station.....	3 00
Glengarry Station.....	5 00
Schooner "Mary Jane".....	71 30
Bloomfield Station.....	25 21
Coal Branch Station.....	65 84
Welford Station.....	55 00
See, Luce Station.....	80 00
St. Arsenic Station.....	6 11
Western Counties Railway—General.....	\$15,893 35
do do Traffic.....	1,657 42
Spring Hill and Parrshoro' Railway.....	17,550 77
Halifax and Cape Breton Railway.....	3,161 99
Elgin Branch Railway.....	1,546 82
Cold Brook Rolling Mills.....	726 10
Pic Station.....	1,967 41
Individual accounts.....	22 00
Total.....	26,252 90
Total.....	1,178,437 78

Total 1,178,437 78

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

E. O. F.

MONCTON, N.B., 30th June, 1891.

No. 10.—INTERCOLONIAL RAILWAY.

COMPARATIVE STATEMENT of Averages, Year ending 30th June, 1891.

	1891.	1890.
Mileage of railway.....	1,094	894
Engine mileage.....	6,080,791	5,895,369
Train do.....	5,027,791	4,929,770
Car do.....	56,492,801	58,966,695
Receipts per engine mile..... Cents..	48·96	49·67
do mile of railway..... Dollars.	2,721·57	3,275·25
Percentage of passenger earnings to gross earnings.....	32·32	29·19
do freight do do.....	62·29	65·81
do other do do.....	5·39	5·00
Expenses per engine mile—		
Drivers, firemen and cleaners' wages..... Cents.	4·51	4·15
Fuel.....	9·14	8·42
Oil, tallow, waste and small stores.....	·86	·89
Repairs to engines.....	5·01	4·45
Water and tank repairs.....	·84	·70
Miscellaneous.....	52	62
Total.....	20·88	19·23
Mechanical Superintendent's salary, office and travelling expenses.....	·20	·18
Total.....	21·08	19·41
Locomotive power per engine mile.....	21·08	19·41
Car expenses do.....	13·29	13·04
Maintenance of way and works do.....	15·71	16·94
Station expenses do.....	6·52	6·28
General charges do.....	3·24	2·80
Car mileage.....	59·84	58·47
	·39	·58
Total per engine mile.....	60·23	59·05
Locomotive power per train mile.....	25·49	23·21
Car expenses do.....	16·08	15·59
Maintenance of way and works do.....	19·00	20·26
Station expenses do.....	7·88	7·51
General charges do.....	3·92	3·35
Car mileage.....	72·37	69·92
	·47	·70
Total per train mile.....	72·84	70·62
Working expenses per mile of railway..... Dollars.	3,347·66	3,894·26

THOMAS WILLIAMS,

Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1891.

INTERCOLONIAL RAILWAY,
CHIEF ENGINEER'S OFFICE,
MONCTON, N.B., 1st October, 1891.

SIR,—I have the honour to submit my report of the Engineering Department for the year ending 30th June, 1891.

TRACK.

The mileage of the main line and branches maintained under my charge has been increased from 894 to 1,048 miles by the addition of 67 miles completed between Oxford Junction and Brown's Point, and that portion of the line extending from New Glasgow to Mulgrave and reported on separately last year under the head of the Eastern Extension.

A branch of 5 miles has also been completed between Pugwash Junction and Pugwash.

During 1890, 16½ miles of steel rails, weighing 56 lbs. to the yard, were replaced with rails weighing 67 lbs. to the yard.

TIES.

During the year 215,086 ordinary ties and 68 sets of switch ties were renewed.

BALLASTING.

About 174,400 cubic yards of ballast were used during the year throughout the whole line. The expenditure for the service was \$55,310.46.

SEMAPHORE SIGNALS.

Thirteen new semaphore signals were put up during the year, and a large number were overhauled and put in good repair.

SIDINGS.

During the year 10,529 feet additional siding accommodation has been provided to meet the increased traffic developed throughout the line.

FENCING.

One hundred and two miles of new barbed wire and woven wire fencing were erected during the year and a large quantity overhauled and repaired. The expenditure for fencing during the past year amounted to \$50,236.65.

SNOW SHEDS AND SNOW FENCES.

One thousand four hundred and forty lineal feet of snow shedding was built on Northern Division No. 3, and a large quantity overhauled and repaired on this division and other parts of the line; 84,249 feet of snow fencing was renewed, and a large quantity overhauled and repaired.

WHARVES AND TRESTLES.

At the Deep Water Terminus, Halifax, 120 feet of the old hemlock trestle approaching the coal shed was renewed.

The south side of the Deep Water Terminus wharf was planked, and many of the caps renewed.

At Truro the coal shed trestle was renewed.

Necessary repairs were made to Maitland siding wharf.

At Moir's Mills necessary repairs were made to the trestle.

At Mulgrave the west side of the wharf, which was damaged by fire at the time of burning of the SS. "Norwegian," was repaired, and a large portion of the planking of the wharf renewed.

At Antigonish the coal trestle received temporary repairs.

At Pictou Landing some stringers were put in new west wharf, also a few fender piles.

Some slight repairs were also made to covering of wharf.

The corner of the old wharf damaged by SS. "Stanley" was repaired, and the wing of old shed was taken down and the lumber used for snow fencing.

At Dorchester a new top was put on the old wharf 200 by 72 feet, and the cribwork repaired.

At St. John the top of ballast wharf was raised and levelled.

At Dalhousie a number of the mooring posts were renewed. The top of wharf was also overhauled and thoroughly repaired.

At Rivière du Loup and St. Charles necessary repairs were made to the coal trestles and sheds. Necessary repairs were made to the wharves at Lévis and Pointe Lévis.

BUILDINGS AND PLATFORMS.

At North Street Station a room 12 by 6 feet was made for the Post Office Department in which to store the mails. The exterior and interior of station building was painted.

A new approach 230 feet long by 26 feet wide, was built to accommodate teams at the freight shed at the Deep Water Terminus.

At Richmond a coal shed 60 feet long by 16 feet wide, with 12 feet posts, was erected for the use of the Canadian Pacific Railway.

The roof of cattle shed received a coat of paint.

At Princes Lodge the platform was renewed.

At Bedford the roof of freight shed and one side of station roof was re-covered with metallic shingles. Necessary repairs were also made to the Intercolonial Railway dwelling at this station.

At Windsor Junction the roof of freight shed was re-shingled with metallic shingles.

At Dunn's Crossing, two miles south of Shubenacadie, a new milk platform was erected.

At Stewiacke a new platform 200 feet long was provided.

At Alton a new tool house was erected for the section foreman.

At Brookfield a new loading platform 200 feet long was erected.

At Truro necessary repairs were made to the station and freight house. The exterior and interior of the station building was painted. Repairs were made to the walls of engine house where damaged by a locomotive, also to the pit timbers and floor.

At Johnson's a new chimney was built.

At Valley a new loading platform 60 feet long was erected.

At Riversdale the dwelling for agent was clapboarded, the roof re-covered with metallic shingles, and repairs made to chimneys of station. The building was also painted.

At Lansdowne the roof of station was recovered with metallic shingles.

At Glengarry the station was painted.

At New Glasgow a part of the north corner of the station was taken down and rebuilt, and the doors of station and freight shed repaired. The passenger platform, 160 feet long by 10 feet wide, was renewed. The baggage room received a coat of paint.

At Pictou Landing new end sills were put under station, and building overhauled, repaired and painted. The old station platform was removed, the ground levelled off, and covered with cinders.

At Pirate Harbour the engine shed and coal shed were overhauled, repaired and painted with two coats of fire-proof paint.

At Harbour au Bouche necessary repairs were made to the station, and a loading platform, 64 feet long and 9 feet wide, erected for loading and unloading freight at the siding.

At Tracadie one side of the roof of station was renewed with metallic shingles, and painted. A well and pump were also provided at this station.

At Afton the walls of the station were re-shingled.

At Bayfield Road a new hardwood floor was laid in the agent's office.

At Heatherton the east end of station was clapboarded and other necessary repairs made, and the station painted.

At Pomquet a well was dug and a pump provided for the use of the station agent.

At South River the east end of station was clapboarded and station painted. A well was provided for the use of the station.

At Antigonish a new baggage room, 15 by 20 feet, was erected, and the room formerly used for baggage in station has been converted into a ladies' waiting room. The windows in roof were overhauled and repaired. The dwelling apartments of station were also overhauled and repaired inside, and painted; other necessary repairs were made to buildings. The freight shed also received repairs. A good water supply for the stations and trains, and for protection for the buildings, etc., was provided at this place by an agreement with the town authorities.

At Murphy's Crossing, 2 miles west of Antigonish, a new platform, 100 feet long and 10 feet wide, was erected.

At James River the west end of station was clapboarded and other necessary repairs made, and the station painted.

At Marshy Hope the roof of station was covered with metallic shingles and painted.

At Avondale the station was overhauled and repaired and the platform extended 64 feet.

At Merigonish the roof of the station was covered with metallic shingles and painted.

At Stellarton the roof of engine shed was repaired, and the general waiting room, ladies' waiting room and stationmaster's office painted.

At Westville the interior of station received a coat of paint and the ceilings were whitewashed. The baggage room was also painted and the platform repaired.

At Sylvester necessary repairs were made to the platform.

At Loch Broom the outside of station was painted.

At Brown's Point a platform 200 feet long was erected.

At Pictou the exterior and interior of station was painted and the ceilings white-washed. Necessary repairs were made to the doors of engine shed.

At River John repairs were made to the platform.

At Ross' Road siding a new flag-station was erected and the cattle-guards repaired.

At Pugwash Junction a roof was put on the temporary tank house.

At Pugwash Station a new roof was put on the baggage room, to replace the one destroyed by a heavy storm.

At Oxford Junction a door was made in the coal shed, and the floor overhauled and put in good repair.

At Belmont a new floor was put in the kitchen and the roof covered with metallic shingles.

At Westchester a new loading platform 65 feet long was built.

At East Mines a new kitchen was erected for the accommodation of the agent.

At Londonderry an addition was made to the freight house to meet the increased traffic.

At Springhill Junction the floor of coal-delivery shed was raised and necessary repairs made to the tank house. The baggage room, waiting rooms and office were painted.

At Athol necessary repairs were made to the roof of station buildings.

At Maccan the waiting room received a coat of paint.

At Amherst a new hardwood floor was put in freight office, and other necessary repairs made. The exterior and interior of station building was painted.

At Aulac the roof of station was re-covered with metallic shingles and painted, a new loading platform, 104 by 24 feet was erected, and the station platform rebuilt.

At Rockland the station building was raised and necessary repairs made to foundation.

At Painscote the station building received a coat of paint.

The platforms at the following stations were overhauled and repaired:—DeBert, Belmont, Londonderry, Wentworth, Greenville, Thompson, River Philip, Salt Springs, Spring Hill, Nappan, Amherst, Rockland, College Bridge, Menramcook and Painscote.

At Moncton an addition was made to the freight shed of 130 feet, to meet the increased traffic, at a cost of \$1,745. Some alterations were made in the basement vaults of general offices.

At Penobscot the roofs of station and freight house were re-covered with metallic shingles, and a new platform was erected. The station house roof was painted.

At Sussex the roof of freight shed was covered with metallic shingles and painted.

At Apohaqui the freight shed roof was re-covered with metallic shingles.

At Norton a new floor was laid in the waiting room, and a new top put on the loading platform. The roof of freight shed was painted.

At Bloomfield the station and office were sheathed, and a new platform erected. The interior of office was painted.

At Hampton the station building and freight shed was painted.

At Nauwigewauk two new sills were placed under the station and a new floor put in office. A new loading platform (of crib wharfing), 94 feet long, was also erected.

At Quispamsis the station and office were sheathed, and the woodwork of interior painted.

At Rothsay the station and office were sheathed and an addition of 100 feet made to the platform. The stationmaster's office and waiting room received a coat of paint.

At Riverside the station building was raised, and necessary repairs made.

At St. John necessary repairs were made to the roofs of train shed, freight sheds and tin shop. Ten ash-pits were rebuilt in the round house and the floor repaired. The floors in the New Brunswick freight shed were raised and levelled, also necessary repairs were made to the floors of train shed and coal sheds. A new platform was put up for the exhibition building, and a watercloset placed in the freight shed.

At Berry's Mills a new cattle pen was erected, and the roof of section foreman's house re-shingled.

At Birch Ridge siding a new flag station and platform were erected, to replace those destroyed by fire.

At Harcourt the roof of freight shed was re-covered with metallic shingles, and painted. A new coal shed and cattle pen were also erected at this place.

At Trent Junction a temporary platform was erected, to replace the one destroyed by fire.

At Rogersville the roof of tank house was re-shingled.

At Barnaby River the roof of tank house was re-shingled.

At Acadieville a new loading platform was built.

At Newcastle twenty-five squares of metallic shingles were put on the roof of station building. Necessary repairs were made to the floors and pits of round house, and ten new smokestacks were put on this building. A buffer was put on the coal shed, and a new chimney provided for the blacksmith's shop.

All station and other platforms between Moncton and Newcastle received repairs where necessary.

At Beaver Brook necessary repairs were made to the station.

At Bartibogue two new doors were provided and other needed repairs made.

At Red Pine a new door was put in station building, and roof and sides of building repaired where necessary. The station platform was also repaired.

At Gloucester Junction some slight repairs were made to the gutters of windows on roof of station building.

At Bathurst a new floor was laid in the station and the doors of baggage room repaired.

The freight house platform was repaired and the tank house painted. Water was put into the station agent's dwelling apartments.

At Petit Roche necessary repairs were made to the station and storm windows provided. The freight house platform was repaired.

At Belledune storm windows were provided for the station, the platform repaired and the tank house painted.

At Jacquet River repairs were made to the roof and doors of station building and freight house, and the coal shed and tank house painted. The platform was extended 150 feet.

At New Mills the floor and doors of freight house were repaired and necessary repairs made to the platform.

At Charlo necessary repairs were made to the station building and the tank house painted.

At Eel River the station agent's office and waiting room were sheathed.

At Dalhousie Junction the tank house was painted.

At Dalhousie the roof of engine house was repaired.

A passenger platform, 50 feet long and 10 feet wide, was erected at Green Point, and another one of similar dimensions was put up at Hodgins' Siding.

At Campbellton an addition was made to the ice-house, and the old part repaired. A new baggage room, station coal shed and iron store were provided; new floors were also laid down in the dwelling apartments of stationmaster.

The roof of station building was re-covered with metallic shingles.

Necessary repairs were made to the station building, carpenter's shop and coal shed; a new hoisting winch was put in coal shed. Repairs were also made to the ladies' watercloset.

At Metapedia some changes were made in the interior arrangements of the office, and the wood was painted; a new hardwood floor was also put down. The freight house platform was rebuilt.

At Causapsal a new foundation of cedar was put under the station, and new windows put in section foreman's house.

At Amqui the freight shed was repaired. The interior of station, roof of freight shed and watercloset were painted.

At Sayabec the round house received necessary repairs.

At Little Métis new hardwood floors were laid in the stationmaster's office and waiting room, and repairs made to baggage room.

At St. Octave a kitchen was built, and new hardwood floors laid in agent's office and waiting room. Necessary repairs were also made to the freight shed. The interior of station building, coal shed and roof of freight shed were painted.

At St. Flavie the roof of station was painted.

At Rimouski a new cattle-guard was put in.

At St. Simon a new platform was erected.

At Bic the roof of station was painted.

At Trois Pistoles the interior and exterior of station building was painted. The roof of restaurant also received a coat of paint.

At St. Eloi the roof of station building was painted.

At Isle Verte the roof of station was re-covered with metallic shingles and painted. A new platform was provided.

At St. Arsene a new station platform was built.

At Cacouna a new station platform was erected.

At Rivière du Loup a new pit was put in the round house and necessary repairs made to the floor of machine shop. A part of the old coal shed was taken down and repairs made to the remaining portion of shed. The station building, baggage and reading rooms, and house occupied by mechanical foreman, were painted.

At St. Paschal and Ste. Anne the roof of freight sheds were re-covered with metallic shingles and painted.

At L'Islet necessary repairs were made to the station platform.

At Cap St. Ignace the freight shed and waiting room of station were painted.

At St. Thomas and St. Charles the waiting rooms were painted.

At Chaudière new floors were laid in the station building and the roof re-covered with metallic shingles. Repairs were also made to the tank building. The station agent's dwelling and baggage room were painted. The old engine house at this station was repaired and used as a covering for the track scale.

At Lévis new doors were provided for the freight shed and a new loading platform erected. The baggage room was repaired where damaged by fire, and painted; new floors were put in the kitchen and pantry of the the restaurant and the coal shed received a coat of paint. The pontoon was also caulked and painted.

At Quebec a new baggage shed was erected and the waiting room painted.

BRIDGE AND CULVERTS.

At Water street, Halifax, the flooring of the overhead bridge was renewed with 6-inch timbers.

At Richmond a hemlock sewer, 160 feet long, was renewed with cedar.

Near Wellington a new culvert, 56 feet long, of 18-inch terra cotta pipes, with end walls of masonry, was put in to drain a field filled by the obstruction of the original passage through large rocks in the bottom of the embankment.

At Elmsdale the culvert in the yard was extended about 16 feet, to provide for an extension of the siding which was made at this place.

At Milford a pair of wooden stringers were taken out and replaced with a pair of rail girders. A standard top was put in the new girders.

An old 2 by 6 box culvert, broken down at that place, was renewed.

At Rawdon River the girders of the bridge were lifted up and new stone bridge seats provided, which was done to obviate necessity of renewing the longitudinal stringers. A cedar box culvert was put in to drain a pond that had accumulated on the north side of the embankment near Rawdon River.

East of West River the wooden stringers of two 15-foot beam culverts were replaced with iron rail girders, fitted with standard tops and guard-rails.

At Mulgrave Road the wooden structure carrying the track over that road was replaced with a pair of iron girders.

At South River a pair of wooden stringers, 17 feet long, were replaced with iron rail trusses.

A number of the trestle bents of the pile trestle bridge near Pomquet were badly damaged by ice last winter, and it was necessary to renew them.

At Marsby Hope a 24-foot wooden trestle was renewed.

The stone abutments of Sutherland's River bridge were overhauled and repaired. One of the abutments of this bridge was considerably damaged by a heavy storm in December last; a portion of the abutment was taken down and rebuilt on a new foundation.

Necessary repairs were made to the trestle bridge at Loch Broom and Broom's Point, which were considerably disturbed by a severe storm in December last.

Ten open culverts between Truro and Painsec were provided with standard floors and iron guard-rails.

The masonry culverts at Westchester and Brown's Brook were renewed, the stone used originally having fallen to pieces.

A gang of masons were engaged three months on the division between Truro and Painsec, overhauling, pointing and repairing the masonry of culverts and bridge.

A cedar box drain 220 feet long was put in to drain the track scale at Chaudière curve, and one 400 feet long was put in at the west end of Chaudière yard to drain the sidings on the south side of the yard.

A cedar box drain 300 feet long was put in at Lévis yard.

The following bridges were painted in whole or in part as shown:—

Government steel bridge, St. Joseph.	Ties only.	North River bridge.	Ties only.
St. Joseph steel bridge	do do	Petitcodiac River bridge	Iron and wood.
Isle Verte bridge	do do	Salmon do	Ties only.
Small bridge near Isle Verte	Iron and ties.	Passekeag bridge.	do
Trois Pistoles bridge	Iron only.	Gallagher's do	do
Small bridge near Trois Pistoles.	Iron and ties.	Secord's do	do

Grand Bic bridge	Iron and ties.
Bic bridge.....	do
Small bridge near Bic	do
Rimouski bridge.....	Ties only.
St. Pierre River bridge.....	Iron and wood.
Mill Stream.....	do
New iron work of Restigouche bridge.....	One coat.
do Miramichi bridges.....	do
Overhead bridge, Derby Junction.....	do
1st crossing Barnaby River	Iron and wood.
2nd do do	Ties only.
3rd do do	do
Kouchibouguacis River bridge.....	do
North Branch, Coal Branch bridge.....	do
South do do	do
Richibucto River bridge.....	do
Buctouche do	do
North Branch Cocaigne bridge.....	do
South do do	do

Stanley street bridge, St. John (overhead).....	One coat.
Wall St. bridge, St. John (overhead).....	do
Dorchester street bridge, St. John (overhead).....	do
Sackville street bridge.....	Iron and ties.
Overhead bridge at Lawrence.....	One coat.
River Philip bridge.....	Iron and ties.
Greenville do	do
Folly River do	Iron only.
Ingomish do	do
Stewart's do	do
12 spans rail girders between Truro and Enfield.....	do
Canal bridge.....	do
Rawdon River bridge.....	do
Beaver bridge.....	Iron and ties.
Dartmouth Road bridge.....	do
East River bridge.....	do

The roof trusses and other iron work of the following buildings were scraped and painted :—

Hadlow engine house.
St. Flavie do
Newcastle do

Truro engine house.
St. John train shed.

Additional lateral bracings were put on the following bridges :—

Causapsal bridge.....	3 spans 100 feet.	North River bridge, Truro	2 spans 100 feet.
Red Pine do	3 do 40 do	Salmon do do	3 do 100 do

The following bridges were thoroughly overhauled and all loose rivets replaced :—

Causapsal bridge.....	3 spans 100 feet.	North River bridge, Truro.....	2 spans 100 feet.
Gilmour's Brook bridge.....	1 do 60 do	Salmon do do	3 do 100 do
Gordon's do	1 do 40 do	Rawdon do	3 do 26 do
Red Pine bridge.....	3 do 40 do	Riversdale bridge.....	3 do 40 do
Sackville do	3 do 160 do		

The following deck bridges were raised 18 inches and placed on new stone bridge seats. This was done to avoid using longitudinal timbers on the decks.

These same bridges were provided with standard floors of Georgia pine and iron guard-rails :—

Trois Pistoles bridge	5 span. 100 feet.	Tête-à-Gauche bridge	5 span. 100 feet.
Grand Bic do	1 do 80 do	Little River do	1 do 60 do
North Branch Charlo bridge	2 do 50 do	Bartibogue River bridge	1 do 80 do
South do do	2 do 50 do	2nd crossing Barnaby River bridge	1 do 80 do
New Mills bridge	2 do 80 do	3rd crossing Barnaby River bridge	1 do 80 do
Benjamin River bridge	3 do 50 do	Kouchibouguacis River bridge	1 do 80 do
Elm Tree bridge	1 do 80 do	Richibucto do do	3 do 50 do
Nigadoo do	1 do 80 do	North River bridge	1 do 50 do
Mill Stream (Beresford) bridge	1 do 80 do		
Grant's Brook bridge	1 do 80 do		

The following bridges were provided with new standard floor of Georgia pine and iron guard-rails :—

St. Pierre River bridge	1 span. 85 feet.	Sproul's Brook bridge	1 span. 30 feet.
Otter Brook do	1 do 24 do	Jones Meadow Brook bridge	1 do 17 do
Gilmour's do	1 do 60 do	Memramcook River do	1 do 60 do
Morton's Millrace bridge	1 do 30 do	Rail girders near Calhoun's	2 do 12 do
Jacquet River bridge	3 do 100 do	Skurg's Culvert.....	1 do 13 do
Red Pine do	3 do 40 do	Keillar's do	1 do 12 do
1st crossing Barnaby River bridge	1 do 100 do	Rail girders on Dorchester grade.....	2 do 15 do
Buctouche River bridge	1 do 30 do	Nappan bridge.....	1 do 100 do
North Cocaigne do	1 do 24 do	Greenville do	1 do 60 do
South do do	1 do 24 do	Mud Creek do	1 do 50 do
Peticodiac River do	2 do 86 do	Bible Hill do	1 do 23 do
Holmes' Brook do	1 do 15 do	Rail girders (Johnston's).....	2 do 21 do
Hayward's Brook do	1 do 30 do	do near Elmsdale.....	2 do 18 do
Stone's do do	1 do 15 do	Rawdon River.....	3 do 26 do
Secord do do	1 do 17 do	Pomquet Howe truss bridge.....	
Salmon River (near Sussex) bridge	2 do 86 do	Black River bridge.....	
Penobscuis River bridge	1 do 14 do	Dewar's bridge.....	

The old wooden Howe truss bridge at Rivière du Loup (3 spans of 100 feet each) was replaced with a new lattice street bridge of 3 spans of the same length, at a cost of \$23,900.

The steel trusses were 13 feet shallower than the old wooden trusses, and this extra height was made up by carrying the piers and abutments up with concrete, which to date has proved very satisfactory.

An old overhead wooden trestle bridge at Durlotte's Crossing, near Jacquet River, was replaced with an iron span and stone abutments at a cost of \$1,400.

Throughout the line 15 spans of wood, varying in length from 10 to 20 feet, were replaced with old rail girders provided with standard top.

3 by 5 angle iron was provided for the guard-rails on the Miramichi and Restigouche bridges. Chock blocks were also put in between the ties throughout the length of these bridges.

With a very few exceptions, all open culverts and bridges are now covered with ties placed 4 inches apart, with chocks the full depth of the tie placed between them, securely spiked to the side of the tie, and iron guard-rails laid throughout, and for some distance beyond the ends of each bridge or culvert.

One of the piers of Mill Creek bridge, near Campbellton, was repaired by casing it with concrete.

A gang of masons was engaged on each division overhauling, painting and repairing bridges and culverts where necessary.

Contracts were let for the following steel girders which were necessary to strengthen and replace a number of bridges between Rivière du Loup and Hadlow, which are considered too light for the traffic carried over them:—

12 pairs 44 feet steel plate girders.

2 do 54 do do

8 do 64 do do

102 rolled beams.

A new plate girder was put in at St. Romuald, near Etchemin, to strengthen a light pair of girders of 24 feet, at that place.

Necessary repairs were made to the iron bridge at St. Joseph, damaged by the derailment of passenger train at that place on the 18th of December last.

The Howe truss spans of Barney's River and Murphy's, near Antigonish, were renewed with steel girders of 60 and 70 feet spans respectively.

GENERAL.

The masonry foundation of the track scale at Chaudière was taken down and rebuilt.

About 200 pairs of old spruce and hemlock cattle guards have been replaced with the standard cedar guard now used throughout the line.

A number of pairs of iron surface guards have been given a trial at a number of places throughout the line. They have not proved satisfactory, as they have failed to keep the cattle off the line.

A wooden turntable, 27 feet long, was put in at St. Thomas, to be used for turning snow ploughs in winter. The bulk of the snow on the Rivière du Loup division falls west of St. Thomas, and by having a turntable at this point the extra run between St. Thomas and Rivière du Loup is avoided.

The Semaphore signals, switch, stands, ladders and sign-board crossings were thoroughly overhauled and painted where necessary.

A new dredging plant has been obtained, and used in cleaning and deepening the docks at Halifax, Pictou Landing and St. John. The plant consists of a 15-ton steam crane, a Wild's patent grab bucket, 2 scows for carrying the steam crane and 4 dump scows for the dredged material. This work was continued steadily throughout the working season at a large expense. The steam crane above referred to was one of two imported some three years ago for handling the heavy freight at the Deep Water

Terminus, Halifax. One has been found sufficient to meet the requirements of the business.

I have the honour to be, Sir,

Your obedient servant,

P. S. ARCHIBALD,

Chief Engineer.

D. POTINGER, Esq.,
Chief Superintendent Intercolonial Railway,
Moncton, N.B.

INTERCOLONIAL RAILWAY OF CANADA,
OFFICE OF THE MECHANICAL SUPERINTENDENT,
MONCTON, N.B., 30th October, 1891.

SIR,—I beg to submit for your information the following statements of the operations of the Mechanical Department for the year ending 30th June, 1891.

A.—Statement showing the number of locomotives and various classes of cars.

B.—Statement showing the locomotives 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.

Previously to this year the accounts of the Oxford and New Glasgow and Eastern Extension were kept separately, and the rolling stock did not appear in the annual statement.

On 1st July, 1890, the following engines and cars were transferred to this railway, viz:—Eighteen locomotives, 7 first-class cars, 13 second-class cars, 4 postal cars, 6 baggage cars, 175 box cars, 11 cattle cars, 220 platform cars, 150 hopper cars, 8 vans, 2 snow ploughs, and 2 flangers.

In November last the railway commenced to operate the Cape Breton Railway, and 8 locomotives, 5 first-class cars, 6 second-class cars, 3 postal cars, 3 baggage cars, 100 box cars, 20 cattle cars, 176 platform cars, 4 vans, 2 snow ploughs and 2 flangers were transferred to the Intercolonial Railway.

Four new locomotives were purchased and charged to revenue.

Two new boilers, 7 new cabs, 10 new cylinders, 20 new smoke-box extensions, 169 driving tyres, 2 new tenders complete, 6 new tender frames and 2 new tender trucks were supplied.

New driving wheels were put under 6 engines, changing them from 61 inches to 69 inches diameter, to make them suitable for passenger service.

Three new parlour cars were purchased at cost of capital.

Five first-class, 2 postal and smoking, 1 baggage and express, 62 box, 11 cattle, 157 platform, and 10 20-ton coal cars were rebuilt.

One hundred and fifty-nine old gondolas were replaced by 139 20-ton flat cars, and 50 6-ton hoppers.

Three ordinary and 4 wing snow ploughs were also rebuilt; 4 wing and 1 common snow plough received heavy repair, almost amounting to rebuilding; 2 parlour, 13 sleeping, 43 first-class, 15 postal, 24 baggage cars and 37 vans received heavy repairs and were thoroughly renovated.

Thirty-seven freight cars were strengthened so as to enable them to carry loads of 34,000 pounds, instead of 24,000 thousand pounds.

Two hundred and eleven freight cars had very heavy repair, and upwards of 6,000 cars passed through the shops, receiving more or less heavy repair.

Steam-heating devices were supplied to 6 sleeping, 5 parlour, 14 first, 21 second, 8 postal and 9 baggage cars.

Electric light was applied to 1 car.

There are now 165 cars steam-heated, and 82 lighted by electricity.
Up to end of this year steam-heating appliances had been applied to 52 engines.

WATER SERVICE.

Trestle under tank at Halifax repaired. Moncton reservoir cleaned and 763 feet of cast iron pipe laid, and new water crane put up.

Newcastle—New trestle under tank.

Jacquet River—New trestle and reservoir cleaned out.

Causapsal—Three hundred and fifty feet of 3½-in. galvanized iron pipe laid.

St. Luce—The tank at this station having become useless, a tank was taken from Bathurst and erected in its place.

Metapedia—Old tank taken from St. Fabien and erected here.

St. Valier—Put up temporary tank and erected house over it, using a steam pump, the old tank and pump having become useless.

Pictou Landing—Water supply here was thoroughly repaired.

Indiantown Branch—Hoops reset.

The following tanks have been painted during the year :—Stellarton, Thomson, Bayfield Road, Pictou, Antigonish, Piedmont and Indiantown.

Ten new tanks spoken of in last report have been completed.

I have the honour to be Sir,

Your obedient servant,

H. A. WHITNEY,

Mechanical Superintendent.

D. POTTINGER, Esq.,
Chief Superintendent.

STATEMENT showing the number of Locomotives and the various classes of Cars on the 1st July, 1890, and on the 30th June, 1891.

A.—INTERCOLONIAL RAILWAY.

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.	Box.	Cattle.	Platform, 10, 15 and 20 tons.	Hoppers, 5 and 6 tons.	(Gondolas, 20 tons.	Vans.	Total.	Snow Plough.	Wing Plough.	Plungers.	Steam Plough.	Total.	
On hand, 1st July, 1890, serviceable.....	176	15	6	2	76	17	27	3	1,793	62	1,574	695	672	701	85	5,798	40	10	17	2	69
do do condemned.....					2				3	10	14					32					
Total.....	176	15	6	2	78	17	27	3	1,796	72	1,588	695	672	701	85	5,830	40	10	17	2	69
Received from Oxford and New Glasgow Railway.....	9				1	8	4		150	6	150			100	8	430	2		2		4
do Eastern Extension Railway.....	9				6	1	2		25	5	70	150			2	266					
do Cape Breton Railway.....	8				5	3	3		100	20	176				4	317	2		2		4
Purchased and charged to Capital.....				3												3					
do do Revenue.....	4										139										
do do Hoppers.....											50										
do do Hoppers.....																					
Total.....	206	15	6	5	87	24	39		2,071	103	2,123	895	513	801	99	6,876	44	10	21	2	77
Condemned 1st July, 1890.....					2		3		3	10	14					32					
do during the year.....					6	2	1		63	8	157	5	159	17	2	421	4	4	1		
Total condemned.....					8	2	4		66	18	171	5	159	17	2	453	4	4	1		
Rebuilt.....					5	2	1		62	11	157					407	3	4			
To be built.....			1		3			3	4	7	14	5		7	2	46	1		1		

* Replaced by 139 platform. † Replaced by 50 hoppers.

* Replaced by 139 platform.

J. SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1891.

B.—INTERCOLONIAL RAILWAY.
 STATEMENT of Locomotive and Car Mileage for the Year ending 30th June, 1891.

Months.	Locomotive Mileage.		Car Mileage.						
	Passenger.	Freight.	Passenger.	Express, Postal and Baggage.	Freight.	Total.	Show Plough Mileage.	Average Passenger.	Average Freight.
1890—July.....	132,033	227,816	542,845	271,626	3,038,420	3,852,891	.....	6.16	13.33
August.....	128,292	223,994	535,962	259,537	3,035,419	3,830,918	.....	6.19	13.99
September.....	115,075	294,403	516,865	248,925	3,864,103	4,629,943	.....	6.62	13.12
October.....	113,626	344,036	485,672	252,694	4,882,114	5,320,480	.....	6.52	13.31
November.....	97,502	352,357	424,611	226,633	4,870,498	5,523,742	1,753	6.69	13.82
December.....	94,036	373,784	422,426	212,035	4,519,085	5,155,546	16,222	6.76	12.09
1891—January.....	95,677	377,991	407,849	194,966	4,430,333	5,063,145	21,369	6.33	11.72
February.....	89,560	320,266	369,506	169,142	3,739,426	4,278,074	27,343	6.02	11.05
March.....	98,856	326,705	428,293	183,193	4,070,988	4,682,474	9,247	6.18	12.46
April.....	97,441	334,872	438,988	193,383	4,464,381	5,096,752	1,480	6.49	13.33
May.....	93,084	309,118	405,232	191,903	4,623,797	4,620,932	1,300	6.41	13.01
June.....	107,489	280,978	445,826	213,258	3,808,817	4,467,901	502	6.12	13.58
Total.....	1,261,471	3,766,320	5,428,075	2,617,295	48,447,431	56,492,801	79,216	6.38	12.86

J. SUTTON,
Mechanical Accountant.

MONROE, N.B., 30th June, 1891.

C.—INTERCOLONIAL RAILWAY.

ABSTRACT of Locomotive Returns for the Year ending 30th June, 1891.

Months.	Hours in Steam.	Locomotive Mileage.	Consumption.				Average Consumption per 100 Miles.				
			Tons of Coal.	Pints of Oil.	Pints of Valve Oil and Pounds of Tallow.	Pounds Waste.	Miles Run to hour in Steam.	Pounds Coal.	Pints Oil.	Valve Oil and Pounds Tallow.	Pounds Waste.
1890—July	39,892	443,002	11,908	22,910	23,961	11,314	11.11	6,921	5.17	5.41	2.55
August	38,046	427,395	11,758	21,276	23,383	10,563	11.23	6,162	4.97	5.47	2.47
September	44,603	488,208	14,950	24,648	26,587	12,055	10.95	6,861	5.05	5.44	2.46
October	50,792	544,257	17,791	25,341	26,539	12,966	10.71	7,322	4.65	4.88	2.38
November	50,624	534,489	18,812	24,519	24,921	11,244	10.55	7,913	4.58	4.66	2.10
December	59,322	575,498	21,735	30,795	29,010	12,977	9.70	8,506	5.35	5.04	2.25
1891—January	60,773	585,982	21,505	35,341	29,949	12,763	9.64	8,221	6.03	5.11	2.17
February	52,951	505,683	18,664	32,636	28,587	12,516	9.55	8,267	6.45	5.65	2.48
March	50,591	517,429	18,456	32,383	26,650	13,381	10.23	7,989	6.25	5.15	2.38
April	48,096	514,476	17,063	29,803	24,921	13,734	10.69	7,429	5.79	4.84	2.67
May	44,594	481,111	14,650	29,252	25,892	12,869	10.79	6,821	6.07	5.38	2.67
June	42,526	463,261	13,760	29,025	26,710	12,165	10.89	6,650	6.26	5.77	2.62
Total	582,810	6,080,791	201,122	337,929	317,110	148,547	10.43	7,408	5.55	5.21	2.44

J. SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1891.

D.—INTERCOLONIAL RAILWAY.

STATEMENT of the cost of Locomotive Power for each month, from 1st July, 1890, to 30th June, 1891.

Months.	Miles run by Engines.	Mechanical Supt.'s Salary and Office Expenses.		Engine-men's Wages.		Fuel.		Oil, Tallow and Water.		Repairs to Engines, Tenders and Tools.		Water.		Engine-houses and Turntables.		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.	Eng. houses & Turntab.	Total.				
1890—July..	443,002	1,167	38	20,660	57	33,435	65	4,557	87	29,055	55	4,436	12	2,582	50	95,895	94	17	4	66	7	54	1	02	6	56	1	00	59	21	64
Aug..	427,395	897	45	20,535	29	34,217	35	4,060	44	28,288	40	1,915	11	2,584	59	92,498	63	21	4	80	8	01	95	6	62	4	3	60	21	64	
Sept..	488,208	880	22	20,283	56	41,305	71	4,271	69	31,995	01	6,635	48	3,077	36	108,449	03	18	4	15	8	46	87	6	55	1	36	64	22	21	
Oct...	544,257	978	50	22,969	65	49,402	11	4,386	68	26,534	78	6,698	24	2,388	56	113,358	52	18	4	22	9	07	81	4	87	1	24	43	20	82	
Nov...	534,489	935	69	23,017	85	51,261	37	4,013	41	22,585	22	6,651	03	2,201	95	110,666	52	17	4	30	9	59	75	4	23	1	25	41	20	70	
Dec...	575,498	911	27	24,308	09	59,815	33	5,004	15	21,918	46	5,603	84	3,435	54	120,996	68	16	4	22	10	39	87	3	81	98	59	21	02		
1891—Jan...	585,982	921	30	24,392	55	58,548	85	4,900	11	34,622	76	4,253	30	3,208	24	130,847	11	16	4	16	9	99	84	5	91	73	54	22	33		
Feb...	505,683	1,205	97	23,471	95	52,035	04	4,894	90	22,408	73	4,258	33	3,503	32	111,838	24	24	6	64	10	29	97	4	44	84	69	22	11		
Mar..	517,429	1,039	45	25,607	49	51,951	36	4,938	83	28,391	78	2,636	60	2,013	46	116,618	97	21	4	95	10	04	95	5	48	51	39	22	53		
April.	514,476	921	12	24,699	15	47,871	45	4,476	65	28,966	72	2,227	27	2,824	10	111,986	46	17	4	80	9	31	87	5	63	43	55	21	76		
May..	481,111	922	99	22,297	60	39,727	02	4,413	27	23,814	28	2,977	78	1,713	51	96,496	45	19	4	76	8	26	92	4	95	62	35	20	05		
June..	463,261	1,049	76	21,407	70	36,276	80	2,234	11	5,909	08	3,203	45	2,006	87	72,147	77	23	4	62	7	83	48	1	28	69	44	15	57		
Total...	6,080,791	11,851	10	274,281	45	555,848	04	52,172	11	304,550	77	51,496	55	31,600	30	1,281,800	32	19	4	52	9	12	86	5	01	85	52	21	07		

J. SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1891.

E.—INTERCOLONIAL RAILWAY.

GENERAL STATEMENT of the Expenses of the Mechanical Department, for the Year ending 30th June, 1891.

The miles run by trains	5,027,791
do engines	6,080,791
do cars	56,492,801
do snow ploughs	79,216
	\$ cts.
The cost of locomotive power	1,281,800 32
The cost of car repairs :	
Repairs to passenger cars	102,388 24
do postal, express and baggage cars	24,627 52
do freight cars and vans	283,029 80
Oil and waste for packing	21,181 51
Miscellaneous	27,101 53
Total cost of car expenses	458,328 60
The cost of locomotive power per 100 miles run by trains	25 49
do do do engines	21 08
do do do cars	2 27
The cost of repairs to cars and ploughs per 100 miles run by trains	9 12
do do engines	7 54
do do cars	0 81
The cost of oil and waste for packing per 100 miles run by trains	0 54
do do engines	0 44
do do cars and ploughs	0 05
The cost of repairs to cars per 100 mile run by them :	
do passenger, per 100 mile run by them	1 89
do express and baggage, per 100 mile run by them	0 94
do freight cars and vans do	0 58
do ploughs and flangers do	26 74

J. SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1891.

INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in Canada on the

Date.	Time of Day.	No. of Trains.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.
1890.						
July 1..	7.35	2	Express	A. Rainnie	J. Stewart.....	108
do 2..	21.10	Special..	Freight	James Card..	Geo. Speer	34
do 4..	15.00	19	Express	Geo. C. Dividson ..	J. McEachern...	26
do 5..	20.00	Special..	Freight	C. H. Bass	Jno. Stewart.....	182
do 6..	9.45	.....	Light engine.....	.....	Ben. Cooke.....	135
do 10..	17.45	Special..	Working	E. Bowser	R. H. Coggin...	186
do 11..	9.20	.....	Shunting	J. Keys	W. Appleton	36
do 15..	23.10	Special..	Freight	J. McIntosh.....	D. Duncan	123
do 23..	.....	16	do	J. Craigie	J. J. Ferguson.....	16
do 25..	.....	.....	.....	.....	.....	.....
do 26..	21.55	26	Express	W. Gunn	John Ross.....	57
Aug. 1..	13.40	45	do	Louis Couture	D. Jolivet.....	45
do 1..	15.30	.....	Shunting .....	.....	J. Coté.....	18
do 6..	24.50	34	Express	A. Olive	J. Morton.....	148
do 8..	.....	33	do	G. Walker	— Cameron.....	161
do 11..	10.00	Special..	Working	E. Bowser	E. Kean.....	179
do 12..	13.00	do ..	Freight	John McDonald	J. H. Campbell.....	167
do 16..	22.15	do ..	Passenger	C. H. Bass	C. Langley	92
do 23..	23.45	9	Express	D. McQuarry.....	G. A. Kentley.....	152
do 24..	2.07	16	Freight	J. Craigie	R. Wilson.....	8
do 27..	2.10	.....	Shunting.....	.....	M. O'Brien.....	99
Sept. 8..	20.30	Special..	Freight	N. Merrill.....	Jno. Gratten.....	39
do 10..	15.12	do ..	Working	E. Bowser	W. G. Bell.....	40
do 13..	11.30	.....	Shunting .....	.....	J. Phinney	87
do 13..	16.40	8	Express	J. Sproul	F. Whitney.....	65
do 14..	18.50	Special..	Working	T. McDermott	J. McGuiggan.....	182
do 19..	3.45	do ..	Freight	J. B. Pollock.....	R. Wilson.....	136
do 20..	11.50	.....	Shunting.....	W. Bovard	F. H. Moore.....	186
do 27..	14.45	Special..	Working	J. Paradis	L. Boulet.....	3
do 29..	14.25	26	Express	J. Millican	R. Carr.....	69
Oct. 1..	9.15	50	Freight	E. Camire	O. Brock	21
do 3..	7.50	Special..	do	J. Carroll.....	Jas. Cooke.....	155
do 4..	16.10	do ..	do	A. G. Grant.....	J. H. Campbell.....	167
do 4..	10.30	.....	Shunting .....	.....	J. Coté.....	18
do 13..	15.30	.....	do .....	.....	do	18
do 18..	15.25	Special..	Freight	J. G. McNaughton.....	J. W. Welling.....	119
do 22..	.....	.....	.....	.....	.....	.....
do 24..	12.30	70	Freight	G. A. Chesley	S. Watson.....	49

RAILWAY.

Line of the Interecolonial Railway during the Year ended 30th June, 1891.

Place of Accident.	Name of Person Injured.	Whether Passenger or Employé.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury.
Torryburn	Thos. Fleming ..	Passenger ..	Jumped off train while in motion.	Foot injured ...	
Beaver Brook...	Geo. Speer.	Employé ...	Gauge glass broke.	Hand scalded ...	
Near Mulgrave.	John Walsh	Passenger ..	Fell from train while in motion.	Slightly injured.	
Calhouns.....	John McLeod..	Employé ...	Struck on head by stone thrown at train.	do ..	
Truro yard ...	Arthur Purdy ..	do ...	Fell from tender of engine	Nose injured...	
East Jacques River.	Félix Legouff ...	do ...	Jumped from train while in motion.	Slightly injured.	
Richmond ...	Albert Stone ...	Neither....	Fell while getting on cars in motion.	Arm broken ...	
West River... ..	J. McIntosh ...	Employé ...	While coupling.....	Slightly injured.	
Sackville	J. Craigie	do ...	Slipped when getting on van.	Rib broken	
Beaver Brook...	M. Power	do ...	While assisting to work hand car.	Fingers bruised..	
Stewiacke	Thos. McGrath..	Passenger ..	Jumped off train while in motion.	Foot crushed...	
East of H. Simon Moncton ...	— Basse (boy).	Neither....	do do ..	Fatal	Accidental.
New Mills	E. Harvey	Employé ...	While coupling	Finger crushed..	
West of Metapedia.	F. Dixon	do ...	Slipped and fell when getting on train.	Knee injured...	
Jacquet River ..	John Dell	Passenger ..	Fell off train while in motion.	Seriously injured	
New Glasgow...	F. Arseneau....	Employé ...	While unloading timber..	Considerably injured.	
DeBert bridge ..	Duncan Cameron	Neither....	Struck by engine crossing track with team.	Slightly injured.	
Folleigh	A. Price.....	Employé ...	While signalling driver his hand struck end of bridge.	Considerably injured.	
West of Maccan.	Geo. Riley ...	do ...	While coaling engine ...	Hand injured...	
Moncton	W. Colpelt.....	do ...	Fell off cars and was run over.	Fatal	Accidental.
Weldford	S. Tuttle.....	do ...	While coupling	Fingers crushed.	
Jacquet River ..	S. Townsend....	do ...	While oiling engine....	Finger crushed..	
Truro	Alex. Major....	do ...	While unloading rails....	Thumb crushed.	
St. John.....	C. Caudle	do ...	While coupling	Slightly injured.	
East of Rogersville.	Victoria Hoon..	C.P.R. passenger.	Got on wrong train and jumped off while train in motion.	Considerably injured.	
Richmond	Pacific Arseneau	Neither....	Walking on track was struck.	Head injured...	
Newcastle	John Brown....	Employé ...	Fell off top of car	Slightly injured.	
St. Arsène	W. Boward	do ...	While coupling.....	Finger crushed..	
Cold Brook	H. Bastille	do ...	Fell off train while in motion.	Leg broken	
West of St. Francis.	— Buckout...	Passenger ..	Jumped off train while in motion.	Head and leg injured.	
Sackville	Louis Buteau...	Neither....	Lying on track was struck by engine.	Fatal	Accidental.
East of New Glasgow.	O. Scott.....	Employé ...	While coupling.....	Finger crushed..	
Moncton	Chas. M. Hill...	Neither....	Attempting to jump on train in motion.	Fatal	Accidental.
do	E. White	Employé ...	While coupling	Finger crushed..	
Hampton	D. McWilliams..	do ...	do ..	do ..	
Berry's Mills ...	Robt. Cleveland.	do ...	While cleaning ash pan.	Finger injured..	
Pollet River....	C. B. Keith....	do ...	Struck by semaphore lever	Arm injured ...	
	J. R. Raymond.	Passenger ..	Slipped when stepping on train.	Side injured ...	

[1891]

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.
1890.						
Oct. 25..	18.45	Special..	Working	J. L. Hebert.....	L. Tardiff	88
do 30..	15.45		Shunting.....		E. Tobin	93
do 30..	23.45	Special..	Freight	L. N. Latarte.....	E. Parsons	134
do 31..	23.10		Shunting.....		F. Welling.....	190
do 31..	16.40	Special..	Freight	W. McClafferty.....	E. Kennedy	9
Nov. 3..	8.00	do ..	Ballast.....	J. H. Richardson.....	H. Trites	112
do 6..	14.00	36	Freight	P. E. Heine	O. McGinity.	39
do 12..						
do 14..	14.00	Special..	Working	E. Bowser	W. Keith.....	29
do 19..	12.40	38	Freight	E. L. Watts.....	J. Williamson	144
do 20..	17.40	81	do	C. Upham	Jno. Ross.....	57
do 21..	10.30	16	do	J. J. Daley.....	Geo. Feetham	107
do 27..	16.30					
do 28..	19.15	Special..	Freight	W. Papineau	W. E. Turner.....	132
do 28..	2.40	do ..	do	C. Ayer	W. C. Hunter	60
do 29..	14.00		Shunting		H. Como.....	191
Dec. 2..	10.00		do		R. James.....	190
do 5..	5.30	3	Freight	W. J. Campbell.....	G. C. Palmer	51
do 13..	22.00	Special..	do	J. B. Pollock.....	W. Appleton	126
do 17..	14.00	do ..	do	Thos. Guinan.....	J. W. Nairn.....	197
do 18..	8.20	41	do	A. Bergin	J. Deveraux	139
do 18..	11.50	33	Express	Geo. Walker.....	J. Murphy.....	151
do 18..	11.50	33	do	do	do	151
do 18..	11.50	33	do	do	do	151
do 18..	11.50	33	do	do	do	151
do 18..	11.50	33	do	do	do	151
do 18..	11.50	33	do	do	do	151
do 18..	11.50	33	do	do	do	151
do 18..	11.50	33	do	do	do	151
do 18..	11.50	33	do	do	do	151
do 18..	11.50	33	do	do	do	151
do 18..	11.50	33	do	do	do	151
do 18..	11.50	33	do	do	do	151
do 18..	11.50	33	do	do	do	151
do 18..	11.50	33	do	do	do	151
do 18..	11.50	33	do	do	do	151
do 18..	11.50	33	do	do	do	151
do 18..	11.50	33	do	do	do	151
do 18..	11.50	33	do	do	do	151
do 18..	11.50	33	do	do	do	151

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.
Sacre Cœur.....	Geo. Costin.....	Employé.....	While coupling.....	Finger crushed..	
Richmond.....	D. McTiernan.....	Employé.....	While coupling.....	Hand crushed...	
Chaudière.....	Z. Filteau.....	do.....	do.....	do.....	
Moncton.....	J. P. Laughey.....	do.....	do.....	do.....	
Oxford Junction	J. Weathersbee.....	do.....	do.....	do.....	
Meadowville.....	A. B. Almon.....	do.....	Slipped when getting off engine.	Shoulder injured	
West of Canaan.	F. Dupuis.....	do.....	off While asleep on track was struck.	Fatal.....	Accidental.
Campbellton.....	P. Trainer.....	Employé.....	Fell between coal shed and engine.	Considerably injured.	
East of Charlo..	H. Melanson.....	do.....	While loading rails.....	Hand injured...	
Gloucester Jctn.	John Thompson.....	do.....	While coupling.....	Hand slightly injured.	
Rockingham.....	A. Smith.....	Passenger.....	Jumped off train while in motion.	Considerably injured.	
Oakfield.....	E. W. Lutes.....	Employé.....	While coupling.....	Finger cut off...	
Truro.....	Chas. McKean.....	Passenger.....	Died on station platform from natural causes.		Heart disease.
East of St. Luce	Thos. Gosselin.....	Employé.....	While applying brake fell from car.	Fatal.....	Accidental.
Moncton.....	Martin Haley.....	do.....	While coupling.....	Finger crushed..	
St. John.....	A. Tuttle.....	do.....	do.....	do.....	
do.....	J. Maher.....	do.....	do snow plough	Ankle injured..	
Point du Chêne..	N. Stableford.....	do.....	do.....	Finger injured..	
Stewiacke.....	A. Chisholm.....	do.....	do.....	Shoulder injured	
Truro.....	Wm. Hamilton.....	do.....	do.....	Hand crushed..	
Assametquaghan	P. Fraser.....	do.....	While unloading freight..	Hand injured..	
St. Joseph.....	Max. Drespool.....	Passenger.....	Train ran off track.....	Fatal.....	
do.....	A. Dessaint.....	do.....	do.....	do.....	
do.....	J. P. Blais.....	do.....	do.....	do.....	
do.....	F. X. Leclerc.....	do.....	do.....	do.....	
do.....	Frs. Gauvin.....	do.....	do.....	do.....	
do.....	Mrs. Beauchemin.....	do.....	do.....	Fatally injured..	
do.....	M. LeBel.....	do.....	do.....	do.....	
do.....	Jeremie Beanlieu.....	Employé.....	do.....	do.....	
do.....	Albert Coffin.....	Passenger.....	do.....	Leg fractured..	
do.....	Mrs. Coffin.....	do.....	do.....	Collar bone fractured.	
do.....	Willie Coffin.....	do.....	do.....	Wrist fractured.	
do.....	Ernest Coffin.....	do.....	do.....	Shoulder and ear injured.	
do.....	Geo. Walker.....	Employé.....	do.....	Slightly injured.	
do.....	T. Dubé.....	Passenger.....	do.....	Nose and arm fractured.	
do.....	Mrs. G. Gagnon.....	do.....	do.....	Ribs fractured..	
do.....	J. P. Lavoie.....	Employé.....	do.....	Head and wrist injured.	
do.....	F. Marceau.....	Passenger.....	do.....	Head, face and chest injured.	
do.....	Eug. Arseneault.....	do.....	do.....	Head and chest injured.	
do.....	Mrs. Frs. Côté.....	do.....	do.....	Seriously injured	
do.....	S. Dionne.....	do.....	do.....	do.....	
do.....	Mrs. Cayouette.....	do.....	do.....	Collar and breast bone fractured.	
do.....	Abel Migneault.....	do.....	do.....	Arm fractured..	
do.....	Widow A. Godin.....	do.....	do.....	Considerably bruised.	
do.....	Thos. Wilson.....	do.....	do.....	Head and arm 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.
1890.						
Dec. 18.	11.50	33	Express	George Walker	J. Murphy	151
do 18.	11.50	33	do	do	do	151
do 18.	11.50	33	do	do	do	151
do 18.	11.50	33	do	do	do	151
do 18.	11.50	33	do	do	do	151
do 18.	11.50	33	do	do	do	151
do 18.	11.50	33	do	do	do	151
do 18.	11.50	33	do	do	do	151
do 18.	11.50	33	do	do	do	151
do 18.	11.50	33	do	do	do	151
do 18.	11.50	33	do	do	do	151
do 18.	11.50	33	do	do	do	151
do 18.	11.50	33	do	do	do	151
do 18.	11.50	33	do	do	do	151
do 18.	11.50	33	do	do	do	151
do 18.	11.50	33	do	do	do	151
do 18.	11.50	33	do	do	do	151
do 18.	11.50	33	do	do	do	151
do 18.	11.50	33	do	do	do	151
do 18.	11.50	33	do	do	do	151
do 18.	11.50	33	do	do	do	151
do 18.	11.50	33	do	do	do	151
do 18.	11.50	33	do	do	do	151
do 18.	11.50	33	do	do	do	151
do 18.	11.50	33	do	do	do	151
do 18.	11.50	33	do	do	do	151
do 18.	11.50	33	do	do	do	151
do 18.	11.50	33	do	do	do	151
do 19.	11.30	Special..	Freight.....	J. W. Johnston.....	R. Wilson.....	9
do 19.	8.20	34	Express.....	A. McLellan.....	M. Belleavance	37
do 19.	11.00	.....	Shunting.....	.....	P. Forgarty.....	188
do 22.	14.00	.....	do .....	.....	M. Lobin	98
do 29.	23.00	Special..	Freight.....	J. B. Pollock.....	R. Kennedy	63
do 29.	10.37	42	do	F. Bouchard.....	L. Lardiff	83
1891.						
Jan. 2.	11.22	17	do	C. J. Rhodes.....	H. Smith.....	137
do 5.	10.00	.....	.....	.....	.....	.....
do 6.	3.30	Special..	Freight.....	L. N. Lebart	George Lamothe.....	109
do 8.	8.40	do	do	Geo. Couchy	J. Cloutier.....	109
do 9.	9.45	73	do	Jas. McDonald	John Ferguson	45
do 10.	1.30	.....	Shunting.....	.....	Charles McHugh	18
do 13.	11.00	Special..	Freight.....	D. Haines.....	D. Cool.....	200
do 14.	.....	.....	.....	.....	.....	.....
do 17.	20.10	46	Freight.....	R. M. Orchard.....	A. J. Sharp.....	201
do 18.	14.05	Special.	Plough train. . .	J. Hamilton.....	J. G. Scott.....	187

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.
St. Joseph	Rev. M. Garveau	Passenger	Train ran off track.	Forehead bruised	
do	Alfred Dobson	do	do	Leg fractured	
do	H. Gagnon	do	do	do and head cnt.	
do	T. Fuller	do	do	Hand and head injured.	
do	Mrs. Fuller	do	do	Nervous shock	
do	Miss McGarry	do	do	do	
do	E. S. Farrel	do	do	Slightly injured	
do	O. Brochu	do	do	do	
do	M. Plante	do	do	do	
do	A. Gagne	do	do	do	
do	Paul Côté	do	do	do	
do	Pierre Dube	do	do	Side injured	
do	Mr. Bolduc	do	do	Head injured	
do	P. Bouchard	do	do	Leg slightly injured.	
do	Rev. M. Lessard	do	do	Head injured	
do	Sim. Godbout	do	do	do	
do	Alphonse Côté	do	do	Slightly injured.	
do	Rev. Jos. Lavoie	do	do	do	
do	— Michand	Newsboy	do	do	
do	Dr. Tanguay	Passenger	do	do	
do	Dr. Morrisett	do	do	do	
do	Thos. Pelletier	do	do	do	
do	Mrs. Hayden & 5 children.	do	do	Ali slightly injured.	
do	Miss Pope	do	do	Slightly injured.	
do	Mrs. Dubois	do	do	do	
do	James Wilson	do	do	do	
do	J. Robitaille	do	do	do	
do	E. Robitaille	do	do	do	
do	Miss Caron	do	do	do	
do	A. Granville	do	do	do	
Stellarton	G. A. Campbell	Employé	While loading freight	Finger injured	
Jacquet River	Thos. Brown	do	Slipped and fell when getting on train.	Slightly injured.	
Moncton	Chas. Ayles	do	While coupling	Hand slightly injured.	
Richmond	F. Hinch	do	Fell off car	Seriously injured	
Lily Lake	H. Baker	do	While coupling	Hand crushed	
St. Fabien	A. Beaulieu	do	do	Finger crushed	
Halifax	J. Cooper	do	Fell off cars and was run over.	Fatal.	Accidental.
Moncton	J. W. Clarke	do	Fell off coal trestle	Seriously injured	
St. Valiet	D. Vachon	do	While coupling	Slightly injured.	
St. Pierre	— Deschamps	do	Fell off engine	Seriously injured	
Wallace	Wm. Yeomans	do	While coupling	Finger crushed	
Moncton	Chas. Green	do	While shunting	Finger bruised	
West of Bathurst	D. Cool	do	Tire of driving wheel broke	Slightly injured.	
East of St. Fabien.	Unknown	Neither	Found dead on track.		Found dead with wounds. Supposed to have been struck by I. C.R. train.
Sayabec	N. Beaulieu	Employé	Struck with semaphore lever.	Face injured	
West of Dalhousie.	— Miller	Neither	Struck by plough while crossing track with team.	Fatal	Accidental.

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.
1891.						
Jan. 18..	16.30	Special.	Freight	A. Bégin	J. Belleau	28
do 23..	7 20	do	Snowplough train.	Jas. Card	T. M. Rippey	203
do 23..	9.00	do	do	F. Morency	Alex. Doig F. Cloutier	194 111
do 24..	12.30	do	Freight	F. Dixon	James Howie W. G. Bell	182 39
do 24..	14.40	do	do	J. Thompson	James Cook	205
do 25..	10.00	do	do	Geo. McElhenny	Peter Fraser	114
do 27..	13.25	do	do	H. Y. Archibald	L. Starratt	171
do 29..	22.00	do	do	G. Soucey	E. Ouellette	129
Feb. 4..	18.50	38	do	E. Watts	D. McQuarry	112
do 4..	14.00		Shunting.		J. W. Boyd	95
do 5..	8.00	Special.	Freight	J. McDonald	J. Sproule	173
do 9..	9.30	3	do	W. J. Campbell	G. C. Palmer	51
do 10..	6.10	Special.	do	A. C. McLean	T. W. Hennessy	5
do 12..	5.05	34	Express	T. Corbett	B. Lutes	147
do 13..	15.00					
do 20..		75	Freight	M. Cummings	J. Stratton	25
do 21..	22.00		Shunting.		M. O'Brien	99
do 22..	12.30	Special.	Snowplough train.	Jas. McIntosh	H. Stewart	30
do 23..	24.25		Shunting.		M. O'Brien	99
do 25..	8.40		do		T. O'Brien	87
do 25..	8.00	59	Freight	E. S. Vye	F. H. Moore	70
Mar. 1..	13.15	33	Express	M. Letarte	Jos. Collet	76
do 5..	24.00		Shunting		J. Weldon	18
do 7..	20.15	40	Freight	H. Barreau	J. Howie F. Setchell	192 40
do 12..	15.00	37	do	E. Watts	J. Williamson	186
do 13..	5.10	Special.	do	J. B. Crockett	S. Wilson	122
do 13..	24.00	do	do	C. H. Bass	B. C. Gesner	200
do 16..	20.30	do	do	D. Hains	J. Deboo	6
do 20..	7.30	do	do	A. T. Moreau	Geo. Topping	165
do 23..	13.45	do	do	C. A. Atkinson	L. Bradshaw	179
do 24..	19.20	12	do	A. W. Melick	S. Watson	60
do 28..	13.00	Special.	do	D. McIntosh	A. Sproul	113
April 2..	19.00	do	do	W. Bovard	W. Smallwood	182
do 2..	21.00	do	do	F. Robbins	W. C. Hunter	144
do 9..	11.00		Shunting.		T. W. Rioux	14

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.
St. Charles snow shed.	D. Samson... (A. Turgeon....)	Neither... do ... f	While walking on track was struck by train.	Seriously injured	
West of Dalhousie Junction	Geo. Thompson.	Employé ...	While walking on track was struck by snow-plough.	Ankle broken...	
St. Charles ...	F. Morency ...	do ...	While looking out of car door, head was struck by part of a scaffold.	Seriously injured	
Petit Rock... ..	W. G. Bell....	do ...	Fell off engine and was run over.	Fatal	Accidental.
Lakeville Siding.	John Thompson.	do ...	While uncoupling slipped and fell.	Foot crushed...	
Atkinson do	Geo. McElhenny	do ...	Fell off car.	Seriously injured	
Thomson.....	D. Goodwin ...	do ...	While coupling	Finger crushed..	
Hadlow	A. Laverdière ..	do ...	While coupling got caught between engine and snowplough.	Slightly injured.	
Bathurst	G. Fryers.....	do ...	While fireman was breaking coal in tender, struck his foot with pick.	do ...	
Truro	J. L. Barahill...	do ...	While coupling... ..	Fingers crushed.	
West of Stellar-ton.	D. Cowan	do ...	Fell off car while in motion	Seriously injured	
Petitcodiac.....	A. Atkinson....	do ...	While coupling.....	Fingers crushed.	
Oxford Junc. ... f	— Crowell.....	do ... f	Collided with a train at station.	Both slightly injured.	
East of Petit Rock.	T. W. Hennessy	do ...		Face injured ...	
Halifax.....	B. Lutes.....	do ...	Snow broke cab window.		
	John Mitchell ..	do ...	While oiling machinery of elevator was caught in cogwheel.	Fatal	Accidental.
Barnaby River..	M. Haley.....	do ...	Slipped while getting off car.	Ankle sprained .	
Moncton	F. Storey	do ...	While shunting.	Leg broken.....	
East of Folley Lake.	H. Stewart	do ...	Side rod of engine broke..	Slightly injured.	
Moncton	J. A. McManus.	do ...	While coupling	Fingers bruised..	
Halifax	J. A. Puskie....	Neither... do ...	While walking on track was struck by a car.	Shoulder slightly injured.	
Indiantown ...	T. Anderson ...	Employé ...	While shunting	Shoulder injured	
St. Joseph ...	Pierre Stophile.	Neither... do ...	Struck by engine while walking on track.	Fatal	Accidental.
Moncton	R. Bowers.....	Employé ...	While coupling... ..	Fingers crushed.	
East of Campbellton.	M. Callahan....	Neither... do ...	Struck by a train while walking on track.	Fatal	Accidental.
Gloucester Junc.	J. Thompson ...	Employé ...	While loading freight...	Ankle sprained..	
Penobscus.....	C. Lutes.....	do ...	Fell while shunting ...	Face bruised...	
Spring Hill Junc	M. Connolly....	do ...	While coupling pin flew out.	Nose broken...	
Newcastle	J. T. Poirier... ..	do ...	While coupling	Hand crushed...	
Lévis.....	Geo. Torque....	do ...	do ...	Hand do ...	
Mortimore... ..	E. Amos.....	do ...	do ...	Fingers do ...	
Nemwigewaux ..	John Mullen ...	Neither... do ...	Struck by train while walking on track.	Slightly injured.	
Oxford Junction	F. Muirhead....	Employé ...	Slipped when getting off car.	Ankle sprained..	
Newcastle ...	D. Armstrong... ..	do ...	Fell while shunting.....	Back injured....	
Rogersville ...	G. Anderson ...	do ...	While coupling	Hand do ...	
Ste. Flavie.....	J. B. Thibault ..	do ...	While uncoupling foot caught in frog.	Slightly 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.
1891.						
April 10..	9.15	34	Express	J. Berry	J. McNairn.....	197
do 17..	10.37	18	Freight	J. N. Miller.....	D. Duncan.....	135
do 17..	11.55	18	do	do	do	135
do 21..	15.00	.....	Shunting.....	.....	H. Como.....	190
do 23..	19.30	33	Express	Geo. McCully.....	J. McNairn.....	197
do 25..	9.10	Special..	Freight.....	W. W. Irving.....	A. Wood.....	183
do 27..	10.45	.....	Shunting.....	.....	J. Cole.....	18
May 1..	8.20	Special..	Freight	Geo. Sears.....	J. Gilfillan.....	90
do 7..	19.00	do ..	do	E. Bowser.....	J. McCracken.....	34
do 8..	16.25	1	Express	A. Rainnie.....	T. W. Prince.....	163
do 11..	12.10	30	do	J. McFadgen.....	Jos. H. Moore.....	74
do 11..	23.00	70	Freight	Jas. Daley.....	J. Brownell.....	41
do 11..	7.00	.....	Shunting.....	W. McPherson.....	A. McDonald.....	71
do 14..	16.50	Special..	Freight	Geo. Sears.....	F. Welling.....	206
do 16..	11.15	73	do	Jas. McDonald.....	J. Ferguson.....	54
do 18..	13.30	.....	Light engine Calg'y Ry. & C. Co.	.....	R. Richmond	4
do 25..	.....	Special..	Freight	W. McClafferty.....	T. W. Hennessy	198
do 25..	5.30	5	do	J. Hughes.....	J. Gratten.....	90
do 29..	9.55	55	do	W. J. Dickson.....	J. Wall.....	8
June 2..	14.00	Special..	Ballast train.....	H. McDormand.....	L. Harratt.....	113
do 2..	1.25	39	Freight	W. Crockett.....	J. Stratton.....	192
do 18..	8.45	.....	Shunting	D. McTiernan.....	T. O'Brien.....	189
do 19..	19.45	.....	Freight	W. W. Irving.....	W. C. Hunter.....	81
do 23..	10.15	do ..	Ballast train.....	J. L. Chisholm	R. Kennedy.....	116
do 29..	17.00	do ..	Freight	Thos. Guinan.....	J. McDonald.....	196
do 30..	15.15	60	do	E. S. Vye.....	F. H. Moore.....	70

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.
Oxford Junction	J. R. McKean	Employé	Shot at by a passenger	Slightly wounded	
Truro	A. Peters	Passenger	Jumped off train while in motion.	Leg broken	
W. of Stewiacke	J. L. Jinks	Neither	While walking on track was struck by engine.	Severely injured.	
St. John	H. McDade	Employé	While coupling	Slightly do	
Moncton	A. Johnston (boy).	Neither	Attempted to jump on train in motion.	Fatally injured.	
New Castle	F. Raymond	Employé	While coupling	Finger crushed.	
Moncton	J. A. White	do	While shunting	Foot injured	
Sussex	R. Bower	do	While applying brake	do	
Weldford	W. H. Morton	do	When stepping off train	Sprained ankle.	
East of Sussex	Robt. Saunders	Passenger	Fell off train while in motion.	Head and face cut.	
Point du Chêne wharf.	M. Clear	Neither	Struck by steps of car while working near track.	Slightly injured.	
Brookville	D. Trenholm	Employé	While releasing air-brake.	Foot severely injured.	
Pictou	M. Daley	do	While shunting fell off car	Back injured	
Maccan	N. Stableford	do	Fell off engine in motion.	Head cut.	
Oxford	W. McDonald	do	Wind caused car door to shut violently.	Fingers bruised.	
Spring Hill Junction.	D. McKenzie	do	While walking on track was struck by engine.	Foot injured	
West of Oxford Junction.	Frank Jones	Neither	do train	Foot crushed	
East of Rothesay	John Philips	do	Found dead on track; had been struck by a train.		
Barney's River.	— McLeod (boy).	do	Attempted to make a coupling.	Fingers crushed.	
Ballast Pit, Scotsburn.	C. McKenzie	Employé	While coupling	do	
Chatham Junction.	A. McEachern	do	Fell while loading cattle.	Ankle sprained.	
Halifax	E. McGrath	do	Was caught between cars when attempting to cross track.	Fatal	Accidental.
Rogersville	N. Morton	do	While coupling	Fingers crushed.	
Thompson	J. Singer	do	Fell between cars while in motion.	Fatal	
East of Gleggarry.	Jas. McDonald	do	Hand car was struck by a train.	Slightly injured.	
East of Derby Junction.	A. Morrison	Passenger	Fell from train while in motion.	Seriously injured	

EASTERN EXTENSION RAILWAY.

OFFICE OF THE CHIEF SUPERINTENDENT,
MONCTON, N.B., 13th November, 1891.

SIR,—I have the honour to submit the following report with reference to the Eastern Extension Railway, for the fiscal year which ended the 30th June, 1891.

On the 1st of July, 1890, the accounts for the maintenance and operation of this railway, which had heretofore been kept separate, were, by your orders, merged in the similar accounts of the Intercolonial Railway.

I enclose a statement of the capital account.

The total cost of road and equipment on the 30th June, 1890, was.....	\$1,318,731 49
There was added during the year for increased accommodation at Mulgrave.....	3,255 40
Making a total cost on the 30th June, 1891.....	<u>\$1,321,986 89</u>

The expenditure was for filling in a vacant space to make more yard room, and providing additional accommodation for passenger and freight business.

I have the honour to be, Sir,

Your obedient servant,

D. POTTINGER,
Chief Superintendent.

COLLINGWOOD SCHREIBER, Esq.,
Chief Engineer and General Manager Government Railways,
Ottawa.

No. 1.—EASTERN EXTENSION RAILWAY.

DR. CAPITAL ACCOUNT, Year ending 30th June, 1891. CR.

		\$	cts.			\$	cts.
1890.				1890.			
June 30..	To cost of road and equipment.	1,318,731	49	June 30..	By Dominion of Canada.	1,318,731	49
1891.				1891.			
June 30..	Increase at Mulgrave.....	3,255	40	June 30..	do do ..	3,255	40
		<u>1,321,986</u>	<u>89</u>			<u>1,321,986</u>	<u>89</u>

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1891.

WINDSOR BRANCH RAILWAY,

OFFICE OF THE CHIEF SUPERINTENDENT,
MONCTON, N.B., 13th November, 1891.

SIR,—I have the honour to submit the following statements showing the results of the working of the Windsor Branch Railway, for the year which ended the 30th June, 1891.

- No. 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, 32 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 an increase in the earnings accruing to the Government, when compared with last year, as follows:—

In 1890-91	\$30,235 13
1889-90	30,162 46
	<u>\$ 72 67</u>

The expenses of maintenance were more than last year, as follows:—

In 1890-91	\$28,931 71
1889-90	18,982 82
	<u>\$ 9,948 89</u>

This increase of expenditure was caused by the making of the improvements hereafter mentioned.

The earnings and expenses compare as follows:—

Earnings	\$30,235 13
Expenses	28,931 71
	<u>\$ 1,303 42</u>

The necessary repairs and renewals were made, including the laying of 4 miles of new steel rails. A wooden trestle bridge over Jordan River, requiring renewal, was replaced by a new steel bridge of 7 spans.

The water supply at Newport was also improved at an expense of \$3,200.

The permanent way and works are in good order.

I have the honour to be, Sir,

Your obedient servant,

D. POTTINGER,

Chief Superintendent.

COLLINGWOOD SCHREIBER, Esq.,

Chief Engineer and General Manager Government Railways,
Ottawa.

INTERCOLONIAL RAILWAY,

CHIEF ENGINEER'S OFFICE,

MONCTON, N.B., 7th November, 1891.

SIR,—I have the honour to submit the following report for the maintenance of the Windsor Branch for the year ending 30th June, 1891:

TRACK.

The mileage remains the same as last year. Four miles of new steel rails have been laid in place of badly-worn iron rails, removed from the track.

TIES.

During the year 12,950 ordinary ties and 4 sets of switch ties have been removed.

[1891]

SIDINGS.

A new siding was put in near the Three-mile Plains, for the accommodation of a large saw mill recently erected at that place by Mr. Gould Northrup.

The old T rails in the siding at Mount Uniacke and 3 sidings in Windsor yard have been replaced with a better quality of rails recently taken up from the main line.

FENCING.

During the year 2,308 rods of barbed and woven wire fencing have been erected.

BUILDINGS AND PLATFORMS.

The platform at Beaver Bank station was renewed. Extensive repairs were made to the platforms at Windsor Junction and Newport.

Very considerable repairs were made to the station house and freight shed at Windsor. A new tool house was erected at Mount Uniacke.

BRIDGES.

The old wooden trestle bridge at Jordan River was replaced with 7 spans of steel plate girders with a floor of Georgia pine ties chocked, and an iron guard-rail, extending across and 20 feet beyond either end of bridge.

The balance of the ties on the Big Bog bridge were renewed and iron guard-rails put on, and the ties chocked and painted.

The approaches on either end of the high bridge at St. Croix were widened and the guard-rail extended to more efficiently protect the bridge.

Three spans of rail girders, one of 12 feet, one of 13 feet and one of 14 feet, were put in place of wooden stringers on beam culverts between Newport and Ellershouse.

The floor of Sackville bridge was painted.

Two steel girders were put in, one east and the other west of Ellershouse. These were necessary, on account of the stoppage of the old stone drains originally put in at the foot of the embankments.

WATER SUPPLIES.

A gravitation water supply was provided at Newport, at a cost of about \$3,200, the old supply having entirely failed.

I have the honour to be, Sir,

Your obedient servant,

P. S. ARCHIBALD,

Chief Engineer.

D. POTTINGER, Esq.,

Chief Superintendent Intercolonial Ry.,

Moncton, N.B.

No. 1.—WINDSOR BRANCH RAILWAY.
REVENUE ACCOUNT, Year ending 30th June, 1891.

Cr.

Dr.

Previous Year.	Expenditure.	Year ending 30th June, 1891.	Previous Year.	Receipts and Earnings.	Amount, Year ending 30th June, 1891.
\$ cts.		\$ cts.	\$ cts.		\$ cts.
18,982 82	Maintenance of way and works, Abstract No. 1.....	28,931 71	10,369 12	Passenger traffic.....	10,746 38
			18,641 50	Freight traffic.....	18,336 91
			1,151 84	Mails.....	1,151 84
11,179 64	Balance.....	1,303 42			
30,162 46		30,235 13	30,162 46		30,235 13

Certified correct,

T. WILLIAMS,

Chief Acct. and Treas., I. C. R.

MONCTON, N.B., 30th June, 1891.

R. B. BOGGS,

Acct., W. B. Ry.

No. 2.—WINDSOR BRANCH RAILWAY.

MAINTENANCE of Way and Works.

Previous Year.	Particulars.	Amount.
\$ cts.		\$ cts.
10,567 94	Repairs to track.....	12,642 04
106 51	Cr.—Rails and fastenings.....	4,052 02
2,750 50	Ties.....	3,529 30
2 70	Switch locks.....	12 60
1,191 55	Bridges.....	5,422 36
4 05	Signals.....	3 00
673 94	Culverts and cattle guards.....	467 49
963 14	Wharf at Windsor.....	
213 29	Buildings and platforms.....	463 09
1 40	Hand cars and trollies.....	27 45
195 77	Tools and repairs.....	173 31
113 35	Snow ploughs and flangers.....	134 95
1,237 45	Fencing.....	850 59
1,114 82	Accountant's office and expenses.....	1,104 72
59 43	Miscellaneous.....	48 79
18,982 82		28,931 71

Certified correct,
T. WILLIAMS,
Chief Acct. and Treas., I.C.R.
MONCTON, N.B., 30th June, 1891.

R. B. BOGGS,
Acct., W. B. Ry.

No. 3.—WINDSOR BRANCH RAILWAY.

DR.		GENERAL BALANCE.		CR.	
1891.		\$ cts.	1891.		\$ cts.
June 30.	Windsor and Amapolis Railway	2,745 25	June 30.	Intercolonial Railway.....	
	Old material account.....	8,000 00		Dominion account..	10,745 25
		10,745 25			10,745 25

Certified correct,

T. WILLIAMS,

Chief Acct. and Treasurer, I. C. R.

MONCTON, N.B., 30th June, 1891.

R. B. BOGGS,

Acct., W. B. Ry.

No. 4.—WINDSOR BRANCH RAILWAY.

MONTHLY STATEMENT of Receipts—One-third Earnings.

Month.	Passengers.	Freight.	Mails.	Totals.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1890—July	1,086 38	113 06	1,361 14	2,560 58
August.....	1,454 86	80 76	1,282 14	2,817 76
September.....	1,362 45	96 90	2,142 91	3,602 26
October.. ..	891 60	96 91	2,257 77	3,246 28
November.. ..	761 04	96 91	1,838 22	2,696 17
December	832 15	96 90	1,477 15	2,406 20
1891—January	624 48	94 46	1,616 19	2,335 13
February	490 57	94 45	1,318 64	1,903 66
March	689 45	94 45	1,438 30	2,222 20
April	713 15	95 68	1,297 90	2,106 73
May	785 89	95 68	1,179 24	2,060 81
June.....	1,054 36	95 68	1,127 31	2,277 35
	10,746 38	1,151 84	18,336 91	30,235 15

Certified correct,

T. WILLIAMS,

Chief Acct. and Treasurer, I. C. R.

MONCTON, N.B., 30th June, 1891.

R. B. BOGGS,

Acct., W. B. Ry.

PRINCE EDWARD ISLAND RAILWAY.

SUPERINTENDENT'S OFFICE,

CHARLOTTETOWN, P.E.I., 16th September, 1891.

SIR,—I have the honour to submit the following report on the working of the Prince Edward Island Railway, for the fiscal year ended 30th June, 1891.

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 ways 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, 1890, was.....	\$3,741,780 89
No additions being made during the year, the total expenditure to 30th June, 1891, was the same as the previous year.....	\$3,741,780 89

REVENUE ACCOUNT.

The gross earnings for the year amounted to.....	\$174,258 05
Previous year.....	160,971 78
Increase	\$ 13,286 27

The earnings per mile of railway compare with the previous year, as follows:—

1889-90.....	\$766 53
1890-91.....	829 90
An increase per mile of.....	\$ 63 37

The length of the road operated in each year was the same, namely, 221 miles.

STATEMENT.

	Passengers Carried.	Earnings.
1889-90	138,099	\$69,399 72
1890-91	145,508	72,292 23
Increase	7,409	\$ 2,892 51
	Tons of freight carried.	Earnings,
1889-90	51,604	\$73,663 06
1890-91	59,511	81,660 82
Increase	7,907	\$ 7,997 76
Mails and sundries, 1889-90.....		\$17,909 00
do 1890-91.....		20,305 00
Increase		\$ 2,396 00

	Earnings.
The engine mileage compared with last year was :	
1889-90	315,943
1890-91	335,202
Increase	19,259
The train mileage as compared with last year was :—	
1889-90	252,573
1890-91	272,475
Increase	1,902
The car mileage as compared with last year was :—	
1889-90	1,316,355
1890-91	1,420,428
Increase	104,073

EXPENDITURE.

The working expenses as compared with last year were as follows :—

RENEWALS.

	Ordinary.	Rolling Stock, Rails and Fastenings.	Total.
1889-90	\$248,270 55	\$ 18,215 30	\$266,485 85
1890-91	257,039 13	950 95	257,990 08
Increase ...	\$ 8,768 58	\$17,264 35	\$ 8,495 77

Included in the above ordinary expenditure are the following amounts for new works :—

Iron bridge at Milton	\$1,712 31
do Moore's	3,308 86
New abutments at Pig Brook bridge	3,098 64
Deviation of track at Moore's bridge	2,680 78
Extension of Summerside wharf.....	1,285 95
Total new works.....	\$12,086 54

TRACK.

The mileage remains the same as last year, 125 miles laid with iron rails, and 85 miles laid with steel rails. Total, 210 miles.

The track at Moore's bridge was deviated from the original line for the length of one-half mile.

SIDINGS.

A siding 164 feet long was moved from near Conway and placed at Lynch Road.

The siding at Bedford was extended 250 feet and made a through siding.

A spur siding 341 feet long was put in at the Charlottetown Driving Park.

The siding at Morell was extended 150 feet.

SLEEPERS.

During the year 84,587 sleepers were put in track ; 13 sets of switch sleepers and 20 head blocks with switch frames were renewed.

[1891]

81

BALLASTING.

During the year 7,088 cubic yards of ballast were distributed.

BRIDGES, CULVERTS, &C.

The embankments at Morell, Marie, Midgell bridges, and St. Peter's breastwork received extensive repairs, about 2,400 cubic yards rip-rap being used. This work was necessitated to repair the heavy damage done by the unprecedentedly heavy storms which occurred on the 1st December last.

Milton bridge was renewed with a 20-foot iron rail girder and stone abutments.

A new top was put on Emerald bridge.

A new top was put on Mill River bridge.

Stone abutments were built at Pig Brook bridge. The embankments at each end of this bridge were raised 2 feet, in order to give the necessary headway for the public highway underneath.

A new bent was placed under the bridge on the Alberton wharf track.

The west end of St. Peter's bridge was repaired and other necessary work done.

Marie bridge received 1 truss brace. The stringers and 50 sleepers were renewed.

Morell bridge received 12 new floor beams.

Naufrage bridge received 38 truss braces, 2 strutt plates, 1 wall plate and 80 sleepers.

McEwan's bridge, lot 40, received new wall plates and a new top.

Mount Stewart bridge had 7 truss braces renewed and other necessary repairs done.

All wooden bridges received the necessary repairs.

Pierce's culvert, near Royalty Junction, was rebuilt with two 12-inch iron pipes of a total length of 120 feet. This culvert was carried away by a freshet.

Four timber culverts were rebuilt, and 6 culverts had stringers and sleepers renewed.

Two 12-inch iron pipe culverts were put in, one 36 feet and the other 24 feet long.

Arch culverts between Harmony and Souris were pointed with cement.

Fifteen cattle guards were rebuilt, and 5 received new stringers and sleepers.

The clay pipe culvert $\frac{1}{2}$ mile east of Summerside was rebuilt.

BUILDINGS, PLATFORMS, &C.

At Colville siding the platform was renewed.

At Richmond siding a new shed was erected and the platform renewed.

At McNeill's Mill siding, between Ellerslie and Conway, a new shed and platform were erected.

Bradalbane and Emerald stations were painted.

Nine of the flag stations between Charlottetown and Summerside were also painted.

At Alberton the office and waiting room were repaired and painted, and the roof of the baggage room was renewed.

At Tignish the roof of the freight house was re-shingled and the roof of the baggage room was renewed.

At Charlottetown the sills on the north side of the station building were renewed and the platform was rebuilt. The roof of the train shed was re-shingled. Repairs were made to the carpenter shop, iron house, machine shop and coal shed. The foundation of the freight house was rebuilt and the flooring was renewed. The foundation of the coal shed was repaired.

At Royalty Junction the platform was rebuilt.

At Scotchfort the station and platform were rebuilt.

The station at Mount Stewart was repaired and painted.

At Marie and Midgell the stations were repaired and painted, and the platforms were rebuilt.

At Souris the roofs of the engine house and freight shed were partly re-shingled.

At Georgetown new floors were laid in the office, waiting room, baggage room. The platform was rebuilt and the freight house was re-shingled.

At St. Peter's the coal shed was repaired and the roof was re-shingled.

At Summerside the coal shed received extensive repairs, and new cedar sills were put under the freight house.

WHARVES.

At Summerside extensive repairs were made to the wharf, it having been considerably damaged last fall by two severe storms with very high tides. The outer end of the wharf was made 14 feet wider for a distance of 300 feet. This was necessary in order to accommodate the new steamer "Northumberland," now plying between Summerside and Point du Chêne.

At Souris the plank covering of the wharf was repaired, and 150 tons of stone were put in wharf.

The wharf at Georgetown received 50 fenders, 36 chocks and 140 tons of stone ballast.

At Charlottetown the breastwork east of the station received extensive repairs. On the east side new timbers 460 feet long and 14 inches high have been put down. Twelve cars of brush and 190 tons of stone were used.

The breastwork at St. Peters received extensive repairs, having been badly damaged last fall by a very severe storm.

FENCING.

Eighteen miles of woven wire fence, $8\frac{1}{2}$ miles of barb wire, and 3,316 feet of wire and picket fence were erected to replace the old fence burnt and worn out.

One thousand two hundred feet of the Cape Traverse Branch fence was rebuilt.

Four thousand seven hundred and forty feet of snow fence was rebuilt and 825 feet was erected.

STORES.

The purchase of stores during the year amounted to \$114,549.86.

The value of stores on hand to 30th June, 1891, was:—

General stores.....	\$84,279 05
Coal.....	902 74
New steel rails and fastenings.....	32,672 80
Old iron rails and fastenings.....	16,320 82
Old material serviceable.....	7,932 00
	\$142,107 41

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 honour to be, Sir,

Your obedient servant,

J. UNSWORTH,

Superintendent and Mechanical Superintendent.

COLLINGWOOD SCHREIBER, Esq.,

Chief Engineer and General Manager Government Railways,

Ottawa.

No. 1.—PRINCE EDWARD ISLAND RAILWAY.

DR.		CAPITAL ACCOUNT.		CR.		
1890.		\$	cts.	1890.	\$	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
				1891.		
				June 30..	do do	.....
		3,741,780	89			3,741,780 89

W. T. HUGGAN,
Accountant and Auditor

CHARLOTTETOWN, P.E.I., 30th June, 1891.

No. 2.—PRINCE EDWARD ISLAND RAILWAY.

REVENUE ACCOUNT for Year ended 30th June, 1891.

Previous Year.	Expenditure.	Year ended 30th June, 1891.	Previous Year.	Receipts.	Year ended 30th June, 1891.				
\$	cts.	\$	cts.	\$	cts.				
60,907	99	Locomotive power, per Abstract No. 1.	64,158	96	69,399	72	Passenger traffic.....	72,292	23
38,026	89	Car expenses, per Abstract No. 2.	37,696	58	73,663	06	Freight traffic.....	81,660	82
126,919	05	Maintenance of way and works, per Abstract No. 3.	115,195	66	17,909	00	Mails and sundries.....	20,305	00
28,717	52	Station expenses, per Abstract No. 4.	29,551	09	160,971	78	Total receipts.....	174,258	00
11,914	40	General charges, per Abstract No. 5.....	11,387	79	105,514	07	Balance.....	83,732	03
266,485	85	...Totals.....	257,990	08	266,485	85	..Totals.....	257,990	08

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1891.

No. 3.—PRINCE EDWARD ISLAND RAILWAY.

LOCOMOTIVE POWER—(Abstract No. 1)

Previous Year.	Details.	Year ended 30th June, 1891.
\$ cts.		\$ cts.
1,380 00	Mechanical Superintendent's salary, clerks, office and travelling expenses	1,412 16
16,419 37	Wages of drivers, firemen and cleaners	17,481 16
14,213 69	Fuel	14,905 62
2,042 36	Oil, tallow, waste and small stores	2,599 97
23,861 53	Repairs to engines, tenders and engine tools	24,524 71
897 72	Water, including pump and tank repairs	1,139 06
2,093 32	Miscellaneous	2,096 28
60,907 99	Totals	64,158 96

W. T. HUGGAN,

Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1891.

No. 4.—PRINCE EDWARD ISLAND RAILWAY.

CAR EXPENSES—(Abstract No. 2).

Previous Year.	Details.	Year ended 30th June, 1891.
\$ cts.		\$ cts.
10,481 02	Repairs to passenger cars	10,648 03
1,457 97	do postal and baggage cars	1,546 58
7,789 59	do freight cars and vans	5,302 64
13,654 79	Wages of conductors, train baggagemasters and brakemen	15,470 95
633 80	Oil and waste for packing	535 03
2,633 05	Small stores and fuel	3,270 96
1,376 67	Miscellaneous	922 39
38,026 89	Totals	37,696 58

W. T. HUGGAN,

Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1891.

[1891]

No. 5.—PRINCE EDWARD ISLAND RAILWAY.
 MAINTENANCE of Way and Works—(Abstract No. 3).

Previous Year.	Details.	Year ended 30th June, 1891.
8 cts.		8 cts.
669 96	Engineer's salary, clerks, office and travelling expenses.....	419 21
49,215 18	Wages in repairing roadway, fences and semaphores.....	48,543 46
17,109 48	Rails, chairs and spikes.....	3,497 12
25,168 94	Ties.....	25,445 10
17,933 97	Timber and lumber for repairs to bridges, cattle-guards, fences, &c.....	13,984 56
5,476 47	Repairs to wharves.....	3,146 41
7,784 54	do buildings and platforms.....	7,562 83
2,499 71	do snow ploughs, flangers and tools.....	2,894 10
1,060 80	Clearing ice and snow.....	9,702 87
126,919 05	Totals.....	115,195 66

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1891.

No. 6.—PRINCE EDWARD ISLAND RAILWAY.
 STATION EXPENSES—(Abstract No. 4).

Previous Year.	Details.	Year ended 30th June, 1891.
8 cts.		8 cts.
20,255 44	Salaries and wages of station masters, agents, clerks, telegraph operators, station baggage men, yardmasters, switchmen, watchmen and labourers.....	21,073 19
8,462 08	Fuel, oil, light, stationery, tickets and other incidental expenses.....	8,477 90
	Miscellaneous.....	
28,717 52	Totals.....	29,551 09

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1891.

No. 7.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL CHARGES—(Abstract No. 5).

Previous Year.	Details.	Year ended 30th June, 1891.
4,425 88	Superintendent's and train despatcher's salaries, clerks, office and travelling expenses.....	4,308 49
5,298 44	Accountant and auditor's, paymaster's and cashier's salaries, clerks, office and travelling expenses.....	5,269 99
660 42	Advertising.....	849 85
318 38	Damages to men, animals and goods.....	84 46
461 52	Telegraph expenses (not including pay to operators).....	375 47
749 76	Miscellaneous.....	499 53
11,914 40	Totals.....	11,387 79

W. T. HUGGAN,

Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1891.

No. 8.—PRINCE EDWARD ISLAND RAILWAY.

STATEMENT of General Stores Account, Year ended 30th June, 1891.

1890.	DR.	8 cts.	8 cts.
June 30...	To Balance brought forward.....		103,078 65
1891.			
June 30...	To Purchase during the year, including rails.....	114,549 86	
	Charges from other Departments.....	14,978 39	
	Pay-rolls.....	2,583 60	
			132,111 85
			235,190 50
1891.	CR.		
June 30...	By Issues during the year.....		93,083 09
	Balance.....	(	142,107 41
		Ordinary stores..... \$84,279 05	
		Fuel..... 902 74	
		Rails and fastenings on hand..... 48,993 62	
		Old material, serviceable..... 7,932 00	

W. T. HUGGAN,

Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1891.

No. 9.—PRINCE EDWARD ISLAND RAILWAY.

DR.	GENERAL BALANCE.		CR.		
	\$	cts.			
General stores	142,107	41	Dominion account	145,580	54
Cash	6,100	91	Accident insurance	4,919	89
Stations	1,288	96			
Militia Department	70	49			
Anglo-American Telegraph Co.	46	43			
Judge Weatherbee	30	00			
Sidney Gray	25	00			
Railway Extension, Charlottetown	812	83			
Local Govt. P. E. Island	18	40			
Total	150,500	43	Total	150,500	43

W. T. HUGGAN,

Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1891.

No. 10. — PRINCE EDWARD ISLAND RAILWAY.

COMPARATIVE STATEMENT of Averages for Year ended 30th June, 1891.

Details.	1891.	1890.
Mileage of railway open.....	210	210
Engine mileage.....	335,202	315,943
Train do.....	272,475	252,573
Car do.....	1,420,425	1,316,355
Receipts per engine mile..... Cents.	51·99	50·94
do mile of railway..... Dollars.	829·80	766·53
Percentage of passenger earnings to gross receipts.....	41·49	43·11
do freight do do.....	46·86	45·76
do other do do.....	11·65	11·13
Expenses per engine mile—		
Drivers, firemen and cleaners' wages.....	5·21	5·20
Fuel.....	4·45	4·50
Oil, tallow, waste, and small stores.....	0·78	0·65
Repairs to engines.....	7·32	7·55
Water and tank repairs.....	0·34	0·28
Miscellaneous.....	0·62	0·66
	18·72	18·84
Mechanical Superintendent's salary, office and travelling expenses.....	0·42	0·44
Total..... Cents.	19·14	19·28
Locomotive power per engine mile.....	19·14	19·28
Car expenses do.....	11·25	12·04
Maintenance of way and works do.....	34·37	40·17
Station expenses do.....	8·81	9·09
General charges.....	3·40	3·77
Total per engine mile..... Cents.	76·97	84·35
Locomotive power per train mile.....	23·55	24·11
Car expenses do.....	13·83	15·06
Maintenance of way and works do.....	42·28	15·25
Station expenses do.....	10·84	11·37
General charges do.....	4·18	4·72
Total per train mile..... Cents.	94·68	105·51
Working expenses per mile of railway..... Dollars.	1,228·52	1,268·98

W. T. HUGGAN,

Accountant and Auditor.

CHALLOTTETOWN, P.E.I., 30th June, 1891.

PRINCE EDWARD ISLAND RAILWAY.

RETURN of Accidents and Casualties which have occurred on the Prince Edward Island Railway, during the Year ending 30th June, 1891.

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.
1890.												
Sept. 10.	11:30 a.m.		Working.	G. Tanton.	R. Dongan.	16	Mount Stewart.	A. D. McDonald	Employé	Fell between engine and cars, while attempting to get on the train.	Leg fractured.	
do	7:00 a.m.		Working.	do	do	16		W. Cary.	Employé	While coupling cars.	Finger crushed.	
Dec. 27.	5:55 a.m.	2	Accommodation.	J. Thomson.	H. Craswell.	5	Tignish.	A. McLeod.	Employé	While coupling cars.	Arm crushed.	
1891.												
Mar. 8.	8:10 a.m.	1	Accommodation.	do	do	16	Colville.	F. Praught.	Employé	While coupling cars.	Thigh injured.	

[1891]

MECHANICAL SUPERINTENDENT'S OFFICE,

CHARLOTTETOWN, P.E.I., 26th August, 1891.

SIR,—I beg to submit for your information the following statements, showing the operations of the Mechanical Department of this railway for the fiscal year ending 30th June, 1891.

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 1889-90 and 1890-91.

During the year four 10-ton platform cars have been rebuilt, at a cost of \$950.95, which has been included in the cost of 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 cars.

175 box cars.

125 platform cars.

3 postal and smoking 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 honour 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.
1890—July	34,150	1,551 85	1,184 52	194 97	1,832 33	205 90
August	30,729	1,488 14	1,101 04	207 95	2,362 61	289 14
September	30,436	1,521 00	1,201 54	222 29	1,600 28	42 25
October	31,498	1,519 84	1,199 42	209 84	1,832 98	105 80
November	31,099	1,461 23	1,424 27	233 00	2,096 82	59 47
December	31,569	1,716 49	1,696 60	276 59	2,866 59	114 23
1891—January	22,492	1,348 91	1,021 90	186 10	2,433 81	29 00
February	23,439	1,523 98	1,419 70	232 53	2,344 02	30 49
March	25,218	1,513 87	1,279 40	215 09	2,091 44	180 69
April	21,506	1,181 94	1,016 57	160 17	1,816 32	23 22
May	23,585	1,264 16	1,114 10	176 78	1,307 58	13 48
June	29,478	1,389 75	1,246 56	221 66	1,939 93	45 39
Totals	335,202	17,481 16	14,905 62	2,599 97	24,524 71	1,139 06

ISLAND RAILWAY.

DEPARTMENT.

Power, for the Year ended 30th June, 1891.

Miscellaneous, including Expenses of Office and Engine House.		Average per Mile Run.								
		Total.	Enginemen.	Fuel.	Oil, Tallow, &c.	Repairs.	Water.	Miscellaneous.	Total.	
\$	cts.	\$	cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	
227	67	5,197	24	4·54	3·47	0·57	5·36	0·60	0·67	15·21
221	40	5,733	28	4·84	3·58	0·88	7·69	0·94	0·72	18·65
427	41	5,014	77	4·99	3·95	0·73	5·26	0·14	1·40	16·47
279	47	5,147	35	4·83	3·80	0·66	5·82	0·34	0·89	16·34
321	84	5,596	63	4·70	4·58	0·75	6·74	0·19	1·03	17·99
356	14	7,026	64	5·43	5·37	0·88	9·08	0·36	1·13	22·25
343	51	5,363	23	5·99	4·54	0·83	10·82	0·13	1·53	23·84
305	86	5,856	58	6·50	6·06	0·99	10·00	0·13	1·30	24·98
274	07	5,554	56	6·00	5·07	0·85	8·29	0·72	1·09	22·02
307	49	4,505	71	5·49	4·73	0·74	8·45	0·11	1·43	20·95
225	82	4,101	92	5·36	4·75	0·74	5·54	0·05	0·95	17·39
217	76	5,061	05	4·72	4·23	0·75	6·58	0·15	0·73	17·16
3,508	44	64,158	96	5·22	4·44	0·78	7·32	0·34	1·04	19·14

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.
1890—July	4,132	14,146	14,395	789	76	29,406	5,633	35,039	
August	4,049	11,757	13,720	3,329	28,806	78	5,409	34,293	
September	4,275	11,262	13,799	6,059	49	31,169	88	5,733	36,990
October	4,230	11,887	14,269	3,190	29,346	10	5,821	35,177	
November	3,896	10,168	15,238	525	25,931	167	5,601	31,699	
December	4,295	7,653	17,562	1,458	448	27,121	211	5,961	33,293
1891—January	3,329	2,414	13,744	82	1,338	17,578	80	4,916	22,572
February	4,145	2,972	12,724	3,200	18,896	73	4,470	23,439	
March	3,944	2,794	15,621	36	1,698	20,149	20	5,085	25,254
April	3,240	2,064	14,485	533	17,082	48	4,969	22,099	
May	3,571	4,556	14,056	1,825	20,437	60	5,096	25,593	
June	3,698	10,588	13,792	1,802	26,182	222	5,091	31,495	
Totals	46,804	92,261	173,405	19,628	6,809	292,103	1,057	63,785	356,945

ISLAND RAILWAY.

DEPARTMENT.

of Locomotives, for the Year ended 30th June, 1891.

Total Mileage.		* Average of Cars per Mile run with Train.	Average Mileage.		Consumption.				Consumption per 100 Miles run by Engines.			
Cars.	Snow Ploughs.		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.
154,081	.....	5·25	8·48	4·39	13,850	1,495	527	654	39·55	4·26	1·50	1·86
159,785	.....	5·54	8·47	4·66	14,218	1,538	486	732	41·46	4·48	1·41	2·13
176,437	.....	5·67	8·65	4·77	16,017	1,896	608	738	43·39	5·12	1·64	1·99
154,025	.....	5·25	8·31	4·37	15,763	1,776	598	726	44·81	5·04	1·70	2·06
146,681	.....	5·65	8·14	4·62	16,202	1,867	457	635	51·11	5·89	1·44	2·00
125,394	4,875	4·70	7·75	3·76	17,372	2,335	317	723	52·18	7·01	0·95	2·17
81,384	6,581	5·01	6·78	3·60	11,850	1,898	2	446	52·49	8·40	0·01	1·97
63,966	10,324	4·07	5·65	2·73	14,248	2,284	57	481	60·78	9·74	0·24	2·05
100,859	4,418	5·46	6·40	3·99	13,383	2,216	56	461	52·99	8·77	0·22	1·82
103,168	928	6·04	6·82	4·67	8,985	1,519	189	425	40·65	6·87	0·85	1·92
134,483	.....	6·58	7·16	5·25	12,125	1,779	247	514	47·76	6·95	0·96	2·60
134,813	.....	5·11	8·51	4·28	12,614	1,967	376	602	40·05	6·24	1·19	1·91
1,535,076	27,126	5·38	7·62	4·30	166,627	22,570	3,920	7,137	46·68	6·32	1·09	1·99

* Deduct piloting in making these averages.

J. UNSWORTH,
Superintendent and Mechanical Superintendent.

PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

C.—MONTHLY STATEMENT of Car Mileage for Year ended 30th June, 1891.

Months.	First-Class.	Second-Class and Baggage.	Postal and Smoking.	Box and Stock.	Platform.	Total.
1890—July	38,012	27,307	22,076	48,026	18,660	154,081
August	27,113	24,698	22,272	47,634	38,068	159,785
September.....	28,444	25,998	24,651	43,304	54,040	176,437
October	29,366	29,395	23,796	47,309	24,159	154,025
November.....	23,617	18,693	24,176	62,522	17,673	146,681
December.....	25,165	17,430	23,813	46,042	12,943	125,394
1891—January.....	16,064	14,105	12,680	27,508	11,027	81,384
February	13,929	10,733	12,431	16,713	10,160	63,966
March	17,402	14,829	15,237	29,396	23,995	100,859
April	15,927	16,332	11,652	43,405	15,852	103,168
May.....	19,375	16,049	18,902	54,959	25,198	134,483
June.....	24,779	20,672	21,123	41,743	26,496	134,813
Totals.....	279,194	236,241	232,809	508,561	278,271	1,535,076
LESS—Ballasting			16,846	3,806	93,996	114,648
Balance	279,194	236,241	215,963	504,755	184,275	1,420,428

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, 1891.

Particulars.	Locomotives.		Classification of Cars.							Snow Ploughs.	Flangers.	Total.
	21	17	1st Class.	2nd Class and Baggage.	Postal and Smoking.	Box and Stock.	Platform.	Vans.	Pay Car.				Total.
On hand 30th June, 1890, serviceable.....	21	17	15	3	175	122	3	1	336	8	7	15
do do condemned.....						3			3			
Total stock, 30th June, 1890.....	21	17	15	3	175	125	3	1	339	8	7	15
Condemned on hand 1st July, 1890.....						3			3			
do during the year.....						2			2			
LESS—Rebuilt.....						5			5			
						4			4			
ADD—Serviceable and repairing.....						1			1			
	21	17	15	3	175	124	3	1	338	8	7	15
Total on record 30th June, 1891....	21	17	15	3	175	125	3	1	339	8	7	15

J. UNSWORTH,
Superintendent and Mechanical Superintendent.

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PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

E.—COMPARATIVE STATEMENT of the Expenses of the Mechanical Department for the Year ended the 30th June, 1891.

	1891.	1890.
The miles run by trains were	272,475	252,573
do engines were	335,202	315,943
do cars were	1,420,428	1,316,355
do snow ploughs were	27,126	13,212
	\$ cts.	\$ cts.
The cost of locomotive power was	64,158 96	60,907 99
do repairs to cars	17,497 25	19,728 58
do labour, oil, and waste for packing	535 03	633 80
do repairs to passenger cars was	10,648 03	10,481 02
do do postal and smoking cars was	1,546 58	1,457 97
do do freight cars and vans was	5,302 64	7,789 59
The cost of locomotive power per 100 miles run by trains was	23 54	24 11
do do engines was	19 14	19 28
do do cars was	4 51	4 62
The cost of repairs to cars per 100 miles run by trains was	6 42	7 81
do do engines was	5 22	6 24
do do cars was	1 23	1 49
The cost of labour, oil and waste, for packing, per 100 miles run by trains was ..	0 19	0 25
do do engines was	0 15	0 19
do do cars was	0 03	0 04
Repairs to passenger cars per 100 miles run by trains were	3 90	4 15
do postal and smoking cars were	0 56	0 57
do freight cars and vans were	1 94	3 08

J. UNSWORTH,
Superintendent and Mechanical Superintendent.

APPENDIX No. 5.

DEPARTMENT OF RAILWAYS AND CANALS, MONTREAL DIVISION, SUPERINTENDING ENGINEER'S OFFICE,

MONTREAL, 30th November, 1891.

SIR,—As requested by your letter No. 86215, dated 29th September last, I have the honour to submit my report on the various works under my charge, for the fiscal year 1890-91 ended 30th June last. The works are:

1st. The Lachine and Beauharnois canals on the St. Lawrence route.

2nd. The St. Ours and Chambly canals on the Richelieu and Lake Champlain route.

3rd. The Ste Anne, Carillon and Grenville and Culbute canals on the Ottawa river.

These canals have been maintained in an efficient state, without accident or interruption to traffic.

Statements are annual, showing the amounts collected for fines damages, &c., together with the monthly returns of the highest and lowest water registered on the lower and upper entrances of each canal and on each of the mitre sills of St. Ours lock.

LACHINE CANAL,

The canal was closed by ice on the 29th of November, 1890, and re-opened on the 28th of April, 1891.

No accident occurred, and navigation was efficiently maintained during the whole season, the water having been kept at a good height in all the levels, both for navigation and manufacturing purposes.

The work done on this canal during last fiscal year is classified under two heads viz. :—Repairs and Income.

REPAIRS.

The water was drawn off on the night of the 11th April last and let in again on the night of the 27th of the same month, the canal being open to traffic on the following day.

While the water was out of the canal all the works under water were overhauled and repaired.

During the early part of the fiscal year the canal management underwent a change by the sudden death of the superintendent, the late Michael Conway, which took place on the 15th of October, the vacancy being filled by the appointment of Mr. Edward Kennedy.

Subjoined is given a synopsis of the works of repairs executed by the latter during the balance of the year.

It was noticed during the latter portion of February that the stone masonry pier supporting the stationary bridge above St. Gabriel lock was canting over, and, with the enormous traffic going over it, was exposed to fall down at any moment.

The bridge was therefore raised during April, the pier taken down and rebuilt on an enlarged scale.

Necessary pointing and grouting were done to the masonry walls in and around lock No. 2, at the raceway above St. Gabriel lock, and rest piers of the Lachine swing bridge. Some of the stones at the latter point which were broken and displaced were renewed and re-set.

All the mechanical structures, such as lock, weir gates and bridges, underwent considerable repairs.

The stationary bridges at St. Gabriel lock, as well as the bridge over the raceway, which forms part of the traffic way, were repaired, and re-planked and the planking and sheeting torn away by the force of the water at the Cote St. Paul weir were also renewed.

A new lower mitre sill was made and placed at lock No. 4, and the superstructure in the piers above and below said lock renewed.

The towpaths on each side of the canal, which measures 14 miles in length, were kept in good order.

The 9,000 feet of planked footpaths in connection with Government property in the city of Montreal has not only been well maintained, but also kept free from snow and ice during the winter months.

The canal roads, at the basins between St. Gabriel lock and the lower canal entrance, including Mill street, have been kept in good condition, and several portions macadamized.

Five stone piers in the waste weir at Lachine, which had been considerably damaged by the action of ice and water, were partially rebuilt while the water was out of the canal in April.

The renewal of the planking of bridges, wharves and flour sheds was attended to where required, and the waling or fender timbers at the bridges and locks renewed.

The snubbing posts along the line of canal, on the towpaths, were repaired and twenty new ones set.

The upper gates of old lock No. 2 were taken out and replaced by new ones, and the upper gates of new lock No. 3 readjusted.

The accumulation of silt, sand, dirt and gravel in the bottoms of locks Nos. 1 and 2 were removed by means of the diver and a dredge.

The river St. Pierre, which passes through the Lachine swamp lands, as well as the new cut (3 miles in length) and all the off-take drains in connection with the canal, were thoroughly cleaned and kept in good order.

The piers and booms at Lachine, and on the canal proper, received the necessary repairs.

Repairs were also made, when needed, to the weir and head gates of the mills and factories.

New platforms and bars have been placed on the upper north gate of new lock No. 3, and 12 chain hole covers made and placed at locks Nos. 1 and 4.

The timbers in the superstructure of the pier at Côte St. Paul bridge, on the north side, were renewed, and bridge No. 1 raised and the pivot readjusted, and three stationary bridges at Cote St. Paul were painted.

A portion of the dry rubble wall on the north side of the canal, between the guard-lock and the Canadian Pacific Railway swing bridge, which had tumbled down, was rebuilt.

The electric plant for lighting the canal, between the lower entrance and St. Gabriel lock, has been maintained in good order and has given full satisfaction.

INCOME.

The canal telephone line, which was operated by the Bell Telephone Company under lease, has been rebuilt with metallic circuit, the instruments put in order and the line complete transferred to the Department at a cost of \$1,600.

This private line is working well, and is of great advantage in connection with the efficient management of the canal. At night, however, some difficulty is experienced, caused by the electric wires being strung on the same posts, and in order to obviate this trouble it will be necessary to put in a separate line of posts for the electric wires between locks Nos. 2 and 3.

On her return from St. Ours lock, where she had been stationed during the winter for the purpose of furnishing motive power to the machinery and pumps installed for unwatering the lock, dredge No. 2 was set to work in the Lachine canal, removing projecting points and deepening the canal bottom between locks Nos. 2 and 3, at the entrance of the Wellington basin.

This work was completed at the end of the fiscal year, when the dredging fleet was sent to Lake St. Louis to make test pits in connection with the proposed improvement of the lake channel.

BEAUHARNOIS CANAL.

This canal was closed on the 30th of November, 1890, and reopened to navigation on the 24th of April, 1891.

There was no accident, and navigation has therefore been efficiently maintained during the whole season.

During the latter part of April the water was taken out of the canal and repairs made to the slope walls and under structures where required.

The work done during the lapsed fiscal year is described under two headings, viz. : —
Repairs and Income.

REPAIRS.

Two and a-half pairs of lock gates were built during the winter, one pair being placed at each of the lower sills of locks Nos. 6 and 10 and one gate at lock No. 9.

The lower gates of locks Nos. 8, 11 and 12 were raised and readjusted, and the upper gates of locks Nos. 9 and 14 received sundry repairs.

Seven chain rollers were placed at locks Nos. 6, 7, 9 and 14, and chains for opening gates were renewed at locks Nos. 7 and 8.

The valve of gates at locks Nos. 7, 8 and 11 were also renewed, and the working gear of all the gates overhauled and repaired where required.

Five new fender posts were erected at each of locks Nos. 6, 8, 9, 10 and 13, and repairs made to other posts at locks Nos. 7 and 9. Sixty new mooring posts were set and repairs made to others where required.

A new swing bridge has been built and placed at lock No. 7, and the planking of the bridges at locks Nos. 12 and 14 renewed.

The swing bridges at locks Nos. 8, 9, 10, 11, 12 and 13 were raised, adjusted and painted, and the bridges of the waste weirs at locks Nos. 9 and 10 rebuilt.

The farm bridges were repaired where required, and maintained in good order.

Twelve new oak anchor timbers for gates were made and placed at locks Nos. 6, 9 and 10.

A new frame dwelling house, 24 x 24 ft., well finished, painted outside and inside, was built for one of the lockmen of lock No. 13. Two extension kitchens were also built, one for the lockmaster at Valleyfield and the other for one of the lockmen's houses at the lower entrance.

All the other Government buildings on this canal, as well as the fences, were kept in good repairs.

The Hungry Bay dyke and the dams underwent considerable repairs, and the canal banks on both sides of the canal have been maintained in good order.

The sides or slopes were repaired, and the canal towpath between locks Nos. 7 and 10 has been partly macadamized and covered with a layer of good gravel.

The culvert wells, discharges, drains and side ditches were cleaned during the summer, and in the spring cleared of snow and ice.

The weeds were mowed as usual on both sides of the canal.

One hundred and fifty feet in length of the north wall of the waste weir at lock No. 11, which was in a dilapidated condition, were taken down and rebuilt.

The canal private telephone line has been kept in order.

INCOME.

A sum of \$1,000 having been voted towards utilizing on the canal part of Edison electric plant, formerly used on the Lachine canal, and now replaced by the Arc system, a suitable building was erected and annexed to the canal workshops. A line of posts was also erected on a length of over one mile on the north side, between the lower

entrance and lock No. 5, and at the beginning of July, 1891, the five lower locks, the workshops and the superintendent's office were lit by electricity.

This system of lighting has, so far, proved very efficient, and met with universal praise from navigators and public.

From July, 1890, to the 15th November of same year, steam dredge No. 2, with steam derrick and scows, were employed at deepening the upper extremity of the canal entrance at Valleyfield, making a channel in the bay, so as to give better access to the mills, factories and Government wharves at the lower dam. The material excavated was utilized to widen portions of the canal bank on the north side. Some dredging was also done above the St. Timothy bridge, where most needed, for facilitating the passage of vessels.

On the 15th November the dredge fleet, with the exception of the steam derrick, which wintered on the Beauharnois canal, proceeded to St. Ours, where her services were utilized in connection with the work of reconstruction and overhauling of the lock foundations.

A sum of \$2,000 having been voted towards the improvement of that branch of the river known as the lost channel, and which is used as a tail-race for the mills and factories at Valleyfield, work for that amount was done during the month of July.

A large quantity of boulders was removed on the whole length between the lower dam and the site of the Canada Atlantic railway bridge, or on a distance of about $\frac{3}{4}$ of a mile. Some points were also widened and deepened. This work has proved very beneficial to the lessees of hydraulic lots, but in order to remove all cause of complaints in future it is estimated that fully \$8,000 will have to be spent to complete the work.

CHAMBLY CANAL.

The canal was closed on the 24th November, 1890, and re-opened to navigation on the 4th May last.

No accident occurred, and navigation was efficiently maintained during the whole season.

Considerable works were executed during the fiscal year, and are described under the following two heads, viz:—Ordinary Repairs and Improvements chargeable to Income.

REPAIRS.

One scow 60 x 18, was built for hauling stone required for the works.

The planking of the long pier at the lower entrance and of the wharves above lock No. 7 on the west side was partly renewed.

Two sets of stop logs were made, one for lock No. 2 and the other for bridge No. 1, each set comprising eight sticks of pine timber measuring 24 x 35 in length, respectively.

Three thousand five hundred feet of wooden railing or garde-corps, were replaced by $\frac{5}{8}$ in. steel wire cable, with metallic caps on head of each post, with swivels, at different points to tighten the cable when required. Besides 1,500 feet of the old garde-corps were repaired.

One pair of new lower gates were built and placed at lock No. 2, and the lower sill of said lock repaired.

The lower gates of lock No. 4, were taken out and replaced by spare gates built in 1889, and sundry repairs made to the upper gates.

Three guard piers, one above lock No. 2 and two below locks Nos. 3 and 4, were rebuilt, and three improved frame sluices placed in the walls of locks Nos. 2, 7 and 8.

Five new improved moveable derricks with 45 feet booms, three triangle gins, one crane on wheels, were built at the shops, besides five watch-houses for the locks, fifty wheel-barrow, thirty-six ladders, two hand trucks and sixty cedar life buoys, which were distributed at the different locks, bridges and wharves, &c.

Fifty mud boxes for the dredge scows were repaired, and forty-five new mooring posts set on the canal bank.

All the canal ditches, drains and discharges were thoroughly cleaned, the fences kept in good order and the weeds mowed on both sides of the canal.

The slope walls were repaired and the canal bottom cleaned while the water was out during the month of April.

The workshops, comprising the valuable plant installed for their economical working, have been maintained in good order during the year.

The masonry in lock walls and bridge piers has been pointed with Portland cement, and all the Government buildings repaired and painted.

Some alterations were made to the moveable bridge built for the winter crossing at the ferry site at Ile Ste. Thérèse by replacing the steel cables supporting the bridge with 1¼-inch iron bars with swivel attachments to give more rigidity to the bridge.

Since the last four years considerable works of improvement have been made to this canal, such as deepening, raising and strengthening of banks, reconstruction of locks, wharves and weirs.

There remains, however, to perform a very important work, which imposes itself, namely, the construction of a heavy rubble wall, facing on the whole length of the canal slope on the west side, between bridge No. 3, and the guard lock at St. John's, or a distance of eight miles.

The slope in this reach on the public road side is very high, almost perpendicular, and keeps continually sliding in the canal. So far we have been able to cope with these land slides with the dredge stationed in the canal, but once the dredge is away it would be necessary to empty the canal to remove these obstructions, should they occur again; therefore, it is the intention to provide for this urgent work in the next Estimates.

The private telephone line has proved very efficient, and repairs were made when required by canal employés.

All that portion of the upper canal entrance comprised between the Central Vermont railway bridge and the guard lock is now lit with five arc lights, furnished by the St. Johns Electric Light Company, at a cost of \$250 per season, and is a decided improvement as compared with the twenty-one coal oil lamps formerly used to light the harbour of St. Johns and the lock.

IMPROVEMENTS CHARGEABLE TO INCOME.

The work done on this canal during the lapsed fiscal year is subdivided as follows:—

Dredging.

Steam dredge No. 1 was employed during part of the season in deepening the harbour of St. Johns on a distance of 500 x 88 feet

Considerable dredging was also done in the canal proper between Locks No. 1, and 3 the material excavated being utilized in the raising canal banks on the towpath side and filling behind the walls built on the west side to protect the road embankment.

Rebuilding Walls, Locks No. 7 and 8.

The east chamber wall of lock No. 8, commencing at the upper hollow quoin of lock No. 9, and comprising the recess, abutment, chamber, as well as the recess, abutment and part of the east chamber of lock No. 7, were taken down and rebuilt, the portion under water being built with pine timber, and the portion above water with cemented stones, which could be saved from the old walls.

Protection Wall at St. Thérèse Mill.

From St. Thérèse mill to Fryer's by-wash the canal embankment on the east side follows the shore line of the Richelieu river, on a distance of 3,000 feet. This embankment has originally been built for a length of 2,100 feet on a slight slope, but on the remaining 900 feet the bank was resting against a perpendicular wall. The height of the bank facing the canal is 9 feet, whereas in the rear on the river side the height averages 16 feet, the canal bottom being therefore 7 feet higher than the river.

The river, which passes at the foot of the embankment in the rear, is very rapid at this particular point, and had undermined the protection wall to such an extent that, with the enormous pressure of the canal water against it, a serious break was appre-

hended, and in fact 40 feet of this embankment gave way previous to opening of navigation.

Steps were immediately taken to rebuild that portion of the bank, but while doing so it was ascertained that in order to ensure the permanency of repairs to the embankment at that particular point it was imperative to rebuild the protection wall on the length of 900 feet referred to.

This work was done by building a heavy rubble wall in rear of the embankment, 900 feet in length, 10 feet wide at bottom, with a slope giving 6 feet in width at top.

This work was done in the space of a month, and this part of the canal which was considered the most dangerous is to-day perfectly safe and secure.

Dry Rubble Wall, Ile St. Thérèse and Langelier's Bridge.

The towpath at Ile St. Thérèse, of blue clay formation and not protected by a stone facing, was exposed to be destroyed by the water of that portion of the canal known as "Petit Lac." A dry rubble stone wall was therefore built on the face of the bank for a distance of 11,800 feet and the towpath macadamized.

The inside slope wall on the east side, between St. Luc road and Langelier's mill was also rebuilt on a distance of 3,500 feet, the whole being covered by dredged material, rolled, and a layer of gravel laid over it.

Bridge Seats Nos. 1, 3, 4 and 5.

The bridge seats of swing bridges Nos. 1, 3 and 5 were rebuilt in cement masonry, and the guide piers on each side thoroughly repaired.

The abutment of bridge No. 4 was taken down and rebuilt with square timber.

Electric Light.

The magnificent water power created at the new by-wash, 400 feet above lock No. 2, has been utilized for the proposed lighting with electricity of the Chambly canal, and with a view to provide motive power to the canal work shops. One of the three sluices in the by-wash, 3 x 4 ft., has been set apart for supplying water to the turbine wheel, placed 325 ft. below, on the river shore, through an iron pipe 40 inches in diameter.

A two stories 31 x 26 ft. electric station was built below the fall, on solid cemented stone foundations, the lower story to receive the dynamos and station apparatus, and the upper reserved as a dwelling for the electrician.

A 30 inch turbine of the capacity of 100 horse power was placed at the end of the feeder pipe, said pipe being protected against the action of the water coming through the other two sluices by a 2 in. plank partition, 300 feet in length by 5 feet in height.

The necessary shafting has been placed in position, and everything is now in readiness at the station to receive the dynamos, once a selection is made amongst the tenders forwarded to the Department on the 14th of November, 1890.

In addition to the above work, seventy-five cedar posts were erected on the east side from the station to the foot of the canal, and 16,000 feet of copper wire strung over them for the incandescent lighting of the workshops.

This line of post is prepared for the reception of the necessary wire required for the arc lighting of that portion of the canal between lock No. 2 and the extremity of the long pier in the Chambly basin, and which comprises eight locks, four swing bridges, four weirs, three extensive wharves and five basins.

ST. OURS LOCK.

The lock was closed on the 28th November, 1890, and reopened to navigation on the 8th May, 1891.

There was no accident, and therefore no detention to the trade.

The works done at this lock during the fiscal year are sub-divided under two heads, viz. :—Repairs and Income.

REPAIRS.

The canal or lock embankments on each side of the lock were raised, macadamized and covered with gravel.

The lock gates were raised, adjusted and some sundry repairs made to the mechanical structures. Some planking at the bottom of the lock was renewed by means of the diver, and the lower sill cleaned.

Stone was placed on the abutments of the dam, and the bank below on the west side to prevent land slides.

Repairs were made to the piers above and below the lock, the ice cut away around them and at the gates, and the gates themselves loaded down, at the beginning of the winter, to prevent their being lifted by high water in the spring. Ladders and mooring posts were made and set at the piers; the booms were removed in the fall, placed in winter quarters and replaced in position at the opening of navigation in May.

The superintendent's dwelling, outbuildings and lockmen's shanty and fences received the usual repairs.

The Government ground on the island, which had been damaged by the works at the dam and the high waters, had been filled in and repaired.

The scows were hauled out, and caulked and repaired, and a crane derrick installed on one of them.

INCOME.

At the close of navigation work was resumed towards overhauling and repairing the bottom of the lock.

This work was carried on under the immediate supervision of Mr. L. G. Papineau, C. E.

This work, which was commenced in December, 1888, and carried on during the winter months, was successfully completed on the 7th of May last.

During the winter of 1888-89, owing to the insufficiency of the plant at our disposal, nothing of importance was done in the way of repairs, beyond building the necessary cofferdams, unwatering the lock and ascertaining the extent and nature of damages.

At the close of navigation in November, 1890, work was resumed, the cofferdams were rebuilt, and on the 21st of December of same year the lock was nearly unwatered when a leak occurred under the north-west pier, filling the lock, submerging the pumps and suspending the work.

The leak having been stopped, the lock was again unwatered; but on the 15th of February, 1890, another leak occurred near the same place, again flooding the works.

No sooner was this new breach repaired than heavy rains occurred and the river rose above the lower cofferdam, and remained at that height until the end of March.

These two accidents and the unusual height of the Richelieu had by this time made it impossible to do any work of repairs, but at the close of navigation in November, 1890, the works were again resumed, and, as above stated, carried to successful completion on the 7th of May last.

When the lock was unwatered it was ascertained that the bottom was in a bad condition, specially at the mitre sills.

Under the flooring, above and below, large excavations were found, some of which, measuring 9 feet in depth and connecting with each other beneath the sills and under the wall on the west side. The centre portion of the lock was, however, in a fair condition, notwithstanding the fact that the site of the lock is permeated by natural springs.

The whole masonry was in a good state of preservation, specially below low water level, owing, no doubt, to the fact that it was originally built on piles.

The repairs consisted mainly in renewing the mitre sills, in filling with concrete the excavations under the walls above and below the mitre sills, and renewing the flooring at the upper and lower ends of the chamber.

This lock, which so badly needed repairs, is now almost as good as when newly built.

SURVEYS.

The work done under the lapsed year under this head has been mostly confined to preliminary surveys in connection with a proposed system of drainage along the northern boundary of the Lachine canal, and the proposed improvement of the channel of Lake St. Louis.

The work done under the above head is briefly summarized as follows:—

Lachine Canal Drainage.

The general plans for the proposed system of drainage along the northern boundary of the Lachine canal were made during the fiscal year 1890-91, but all the plans of details and specifications of the work to be done were made during the present year.

Tenders for building this proposed drain were called for on the 12th of February, 1891, and the contract awarded to Messrs. Heney and Borthwick, at the close of the fiscal year.

LAKE ST. LOUIS.

The hydrographic survey of this lake, in view of a deep-water channel, was commenced on the 11th of September, 1890, and continued until the 1st of December following.

During this period the north shore of the lake was surveyed on a distance of about three miles; and soundings on lines laid parallel, at a distance of 200 feet from one to another, were taken from the north shore of the lake to the south side of the present channel on a distance of two miles.

A considerable loss of time has occurred during the season owing to the stormy and rainy state of the weather.

During the winter months a preliminary plan of the above survey was made and, as the bottom of the lake proved to be very irregular, it was found advisable to take more soundings before making a final plan of this portion of the lake, and the work was left over until the following year.

REPAIRS TO VESSELS.

Dredge No. 1 and scows.

Some parts of the hull of the dredge were renewed and strengthened and the deck replanked.

The machinery and dredge fittings have been carefully overhauled. Sundry repairs were made to the six scows, floating derrick and two lodging scows. These vessels were besides well caulked and painted.

Dredge No. 2, steam derrick and scows.

The hulls of the steam dredge and derrick were caulked and painted. The derrick's swinging table and frame supporting it were strengthened by means of oak posts and knees.

The machinery and fittings of both vessels were thoroughly overhauled and everything on board put in readiness to resume operations in the spring. The four dredge scows were repaired, caulked and painted.

STE. ANNE'S LOCK.

Navigation closed here on the 25th November, 1890, and reopened on the 25th April, 1891. No interruption to the traffic occurred during the season.

The lock walls and gates, the mechanical structures, range lights, towpath, fences and bridges were kept in a good state of repair, and the working of the canal was very satisfactory all through.

INCOME.

A sum of \$20,000 having been voted towards the strengthening of the old Grand Trunk pier at St. Anne's, the contract for doing the work was awarded to Messrs. Broder & McNaughton, and signed by these gentlemen on the 26th of August, 1890.

Work was commenced in the latter part of October, 1890, but the difficulties experienced in doing the rock excavation contemplated along the old pier soon brought the works to a close.

The old cribwork was found to be in such a dilapidated condition that no blasting could be done near it without it being entirely destroyed, and operations had to be suspended in consequence on the 27th November, after six foundation cribs had been sunk in position at the upper end.

The contractors resumed work in the first week of June, 1891, it having been decided in the meantime to fasten the foundation cribs to the river bottom with rock bolts, instead of levelling the bed of rock to receive them as originally intended.

The seats of the cribs had, however, to be cleared of all loose material, and this proved to be a difficult matter, as the old pier kept emptying out from the bottom almost as fast as the divers could remove the stone. To overcome this difficulty, a large portion of the old work had to be demolished and replaced by new cribwork.

At the end of June several cribs had been built and the bottom of the river prepared for them, but the water being still too high, none of them were put in place till the beginning of July.

Such good progress has been made since that the works will be brought to completion in a few days.

CARILLON CANAL.

This canal was closed on the 29th November, 1890, and re-opened 23rd April, 1891.

The repairs to the works here were as follows:—

The mooring pier at the lower end and the guide pier at the upper end entrance were re-floored.

The fences, bridges, towpath and range lights were kept in good repair and the canal prism cleaned.

The watch-houses at locks Nos. 1 and 2 were repaired, and had their roofs shingled; 460 feet of boom were repaired, strengthened and planked over.

GRENVILLE CANAL.

The closing and reopening of navigation here occurred on the same dates as on the Carillon canal.

The canal prism was carefully cleaned and the banks strengthened at a couple of weak points, and rip-rapped.

The towpath was widened for some 300 feet in length between locks Nos. 6 and 7.

Lock No. 5.

The gates were raised by means of plates put in the heel post sockets, to ensure easier working, and the top bars of gates renewed.

Lock No. 6.

The gates were repaired and painted and two new towpath bridges built.

Lock No. 7.

The top bars of gates were renewed, the gates painted, and two new valves put in.

Navigation was maintained without interruption on both the Carillon and Grenville canals during the whole season.

CULBUTE LOCKS.

The repairs done to these works during the year consisted in the re-setting of the gates in position and some planking on top of the lock walls, together with some slight work done on the dam at the head.

The traffic on this section of the Ottawa river, is insignificant, and seems to be constantly decreasing.

I have the honour to be, Sir,

Your obedient servant,

E. H. PARENT,

Superintending Engineer.

T. TRUDEAU, Esq.,
Acting Secretary, Railways and Canals.
Ottawa.

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, 1891. (From Lockmaster's Returns).

Months.	Lock No. 1, Lower Sill.		Lock No. 5, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1890.	ft. in.	ft. in.	ft. in.	ft. in.
July	23 3	19 5	13 11	12 6
August	19 6	18 6	12 6	11 8
September	20 2	18 2	12 5	11 0
October	18 4	17 8	11 6	11 0
November	18 10	17 6	11 11	11 1
December	33 3	17 5	12 11	10 6
1891.				
January	30 5	27 1	12 9	10 5
February	29 2	25 9	12 5	10 3
March	31 8	27 9	13 6	11 1
April	33 10	24 2	15 3	12 9
May	24 3	21 0	15 2	13 2
June	21 0	18 7	13 0	11 5

BEAUHARNOIS CANAL.

STATEMENT showing the depth of the River Water on the Mitre Sills of Lock No. 6 at Lower Entrance and Lock No. 14 at Upper Entrance, during the Fiscal Year ending 30th June, 1891. (From Lockmaster's Returns).

Months.	Lock No. 6, Lower Sill.		Lock No. 14, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1890.	ft. in.	ft. in.	ft. in.	ft. in.
July	13 8	11 11	13 6	13 0
August	12 0	11 4	13 1	12 5
September	11 6	11 0	13 0	12 3
October	11 3	10 8	12 10	12 0
November	10 8	10 2	12 10	12 3
December	15 10	10 4	13 2	12 3
1891.				
January	18 0	15 0	13 0	12 2
February	18 8	15 3	12 9	12 1
March	16 10	14 1	13 5	12 3
April	14 10	13 0	13 7	13 0
May	14 9	12 8	13 9	12 8
June	12 7	11 1	12 8	12 3

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, 1891. (From Lockmaster's Returns).

Months.	Lock No. 9, Lower Sill.		Lock No. 1, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1890.	ft. in.	ft. in.	ft. in.	ft. in.
July	13 5	10 6	11 4	8 5
August	11 1	9 2	9 5	7 8
September	15 4	11 0	9 9	8 11
October	12 1	11 0	10 4	8 11
November	14 5	11 6	10 4	9 2
December	16 5	11 10	9 11	8 0
1891.				
January	16 6	14 6	9 3	8 9
February	17 4	15 10	10 8	9 3
March	21 10	17 5	11 5	10 5
April	19 7	17 3	12 3	11 1
May	17 5	13 6	11 11	10 0
June	13 4	10 7	10 2	8 6

ST. OURS 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, 1891. (From Superintendent's Return).

Months.	Lock No. 1, Lower Sill.		Lock No. 1, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1890.	ft. in.	ft. in.	ft. in.	ft. in.
July.....	13 7½	9 10	11 2	9 3
August.....	11 0	9 0	9 8	8 5
September.....	12 11	9 4	12 6	9 6
October.....	10 4	9 0	10 2	9 6
November.....	11 0	9 4	11 2	9 11
December.....	13 0	10 3½	10 4	8 5
1891.				
January.....	14 2	11 2½	10 2	8 7½
February.....	17 1	12 8	13 10	9 0
March.....	22 2	16 3	17 9	12 2
April.....	21 11	17 4	17 8	13 11
May.....	17 2	13 1	13 11	11 1½
June.....	12 10	9 11	11 5	9 3

LACHINE CANAL.

STATEMENT of Fines and Damages collected during the Fiscal Year ending 30th June, 1891.

Date.	Name of Vessels.	Name of Owner.	Fines.	Damages.	Totals.
1890-91.			\$ cts.	\$ cts.	\$ cts.
July 18..	Barge "Fame".....	F. Laplante, jun.....	20 00	.....	20 00
Aug. 11..	Steamer "Eveline".....	H. Dobell & Co.....	10 00	.....	10 00
do 26..	do "Cholmley".....	Carbray & Routh.....	10 00	200 00	210 00
		Totals.....	40 00	200 00	240 00

CANAL OFFICE,
MONTREAL, 1st July, 1891.

JOHN O'NEILL,
Collector.

LACHINE CANAL.

STATEMENT of the Fines and Damages collected during the Fiscal Year ending 30th June, 1891.

Date.	Name of Vessels.	Name of Owner.	Fines.	Damages.	Totals.
1890.			\$ cts.	\$ cts.	\$ cts.
Aug. 15...	Steamer "Ariel"	Jas. Cowley..	4 00	.....	4 00

J. B. DESCHAMPS,
*Pro Collector.*CANAL OFFICE,
MONTREAL, 1st July, 1891.

BEAUHARNOIS CANAL.

STATEMENT of Damages collected during the Fiscal Year ending 30th June, 1891.

Date.	Names of Vessels.	Names of Owners.	Fines.	Damages.	Totals.
1890.			\$ cts.	\$ cts.	\$ cts.
Nov. 1....	Barge "Jennie"	Montreal Transportation Co...	20 00	.....	20 00
1891.					
June 2....	Dredge "St. Joseph"	Messrs. Connolly.....	.....	5 00	5 00
do 9....	Barge "Jennie"	Montreal Transportation Co.....	.....	60 00	60 00
do 9....	do "Acadia"	do do .....	.....	20 00	20 00
		Totals.....	20 00	85 00	105 00

D. DANIS,
*Collector.*CANAL OFFICE,
VALLEYFIELD, Nov., 1891.

CHAMBLY CANAL.

STATEMENT of Fines and Damages collected during the Fiscal Year ending 30th June, 1891.

Date.	Names of Vessels.	Names of Owners.	Fines.	Damages.	Totals.
1890.			\$ cts.	\$ cts.	\$ cts.
Aug. 21...	Barge "W. Henry"	Captain Arpin .....	.....	2 00	2 00
do 21.	do "St. Jean Baptiste" ..	do M. Lavallée.....	.....	2 00	2 00
		Totals .....	.....	4 00	4 00

D. S. MARTEL,
*Collector*CANAL OFFICE,
CHAMBLY BASIN, Nov., 1891.

ST. OURS LOCK.

STATEMENT of Fines and Damages collected during the Fiscal Year ending 30th June, 1891.

Date.	Names of Vessels.	Names of Owners.	Fines.	Damages.	Totals.
			\$ cts.	\$ cts.	\$ cts.
1890-91...	Str. "James".....	Capt. Gedeon Lebrun.....	2 00	.....	2 00
	Scow St. Joseph.....	do E. Lussier.....	.....	75	75
		Totals.....	2 00	75	2 75

PHILIPPE MATHIEU,
Collector.

CANAL OFFICE,
ST. OURS, Sept., 1891.

LACHINE CANAL.

STATEMENT of Amounts collected for Wood Dues and Winterage of Vessels, during the Fiscal Year ending 30th June, 1891.

Date.	Items.	Amounts.
		\$ cts.
1890-91...	Wood dues.....	124 70
	Winterage.....	589 97
	Total.....	714 67

JOHN O'NEILL,
Collector.

CANAL OFFICE,
MONTREAL, July, 1891.

LACHINE CANAL.

STATEMENT of Wharfage, Basin and Bank Dues collected during the Fiscal Year ending 30th June, 1891.

Date.	Items.	Amounts.
		\$ cts.
1890-91...	Wharfage dues.....	21 36
	Basin dues.....	1,576 83
	Bank dues.....	12 00
	Total.....	1,610 19

J. B. DESCHAMPS,
Per Collector,

CANAL OFFICE,
LACHINE, July, 1891.

APPENDIX No. 6.

ST. LAWRENCE DISTRICT.

SUPERINTENDING ENGINEER'S OFFICE,

CORNWALL, 31st December, 1891.

SIR,—As requested in your letter No. 86214, I beg to submit the annual report on the present condition of the canals in the district under my charge, including also the works of construction and surveys in connection with their enlargement.

This district comprises the "Cornwall canal," the Farran's Point, Rapide Plat and Galops canals, styled the "Williamsburg Canals," and the "Murray Canal," and extends from the province line, Lake St. Francis, to Presqu'Isle harbour on Lake Ontario, including the navigable intermediate reaches.

CORNWALL CANAL.

(Opened for traffic, 1843.)

MAINTENANCE.

The canal was closed for the season of 1890 on the 4th of December.

The water was drawn off for purposes of construction and repairs on the 23rd of March last, and re-opened for traffic on the 4th May following, and again closed for the season of 1891 on the 5th of December.

Navigation was maintained in a fairly satisfactory manner, in view of the extensive works of the contractors for the enlargement, which were vigorously prosecuted throughout the canal during the entire season of navigation. These operations, together with the partial discontinuance of the use of horses in towing, and the abnormally low stage of the water in the St. Lawrence, which prevailed during the past year, must necessarily have entailed some trifling inconvenience and delay to the business of the forwarders and vessel owners.

Mr. D. A. McDonell, the ex-superintendent, continues to assist Mr. Superintendent Ross in the discharge of his duties during the season of navigation, and whilst the contractors' works are in progress.

Owing to the low water, the supply for manufacturing purposes was seriously affected and reduced, and during the latter part of the season of navigation almost wholly stopped, and resort had to steam power, with which the principal mills are supplied.

The attention of the Department is is called to the necessity which exists for providing the levels between locks Nos. 18 and 19 and Nos. 19 and 20 with waste-weirs discharging into the river, with a view to acquire a more perfect control of the intermediate levels.

A telephone service from the head to the foot of the canal, connecting all the locks, bridges, &c., with the superintendent's office, is urgently required, not only for the future working of the canal but also for present use during the enlargement.

The winter of 1890-91 was occupied by the superintendent and his staff at the Government workshops in repairing and renewing the spare lock gates and other mechanical appliances and plant, and generally in preparing for the customary annual repairs.

During the time the canal remained unwatered the old locks, weirs and other structures, as also the embankments or towpaths, were overhauled and temporarily repaired.

A guard or glance pier was also constructed in front of the weir at lock No. 19 in connection with the enlargement. This has had the desired effect of extinguishing the eddy and cross-current which previously existed, and which caused frequent accidents to vessels approaching the lock.

The accidents which occurred during the past season and which necessitated the lowering of either of the levels in the canal were as follows :—

1st. May 7.—To repair a serious leak in towpath at the Mille Roches bridge. Water out for 9 hours. No delay to navigation.

2nd. June 11.—To repair the lower gates of lock No. 20 damaged by steamer "Corinthian." Traffic suspended 17 hours.

3rd. August 25.—To examine and repair land slide, and serious subsidence in the embankment 1,200 feet west of lock No. 18. Water out about 5 hours. No stoppage of traffic.

4th. September 12.—To repair a second land slide in the embankment 800 feet west of lock No. 18. Navigation not interfered with.

5th. October 28.—To form earthen dome at head of lock No. 18, the stop-log dam having collapsed. Seven hours. No delay to navigation.

6th. November 4.—To recover the body of lock labourer Robinson, drowned at head of old lock No. 17 whilst on night duty. No delay to navigation.

One pair of gates, adapted to the raised level of the Cornwall reach, was placed at head of old lock No. 17 ; and the lower gates of lock No. 20, damaged by steamer "Corinthian," replaced by spare ones in good condition.

The gates of locks Nos. 15, 16 and 17 of the old lower entrance were temporarily repaired in the early part of last season, in order to render it available in the event of accident to the new entrance.

An appropriation of \$2,000 was subsequently (at the last session of Parliament) granted, sufficient to thoroughly repair the lower gates of the three locks above mentioned, which amount it is proposed to expend during the ensuing season.

A further appropriation of \$500 was also made for repairs and fencing, &c., at the residence of collector of tolls, Cornwall, which sum will be expended during the present fiscal year.

The addition of a storehouse for iron and tools has been made to the canal workshops, and the carpenter's shop newly shingled.

Also, the lockmaster's house, at lock No. 18, has been temporarily repaired, and small wooden kitchens built at lock labourer's houses at the lower entrance.

A new lighthouse has been erected on the pier-head at the upper entrance by the Department of Marine and Fisheries.

The superstructure of this pier, as well as that on the north or landward side of canal, is in a ruinous condition, and should be temporarily repaired, pending the completion of the contemplated works of enlargement at this point.

The highest water recorded at the guard lock (No. 21) during the year 1891 was 12 feet on the mitre still, and the lowest 7 feet 8 inches.

The highest water at lock No. 15 was 30 feet 2 inches (the effects of the usual "ice-jam") and the lowest 8 feet 10 inches.

The amount of damages assessed on 11th June as against the Richelieu and Ontario Steamboat Company on account of the "Corinthian" running into lock No. 20, the lower gates being closed and lock in use, was \$498.50. An account for this sum was duly rendered by the collector to the company, but it has not yet been paid.

No fines were imposed ; nor any dues collected for wood or winterage during the past year.

Thomas Robinson, one of the lock labourers at lock No. 17, and a contributor to the superannuation fund, was accidentally drowned on the night of the 4th of November whilst on duty. J. Durocher, a deck hand employed on one of the contractor's tugs, was seriously hurt by the premature closing of the Cornwall swing bridge, and has preferred a claim on the Government for compensation therefor.

The entrance locks of both the old and new canals were dismantled and otherwise prepared for the winter on the 7th December, and the Gate lifter and other scows laid up in Cornwall basin.

By the completion of Wood's Creek culvert the annual flooding occasioned by back water from the river has been entirely prevented.

Urgent representations have been made at frequent intervals by the authorities of the town of Cornwall relative to the alleged liability of the Department to reconstruct the Government sewer on Water street, originally built in 1835 in connection with the canal, and of adapting it to the present requirements of the drainage system now in progress; also of adopting measures to relieve the culvert or drain to the river under the canal of some portions of the sewage which is now discharged into it. This matter is now under consideration, and a plan and estimate will be prepared.

CORNWALL CANAL ENLARGEMENT.

CONSTRUCTION.

This canal has a total lockage of 48 feet, and overcomes the rapids of the Longue Sault. It extends westwards from the town of Cornwall to the village of Dickinson's Landing, a distance of about $11\frac{1}{2}$ miles.

It is located on the north side of the St. Lawrence, on ground sloping rapidly towards the river, and at a considerable elevation (generally about 30 feet) above it.

By closely following the margin of the river high embankments became necessary, which, when imperfectly constructed (as has been found to have been the case) have under certain conditions been subjected to frequent land slides, accompanied by subsidence, entailing, as in 1888, very serious consequences.

The work of enlargement now under contract consists in the deepening of the old channel, and in constructing new and enlarged locks abreast of those now in use.

No change in the existing sinuous alignment is contemplated or provided for in the contract, and attention is therefore directed to the fact that the class of vessels for which the enlarged canal is designed will have great difficulty in navigating it, and that on certain curves, particularly those west of Moulinette, it will be practically impossible for vessels of full canal size to pass each other when under headway.

The enlargement was first begun in 1876 on section No. 1, at the lower entrance, and with the exception of some work on old lock No. 17 and the head-race to the mills, &c., was completed in 1882.

Work was subsequently—1884—resumed on section No. 10 at the upper entrance, the contract for which was awarded to Messrs. Jocks & Delorimier in April, 1884, which is still in progress.

In 1888 the remainder of the work required to complete the enlargement was placed under contract, consisting of sections Nos. 2, 3 and 4 (including the completion of section No. 1), which was awarded to Messrs. Wm. Davis & Sons, of Ottawa, and of sections Nos. 5, 6, 7 and 8, awarded to the Gilbert Blasting and Dredging Company, of Montreal, the whole to be finished in 1891.

NOTE.—Section No. 8 adjoins No. 10.

Sections Nos. 2, 3 and 4, Wm. Davis & Sons, contractors. Contracts entered into 5th November, 1888, to be completed 5th April, 1891.

In order to facilitate the contractor's operations, towing by horses on these sections was prohibited by Order in Council 20th August, 1890.

The canal was unwatered on the 23rd March, 1891, and so continued until the 4th of May, to enable the contractors to prosecute their contemplated summer's work to better advantage. Work was therefore commenced immediately (23rd March) and vigorously pushed until the 9th December, when all work stopped, with the exception of that of providing and delivering materials.

The stone delivered in 1891 was procured from the Cornwall and Mille Roches quarries, and also from the local quarry at lock No. 20, Maple Grove.

As a result of the season's operations, the abutments for the Cornwall swing bridge and also for the road bridge over the raceway to the mills, have been completed, and the culverts at Wood's Creek, and also at Robertson's Creek, have both been finished and brought into use.

The masonry of locks 18, 19 and 20, including the extension walls, paving, &c., in connection therewith, together with the greater part of the extension walls of the north abutment of the swing bridge, have been completed.

And the masonry of the glance pier, extending east from lock No. 18, was commenced in April last, and will be continued when the canal is unwatered in the spring, as will also the extension walls of the south abutment of the swing bridge, for both of which structures the stone has been provided and delivered.

Work on a heavy retaining wall to support and strengthen the high embankment above lock No. 20 was commenced last September and continued until the end of the season.

Both approaches to lock No. 18 have been dredged and the new towpath formed. The western approach to lock No. 19 has been excavated chiefly by manual labour, and the new embankment in the river below the lock is nearing completion.

The high embankment forming the towpath west of lock No. 18, whereat slides and subsidence have been so frequent, has been strengthened by the formation of a continuous stone toe, composed of a line of detached wedge-shaped cribs, which, with the intermediate spaces, are filled with stone to the level of ordinary water. Upon this base an embankment has been commenced, which is proposed to be 20 feet in height and to terminate in a broad level berne abutting against the river slope of the existing bank, and to be hereafter weighted and protected by a rip-rap wall. This work was begun shortly after the last slide of the 25th of August, and continued until stopped by frost.

It is proposed, in the case of all high embankments, to support and strengthen the base by a heavy berne bank as described above; also to lighten the upper portion by reducing the top width of the towpath to 15 feet. And, further, to prohibit its use west of lock No. 18 as a public road.

The rip-rap wall at the commencement of section No. 2 in continuation of that on section No. 1 has been begun.

A large amount of "dredgings" has been deposited on the low point opposite the Cornwall swing bridge, the surface of which it is intended to reduce to a uniform level, to protect the bridge, and to form a site for the bridge-keeper's house.

A temporary road to the steamboat wharf was maintained during the progress of this work, for the convenience of the public using it.

The whole of the "dredgings" on sections Nos. 2, 3 and 4, with the exception of the spoil at Robertson's culvert, has thus far been utilized in the work for forming banks, &c.

The dredging has been carried on chiefly on sections Nos. 2 and 3. That required on section No. 4, above lock No. 20, will not be begun until after the retaining wall and berne bank in rear of it is completed,

A glance pier of cribwork has been built in front of the old weir at lock No. 19, which has had the effect of preventing further accidents to vessels using the lock.

Additional land has been acquired on both sides of the canal between lock No. 18 and the Government workshops; also at Robertson's culvert, where the prism of canal over the old tunnel has been widened.

The whole of the land on the south side of the Canal from the lower entrance to the west end of section No. 4, is now owned by the Government, and the necessity for crossing the canal or of using the towpath as a public road is therefore removed.

Sections 5, 6, 7 and 8.

The Gilbert Blasting and Dredging Company, contractors. Contracts entered into 2nd November, 1888, to be completed 20th of April, 1891,

From the 23rd of March to the 4th May, the period during which the canal remained unwatered, the south abutments and retaining walls of the swing bridges at Mille Roches and Moulinette were built to the normal level of the water in the long reach.

At Mille Roches bridge a serious leak was discovered in rear of the structure, three days after the opening of the canal, necessitating the formation of an earthen bank in front of it, in order that navigation should not be interrupted,

This bank it is proposed to remove, and to thoroughly overhaul and replace the defective masonry and puddle wall in rear.

The dredging on section No. 5 was continued throughout the season, and the material deposited in spoil, with a view to its subsequent use in forming a berne bank in rear of the retaining wall to strengthen the embankment west of lock No. 20.

On sections Nos. 6 and 7 but little dredging was done after the month of July, and the formation of the stone toe to embankment was also discontinued, for the reason that all work on these sections would be more or less affected in the event of the adoption of the proposed Sheik's Island Channel; therefore, pending a decision on this question, which is now under consideration by the Department, the dredges were removed to section No. 8, where they recommenced work, which was continued without further interruption until the close of the season.

The dredgings on sections Nos. 6 and 7 were deposited on the outer slope of the embankment, where a stone toe had been formed, whilst those on section No. 8 were either spoiled on the flat opposite the head of Sheik's Island or dumped in the river near Wagner and Grassy Islands, above the upper entrance to the canal.

A large quantity of stone for protection to banks has been provided and delivered on the work, and the timber and stone required to complete the bridges has also been delivered.

Section No. 10.

Jocks, DeLorimier & Broder, contractors. Contract with Jocks & DeLorimier entered into 7th April, 1884, to be completed 1st June, 1886.

The new guard lock was completed in all respects at the end of the season of 1890, but has not yet been brought into use.

The coping of this lock is considered too low for the high water stages of the river, and provision should therefore be made for raising it at least 18 inches.

The supply weir, which was begun in September last, is now in a half finished state, and the weir pit has therefore been flooded to protect the masonry.

All materials (including machinery for valves, &c.) have been provided and delivered at the work, and the structure will probably be completed early next season.

An extra bay, containing three valves, has been added to the breast wall, and the area of the floor below the breast wall has been enlarged to protect the foundations of the works from wash from the valves.

The excavation in prism of canal is nearly completed, except at the upper entrance, and is in the vicinity of the supply weir and the old guard lock No. 21.

The dredged material of last season was conveyed in dump scows to the dumping ground at Wagner's Island. The entire completion of the contract, which includes the removal of the old guard lock, may possibly be accomplished by the end of June, 1893.

Attention is here directed to the necessity of improving the Upper Entrance to the Cornwall Canal to meet the requirements of the class of vessels for which the enlargement is designed.

WILLIAMSBURG CANALS.

MAINTENANCE.

The several divisions of these canals, viz; Farran's Point, Rapide Plat, and the Point Iroquois, Junction and Galops, now known as the "Galops Canal," were closed for navigation on the 4th of December, 1890, and again opened for the passage of vessels on the 21st of April, 1891.

The present superintendent (Dr. Hickey) was appointed to the position 11th May, 1891, in succession to Mr. J. D. Reid, Acting Superintendent, resigned.

The buoy service between Prescott and Dickinson's Landing (Cornwall canal) was completed in time for the opening of navigation, and 25 new buoys were substituted in place of those found to be unfit for use.

No casualties of any moment occurred during the past season to vessels using the canals, other than occasional grounding, owing to overloading beyond the depth warranted by the water on the mitre sills, and the navigation was fairly well maintained notwithstanding the adverse circumstances attending an unusually low stage of the river, combined with—in the case of the Rapide Plat and Galops canals—the prosecution of the works of enlargement in the narrow channels.

The usual repairs were made to the various structures and the gates, bridges, banks, booms and entrance piers. Other important repairs will be referred to further on.

During the last session of Parliament an appropriation of \$12,000 was made to provide three pairs of spare gates for the old locks, and a further appropriation of \$700 towards the reconstruction of the mooring pier at Pier island. Of this amount, \$449.97 has been expended on that work, and it is proposed to complete it, and also to build the spare gates during the next season.

On the night of the 26th of January last an attempt to form an ice-bridge was made by parties on Croil's Island, U.S., by cutting loose the ice in a bay below Farran's Point eddy and swinging it by the force of the current across the channel to the Canadian shore. Information of these proceedings was sent to the mill owners at Morrisburg on the following day, and immediate steps were taken by them to break it up, thereby preventing a repetition of the disastrous ice jam of February, 1887, by which the water in the river was backed up stream to the rapid of Rapide Plat, above Morrisburg.

Only one fine has been imposed, viz; that of \$5 on barge "Beaufort," by Mr. J. D. Reid, late acting superintendent, for injury to upper gates when entering lock No. 24 without snubbing.

The lock labourer's house at lock No. 22, Farran's Point, is not considered habitable, nor, owing to its insecure foundation, worth repairing. It is therefore proposed to allow the two lock labourers a sum sufficient to cover the cost of house rent in the vicinity of the lock, pending the completion of the proposed enlargement.

For the better supervision of the Farran's Point canal, it is recommended that it should be attached to the Cornwall canal for purposes of maintenance, as being in the same County and more easily reached from the headquarters of the superintendent of the latter work.

The chain vessel "Iroquois," which since the completion of the Galops Rapid channel had been moored opposite the starch factory below lock No. 26, was (as a matter of precaution against fire) removed last summer to her present berth in the canal below Frazer's Point.

A proposition has been made by the authorities of the village of Iroquois binding themselves and their successors to maintain the bridge on King street, crossing the Government drain, on condition that the Government assumes the maintenance of that over the flume or headrace to the mills. This favourable offer of a settlement of a vexed question should be accepted.

In addition to ordinary repairs during the season of 1891, the following necessary work and renewals have been accomplished, viz. :—

FARRAN'S POINT.

(Opened for traffic, 1847.)

The ice-breaker at head of canal was largely renewed and a foot bridge built across the flume at head of lock for the convenience of boatmen. All worn sheaves in chain wells were replaced, and a new "buffer post" affixed to the north wall of lock.

The new pier, rebuilt in 1889, was planked in part, and the masonry of the south-west wing partly rebuilt.

RAPIDE PLAT.

(Opened for traffic, 1847.)

New valves were put in one gate of lower recess of lock No. 23, and new sheaves in the chain wells.

The four old gates, formerly sunk in Heegles Bay, were removed to the bay below the lower entrance.

In the new lock, No. 24, one of the gates, which had been damaged by a barge, was repaired, and a combined watch-house and store-house built.

POINT IROQUOIS.

(Opened for traffic, 1847.)

The lower gates of lock No. 25 were replaced by a spare pair in good order, having been rebuilt in 1890. A foot bridge on the upper gates was also constructed for the convenience of residents on the south side of the canal, and the old sheaves in the chain wells renewed, and also the timber work of the weir at head of flume.

The masonry of the south-west wing above water was rebuilt.

The new wharf at the foot of the lock was finished for a distance of 380 feet east, and filled with stone, and for half its width blinded with gravel.

A fence or railing from the head of the swing bridge for a considerable distance west along the river wall has been constructed to prevent accidents to the owners of vehicles residing on the point.

The bridge was thoroughly overhauled and its approaches renewed.

The old wharf was repaired and planked, and the booms and fenders in the channel through the rock cut, repaired and strengthened.

THE "JUNCTION."

(Opened for traffic, 1856.)

The towing-path embankment, which connects the Point Iroquois and Galops Canals was badly constructed originally, and therefore requires to be constantly watched. During the past year several leaks started, but were discovered and remedied before anything serious occurred.

A waste weir is required on this long level, and its construction should at once be provided for.

GALOPS.

(Opened for Traffic, 1846.)

At lock No. 26, Cardinal, about 250 feet of the south pier below the lock has been renewed.

The lower gates were taken out last season and repaired, as well as their unsound condition would admit; they are, however, intended to be replaced by others which are now being overhauled.

The swing bridge and approach crossing the head-race have been thoroughly repaired, and the foot bridge on the upper gates enlarged, as at lock No. 25. Old sheaves and chains for operating the gates, where worn, have been replaced by others.

A blacksmith's shop has been built on the Repair service ground, where the buoy boat and scows are at present laid up, and piers to support roadway have been sunk and ballasted ready for planking.

At lock No. 27 (the guard lock) new valves were placed in upper gates, and the foot bridges, &c., renewed.

The north pier at foot of lock was partly rebuilt, and a new "buffer post" placed on the upper recess. Part of the superstructure of south pier with ice-breaker on the pier head at upper entrance was renewed, and a quantity of sunken timber and boulders removed by divers from the channel near the lock.

These canals were closed for navigation on the 12th December, 1891.

WILLIAMSBURG CANALS ENLARGEMENT.

CONSTRUCTION.

FARRAN'S POINT.

This canal has a total lockage of $3\frac{1}{2}$ feet, and is nearly $\frac{3}{4}$ of a mile in length. It surmounts a short rapid, and is located on the north bank of the river St. Lawrence, about 5 miles west of the head of the Cornwall canal and $11\frac{1}{4}$ miles east of the village of Morrisburg. There are no works under the head of construction to report.

A location survey for the enlargement of this canal was commenced in December, 1890, and continued until the breaking up of the ice in the spring, and was subsequently completed.

This work included a general survey and examination of the channel leading from the proposed new upper entrance above Empey's Point (Point Avoyon), following the north shore westwards through the passage between Little Cat Island and the village of Aultsville, on the mainland, and from the present lower entrance the survey was extended to Baker's Point below the Big Eddy, connecting with the deep straight channel leading to the Cornwall canal.

Plans have been prepared showing the proposed manner of enlarging and extending the entrances to this canal.

RAPIDE PLAT.

This canal has a total lockage of $11\frac{1}{2}$ feet, and overcomes the "Rapide Plat" rapids; it extends west about $3\frac{3}{4}$ miles, following the north bank of the river St. Lawrence to "Flagg's Bay," 4 miles east of the village of Iroquois.

The only noteworthy change from original construction is in an increase of 4 inches in the depth of water on the sill of the lock No. 24, due to the extension of the pier-head up stream.

Sections Nos. 1 and 3.

Messrs. Poupore & O'Brien, contractors. Both contracts entered into 26th January, 1891.

Section No. 1 to be completed 1st April, 1894, and section No. 3 to be completed 20th April, 1893.

Section No. 1.

The work of enlargement on these sections consists in the deepening and widening of the existing channel, and in the construction of a new and larger lock alongside of the old lock No. 23.

No improvement in alignment is provided for in the contract, and it is therefore considered proper to direct attention to the fact, that, the class of vessels for which the enlargement is designed will have great difficulty in rounding the existing sharp curves on the Williamsburg Canals generally,

Work was begun in March last and continued until the end of the season. About 1,400 lineal feet of protection crib-work for the new bank above the lock has been completed, also some derrick cribs to be used in connection with the spoil ground in the bay below lower entrance.

On section No. 3 the steam shovel commenced to work in July last and continued until November, the material excavated being spoiled in Flagg's Bay.

The new road on the north side of the canal has been graded and the macadamizing commenced.

Dredging in prism of canal has also been commenced and the "dredgings" scowed to a bay on the American side of the channel and dumped.

Materials for crib-work and cofferdams have been delivered, and quarries opened on Wolfe and Howe islands and also near Belleville.

Section No. 2.

The Weddell Dredging Company, contractors. Contract entered into 12th January, 1891, to be completed 20th April, 1893.

The work under contract consists in deepening and widening the present channel.

Work was commenced in February last by delivering materials for derrick cribs, &c., and in May the dredging in prism was commenced at Stata's Bay and continued to the close of the season, during the latter part of which two dredges were engaged.

The material dredged was used in enlarging the bank on the river slope, and in forming a "Service" ground in Stata's Bay for general canal repairs, &c.

Derrick cribs have been built in Stata's Bay, and a small quantity of "talus" formed.

Satisfactory progress in excavation has been made on the section.

Section No. 4.

William Broder, Contractor. Contract entered into 2nd April, 1884, to be completed 1st June, 1886.

This work, which is now completed and in use, embraced the construction of a new and enlarged guard lock, and the deepening and widening of the upper entrance.

The work was actually completed in 1888.

The shoal formed by the contractor improperly dumping in the river above the pier-head has been removed.

The final estimate is now being prepared and is stated to be well advanced.

POINT IROQUOIS.

This canal was originally 3 miles in length, with a total lockage of $5\frac{1}{2}$ feet, at the lock No. 25, and extended west to Presqu'Isle, overcoming several stretches of swift water.

A change of some note since the original construction of the canal occurred in 1858, when the lower mitre sill of lock No. 25 was lowered 3 feet 2 inches; and the depth of water on the upper mitre sill (and therefore in the canal) was also increased after the connection was made (in 1856) between this canal and the Galops.

There are no works of construction to report.

JUNCTION.

The "Junction" commences at Presqu'Isle and extends west to lock No. 26, at the village of Cardinal, connecting the Point Iroquois and the Galops canals, by means of an embankment $2\frac{1}{2}$ miles in length which was completed in 1856.

The fall in the river between the above mentioned canals is 1 foot $7\frac{1}{2}$ inches.

There are no works here under the head of construction on which to report.

GALOPS.

This, the original Galops canal, had a total lockage of $6\frac{2}{3}$ feet and extended from the village of Cardinal $2\frac{1}{3}$ miles west to the head of the Galops rapid, which it was designed to overcome.

Its upper entrance is about 7 miles east of the town of Prescott by the North Channel.

The only noteworthy change in this canal since its original construction is in the increased depth of water ($11\frac{1}{2}$ inches) on the upper mitre sill of lock No. 27, caused by the extension to the pier-head a considerable distance up stream.

Section at Upper Entrance.

Messrs. Murray & Cleveland, Contractors. Contract entered into 14th November, 1888, to be completed 15th June, 1891.

The works of enlargement now in progress were commenced in April, 1889, and embrace a lift-lock, guard-lock and supply weir, also the deepening and widening of the upper entrance.

As a result of last season's operations the guard-lock has been completed.

The foundation of the lift-lock has also been completed and fully loaded, by laying a course of masonry "backing" throughout. Satisfactory progress has been made in drilling and blasting and in excavating the rock in entrance channel, as also with the earth excavation in enlarging the prism.

All dredgings have been taken in dump scows to the dumping ground near Pier Island.

The coffer dams enclosing the area occupied by the new locks have proved to be perfectly staunch and watertight, and, as the springs are not numerous, pumping has been reduced to a minimum.

A large quantity of stone has been delivered on the section and provided in both the Belleville and the Galops quarries; and a strong force of stonecutters is now employed at Belleville on the face stone for the lift-lock.

With a view to guard against accident to the upper gates of the lift-lock, attention is directed to the necessity for providing guard gates above the upper recess, or, as an alternative, reverting to the old plan of constructing a "breast" wall between the chamber and upper recess.

Also, as in the case of the new guard lock No. 21, Cornwall canal, and for the same reason, it may be necessary to raise the coping of both guard and lift-locks on this work.

The contractors have made very satisfactory progress during the past season.

Arrangements are being made to commence at an early date the necessary surveys in connection with the enlargement of the remaining portion of the "Galops" and also the "Junction" and "Point Iroquois" divisions, which are collectively known as the "Galops canal."

A survey will also be made to establish the exact line for a practicable channel between the Upper Entrance of the Galops canal and of the New Channel through the Galops Rapid, into the deep water in the Prescott reach.

Galops Rapid Improvement.

E. E. Gilbert & Sons, contractors. Contract entered into 5th August, 1879, to be completed 1st June, 1881.

This work, which was completed in November, 1888, consisted in the formation, by sub-marine excavation, of a straight channel about 3,300 feet in length and 200 feet in width through the rapid, and adapting it to a 14 feet navigation.

This, as stated by the late Chief Engineer in his report for 1889, "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 eventhis important and useful class of men to be a little "prejudiced in favour 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."

In the early part of last season doubts were expressed by some as to the accuracy of the above report, and tentative measures were adopted to test the matter by attaching poles representing the specified draft to a steam tug specially adapted for the purpose, and repeatedly running her both up and down the channel—with this result, that during the "medium stage" of the water in the river (11 feet on mitre sill of lock No. 27) the least depth discovered was on Island Shoal (16 feet) on what appeared to be some loose masses of rock, which it is barely possible (as asserted by the contractor) had been swept into the channel by the action of the ice since its completion in 1888.

These tests, which although proving conclusively that the channel was sufficiently deep and practicable for vessels of 14 feet draft at all stages of the river, were nevertheless not considered to have supplied the necessary information to enable the exact levels and dimensions of these sub-marine cuttings to be accurately ascertained. It was there-

fore determined to make a thorough survey of the bed of the river in its present state, including the new channel and its approaches, and the banks on either side.

This work was accordingly begun last September, and a steam tug, the "Gilbert," specially adapted for working in the rapids, was engaged, and fitted, at considerable expense, with the most perfect mechanical appliances which could be devised for obtaining depths correctly in the strong current.

The surveying and levelling operations were continued until the close of the season and completed so far as affects the New Channel, and from the information obtained a careful estimate of the quantities of work done has been computed and communicated to the Department.

And as a further and most satisfactory result of the levelling operations, the fact was clearly established that the *grade line* representing the bottom of the channel as decided upon at the inception of the work, and which the contractors adhered to throughout its progress, *has proved to be that which is best adapted to all variations in the depth of water in the rapid.*

The first propeller to run the New Channel was the steam barge "Niagara," Captain Morgan, on the 25th September, 1891, and was followed by the propeller "Ocean" on the 19th October, both of which vessels continued to use the channel until the close of navigation.

The original scheme for improving the channel through the rapid contemplated a dam across the "Gut."

This idea was, however, postponed, for the reason that it was deemed advisable to first ascertain the effect produced by the cutting of the new channel. Ample time (three years) for observation and consideration of the question has elapsed since its completion in 1888, and it is now submitted that the construction of the dam is necessary to the completion of this important work, as it would undoubtedly have the effect of correcting if not of wholly doing away with the existing cross currents, which it is considered now constitute the only element of danger in navigating this rapid.

It is recommended that the channel, which is now marked by ranges only, should be properly buoyed.

Further, it is considered an important matter to endeavour to ascertain whether the shallow portions of the new channel are occasioned by rock *in situ*, or by loose material swept in from the banks, and lodged in the irregularities of the bottom. This question can only be settled satisfactorily by sending a dredge to make an actual test, doubtless an expensive method, but in my opinion fully warranted by the circumstances of the case.

MURRAY CANAL.

MAINTENANCE.

The canal which was closed for traffic on the 27th of November for the season of 1890, was again opened for the passage of vessels on the 16th of April, 1891, and closed for the season on the 15th of December, 1891.

Navigation was maintained in a satisfactory manner throughout the past season notwithstanding the low stage of water in Lake Ontario.

No casualties occurred to cause any delay to vessels whilst passing through the canal, but in approaching the entrances, owing to some of the buoys which define the channel having been misplaced, or having drifted out of position, vessels occasionally grounded on obstructions which were known to exist outside the dredged channel.

The duty of placing the buoys from the entrance of Presqu'Isle harbour to Indian Island is performed by contract under the direction of the Department of Marine and Fisheries. This, it is suggested, might properly devolve upon the *officer in charge* of the Canal, who would be responsible for placing and maintaining them in position during the season of navigation.

The temporary lights placed on the entrance piers have answered a useful purpose, but are not considered sufficiently powerful. It is therefore suggested that suitable range lights should be provided, and that those now in use be utilized at the railway bridge.

The bridges are in good working order, but their superstructure requires painting, and the masonry of the piers and abutments to be pointed,

The turn-table of the railway bridge will require to be thoroughly overhauled before the opening of navigation, and arrangements with that object in view have been made with the Trenton Bridge Works.

All the bridges, entrance piers, banks, &c., have received the ordinary repairs usually provided for, and have been kept in good condition during the past season.

The banks where ever repaired have been sown with grass seed.

A Collector's office has also been built in a convenient situation, between Trenton and the railway bridges.

And in this connection it should be stated that a wharf is very much wanted at this point for the convenience of vessels stopping to pay tolls.

A scow is being built on the work for the repairing staff.

In addition to ordinary repairs, advantage was taken of the low water to overhaul and restore a considerable length of the stone protection to banks which, from having been commenced and built when the water of the lake was at a higher stage, had become undermined.

No fines have been imposed since the opening of the canal for traffic.

CONSTRUCTION.

This canal is situated about 75 miles west of Kingston, and is simply a straight channel, without locks, cut through the Isthmus of Murray to connect the waters of the Bay of Quinte with Presqu'Isle harbour on Lake Ontario.

Contractors, J. D. Silcox & Company. Contract entered into 24th August, 1882, to be completed 1st July, 1885.

The work was not however completed until August, 1890, although, by arrangement with the contractor, the public were occasionally permitted to use it during the latter part of 1889.

The final estimate is being prepared and is nearly completed.

The necessity having arisen for completing the facing or protection to the banks with stone, a contract was entered into with Mr. J. D. Silcox, contractor, 28th May, 1890, to be completed 10th December, 1890.

This work was finished last season, and the final estimate has been prepared.

SURVEYS ST. LAWRENCE CANALS.

The survey for the enlargement of the Farran's Point canal was completed last summer and the plan prepared. An estimate of cost will be made and submitted at an early date.

A very elaborate survey has been made of Sheik's Island and the North Channel, and all necessary information obtained relating to the question of the proposed Dams. This survey was subsequently extended to the upper entrance of the Cornwall canal, and thence westward along the river to Archibald's Point, connecting with the surveys of the Hooples Creek and Sand Bridge route.

The plans of this survey are being prepared.

The survey of the Galops rapid and River in the vicinity, including also a re-survey of the New Channel, was commenced in September last and continued until November, when, owing to the prevailing low stage of the river, 9 ft. on the mitre sill of Dock No. 27, work was suspended for the season.

The re-survey of the new channel was, however, completed and the information obtained communicated to the Department.

The abnormally low stage of the water in the St. Lawrence and lakes has caused much loss and inconvenience to the forwarding trade, and vessel owners, and others; and for the reason that many persons are under the impression that this state of the

water is unprecedented, I have appended a statement, compiled from official returns, showing the *highest* and *lowest water* in each year on all canals in the St. Lawrence District.

I have the honour to be, Sir,

Your obedient servant,

TOM S. RUBIGE,

Superintending Engineer.

T. TRUDEAU, Esq.,

Acting Secretary Dept. Railways and Canals,
Ottawa.

[1891]

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STATEMENT of the Highest and Lowest Water on the Canals in the St. Lawrence District—1890.

MONTH.	CORNWALL CANAL.						WILLIAMSBURG CANAL.						LAKE ONTARIO.				
	Lock No. 15.		Lock No. 21.		Lock No. 22.		Lock No. 23.		Lock No. 24.		Lock No. 25.		Lock No. 27.		Murray Canal.		
	Highest.		Lowest.		Highest.		Lowest.		Highest.		Lowest.		Highest.		Lowest.		
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	
January...	3	10	6	11	5	9	0	10	7	11	4	10	4	11	11	13	2
February...	9	18	4	10	11	9	11	10	3	9	3	9	3	10	6	9	0
March...	19	9	11	3	10	10	9	6	10	9	10	9	10	9	10	9	0
April...	11	10 ¹ / ₂	11	12	3	10	11	6	9	10	13	10	12	0	11	6	10
May...	12	2 ¹ / ₂	11	3	10	10	9	11	8	10	0	10	13	0	11	6	10
June...	12	3 ¹ / ₂	11	0	12	2	11	4	11	6	10	10	11	6	13	0	10
July...	12	0 ¹ / ₂	11	7 ¹ / ₂	0	11	6	11	11	9	11	3	10	11	15	0	11
August...	11	8	11	2	11	9	10	11	11	3	10	0	14	0	12	2	11
September...	11	9	11	0	11	10	7	10	5	9	0	10	11	13	0	15	0
October...	11	10 ¹ / ₂	10	8 ¹ / ₂	0	10	2	10	6	9	4	10	3	9	0	14	4
November...	11	10 ¹ / ₂	10	8 ¹ / ₂	11	0	10	2	10	2	10	6	13	4	12	2	10
December...	18	6	10	8	10	11	9	0	9	10	5	10	9	10	4	9	4

STATEMENT of the Highest and Lowest Water on the Canals in the St. Lawrence District—1891.

MONTHS.	CORNWALL CANAL.						WILLIAMSBURG CANAL.												LAKE ONTARIO.										
	Lock No. 15.			Lock No. 21.			Lock No. 22.		Lock No. 23.		Lock No. 24.		Lock No. 25.		Lock No. 27.		Murray Canal.												
	Highest.		Lowest.	Highest.		Lowest.	Highest.		Lowest.	Highest.		Lowest.	Highest.		Lowest.	Highest.		Lowest.											
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.											
January...	27	2	18	6	11	0	9	6	10	4	10	0	9	81	0	12	0	11	2	9	8	10	13	9	13	3 ¹ ₂			
February...	22	10	20	4	10	0	8	4	10	0	8	4	9	9	8	0	12	6	10	10	10	8	1	13	13	4			
March....	30	2	13	4	11	1	7	11	10	11	8	10	10	6	10	9	13	2	11	0	10	11	9	0	14	9	13	10	
April....	12	10	11	8	12	0	10	11	10	3	11	3	10	4	11	6	10	0	13	9	10	3	11	2	10	9	14	6	
May....	11	10	11	4	11	11	10	0	10	11	9	11	1	10	0	13	11	13	0	13	0	12	0	10	6	14	9	14	7 ³ ₄
June....	11	5	11	1	11	0	10	3	10	5	9	10	3	9	6	10	6	9	7	13	3	12	4	10	0	14	5 ¹ ₂	14	11 ¹ ₂
July....	11	2	10	7 ¹ ₂	11	0	10	3	10	6	9	10	4	9	6	10	7	13	3	12	3	11	0	10	0	14	2	13	8 ¹ ₂
August...	10	8 ¹ ₂	10	5	10	7	9	6	9	11	9	0	9	8	9	9	8	12	8	11	4	10	6	9	7	13	9	13	4
September...	10	6 ¹ ₂	9	9	9	1	9	5	9	5	8	8	3	8	8	0	12	0	10	5	10	2	9	8	0	13	4	12	9
October....	10	0 ¹ ₂	9	3 ³ ₄	9	7	8	7	8	11	8	0	8	6	7	4	11	6	7	10	9	4	11	10	2	12	10 ¹ ₂	11	11 ¹ ₂
November...	9	8	8	8	10	5	9	9	9	7	6	9	6	6	7	0	10	0	9	1	10	9	8	8	0	13	0	11	5 ¹ ₂
December..	9	8	8	10	10	9	0	9	8	8	10	5	5	10	8	11	11	6	6	8	10	5	6	9	6	13	1	11	4 ¹ ₂

[1891]

STATEMENT of the Highest and Lowest Water on the Canals in

YEAR.	CORNWALL CANAL.											
	Lock No. 15.				Lock No. 21.				Lock No. 22.			
	Highest.		Lowest.		Highest.		Lowest.		Highest.		Lowest.	
	M'th.	Ft. in.	M'th.	Ft. in.	M'th.	Ft. in.	M'th.	Ft. in.	M'th.	Ft. in.	M'th.	Ft. in.
1849	Nov	10 1	Oct	9 1	June	10 7	Oct	8 6	June	10 11	Sept	8 3
1850	May	11 2	Nov	9 4	May	10 10	Nov	8 0	do	10 0	Nov	7 6
1851	July	11 0	do	9 10	June	11 0	do	9 1	July	10 6	do	8 0
1852	June	12 2	do	10 5	July	12 0	Oct	9 5	June	12 6	Oct	9 6
1853	do	12 10	do	10 10	May	12 2	Nov	10 1	do	12 3	Nov	9 10
1854	May	12 0	do	10 1	June	11 5	do	9 3	do	11 0	do	8 6
1855	Oct	12 0	May	10 2	Aug	11 0	May	9 2	Aug	11 3	do	9 3
1856	May	11 4	Nov	9 2	June	11 10	Nov	9 1	May	10 9	do	8 3
1857	July	11 11	Oct	9 8	July	11 10	Oct	9 4	June	11 3	do	9 6
1858	Aug	13 3	do	10 3 $\frac{1}{2}$	Aug	12 8	do	11 0	do	12 0	do	9 3
1859	July	12 4	Nov	10 3	June	12 9	Nov	10 3	May	11 6	do	8 6
1860	do	11 6	do	10 5	Nov	12 10	do	8 11	Nov	11 9	Oct	8 3
1861	do	12 10	Sept	11 3 $\frac{1}{2}$	May	12 7	Oct	11 2	May	11 3	May	9 0
1862	May	12 10	Nov	10 4	do	12 11	Nov	10 2	do	11 9	Oct	8 0
1863	do	12 0	do	10 5	June	12 2	do	10 1	June	10 3	May	8 6
1864	do	11 10	do	10 8	do	12 1	do	10 1	do	10 6	Oct	8 9
1865	do	11 9	Oct	9 9	do	11 10	do	9 1	do	10 9	Nov	8 6
1866	June	11 3	May	10 4	July	11 7	Sept	9 5	do	10 0	do	8 6
1867	do	12 7	Nov	9 7	June	12 5	Nov	9 4	do	10 6	do	8 0
1868	do	10 11	Oct	9 7	do	10 8	do	8 10	do	9 9	do	8 3
1869	do	11 9	Nov	10 7	July	11 8	do	9 9	July	9 9	do	8 6
1870	do	12 8	do	10 3	May	12 9	do	10 4	May	11 6	do	8 9
1871	do	11 4	Oct	9 0	do	11 4	do	8 4	do	9 9	do	8 0
1872	July	10 0	Nov	8 8	July	9 10	Oct	8 3	June	9 0	May	7 6
1873	May	11 4	Oct	9 9	June	11 2	do	8 7	May	11 3	Nov	7 6
1874	do	11 9	Nov	9 6 $\frac{1}{2}$	May	12 0	Nov	9 4	do	do	Oct	8 9
1875	do	10 8	do	9 4	June	10 4	do	8 5	June	9 3	do	7 6
1876	do	12 2 $\frac{1}{2}$	do	10 6 $\frac{1}{2}$	July	12 6	do	10 2	July	12 6	do	8 6
1877	do	11 0	Oct	9 2	May	11 0	Oct	8 8	do	10 0	do	7 10
1878	do	11 2	Nov	10 4	do	11 2	Nov	9 11	Sept	10 3	do	8 6
1879	do	11 3 $\frac{1}{2}$	do	9 3	do	11 10	do	8 7	June	10 0	do	8 0
1880	June	10 10	Oct	9 4 $\frac{1}{2}$	Nov	11 8	Oct	8 9	Nov	11 0	Oct	8 3
1881	May	11 1	Nov	9 1	June	10 6	Nov	8 7	July	9 6	Nov	7 6
1882	June	11 7	do	9 7	do	11 7	do	9 3	do	11 3	do	8 5
1883	July	11 10 $\frac{1}{2}$	do	10 4	Aug	12 1	May	9 4	June	10 11	Oct	8 6
1884	May	12 0	do	10 1	May	12 3	Nov	9 8	May	11 6	Nov	9 0
1885	Aug	11 0	do	10 8	June	11 9	do	10 0	July	10 11	Oct	9 5
1886	May	12 3	do	10 2	do	12 11	do	9 2	May	11 10	Nov	8 6
1887	do	12 2	do	9 10	do	12 0	do	9 3	do	11 6	do	8 6
1888	do	10 9	do	9 6	July	10 6	do	8 4	July	9 10	do	7 8
1889	June	11 1 $\frac{1}{2}$	do	9 4	May	11 4	do	8 2	do	10 8	do	7 6
1890	do	12 3 $\frac{1}{2}$	Oct	10 8	June	12 2	do	10 2	May	11 8	do	9 2
1891	May	11 10	Nov	8 9 $\frac{1}{2}$	May	11 11	do	8 2	do	10 11	do	7 6

the St. Lawrence District, May to November in each year.

WILLIAMSBURG CANALS.

Lock No. 23.				Lock No. 24.				Lock No. 25.				Lock No. 27.			
Highest.		Lowest.		Highest.		Lowest.		Highest.		Lowest.		Highest.		Lowest.	
M'th.	Ft. in.	M'th.	Ft. in.	M'th.	Ft. in.	M'th.	Ft. in.	M'th.	Ft. in.	M'th.	Ft. in.	M'th.	Ft. in.	M'th.	Ft. in.
June..	11 3	Nov.	8 5												
Aug..	10 6	May..	8 6												
May..	11 0	Nov..	7 9												
Nov..	12 9	May..	9 6									June..	11 11	Nov.	10 0
July..	12 10	Oct..	10 6									July..	12 11	do	10 3
May..	13 3	do	9 3					May..	16 6	Nov..	11 9	May..	13 0	do	9 9
Nov..	13 0	Nov..	9 0	Sept..	11 8	Oct..	8 10	Nov..	15 6	Oct..	10 11	Aug..	11 9	Oct..	9 5
June..	12 9	do	10 3	May..	13 6	Nov..	10 0	May..	16 8	Nov..	12 6	May..	13 0	Nov..	10 4
May..	13 4	do	9 3	do	13 0	do	8 10	do	16 10	do	11 6	do	13 0	do	9 7
June..	12 0	do	9 3	do	12 8	do	8 0	June..	15 2	do	11 3	June..	12 9	do	9 6
do	12 0	do	9 6	June..	12 6	do	9 0	do	15 2	Oct..	11 8	do	12 3	Oct..	9 4
May..	11 6	do	8 0	do	12 0	do	8 3	do	14 11	do	9 9	do	11 10	do	8 9
do	10 9	do	8 9	July..	11 0	do	8 9	July..	13 7	May..	11 1	Sept..	11 3	May..	9 6
June..	12 10	do	8 6	do	12 6	do	8 6	do	15 8	Nov..	11 0	June..	12 6	Nov..	9 0
May..	10 0	do	7 6	do	10 2	do	7 3	June..	13 0	do	9 1	do	10 9	do	8 6
July..	11 6	do	9 3	do	11 9	do	9 6	Aug..	14 5	do	11 8	July..	11 4	do	10 0
May..	12 9	do	8 9	May..	13 0	do	8 6	May..	16 2	do	11 2	May..	13 0	do	10 0
do	11 0	do	6 9	Oct..	12 0	do	7 6	do	13 9	do	9 3	Oct..	11 6	do	8 4
July..	8 10	Oct..	7 0	July..	9 0	do	7 2	July..	11 3	Oct..	9 3	Aug..	9 10	Oct..	8 0
June..	10 6	Nov..	7 11	June..	11 0	do	8 0	June..	13 7	Nov..	10 4	May..	11 3	do	8 8
do	10 11	do	7 9	do	11 6	do	7 4	July..	14 2	do	10 6	June..	11 9	Nov..	9 0
May..	10 0	do	6 0	do	9 9	do	6 3	June..	12 2	do	8 4	do	10 1	do	8 2
July..	12 6	do	9 3	May..	12 9	do	9 3	July..	15 8	do	11 11	July..	12 8	do	9 4
June..	10 5	Oct..	7 2	June..	11 10	do	7 6	June..	13 0	Oct..	9 3	Aug..	10 9	Oct..	8 3
do	11 6	Nov..	9 0	Sept..	12 0	do	8 9	Sept..	14 6	Nov..	11 9	May..	11 10	Nov..	9 0
May..	10 4	do	7 6	do	10 9	do	7 0	July..	13 8	do	9 6	Aug..	10 8	Oct..	8 4
do	10 3	Oct..	7 9	Nov..	11 0	do	8 0	Nov..	14 3	Oct..	9 10	Nov..	11 6	do	8 7
June..	9 9	Nov..	7 0	July..	9 9	do	7 0	Aug..	12 6	Nov..	9 2	July..	10 4	Nov..	8 0
do	11 3	do	7 11	June..	11 3	do	8 0	June..	14 2	do	10 10	June..	11 7	do	9 2
Sept..	11 10	May..	8 4	July..	11 9	May..	8 3	July..	14 8	May..	11 0	May..	12 0	May..	9 4
May..	12 9	Nov..	8 5	May..	12 6	Nov..	8 9	May..	15 10	Nov..	11 4	do	12 8	Nov..	9 9
June..	11 2	do	9 0	June..	12 0	do	9 0	June..	14 10	July..	10 3	June..	11 9	Oct..	9 10
May..	12 3	do	9 0	May..	12 2	do	8 9	May..	15 3	Nov..	11 3	May..	12 8	Nov..	9 7
June..	11 8	do	8 4	do	11 9	do	8 3	June..	14 9	do	8 4	do	12 2	do	9 0
July..	9 11	do	6 9	do	10 6	do	7 6	do	12 6	do	9 0	July..	11 1	do	8 0
May..	10 9	do	6 4	do	11 3	do	6 0	do	13 7	do	9 0	May..	11 6	do	7 1
June..	11 9	Oct..	9 0	June..	12 3	Oct..	9 0	July..	15 0	Oct..	11 10	July..	12 2	do	9 9
May..	11 1	Nov.	7 0	May..	12 0	Nov..	6 9	May..	13 11	do	7 10	May..	12 0	do	8 0

STATEMENT of the the Highest and Lowest Water taken at Presqu'Isle Harbour, Lake Ontario, 1854 to 1881, and on the Murray Canal from 1881 to 1891.

MONTHS.	LAKE ONTARIO.					
	Murray Canal.					
	Highest.			Lowest.		
	Months.	Ft.	In.	Months.	Ft.	In.
1854.	June..	15	6 $\frac{1}{2}$	December ..	13	0
1855.	August.	14	11 $\frac{3}{4}$	April	12	7
1856.	June.....	15	2 $\frac{1}{2}$	December ..	12	10 $\frac{1}{2}$
1857.	July.....	16	1 $\frac{1}{2}$	January	12	7 $\frac{3}{4}$
1858.	do	16	2	November ..	13	11 $\frac{1}{2}$
1859.	May.....	16	1	do	13	6 $\frac{1}{2}$
1860.	July.....	14	6 $\frac{1}{2}$	do	13	5
1861.	June.....	15	9	January	13	3
1862.	May.....	16	1 $\frac{1}{2}$	December ..	13	2
1863.	do	15	4 $\frac{1}{2}$	do	13	2
1864.	June.....	15	5 $\frac{1}{2}$	February ..	12	10
1865.	May.....	15	0	December ..	12	6
1866.	June.....	14	2	February ..	11	11
1867.	do	15	8	December ..	12	1
1868.	July.....	13	11	February ..	11	6
1869.	do	14	9 $\frac{1}{2}$	do	12	4
1870.	May.....	16	5	December ..	13	6
1871.	do	14	8	do	11	11 $\frac{1}{2}$
1872.	June.....	12	9 $\frac{1}{2}$	March	11	1 $\frac{1}{2}$
1873.	May.....	14	5	January	11	3
1874.	June.....	14	11	December ..	12	1
1875.	do	13	6	February ..	11	3
1876.	July.....	15	11	January	12	4
1877.	April.....	14	0 $\frac{1}{2}$	November ..	12	4 $\frac{1}{2}$
1878.	December ..	14	7	January	12	5
1879.	January ..	14	4	October	11	11 $\frac{1}{2}$
1880.	June.....	14	1	December ..	11	11
1881.	July.....	13	9	do	11	11
1882.	June.....	14	11 $\frac{1}{2}$	January	12	3
1883.	July	15	6	do	12	4
1884.	May.....	15	10	November ..	13	3
1885.	August ..	15	4	March	12	10
1886.	May.....	16	4	November ..	13	8 $\frac{1}{2}$
1887.	do	15	9	December ..	12	9
1888.	June.....	13	11 $\frac{1}{2}$	do	12	6
1889.	July.....	14	4	November ..	12	5
1890.	June.....	15	7	January	13	2
1891.	April.....	14	11	December ..	11	4 $\frac{1}{2}$

Level reduced to Murray Canal standard.

Murray Canal.

APPENDIX No. 7.

WELLAND CANAL.

ST. CATHARINES, 14th December, 1891.

SIR,—I have the honour to submit the following report upon the Welland canal and its branches, for the fiscal year ending 30th June, 1891.

At Port Dalhousie the deepening of the entrance to the harbour, under Messrs. MacDonald Aylmer's contract, was proceeded with, and has since been completed.

Under that contract the channel between the entrance piers has been dredged to a depth of $2\frac{1}{2}$ feet below the mitre sill of the new lock, and outside the piers for a mean width of 250 feet the entrance has been dredged to a depth of $4\frac{1}{2}$ feet below the mitre sill just mentioned.

The renewal of the superstructure of the east pier was not commenced, in consequence of the late date when the appropriation became available.

From Port Dalhousie to the guard-lock above Thorold the repairs, though of a minor character, have been extensive.

The canal having been unwatered in the early spring, the lock bottoms were cleaned out, and the obstructions removed from the reaches where found; gates, valve and operating machinery received a thorough overhauling, and repairs and renewals were made where necessary.

Below many of the weirs extensive repairs with large stones were necessary, to protect the aprons.

These repairs, repeated to a greater or less extent at each of the twenty-five locks and weirs, involved a large expenditure for labour and materials.

On the summit level between the guard lock and Port Colborne the renewals of the bridge fenders were proceeded with at Marlatt's bridge, at Allanburgh and at the Quaker bridge, and at Port Robinson the swing bridge crossing the lock to Chippewa river was rebuilt.

The sodding of the deep cut slopes, under Messrs. Johnson & Lawson's contract, was also proceeded with and has since been completed.

At Port Colborne the lock gates, which were becoming unsound, were renewed, rebuilt above the water line, and replaced.

On the old canal a new swing bridge was constructed at lock No. 1, also at lock Nos. 5, and seven of the lock gates which were decayed above the water line were rebuilt and put in place again.

On the feeder division the Junction Dunnville and Port Maitland locks were cleaned out, and such minor repairs as were necessary attended to.

The Forks Road, Stromness, and Port Maitland bridges were overhauled and put in good order, and the bridge over the guard-lock at Dunnville was rebuilt.

At the Dunnville dam the flood gates and weirs were put in proper working order, repairs to banks were made where required, ditches opened, and the drainage generally attended to.

Two detentions to traffic, worthy of notice, occurred during the year.

On 1st September, 1890, the steam barge "T. D. Stunson" upward bound, ran into the head gates of lock No. 18, resulting in their being carried away, as were also the two foot gates.

A mistaken signal was the cause, and navigation was interrupted for forty-six hours.

Again, on 18th September, 1890, the head gates of lock No. 18 were again carried away by the steam barge "Samoa," upward bound, in consequence of the slack of the lines not being taken in as the lock filled with water, when, the vessel surging ahead, parted the lines with the result above mentioned, causing an interruption of traffic for sixteen hours. In both cases the renewal and repairs were effected with commendable rapidity.

During the past year the water, though generally lower than in the previous year, was never less than 14 feet upon the mitre sill of the new lock (No. 1) at Port Dalhousie.

On the mitre sill of the new lock (No. 27) at Port Colborne there were two occasions when the water fell below 14 feet, but only to the extent of 2 inches.

Since the close of the fiscal year the low water which has been noticeable throughout the lakes and rivers, has been felt at Port Colborne to the extent of there being two days in September, sixteen days in October, and twenty-one days in November when there was less than 14 feet of water upon the mitre sill, the deficiency ranging from 14 to 13 feet 4 inches, and on one occasion of short duration the water fell to 12 feet 10 inches upon the mitre sill.

These periods of low water were often of short duration, and a delay of an hour or so frequently enabled vessels to pass.

With an elevator at Port Colborne, and another at Port Dalhousie, and rapid transit between them, the detentions need not however have been as great as they were, and it is questionable whether the time lost and money spent in tug-hire in endeavouring to force a passage through the lock might not have been more profitably invested in lightering at the elevator. Indeed the necessity for preserving the mitre sills will make it desirable to pay more attention to this matter next season than it has hitherto received.

The design of the Welland canal was for 14 feet of water upon the mitre sills, subject at the entrance locks to occasional variations, as in the past season.

The impression appears to have gone abroad among vessel men that the 14 feet spoken of referred to the draught of vessels, not to the depth of water upon the sills, and for some years past the endeavour to pass vessels of deeper draught than the canal was designed for has added greatly to the cost of maintenance of the Canal, as well as to the expense of those navigating it.

With the elevator facilities at each end of the canal this need not be so.

With reference to the low water, it may be said that while the clearing up of the country has undoubtedly a steadily—diminishing effect upon the water supply and maintenance of streams, it is believed that the present season of low water is traceable to natural and direct causes, such as a year of unusual drought, and strong westerly gales, which have forced the water out of the lakes unduly.

This opinion is strengthened by the fact that in the years 1850, 1865 and 1872 the yearly mean low water of Lake Erie was practically the same or a trifle lower than the mean low water of the current year, with intervening periods of higher water.

The canal was closed 5th December, 1890, and was opened for navigation 20th April, 1891.

Attached will be found a statement of fines, damages and rents collected during the year; also a statement of the monthly highest and lowest water on the mitre sills of lock No. 1 and lock No. 27 at Port Dalhousie and Port Colborne, respectively, during the past fiscal year.

I have the honour to be, Sir,

Your obedient servant,

W. G. THOMPSON,

M. Inst. C. E.

T. TRUDEAU, Esq.,
Acting Secretary Railways and Canals,
Ottawa.

STATEMENT showing the Highest and Lowest Water on the Mitre Sill of New Lock No. 27, at Port Colborne, Welland Canal, for the Fiscal Year ending 30th June, 1891.

Months.	Upper Sill.		Months.	Upper Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1890.	ft. in.	ft. in.	1891.	ft. in.	ft. in.
July.....	16 9	15 7	January.....	15 11	14 1
August.....	16 5	15 3	February.....	15 9	13 11
September.....	16 1	14 6	March.....	17 0	14 0
October.....	16 2	14 7	April.....	15 6	14 10
November.....	16 2	14 7	May.....	15 7	14 0
December.....	16 4	13 10	June.....	15 3	14 5

“C.”

STATEMENT showing the Highest and Lowest Water on the Lower Mitre Sill of New Lock No. 1, at Port Dalhousie, Welland Canal, for the Fiscal Year ending 30th June, 1891.

Months.	Lower Sill.		Months.	Lower Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1890.	ft. in.	ft. in.	1891.	ft. in.	ft. in.
July.....	18 3	17 7	January.....	16 11	15 11
August.....	17 8	17 0	February.....	16 7	15 9
September.....	17 10	16 9	March.....	17 3	16 3
October.....	16 10	16 4	April.....	17 5	17 1
November.....	16 8	16 3	May.....	17 5	17 1
December.....	16 7	16 0	June.....	17 2	16 5

"A."

STATEMENT of Fines and Damages collected from Vessels and Steamers, and Rent from occupants of Government Lockhouses; also, for use of Government Plant during the Fiscal Year ending 30th June, 1891.

Date.	Name of Vessel or Steamer.	Fines.	Damages.	Rent Government House.	Use of Government Plant.	Totals.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1890.						
August 1..	"D. C. Whitney"		100 00			
do 7..	Steam barge "Marshall"		75 00			
October 4..	do "Tecumseh"		41 65			
1891.						
June 15..	"C. W. Whitman"		75 00			
do 30..	Steamer "Samoa"		840 73			1,132 38
	Tug "Jas. Norris"	5 00				
	do "Jas. Webster"	5 00				
	do "G. R. Boyle"	5 00				15 00
	<i>Canal Lock-house.</i>					
	"Jno. Ryckman"			15 00		
	"H. Donald"			6 00		
	"J. Cockle"			9 00		
	"L. Burteh"			8 00		
	"P. Phelan"			6 00		44 00
	<i>Lease of Government Plant.</i>					
	McDonald and Aylmer.. ..				10 00	10 00
						*1,201 38

* Amount in hand of H. H. Collier, Collector of Canal Tolls, &c., St. Catharines Port.

APPENDIX No. 8.

RIDEAU CANAL OFFICE,

OTTAWA, 30th October, 1891.

SIR,—I have the honour to submit the annual report of the works under my charge for the fiscal year ending 30th June, 1891.

Navigation closed at Ottawa, 29th November, and at Kingston Mills 26th November, 1890. Opened at Ottawa 28th April, and at Kingston Mills 1st May, 1891.

On both the ascending and descending reaches from the summit level (Little Rideau Lake) the water was maintained to give the full depth required on the locks throughout the season of navigation. No interruption to navigation occurred. The principal repairs executed at the stations were as follows :—

Kingston Mills.

One pair of lock gates renewed ; repairs to lockmaster's house and extension to lock labourers'.

Brewer's Lower Mills.

Upper lock gates removed and 50 yards of gravel placed on dam and around the lock walls.

Brewer's Upper Mills.

Timber delivered for one pair of lock gates and general repairs to station.

Brass' Point.

Repairs to bridge and approaches.

Jones' Falls.

Lower lock gates renewed ; lower lock cleaned out by diver ; revetment cribwork on side of road to lockmaster's house ; one pair of sluice frames.

Davis' Lock.

Lockmaster's kitchen clapboarded and general repairs to station.

Chaffey's Lock.

Repairs to masonry ; two new swing beams, and two new water boards.

Newboro'.

New storehouse and repairs to station.

Narrows.

Rebuilt wing-wall of lock ; repairs to upper lock gates ; bottom of lock cleaned by diver ; addition built to lockmaster's house and repairs to block house.

Poonamalie.

General repairs to station.

Smith's Falls.

One pair of lock gates renewed ; two new sluice frames, and general repairs to station.

Old Slys.

Two new sluice frames ; chain blocks and other small repairs.

Edmund's Rapids.

One pair of swing beams.

Maitland's Rapids.

Repairs to back dam ; swing bridge painted.

Merrickville.

Upper basin wall taken down and rebuilt ; culvert put in for unwatering the same ; one pair of sluice frames and two new swing beams.

Clowe's Quarry.

One pair of lock gates renewed, and repairs to lockmaster's kitchen.

Nicholson's.

Small repairs to station, and timber delivered for removing swing bridge.

Long Island.

Two pairs of lock gates renewed ; pier at head of the lock rebuilt, and eight new chain blocks.

Black Rapids.

Top of long dam repaired ; flash boards put on ; lockmaster's house raised and new roof put on, and other repairs to station.

Hogsback.

Two new additional foot boards ; eight new chain blocks ; rebuilt pier west side of bulkhead and repaired breach of dam, caused by the water in spring.

Hartwell's.

New bridge built over the waste weir ; lockmaster's house re-shingled ; store and lock labourers' house painted.

Little's Bridge.

New addition to bridgetender's house.

Stewarton Bridge.

Bridgetender's house built.

Ottawa.

One pair of lock gates renewed ; nine new ladders built for different stations ; two new sluice frames, and two swing beams ; repairs to masonry of locks ; replanking portions of the wharf round basin. The east side of the basin was deepened by contract to the same depth as the rock cut was made the winter before, an improvement much appreciated by the forwarders.

The deepening of the west side it is proposed to do this coming winter.

A survey of the drowned lands between Birmingham's Point and Kingston Mills was made during the fall and the winter, after the ice had taken, with the object of ascertaining what acreage of these lands could be reclaimed, by lowering the sill of the upper lock at Kingston Mills and building a new lock at Birmingham's.

The result of the survey, together with plan, was reported to the Department 21st September, 1891.

Perth Branch

No repairs of any consequence will be required. The dredge "Rideau" was engaged during the season deepening and cutting channels through points of low land, shortening the route very considerably.

This spring the dredge was fitted with improved steam hoisting apparatus for raising and lowering the spuds; strengthening hog-rods were also put in, with other necessary repairs. She was removed down to below Long Island locks at the end of June, to straighten the channel at the "Picketts."

The extension upwards from the basin was let in January, 1891, and will be completed during the year.

Two lines of freight steamers have been placed on the route, one from Montreal and the other from Kingston. They are well supported by the merchants of Perth and the surrounding townships.

I have the honour to be, Sir,

Your obedient servant,

FRED. A. WISE,

Superintendent.

T. TRUDEAU, Esq.,
Chief Engineer of Canals.

APPENDIX No. 9.

TRENT VALLEY CANAL,

SUPERINTENDING ENGINEER'S OFFICE,
PETERBOROUGH, 31st October, 1891.

SIR,—I have the honour to submit the annual report on the works under my charge for the fiscal year ending 30th June, 1891.

Navigation closed 24th November, and opened again on 20th April. There was a good depth of water on all the stretches during the season—there being from 5 to 6 feet on the sills. There would be little difficulty in holding 7 feet on the sills and comparatively little damage would be caused.

The effect caused by the lumbermen—having cut all their timber—abandoning their limits in the northern counties is beginning to be greatly felt. This spring the freshet was very high—higher than it has been on some stretches for twenty years—owing, in a great measure, to the scores of dams on these abandoned limits of the lumbermen not having been closed, as formerly. The whole body of water was thus allowed to come down at once, not only causing damage to property, but the loss of this water during the dry season is severely felt.

I would suggest that in future some supervision be had over these dams, so that a more even flow may be maintained throughout the season.

The number of lockages was 2,616. The number of lockages does not fairly represent the traffic on these waters, as there are a number of daily passenger routes which do not pass through any lock and therefore are not recorded. The fleet of boats on these waters keeps increasing every year. Last year two large side-wheelers were built and put on the stretch between Lakefield and Balsm Lake, besides a number of small pleasure steamers.

There are now twenty-three steamers on the stretch between Lakefield and Balsm Lake and six between Peterboro' and Heeley's Falls.

The want of a small dredge is greatly felt on account of the deposits of sawdust and shallow places.

The following work was done along the route :—

Fenelon Falls.

A breach was made by ice in the side dam leading from the main dam. This was repaired, as it allowed the water to fall below the normal level.

Scugog River.

There was an appropriation for removing boulders and widening the river, but this work was proceeded with by the Ontario Government, who are evidently anxious to assume control of this river.

Bobcaygeon.

A workshop was built at the dry dock for the convenience of those using the dock.

Buckhorn.

A large quantity of gravel was washed down from the canal into the lock chamber. This was removed.

Barleigh.

The dams here were thoroughly gravelled. It was found that a much greater quantity was required to make a thorough job than was at first thought necessary. The dams are now tight, and there has been no trouble since in keeping the water at its normal height. The apron of one of the sluices was taken out by sawlogs. This was repaired.

Young's Point.

A boat slide for the passage of small boats over the dam was constructed at a small expenditure. This has been greatly appreciated by the owners of small boats who are continually passing up and down.

Lakefield.

A top was built on one of the old piers at the Narrows, so as to form an ice-break. Provision was also made for the placing of a light on it.

Peterboro'.

A landing pier was built at the south end of the town, extending from the north side of Wolf street to the Canadian Pacific Railway track. The want of sufficient landing space has long been felt. The landing pier was placed in its present position at the solicitation of the street and bridge committee of the town. The ice did considerable damage to the sluice piers, which were repaired.

Hastings.

When the old wooden swing bridge was removed it was found that a considerable portion of the pivot pier had to be rebuilt in order to get a good foundation to set the new iron swing bridge on. A new iron swing bridge made at the Central Bridge Works, Peterboro', replaced the old wooden structure and has given every satisfaction.

The navigation channel between Lakefield and Bobcaygeon was cleaned out and buoyed.

I have the honour to be, Sir,

Your obedient servant,

RICHARD B. ROGERS,

Superintending Engineer.

T. TRUDEAU, Esq.,

Acting Secretary Railways and Canals,
Ottawa.

APPENDIX No. 10.

SAULT STE. MARIE CANAL.

OTTAWA, 5th December, 1891.

SIR,—I have the honour to report upon the progress made in the construction of the Sault Ste. Marie canal during the fiscal year ending 30th June, 1891.

It may be well to repeat briefly what has been said in former reports, namely, that the total length of the canal and approaches may be taken as $3\frac{1}{2}$ miles, which is divided into three sections, the first of which, 5,300 feet in length, extends from the navigable channel of the St. Mary's river below the rapids to the foot of St. Mary's island, at which point the second section, 3,500 feet in length, commences, and extends to the head of the island, where the third section commences, and extends 9,300 feet up the river through shoals, until the navigable channel above the rapids is again reached.

Section No. 1.

This section is under contract to Messrs. Hugh Ryan & Co., and embraces the excavation of a channel 250 feet in width to a depth of $18\frac{1}{2}$ feet below the lowest recorded water surface at the foot of the rapids; also the construction of entrance piers and a beacon.

At the end of the fiscal year the excavation was about half done, and the sinking of cribs for the north landing pier was well under way.

The quantities of the different items of work returned to 30th June, 1891, are as follows:—

Excavation dredging and deepening channel, cubic yards	80,901
Timber in sides and ends of cribs, lineal feet	1,100
Timber for ties, bottoms, &c. do	1,145
Binding pieces do	72
Blocks under heads of ties, No.	40
Wrought iron in bolts, lbs.	485
Stone filling in cribs, cubic yards	40

The operations of dredging and crib-building have been continued with fair progress up to 21st November, at which date work on the section was practically closed for the season.

Section No. 2.

This section, also under contract to Messrs. Hugh Ryan & Co., embraces the excavation for the lock pit and prism of the canal, the masonry for the lock, also for a guard-gate above the lock, and the construction of side walls and puddle trenches, &c., &c.

The contract provides for the prism of the canal being 145 feet in width, at a depth of 18 feet below the lowest recorded water surface above the rapids.

The dimensions of the lock chamber were originally intended to be 600 feet in length between the hollow quoins, 85 feet mean width, with entrances 60 feet wide, and a depth of $16\frac{1}{4}$ feet of water upon the mitre sills at the lowest recorded water surface at the foot of the rapids.—the upper gates to mitre above a breast wall, and the lock to be filled and emptied by means of culverts below the lock floor.

In consequence, however, of representations made by interested parties, certain changes sanctioned by Parliament at its last session have been made in the lock dimensions, with a view to providing for the passage of deeper draft vessels than originally

intended, the main feature of the change being the lowering of the mitre sills to a depth of 19 feet below the lowest recorded water surface at the foot of the rapids, the lift of the lock being 18 feet.

This increased depth will enable vessels to pass through the Canadian lock, when completed, with as great a draught of water as the lock now being built on the United States side of the river provides for.

The above alterations have made it necessary to increase the time for executing the work, and an extension to 10th May, 1893, has therefore been granted.

At the close of the fiscal year about a third of the excavation for the prism of the canal had been removed, and a commencement made in the excavation required for the lock enlargement.

The quantities of the different items of work returned up to 30th June, 1891, are as follows:—

Chopping, clearing and grubbing, acres	30
Earth excavation in side trenches, cubic yds.	2,507
Rock do do do	74
Earth excavation in prism of canal do	46,315
Rock do do do	53,178
Earth excavation in lock pit do	38,494
Rock do do do	81,051
Rough stone for lock delivered at Sault Ste. Marie, cub. yds.	1,072
do do do do	2,688

Since the close of the fiscal year a strong force has been employed chiefly, in the lock pit enlargement and in preparing stone for the lock, the quantity of dressed stone delivered for that structure being 4,553 cubic yards, and the quantity of rough stone returned for the same work being 6,586 cubic yards.

Section No. 3.

This section, under contract to Messrs. Allan & Fleming, embraces the excavation for the upper entrance to the canal to a width of 250 feet and a depth of 18 feet below the lowest recorded water service above the rapids, the construction of a beacon in 28 feet of water and the construction of entrance piers.

At the end of the fiscal year about three-fourths of the dredging was done, and the beacon was practically completed, the quantities returned to 30th June being as follows:—

Excavation dredging and deepening channel, cubic yds.	194,814
Rock elm in sides of beacon, cubic feet	6,392
Cross ties, lineal feet.	10,760
Blocks under heads of ties, No.	402
Pine plank in binders, lineal feet	560
Stone filling, cubic yds.	2,018
Sheeting, 5 inches thick, M. ft. B. M.	16,000
Top covering pine plank do	5,700
Wrought iron in bolts, lbs.	9,400
Wrought iron in straps, lbs.	5,500
Pressed spike lbs.	700

Since the end of the fiscal year the dredging has been continued with one dredge, and seventeen cribs of the north and south landing piers have been put together, sunk and filled with stone.

I have the honour to be, Sir,

Your obedient servant,

W. G. THOMPSON,

M. Inst. C.E.

APPENDIX No. 11.

ST. PETER'S CANAL.

ST. PETER'S, 28th October, 1891.

SIR,—I have the honour to submit the following with reference to the St. Peter's Canal.

In June last, owing to the dangerous condition of the retaining wall from decay, a small force of men was employed, removing part of the weight, which was pressing against it, thereby relieving the front retaining wall as well (which it partly rests on), which also showed signs of giving way.

On the 4th of July I was informed that the Department, acting on my recommendation, had decided to slope the ground from the towpath level, instead of renewing the back retaining wall, and I was directed to proceed with the work at once, which I did, employing an average daily force of six foremen, one hundred and fifty men, fifty horses and three mechanics. The material (principally hard clay) is removed from the top with horses and carts, and from the bottom with dump carts running on light steel rails. The work, when completed, will have the advantage of being of a permanent character, besides enabling some necessary alterations and repairs to the front wall to be executed much more readily and economically than they could be with the retaining wall resting on it, as now.

Temporary repairs were made to the wooden frame and turntable on the swing bridge over the canal, and at the close of navigation it is proposed to thoroughly overhaul this bridge, and put it in good working order. The lock gates are all working more or less stiff, owing partly to the unevenness of the tracks they run on, and partly from the pulleys being rusted and corroded; but these matters will form the subject of a report later on.

A wharf, 247 feet long, 20 feet wide on top and $28\frac{1}{2}$ feet high, with a depth of $18\frac{1}{2}$ feet of water at low tide, is being constructed at the southern entrance to the canal by Mr. Archibald McKinnon, contractor, who is pushing the work vigorously, and should the weather prove favourable he confidently expects to have it finished within the specified time. This wharf, when completed, will be a decided convenience to vessels calling at this port.

The other repairs, such as replacing hanging fenders, repairing and painting buildings, grading road, &c., will be carried on as speedily as circumstances will admit of.

Navigation through the canal closed on the 24th of December of last year and opened on the 22nd of April of this.

I have the honour to be, Sir,

Your obedient servant,

WM. McCARTHY,

Resident Engineer.

T. TRUDEAU, Esq.,

Acting Secretary Railways and Canals,
Ottawa.

APPENDIX No. 12.

ST. LAWRENCE NAVIGATION—TABLE OF DISTANCES—A.

FROM STRAITS OF BELLE ISLE TO PORT ARTHUR, AT HEAD OF LAKE SUPERIOR, BY WATER.

From.	To	Sections of Navigation.	Statute Miles.	
			Inter-mediate	Total to Straits of Belle Isle.
Straits of Belle Isle.	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.	8½	994½
Lachine.	Beauharnois.	Lake St. Louis.	15¼	1,009¾
Beauharnois.	Ste. Cécile.	Beauharnois Canal.	11¼	1,021
Ste. Cécile.	Cornwall.	Lake St. Louis.	32¾	1,053¾
Cornwall.	Dickinson's Landing.	Cornwall Canal.	11½	1,065½
Dickinson's Landing.	Farran's Point.	River St. Lawrence.	5.	1,070½
Farran's Point.	Upper end of Croyle's Island.	Farran's Point.	¾	1,071
Upper end of Croyle's Island.	Williamsburg or Morrisburg.	River St. Lawrence.	10½	1,081½
Williamsburg.	Rapide Plat.	Rapide Plat Canal.	4	1,085½
Rapide Plat.	Point Iroquois Village.	River St. Lawrence.	4½	1,090
Point Iroquois Village.	Upper end Presqu'Isle.	Point Iroquois Canal.	3	1,093
Presqu'Isle.	Point Cardinal, Edwardsburg.	Junction Canal.	2½	1,095½
Point Cardinal.	Head of Galops Rapids.	Galops Canal.	2	1,097½
Galops Rapids.	Prescott.	River St. Lawrence.	7¾	1,105
Prescott.	Kingston.	do.	59	1,164
Kingston.	Port Dalhousie.	Lake Ontario.	170	1,334
Port Dalhousie.	Port Colborne.	Welland Canal.	26¾	1,360¾
Port Colborne.	Amherstburg.	Lake Erie.	232	1,592¾
Amherstburg.	Windsor.	River Detroit.	18	1,610¾
Windsor.	Foot of St. Mary's Island.	Lake St. Clair.	25	1,635¾
Foot of St. Mary's Island.	Sarnia.	River St. Clair.	33	1,668¾
Sarnia.	Foot of St. Joseph's Island.	Lake Huron.	270	1,938¾
Foot of St. Joseph's Island.	Foot of Sault Ste. Marie.	River St. Mary.	47	1,985¾
Sault Ste. Marie.	Head of Sault Ste. Marie.	Sault Ste. Marie Canal.	1	1,986¾
Head of Sault Ste. Marie.	Pointe aux Pins.	River St. Mary.	7	1,993¾
Pointe aux Pins.	Port Arthur.	Lake Superior.	266	2,259¾
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 2,259¾ miles from the Straits of Belle Isle to the head of Lake Superior, 71 miles are artificial navigation, and 2,188¾ open navigation.

Straits of Belle Isle 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. 13.

TABLE of distances of Stations between the Cities of Ottawa and Kingston.

No. of Stations.	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.	
			Miles.	Rise. Ft. in.	Feet.	Feet.		
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	1	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	0 13
5	Long Island.....	14 $\frac{3}{4}$	3	27 0	3	850	68	0 13
6	Burritt's.....	40 $\frac{3}{4}$	1	10 6	1	240	14	1 50
7	Nicholson.....	43 $\frac{3}{4}$	2	15 2	1	500	9	0 50
8	Clowes.....	44 $\frac{3}{4}$	1	10 0	1	481	16	0 05
9	Merrickville.....	46 $\frac{3}{4}$	3	25 0	1	150	6	0 33
10	Maitland.....	55	1	4 9	1	270	8	0 13
11	Edmunds.....	59 $\frac{1}{2}$	1	10 10	1	343	8	0 06
12	Old Sly.....	60 $\frac{1}{2}$	2	15 6	1	250	20	0 25
13	Smith's Falls.....	61 $\frac{1}{2}$	4	33 9	2	600	24	0 13
14	First Rapids or Poonamaie.....	64	1	7 9	1	260	5	1 25
15	Narrows.....	83 $\frac{1}{4}$	1	4 0	1	600	9	0 06
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 9	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 $\frac{3}{4}$	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. 14.

TABLE showing the dates of the closing of the Canals in the Autumn of 1890 and of the opening in the Spring of 1891.

Canals.	Closing.	Opening.
Lachine Canal.....	29th November, 1890....	28th April, 1891
Beauharnois Canal..	30th do 1890....	24th do 1891
Cornwall Canal.....	4th December, 1890....	5th Dec., 1891
St. Anne's Lock and Dam.....	25th November, 1890....	25th do 1891
Carillon Canal.....	29th do 1890....	23rd do 1891
Grenville Canal.....	29th do 1890....	23rd do 1891
Culbute Lock and Dam.....		
Chute à Blondeau.....		
Rideau.....	{ Kingston Mills.....	26th November, 1890.... 1st May, 1891
	{ Ottawa.....	29th do 1890.... 29th April, 1891
St. Ours Lock.....	28th do 1890....	8th May, 1891
Chambly Canal.....	24th do 1890....	4th do 1891
Williamsburg Canal.....	4th December, 1890....	21st April, 1891
Welland Canal—		
New Canal.....	} 5th December, 1890....	20th April, 1891
Old Canal.....		
Erie Canal (New York).....	30th November, 1890....	5th May, 1891
St. Peter's Canal (Cape Breton).....	24th December, 1890....	22nd April, 1891
Trent Canal Works.....	24th November, 1890....	28th do 1891
Murray Canal.....	27th do 1890....	16th do 1891

APPENDIX No. 15.

STATEMENT of Contracts entered into during the Fiscal Year ended 30th June, 1891.

1. SUBSIDIZED RAILWAYS.

No. of Contracts.	Name of Contract.	Date of Signature.	General Description.
10426	St. Catharines and Niagara Central Railway Co.	1st Aug., 1890..	From St. Catharines 20 miles towards Hamilton.
10480	Columbia and Kootenay Railway and Navigation Co.	8th Oct., 1890..	From outlet of Lake Kootenay to junction of rivers Columbia and Kootenay, &c.
10275	Irondale, Bancroft & Ottawa Railway Co.	14th May, 1890..	From Victoria branch, Midland division of Grand Trunk Railway near Kinmount, township Snowdon, to Bancroft.
10487	Stewiacke Valley and Lansdowne Ry. Co. (Limited).	30th Aug., 1890..	From I.C.R. through Stewiacke Valley towards Lansdowne.
10488	do do	30th do	From Brookfield to Newport, on Windsor Branch, I.C.R.
10500	Quebec and Lake St. John Railway Co.	2nd Dec., 1890..	From Lorette, <i>via</i> Charlesbourg to Quebec, and bridges
10501	Great Northern Railway Co.	8th Oct., 1890..	do St. Andrews to Lachute (supersedes No. 9928).
10624	Central Railway Co.	1st Dec., 1890..	do Grand Lake to Norton Station, I.C.R.
10638	Drummond County Ry. Co.	2nd Feb., 1891..	do Drummondville to Ste. Rosalie.
10650	Great Eastern Railway Co.	Not signed	do St. Gregoire eastwards towards Chaudière Junction Station, I.C.R.
10680	Waterloo Junction Ry. Co.	17th Feb., 1891..	From Waterloo to Elmira.
10739	St. Lawrence and Adirondack Railway Co.	29th April, 1891.	do Valleyfield to Huntingdon.
10768	Quebec Central Railway Co.	Not signed.	do Tring to Lake Megantic.
10769	Great Eastern Railway Co.	20th June, 1891..	Bridges over Nicolet and St. Francis rivers.
O.C.	North-Western Coal & Navigation Co.	25th June, 1890..	From Lethbridge to Crow's Nest Pass (subsidy in land).
10743	St. Catharines and Niagara Central Railway Co.	16th April, 1891.	Masonry to replace wooden structures.

2. CAPE BRETON RAILWAY.

10598	McDonald & Moffatt.	20th Oct., 1890..	Coal shed at Point Tupper.
10626	do	1st Oct., 1890..	Crib wharfage at Shunacadie.
10724	McDonald, Moffatt, Treen & Co.	10th April, 1891.	Coal shed at Sydney and sheds, &c., along line.

3. OXFORD AND NEW GLASGOW RAILWAY.

10503	D. P. Kent.	10th Aug., 1889.	Boring and lining wells.
10547	Western Union Telegraph Co.	12th Jan., 1891..	Extend No. 9810 to P. & N. G. Ry. and Pugwash branch.
10597	Jas. Brown.	31st Oct., 1890..	Freight house at River John.

ST. PETER'S CANAL.

10734	A. McKinnon	27th June, 1890.	Wharf at south entrance.
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APPENDIX No. 15.—Statement of Contracts entered into during the Fiscal Year ended 30th June, 1891—*Continued.*

4. PRINCE EDWARD ISLAND RAILWAY.

No. of Contracts.	Name of Contract.	Date of Signature.	General Description.
10628	Barrow Hematite Steel Co., Limited	—Nov, 1890.	Steel rails and fish plates.
10656	Patent Bolt and Nut Co., Limited	29th Nov., 1890.	Iron bolts and nuts.
10651	P. N. Pate.	3rd Dec., 1890.	Hemlock timber and spruce scantling.
10652	P. Whalen	20th do	Fence posts.
10653	R. Ellis, jun	3rd do	do
10654	J. T. Windsor	20th do	Sleepers.
10655	J. R. Larkins	20th do	Switch sleepers and hemlock timber.
10700	Barrow Hematite Steel Co., Limited	12th Feb., 1891.	Steel rails.
10763	Acadia Coal Co.	2nd May, 1891.	Coal for engines.

5. INTERCOLONIAL RAILWAY.

10513	Barrow Hematite Steel Co., Limited	29th Aug., 1890.	Steel rails for Windsor branch.
10515	A. J. Grant & Co.	1st do	Passenger coach oil.
10516	J. D. Shatford	24th July, 1890.	Spindle oil.
10517	Imperial Oil Co.	24th do	Petroleum and oil.
10518	A. Holden & Co	24th do	Cylinder oil.
10519	J. R. Hutchins.	24th do	Engine oil.
10520	Maritime Oil Refining Co.	24th do	Passenger coach oil.
10539	Acadia Coal Co., Limited.	16th June, 1890.	Coal.
10542	J. F. Teed.	11th Sept., 1890.	Baggage room and coal shed at Campbellton.
10543	D. McDonald.	15th do	Overhead bridge north of Rogersville station.
10544	W. H. Law.	18th Aug., 1890.	Floor beams for girder deck bridges and steel plate girder bridge.
10546	Canadian Pacific Ry. Co.	1st July, 1890.	Traffic between St. John and Halifax.
10627	Chas. Camnell & Co., Ltd.	29th Oct., 1890.	Steel rails.
10699	Barrow Hematite Steel Co., Limited	2nd Feb., 1891.	do
10701	do do	23rd do	do
10725	W. E. Logan	23rd do	Farm crossing gates.
10726	J. Harris & Co.	6th Dec., 1890.	6 Russell snow ploughs (superseded by three contracts, Nos. 10984, 10985 and 10986).
10730	Estate J. Crossen.	15th Nov., 1880.	3 parlor cars.
10941	W. H. Law	1st June, 1891.	Bridges on Missequash and Sutherland's rivers.
10942	Cumberland Ry. and Coal Co.	26th do	Supply coal.
10784	Soley Station Indicator Co.	5th do	Fix up passenger cars with their indicators.
10943	Intercolonial Coal Mining Co.	26th do	Supply coal.
10944	International Coal Co.	26th do	do
10945	J. P. Burchell	26th do	do
10946	Acadia Coal Co., Limited.	26th do	do
10947	Canada Coal Co.	26th do	do

6. LACHINE CANAL.

10939	Heney & Borthwick	25th July, 1891.	Improve drainage system along canal, &c.
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7. RIDEAU CANAL.

10636	John O'Leary	12th Dec., 1890.	Clean out basin at Ottawa.
10674	John O'Toole	26th Jan., 1881.	Complete extension of Tay canal.
10715	Canadian Bridge and Iron Co.	23rd March, 1891	Iron swing bridge over Tay canal at Perth.

APPENDIX No. 15.—Statement of Contracts entered into during the Fiscal Year ended 30th June, 1891—*Concluded.*

8. SAULT STE. MARIE CANAL.

No. of Contracts.	Name of Contract.	Date of Signature.	General Description.
10790	Hugh Ryan & Co.....	19th June, 1891..	Changes in lift-lock.
10791	J. Ryan & M. J. Haney.....	13th do ..	Power of attorney to Hugh Ryan to sign any document for Hugh Ryan & Co.

9. TRENT VALLEY CANAL.

10278	Chas. Wynn.....	8th April, 1890..	Reference of claims to J. Page.
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10. WELLAND CANAL.

Letter 123501	Grand Trunk Railway Co....	5th March, 1890.	Acct. \$157.70 for repairs to drawbridges crossed by new Welland canal at two places on Welland Railway. They were built and are to be maintained by Government.
Letter 133599	do do	12th March, 1891	Acct. \$99.50 for removing track in 1890 on swing bridge at Hoover's Pond, and between St. Catharines and Port Dalhousie.

11. WILLIAMSBURG CANALS.

Con. 10660	Weddell Dredging Co.,	12th Jan., 1891..	Enlarge Sec. 2, Rapide Plat Division, &c.
10664	Poupore, Fraser & O'Brien...	26th do ..	do 1 do do
10666	do do ..	26th do ..	do 3 do do

GENERAL STATEMENT.

APPENDIX
GENERAL STATE

1st. Water Power and other Public Property, leased by the Department

Date of Signature.	Term of Lease.	Lessees.	Property Leased.	Area of Property Leased.
<i>Lachine Canal.</i>				
Sept. 1, '90	Pleasure of the Government.	City of Montreal. . .	Lay 2 pipes under canal at Montmorency street, Montreal.	
March 30, '90	do ..	do	Has laid a supply pipe for hydrants south of canal to Mill street, Montreal.	
Oct. 23, '90	do ..	Dominion Lime Co. (Limited).	Pt. lot 323, St. Ann's Ward, Montreal, at Wellington Basin.	
April 3, '91	do ..	Canada Meat Packing Co.	4" pipe from Basin No. 2, Montreal N. of canal to their factory, Wellington St.	
June 17, '91	do ..	Benj. Ethier	Lot at Ste. Cunégonde, Montreal, N.W. of canal.	1,950 feet.
<i>Intercolonial Railway.</i>				
Oct. 8, '90	Pleasure of the Government.	Chignecto Marine Transport Ry. Co.	Lay tracks across Ry. at Fort Lawrence.	
June 5, '91	do ..	Soley Station Indicator Co.	Fit up passenger cars with Co.'s indicator.	
<i>Annapolis and Digby Railway.</i>				
April 27, '91	Pleasure of the Government.	O'Neil & Campbell..	Hire of 1 engine and 15 platform cars....	
May 4, '91	do ..	do	Hire of 6 platform cars.....	
<i>Rideau Canal.</i>				
March 31, '91	Pleasure of the Government.	Wm. Miller.....	Pt. sub-lot 5 of lot 35, con. B, Nepean...	2 acres.....
Not signed 1891	10 years . . .	Clark Hamilton....	Pt. lot 38, in 4th con. Kingston.....	7 acres.....
Letters 82331 Sept., 1890	Pleasure of the Government.	J. McNicol.....	May drain water only from his house on Bank St. road, above swing bridges.	
April 21, '91	do ..	W. D. Morris.....	Pt. of Reserve on lot K, con. C, Nepean.	1.20 acres....
June 22, '91	do ..	J. & T. Ballantyne..	do do F, do	2 roods, 19 per.
Sept. 18, '91	do ..	Estate T. McKay. . .	do do K, do . . . . .	. . . . .
<i>Welland Canal.</i>				
Dec. 18, '90	Pleasure of the Government.	Grand Trunk Ry. Co.	Lay pipe on lot S. ½ 21, 5th con., Humberstone.	69' x 5'
March 28, '91	do ..	L. McGlashan . . .	Lots 20, 21, 22 and pt. 12, George street, Petersburg.	130' 8" x 314'.. . . .
Not signed. . .	do ..	St. Catharines & Niagara Central Ry. Co	Lot 15, tp. Thorold, above Lock 24.....	8.63 acres....
<i>Trent Valley Canal.</i>				
Not signed. . .	Pleasure of the Government.	Midland Railway of Canada.	Wharf lot east of Lake Katchewanooka, Lakefield.	594 feet.

No. 16.

MENT SHOWING

of Railways and Canals, during the Fiscal Year ended 30th June, 1891.

For what Purpose used.	Amount of Water Power 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.	
Watering, &c...		July 1, '90	\$ 1 00	\$ 1 00	July 1...	July 1, '90	In advance.
Fire protection.	24" tapering to 12" pipe.		Free				Verbally [permitted.]
Lime shed		Oct. 1, '90	100 00	100 00	Oct. 1...	Oct. 1, '90	In advance.
Meat packing factory.	4" pipe...	Sept. 1, '89	40 00	40 00	Sept. 1...	On delivery of lease.	do
Storage of wood and coal.		May 1, '91	40 00	40 00	May 1...	do	
		Oct. 8, '90	1 00	1 00	Oct. 8...	Oct. 8, '90	In advance.
		July 1, '91					
			Engine \$10 per day, each car 50 c. per day. Each 50c. per day.				For tracklaying, &c.
							do
		Jan. 1, '90	2 00	2 00	Jan. 1...	On delivery of lease.	In advance—Supersedes lease No. 4549.
Grist and flour mill.	All surplus water, from pond only.	July 1, '90	105 00	52 50	Jan. 1, July 1.	July 1, '90	In advance.
Drainage			Free				
Ornamental grounds.		Aug. 1, '90	2 00	2 00	Aug. 1...	On delivery of lease.	Supersedes lease No. 5688.
Barrel stave factory.		Jan. 1, '91	20 00	20 00	Jan. 1...	do	
Ornamental grounds.		Sept. 1, '91	1 00	1 00	Sept. 1...	do	
Water fore engines not over 500 gals. per day.	5' pipes	Dec. 1, '90	1 00	1 00	Dec. 1...	On delivery of lease.	
Plated goods factory.		March 1, '91	24 00	24 00	March 1...	do	
		May 1, '91	200 00	200 00	May 1...	do	
		July 1, '90	1 00	1 00	July 1...	On delivery of lease.	

52ND. PROPERTY PURCHASED, or Damaged, by the Department of Railways and Canals, during the Fiscal Year ended 30th June, 1891.

Date of Signature.	Who sold to Her Majesty.	PROPERTY PURCHASED, &c.			County.	Area of Land.	Amount Paid.	Remarks.
		Lot.	District, Parish or Township.	Annapolis and Digby Railway.				
Aug. 29, 1890.	I. J. Whitman	120a	Clements.	Annapolis	5,000 ft.	.....	
Dec. 4, 1889.	E. A. Ambrose <i>et al.</i>	26a, 26b, 26c	Deep Brook.	do	3.40	1,400 00		
Feb. 14, 1891.	W. Pinkney	68a, 68b, 68c	Clements	do	3.82	301 00		
Oct. 23, 1890.	W. Starrett	156a, 156b	do (Upper)	do	0.07	8 40		
April 1, 1890.	J. Sandford	154a, 154b	do	do	0.04	5 40		
do 4, 1890.	I. Purdy	153a, 153b	do (Upper)	do	0.04	6 00		
Dec. 13, 1889.	C. M. Card	28	Bear River	do	0.11	650 00		
do 31, 1889.	C. Jones	42	Clements	do	0.33	200 00		
Jan. 2, 1889.	G. H. Carey	97	Clementsport	do	1.03	80 00		
do 7, 1889.	I. Jones	33	do	do	0.79	100 00		
Dec. 11, 1889.	T. Tracey	38	do	do	1.20	90 00		
do 10, 1889.	J. Rawding	36	do	do	0.43	225 00		
Jan. 2, 1890.	E. C. Berry and E. Rawding	35	do	do	0.72	75 00		
Dec. 24, 1889.	S. A. Roop and W. A. Gilliat	44	do	do	1.13	600 00		
do 4, 1889.	D. Pinkney	31	Clements	do	4.14	306 00		
Jan. 25, 1880.	E. J. and M. Adams	29	do (West)	do	2.23	100 00		
Dec. 3, 1889.	W. Pinkney	32	do (do)	do	1.60	75 00		
Jan. 21, 1890.	J. Lowe	Lot.	Clementsport.	do	0.70	20 00		
June 14, 1890.	J. Robinson	155a, 155b	Annapolis	do	0.10	12 00		
do 30, 1890.	T. Cann	155a, 155b	do	do	0.25	35 00		
July 3, 1890.	C. E. Taylor	30	Clements	do	0.02	45 00		
April 30, 1890.	R. W. Potter	118a	do (Upper)	do	10 00	75 00		
June 28, 1890.	S. Powlby	152a, 152b	do (do)	do	0.69	10 80		
do 25, 1890.	J. Lacey	165a, 165b, 167a	Annapolis	do	1.38	107 10		
July 8, 1890.	N. Woodbury & F. J. Balcom	158a, 158b	Upper Clements	do	0.24 ¹ / ₂	30 00		
do 10, 1890.	S. F. Whitman	151b	do	do	0.04	5 00		
March 10, 1890.	W. H. Long	32	Clementsport.	do	0.13	20 00		
May 3, 1890.	C. Pinkney	27	Bear River	do	0.01	20 00		
July 18, 1890.	J. E. Harris	150b, 150c	Upper Clements.	do	0.12	14 40		
June 28, 1890.	H. P. Hardwick	157a, 157b	do	do	0.28	33 60		
Dec. 26, 1890.	C. McLaughlin, <i>et ux.</i>	43	Clementsport	do	0.56	100 00		
March 18, 1891.	J. S. Rice	169a	Annapolis	do	0.04	4 80		
Jan. 3, 1891.	Heirs of G. Ryerson	139a, 139b, 141a, 141b	Upper Clements	do	0.40	45 40		
March 11, 1891.	P. Hicks and C. Purdy	151a	Clementsport	do	0.04	4 80		
Feb. 16, 1891.	E. R. Pinkney	67a, 67b	Clements	do	3.18	394 00	Between river and lot 39.	

[1891]

April 30, 1890.	J. Horsfall.	140a, 1406	do (Upper).....	do	0.41	41 00	Fences and ditches.	
July 29, 1890.	N. and J. H. Merritt.	147a, 1476	Clementsport	do	0.09	10 80		
Aug. 4, 1890.	D. Harris, et al.	148a, 1486	Upper Clements	do	0.02	2 40		
Aug. 20, 1890.	Trustees Methodist Chureh.	41	Clementsport	do	0.02	30 00		
July 3, 1890.	J. M. Owen.	170a	Annapolis	do	0.05	3 60		
April 1, 1890.	A. Fullerton.	152 $\frac{1}{2}$ a, 1523b	do	do	0.09	10 80		
Dec. 9, 1890.	W. A. McLeod.	171a, 1716	do	do	0.10	14 00		
Aug. 15, 1890.	Potter Bros.	143a, 1436	Upper Clements	do	0.25	25 00		
Nov. 2, 1890.	J. Burrill	45	Clementsport	do	0.85	275 00		
Dec. 6, 1890.	W. Dargie	172a, 1726	Annapolis	do	0.30	36 00		
June 30, 1890.	M. W. O'Dell, et al.	149a, 1496	Upper Clements	do	0.04	120 00		
May 15, 1890.	W. H. Ray	150a, 1506	Clementsport	do	0.13	120 00		
Oct. 23, 1890.	E. Robinson	142a, 1426	Upper Clements	do	0.09	10 00		
Aug. 11, 1891.	Executors of W. S. Gilpin.	1 & 2	Township of Digby	Digby	0.52	700 00		
<i>Beauharnois Canal.—Fences and Ditches, Bridges, &c., Maintenance.</i>								
April 16, 1891.	Toussaint Daoust.	355	Parish of St. Clement de Beauharnois	Beauharnois	21 87		Fences and ditches.
do 16, 1891.	F. Daoust.	356	do	do	.....	20 00	
do 16, 1891.	E. Groulx.	364	do	do	.....	22 25	
do 16, 1891.	O. Trudel.	366	do	do	.....	11 13	
do 21, 1891.	J. Ellis.	370, 371	do	do	.....	81 58	
do 16, 1891.	L. Godin	374	do	do	.....	44 50	
do 16, 1891.	P. Carlier.	379	do	do	.....	6 67	
do 26, 1891.	J. B. and J. Groulx.	378	do	do	.....	21 87	
do 16, 1891.	J. Smith.	Pt 379	do	do	.....	4 44	
do 16, 1891.	W. St. Michel.	Pt 379	do	do	.....	6 67	
do 16, 1891.	J. Lebeuf.	Pt 379	do	do	.....	4 44	
do 16, 1891.	A. Montpetit	Pt 379	do	do	.....	4 44	
do 24, 1891.	C. Pregel.	Pt 379	do	do	.....	7 55	
June 16, 1891.	S. Lalonde, <i>es quel</i>	395	do	do	.....	13 33	
April 17, 1891.	P. Laberge	384	do	do	.....	21 87	
do 18, 1891.	Widow A. Boyer	385	do	do	.....	43 75	
Dec. 10, 1890.	M. Lebeuf	391	do	do	138 54	Fences, ditches, bridges, &c.	
do 10, 1890	do	388	do	do	43 75	Fences and ditches.	
do 10, 1890	do	389	do	do	58 33	do	
May 7, 1891.	F. Pilon	394	St. Timothée (Parish)	do	72 91	do	
do 7, 1891.	A. Besette.	2 & 6	do	do	72 91	do	
Dec. 11, 1890.	J. Payment	7	do	do	43 75	do	
do 16, 1890	B. Payment	8	do	do	43 75	do	
Jan. 4, 1891.	F. Pilon.	9	do	do	43 75	do	
Dec. 10, 1890.	A. Daoust	10	do	do	43 75	do	
do 10, 1890.	A. Daoust, pere	13	do	do	43 75	do	
do 10, 1890.	N. Papineau.	14	do	do	43 75	do	
do 10, 1890.	do	17	do	do	43 75	do	
do 10, 1890.	P. Thicoret	18	do	do	43 75	do	
do 20, 1890.	A. Miron, pere	19	do	do	43 75	do	

Should be \$5.16.

2ND. PROPERTY PURCHASED, OR DAMAGED, &c.—Continued.

Date of Signature.	Who sold to Her Majesty.	PROPERTY PURCHASED, OR DAMAGED.			Area of Land.	Amount Paid.	Remarks.
		Lot.	Parish, or Township, or District.	County.			
March 30, 1891.	A. Mercier.	25	Beauharnois Canal.—Fences and Ditches, Bridges, &c., Maintenance—Continued.	Beauharnois	29 17	Fences and ditches.	
do 30, 1891.	do	26	do	do	58 33	do	
Dec. 10, 1890.	P. Theoret	24	do	do	43 75	do	
April 14, 1891.	N. Papineau	24	do	do	58 33	do	
Dec. 20, 1890.	A. Miron, père.	33	do	do	43 75	do	
do 15, 1890.	A. Meloche.	37	do	do	29 17	do	
do 12, 1890.	J. Meloche	40	do	do	29 17	do	
do 12, 1890.	do	41	do	do	29 17	do	
do 12, 1890.	do	44	do	do	43 75	do	
do 11, 1890.	J. Julien, fils adoptif d'Am- broise	45	do	do	43 75	do	
do 10, 1890.	A. Julien, fils de Frs.	48	do	do	43 75	do	
do 12, 1890.	A. Belair	49	do	do	43 75	do	
do 10, 1890.	N. Mathien	54	do	do	43 75	do	
do 10, 1890.	do	55	do	do	43 75	do	
May 9, 1891.	East. Langevin.	58	do	do	12 50	Discharge.	
Dec. 10, 1890.	E. Bergevin, fils	58	do	do	29 17	Fences and ditches.	
Jan. 22, 1891.	E. Dagneault	68	do	do	87 50	do	
do 22, 1891.	do	69	do	do	29 18	do	
Dec. 11, 1890.	F. Boyer	101	do	do	43 75	do	
do 15, 1890.	Fabrique St. Timothée	116	do	do	43 75	do	
do 12, 1890.	A. Chaburet.	$\frac{2}{3}$ N.E. 120	do	do	29 17	do	
do 27, 1890.	A. Bergevin.	$\frac{1}{3}$ S.W. 120	do	do	14 58	do	
do 11, 1890.	N. Papineau	126	do	do	43 75	do	
do 10, 1890.	L. Lebeuf	Pt 144	do	do	14 58	do	
do 10, 1890.	D. Bougre.	145	do	do	29 17	do	
do 10, 1890.	D. Durocher.	146	do	do	43 75	do	
March 10, 1891.	F. Lebeuf, fils de Basile	149	do	do	43 75	Fences, ditches, bridges and discharges.	
Dec. 22, 1890.	Alf. Leduc, fils de Louis.	153	do	do	87 50	Fences and ditches.	
do 15, 1890.	Ant. Leduc, fils de Louis.	156	do	do	87 50	do	
do 11, 1890.	Nap. Leduc, fils de Louis.	157	do	do	87 50	do	
do 10, 1890.	Mrs. M. C. Depocas.	160	do	do	43 75	do	
Jan. 3, 1891.	Z. Dubois, es qual.	161	do	do	43 75	do	

Date	Name	Parish	Location	Amount	Category
do	A. Bergevin et al.	do	do	164	Fences, ditches, bridges and discharges.
do	A. & E. & L. Bergevin	do	do	167	Fences and ditches.
do	J. Leger	do	do	169	do
do	do	do	do	172	do
do	do	do	do	173	do
Dec.	G. & F. Faubert	do	do	176	do
do	C. Mahaire.	do	do	177	do
do	F. Poirier.	do	do	105	do
do	J. Sauvé	Parish of St. Cecile	do	180	do
do	do	Parish of St. Timothée.	do	181	do
do	F. Poirier.	do	do	186	do
do	do	do	do	189	do
April	J. Sauvé.	do	do	190	do
Dec.	E. Lefebvre.	do	do	102	do
do	do	Parish of Ste. Cecile.	do	109	do
do	T. Daoust	do	do	110	do
do	do	do	do	113	do
April	T. Leboeuf	do	do	Pt 113	do
do	A. Lebeuf.	do	do	Pt 113	do
do	Widow J. Meloche.	do	do	358 & 356	do
Aug.	E. Pagnault	Parish of St. Timothée	do	68, 69	do
July	J. Julien, fils de Louis.	do	do	34	do
do	J. Sauvé & T. Daoust	Parish of Ste. Cecile.	do	206	do
do	J. Sauvé.	Parish of St. Timothée.	do	185	do
do	L. Bergevin.	do	do	167	do
do	T. Brossoit & T. Daoust.	do	do	357	do
June	C. H. Prigent, fils.	Parish of St. Clement.	do	362	do
do	N. Mathieu.	do	do	54, 55	do
Dec.	P. N. Tait	1st Con. Cornwall	Stormont.	W. $\frac{1}{2}$ 26	250 00
do	D. Tait	do	do	E. $\frac{1}{3}$ 28 and W. $\frac{2}{3}$ 27.	1,500 00
Mar.	S. H. Barnhardt.	do	do	W. $\frac{1}{2}$ 31	1,600 00
May	Executors of Wm. Mattice	do	do	12	850 00
do	Estate Hon. J. S. McDonald	do	do	12	1,850 00
June	J. N. Dixon.	do	do	E. $\frac{1}{2}$ 32	450 00
Nov.	N. McNeil	Jamesville	Victoria	166a	Converted back to him by Her Majesty.
Jan.	do	do	do	167a	Release for damages to Her Majesty.
do	A. McNeil	Grand Narrows.	do	177, 181	725 41
Feb.	J. McNeil et al.	do	do	180	300 00
Oct.	Rev. H. McLeod.	Town of Sydney	Cape Breton	250	Discharge. do
					663 00

2ND. PROPERTY PURCHASED, OR DAMAGED, &c.—Continued.

Date of Signature.	Who Sold to Her Majesty.	PROPERTY PURCHASED OR DAMAGED.		Area of Land.	Amount Paid.	Remarks.
		Lots.	Township or District.				County.
<i>Cape Breton Railway—Continued.</i>						
Sept. 21, 1890	P. D. Lewis <i>et al.</i>	239	Town of Sydney	Cape Breton	180 40	Discharge.
Jan. 29, 1891	H. F. McDougall <i>et al.</i>	1	Grand Narrows	do	2,628 91	do
July 17, 1891	do	21 & 34	Christinas Island	do	382 43	do
Aug. 13, 1890	J. G. Bourinot		Sydney	do	1 00	do
Mar. 18, 1891	R. Nicholson		Long Island	do	75 00	do
June 23, 1891	H. McNeil	127 ^a	Boisdale	do	200 00	do
do 23, 1891	A. McNeil	127 ^a	do	do	480 00	do
do 9, 1891	J. McArthur	139	do	do	75 00	do
Sept. 9, 1891	C. G. Swann	near 29	Town of North Sydney	do	1 00	do
do 9, 1891	W. Cuard	29	do	do	1 00	do
do 30, 1891	J. McArthur	139	Boisdale	do	153 40	do
Mar. 30, 1889	W. England	4	Georges River	do	10 00	North Sydney extension.
do 2, 1889	W. Almon	7	do	do	20 00	do
do 2, 1889	J. Almon	8	do	do	0 11	do
Feb. 21, 1889	A. Watson	15	do	do	20 00	do
Mar. 18, 1889	J. Almon	17	do	do	2 47	do
Feb. 21, 1889	J. Moore, sen.	21	do	do	200 00	do
Oct. 22, 1887	Sydney Town Council.		furnish free right of way from	Freshwater Creek	100 00	do
Not settled yet.	Town Council of N. Sydney	do	do	Johnston's lot to	100 00	do
				Irving's wharf.	Point, in Town of Sydney.	do
<i>Carillon Dam—(Damages.)</i>						
Nov. 11, 1890	T. Ranger.	cad. 398	Block C, 1st r. Chatham	Aiguteuil	30 00	do
Jan. 9, 1891	D. Filion <i>et al.</i>	N. W. pt. 6	1st Con. Hawkesbury	Prescott	20 00	do
do 19, 1891	J. Clairmont <i>et al.</i>	N. E. pt. 6	do	do	60 00	do
<i>Intercolonial Railway.</i>						
Jan. 19, 1891	Sir John A. Macdonald		Declaration of ownership of ship			
do 19, 1891	do to E. A. Bent.		"Mayflower"		2,000 00	
June 30, 1890	W. B. Hamilton		Bill of sale of ship "Mayflower"		3,119 20	
			Land for Dartmouth Branch			
				ac.	0 24	

[1891]

Date	Party	Cad. lot	Location	Levis, Hants, N.S.	31 ft. front	Exchanged	Pt. of Chapman property
April 23, 1891	W. R. Boisvert	393	St. Laurent Ward, Levis	Levis, Hants, N.S.	10,700 ft.	800 00	Crown grant to him.
July do	R. McLearn		do	do	10,700 ft.	do	He transfers to Crown.
April 15, 1878.	W. Hazen et al and Madras School Trustees		Land at St. John, N. B., along Bond street.		5.40 acres	32,500 00	
<p><i>Ottawa River—Damages by Dams at Roche Fenou and Grand Calumet Falls—(Calumet Works.)</i></p>							
Oct. 2, 1890.	Mrs. P. Brousseau et al.	21	1st r. Grand Calumet			60 00	Damages.
May 8, 1890.	J. Hainraty.	23	do			50 00	do
do 14, 1890.	E. Davis	14	do			300 00	do
Sept. 22, 1890.	J. Somerville et al.	N. E. ½ 19	Mansfield			82 00	do
Oct. 7, 1890.	G. Cahill	5	Litchfield			195 00	do
May 17, 1890.	H. Laporte	G. H.	5th r. Grand Calumet			30 00	do
Nov. 27, 1890.	Corporation Fort Coulonge.		Roads in village of Fort Coulonge			1,000 00	do
do 27, 1890.	do		do			1,500 00	do
do 26, 1890	do		do			5,750 00	do
Jan. 20, 1891.	A. Lamarche et al.	18	do			130 00	do
Dec. 20, 1890.	J. Dufout, jur.	7	2nd r. Grand Calumet			85 00	do
do 20, 1890	do	9	do			10 00	do
Jan. 17, 1891	D. Frost	N. ½ 1	R. B. Mansfield			275 00	do
May 18, 1891	J. U. Laporte	4	South r. Grand Calumet			42 00	do
Dec. 20, 1890.	A. Leblanc.	3	do			100 00	do
Aug. 14, 1890.	J. Rivet	8, 9, 10, 12	North R.			200 00	do
Jan. 2, 1891	W. G. LeRoy.	7	N. of Front st., village of Bryson.			250 00	do
Aug. 10, 1891.	Mrs. D. Moorhead et al.	8	1st r. Litchfield			425 00	do
June 19, 1891	J. Prondfoot et al	1	R. A, Mansfield			100 00	do
<p><i>Lachine Canal.</i></p>							
May 8, 1891.	Corporation Town of Lachine.		Bond to pay all costs of expropriation of cad. lots 933, 932, 930, St. Anges de Lachine				
June —, 1891.	do		Resolution to maintain covered drain				For covered drain.
<p><i>Oxford and New Glasgow Ry.</i></p>							
Sept 29, 1890	Montreal and European Short Line Railway Co.		Right of way and all lands, mon- eys, &c.	Cumberland and Colchester		103,140 72	
Nov. 13, 1890	D. McLeod	92, 98		Pictou.	6 66	200 00	
Dec. 13, 1890	A. McDonald.	95, 95½		do	2 85	28 50	
do 13, 1890	L. & E. Hayward.	94		do	1 47	34 96	
Sept. 20, 1890	A. W. Campbell	106		do	2 88	25 39	

[1891]

2ND. PROPERTY Purchased, or Damaged, &c.—Continued,

Date of Signature.	Who sold to Her Majesty.	Lot.	PROPERTY PURCHASED, &c.		County.	Area of Land.	Amount Paid.	Remarks.
			District, Parish or Township.	—Continued.				
Jan. 10, 1891.	P. F. McConnell.	107			Pictou.	0.51	5 51	
July 5, 1890.	C. H. Munro.	123, 123½			do	3.00	45 00	
Dec. 8, 1890.	W. Elliott.	74			do	1.92	7 08	
Nov. 22, 1890.	J. & D. Sutherland.	55			do	1.25	66 00	
Oct. 6, 1890.	Alliance Society.	93			do	2.93	31 84	
Nov. 14, 1890.	W. O'Grady	134			do	2.24	49 28	
do 14, 1890.	do	134 ^a			do	0.53	25 00	} Logan Tannery siding.
Sept. 9, 1890.	J. Johnston.	10			Colchester	50 00	50 00	
May 23, 1891.	J. H. Brown	152			Pictou.	8.66	562 90	
do 29, 1891.	W. Brown	152			do	8.66	1 00	His interest.
June 4, 1891.	J. O'Grady	133½			do	0.48	21 60	Logan Tannery siding.
March 18, 1891.	Jane Rae (Guardian)	86, 86½			do	6.77	146 23	
Feb. 26, 1889.	D. Campbell	96 ^a			do	.....	.....	} Use of borrow pit.
do 26, 1889.	D. Clark	83 ^a			do	.....	5 00	
July 22, 1888.	N. Bigney	51½			do	.....	16 80	do
do 18, 1888.	G. McIntosh <i>et al.</i>	91 ^c			Cumberland	0.17	2 00	
do 18, 1890.	J. A. Robertson.	89 ^a			do	0.37	10 00	
June 16, 1891.	C. J. Scott	73½			do	0.32	2 00	
July 15, 1890.	F. & G. Battye.	70, 70 ^a , 70½			do	9.60	1,500 00	
					do	1.27	.....
					do	0.86	.....
Sept. 9, 1890.	A. Wilson	48, 49			do	4.47	115 38	
June 2, 1890.	R. S. Morse.	41 ^a , 41 ^b			do	5.86	.....
July 17, 1890.	W. Crawford.	39 ^a			do	1.22	16 00	
March 10, 1890.	W. H. Macdonald.	38, 38 ^a , 38 ^b			do	0.86	8 00	
Aug. 12, 1890.	A. N. & R. B. Fillmore.	35 ^a			do	5.13	15 00	
July 17, 1890.	J. W. Mattinson	28 ^a , 28 ^b			do	2.26	25 00	
June 28, 1890.	J. D. Embree.	20½			do	1.74	8 00	
Dec. 5, 1890.	J. J. Tucker <i>et al.</i>	11 ^a , 11 ^b			do	3.75	375 00	
Aug. 24, 1891.	J. D. Henderson	69			do	4.50	65 25	This supersedes deed of 12th Sept., 1888.
do 24, 1891.	J. W. Henderson <i>et al.</i>	68, 69 ^a			do	9.17	52 25	This supersedes deed of 14th Nov., 1888.

Beleau Canal Damages (Releases).		Canadian Pacific Railway.		Canadian Pacific Railway (Pembina Branch) - Con.	
April 18, 1891.	G. Patterson.	E ½ 37, W ½ 38	6th con. Kingston.	Frontenac.....	100 00
do 25, 1891.	T. Donoghue	W ½ 3	3rd con. Pittsburg	do	67 00
May 2, 1890.	T. Connell	W ½ 3	do	do	30 00
April 30, 1891.	A. Martin	1	do	do	140 00
May 2, 1891.	E. & W. Milton.	4	do	do	130 00
do 14, 1891.	D. McBride.	E pt. 3	do	do	40 00
do 12, 1891.	J. Darragh.	E ½ 2	do	do	100 00
do 16, 1891.	J. Scott.	S & W ½ 35	do	do	75 00
do 16, 1891.	M. Fowler.	S ½ W ½ 37	6th con. Kingston	do	60 00
June 26, 1891.	L. J. Joyce et al.	W ½ 18	6th con. Pittsburg	do	100 00
May 13, 1891.	J. R. Birmingham et al.	15	do	do	370 00
June 23, 1891.	E. W. Hodgson.	6	6th con. Storrington	do	190 00
April 13, 1891.	Dept. of Interior to Dept. of Railways and Canals	Sub-lots 51, 52 of lot 22	Gore of Gloucester.	Carleton.....	For stone quarry for canal
Nov. 4, 1890.	J. B. McKillop.	S E ¼ sec. 5	Tp. 3, r. 3 E.	Pembina Branch	8 00
July 13, 1889.	Beatty & Mackenzie.	SW ¼ 30 & N ¼ NW ¼ 19	8, r. 4 E.	do	Torrens certificate.
Feb. 18, 1888.	J. F. Ruttan.	N E ¼ 36	7, r. 3 E.	do	40 00
Sept. 30, 1890.	A. S. Irving	S ½ SW ¼ 31	8, r. 3 E.	do	10 00
Jan. 8, 1891.	Manitoba and North-West Land Co. (Limited)	2, 3	Block 5, Town of Einerson.	do	0 10
		7, 8, 9, 10	do	do	0 19
		1, 2	do	do	0 10
		2, 3	do	do	0 05
		5	do	do	0 025
Feb. 17, 1891.	P. A. Mittlebury	1, 2	do	do	1 00
do 28, 1891.	V. Nadeau.	7, 8, 9, 10, 2, 3, 5	do	do	5 00
April 18, 1891.	A. J. Hellwell.	S ½ S ½ NW ¼ 7	do	do	30 30
		S W ¼ & S ½ NW ¼ 38	Tp. 6, r. 4 E.	do	Quit claim.
Jan. 22, 1891.	H. J. Dexter (vs Ruttan)	N E ¼ 36	7, r. 3 E.	do	1 00
March 7, 1887.	T. Clarke.	32	Ste. Agathe.	do	103 40
Aug. 17, 1891.	G. Dunnerin	N E ¼ 1 & S ½ S E ¼ 12	Tp. 5, r. 3 E.	do	Torrens certificate.
Aug. 27, 1890.	L. N. B. Wyse.	N. E. ¼ and N. ¾ S. E. ¼ 13, Tp. 8, R. 3 E.			30 00
July 4, 1891.	E. P. Simcox.	N. W. ¼ 33, Tp. 2, R. 3 E.			38 20
Feb. 19, 1891.	N. G. Ritchot.	N. W. ¼ and N. ¾ S. W. ¼ 18, Tp. 8, R. 4 E.			30 00
July 15, 1891.	Bertrand & Holiday	Lot 220, St. Andrews, outer 2 miles N. extension			7 00
do 30, 1891.	N. Macheson.	do			7 50
do 20, 1891.	T. Truthwaith	Lot 176			1 50
Oct. 7, 1891.	W. F. Alloway.	Lot 95, St. Clement			7 60

2ND. PROPERTY PURCHASED, or Damaged, &c.—Continued.

Date of Signature.	Who sold to Her Majesty.	PROPERTY PURCHASED, &c.	County.	Area of Land.	Amount Paid.	Remarks.
March 26, 1891.	Estate W. Inkster.	Lot 3, Kiltouan. <i>(Stonewall Branch.)</i>		Acres.	\$ cts. 82 06	Receipt—Judgment of Exchequer Court.
Aug. 15, 1890.	J. Clare.	S.E. $\frac{1}{4}$ sec. 25, Tp. 12, R. 8 E.		6.36		Torrens certificate.
Feb. 3, 1891.	W. Park.	N.E. $\frac{1}{4}$ sec. 26, Tp. 12, R. 8 E.		6.38		do
March 5, 1891.	M. McKay.	N. $\frac{1}{2}$ S.E. $\frac{1}{4}$ sec. 31, Tp. 12, R. 8 E.		6.38		do
Feb. 26, 1891.	J. Ross.	N.W. $\frac{1}{4}$ and N. $\frac{1}{2}$ S.W. $\frac{1}{4}$ 31, Tp. 12, R. 8 E.		6.33		do
May 27, 1891.	D. McArthur.	S.E. $\frac{1}{4}$ and S. $\frac{1}{2}$ N.E. $\frac{1}{4}$ 14, Tp. 12, R. 2 E.			101 38	Heath and Elford.
June 17, 1891.	G. F. Carruthers & D. McArthur.	Lot 4, Kildonan.			83 57	
do 17, 1891.	H. W. Kennedy.	S.E. $\frac{1}{4}$ 21, Tp. 13, R. 2 E.		0.21	2 02	
<i>Trent Valley Railway—(Damages.)</i>						
Sept. 20, 1890.	G. Galoric.	Lot 1, in 16th Con., Harvey.	Peterboro'		100 00	Damages. Buckhorn.
Oct. 6, 1890.	T. Crowley.	E. $\frac{1}{2}$ 19, in 11th Con., Emily.	Victoria		30 00	do do
do 13, 1890.	Ann O'Donoghue.	Lot 23, in 11th Con., do	do		66 00	do do
do 10, 1890.	E. J. Murray.	Lots 5 and 6, in 11th Con., Emnismore.	Peterboro'		50 00	do do
do 11, 1890.	Luke Maloney.	Lot 19, in 10th Con., Emily.	Victoria		100 00	do do
Nov. 20, 1890.	Trustees of H. J. B. Williams.	Lot 32, in 15th Con., Smith.	Peterboro'		100 00	do do
May 23, 1890.	C. Armstrong.	Lot 14, Tupperville village, in 8th Con., Sydney.	Hastings	1.75	1 00	Deed of sale. Otonabee river.
Jan. 16, 1891.	J. N. Telford.	Lots 8 and 7, in 3rd Con., Emnismore.	Peterboro		75 00	Damages—Buckhorn.
do 20, 1891.	A. Holmes.	Burleigh Island (or 15) Smith.	do		200 00	do Burleigh.
do 21, 1891.	R. Perdue.	S. $\frac{1}{2}$ 21, in 12th Con., Emily.	Victoria		60 00	do do
do 27, 1891.	J. Sullivan.	N. $\frac{1}{2}$ 21, in 12th Con., do	do		120 00	do do
do 30, 1891.	M. Devine.	S. $\frac{1}{2}$ 21, in 13th Con., do	do		30 00	do do
do 31, 1891.	J. Owens.	Lot 3, in 10th Con., Emnismore.	Peterboro		10 00	do do
Feb. 13, 1891.	J. Sullivan.	Lot 3, in 9th Con., do	do		70 00	do do
do 16, 1891.	J. Meehan.	Lot 22, in 13th Con., Emily.	Victoria		120 00	do do
do 6, 1891.	P. Gillice.	Lots 22, 23, in 14th Con., Emily.	do		110 00	do do
do 23, 1891.	T. G. Griewe.	Lot 23, in 5th Con., 21, 22, in 6th Con., Douro.	Peterboro'		700 00	do do
do 4, 1891.	M. & C. Crough.	Lot 13, in 5th Con., Emnismore.	do		130 00	do do

Date	Parties	Description	Lot	Area	Location	Value	Notes
Feb. 12, 1891	H. Gillice	E. $\frac{1}{2}$ 1, in 10th Con., Verulam			Victoria	55 00	do
March 28, 1891	T. Murphy	Lot 15, in 6th Con., Ennismore			Peterboro	20 00	do
April 10, 1891	P. McAuliffe	E. $\frac{1}{2}$ and S. W. $\frac{1}{2}$ 20, in 9th Con., Emily			Victoria	25 00	do
June 24, 1891	W. H. Cluxton	Lot 6 and 5, in 18th Con., Harvey			Peterboro	300 00	do
Aug. 6, 1891	E. A. McCracken	W. $\frac{1}{2}$ 29 and 31, in 4th Con., Dummer			Victoria	100 00	do
do 17, 1891	E. A. & R. C. Strickland	E. $\frac{1}{2}$ 2, 5th Con., South Burleigh			Peterboro	50 00	do
<i>Williamsburgh Canals (Rapid Plat Canal).</i>							
Nov. 22, 1890	R. J. Nash	Removal of shops				200 00	Damages.
Jan. 27, 1891	Trustees Methodist Cemetery	Lot 35, in 1st Con., Williamsburgh				340 00	
do 27, 1891	M. Van Allan	E. $\frac{1}{2}$ 1, in 1st Con., Matilda				532 50	
do 27, 1891	G. M. Merkle	Lot 35, in 1st Con., Williamsburgh				100 00	
do 26, 1891	J. Carter	Lots 37, 38 & A, in 1st Con. W. W. W. & Matilda				470 00	
do 27, 1891	O. Casselman	Lot 34, in 1st Con., Williamsburgh				397 00	
do 27, 1891	Est. J. N. Rose, Executors	Lot 36, in 1st Con. do				100 00	
do 27, 1891	J. C. Robertson	E. $\frac{1}{2}$ 35, in 1st Con. do				350 00	
do 27, 1891	John Doran	W. $\frac{1}{2}$ 1, 2 E. $\frac{1}{2}$ 3, in 1st Con., Matilda				3,500 00	
do 27, 1891	Executors estate Jas. Doran	W. $\frac{1}{2}$ 3 & E. $\frac{1}{2}$ 4, in 1st Con. do				2,800 00	
do 27, 1891	Trustees Presbyt. in Cemetery	Lot 36, 1st Con., Williamsburgh				500 00	
do 27, 1891	H. S. Dawson et al.	E. $\frac{1}{2}$ 1, in 1st Con., Matilda				4,500 00	
do 27, 1891	T. Moorhous	E. $\frac{1}{2}$ of W. $\frac{1}{2}$ and W. $\frac{1}{2}$ of E. $\frac{1}{2}$ 5, Matilda				72 50	
Aug. 21, 1891	M. E. Anderson et al.	W. $\frac{1}{2}$ 35, 1st Con., Williamsburgh				108 00	
<i>Welland Canal.</i>							
Nov. 4, 1890	W. Mellanby	W. of West St., Port Colborne village	26		Welland	50 00	Damages.
Aug. 10, 1891	F. J. Hardison	E. of East St., Port Colborne village	C D		do		
March 2, 1891	H. W. Herrick	4th c. Wainfleet	16		do	255 00	do
May 12, 1891	H. A. Rose et al.	5th c. Crowland, in town of Welland	27		do	500 00	do
do 18, 1891	T. F. Brown et al.	5th c. Crowland	H A R		do	1,000 00	Decided.
do 30, 1891	J. Saunders et al.	E. Hill St. and 2 W. Carl St., Port Robinson, on 213 Thorold Tp.	27		do	1 00	do
Aug. 12, 1890	P. Gibbons	1st c. Humberstone	27		do	150 00	Damages by removal of bridge.
do 12, 1890	do	E. of East St., Port Colborne	1		do	300 00	Damage by enlargement.
Sept. 30, 1890	Executors Wm. Gibson	Jones tract, N. Cayuga	N. 2		Haldimand	25 00	Dumville dam (damages)
April 6, 1891	S. Meyer et al.	4th c. S. Cayuga	W. 1		Monck	125 00	do
May 18, 1891	Adm. of D. Auger's estate	2nd c. N. Dover Road, Tp. Dunn	1		do	67 00	do
March 1, 1889	A. Boyle	N. of Main St., Dumville	C		do	50 00	do
June 27, 1891	W. Eddie	4th c. S. Cayuga	8, 9		do	550 00	do

3rd. AGREEMENTS respecting Subsidies in Aid of Construction of

Date of Signature.	Name of Railway Company.	Lines of Railway to be Constructed.	Acts of Canada granting Subsidy.	Amount of Subsidy.	
				Per Mile.	Not more in all than
1890.				\$	\$
May 14.	Irondale, Bancroft & Ottawa Ry. Co.	From Victoria Branch, Midland Div. Grand Trunk Ry., near Kimmount Tp., Snowdon, to Bancroft.	52 V. c. 3	3,200	145,000
Dec. 1.	Central Ry. Co.	From Grand Lake to Norton Station, I. C. R.	52 V. c. 3 53 V. c. 2		128,000 14,400
1891.					
Feb. 2.	Drummond County Ry. Co.	From Drummondville to Ste. Rosalie.	53 V. c. 2		76,800
Not signed	Great Eastern Ry. Co.	From St. Gregoire eastwards towards Chaudière Junction Station, I.C.R.	52 V. c. 3		64,000
1891.					
Feb. 17.	Waterloo Junction Ry. Co.	From Waterloo to Elmira	53 V. c. 2		35,200
April 29.	St. Lawrence & Adirondack Ry. Co.	From Valleyfield to Huntingdon			57,600
Not signed	Quebec Central Ry. Co.	From Tring to Lake Megantic		\$21,191 54 per yr. for 20 years.	288,000
1891.					
June 20.	Great Eastern Ry. Co.	Bridges near Nicolet and St. Francis Rivers.		15 p. ct. on value of structure.	37,500
1890.					
June 25.	North Western Coal & Navig. Co.	From Lethbridge to Crow's Nest Pass	53 V. c. 4	3,840 acres per mile.	

OTTAWA, 30th Oct., 1891.

Railways, entered into during the fiscal year ended 30th June, 1891.

No. of Miles Sub-sidized.	Maximum Grade, Feet per Mile.	Radius of Curvature, not less than	Width of Clearing each side.	Width of Cuttings.	Embankments.	Steel Rails, lbs. per lineal yard.	When to be Completed.	Remarks.
No.	Feet.	Feet.	Ft.	Feet.	Ft.	Lbs.		
50	60	1,000	50	15	20	56	May 1, 1892..	
44½	74	955	.....	.....	.....	52	Dec. 1, 1891..	Trestle bridges.
24	53	2,865	.....	.....	.....	56	Dec. 31, 1891..	
20	33	.....	.....	.....	.....	.....	.....
10¼	53	1,146	33	.....	.....	.....	Nov. 1, 1891..	
18	.....	1,910*	50	.....	.....	.....	July 1, 1893..	*Except in town of Valleyfield 1,273, 1,146, 818 ft. radius curves.
58	60	1,042	.....	.....	.....	.....	July 1, 1893..	
.....	.....	.....	.....	.....	.....	.....	{ July 1, 1892.. July 1, 1894..	
100	Subject to approval of Min. of Railways as to grade, gauge, mileage, location.					.....	{ Aug. 1, 1892.. Dec. 1, 1894..	50 miles from Lethbridge. Balance.

H. A. FISSIAULT.

APPENDIX No. 17.

ALPHABETICAL List of Railways Subsidized by the Parliament of Canada.

A.D.	Designation of Act.	COMPANY OR WORK SUBSIDIZED.	DETAILS OF GRANT.					TOTAL OF GRANT TO EACH COMPANY.		
			Rate per Mile, Money, Land or Rails.	Estimated Number of Miles.	If per Mile, Total for the whole work not to exceed—	If for a term of Years.		No. of Miles Subsidized	Money.	Land.
						Amount	of duration of Instalments.				$	cts.
1889 22 Vic., c. 4.		Alberta Railway and Coal Co., Lethbridge to International Boundary.	6,400 acres	50	15,000 loan.		50		320,000	
1890 53 Vic., c. 3.		Alberta and Athabaska Ry. Co., Bow River, on C.P.R., between Calgary and Crowfoot, to point near Town Plot of Edmonton. (See North-Western Railway Co. of Canada).	6,400 acres	300	14,665 45		300	15,000 00	1,920,000	
1886 49 Vic., c. 10.		Albert Ry. Co., Salisbury to Hopewell. (Iron rails.)	776 tons.							
1888 51 Vic., c. 3.		Albert Southern Ry. Co., Hopewell to Alma.	3,200	16	51,200 00		16	51,200 00		
1884 47 Vic., c. 8.		Amherstburg, Lake Shore and Blenheim Ry. Co.	3,200	20	64,000 00		20	64,000 00		
1889 52 Vic., c. 3.		Amherstburg, Lake Shore and Blenheim Ry. Co. (Metapediac towards Paspebiac, From 20 miles end to Paspebiac.)		70	300,000 00		70	300,000 00		
1884 47 Vic., c. 8.		Baie des Chaleurs Ry. Co. (Subsidy voted for the first section of 20 miles transferred to the second 20 miles, and that for the 70th to the 100th to the subsidy for the 40th to the 70th mile.)					70	620,000 00		
1886 49 Vic., c. 25.										
1886 49 Vic., c. 17.										
1889 52 Vic., c. 3.										
1887 50-51 Vic., c. 24.		Beauharnois Junction Ry. Co., St. Martin's towards Antec.	3,200	30	96,000 00		30	96,000 00		
1885 48-49 Vic., c. 59.		Bellefleur and North Hastings Ry. Co., Madoc to Eldorado.	1,500	7	10,500 00		7	22,400 00		
1886 49 Vic., c. 10.			1,700		11,900 00					
1890 53 Vic., c. 2.		Bellefleur and Lake Nipissing, Belleville to Tweed and Bridgewater.	3,200	30	96,000 00		30	96,000 00		
1890 53 Vic., c. 4.		Brandon and South-Western Ry. Co., from point in Township 1, Range 23 or 24, west of 1st Principal Meridian, to Deloraine.	6,400	17					108,800 00	
1887 50-51 Vic., c. 24.		Brantford, Waterloo and Lake Erie Ry. Co., Brantford to Hagersville or Waterford, or some intermediate point on Canada Southern Railway.	3,200	18	57,600 00		18	57,600 00		

[1891]

1885 48-49 Vic., c. 59.	Brockville, Westport and Point near Newboro' towards Palmer Rapids.	3,200	40	128,000 00	60	192,000 00	
1891 54-55 Vic., c. 8.		3,200	20	64,000 00			
1890 53 Vic., c. 2.		3,200	30	96,000 00	32	102,400 00	
1886 49 Vic., c. 10.	Moncton to Buctouche.	3,200	2	6,400 00			2,176,000
1887 50-51 Vic., c. 24.	From W. end of section subdivided to Moncton.	3,200	190				
1890 53 Vic., c. 4 and c. 5	Calgary and Edmonton Ry. Co., from Calgary to a point at or near Edmonton, and from Calgary to International Boundary.	6,400 ac.	150				
1885 48-49 Vic., c. 59.	Valleyfield to west of Johnson's and Johnson's to Lacolle.	1,600		96,000 00			
1886 49 Vic., c. 10.	Terminus, Ottawa, to Chaudiere Falls.	3,200			53	314,400 00	
1887 50-51 Vic., c. 24.	Canada Atlantic Railway	3,200		38,400 00			
1874 37 Vic., c. 14.	Clarke's Island to Valleyfield.	15% on cost		180,000 00			
1883 46 Vic., c. 2.	For a bridge over the St. Lawrence, at Coteau Landing, on line of Canada Atlantic Ry.	12,000	120	1,440,000 00	120	1,525,250 00	
1881 44 Vic., c. 1.	Canada Central Ry., Pembroke to Callender. do do to recoup Town of Pembroke.			35,250 00			
1890 53 Vic., c. 4.	Canadian Pacific Ry. Co., Callender to Port Arthur, and Selkirk to Kamloops.				2,005	25,000,000 00	
1890 53 Vic., c. 4.	Canadian Pacific Ry. Co.	6,400 acres	60	384,000 acres			384,000
1891 54-55 Vic., c. 10.	Canadian Pacific Ry. Co.	6,400 acres	100	640,000 acres			640,000
1884 47 Vic., c. 8.	From Glenboro' westerly to a proposed branching from Brandon south-westerly.	6,400 acres					
1885 48-49 Vic., c. 58.	From Brandon south-westerly to near Tp. 3, Range 27, west of 1st Principal Meridian, and thence westerly	6,400 acres					
1886 49 Vic., c. 3.	Branch from western end of 100 miles, to a point at or near La Roche, Perceé, Tp. 1, Rge. 6, west of 2nd Meridian.	6,400 acres					
1887 50-51 Vic., c. 24.	From Brandon branch to Deloraine	6,400 acres					
1889 52 Vic., c. 3.	St. Martin's Junction to Quebec do (additional)	6,000	25	160,000 acres			
1884 47 Vic., c. 8.	Connecting Jacques Cartier Union Junc. with North Shore	6,000	160	960,000 00			
1884 47 Vic., c. 8.	For extension of C.P.R.			340,000 00	160	1,500,000 00	
1889 52 Vic., c. 10.	Cap Rouge and St. Lawrence Ry. Co., Lorette to Quebec.	3,200	12	200,000 00			
1889 52 Vic., c. 3.	Bathurst to Caraque.	3,200	36	38,400 00	12	38,400 00	
1889 52 Vic., c. 25.	Caraque to Shippegan Harbour	3,200	67	115,200 00			
1884 47 Vic., c. 8.	Lower Caraque to Shippegan.	3,200	7	76,800 00	67	224,000 00	
1887 50-51 Vic., c. 24.	Head of Grand Lake to Intercolonial Railway, Sussex, N.B.	3,200	40	32,000 00			
1889 52 Vic., c. 3.	Central Ry. Co. N.B.	3,200	43	128,000 00	44	142,400 00	
1890 53 Vic., c. 2.	In extension	3,200		14,400 00			
1888 51 Vic., c. 3.	Iron rails.	4,052 tons.		83,612 54			83,612 54
1888 51 Vic., c. 3.	Chatham Branch Ry., iron rails.	958 tons.		24,439 84			24,439 84

ALPHABETICAL List of Railways Subsidized by the Parliament of Canada—Continued.

AUTHORITY FOR GRANT.	COMPANY OR WORK SUBSIDIZED.	DETAILS OF GRANT.				TOTAL OF GRANT TO EACH COMPANY.						
		Rate per Mile, Money, Land or Rails.	Estimated Number of Miles.	If per Mile, \$ cts. Total for the whole work not to exceed—	If for a term of years, Amount and duration of Instalments.	Money, \$ cts.	Land, Acres.	No. of Miles Subsidized				
1882 45 Vic, c. 55.	Chignecto Marine Transport Ry. Co., Ship Railway—Gulf of St. Lawrence to Bay of Fundy.	3,200	16 85	96,000 00	1/3 yearly instalments of \$85,301 for 20 years	96,000 00		30				
1886 49 Vic, c. 18.		3,200		41,600 00								
1890 53 Vic, c. 2.		3,200		3,200 00								
[1891]	Cobourg, Northumberland and Pacific Ry. Co., Cobourg to Ontario and Quebec Ry.	3,200	30	96,000 00		96,000 00		30				
1887 50-51 Vic, c. 24.	Cornwallis Valley Ry. Co. { Kentville to Kingsport. From end of subsidized line to Kingsport.	3,200	13	41,600 00				14				
1889 52 Vic, c. 3.		3,200	1	3,200 00								
1890 53 Vic, c. 2.	Columbia and Kootenay Ry. Co., Kootenay Lake to near junction of Kootenay and Columbia Rivers	3,200	35	112,000 00		112,000 00		35				
1887 50-51 Vic, c. 24.	Cumberland Ry. and Coal Co., near Spring Hill to near Oxford Village.	3,200	14	44,800 00		44,800 00		14				
1887 50-51 Vic, c. 24.	Dominion Lime Co., from point on Quebec Central Ry. to Dudswell Lime Co.'s quarries	3,200	7	22,400 00		22,400 00		7				
1887 50-51 Vic, c. 24.	Drummond County Ry. Co. { Drummondville towards Nicolet From end of subst. line to Ball's Wharf, St. Lawrence River.	3,200	30	96,000 00				58 50				
1889 52 Vic, c. 3.		3,200	4 1/2	14,400 00								
1890 53 Vic, c. 2.	Drummondville to Ste. Rosalie	3,200	24	76,800 00								
1883 46 Vic, c. 25.	Elgin, Petitecodiac and Petitecodiac to Havelock Corner	3,200	12	38,400 00		38,400 00		12				
1888 51 Vic, c. 3.	Havelock Ry. Co. { Iron rails	3,200	2,201 tons	44,252 82		44,252 82						
1884 47 Vic, c. 8.	Erie and Huron Ry. Co. { Wallaceburg to Sarnia.	3,200	30	96,000 00		96,000 00		52				
1890 53 Vic, c. 2.	Esquimaux and Nanaimo Ry. Co., Esquimaux to Nanaimo, Vancouver's Island.	3,200	22	70,400 00								
1884 47 Vic, c. 6.	For a line, Fredericton <i>via</i> Oromocto and Gagetown to New Brunswick Railway	3,200	71	228,320 00				71				
1890 53 Vic, c. 2.	Fredericton and St. Mary's Bridge Co., for a bridge over the St. John River at Fredericton.	3,200	30	96,000 00	Loan of 80 p. c. on cost repayable in 15 yrs.	96,000 00		30				
1887 50-51 Vic, c. 26.		300,000 00		300,000 00			300,000 00					
1889 52 Vic, c. 3.				30,000 00		30,000 00						

1889 52 Vic., c. 3.	Grand Trunk, Georgian Bay and Lake Erie Ry. Co., from Tara or point between Tara and Hepworth to the Town of Owen Sound.	3,200	15	48,000 00	15	48,000 00
1886 49 Vic., c. 10.	Yamaska to River St. Francis. St. Francis to St. Grégoire. St. Grégoire towards Chaudière Junction, I.C.R. To bridge Nicolet and St. Francis Rivers.	3,200	10	48,000 00	15 p. c. on cost.	229,500 00
1887 50-51 Vic., c. 24.		3,200	30	96,000 00		
1891 54-55 Vic., c. 8.		3,200	20	64,000 00		
1889 52 Vic., c. 3.		3,200	20	64,000 00		
1889 53 Vic., c. 2.	St. Jérôme to New Glasgow. New Glasgow or St. Lin to Montcalm. St. Andrew's to Lachute. At or near Montcalm to C.P.R., between Joliette and St. Félix de Valois.	3,200	10	37,500 00	15 p. c. on cost.	160,000 00
1884 47 Vic., c. 8.		3,200	10	32,000 00		
1886 49 Vic., c. 10.		3,200	18	57,600 00		
1891 54-55 Vic., c. 8.	Great Northern Ry. Co. St. Andrew's to Lachute. At or near Montcalm to C.P.R., between Joliette and St. Félix de Valois.	3,200	7	22,400 00	15 p. c. on cost.	160,000 00
1889 52 Vic., c. 3.		3,200	7	22,400 00		
1890 53 Vic., c. 2.	Great North-West Central Ry. Co., Brandon to Battleford to Guelph. Guelph Junction Ry. Co., from Campbellville, on C.P.R., to Guelph.	3,200	15	45,000 00	15 p. c. on cost.	2,880,000
1886 49 Vic., c. 11.		3,200	15	45,000 00		
1887 50-51 Vic., c. 24.	Halifax Cotton Co., iron rails Harvey Branch Ry. Co., from southern terminus of Albert Railway to Harvey Bank. Hereford to International Ry. Cookshire to Quebec Central Railway at Dudswell.	3,200	16	51,200 00	15 p. c. on cost.	4,335 00
1888 51 Vic., c. 3.		3,200	16	51,200 00		
1887 50-51 Vic., c. 24.	International Railway Co., Sherbrooke to International Boundary. International Railway Co. (Atlantic and North-Western) Montreal to Harbours of St. Andrews, St. John and Halifax, in three Sections.	3,200	3	9,600 00	15 p. c. on cost.	9,600 00
1889 52 Vic., c. 3.		3,200	3	9,600 00		
1886 49 Vic., c. 10.	Hereford Railway Co., way at Dudswell.	3,200	34	108,000 00	15 p. c. on cost.	156,800 00
1889 52 Vic., c. 3.		3,200	34	108,000 00		
1889 52 Vic., c. 3.	International Railway Co., Sherbrooke to International Boundary. International Railway Co. (Atlantic and North-Western) Montreal to Harbours of St. Andrews, St. John and Halifax, in three Sections.	3,200	15	48,000 00	15 p. c. on cost.	156,800 00
1889 52 Vic., c. 3.		3,200	15	48,000 00		
1889 52 Vic., c. 3.	Sec. 1. St. Lawrence to Lennoxville. 2. Moose River to Mattawakeag 3. Harvey to near Salisbury.	3,200	49	156,800 00	15 p. c. on cost.	156,800 00
1889 52 Vic., c. 3.		3,200	49	156,800 00		
1890 53 Vic., c. 2.	Inverness and Richmond Railway Co., Port Hawkesbury to Broad Cove. Frontale, Bancroft and Ottawa Railway Co., Victoria Branch of Midland Railway to Bancroft. McCann Station to Joggins.	1,000	50	50,000 00	15 p. c. on cost.	50,000 00
1884 47 Vic., c. 8.		3,200	50	160,000 00		
1889 52 Vic., c. 3.	Joggins Railway Co., From south end to the wharves, way to Young's Mills.	3,200	12	38,400 00	15 p. c. on cost.	160,000 00
1886 49 Vic., c. 10.		3,200	12	38,400 00		
1887 50-51 Vic., c. 24.	Kent Northern Railway of New Brunswick, from rail- Kingston and Pembroke Ry. Co., Mississippi to Rouffev. Kingston towards Smith's Falls, and Ottawa Ry. Co., Smith's Falls.	3,200	11	4,000 00	15 p. c. on cost.	58,334 27
1889 52 Vic., c. 3.		3,200	11	4,000 00		
1888 51 Vic., c. 3.	L'Assomption Railway Co., L'Assomption to L'Épiphane For a line, Lachine Bank on G.T. Ry. to Rivière-des-Prairies Lake Erie, Essex, and Walkerville to Cedar Creek Stn. Detroit River Ry. Co. (As fixed by Order in Council ...	3,200	15	16,000 00	15 p. c. on cost.	48,000 00
1884 47 Vic., c. 8.		3,200	15	16,000 00		
1889 52 Vic., c. 3.	L'Assomption Railway Co., L'Assomption to L'Épiphane For a line, Lachine Bank on G.T. Ry. to Rivière-des-Prairies Lake Erie, Essex, and Walkerville to Cedar Creek Stn. Detroit River Ry. Co. (As fixed by Order in Council ...	3,200	20	48,000 00	15 p. c. on cost.	48,000 00
1884 47 Vic., c. 8.		3,200	20	48,000 00		
1889 52 Vic., c. 3.	L'Assomption Railway Co., L'Assomption to L'Épiphane For a line, Lachine Bank on G.T. Ry. to Rivière-des-Prairies Lake Erie, Essex, and Walkerville to Cedar Creek Stn. Detroit River Ry. Co. (As fixed by Order in Council ...	3,200	36	115,200 00	15 p. c. on cost.	179,200 00
1884 47 Vic., c. 8.		3,200	36	115,200 00		
1889 52 Vic., c. 3.	L'Assomption Railway Co., L'Assomption to L'Épiphane For a line, Lachine Bank on G.T. Ry. to Rivière-des-Prairies Lake Erie, Essex, and Walkerville to Cedar Creek Stn. Detroit River Ry. Co. (As fixed by Order in Council ...	3,200	35	11,200 00	15 p. c. on cost.	11,200 00
1884 47 Vic., c. 8.		3,200	35	11,200 00		
1889 52 Vic., c. 3.	L'Assomption Railway Co., L'Assomption to L'Épiphane For a line, Lachine Bank on G.T. Ry. to Rivière-des-Prairies Lake Erie, Essex, and Walkerville to Cedar Creek Stn. Detroit River Ry. Co. (As fixed by Order in Council ...	3,200	15	18,000 00	15 p. c. on cost.	48,000 00
1884 47 Vic., c. 8.		3,200	15	18,000 00		
1889 52 Vic., c. 3.	L'Assomption Railway Co., L'Assomption to L'Épiphane For a line, Lachine Bank on G.T. Ry. to Rivière-des-Prairies Lake Erie, Essex, and Walkerville to Cedar Creek Stn. Detroit River Ry. Co. (As fixed by Order in Council ...	3,200	27	118,000 00	15 p. c. on cost.	278,400 00
1884 47 Vic., c. 8.		3,200	27	118,000 00		
1889 52 Vic., c. 3.	L'Assomption Railway Co., L'Assomption to L'Épiphane For a line, Lachine Bank on G.T. Ry. to Rivière-des-Prairies Lake Erie, Essex, and Walkerville to Cedar Creek Stn. Detroit River Ry. Co. (As fixed by Order in Council ...	3,200	50	160,000 00	15 p. c. on cost.	278,400 00
1884 47 Vic., c. 8.		3,200	50	160,000 00		

ALPHABETICAL List of Railways Subsidized by the Parliament of Canada—Continued.

AUTHORITY FOR GRANT.	COMPANY OR WORK SUBSIDIZED.	DETAILS OF GRANT.			TOTAL OF GRANT TO EACH COMPANY.		
		Rate per Mile. Money, Land or Rails.	Estimated Number of Miles.	If per Mile. Total for the whole work not to exceed— \$ cts.	If for a term of years. Amount and duration of Instalments.	Money.	Land. Acres.
A D	Designation of Act.				No. of Miles Subsidized		
1887 50-51 Vic., c. 24	Lake Temiscamingue Colonization Railway Co.	3,200	6	19,200 00	53 50		
1887 50-51 Vic., c. 24			2	12,400 00			
1889 52 Vic., c. 3			10 1/2	33,600 00			
1890 52 Vic., c. 2			15	48,000 00			
1889 52 Vic., c. 4			20	64,000 00			
1890 52 Vic., c. 4	Lake Manitoba Railway and Canal Co.	6,400 acres	17		142		902,000
1890 53 Vic., c. 4	Lac Seul Railway Co., from point at or near Shelley Stn., C.P.R., to a point at or near White Mud Lake, Winnipeg River.	6,400 do	18				115,200
1885 48-49 Vic., c. 59	Leamington and St. Clair Ry. Co., from N. end of sec. subst. to Comber Lindsay, Bobcaygeon and Pontypool Railway Co., Bobcaygeon to Midland Railway.	3,200	14	44,800 00	16		51,200 00
1887 50-51 Vic., c. 24		3,200	2	6,400 00			
1890 53 Vic., c. 2			16	51,200 00			51,200 00
1885 48-49 Vic., c. 60	Manitoba and North-Western Ry. Co., from Portage la Prairie to 20 miles from Prince Albert.	6,400 acres	430				2,918,400
1886 49 Vic., c. 11		6,400 do	26		456		

1885-48-45 Vic, c. 60.	Manitoba South-Western Railway Co., Winnipeg to White Water Lake	6,400 do	150	960,000	218½	1,306,800
1891-54-55 Vic, c. 10.	do	6,400 do	62	396,500 00		
1890-55 Vic, c. 4.	do	6,400 do	61	40,000 00		
1890-53 Vic, c. 2.	Manitoba South-Eastern Railway Co., Winnipeg to a point on west side of the Lake of the Woods.	6,400 do	110		110	704,000
1888-51 Vic, c. 3.	Manitowlin and North Shore Railway Co., Little Current to Algoma Branch of C. P. R.	3,200	30	96,000 00	30	96,000 00
1889-52 Vic, c. 3.	North-Western Railway near Magog, to Ayer's Flat Stn. on the Massawippi Railway.	3,200	25	32,000 00	25	80,000 00
1889-52 Vic, c. 3.	Ayer's Flat to Coaticook.	3,200		48,000 00		
1890-53 Vic, c. 2.	From near Maskinongé or Louiseville towards Parish of St. Michel des Saints, P. Q.	3,200	15	48,000 00	30	96,000 00
1887-50-51 Vic, c. 23.	Extension.	3,200	15	48,000 00		
1885-48-49 Vic, c. 59.	Medicine Hat Railway and Coal Co., Medicine Hat to Coal Fields	6,400 acres	8		8	51,200
1890-53 Vic, c. 2.	From end of subsidized line.	1,000	45	72,000 00		
1885-48-49 Vic, c. 59.	Montreal and Sorel Railway Co., St. Lambert to Sorel.	500	60	40,000 00	45	112,000 00
1885-48-49 Vic, c. 59.	To complete line	500		30,000 00		
1885-48-49 Vic, c. 59.	Brousseau to Dundee.	63	63	64,000 00	63	103,600 00
1887-50-51 Vic, c. 24.	Salmon River at Fort Covington to Massena Springs.	3,200	3	9,600 00		
1888-51 Vic, c. 3.	From end of subsidized line.	5,161	70	361,270 00	70	361,270 00
1890-53 Vic, c. 2.	Montreal and Western Railway Co., St. Jérôme towards Le Dessert.	3,200	10	32,000 00	13-50	42,200 00
1887-50-51 Vic, c. 24.	Montreal and Lake Maskinongé Railway Co., (For extension)	3,200	30	96,000 00	60	192,000 00
1887-50-51 Vic, c. 24.	Montreal and Ottawa (Vaudreuil to Hawkesbury) Railway Co., (From end subst. towards Ottawa.	3,200	30	96,000 00		
1883-46 Vic, c. 25.	Napanee to Tamworth.	3,200	28	89,600 00		
1886-49 Vic, c. 10.	Tamworth to Tweed.	3,200	18	70,000 00		
1887-50-51 Vic, c. 24.	From north end of section subsidized to Tweed.	3,200	1-60	12,800 00	60	204,100 00
1889-52 Vic, c. 3.	Yarker to Harrowsmith and Harrowsmith to W. Sydenham	3,200	3	32,000 00		
1885-48-49 Vic, c. 59.	Edward Ry. Co., Sackville to Fredericton to Miramichi River	3,200	37	118,400 00	37	118,400 00
1885-48-49 Vic, c. 59.	End of line previously subsidized to Robstown.	3,200	40	128,000 00		
1886-49 Vic, c. 10.	Additional between Fredericton and Inchantown and extension to deep water at Chatham	3,200	6	19,200 00		
1885-48-49 Vic, c. 59.	Inchantown to Junction with Northern and Western Ry. at or near Bonestown.	3,200	10	32,000 00	100	320,000 00
1885-48-49 Vic, c. 59.	Northern and Western Railway Co., (at or near Bonestown.)	3,200	44	140,800 00		

[1885-48-49 Vic, c. 59.]

ALPHABETICAL List of Railways Subsidized by the Parliament of Canada—Continued.

A. D.	Designation of Act.	COMPANY OR WORK SUBSIDIZED.	DETAILS OF GRANT.				TOTAL OF GRANT TO EACH COMPANY.				
			Rate per Mile, Money, Land or Rails.	Esti- mated Number of Miles.	If per Mile, \$ cts.	If for a term of years.	No. of Miles Subsidized	Money.	Land.	Acres.	
											Total for the whole and duration of work not to exceed—	Amount of duration of Instalments.	$ cts.
1882-45	Vic., c. 14.	Northern and Pacific Junction Railway Co. { Gravelhurst to Callander (Additional.)	6,000	110	660,000 00	}	}	}	1,320,000 00		
1883-46	Vic., c. 25.		6,000		660,000 00						
1889-52	Vic., c. 3.										
1890-53	Vic., c. 2.										
1889-52	Vic., c. 4.	North-Western Railway Co. of Canada, from Calgary to near Edmonton, and Calgary to Lethbridge. { Medicine Hat to Belly River. do do Lethbridge to Crow's Nest Pass.	10,000 ac.	330		}	}	}	3,300,000		
1885-48-49	Vic., c. 60.		3,800 do								
1889-52	Vic., c. 23.		40 do	109½							
1890-53	Vic., c. 4.		2,000 do								
1887-50-51	Vic., c. 4.	Nova Scotia Central Railway 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		
1888-51	Vic., c. 3.		3,200	46	147,200 00						
1889-52	Vic., c. 3.	Ontario and Pacific Railway Co., Cornwall to Ottawa. { Orford Mountain Ry. Company, Eastman and Kingsbury.	3,200	53	172,400 00	}	}	}	172,400 00		
1887-50-51	Vic., c. 2.		3,200	31	99,200 00						
1891-54-55	Vic., c. 8.	Oshawa Railway and Navigation Co., Port Oshawa towards Raglan { Ottawa and Gatineau Valley Railway Co., Hull Station towards Le Désert.	3,200	7	22,400 00	}	}	}	22,400 00		
1885-48-49	Vic., c. 59.										
1889-52	Vic., c. 3.	Ottawa and Parry (from a point on C.P.R. to Eganville. { Sound Ry. Co., Eganville to Barry's Bay.	3,200	22	320,000 00	}	}	}	320,000 00		
1888-51	Vic., c. 3.		3,200	52	70,400 00						
1890-53	Vic., c. 2.	For a line, Ottawa to Morrisburgh { Parry Sound Colonization Railway Co., Parry Sound to Sundridge. { Hull to Pembroke.	3,200	30	96,000 00	}	}	}	166,400 00		
1889-52	Vic., c. 3.		3,200	52	166,400 00						
1884-47	Vic., c. 8.	Pontiac Pacific { From 3 miles E. of Pembroke to Pembroke Junc. Ry. Co. { Hull to Aylmer.	3,200	82	128,000 00	}	}	}	128,000 00		
1888-51	Vic., c. 3.		3,200	3	272,000 00						
1890-53	Vic., c. 2.		3,200	7½	96,000 00						
1889-52	Vic., c. 3.	Bridging Ottawa at Culbute, &c.	3,200	7½	24,000 00	}	}	}	337,100 00		
1890-53	Vic., c. 2.		3,200	7½	31,500 00						

1889 52 Vic. c. 3.....	Pontiac and Renfrew Railway Co., opposite Brueside on Bristol to Pontiac Pacific Junction Railway, near Quion River.....	3,200	84 $\frac{1}{2}$	6	19,200 00	6	19,200 00
1888 51 Vic. c. 3.	Port Arthur, Duluth & Port Arthur to Gum Flint Lake, and Western Ry. Co. Branch to Kabeka Falls.....	3,200	5	80 $\frac{3}{4}$	271,200 00	89.75	287,200 00
1890 53 Vic. c. 2.	Provincial Government of Quebec, Montreal to Quebec, do do Ottawa.....	6,000	159	279	954,000 00	279	2,394,000 00
1884 47 Vic. c. 8.....	do do Ottawa.....	12,000	120		1,444,000 00		
1885 48-49 Vic. c. 60.	Qu'Appelle, Long Lake (Regina to Long Lake, Long Lake, near Elbow N. and Saskatchewan to Prince Albert and Battleford)	6,400 acres	23 $\frac{3}{4}$			348.33	2,229,383
1887 50-51 Vic. c. 23.	Ry. & Steamboat Co. (Beauce Junction to International Boundary (amended).....	6,400 do	325	348 $\frac{1}{2}$			
1884 47 Vic. c. 8.....	Quebec Central Ry. Co. (St. Francis Station to near Moose River on Atlantic and North-Western.....	3,200	15		60,342 00	105	348,342 00
1888 51 Vic. c. 3.....							
1890 53 Vic. c. 2.....							
1882 45 Vic. c. 14.....	St. Raymond to Lake St. John (St. Raymond to Lake St. John (additional) Junction on North Shore Railway to St. Raymond.....	3,200	120		384,000 00		
1883 46 Vic. c. 25.....		3,200	25		80,000 00		
1885 48-49 Vic. c. 59.		3,200	32		96,000 00		
1886 49 Vic. c. 10.....	50 miles north of St. Raymond to Lake St. John (additional) (Quebec to Lake St. John—being portion uncovered by previous subsidies (additional).....		(95)		186,295 00		
1887 50-51 Vic. c. 25.	Quebec and Lake St. John Ry. Co. (St. John towards Chicoutimi From end of section subsidized from St. John towards Chicoutimi For St. Charles Bridge and from Lovette to Charlesbourg.....	3,200	9		28,800 00		
1888 51 Vic. c. 3.....		3,200	30		96,000 00		
1889 52 Vic. c. 3.....		3,200	20		64,000 00	248	1,003,495 00
1890 53 Vic. c. 2.....		3,200	20		64,000 00		
1891 54-55 Vic. c. 8. }		3,200	12		38,400 00		
1889 52 Vic. c. 3.	Quebec, Montmorency and Charlevoix Railway Co., East bank of St. Charles River to or near Cape Tourmente For a line, Cape Tourmente towards Murray Bay, Red Deer Valley and Coal Co., from Town of Calgary, to point on Township 29, Range 23, west 4th Meridian.....	3,200	30		96,000 00	30	96,000 00
1889 52 Vic. c. 3.		3,200	20		64,000 00	20	64,000 00
1891 54-55 Vic. c. 9. }		3,200	12		38,400 00		
1890 53 Vic. c. 3.....	For a line, Shelburne and Liverpool towards Annapolis, Shuswap and Okanagan Railway Co., from Sicamous to a point on Lake Okanagan.....	6,400 acres	55		240,000 00	55	352,000
1889 52 Vic. c. 8.....		3,200	75		240,000 00	75	240,000 00
1887 50-51 Vic. c. 24.	South Ontario Pacific Railway Co., Port Rowan to Simcoe.....	3,200	51		163,200 00	51	163,200 00
1889 52 Vic. c. 3.....		3,200	17		54,400 00	17	54,400 00
1891 54-55 Vic. c. 8. }		3,200	49		158,400 00	49	158,400 00
1887 50-51 Vic. c. 24.	St. Catharines and Niagara Central Ry. Co. (St. Catharines to Bridge over Niagara River, End at St. Catharines towards Hamilton) (End of 20 miles to Hamilton) For a line, St. Césaire to St. Paul d'Abbotsford.....	3,200	12		38,400 00	16	117,200 00
1889 52 Vic. c. 3.....		3,200	46		64,000 00		
1890 53 Vic. c. 2.....		3,200	20		44,800 00		
1889 52 Vic. c. 3.....		3,200	14		16,000 00	5	16,000 00

ALPHABETICAL List of Railways Subsidized by the Parliament of Canada—*Concluded.*

AUTHORITY FOR GRANT.	COMPANY OR WORK SUBSIDIZED.	DETAILS OF GRANT.			TOTAL OF GRANT TO EACH COMPANY.		
		Rate per Mile, Money, Land or Rails.	Estimated Number of Miles	If per Mile, Total for the whole work not to exceed—	If for a term of years, Amount and duration of Instalments.	No. of Miles Subsidized	Money.	Land.
A.D.	Designation of Act.	¢		¢		¢	Acres.
1889	52 Vic., c. 3.		2½	375,000 00		375,000 00	
1887	50-51 Vic., c. 24.		40	217,600 00		217,600 00	
1891	54-55 Vic., c. 8.		18	57,600 00		57,600 00	
1890	53 Vic., c. 2.	3,200	7	22,400 00		22,400 00	
1884	47 Vic., c. 8.	3,200					
1883	46 Vic., c. 26.						
1890	53 Vic., c. 2.	3,200	22	70,400 00		70,400 00	
1890	53 Vic., c. 2.	3,200	22	70,400 00		70,400 00	
1890	53 Vic., c. 2.	3,200	3½	11,200 00		11,200 00	
1888	51 Vic., c. 3.	597 tons.		11,964 66		11,964 66	
1890	53 Vic., c. 2.	3,200	25	80,000 00		80,000 00	
1890	53 Vic., c. 2.	3,200	3	9,600 00		9,600 00	
1882	45 Vic., c. 14.			240,000 00			
1885	48-49 Vic., c. 58.			258,000 00			
1888	51 Vic., c. 3.		119	100,000 00		649,200 00	
1890	53 Vic., c. 2.		20	51,200 00			
1889	52 Vic., c. 3.		4	54,400 00		54,400 00	
			13				

1890 53 Vic, c. 2.....	Tobique Valley (Perth Centre towards Plaister Rock Ry. Co.) In extension of 14 miles.....	14) 25	89,600 00	25	124,800 00
1891 54-55 Vic, c. 8.....	Toronto, Grey and Bruce Ry. Co., (Glenannan to Wingham. For a line, Turo to Newport.....	11) 5	35,200 00	5	16,000 00
1889 52 Vic, c. 3.....	Waterloo Junction Railway, Waterloo to Elmhira.....	49	156,800 00	49	156,800 00
1890 53 Vic, c. 2.....	Western Counties Railway, Digby to Annapolis.....	11	35,200 00	11	35,200 00
1887 50-51 Vic, c. 25.....	For a line, Woodstock <i>via</i> London to Chatham, Ont. (See Ontario and Pacific).....	20	500,000 00	20	500,000 00
1889 52 Vic, c. 8.....	And West Ontario Pacific Railway.....				
1890 53 Vic, c. 2.....	Winnipeg and Hudson Bay Railway Co., Winnipeg to Hudson Bay.....	80	256,000 00	80	256,000 00
1884 47 Vic, c. 25.....	Wood Mountain and Qu'Appelle Railway Co., from Wood Mountain <i>via</i> Qu'Appelle and Fort Qu'Appelle to the Manitoba and North-Western Railway.....	No dis-tance named			
1886 49 Vic, c. 11.....	Woodstock and Centreville Railway, end of 20 miles subsidized to International Boundary.....	240		240	
1890 53 Vic, c. 2.....	Vaudreuil and Prescott Railway Co. (See Montreal and Ottawa Railway Co.).....	6	19,200 00		
					1,586,000

GRANTS under Subsidy Acts—

Year.	Act.	Company or Work Subsidized.
1886.	49 Vic., c. 10.	Albert Southern Ry. Co., Salisbury to Hopewell.
1884.	47 Vic., c. 8.	For a railway, Annapolis to Digby.
1883.	49 Vic., c. 25.	Baie des Chaleurs Ry. Co., towards Paspebiac.
1887.	50-51 Vic., c. 24.	Beauharnois Junction Ry. Co.
1887.	50-51 Vic., c. 24.	Belleville and North Hastings.
1887.	50-51 Vic., c. 24.	Brantford, Waterloo and Lake Erie.
1889.	52 Vic., c. 3.	Brockville, Westport, &c., Railway.
1887.	50-51 Vic., c. 24.	Buctouche and Moncton.
1886.	49 Vic., c. 10.	Caraquet Ry. Co., for 10 miles, Lower Caraquet to Shippegan.
1887.	50-51 Vic., c. 24.	Canada Atlantic.
1887.	50-51 Vic., c. 24.	Carillon and Grenville.
1887.	50-51 Vic., c. 24.	Cumberland Ry. and Coal Co.
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. 49.	Central Ontario Ry. Co., Coc Hill to Bancroft.
1887.	50-51 Vic., c. 24.	Dominion Lime Co.
1884.	47 Vic., c. 8.	For a branch of the L. C. Ry., Derby to Indian Town.
1886.	49 Vic., c. 10.	Fredericton and St. John.
1887.	50-51 Vic., c. 24.	Fredericton to Village of Prince William.
1886.	49 Vic., c. 10.	Valley Ry. (Prince William to Woodstock).
1883.	46 Vic., c. 25.	Gananoque, Perth and James' Bay Ry. Co.
		{ For first 50 mile section from Hull station.
		Gatineau Valley Ry. Co.
1884.	47 Vic., c. 8.	{ From Kazabazua to Le Désert.
1885.	48-49 Vic., c. 59.	{ Hull to Le Désert.
1883.	46 Vic., c. 25.	Great American and European Short Line Ry. Co., for 80 miles from Canso or Louisburg or Sydney.
1887.	50-51 Vic., c. 24.	Guelph Junction Ry.
1884.	47 Vic., c. 8.	{ From Grand Piles to Lake Edward.
1885.	48-49 Vic., c. 59.	For a railway.
		{ From Grand Piles to Lake Edward.
1887.	50-51 Vic., c. 24.	Jacques Cartier Union Railway—To complete line.
1886.	49 Vic., c. 10.	For a railway, Ingersol <i>via</i> London to Chatham.
1889.	52 Vic., c. 3.	Kingston and Smith's Falls and Ottawa Railway.
1890.	53 Vic., c. 2.	
1887.	50-51 Vic., c. 24.	Harvey Branch.
1887.	50-51 Vic., c. 24.	Hereford Ry.
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.	{ For 8 miles of railway from Long Sault to foot of Lake Temiscamingue.
		Lake Temiscamingue Ry. Co.
1886.	49 Vic., c. 19.	{ For wharves and landing stages.
1887.	50-51 Vic., c. 24.	Massawippi Ry. Co., for 10 miles of their railway, Magog to Ayer's Flat.
1887.	50-51 Vic., c. 24.	Minudie Branch Ry.
1887.	50-51 Vic., c. 24.	Mount Forest and Walkerton.
1888.	47 Vic., c. 8.	Line, Montreal to St. John and Halifax.
1883.	46 Vic., c. 25.	{ For first 50-mile section out of St. Jérôme, P.Q.
1884.	47 Vic., c. 8.	Montreal and Western.
1886.	49 Vic., c. 10.	{ From end of line subsidized towards Le Désert.

Cancelled, Amended or Lapsed.

Amount.		Authority for Change, and Particulars.
31,771	Lapsed	Re-voted—52 Vic., c. 3.
64,000	do	do
244,500	do	Re-voted—52 Vic., c. 3.
37,100	do	Unearned by 1st August, 1891.
512	do	do
4,790	do	do
64,000	do	Re-voted by 54-55 Vic., c. 8.
35,380	Lapsed	Unearned by 1st August, 1891.
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
32,044	Lapsed	Unearned by 1st August, 1891.
38,400	do	do
4,950	do	do
38,400	do	Re-voted—52 Vic., c. 3.
128,000	do	Re-voted—52 Vic., c. 3.
64,000	do	do
7,040	do	Unearned by 1st August, 1891.
140,000	do	Constructed by Government.
70,400	Cancelled	By 53 Vic., c. 2.
70,400	do	By 53 Vic., c. 2.
54,400	Lapsed	do
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.
16,000	do	do
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 words and figures "for 80 miles of" omitted. See also—Oxford to Louisville or Sydney, below.
5,250	Lapsed	Unearned by 1st August, 1891.
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	do	By 50-51 Vic., c. 24, 1887.—Subsidy of \$217,600 was granted to the St. Lawrence, Lower Laurentian and Saguenay Ry. Co., in lieu of subsidy granted by 48-49 Vic., c. 59.
20,000	Lapsed	do
256,000	Cancelled	By 53 Vic., c. 2.—Same amount granted for a line from Woodstock <i>via</i> London to Chatham.
179,200	do	And re-voted by 54-55 Vic., c. 8.
4,046.43	Lapsed	Unearned by 1st August, 1891.
1,600	do	do
145,000	do	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	do	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	do	do
32,000	do	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.
17,600	Lapsed	Unearned by 1st August, 1891.
76,800	do	do
.....	Amended	By 48-49 Vic., c. 55.
160,000	Cancelled	By 40 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	do	do
361,270	do	By 53 Vic., c. 2.—Subsidy of \$361,270 was granted for 70 miles of their railway, to be paid by instalment as certain specified sections are completed.

GRANTS under Subsidy Acts—Cancelled,

Year.	Act.	Company or Work Subsidized.
1886.	49 Vic., c. 10.	Montreal and Maskinongé Railway
1884.	47 Vic., c. 8.	Napanee, Tamworth and Quebec Ry. Co. } For a line of railway from Tamworth towards Bogart or Bridgewater.
1885.	48-49 Vic., c. 59.		For 16 miles of railway from Tamworth towards Bogart or Bridgewater.
1886.	49 Vic., c. 10.	For a railway from Newcastle to opposite Chatham.
1889.	48-49 Vic., c. 59.	New Brunswick and Prince Edward
1882.	45 Vic., c. 14.	Northern Pacific Junction Ry., Gravenhurst to Callender
1883.	46 Vic., c. 25.		Northern and Western Railway Co., I.C.R., near Miramichi to Morans (32 miles), near Demphy Village
1885.	48-49 Vic., c. 59.	Northern and Western
1884.	47 Vic., c. 8.	Ontario Pacific Ry., Cornwall to Perth.
1887.	50-51 Vic., c. 22.		Ottawa, Waddington and New York Ry. Co., Ottawa to Waddington.
1885.	48-49 Vic., c. 59.	Oxford and New Glasgow
1882.	45 Vic., c. 14.	Oxford, Sydney and Louisburg
1883.	46 Vic., c. 25.	
1884.	47 Vic., c. 8.	
1886.	49 Vic., c. 14.	For a railway, Oxford to Louisburg or Sydney, and amendments on becoming a Government work.
1886.	49 Vic., c. 10.	Parry Sound Colonization Ry., Parry Sound to Sandridge
1886.	49 Vic., c. 10.	For a railway from point on C.P.R. to Eganville.
1884.	47 Vic., c. 8.	Beauce Junction to International Boundary.
		Quebec Central Ry. Co.
1888.	51 Vic., c. 3.	Beauce Junction to International Boundary.
1887.	50-51 Vic., c. 94.	Richmond Hill Junction.
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
1886.	49 Vic., c. 10.	Stewiacke Valley Ry. Co., from point on I.C.R. through Stewiacke Valley, &c.
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., Mmillo to Crooked Lake.
1886.	49 Vic., c. 10.	Toronto, Grey and Bruce
1886.	49 Vic., c. 10.	For a railway for 28 miles, Perth Centre to near Plaister Rock.
1887.	50-51 Vic., c. 24.	Tobique Valley Railway do do
1886.	49 Vic., c. 10.	For a railway, Thuro to Newport.
1887.	50-51 Vic., c. 24.	Woodstock and Centreville Ry.

DEPARTMENT OF RAILWAYS AND CANALS,
1st October, 1891.

Amended or Lapsed—*Concluded.*

Amount.		Authority for Change, and Particulars.
\$		
920	Unearned ..	And lapsed.
70,400	Cancelled. .	By 48-49 Vic., c. 59.
70,000	do ..	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	
4,960	do	Unearned by 1st August, 1891.
35,600	do	\$35,000 re-voted by 52 Vic., c. 3, and \$600 re-voted by 53 Vic., c. 2.
192,400	Cancelled. .	By 47 Vic., c. 8.—A subsidy of \$128,000 was granted for a line from Fredericton to Miramichi, in lieu of subsidy under 46 Vic., c. 25.
8,000	Lapsed	Unearned by 1st August, 1891.
362,400	do	
19,200	do	
166,400	do	
224,000	do	
256,000	do	
\$30,000 p. ann. for 15 years, with lease or transfer of Eastern Ex- tension from New Glasgow to Canso, and \$170,000 per an. for 15 yrs.	do ...	Work undertaken by Government and cost provided by special vote of Parliament.
128,000	do	Re-voted—52 Vic., c. 3.
70,400	Cancelled. .	By 51 Vic., c. 3.—A subsidy of \$70,400 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	do ..	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 \$150,858, 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.
288,000	do ..	Total subsidy to the company is \$60,342 + \$288,000 = \$348,342.
16,000	Lapsed	By 53 Vic., c. 2.
96,000	Cancelled by transfer.	Unearned by 1st August, 1891.
80,000	Cancelled. .	51 Vic., c. 3.—Transferred the subsidy to the Quebec and Lake St. John Ry. Co.
22,400	do ..	By 53 Vic. c. 2.
22,400	do ..	49 Vic., c. 10.
57,600	do ..	Re-voted—52 Vic., c. 3.
96,000	Lapsed.	
	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	do ..	By 51 Vic., c. 3.—A subsidy of \$271,200 was granted to the Port Arthur, Duluth and Western Ry. Co., for 84 $\frac{1}{2}$ 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	do ..	
1,344	Lapsed	Unearned by 1st August, 1891.
89,600	Cancelled. .	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 and 50-51 Vic., c. 24, again cancelled by 54-55 Vic., c. 8.
89,600	do ..	
156,800	Lapsed.	Re-voted—52 Vic., c. 3.
64,000	do	Unearned by 1st August, 1891.

APPENDIX No. 18.

LIST OF RAILWAY SUBSIDIES GRANTED BY PARLIAMENT.

NOTE.—The marginal number opposite each subsidy has reference to the alphabetical list in the Minister's report showing the action taken in cases where a contract for work has been made with any company.

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 |
| 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 |
| 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 |
| 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 |

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 |
|----|---|-----------|

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 Metapediac, on the Intercolonial Railway, to Paspébiac, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$320,000 |
|----|---|-----------|

7.	To the Caraquet Railway Company ^g , 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
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
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
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
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
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
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.	
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 forty-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 of 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, 159 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.
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.
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
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
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
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

26.	To the Gatineau Railway Company, for a line of railway from Kazabazua to Le Désert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$160,000
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
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
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
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
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
35.	For a line of railway from Richibitoo 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
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
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
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
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
42.	For a branch of the Intercolonial Railway, from Metapediae 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 Indian-town, 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.”

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

* 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.

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 Boiestown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$19,200
51.	To the Montreal and Champlain Junction Railway Company, for a line of railway from Brosseau's to Dundee, a subsidy no exceeding \$500 per mile, nor exceeding in the whole.....	30,000
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
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 Edorado, a subsidy not exceeding \$1,500 per mile, nor exceeding in the whole.....	10,500
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
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
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., chapter 8, a subsidy of...	70,000
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., chap. 25, and 47 Vic., chap. 8, a subsidy of.....	320,000
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
60.	To the Canada Atlantic Railway Company, for a line of railway from Valleyfield to a point one and a-half miles 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
61.	For a line of railway from Indiantown <i>via</i> 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 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 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.”

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, *via* 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 a line of railway for a period of twenty years, or a guarantee bond 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.”

- 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 Montreal, 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."

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 obligation as the Government shall have assumed in acquiring it."

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

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|---|-----------|
| 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 |
| 66. For a railway from Ingersoll <i>via</i> 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 \$2,200 per mile, nor exceeding in the whole	38,400
77.	For a railway from L'Assomption to L'Épiphanie, 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 Désert, 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
80.	To the Canada Atlantic Railway Company, for twelve miles of their railway from Clark's 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
81.	For a railway from Truro to Newport, in the Province of Nova Scotia, forty-nine miles, a subsidy not exceeding \$2,200 per mile, nor exceeding in the whole	156,800
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
83.	To the Cap Rouge and St. Lawrence Railway Company, for twelve miles of their railway from Lorette <i>via</i> Cap Rouge to Quebec in the Province of Quebec, a subsidy not exceeding \$3,200 per mile nor exceeding in the whole	38,400
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
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 Mountain, 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
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 <i>viâ</i> Douglstown 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
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
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
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 be so 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 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 Section 2 of this Act authority was given for the grant of a charter by the Governor in Council for the purpose of constructing a railway from Long Sault to the foot of Lake Temiscamingue.

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..... | 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..... | 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 |
| 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 |
| 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... | 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, extending and completing their railway, a subsidy of	\$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 Rglan, 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
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.....	96,000
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.....	19,200
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.....	32,000
117.	To the St. Lawrence and Lower Laurentian and Saguenay Railway Company, for the section of this 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	217,600
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	70,400
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...	12,400
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	38,400
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 Hébert railway bridge, to the village of Minudie, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	17,600

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	\$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	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 nor exceeding \$3,200 per mile, nor exceeding in the whole	44,800
125. To the Montreal and Champlain Junction Railway Company, a subsidy of	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	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	96,000
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	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, not 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	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	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	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 for 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 Act contained.

By the Act 51 Vic., cap. 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..... \$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..... 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..... 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..... 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 three miles of their railway extending from a point three 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.....	\$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.....	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.....	96,000 00
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.....	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.....	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, Petitediac 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, Petitediac 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 also 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 (1889). (*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.....

172,400 00

151. To the Ottawa and Gatineau Railway Company, for a line of railway from Hull station towards Le Désert, a distance of 62 miles, a subsidy not exceeding in the whole.....

320,000 00

152. 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 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.....

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	\$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	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	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	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	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	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	35,000-00
161.	For a railway from some point on the Joggins Railway, near the Hébert 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 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 Cap 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	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	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 subsidized 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.....	3,200 00
169.	To the Lake Témiscamingue Colonization 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.....	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 subsidized 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 annum, nor exceeding in the whole.....	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 subsidized 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.....	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 subsidized 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.....	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, subsidized 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.....	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.....	48,000 00
180.	To the Massawippi 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.....	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.....	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
183.	For a railway from Cape Tourmente 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

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.

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 subsidized, 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.

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 subsidized, as the Governor in Council determines.

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.

By the Special Act, 52 Vic., cap. 5, 1889. Assented to 2nd May, 1889):—

185. "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 completion 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 the Act 53 Vic., cap. 2 (1890). (Assented to 16th May, 1890):—

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|---|----------|
| 186. To the Montreal and Ottawa Railway Company, for 30 miles of their railway, from the western end of the 30 miles subsidized by the Act 50-51 Victoria, chapter 24, towards Ottawa, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole. | \$96,000 |
| 187. To the Waterloo Junction Railway Company, for 11 miles of their railway, from Waterloo to Elmira, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole. | 35,200 |
| 188. To the Northern and Pacific Junction Railway Company, for a railway from Gravenhurst to Callendar, the balance remaining unpaid of the subsidies granted by the Acts 45 Victoria, chapter 14, and 46 Victoria, chapter 25, not exceeding in the whole. | 600 |
| 189. For a railway from Woodstock <i>via</i> London to Chatham, in the Province of Ontario, 80 miles, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, for a railway from Ingersoll | |

	<i>viâ</i> London to Chatham, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	\$256,000
190.	To the St. Catharines and Niagara Railway Company, for 14 miles of their railway, from the end of the 20 miles subsidized by the Act 52 Victoria, chapter 3, to Hamilton, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	44,800
191.	To a railway from Ottawa to Morrisburg, 52 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	166,400
192.	To the Erie and Huron Railway Company, for 22 miles of their railway from Petrolea <i>viâ</i> Oil Springs to Dresden, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	70,400
193.	To the Brockville, Westport and Sault Ste. Marie Railway Company, for a railway from Brockville to Westport, the balance remaining unpaid of the subsidy granted by the Act 48-49 Victoria, chapter 59, not exceeding in the whole	83,000
194.	To the Manitoulin and North Shore Railway Company, for 30 miles of their railway from Little Current to the Algoma Branch of the Canadian Pacific Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	96,000
195.	To the Port Arthur, Duluth and Western Railway Company, for 5 miles of their railway, being a branch from the main line of railway to the Kakabeka Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	16,000
196.	To the Lake Erie and Detroit River Railway Company, for 50 miles of their railway, on a line to be fixed by the Governor in Council, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	160,000
197.	To the Lindsay, Bobcaygeon and Pontypool Railway Company, for 16 miles of their railway, from Bobcaygeon to the Midland Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	51,200
198.	To the Kingston, Smith's Falls and Ottawa Railway Company, for 36 miles of their railway, from the north-east end of the 20 miles subsidized by the Act 52 Victoria, chapter 3, to Smith's Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	115,200
199.	To the Ottawa and Parry Sound Railway Company, for 30 miles of their railway, from Eganville to Barry's Bay, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	96,000
200.	To the Belleville and Lake Nipissing Railway Company, for 30 miles of their railway, from Belleville to Tweed and thence to Bridgewater, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	96,000
201.	To the Cobourg, Northumberland and Pacific Railway Company, for 30 miles of their railway, from Cobourg to the Ontario and Quebec Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	96,000
202.	To the St. Stephen and Milltown Railway Company, for 3½ miles of their railway, from the town of St. Stephen to the town of Milltown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	11,200
203.	To the Woodstock and Centreville Railway Company, for 6 miles of their railway, from the western end of the 20 miles subsidized by the Act 50-51 Vic., chap. 24, to the International boundary between the Province of New Brunswick and the State of Maine, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	19,200

- 204.** For a railway from a point at or near Fredericton, *via* Oromocto and Gagetown, to a point on the New Brunswick Railway west of Westfield station, for 30 miles thereof, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$96,000
- 205.** To the Central Railway Company of New Brunswick, for 4½ miles of their railway, the distance which the previous subsidy granted is short of covering, from the head of Grand Lake to the Intercolonial Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 14,400
- 206.** To the Montreal and Western Railway Company, for 70 miles of their railway, from St. Jérôme, north-westerly towards Désert, in the Province of Quebec, in lieu of the subsidy granted by the Act 49 Vic., chap. 10, a subsidy not exceeding \$5,161 per mile, nor exceeding in the whole..... 361,270

Provided, that the subsidy hereby granted to the Montreal and Western Railway Company may be paid by instalments on the completion of each section of the railway as follows, that is to say:—

SECTIONS.	Approximate length in miles.
St. Jérôme to Shawbridge.....	8
Shawbridge to St. Sauveur.....	4
St. Sauveur to Ste. Adèle.....	6
Ste. Adèle to Lac à la Fourche.....	6
Lac à la Fourche to Ste. Agathe.....	6½
Ste. Agathe to St. Faustin.....	14
St. Faustin to St. Jovite.....	7½
St. Jovite to Summit Lake.....	8
Summit Fakotola Chute aux Iroquois.....	7
La Chute aux Iroquois towards Désert.....	3

Such instalments to be proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established as aforesaid.

- 207.** For 75 miles of the railway from Shelburne, in the County of Shelburne, and from Liverpool, in the County of Queen's, towards Annapolis, in the Province of Nova Scotia, to be so contracted for as to secure the construction to both Shelburne and Liverpool, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$ 240,000
- 208.** To the Inverness and Richmond Railway Company for 50 miles of their railway from Port Hawkesbury to Broadcove, a subsidy not exceeding \$1,000 per mile, nor exceeding in the whole..... 50,000
- 209.** To the International Railway Company, for a railway from Sherbrooke to the International boundary, the balance remaining unpaid of the subsidy granted by the Act 46 Vic., ch. 25, not exceeding in the whole..... 3,840
- 210.** For completing the Montreal and Sorel Railway from St. Lambert to Sorel..... 40,000
- 211.** To the Pontiac Pacific Junction Railway Company, for 7½ miles of their railway, from Hull to Aylmer, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 24,000
- 212.** To the Montreal and Lake Maskinongé Railway Company, for 3½ miles of their railway, the distance which the subsidy granted by the Act 49 Vic., ch. 10, is short of covering from St. Félix to Lake Maskinongé, in the Parish of St. Gabriel, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 10,200
- 213.** To the Great Eastern Railway Company, for a bridge over the Nicolet River, and also a bridge on the St. Francis River, a

	subsidy of 15 per cent. on the value of the structures, not to exceed.	\$37,500
214.	To the Drummond County Railway Company, for 24 miles of their railway, from Drummondville to Ste. Rosalie, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	76,800
215.	To the Great Northern Railway Company, for 15 miles of their railway, from, at or near Montcalm to the Canadian Pacific Railway, between Joliette and St. Félix de Valois, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	48,000
216.	To the Lake Temiscamingue Colonization Railway Company, for 20 miles of their railway, from the northern end of the 15 miles subsidized by the Act 52 Victoria, chapter 3, to the Long Sault, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	64,000
217.	To the Maskinongé and Nipissing Railway Company, for 15 miles of their railway, from the northern end of the 15 miles subsidized by the Act 52 Victoria, chapter 3, towards the parish of St. Michel des Saints, on the River Mattawa, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	48,000
218.	To the St. Lawrence and Adirondack Railway Company, for 18 miles of their railway, from Valleyfield to Huntingdon, on the Montreal and Champlain Junction Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	57,600
219.	To the Quebec Central Railway Company, for 90 miles of their railway, from St. Francis Station, on the Quebec Central Railway, to a point on the Atlantic and North-Western Railway, near Moose River, or from a point on the Quebec Central Railway between the Chaudiere River and Tring Station, to a point on the International Railway at or near Lake Megantic, in lieu of the subsidy granted by the Act 51 Victoria, chapter 3, 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.	288,000
220.	To the Quebec and Lake St. John Railway Company, for a railway bridge over the St. Charles River, to give access to the city of Quebec, a subsidy not to exceed in the whole \$30,000; also for 12 miles of their railway from Lorette <i>via</i> Charlebourg to Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$38,400.	68,400
221.	For a railway from Summerside to Richmond Bay, in the Province of Prince Edward Island, 3 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	9,600
222.	To the Columbia and Kootenay Railway Company, for 35 miles of their railway, from the outlet of Kootenay Lake to a point on the Columbia River as near as practicable to the junction of the Kootenay and Columbia Rivers, a subsidy not exceeding \$3,200 per mile, nor to exceed in the whole.	112,000
223.	For a railway from a point on the Intercolonial Railway through the Stewiacke Valley on a line which will afford facilities of communication with the Iron Mines, Springside, Upper Stewiacke and Mosquedoboit settlements, 25 miles, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	80,000

224.	For a railway from Fredericton to the Village of Prince William, in the Province of New Brunswick, 22 miles, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	\$70,400
225.	To the St. John Valley and Rivière du Loup Railway Company, for 22 miles of their railway from the village of Prince William towards the town of Woodstock, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	70,400
226.	To the Temiscouata Railway Company, for 16 miles of their railway, from the west end of the 20 miles of their branch railway from Edmundston, subsidized by the Act 51 Victoria, chapter 3, towards the St. Francis River, a subsidy not exceeding \$3,200 per mile, not exceeding in the whole	51,200
227.	For a railway from the north end of the 14 miles for which a subsidy was granted by the Act 50 and 51 Victoria, chapter 24, to the Tobique Valley Railway Company, from Perth Centre towards Plaister Rock Island, 11 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	35,200
228.	To the Orford Mountain Railway Company, for 31 miles of their railway, between Eastman and Kingsbury, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	99,200
229.	For a railway from Lachine Bank, on a line of the Grand Trunk Railway, to a point at or near Rivière des Prairies, a distance of 15 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	48,000

The subsidies hereinbefore mentioned as to be granted to companies named for that purpose, shall be granted to such companies respectively; the other subsidies, including subsidies granted for railways over a line extending beyond a point to which any company hereinbefore mentioned by name is authorized to construct its 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 July next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council,—except the Erie and Huron Railway, which shall be completed within two years from the first day of July next. And they 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 specifying 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 subsidized,—except as regards the Erie and Huron Railway Company, upon which payment shall be made only upon the completion of the work,—except, also, as regards the subsidies to the Inverness and Richmond Railway, which shall be paid on the completion of each ten-mile section, in accordance, as nearly as practicable, with the agreement between the company and the municipality of Inverness, and with section four of the Act of the Legislature of Nova Scotia, 1890, intitled: “An act to enable the County of Inverness to borrow money,”—except, also, as regards the subsidies to the Great Eastern Railway Company for bridges over the Nicolet and St. Francis Rivers, and to the Quebec and Lake St. John Railway for the bridge over the St. Charles 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,—and except also the subsidy granted to the Quebec Central Railway Company, the first annual payment upon which shall be made at the end of twelve months from the date of the Chief Engineer's certificate of the completion of the work, and each subsequent payment at the end of each twelve months thereafter, for the term of twenty years.

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

By the special act 53 Vic., ch. 5 (1890.) (*Assented to 16th May, 1890.*)

230. In order to enable the Calgary and Edmonton Railway Company to construct so much of their railway as reaches from a point on the line of the Canadian Pacific Railway Company within the town of Calgary to a point on the North Saskatchewan River near Edmonton, 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 eighty thousand dollars to be paid annually on the construction of the railway from Calgary to a point on the North Saskatchewan River near Edmonton,—such payment to be computed from the date of the completion of the railway between such points: Provided that the Governor General in Council may order such sums to be paid in semi-annual instalments, and may permit the Company to assign the same by way of security for any bonds or securities which may be issued by the Company in respect of the Company's undertaking.

By 54-55 Victoria ch. 8 (1891). (*Assented to 30 Sept, 1891*):—

231. To the Great Northern Railway Company, for a railway from a point at or near New Glasgow or St. Lin to or near Montcalm, in the Province of Quebec, eighteen miles, the balance remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Act forty-ninth Victoria, chapter ten, not exceeding in the whole	\$28,100 00
232. To the Quebec and Lake St. John Railway Company, for the railway bridge over the St. Charles River to give access to the City of Quebec, the difference between the amount already paid to the company and the sum of \$30,000 mentioned as not to be exceeded by the Act fifty-third Victoria, chapter two, a subsidy not exceeding	5,250 00
233. To the Oshawa Railway Company, for seven miles of their railway from Port Oshawa towards Raglan in lieu of the subsidy for a like amount granted by the Act passed in the Session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	22,400 00
234. To the St. Lawrence, 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, the balance remaining unpaid of the subsidy granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole	92,784 00
235. 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, the balance remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole	79,700 00

- 236.** 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, in lieu of the subsidy for a like amount granted by the Act fifty-second Victoria, chapter three, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. \$158,400 00
- 237.** To the Montreal and Ottawa Railway Company (formerly the Vaudreuil and Prescott Railway Company), for thirty miles of their railway, from Vaudreuil towards Hawkesbury, the balance remaining unpaid of the subsidy granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole. 46,040 00
- 238.** To the Tobique Valley Railway Company, for fourteen miles, from Perth Centre station towards Plaister Rock Island, in lieu of the subsidy for a like amount granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, a subsidy not exceeding \$6,400 per mile, nor exceeding in the whole. 89,600 00
- 239.** To the Kingston, Smith's Falls and Ottawa Railway Company, for fifty-six miles of their railway, from the City of Kingston to Smith's Falls, in lieu of the subsidies, not to exceed \$179,200, granted by the Acts fifty-second Victoria, chapter three, and fifty-third Victoria, chapter two, a subsidy not exceeding \$12,534 per annum, to be paid in semi-annual instalments of \$6,267 each, for twenty years, which represents a grant in cash of 179,200.00

Provided, that upon the completion of twenty-eight miles of the said railway a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole fifty-six miles ; Provided also, that the Company may deposit with the Minister of Finance and Receiver General a sum not exceeding \$1,170,000, in consideration whereof there shall be paid to the Company, for twenty years, a semi-annual annuity calculated on a basis of three and one-half per cent on the amount so deposited ; Provided further, that the Governor in Council may permit the Company to assign the said subsidy and annuity to trustees by way of security for any bonds or securities which may be issued by the company in respect of their undertaking.

- 240.** 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, in lieu of a subsidy for a like amount granted by the Act fifty-second Victoria, chapter three, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 64,000.00

Provided that the subsidy hereby granted to the Brockville, Westport and Sault Ste. Marie Railway Company may be paid by instalments, on the completion of each section of the railway as follows, that is to say :—

Sections.	Length in miles.
From at or near Newboro' to Westport.	4
From Westport towards Palmer's Rapids.	16

2. 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 subsidized,—except as to the subsidy granted to the Kingston, Smith's Falls and Ottawa Railway Company, the first semi-annual payment upon which shall be made at the end of six months from the date of the Chief Engineer's certificate of the completion of twenty-eight miles of the railway, and each subsequent payment at the end of each six months thereafter, for the term of twenty years,—except also as to the Quebec and Lake St. John Railway Company, the subsidy to which shall be paid upon the completion of the work—except also as to the Brockville, Westport and Sault Ste. Marie Railway Company, the subsidy to which shall be paid as follows: on the completion of that portion of the said road from, at or near Newboro' to Westport, a distance of four miles, the sum of twelve thousand eight hundred dollars, and on the completion of the remaining sixteen miles from Westport towards Palmer's Rapids, the sum of fifty-one thousand two hundred dollars.

2. Within one month after the commencement of each Session of Parliament, whilst any of the said moneys are being paid out, there shall be laid before Parliament a statement showing all payments of such moneys during the then next preceding year, the names of the respective persons to whom such payments have been made, and the amounts paid them respectively, together with the engineer's report upon which payments have been recommended, and copies of all contracts between the Government and the company under which the said subsidies are authorized to be paid.

3. The granting of such subsidies respectively shall be subject to 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 determines.

LAND SUBSIDIES.

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

1. "The Governor in Council is hereby authorized, in aid of the construction of a railway from some point on the Canadian Pacific Railway to Hudson's 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*):—

2. 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.

3. 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.

4. 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.

5. 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*):—

6. 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.
7. 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.
8. 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 section 4 of this Act authority was given for the incorporation by the Governor in Council of a company to construct the line from Brandon, or other point indicated, to Battleford, subsidized by this Act.

By 50-51 Vic., cap. 22 (1887)

9. The subsidy to the North-Western Coal and Navigation Company, granted by 49 Vic., ch. 60, was increased from 3,800 acres per mile to 3,840 acres per mile.

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

10. 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.
11. 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.

- 12.** 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.

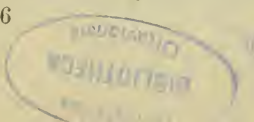
"The said grants, and each of them, may be so made in aid of the construction of the said railways respectively, in the proportions and upon the conditions fixed by the Orders in Council made in respect thereof,—each of the said enterprises being respectively subject to any modification thereof which 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 (1889). (*Assented to 2nd May, 1889*):—

- 13.** 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-eight 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.
- 14.** 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.
- 15.** 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.
- 16.** 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.

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.

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 authorized 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 authorized to be made to the said company by the Act in this section first cited."

By the Act 53 Vic., cap. 4 (1890). (*Assented to 16th May, 1890*):—

17. To the Canadian Pacific Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a branch line to be constructed from Glenboro' westerly a distance of about sixty miles, to a point on the proposed branch of the said Company running from Brandon south-westerly ;
18. To the Canadian Pacific Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a branch line of railway from a point at or near Brandon, on the main line of the Canadian Pacific Railway, south-westerly to or near township three, range twenty-seven, west of the First Principal Meridian, and thence westerly, a total distance of one hundred miles ; and also a similar grant, at the same rate per mile, for the said company's proposed branch from a point on the line just described at or near Township three, Range twenty-seven, west of the First Principal Meridian, easterly to Deloraine, a distance of about twenty-five miles, making the total length of railway to which this grant is applicable one hundred and twenty-five miles.
19. To the Brandon and South-Western Railway Company, Dominion lands to an extent not less than six thousand four hundred acres per mile for the line of railway from a point in township one, in either Range twenty-three or twenty-four west of the First Principal Meridian, to Deloraine, a distance of about seventeen miles.
20. To the Lac Seul Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a line of railway from a point at or near Shelly Station, on the main line of the Canadian Pacific Railway, to a point at or near White Mud Lake, on the Winnipeg River, a distance of about eighteen miles.
21. To the Calgary and Edmonton Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway from Calgary to a point at or near Edmonton, on the North Saskatchewan River, a distance of about one hundred and ninety miles ; and also a grant of six thousand four hundred acres for each mile of the company's railway from Calgary to a point on the International boundary between Canada and the United States, a distance of about one hundred and fifty miles.
22. To the North-Western Coal and Navigation Company, (Limited,) Dominion lands to an extent not exceeding three thousand eight hundred and forty acres for each mile of the company's railway from Lethbridge to the Crow's Nest Pass, a distance of about one hundred miles.
23. To the Lake Manitoba Railway and Canal Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile, for a line of railway from Portage la Prairie to Lake Winnipegosis, at or near Meadow Portage, a distance of about one hundred and twenty-five miles.
24. To the Manitoba and South-Eastern Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile, for a line of railway from Winnipeg southerly or south-easterly to a point on the west side of the Lake of the Woods, a distance of about one hundred and ten miles.

The said grants and each of them may be 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, and, except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respec-

tively 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.

The lands by this Act authorized to be granted to the Canadian Pacific Railway Company shall be taken and held, and may be disposed of, free and clear of any incumbrance on the lands or property of the said company created before the passing of this Act.

By the special Act 53 Vic., cap. 3 (1890). *Assented to 26th March, 1890* :

25. The Act 52 Vic., ch. 4 authorizing, in error, the grant of land to the North Western Coal and Navigation Company, for 50 miles from Lethbridge to the International boundary, was amended—the said grant being made to the Alberta Railway and Coal Company.

By 54-55 Vic., cap. 9 (1891). *(Assented to 18th Sept., 1891)* :

26. In lieu of the subsidy in land authorized by the Act fifty-second Victoria, chapter four, to be granted to the Red Deer Valley Railway and Coal Company, and subject to the conditions in the said Act mentioned, the Governor in Council may grant Dominion lands to the said Company to an extent not exceeding six thousand four hundred acres for each mile of the said Company's railway, from the town of Calgary, in the District of Alberta, in the North-West Territories, to a point in or near Township twenty-nine, Range twenty-three, west of the Fourth Meridian, a distance of about fifty-five miles.

By 54-55 Vic., cap. 10 (1891). *(Assented to 30th Sept., 1891)* :

27. To the Manitoba South-Western Colonization Railway Company, in addition to the subsidy for one hundred and fifty miles of railway authorized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter sixty, Dominion lands to the extent of six thousand four hundred acres per mile for the balance of the two hundred and twelve miles of railway which have been constructed and are in operation, that is to say, for a distance of sixty-two miles.

28. Also, to the Manitoba South-Western Colonization Railway Company, Dominion lands to the extent of six thousand four hundred acres for each mile of the Company's branch line of railway from Carmen to Barnsley, a distance of about six and one-quarter miles.

29. To the Canadian Pacific Railway Company, in addition to the subsidy authorized by the Act fifty-third Victoria, chapter four, for the Company's branch line running in a south-westerly and westerly direction from a point at or near Brandon for a distance of one hundred miles, Dominion lands to the extent of six thousand four hundred acres for each mile of the extension westward of the said branch line, from the western limit of the said one hundred miles to a point at or near La Roche Percée, situated in Township one, Range six, west of the Second Meridian, a distance of about sixty miles.

30. The said grants and each of them shall be 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, 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.

APPENDIX No. 20.

DEPARTMENT OF RAILWAYS AND CANALS.

CANALS REVENUE BRANCH.

OTTAWA, 6th October, 1891.

To the Secretary Department of Railways and Canals.

SIR,—I have the honour to submit herewith the statements of canal revenues collected, and summary of traffic moved for the several canals, during the fiscal year ended 30th June, 1891.

The following summary of revenues accrued shows a decrease of \$3,755, after deducting the refunds made under various Orders in Council modifying the tariff:—

	1889-90.	1890-91.	Increase.	Decrease.
	\$	\$	p. c.	p. c.
Canal tolls, &c.....	371,626	345,143	.....	4·43
Hydraulic rents.....	38,168	37,995	.....	0·45
Minor public works.....	50	41	.....	18·00
Total.....	409,844	383,139	.....	6·5
LESS—Refunds.....	48,391	25,511	.....
Net revenue.....	361,453	357,628	.....

The following is a comparative statement of the revenues accrued on the following divisions of the canals for the years 1890 and 1891, showing the increases or decreases as compared with the previous year:—

Canals.	1889-90.	1890-91.	Increase.	Decrease.
	\$	\$	p. c.	p. c.
Welland.....	220,160	188,586	.....	14·34
St. Lawrence.....	70,604	79,924	13·2	
Chambly.....	17,703	20,187	14·03	
Ottawa.....	53,094	47,149	.....	11·19
Rideau.....	6,782	6,153	.....	9·29
St. Peter's.....	2,453	1,707	.....	30·41
Trent Valley.....	238	731	23·49	
Murray.....	592	711	198·74	
Total.....	371,626	345,148	.....
LESS—Refunds.....	48,138	25,511	.....
	323,488	319,637	.....

The following statement will exhibit the increases and decreases upon the Welland Canal, and the classes of articles upon which they arose :—

	1889-90.	1890-91.	Increase.	Decrease.
	\$	\$	p. c.	p. c.
Vessels.....	19,295	15,907	.....	17.56
Passengers.....	207	354	71.01	
Produce of the forest.....	29,698	20,157	.....	32.12
do animals.....	331	176	.....	46.82
do agriculture.....	109,970	94,330	.....	14.22
Manufactures and merchandise.....	56,291	56,407	.....
Total tolls.....	215,792	187,331		
Fines and damages.....	4,367	1,255		
Total.....	220,159	188,586		
Less—Refunds.....	47,251	24,914		
Net revenue.....	172,888	163,672		

The decrease in the amount of tolls refunded as shown above is due to the fact that no refunds of tolls on grain were made during the months of May and June, in consequence of an Order in Council of 18th May, 1891, authorizing such refunds to be made at the close of navigation and not during the season, as heretofore.

The total quantity of freight transported on the several divisions of the canals, and classified as under, is as follows :—

Canals.	Farm Stock.	Forest Produce of Wood.	Manufactures.	Merchandise.	Agricultural Products.	Total Tons.
	Tons.	Tons.	Tons.	Tons.	Tons.	
Welland.....	54	138,205	23,104	317,044	481,095	959,502
St. Lawrence.....	1,107	126,128	67,280	348,696	286,093	829,304
Chambly.....	234	98,868	3,218	118,830	3,914	225,064
Ottawa.....	1,167	622,329	844	11,483	5,155	640,978
Rideau.....	38	74,530	2,336	20,728	3,055	100,687
St. Peter's.....		2,619		19,232	7,668	29,519
Murray.....	25	4,124	1,659	4,205	3,572	13,585
Trent Valley.....		23,038	20	582	35	23,675

It will be seen by the following figures that the largest quantity of freight passed through the Welland Canal since 1867 was during the fiscal year of 1874, when the quantity was 1,540,081 tons.

The smallest quantity passed through in any one year was 1882, when the quantity decreased to 644,727 tons; in 1890 the quantity increased to 1,104,553 tons, and decreased in 1891 to 959,502 tons.

The largest tonnage passed through the Welland Canal, between United States ports, for the same period, was during the fiscal year 1871, the quantity being 747,756 tons; the quantity, however, decreased to 191,817 tons in 1882, but has since gradually increased to 563,856 tons in 1891.

The following statement shows the total quantity of freight passed through the Welland Canal, and the quantity passed through the canal between United States ports, during the fiscal years ended 30th June, 1867 to 1891, inclusive:—

Years.	Total.	From
		United States Ports to United States Ports.
	Tons.	Tons.
1867.....	933,260	458,386
1868.....	1,161,821	641,711
1869.....	1,231,903	688,700
1870.....	1,311,956	747,756
1871.....	1,478,122	772,567
1872.....	1,319,996	638,039
1873.....	1,391,692	634,913
1874.....	1,540,081	703,185
1875.....	1,142,853	595,217
1876.....	1,121,802	524,197
1877.....	1,126,429	482,878
1878.....	1,091,898	448,413
1879.....	918,924	361,304
1880.....	896,122	248,944
1881.....	798,809	196,285
1882.....	644,727	191,817
1883.....	861,634	337,619
1884.....	965,830	417,972
1885.....	839,521	416,825
1886.....	934,862	443,961
1887.....	838,587	387,109
1888.....	827,300	387,555
1889.....	938,254	464,415
1890.....	1,104,553	550,844
1891.....	959,502	563,856

The statements of the quantity of grain transhipped at Ports Colborne and Kingston, and comparative statements of the movement of traffic on the different routes competing for the carrying trade from the west to the sea-board, will be given in the supplementary report for the season of navigation.

I have the honour to be, Sir,

Your obedient servant,

B. H. TEAKLES,

Chief Clerk, Canals Revenue.

SUPPLEMENT

TO THE

ANNUAL REPORT OF THE DEPARTMENT OF RAILWAYS AND CANALS

For the Year ended 30th June, 1891

CANAL STATISTICS

FOR

SEASON OF NAVIGATION

1891



OTTAWA

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

1892.

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SUPPLEMENT

TO THE

ANNUAL REPORT OF THE DEPARTMENT OF RAILWAYS AND CANALS.

DEPARTMENT OF RAILWAYS AND CANALS,
CANALS REVENUE BRANCH,
OTTAWA, 3rd March, 1892.

SIR,—I have the honour to submit herewith my report on the traffic and revenue of the various canals for the season of navigation for 1891.

In addition to the usual statistics submitted, I have included certain information relative to the traffic on the great lakes and the comparative advantages of the Canadian and United States routes to the seaboard.

REVENUE.

The total revenue, exclusive of hydraulic rents for two years, is as follows:—

For 1890.....	\$348,059 51
1891.....	350,351 97

By comparing the statistics of 1890 with 1891, it will be seen that the gross revenue has increased \$2,292.46.

The several increases and decreases are as follows:—

	Increase.	Decrease.
On the Welland Canal.....	\$5,734 38	
“ St. Lawrence Canals.....	3,363 31	
“ Chambly Canal.....	1,350 13	
“ Rideau Canals.....		\$ 142 88
“ Ottawa Canals.....		7,793 97
“ St. Peter's Canal.....		138 16
“ Trent Valley Canals.....		5 21
“ Murray Canal.....		75 14
	\$10,447 82	\$8,155 36
Total.....	\$10,447 82	\$8,155 36
Total increase.....	2,292 46	

These figures are somewhat changed by refunds under Orders in Council, hereafter referred to.

There were refunded on grain in 1890 tolls to the amount of \$41,635.46, and in 1891, \$49,834.98, which makes an actual decrease of revenue for 1891 of \$6,907.06.

In compliance with the renewed request of forwarders and shippers of Montreal for a continuance of the reduction of tolls on certain agricultural products, His Excellency the Governor General, on the 25th of March, 1891, authorized a refund of canal tolls as follows, viz.:—

A refund shall be made on the tolls collected on wheat, Indian corn, pease, barley, rye, and (if for export) oats which may be carried through the Welland Canal and the St. Lawrence Canals to Montreal or any port east of Montreal.

The refund shall be such as to reduce the tolls to two cents per ton of the said products or any of them, and the conditions of such refund shall be the following:—

1. The products aforesaid, on which the refund may be claimed, shall be shown to have been originally shipped for Montreal or some port east of Montreal before entering the Welland Canal, and

2. Shall be shown to have been actually carried to Montreal or some port east of Montreal.

3. Transshipment, if at a Canadian intermediate port, shall not prevent the refund aforesaid being made.

This Order in Council shall remain in force only for the present year, 1891.

This refund was made applicable by Order in Council, 29th of April, 1891, to any portions of such cargoes lightered at Port Colborne and reshipped at Port Dalhousie, and also to the above-named products when shipped from Canadian Lake Ontario ports.

The amount of refunds so claimed were paid at the close of the season of navigation, instead of during the season as formerly.

There were 276,861 tons of grain passed down the Welland Canal, and transhipped at Canadian ports to Montreal, during the season of 1891, upon which a refund was made of 18 cents a ton, to the amount of \$49,834.98.

Of the 220,527 tons of grain passed down the Welland Canal to United States ports during the same period; 17,817 tons were transhipped at Ogdensburg, and passed down the St. Lawrence canals to Montreal. Upon these transhipments no refund has been made.

QUANTITY OF GRAIN PASSED DOWN THE WELLAND CANAL.

The quantity of barley, corn, oats, pease, rye and wheat passed down the Welland Canal, from ports west of Port Colborne for a period of ten years, is as follows:—

QUANTITY PASSED DOWN TO MONTREAL.		QUANTITY ON WHICH FULL TOLLS WERE PAID.	
		To Ports in Ontario.	Quantity from U. S. Ports to U. S. Ports.
	Tons.	Tons.	Tons.
1882.....	180,694	.....	63,881
1883.....	186,814	10,650	121,876
1884.....	142,194	12,153	104,537
1885.....	96,569	11,909	117,346
1886.....	203,940	9,881	151,551
1887.....	185,034	11,838	134,868
1888.....	160,358	25,599	169,664
1889.....	267,769	19,075	213,766
1890.....	228,513	16,899	245,932
1891.....	*295,509	6,805	202,710

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, 1891.

During the last decade the quantity of agricultural products, as above, passed down the Welland and St. Lawrence Canals to Montreal, has increased from 180,694 to 295,509 tons; and the quantity passed down the Welland Canal, from United States to United States ports, has increased from 63,881 to 202,710 tons.

The quantity of barley, corn, oats, pease, rye and wheat, arrived at Montreal *viâ* Grand Trunk and Canadian Pacific Railways, for a period of 10 years, is reported as follows:—

	Tons.
For 1882.....	75,026
1883.....	98,672
1884.....	142,231
1885.....	160,821
1886.....	165,613
1887.....	191,760
1888.....	113,794
1889.....	94,943
1890.....	119,208
1891.....	184,410

The quantity of the same articles passed down the whole length of the St. Lawrence Canals to Montreal, for the same period was:—

* Of this quantity 17,817 tons of corn and wheat were transhipped at Ogdensburg.

	Tons.
For 1882	230,055
1883	263,368
1884	174,496
1885	134,824
1886	272,133
1887	237,881
1888	166,191
1889	275,414
1890	242,571
1891	320,434

Comparative shipments of grain by the St. Lawrence route, and by rail and water *viâ* the State of New York, are as follows:—

QUANTITY OF GRAIN TO SEABOARD BY COMPETING ROUTES.

The quantity of grain and pease passed down the whole length of the St. Lawrence Canals to Montreal, is as follows:—

	Tons.
For 1890	242,571
1891	320,434
	<hr/>
Showing an increase of	77,863
	<hr/> <hr/>

The quantity of grain and pease carried to Montreal *viâ* Canadian Pacific and Grand Trunk Railways, is reported as follows:—

	Tons.
For 1890	119,208
1891	184,410
	<hr/>
Showing an increase of.....	65,202
	<hr/> <hr/>

The quantity of grain arrived at tidewater by New York canals, is reported as follows:—

	Tons.
For 1890	1,131,289
1891	1,055,278
	<hr/>
Showing a decrease of.....	76,011
	<hr/> <hr/>

Quantity of grain carried to tidewater by the New York railways is reported as follows:—

	Tons.
For 1890.....	3,045,302
1891.....	2,356,660
	<hr/>
Showing a decrease of.....	688,642
	<hr/> <hr/>

The increases and decreases for 1891, as compared with 1890, on the several routes competing for the carrying trade to the seaboard, are as follows:—

	Increase.	Decrease.	Increase.	Decrease.
	Tons.	Tons.	Per cent.	Per cent.
On the St. Lawrence Canals.....	77,863	.....	32.09	.....
do Canadian Pacific and Grand Trunk Railways.....	65,202	.....	54.69	.....
do New York canals.....	.....	76,011	.....	6.71
do New York railways.....	.....	688,642	.....	22.61

TRANSHIPMENT OF GRAIN.

The quantity of grain passed down the Welland Canal in Canadian and United States vessels to Kingston for six 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
1890,	203 do do	184,275
1891,	209 do do	190,664

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
1890,	35 do do	35,560
1891,	77 do do	90,153

Three Canadian vessels took their cargoes of 1,441 tons of grain through to Montreal intact in 1891, against three in 1890, with 1,281 tons, and one in 1889, with 425 tons.

Forty-four Canadian vessels lightened their cargo at Kingston in 1891, against 63 in 1890 and 54 in 1889.

Two hundred and thirty-nine vessels discharged the whole of their cargoes at Kingston in 1891, against 172 in 1890 and 267 in 1889.

The quantity of grain transhipped at Port Colborne in 1891, and the three previous years is given below. The total number of grain-laden vessels lightened at this port in 1891 was 81, against 83 in the previous year.

	1888.	1889.	1890.	1891.
	Bushels.	Bushels.	Bushels.	Bushels.
Wheat.....	11,440	37,222	4,310	16,665
Corn.....	133,014	254,690	773,687	482,802
Rye.....	Nil.	Nil.	Nil.	1,330
Oats.....	Nil.	8,218	44,294	130,276

The quantity discharged in this port from vessels which did not enter the canal was as follows:—

	1888.	1889.	1890.	1891.
	Bushels.	Bushels.	Bushels.	Bushels.
Wheat.....	72,592	8,608	Nil.	16,628
Corn.....	23,575	Nil.	Nil.	Nil.
Rye.....	Nil.	Nil.	Nil.	Nil.
Oats.....	Nil.	Nil.	Nil.	Nil.

The total quantity of freight moved on the Welland Canal during the season of 1891 was 975,013 tons; of this quantity 945,239 tons were through freight, and 29,774 tons were (way) or local freight.

WELLAND CANAL.

East and West-bound Freight.

There were 684,801 tons of freight passed eastward, and 290,212 passed westward.

The total quantity of freight passed through the whole length of the Welland Canal during the season of 1891, was 945,239 tons.

Of this quantity 283,552 tons were west bound and 661,687 tons east bound.

Of this east-bound freight, Canadian vessels carried 262,547 tons, and United States vessels carried 399,140 tons; and of the west-bound Canadian vessels carried 36,009 tons, and United vessels carried 247,543 tons.

The total quantity of freight moved on the St. Lawrence Canals during the season of 1891, was 936,794 tons; of this quantity 541,028 tons were through freight, and 395,766 were (way) or local freight.

ST. LAWRENCE CANALS.

East and West-bound Freight.

Of the total quantity of freight passed through the canal during 1891, 688,899 tons passed eastward, and 247,895 tons passed westward.

The total quantity of through freight was 541,028 tons; of this quantity 500,532 tons were east-bound freight, and 40,496 west bound.

Of the total quantity of (way) or local freight 188,367 tons were east bound, and 207,399 west-bound freight.

THROUGH TRAFFIC BETWEEN MONTREAL AND PORTS ON LAKES ERIE, MICHIGAN, &C.

The total quantity of freight passed eastward and westward through the Welland and St. Lawrence Canals, from Lake Erie to Montreal, during eleven years, is as follows:—

	Eastward, Tons.	Westward, Tons.
1881.....	169,213	37,190
1882.....	108,835	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
1890.....	231,746	31,951
1891.....	309,593	14,060

FREIGHT FROM UNITED STATES PORTS TO UNITED STATES PORTS.

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 eleven 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
1890.....	318,259	215,698
1891.....	306,257	247,543

The quantity of freight passed eastward through the Welland Canal, from United States ports to United States ports, shows a decrease as compared with the previous year of 12,002, while the west-bound freight shows an increase of 31,845 over the previous year.

Statistical Comparison of various United States Routes.

The statistical comparisons heretofore given in respect to the quantities of the principal 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.

By reference to Statement H, as to the quantity of vegetable food carried to tidewater, it will be observed that the quantity carried by the New York Canals was 1,092,355 tons in 1891, against 1,167,901 in 1890 and 1,296,896 in 1889.

The quantities of vegetable food carried by the New York Central, Erie and New York, West Shore and Buffalo Railways being:—

	Tons.	In	Tons.
In 1891.....	3,565,381	In 1885.....	4,105,594
1890.....	4,336,199	1884.....	3,639,805
1889.....	3,654,984	1883.....	4,422,461
1888.....*	3,197,634	1882....	3,888,557
1887.....	3,847,766	1880.....	4,732,385
1886.....	3,802,262	1869.....	1,087,809

* Flour and grain only.

The following figures are an abstract of the quantities of vegetable food carried to tidewater by the canals and railways of the State of New York, during twenty-one years :—

	Canals.	Railways.	Total.	Proportions by Canals.
	Tons.	Tons.	Tons.	
1869.....	1,302,613	1,087,809	2,390,342	.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
1890.....	1,167,901	4,336,199	5,504,100	.212
1891.....	1,092,355	3,565,381	4,657,736	.234

The total quantity of freight passed through the several divisions of the canals during the season of 1891 is as follows:—

Canals.	Farm Stock.	Forest Produce of Wood.	Manufac- tures.	Merchandise	Agricultural Products.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Welland.....	68	99,383	19,485	300,873	555,204	975,013
St. Lawrence.....	917	126,870	56,765	334,841	416,921	936,314
Chambly.....	215	119,799	2,888	98,449	7,913	229,264
Ottawa.....	1,373	565,382	323	10,952	7,011	585,041
Rideau.....	26	79,259	2,736	23,176	4,116	109,313
St. Peter's.....		2,827		24,205	7,488	34,520
Murray.....	50	3,376	704	4,677	2,935	11,742
Trent Valley.....		20,675	7	132	25	20,839

The total quantity of freight moved on the Welland Canal was 975,013 tons, of which 555,204 tons were agricultural products.

On the St. Lawrence Canals, the total quantity of freight moved was 936,314 tons, of which 416,921 tons were agricultural products, and 334,841 tons were merchandise.

On the Ottawa Canals, the total quantity of freight moved was 585,041 tons, of this quantity 565,382 tons were produce of the forest.

The total quantity of freight moved on all the canals for the season of 1891 was 2,902,046 tons.

The quantity of grain exported from Chicago to Canada by lake during the season of 1891 is reported to be 4,754,708 bushels, and the quantity in transit, 2,736,892 bushels.

The total value of freight exported from Chicago to Canada by lake for the same period is reported to be \$3,916,452.28, of which amount Canadian vessels carried \$2,030,385.71, the details of which are as follows:—

QUANTITY and Value of Exports from Chicago to Canada, by Lake, 1891.

ARTICLES.	UNITED STATES VESSELS.		CANADIAN VESSELS.		TOTAL.	
	Quantity.	Value. \$ cts.	Quantity.	Value. \$ cts.	Quantity.	Value. \$ cts.
Wheat.....	522,632	510,762 75	606,266	596,905 96	1,128,918	1,107,668 72
Corn.....	1,088,816	675,600 39	1,010,923	619,606 51	2,099,739	1,295,206 90
Rye.....	758,502	639,703 42	767,549	688,850 61	1,526,051	1,388,554 03
Flour.....			16,632	78,921 00	16,632	78,921 00
Pork.....			1,450	19,525 00	1,450	19,525 00
☞ Cornmeal.....			375	1,500 00	375	1,500 00
Oatmeal.....			135	1,000 00	135	1,000 00
Tallow.....			100	1,200 00	100	1,200 00
Lard.....			513	10,280 00	513	10,280 00
Grease.....			95	1,050 00	95	1,050 00
Tea.....			1,059	10,563 02	1,059	10,563 02
General Merchandise.....			93	983 61	93	983 61
Total.....		1,886,066 57		2,030,385 71		3,916,452 28

SHIPMENTS of Grain ("In Transit" and "Export") from Chicago, by Lake, 1891.

Shipped to	CORN.		Total.	OATS.		WHEAT.	RYE.	Total Shipments.
	Transit.	Export.		Transit.	Export.			
Montreal	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Prescott	131,501	38,000	170,501	134,635	100,946	367,082	38,000	38,000
Kingston	1,707,012	1,707,012	3,414,024	994,283	1,425,105	4,126,400	4,126,400	4,126,400
Toronto	25,100	25,100	50,200	25,100	25,100	25,100	25,100	25,100
Point Edward	278,768	278,768	557,536	65,701	65,701	65,701	65,701	344,469
Collingwood	149,256	149,256	298,512	256,165	256,165	256,165	256,165	405,421
Midland	807,595	198,126	1,005,721	193,429	193,429	193,429	193,429	1,199,150
Sarnia	488,726	488,726	977,452	497,252	497,252	497,252	497,252	985,978
Total	1,724,345	2,099,739	3,824,084	1,012,547	1,012,547	1,128,918	1,526,051	7,491,600

The trade out of Chicago from May to November, 1891, is reported as follows:—

“As against the combined work of nine of the leading lines of railway in this country, lake vessels took out of Chicago during the seven months of navigation last season, 63·4 per cent of all east-bound shipments from Chicago within that period.

The total shipments of freight of all kinds, east bound from Chicago, May to November, inclusive, according to the weekly reports of the Chicago board of trade, were 4,265,934 tons, and of this the lakes carried 2,705,084 tons, and the railways 1,560,850 tons.

The lake movement does not include an aggregate of about 5,000,000 bushels or 150,000 tons of grain loaded into vessels during the winter of 1890-91, and taken out by the fleet leaving Chicago with the opening of navigation last spring, which if added, would still further increase the gain in water transportation.”

COMPARATIVE STATEMENT OF TRAFFIC BY RAILWAYS AND CANALS *viâ* THE STATE OF NEW YORK.

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 1880.....	25·1
1869.....	47·0	1881.....	18·5
1870.....	38·9	1882.....	19·0
1871.....	38·9	1883.....	18·7
1872.....	40·1	1884.....	19·0
1873.....	34·9	1885.....	17·1
1874.....	31·7	1886.....	16·9
1875.....	28·4	1887.....	16·3
1876.....	24·6	1888.....	18·8
1877.....	28·3	1889.....	15·1
1878.....	27·1	1890.....	13·9
1879.....	23·7	1891.....	13·4

The quantity of freight carried by the canals and railways was greater in 1891 by 899,980 tons than the quantity carried in 1890, and an increase of 26,071,005 tons over 1869.

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

	Total Tonnage.	Proportion by Canals.
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
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.....	35,466,042	·1514
1890.....	37,624,199	·1394
1891.....	38,524,179	·1343

Mr. P. Bird Price, chief inspector of grain for the city of Chicago, reports the average contents of each car of grain was as follows:—

The average contents of each car was:—

Year.	Bushels.	Year.	Bushels.
In 1877.....	416	In 1884.....	601
1878.....	451	1885.....	608
1879.....	460	1886.....	641
1880.....	491	1887.....	673
1881.....	520	1888.....	685
1882.....	559	1889.....	684
1883.....	572	1890.....	727

FREIGHT RATES.

The average rate paid for carrying grain from Buffalo to New York city *via* Erie Canal, is reported as follows:—

For 1887.....	$4\frac{6}{10}$ cents per bushel.
1888.....	$3\frac{4}{10}$ do
1889.....	$4\frac{8}{10}$ do
1890.....	$3\frac{87}{100}$ do
1891.....	$3\frac{5}{10}$ do

Grain freights from Chicago to Montreal in 1891 ranged from 5 to 8 cents per bushel on wheat, and to Buffalo, 1 cent to $5\frac{1}{4}$ cents, with an average of $2\frac{1}{2}$ cents; in 1890 the average was $1\frac{7}{8}$ cents. The wheat rate from Duluth to Buffalo covered a much wider range, from $1\frac{1}{4}$ cents to $9\frac{1}{2}$ cents, the average being $4\frac{1}{4}$ cents; in 1890 the average was 3 cents.

From Toledo to Buffalo the wheat figures ran from 1 cent to 3 cents, averaging 2 cents; the average for 1890 was $1\frac{3}{4}$ cents.

ELEVATING AND STORAGE RATES AT BUFFALO.

All the elevators, receiving grain from vessels, belonging to the Western Elevating Company, whose charges for elevating and storage are reported as follows for 1891:—

Elevating, receiving, weighing and delivering, $\frac{5}{8}$ cent per bushel; storage each 10 days or part thereof, $\frac{1}{4}$ cent; no grain received for direct transfer, the vessel paying only the actual cost of shovelling. The charge for loading cars was $\frac{1}{4}$ cent per bushel, including trimming.

The Cyclone and Hefford's elevators charged $\frac{3}{8}$ cent per bushel for direct transfer from vessel to canal boat.

STATEMENTS OF TRAFFIC FROM LAKE SUPERIOR *viâ* UNITED STATES ROUTES.

"*St. Mary's Canal.*—The canal opened for navigation 27th April, 1891, and closed 7th December. The season was, therefore, 225 days long, or 3 days shorter than in 1890. The average number of vessels passing per day for the whole season was 45·3, and for the months of June, July, August and September, the average was 54·6. The size of the vessels continues to increase as is shown in the following statistics:—

In 1887 the average registered tonnage per vessel was.....	626·3 tons.
1888 do do	701·5 do
1889 do do	790·5 do
1890 do do	833·8 do
1891 do do	862·1 do

The total registered tonnage for the season falls 53,750 tons short of that for 1890, and the freight tonnage was 152,454 tons less. The following discussion of the appended statistics may not be inappropriate:—

For the whole period, since 1881, the iron ore carried through the canal has been 47 per cent of the total freight, and in 1889 and 1890 it was more than 50 per cent; therefore, the freight may be divided into two nearly equal parts, one of which was the iron ore, the remainder being the aggregate of all other freights. The percentage of increase since 1881 falls between 12 and 39 each year, the average being 22. During 1890 the freight, other than iron ore, amounted to 4,266,445 tons, and for 1891, 5,328,548 tons. This shows an increase of 25 per cent in the freight of 1891—other than iron ore—over 1890, or a little more than the average increase for the preceding ten years. Hence the decrease in iron ore freight alone is sufficient to explain why the business of 1891 did not show the usual increase. There were other causes, however, which materially affected the volume of the season's business, and they will be referred to later. The falling off in iron ore freight was predicted with certainty a year ago. It was due to causes so widespread and long continued that a discussion here could hardly be made complete and satisfactory.

The freight of wheat and wheat products was abnormally large. Excluding iron ore and wheat in 1890, the remaining tonnage was 3,725,866 tons. The corresponding freight for 1891 was 4,340,660 tons. Hence the increase in freight, exclusive of iron ore, was 8 per cent, which indicates quite a falling off from the average rate of 22 per cent for the last ten years, and shows that if the wheat crop of the North-West had not been unusually good this season, there would have been a slight decrease in the volume of freight, other than iron ore."

COMPARATIVE Quantity and Value of Freight passing through St. Mary's Falls Canal in 1888 and 1889, with Increase and Decrease of Quantity and Value of the commodities moved.

Material.	1888.		1889.		Increase in Quantity for 1889.	Decrease in Quantity for 1889.	Increase in Value for 1889.	Decrease in Value for 1889.
	Quantity.	Value.	Quantity.	Value.				
Coal.....	2,105,041	7,367,643	1,629,197	5,702,189		475,844	\$ 1,665,454	
Flour.....	219,072	10,953,625	222,870	11,143,535	3,798		189,910	
Wheat.....	557,890	18,224,423	486,955	15,907,216		70,935	108,718	
Grain.....	50,557	1,081,861	53,331	2,090,580	2,774	17,314	865,700	
Manufactured iron.....	48,859	2,442,950	31,545	1,577,250				
Pig iron.....	14,844	252,348	26,016	442,272	11,172		189,924	
Salt.....	21,043	210,433	16,825	168,250		4,218	42,183	
Copper.....	28,960	5,792,000	33,456	6,691,200	4,496		899,200	
Iron ore.....	2,570,517	8,096,809	4,095,855	14,335,492	1,525,338		5,338,683	
Lumber.....	420,651	4,326,696	552,219	5,679,972	131,568		1,333,276	
Silver ore and bullion.....	3,385	520,579	5,947	914,589	2,562		394,069	
Building stone.....	33,541	335,410	33,538	335,380		3	30	
Unclassified freight.....	345,844	20,751,240	312,410	18,744,600		33,434	2,006,640	
Total.....	6,420,204	82,156,017	7,500,164	83,732,525	1,681,708	601,748	8,473,720	
Decrease.....				601,748			6,897,214	
Net increase of Quantity.....			1,079,960				1,576,506	
Net increase of Value.....								

COMPARATIVE Statement of the Amount and Value of Commerce through St. Mary's Falls Canal for the Calendar Years 1890 and 1891.

Items.	QUANTITY.		INCREASE.		DECREASE.		TOTAL VALUATION.				
	1890.	1891.	Amount.	Per Cent.	Amount.	Per Cent.	Price per Unit.	1890.	1891.		
			\$		\$		\$ cts.	\$	\$	cts.	cts.
*Vessels.....	10,557	10,191									
Lockages, registered.....	4,970	4,981			366	3					
Tonnage, do freight.....	8,454,435	8,400,685			53,750	1					
Passengers.....	9,041,213	8,888,759			152,454	2					
Coal (hard and soft).....	24,856	26,190	1,334	5							
Flour.....	2,176,925	2,507,532	330,607	18							
Wheat.....	3,239,104	3,780,143	541,039	17							
Grain (other than wheat).....	16,217,570	38,816,570	22,599,000	139							
Manufactured iron.....	2,044,384	1,032,104			1,012,280	50					
Salt.....	93,615	42,560			51,055	55					
Pig iron.....	22,712	27,181	4,469	19							
Copper.....	179,431	234,598	55,097	31							
Iron ore.....	43,729	63,190	25,461	58							
Lumber.....	4,774,768	3,560,213			1,214,555	25					
Silver ore and bullion.....	361,929	366,305									
Building stone.....	3,432	1,731	4,376	1							
+Unclassified freight.....	47,973	44,080			1,701	50					
Totals.....	371,294	417,093	45,799	12	3,893	8		22,277,640	25,025,580		
								102,214,948	70	128,178,208	51

Items.	Valuation based on Estimates of 1885.	Valuation for 1885.	Valuation for 1886.	Valuation for 1887.	Valuation for 1888.	Valuation for 1889.	Valuation for 1890.	Valuation for 1891.		
*Steamers.....	7,339	\$ 53,413,	472	13	69,080,	071	95	79,031,	757	78
Sails.....	2,405	82,158,	019	97	83,732,	527	15	102,214,	948	70
Unregistered crafts.....	447	128,178,	208	51						
Total.....	10,191									

Canal was open to navigation during season of 1890, 228 days.
do do 1891, 225 do

 ERIE CANAL.

Mr. Hannan, Superintendent of Public Works, Albany, reports on the traffic through the Erie Canal for 1891, as follows:—

“Comparing the tonnage of 1891 with that of 1890, there is shown to be a loss of 682,630 tons, but, during the year 1890, there were transported upon the canal 467,537 tons of ice which is an unusual commodity, so that the loss this year, as compared with the tonnage of last year (exclusive of the ice), is 215,093 tons. * *

* * * But while there has been a decrease in the total tonnage of the canals this year, as compared with any one of the past seven years, or since the abolition of tolls, the canal has maintained its usefulness to a greater degree than at any period in its recent history.

Never before has such a violent and persistent war of rates existed between trunk railway lines combined on the one side and the Erie Canal on the other. This competition was commenced upon the opening of the canal this year, and was continued during the entire season until its close, when the rates were immediately advanced to more than double what they had been during the season. * * * *

Such was the activity displayed that freight was frequently carried by rail at a far less rate than it could be transported by canal. Being apprised of these facts, I have investigated this matter, but as contracts are made with the shipper in private; the shipper, who is benefited by such contract, will not disclose the price he is paying for such service, for fear that in the future he may be discriminated against and he will be unable to procure any additional contracts that will be advantageous to himself. Enough information, however, has been ascertained to convince me that the price for carrying grain by rail from Buffalo to New York has rarely been more than the price charged for carrying it by canal. Sometimes it has been less. * * * *

At no time in recent years has this fact, that the rates are regulated by the Erie Canal, been more clearly illustrated or made more apparent than during the season just closed. When the canals were opened in May last the pool rates on grain from Buffalo to New York were $7\frac{3}{8}$ cents per bushel, while the canal rates were from $2\frac{5}{8}$ cents to 3 cents, and were increased in June to $3\frac{3}{8}$ cents. But the pool rates were not maintained. My information on that subject, which has been received from private sources, is that contracts were made by the various railways to carry this grain in the months of June, July and August for 4 cents per bushel; September, $4\frac{1}{2}$, and October, 5 cents, and all this time the pool rates remained unchanged, while the canal rates were: May, 2.51 cents; June, 2.53 cents; July, 2.68 cents; August, 3.94 cents; September, 4.19 cents; October, 4.44 cents; and November, 4.13 cents. * * * *

Formerly a vessel on the lake capable of carrying 30,000 bushels of grain was all that was required, and very few exceeded that tonnage. Now a 30,000 bushel vessel would be unable to compete for this traffic. They have been superseded by vessels capable of carrying 70,000, 80,000 and 100,000 bushels, and from the reports published on that subject I learn that boats are being built capable of carrying 140,000 bushels. As an evidence of how the capacity of vessels plying on the lakes has increased, I desire to state that from 31 grain laden boats arriving in the port of

Buffalo on 27th November last, 1 carried 140,000 bushels of oats, 1 carried 90,000 bushels of wheat, 3 carried 80,000 bushels of grain each, 2 carried 75,000 bushels each, 3 carried 70,000 bushels each, 2 carried 68,000 bushels each, 2 carried 65,000 bushels each, 3 carried 60,000 bushels each, 1 carried 55,000 bushels, and 4 carried 50,000 bushels each; and from 21 grain laden boats arriving in the same port on the day following, 1 carried 120,000 bushels of oats, 2 carried 80,000 bushels each of wheat, 1 carried 73,000 bushels of wheat, 3 carried 70,000 bushels each, 1 carried 66,000 bushels, 1 65,000 bushels, 1 55,000 bushels, and 4 45,000 bushels each. This is a fair illustration of the increase in the capacity of the lake craft, and was taken without any especial regard to date or number of cargoes arriving in port."

Aggregate shipments of grain and flour *via* Erie Canal, for the years noted:—

	Grain, Bushels.	Flour, Barrels.
1891	34,499,140	9,920
1890.....	38,218,960	1,805
1889	41,742,000	8,454
1888.....	38,070,930	4,945
1887.....	48,972,550	3,096
1886.....	45,017,163	4,518
1885	31,467,738	2,692
1884.....	37,846,067	4,849
1883.....	42,352,225	5,349
1882.....	29,439,688	6,918
1881.....	30,758,912	.....
1880.....	71,699,265	19,716
1879.....	53,822,546	4,652
1878.....	59,514,779	2,421
1877.....	48,425,968	4,160
1876.....	27,558,744	2,137
1875.....	35,318,120	54,251
1874.....	40,986,834	49,182
1873.....	50,930,447	13,570
1872.....	48,246,960	5,142
1871	47,954,240	45,068
1870.....	28,966,780	74,384
1869.....	28,361,361	51,446
1868.....	36,458,150	5,638
1867.....	26,387,161	16,560
1866.....	33,750,090	.....
1865.....	37,428,889	440,867
1864.....	38,078,575	146,745
1863.....	45,236,283	486,856
1862.....	52,376,500	428,268

UNITED STATES' VIEW OF THE COMPARATIVE IMPORTANCE OF UNITED STATES AND
CANADIAN WATERWAYS.

(Extract from proceedings of the Deep Waterway Convention.)

“Lake Superior was opened by the completion of the Canal and first lock in 1855 at Sault Ste. Marie.

“The increase of business soon demonstrated the necessity of another and larger lock. This was completed in September, 1881, and was five hundred and fifteen feet long, eighty feet wide, and with seventeen feet of water on the mitre sill. From that date to this, with wonderfully efficiency, this lock has met the demands of a rapidly increasing tonnage. It passed, in 1882, 2,029,000 tons; in 1883, 2,267,000; in 1884, 2,874,000; in 1885, 3,256,000; in 1886, 4,527,000; in 1887, 5,494,000; in 1888, 6,932,000; in 1889, 7,516,000; in 1890, 9,041,213; in 1891, 8,888,759. The freight tonnage was 152,454 tons less this year than in 1890. This is due to obstruction in the channel on the St. Mary's River, caused by collisions and sinking of vessels. General Poe states in regard to this:—

“‘But for the delay due to the sinking of the “Susan E. Peck,” we would have exceeded the traffic of 1890, notwithstanding the extraordinarily low stage of water and the delay in putting vessels in commission in the spring.’

“The increase in valuation (of products) for the season of 1891 over 1890 is nearly \$26,000,000. The value of the cargoes passing the lock this year was \$128,178,208.51. The most notable points in this season's business are the decrease in iron ore and the large increase in wheat products.

* * * * *

“During the season of 1890 over 9,000,000 tons of freight passed through St. Mary's River, and more than 22,000,000 tons through the waterway between Lakes Huron and Erie. The increase in the available depth of channels on the lakes from nine and one-half feet in 1852 to sixteen feet in 1882 developed this commerce, and it is only reasonable to expect that a further increase of four feet will be followed by corresponding increase in the shipping. The results are most notable, perhaps, in the character of the vessels employed in the carrying trade.

“These have increased in size and seaworthiness until they form a fleet which has not its equal upon any inland waters on the face of the globe.

“Of large capacity and great power, regardless of wind or weather, the steamers of the prevailing type bear their cargoes to and from ports a thousand miles apart with the precision of railroad trains, each of them transporting at once more than ten ordinary freight trains.

“*Canadian Competition.*”

“But the day is near at hand when American farmers must meet such competition as they never met before, and such as few of them have ever dreamed of.

“James W. Taylor, who, through all the changes of parties and of administrations, has for twenty-one years past been the Consul of the United States at Winnipeg, has made a special study of the Canadian North-West, and he declares that the parallelogram included between longitudes 100 and 170 west of Greenwich,

and latitude 50 degrees to 70 degrees is identical in climate and as rich in resources as an equal area in Europe, included between the same meridians of latitude and extending 60 degrees east and 10 degrees west of Greenwich. The European parallelogram includes England, Ireland, Scotland, Denmark, Norway, Sweden, Belgium, Holland and most of Germany and Russia in Europe, and is represented by the cities of London, Liverpool, Dublin, Glasgow, Edinburgh, Copenhagen, Stockholm, Berlin, St. Petersburg, Moscow, Nijnei-Novgorod and Archangel. Over all the territory included in the North American parallelogram, the opening of spring occurs at the same time almost to a day. It is known by the test of experiment that wheat can be grown as far north as latitude 69, and by far the finest wheat which I have ever seen came from Fort Vermillion on Peace River in latitude 59, longitude 116. Wheat, barley, oats, peas, all the grains and vegetables, are successfully raised at the Mission Stations throughout this region, and the farmers of Manitoba have had greater average crops per acre for many years past than the American farmers in Minnesota and Dakota.

“The causes for this remarkable extension north-west of cereal production are first, the continually decreasing altitude, the influence of the warm wind of the Pacific blowing through the low mountain passes of the north, and the fact that the long summer days of higher latitudes give a vast deal more of sunshine during the growing season than is in the case further south, while the cold winters prevent the development of insect pests which are so injurious in milder climates. The causes are certainly sufficient to explain the fact so well demonstrated by experience, that all grains are produced in the highest quality and the greatest quantity per acre near the northernmost limit at which they will grow.

“ Canadian Water-ways.

“ Within five years from the present time at the present rate of progress, and within three years if the work is hastened a little, there will be a clear channel for vessels drawing 14 feet of water through Canadian territory, all the way from Lake Superior to the sea. Six feet of water in the Erie Canal and two transfers of freight can no more compete with 14 feet of water through the Canadian canals and no transfer, than a wheelbarrow can compete with an express train. The canal boat carrying two hundred tons, drawn by mules at the rate of four miles per hour, can by no possibility compete with the steamships carrying two thousand tons, propelled by steam at the rate of fourteen miles per hour. And while the United States farmer has held his own fairly well against the semi-civilized wheat growers of India, I do not see how he can hope to win in competition with men of the same race, men just as intelligent, with a climate no more rigorous, with a soil at least as fertile and with transportation facilities immeasurably superior. The great plains of the Canadian North-West are unsettled now, but when once the conditions of soil and climate which there exist are supplemented by facilities for transportation not surpassed, if equalled by those of any other region, I believe the Canadian North-West will settle up with a race of hardy, intelligent and prosperous people and will become the granary of the world. He who can most cheaply reach the markets of the world can control the markets of the world.”

Exports of Grain from Atlantic Sea Ports.

The quantity of grain for foreign exports during the season, from 1st May to 30th November, 1891, is reported as follows:—

	Bushels.
From Montreal.....	14,294,083
“ New York.....	51,557,391
“ Boston.....	4,965,261
“ Philadelphia.....	6,931,429
“ Baltimore.....	14,752,500

For details, see following statement:—

EXPORTS of Cereals, &c., from undermentioned Atlantic Ports, from 1st May to 30th November, 1891.

		From New York.	From Boston.	From Philadel- phia.	From Baltimore.	From Montreal.
Flour.....	Brls.	1,988,310	966,998	561,416	1,423,363	734,027
Cornmeal.....	“	87,165	40,652	457	12,070	Not given.
Wheat.....	Bush.	36,185,254	1,824,032	5,984,417	13,118,872	6,090,114
Corn.....	“	9,308,260	2,677,130	947,012	949,157	2,173,070
Oats.....	“	1,302,080	222,606	.....	100	775,409
Barley.....	“	744,258	11,626	.....	.....	796,624
Rye.....	“	3,651,133	105,383	.....	681,850	2,399,803
Peas.....	“	366,406	114,484	.....	2,521	2,059,063
Total grain.....	“	51,557,391	4,955,261	6,931,429	14,752,500	14,294,083
Flour.....	“	8,947,395	4,351,491	2,526,372	6,405,133	3,303,121
Meal.....	“	348,660	162,608	1,828	48,280	Not given.
Grand Total.....	“	60,853,446	9,469,360	9,459,629	21,205,913	17,597,204

The usual detailed statements in explanation of the various points referred to and of intransit trade are hereto appended.

I have the honour to be, Sir,

Your obedient servant,

B. H. TEAKLES,

Chief Clerk, Canals Revenue.

T. TRUDEAU, Esq., Acting Secretary,
Department of Railways and Canals.

GRAIN FREIGHTS BY LAKE AND ERIE CANAL.

THE following were the Current Rates of Freight on Wheat and Corn from Chicago to Buffalo, Ogdensburg, or Kingston, and to Montreal (steam); also to New York by Lake and Erie Canal; for each week during the season of navigation in 1891.

Week ending	To Buffalo.		*To Kingston.		To Montreal (steam).		Erie Canal, Buffalo to New York.		Chicago to New York, Lake and Canal, including Buffalo charges.	
	Wheat per bushel.	Corn per bushel.	Wheat per bushel.	Corn per bushel.	Wheat per bushel.	Corn per bushel.	Wheat per bushel.	Corn per bushel.	Wheat per bushel.	Corn per bushel.
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
April 4...	2	1 3/4								
do 11...	2	1 3/4								
do 18...	2	1 3/4								
do 25...	2	1 3/4								
May 2...	1 3/4	1 1/2	4	3 1/2	6 1/4	5 1/2	2 1/2	2 3/4	5 1/2	4 3/4
do 9...	1 3/4	1 1/4	3 3/4	3 1/4	6 1/2	5 1/4	2 5/8	2 1/4	5	4 3/4
do 16...	1 3/4	1 3/8	3 3/4	3	5 3/4	5	2 3/8	2	4 3/4	4
do 23...	1	1	3 3/4	3	5 3/4	5	2 3/8	2	4 3/4	3 5/8
do 30...	1	1	2 3/4	2 1/2	5	4 3/4	3 1/4	2 5/8	5 1/2	4 3/4
June 6...	1	1	2 3/4	2 1/2	5	4 3/4	3	2 3/8	4 1/2	4 3/4
do 13...	1	1	2 3/4	2 1/2	5	4 3/4	3	2 3/8	4 1/2	4 3/4
do 20...	1 1/4	1 1/4	2 3/4	2 1/2	5	4 3/4	2 7/8	2 2/8	5	4 3/4
do 27...	1 3/4	1 1/4	2 3/4	2 1/2	5	4 3/4	2 7/8	2 2/8	5 1/2	4 3/4
July 4...	1 3/4	1 1/4	2 3/4	2 1/2	5	4 3/4	2 7/8	2 2/8	5 1/2	4 3/4
do 11...	1 3/4	1 1/4	2 3/4	2 1/2	5	4 3/4	2 7/8	2 2/8	5 1/2	4 3/4
do 18...	2 to 2 1/4	1 3/4 to 2	2 3/4	2 1/2	5	4 3/4	2 1/2	2 1/8 to 2 1/4	5 1/2	4 3/4 to 5 1/8
do 25...	2	1 3/4	3	2 3/4	5 1/4	5				
Aug. 1...	2 1/4 to 2 3/4	2 to 2 1/4					3 1/8	3 1/8	6 to 6 1/2	6 to 6 1/4
do 8...	3 to 3 1/4	2 3/4 to 3	4 3/8	4 1/2	7 1/2	7	3 3/4 to 3 3/4	3 3/8	7 to 7 1/2	7 to 7 1/4
do 15...	2 3/4 to 2 3/4	2 1/2	4 3/8	4 1/2	7 1/2	7	3 3/4 to 3 3/4	3 3/8	7 to 7 1/2	6 3/4 to 6 3/4
do 22...	2 1/2 to 2 3/4	2 1/4 to 2 1/2	4 3/8	4 1/2	7 1/2	6 3/4	3 3/4 to 3 3/4	3 3/8	7 to 7 1/2	6 3/4 to 6 3/4
do 29...	2 3/4 to 2 3/4	2 3/8 to 2 3/8	4 3/8	4 1/2	7 1/2	7	4	3 3/8	7 to 7 1/2	6 3/4 to 6 3/4
Sept. 5...	3 to 3 1/4	2 1/2 to 3	4 3/8	4 1/2	7 1/2	7	4	3 3/8	7 1/2 to 8	7 to 7 1/4
do 12...	3 1/4 to 3 3/4	3	4 3/8	4 1/2	7 1/2	7 1/2	4 1/4	3 3/8	8 to 8 1/2	7 3/4 to 7 3/4
do 19...	3 3/4 to 3 3/4	3 1/4	5 1/2	5 1/4	8	7 1/2	4	3 3/8	8 to 8 1/2	7 3/4 to 7 3/4
do 26...	3 1/4 to 3 3/4	3 to 3 1/4					4 1/4	3 1/8	8 to 8 1/2	7 3/4 to 8 1/4
Oct. 3...	2 3/4 to 3	2 3/4					4 1/4	4 1/8	8 1/2 to 8 1/2	7 3/4 to 8 1/4
do 10...	2	2	4 1/4	3 3/4	7	6 1/2	4 3/8	4	7 1/4 to 7 1/4	6 3/4 to 6 3/4
do 17...	2	1 3/4					4 3/8 to 4 3/8	4	7 1/4 to 7 1/4	6 3/4 to 6 3/4
do 24...	2	1 3/4					4 3/8 to 4 3/8	4	7 1/4 to 7 1/4	6 3/4 to 6 3/4
do 31...	2 1/2 to 2 3/4	2 1/4 to 2 3/4					4 1/4	3 3/8	7 1/4 to 7 1/4	7 to 7 1/4
Nov. 7...	3 to 4	2 3/4 to 3 3/4					4	3 3/8	7 1/4 to 8 1/2	7 1/4 to 8 1/4
do 14...	4 to 4 1/4	4					3 7/8	3 3/8	8 1/4 to 9	8 1/4 to 8 1/4
do 21...	4 1/4	4 1/4					4	3 3/8	9	8 1/4 to 8 1/4
do 28...	4 1/4 to 4 1/4	4 to 4 1/4								

* Ogdensburg rates 1/2 cent above Kingston.

LAKE (STEAM) AND RAIL FREIGHTS, SEASON OF 1891.

The following shows the weekly range of Freights on Flour, Wheat and Corn by Steam, Chicago to Buffalo or Erie, and thence by Rail.

Week ending	To Buffalo.			To New York.			To Boston.			To Philadelphia.			To Baltimore.		
	Flour, per barrel.	Wheat, per bushel.	Corn, per bushel.	Flour, per barrel.	Wheat, per bushel.	Corn, per bushel.	Flour, per barrel.	Wheat, per bushel.	Corn, per bushel.	Flour, per barrel.	Wheat, per bushel.	Corn, per bushel.	Flour, per barrel.	Wheat, per bushel.	Corn, per bushel.
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
April 4	20	2½	7½	40	8½	7½	50	11	9½	36	36	34	34	36	34
do 11	20	2	7½	40	8½	7½	50	11	9½	36	36	34	34	36	34
do 18	20	2	7½	40	8½	7½	50	11	9½	36	36	34	34	36	34
do 25	20	2	7½	40	8½	7½	50	11	9½	36	36	34	34	36	34
May 2	20	2	7½	40	8½	7½	50	10½	9½	36	36	34	34	36	34
do 9	20	1½	7½	40	8½	7½	50	9	9	36	36	34	34	36	34
do 16	20	1½	7½	40	8½	7½	50	9	9	36	36	34	34	36	34
do 23	20	1½	7½	40	8½	7½	50	9	9	36	36	34	34	36	34
do 30	20	1	7½	40	8½	7½	50	9	9	36	36	34	34	36	34
June 6	20	1½	7½	30	7½	6½	40	9	8½	36	36	34	34	36	34
do 13	20	1½	7½	40	7½	6½	50	9	8½	36	36	34	34	36	34
do 20	20	1½	7½	40	7½	6½	50	9	8½	36	36	34	34	36	34
do 27	20	1½	7½	40	7½	6½	50	9	8½	36	36	34	34	36	34
July 4	20	1½	7½	40	7½	6½	50	9	8½	36	36	34	34	36	34
do 11	20	1½	7½	40	7½	6½	50	9	8½	36	36	34	34	36	34
do 18	20	1½	7½	40	7½	6½	50	9	8½	36	36	34	34	36	34
do 25	20	2	7½	40	7½	6½	50	9	8½	36	36	34	34	36	34
do 28	20	2	7½	40	7½	6½	50	9	8½	36	36	34	34	36	34
Aug 1	20	2	7½	40	8	7	50	9	8½	36	36	34	34	36	34
do 8	20	3	7½	35	8½	7½	50	10	9½	31	31	31	31	36	34
do 15	20	3	7½	35	9	8	45	10	9½	31	31	31	31	36	34
do 22	20	3	7½	40	9	8	50	11	10	36	36	36	36	36	34
do 29	20	3	7½	40	9	8	50	11	10	36	36	36	36	36	34
do 31	20	3	7½	40	9	8	50	11	10	36	36	36	36	36	34
Sept. 5	20	3	7½	40	9	8	50	11	10	36	36	36	36	36	34
do 12	20	3	7½	40	9	8	50	11	10	36	36	36	36	36	34
do 19	20	3	7½	40	9	8	50	11½	10½	36	36	36	36	36	34
do 26	20	4	7½	40	9	8	50	12	11½	36	36	36	36	36	34
do 33	20	4	7½	40	9	8	50	12½	12	36	36	36	36	36	34
Oct. 3	20	4	7½	40	9	8	50	13	12	36	36	36	36	36	34
do 10	20	3	7½	40	9	8	50	11	10	36	36	36	36	36	34
do 17	20	2	7½	40	8	7	50	11	10	36	36	36	36	36	34
do 24	20	2	7½	40	8	7	50	11	10	36	36	36	36	36	34
do 31	20	2	7½	40	8	7	50	11	10	36	36	36	36	36	34
Nov. 7	20	3	7½	40	8	7	50	11½	11	36	36	36	36	36	34
do 14	20	4	7½	40	9	8	50	12	11½	36	36	36	36	36	34
do 21	20	4	7½	40	9	8	50	12	11½	36	36	36	36	36	34
do 28	20	4	7½	40	10	9	50	12½	12	36	36	36	36	36	34
Dec. 5	20	5	7½	40	10	9	50	12½	12	36	36	36	36	36	34

Not quoted *via* the W. T. Co.

Withdrawn.

Not quoted.

FREIGHT RATES.

GRAIN, CHICAGO TO BUFFALO.

Year.	Wheat.	Year.	Wheat.
1877.....	3·7 cents.	1886.....	3·6 cents.
1878.....	3·1 "	1887.....	4·1 "
1879.....	4·7 "	1888.....	2·7 "
1880.....	5·7 "	1889.....	2·5 "
1881.....	3·2 "	1890.....	1·9 "
1882.....	2·5 "	1891.....	2·5 "
1883.....	3·5 "		
1884.....	2·1 "		
1885.....	2·0 "		
		Average, 15 years.	3·2 "

The handling charge on grain borne by the vessel is \$3.50 to \$4 per 1,000 bushels.

RATE of Freight per bushel on Corn from Chicago to Buffalo, 1890.

Date.	Rate.	Date.	Rate.
	Cents.		Cents.
March 7.....	2 ⁷ / ₄	July 24.....	1 ¹ / ₂
do 14.....	3 ³ / ₄	do 25.....	1 ³ / ₄
do 23.....	3 ³ / ₄	do 30.....	1 ¹ / ₂
April 3.....	3 ¹ / ₄	do 31.....	1
do 5.....	2 ⁷ / ₄	August 1.....	1 ¹ / ₄
do 11.....	2 ¹ / ₂	do 9.....	1 ³ / ₄
do 14.....	2 ¹ / ₄	do 16.....	1 ¹ / ₄
do 15.....	2	September 5.....	1 ³ / ₄
do 25.....	1 ³ / ₄	do 12.....	1 ³ / ₄
do 26.....	1 ¹ / ₂	do 29.....	2
do 28.....	1 ¹ / ₄	October 14.....	1 ⁷ / ₈
do 30.....	1 ¹ / ₂	do 16.....	1 ¹ / ₂
May 2.....	1 ³ / ₄	do 22.....	1 ¹ / ₄
do 3.....	1 ³ / ₄	do 25.....	1
do 20.....	1 ¹ / ₄	November 6.....	1 ¹ / ₄
do 27.....	1 ¹ / ₂	do 18.....	1 ¹ / ₂
June 5.....	1 ³ / ₄	do 19.....	1 ³ / ₄
do 10.....	2	do 20.....	1 ¹ / ₂
do 27.....	2 ¹ / ₄	do 21.....	2
do 28.....	2 ³ / ₈	do 28.....	3
July 8.....	2	December 3.....	3
do 23.....	1 ⁷ / ₈		

1891.

April 10.....	2	September 12.....	3
do 17.....	1 ³ / ₄	do 15.....	2 ¹ / ₄
May 2.....	1 ¹ / ₂	do 25.....	3
do 8.....	1 ¹ / ₄	do 28.....	2 ³ / ₄
do 9.....	1 ³ / ₈	do 30.....	2 ¹ / ₂
do 13.....	1	October 3.....	2 ¹ / ₄
June 29.....	1 ¹ / ₄	do 5.....	1 ³ / ₄
July 7.....	1 ³ / ₄	do 23.....	2
do 13.....	1 ³ / ₄	do 26.....	2 ¹ / ₄
do 14.....	1 ¹ / ₄	do 30.....	2 ³ / ₄
do 28.....	2 ¹ / ₄	do 31.....	2 ¹ / ₄
do 30.....	2 ³ / ₄	November 4.....	3 ¹ / ₄
do 31.....	3	do 5.....	3 ³ / ₈
August 7.....	2 ³ / ₄	do 6.....	4
do 10.....	2 ¹ / ₂	do 12.....	3 ³ / ₄
do 11.....	2 ¹ / ₂	do 19.....	4 ¹ / ₂
do 14.....	2 ³ / ₄	do 21.....	4 ¹ / ₄
September 2.....	2 ³ / ₄	do 28.....	4 ¹ / ₂
do 4.....	3	December 2.....	4 ¹ / ₂
do 10.....	3 ¹ / ₄		

Averages of daily Rates for the past six Years.

1886.....	3·4 cents per bushel.	1889.....	2·25 cents per bushel.
1887.....	3·9 do do	1890.....	1·88 do do
1888.....	2·5 do do	1891.....	2·13 do do

RATE of Freight per bushel on Wheat from Duluth to Buffalo, 1890.

Date.	Rate.	Date.	Rate.
	Cents.		Cents.
March 28.....	3 ³ / ₄	June 27....	2 ¹ / ₂
April 11.....	3 ¹ / ₂	July 8.....	2 ³ / ₄
do 23.....	3 ¹ / ₄	do 10.....	2 ¹ / ₂
May 7.....	3	do 30.....	2 ¹ / ₂
do 10.....	2 ⁷ / ₈	September 15.....	2 ³ / ₄
do 13.....	3	do 22.....	2 ³ / ₄
June 3.....	2 ³ / ₄	November 15.....	3
do 5.....	2 ¹ / ₄	do 22.....	4
do 13.....	2 ¹ / ₄	do 24.....	4 ¹ / ₂
do 14.....	2	do 26.....	5
do 21.....	2 ¹ / ₂	do 28.....	5 ¹ / ₂
do 24.....	2 ³ / ₄		

1891.

March 16.....	2 ⁷ / ₈	October 6.....	3 ¹ / ₄
do 18.....	2 ³ / ₄	do 8.....	3
do 24.....	2 ¹ / ₂	do 10.....	2 ³ / ₄
April 22.....	2 ¹ / ₄	do 19.....	2 ³ / ₄
May 9.....	2	do 20.....	3
do 16.....	1 ³ / ₄	do 21.....	3 ¹ / ₂
do 18.....	1 ¹ / ₂	do 26.....	4
do 20.....	1 ¹ / ₄	November 2.....	4 ¹ / ₄
June 9.....	1 ³ / ₄	do 3.....	5
do 12.....	1 ¹ / ₂	do 5.....	5 ¹ / ₄
do 13.....	2	do 6.....	6
July 7.....	2 ¹ / ₄	do 7.....	7
do 13.....	2 ¹ / ₂	do 9.....	7 ¹ / ₂
August 1.....	3	do 19.....	8
do 5.....	3 ¹ / ₂	do 20.....	8 ¹ / ₂
do 6.....	3 ¹ / ₄	do 21.....	9 ¹ / ₄
September 8.....	3 ¹ / ₂	do 23.....	9 ¹ / ₂
do 10.....	3 ³ / ₄	do 25.....	9 ¹ / ₂
do 15.....	4	do 28.....	9 ¹ / ₄
do 28.....	3 ¹ / ₂		

Average daily rate in 1890..... 2·8 cents per bushel.
do do 1891..... 3·15 do

COAL FREIGHT RATES.

SOFT COAL, OHIO PORTS TO PORTS NAMED.

Year.	Chicago.	Milwaukee.	Escanaba.	Duluth.
1885.....	\$0 67	\$0 63	\$0 51	\$0 49
1886.....	0 89	0 83	0 60	0 78
1887.....	1 11	1 06	0 72	0 89
1888.....	0 92	0 84	0 61	0 66
1889..	0 59	0 54	0 49	0 52
1890.....	0 66	0 64	0 45	0 49
1891.....	0 58	0 61	0 52	0 49
Average, seven years..	<u>0 77</u>	<u>0 74</u>	<u>0 56</u>	<u>0 62</u>

HARD COAL, BUFFALO TO PORTS NAMED.

Year.	Chicago.	Duluth.
1885.....	\$0 71	\$0 52
1886.....	0 87	0 62
1887.....	1 05	0 70
1888.....	0 86	0 65
1889.....	0 52	0 41
1890.....	0 62	0 43
1891.....	0 56	0 29
Average, seven years.....	<u>0 74</u>	<u>0 52</u>

Coal is shipped net tons and handled in all cases without charge to the vessel.

Annual average canal freight rates on Wheat and the tolls on Wheat from Buffalo to New York, and the elevating and storage rates at Buffalo for each year from 1870 to 1891, inclusive.

[Prepared by Mr. William Thurstone, Secretary of the Buffalo Merchants' Exchange.]

Year.	Average Canal Freight Rates.	Tolls.	Elevating, including Storage. a.	Year.	Average Canal Freight Rates.	Tolls.	Elevating, including Storage. a.
	Cents.	Cents.	Cents.		Cents.	Cents.	Cents.
1870.....	11·2	3·1	1·25	1881.....	4·7	1·	8·75
1871.....	12·6	3·1	1·25	1882.....	5·4	1·	8·75
1872.....	13·	3·1	1·25	1883.....	4·9	.....	8·75
1873.....	11·4	3·1	1·25	1884.....	4·2	.....	8·75
1874.....	10·	3·1	1·25	1885.....	3·8	.....	8·75
1875.....	7·9	2·	1·	1886.....	5·	.....	8·75
1876.....	6·6	2·	1·	1887.....	4·5	.....	8·75
1877.....	7·4	1·	1·	1888.....	3·4	.....	8·75
1878.....	6·	1·	1·	1889.....	4·8	.....	8·75
1879.....	6·8	1·	1·	1890.....	3·8	.....	8·75
1880.....	6·5	1·	1·	1891.....	3·5	.....	8·75

a. Storage varied ; 5 to 10 days limit.

Annual average freight rates per bushel of Wheat for transportation from Chicago to New York for each year from 1857 to 1891, inclusive.

[Prepared by Mr. J. C. Brown, Statistician, New York Produce Exchange.]

CALENDAR YEAR.	AVERAGE RATE PER BUSHEL.			CALENDAR YEAR.	AVERAGE RATE PER BUSHEL.		
	By Lake and Canal <i>a</i> .	By Lake and Rail.	By all Rail.		By Lake and Canal <i>a</i> .	By Lake and Rail.	By all Rail.
	Cents.	Cents.	Cents.		Cents.	Cents.	Cents.
1857	25·29			1875	11·43	14·6	24·1
1858	16·28			1876	9·58	11·8	16·5
1859	17·59			1877	11·24	15·8	20·3
1860	24·83			1878	9·15	11·4	17·7
1861	26·55			1879	11·60	13·3	17·3
1862	26·33			1880	12·27	15·7	19·9
1863	22·91			1881	8·19	10·4	14·4
1864	28·36			1882	7·89	10·9	14·6
1865	26·62			1883	8·37	11·5	16·5
1866	29·61			1884	6·31	9·55	13·125
1867	22·36			1885	5·87	9·02	14·00
1868	22·79	29·0	42·6	1886	8·71	12·00	16·50
1869	25·12	25·0	35·1	1887	8·51	12·00	16·33
1870	17·10	22·0	33·3	1888	5·93	11·00	14·50
1871	20·24	25·0	31·0	1889	6·89	13·70	15·00
1872	24·47	28·0	33·5	1890	5·85	8·50	14·31
1873	19·19	26·9	33·2	1891			
1874	14·10	16·9	28·7				

a. Including canal tolls until 1882, but not Buffalo transfer charges. *b*. Averages of officially published tariffs.

ANNUAL average through Freight Rates on Grain, Flour and Provisions (per 100 lbs.), from Chicago to European Ports, by all Rail to Sea-board and thence by Steamers, from 1880 to 1891.

(Prepared by Secretary of the Board of Trade, Chicago.)

Shipped to		Articles.										
		1891.	1890.	1889.	1888.	1887.	1886.	1885.	1884.	1883.	1881.	1880.
		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Liverpool	Grain	4075	3187	3958	3490	3487	3672	2943	4428	3647	3718	4922
do	Sacked flour	4187	3625	4162	3371	3491	3420	2887	2982	4030	3499	5423
do	Provisions	5531	5109	5746	3747	4073	4415	3508	4674	5183	4670	6871
Glasgow	Grain	4425	3550	4075	3605	3705	3910	3228	2641	3932	3932	5651
do	Sacked flour	4469	4188	4425	3579	3968	3951	3443	2811	4400	4400	5651
do	Provisions	5953	5833	6142	4658	4855	5329	4086	4789	5361	5361	6732
London	Grain	4250	3550	.....	3802	3945	4086	2921	2783	.....	3620	.....
do	Sacked flour	4328	4047	4510	3776	3784	4021	3171	3825	.....	4276	.....
do	Provisions	5953	5813	6196	4570	4781	5471	4046	4891	.....	5350	.....
Antwerp	do	5250	4688	6094	4472	4961	5219	4327	5373	6295	5708	7385
Hamburg	do	5500	5250	6262	5426	5229	5154	3842	5434	6279	5471	.....
Amsterdam	do	6000	5000	6500	5426	5525	5562	4383	5484	6683	.....	.....
Rotterdam	do	6000	5000	6500	5426	5508	5562	4383	5484	6683	.....	.....
Copenhagen	do	6375	5813	6492	5483	5508	5169	4951	5434	7158	.....	.....
Stockholm	do	6938	6094	7500	6671	6671	5543	5468	5908	8255	.....	.....
Stettin	do	6375	6813	6492	5483	5508	5833	5210	5422	7420	.....	.....
Bordeaux	do	7500	6650	7491	5821	6021	5708	5066	5003	6432	.....	.....

THE UNITED STATES IN-TRANSIT TRADE.

The in-transit and transshipment transactions of 1891 were distributed as to countries and ports as follows:—

Of the value of merchandise received from British North America, amounting to \$19,780,470, \$15,310,945 came from the Provinces of Quebec, Ontario, Manitoba and the North-West Territory, and \$4,469,525 from other British Possessions. The receipts from Europe and the United Kingdom amounted to \$26,413,597, of which \$20,879,851 came from the United Kingdom, and \$5,533,746 from Europe. The receipts from the West Indies were valued at \$7,964,459, of which those from Cuba amounted to \$6,977,901. Merchandise valued at \$1,060,449 was received from Asia and Oceania.

Of the shipments from the United States, \$27,883,023 were destined for British North America, of which \$21,695,992 was shipped to the Provinces of Quebec, Ontario, Manitoba and the North-West Territory. The shipments to Europe amounted to \$16,863,334, of which \$11,968,808 were destined for the United Kingdom. The shipments to Mexico amounted to \$5,052,318, and to the West Indies to \$4,788,720.

The value of receipts of in-transit merchandise at leading ports of entry were as follows:—At New York, \$27,049,802; Portland, Me., \$9,173,932; Boston, \$3,338,852; New Orleans, \$2,585,589; San Francisco, \$1,092,518; Galveston, \$552,063; and at Northern Border and Lake ports, \$10,366,810.

THE CARRYING TRADE IN UNITED STATES VESSELS.

The value of merchandise transported in the carrying trade of the United States during the year ending June 30, 1891, is shown as follows:—

CARRIED IN.	Imports.	EXPORTS.			In Transit and Transshipment Trade <i>a</i> .	Total Foreign Commerce.	Per Cent.
		Domestic.	Foreign.	Total.			
	\$	\$	\$	\$	\$	\$	
Cars and other land vehicles.....	40,932,755	30,116,869	1,806,570	31,923,439	46,852,199	119,708,393	6.49
<i>American Vessels.</i>							
Steam.....	74,211,783	42,967,198	1,411,341	44,378,539	13,712,753	132,303,075	7.17
Sail.....	53,259,895	33,938,428	651,080	34,589,508	350,269	88,199,672	4.79
Total.....	127,471,678	76,905,626	2,062,421	78,968,047	14,063,022	220,502,747	11.96
<i>Foreign Vessels.</i>							
Steam.....	620,656,640	675,537,455	7,947,369	683,484,824	44,376,077	1,348,517,541	73.11
Sail.....	55,855,123	89,710,333	394,167	90,104,500	786,480	146,746,103	7.96
Total.....	676,511,763	765,247,788	8,341,536	773,589,324	45,162,557	1,495,263,644	81.07
Nationality and motive power of vessels not known.....					8,918,056	8,918,056	.48
Grand Total.	844,916,196	872,270,283	12,210,527	884,480,810	114,995,834	1,844,392,840	100.00

a. Received and shipped.

Of the entire value of our foreign commerce, including that of the in-transit trade during the last fiscal year, amounting to \$1,844,392,840, 6·49 per cent was carried in cars and other land vehicles; 7·17 per cent in American steam vessels; 4·79 per cent in American sailing vessels; 73·11 per cent in foreign steam vessels; 7·96 per cent in foreign sailing vessels, and ·48 per cent in vessels of which the nationality and motive power were unknown.

Our foreign commerce carried in home vessels, measured by its value, has declined from its highest point, 75 per cent in 1856, to 11·96 per cent during the last fiscal year, while 81·07 per cent was carried in foreign vessels.

Only 7·17 per cent of our foreign trade was conducted in steamers bearing our national flag, while 73·11 per cent of that trade with all its profits from employment of capital and labour was conducted in alien steam vessels. The constant and rapid decline of our share of the transportation of the commodities exchanged between this and foreign countries will be seen by reference to Appendix No. 5.

TONNAGE ENTERED AND CLEARED IN THE FOREIGN TRADE OF THE UNITED STATES.

The tonnage entered at ports of the United States in the foreign trade during the year ended June 30, 1891, as compared with 1890 was as follows:—

	1890.		1891.		INCREASE—DECREASE—	
	Number.	Tons.	Number.	Tons.	Tons.	Per Cent.
<i>Entered at Sea Ports.</i>						
American—						
Sailing.....	3,338	1,394,665	3,152	1,336,468	-58,197	-4·17
Steam.....	2,096	2,009,919	2,626	2,333,904	+323,985	+16·10
Total.....	5,434	3,404,584	5,778	3,670,372	+265,788	+7·81
Foreign—						
Sailing.....	6,959	3,071,111	6,812	2,942,115	-128,996	-4·20
Steam.....	5,814	8,889,909	5,607	8,782,124	-107,785	-1·21
Total.....	12,773	11,961,080	12,419	11,724,239	-236,781	-1·98
Total entered at Sea Ports...	18,207	15,365,604	18,197	15,394,611	+29,007	+0·19
<i>Entered at Lake Ports.</i>						
American.....	5,783	678,537	5,268	710,432	+31,895	+4·70
Foreign.....	9,458	2,063,120	9,113	2,099,252	+36,132	+1·75
Total entered at Lake Ports.	15,241	2,741,657	14,381	2,809,684	+68,027	+2·48

ELEVATOR CAPACITY, RECEIPTS AND RATES AT BUFFALO.

The following statement gives the names and storage capacity in bushels of the 33 available grain elevators at the Port of Buffalo, and also the names of 12 transfer and floating elevators, which practically have no storage room :—

Elevators.	Capacity.	Elevators.	Capacity.
	Bushels.		Bushels.
Bennett.....	800,000	Niagara, B.....	1,200,000
Brown.....	250,000	Niagara, C.....	200,000
C. J. Wells.....	550,000	Ontario.....	440,000
City, A.....	600,000	Queen City, A, B and C.....	450,000
City, B.....	800,000	Richmond.....	250,000
Coatsworth.....	1,200,000	Schreck.....	50,000
Con'g Terminal.....	950,000	Sturges.....	300,000
Dakota.....	850,000	Swiftsure.....	150,000
Erie.....	720,000	Watson.....	600,000
Evans.....	400,000	Wheeler.....	350,000
Exchange.....	500,000	Wilkeson.....	400,000
Frontier.....	650,000	William Wells.....	200,000
International.....	650,000		
Flaxseed.....	65,000	Total bushels.....	15,000,000
Lake Shore.....	300,000	Less about 15 per cent needed as working room.....	2,250,000
Lyon.....	100,000		
Marine.....	125,000	Total available storage capacity.....	12,750,000
National.....	100,000		
Niagara, A.....	800,000		

The 33 elevators named above have capacity for elevating about 250,000 bushels per hour, or 6,000,000 bushels per day of 24 hours.

Transfer Elevators—Hefford's, Chicago, Fulton, Horton, Merchants, North-west, Western Transit.

Floating Elevators—Cyclone, Buffalo, Free Canal, Free Trade, Ira Y. Munn, Marquette.

GRAIN AND FLAXSEED RECEIPTS.

The following statement shows the actual amount of lake grain and flaxseed handled during the past season at Buffalo :—

	Bushels.
Western Elevating Company.....	130,253,138
Cyclone Floating Elevator.....	2,500,000
Hefford Elevator.....	1,200,000
National Elevator.....	582,800
Flaxseed Elevator.....	124,677
Cargoes afloat, 30th December, 1891.....	543,928
Total grain and flaxseed.....	135,204,543
Total as per Custom House reports.....	135,315,510

ELEVATING AND STORAGE RATES.

All of the elevators named above, receiving grain from vessels, belong to the Western Elevating Company, whose charges for elevating and storage were as follows, for the year 1891 :—

Elevating, receiving, weighing and delivering, $\frac{5}{8}$ cent per bushel; storage each 10 days or part thereof, $\frac{1}{4}$ cent; no grain received for direct transfer, the vessel paying only the actual cost of shovelling. The charge for loading cars was $\frac{1}{4}$ cent per bushel, including trimming.

The Cyclone and Hefford's elevators charged $\frac{3}{8}$ cent per bushel for direct transfer from vessel to canal boat.

WINTER STORAGE.

After 10th November, 1891, for each ten days or part thereof, $\frac{1}{4}$ cent per bushel until such charge, accumulated after the first ten days, shall amount to 2 cents per bushel; then free until five days after the opening of canal navigation in 1892. On all grain in store before 10th November, $\frac{1}{4}$ cent per bushel for each ten days or part thereof, until such charge, accumulated after 10th November, shall amount to 2 cents per bushel; then free until five days after the opening of canal navigation.

RATES ON CAR GRAIN.

The Niagara, International, Lake Shore, Queen City, Exchange, and Ontario elevators made charges as follows:—

Elevating from cars, including shovelling and storage for five days, $\frac{1}{2}$ cent per bushel; storage each succeeding ten days or part thereof, $\frac{1}{4}$ cent; delivering to side bins, $\frac{1}{4}$ cent; delivering to cars and switching to eastern roads, $\frac{1}{4}$ cent; blowing and cleaning, $\frac{1}{4}$ cent; grading and cleaning, 1 cent; separating and cleaning, 2 cents; running over and cooling, $\frac{1}{4}$ cent; storing hot or damaged grain, commencing three days after same has been posted, $\frac{1}{8}$ cent per bushel per day.

HOUSE OF REPRESENTATIVES, 52ND CONGRESS, 1ST SESSION.—REPORT NO. 185.

Water-way from Head of Lake Superior to the Sea.

Mr. Lind, from the Committee on Interstate and Foreign Commerce, submitted the following report (to accompany H. Res. 11):—

8th February, 1892.

The Committee on Interstate and Foreign Commerce, to whom was referred the joint resolution (H. Res. 11) to promote the improvement of the water-way from the head of Lake Superior, by way of the Welland and St. Lawrence Canals and St. Lawrence River to the sea, respectfully report:—

The value and extent of the commerce of the Great Lakes has been so frequently commented upon in this body of late years, that it is not deemed necessary to quote figures or statistics to demonstrate its importance. Forming, as they do, the boundary line, in part, of eight of the larger States, the Great Lakes furnish a highway for the interchange of the productions of those commonwealths, that has no parallel in any other country. Thus far the traffic upon them has been confined almost wholly to the trade with Canada and the internal commerce between the States. The recent development of the untold resources of the great North-West has, however, made the productions of that region not only a vital part of our internal commerce, but the leading factor of our foreign trade. To facilitate the internal commerce, by affording better facilities in the way of improved harbours, lights, and deepening the canals, Congress has not hesitated to vote appropriations by millions. Its action in this behalf has met the approval of the country.

Your committee believes that it is now equally important to facilitate and take the proper steps to secure a deep-water outlet for the foreign commerce originating in the States bordering on, and tributary to these waters.

Public interest in this subject is evidenced by the action of conventions and commercial bodies, as well as by the several propositions submitted to Congress, looking to the opening of adequate water-ways between the lakes and the ocean. The impracticability of deepening or improving the Erie Canal so as to admit the passage of ocean-going crafts seems to be admitted on all sides. But it is claimed, however, by persons who are competent to express opinions on the subject, that it is

feasible to construct a canal from Oswego to the Hudson of sufficient size and depth to furnish deep-water passage from the lakes to the sea. That this may be true, and that the work may be undertaken, if practicable, is earnestly hoped for by all who are interested in the development of our means of communication. It stands admitted, however, that this project, in connection with the proposed Niagara Canal, would require decades for its execution and an amount of money variously estimated from \$40,000,000 to \$100,000,000.

Pending the consideration of this plan, and its execution if adopted, it seems to your committee that the great interests under consideration should be served by other available means if such are at hand or within our reach. Nature has provided an outlet by means of the St. Lawrence River, which needs but comparatively little improvement to make the great lakes as available to the commerce of the world as they now are to the internal commerce of the United States and of Canada. On the practicability of the St. Lawrence route for that purpose we quote from a letter to this committee, written by Col. O. E. Poe, in charge of the construction of the new canal at Sault Ste. Marie, in response to a reference of this resolution to the War Department, as follows:—

“The Welland and St. Lawrence Canals undoubtedly occupy the most favourable, and therefore the best line of water communication between the lakes and the ocean. A deep water way can be opened by their route at less cost than by any other, and there can be no question as to its advantages in an engineering point of view.

“It must be assumed that the Dominion of Canada is fully aware of the great advantage which so favourable a route affords, and will be loath to enter into any arrangement by which this advantage would be divided with another power. However, such questions belong to the domain of diplomacy, and it is probable that I am not expected to discuss them. So far as communication between the lakes and the countries beyond the Atlantic is concerned, every argument favours the proposition of this Bill.”

Our neighbours on the north have already improved this natural outlet by the construction of the Welland Canal between lakes Erie and Ontario, and the series of shorter canals along the St. Lawrence. These canals cover the entire distance where canals are required between Lake Erie and the sea. Their aggregate length is only 70 miles, while the Erie Canal is 363 miles long.

In pursuance of plans adopted by the Canadian Government for uniformity of depth, the Welland has been deepened to 14 feet, and the work is in progress on the other canals with the prospect of completion within three years if the necessary appropriations are made. The magnitude and importance of the work already done is made evident by the fact that the steamer “Wetmore,” carrying some 80 000 bushels of wheat, went through from Duluth to Liverpool last season by lightening her cargo, in passing down that portion of the St. Lawrence River at which the canals have not yet been deepened. This trip, though largely experimental, proved remunerative to the owners of the vessel. The rate paid from Duluth to Liverpool was 9½ cents per bushel, exclusive of the charges for transhipment to lighten the vessel, which was 3 cents per bushel.

This demonstrates that, with the completion of the improvements now in progress, steamers of the size and capacity of the “Wetmore” can be dispatched from points on the great lakes to any port in the world, provided we can use the canals in common with the Canadians. If the canals were further deepened so as to correspond with the new “Soo” Canal, Duluth, Milwaukee, Chicago, Cleveland and Buffalo would enjoy all the advantages of seaboard cities with reference to foreign trade.

While we are now enjoying the use of these Canadian canals, as the Canadians are ours, we should not lose sight of the fact that such enjoyment is not based on permanent treaty rights.

Under the provisions of Article XXXIII of the treaty of Washington our right to use the Welland and St. Lawrence canals may be terminated on two years’

notice, and it will be remembered that President Cleveland's administration claimed that the article in question has already been abrogated, so that we are now using those canals by sufferance only. For these reasons it is deemed important by this Committee that appropriate action should be taken by this Government to secure by a fair arrangement with the Canadians the permanent right to use these canals for our commerce, in common with and on the same terms as the citizens of that country.

It also appears to your Committee that the present time is exceedingly opportune for urging such action in behalf of the commerce of the great lakes. It is reported that representatives of the Canadian Government will shortly arrive in this city to negotiate with our Government for closer trade relations between the two countries.

Your Committee therefore recommend the passage of the joint resolution.

52ND CONGRESS,
1ST SESSION.

H. RES. 11.

[Report No. 185.]

IN THE HOUSE OF REPRESENTATIVES.

JANUARY 5, 1892.

Read twice, referred to the Committee on Interstate and Foreign Commerce, and ordered to be printed.

FEBRUARY 8, 1892.

Referred to the House Calendar and ordered to be printed.

Mr. Lind introduced the following joint resolution:—

JOINT RESOLUTION

To promote the improvement of the water way from the head of Lake Superior by way of the Welland and St. Lawrence Canals and St. Lawrence River to the sea.

“Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the President of the United States be, and he is hereby, requested to invite negotiations with the Government of the Dominion of Canada to secure the speedy improvement of the Welland and St. Lawrence Canals and the St. Lawrence River so as to make them conform in depth and navigability, so far as practicable, to the standard adopted by the Government of the United States for the improvements now in progress within the United States of the waters connecting the Great Lakes; and to that end the President is hereby authorized, if he deems expedient, to appoint three commissioners to negotiate on behalf of the United States with the representatives of the Government of the Dominion of Canada the terms and conditions of any agreement which may be entered into between the two governments in pursuance of any proposition submitted in that behalf by the Government of the Dominion of Canada.”

No. 1.—Total Values of Merchandise received from British North America for Immediate Transit across United States Territory, or for Immediate Transshipment in Ports of the United States to British North America, and so shipped, during each year from 1873 to 1890, inclusive.

YEAR ENDING JUNE 30TH,	COUNTRIES FROM WHICH RECEIVED.						COUNTRIES TO WHICH SHIPPED.					
	British North America.						British North America.					
	Nova Scotia, New Brunswick, and Prince Edward Island.	Quebec, Ontario, Manitoba and the North-West Territories.	British Columbia.	Newfoundland and Labrador.	Total.		Nova Scotia, New Brunswick, and Prince Edward Island.	Quebec, Ontario, Manitoba and the North-West Territories.	British Columbia.	Newfoundland and Labrador.	Total.	
1873	495,289	12,894,164	5,240	1,137	13,394,693		5,282,290	21,320,174	181,720		26,784,184	
1874	449,655	13,616,344	97,691		14,163,690		7,150,036	19,843,169	317,534		27,310,739	
1875	443,570	17,342,933	256,074		18,042,577		8,939,596	20,283,639	517,060		29,800,295	
1876	261,443	22,134,275	195,047	1,137	22,591,902		9,102,600	14,658,358	658,836	94	24,419,888	
1877	160,658	12,092,619	218,418		12,471,695		2,873,422	15,551,238	544,018	2,475	18,977,153	
1878	163,378	11,627,114	412,966		12,204,058		951,268	11,436,470	524,013	934	12,912,685	
1879	194,129	11,606,832	280,079	55	12,081,095		889,539	11,520,877	476,824	2,347	12,889,687	
1880	215,131	16,782,315	137,271		17,134,717		1,643,716	14,866,663	531,436	288	17,042,103	
1881	171,383	16,758,108	72,555		17,002,046		1,778,836	20,857,827	719,268	333	23,356,264	
1882	164,990	28,265,083	113,018	87	28,543,178		2,732,665	34,003,845	855,784	1,190	37,595,484	
1883	561,791	29,204,031	36,973	25	29,802,820		2,455,537	35,878,389	971,307	7,335	39,312,568	
1884	656,233	12,574,953	188,041		13,419,227		1,740,900	19,717,466	1,475,833	5,186	22,939,385	
1885	933,806	12,280,483	308,691	633	13,523,613		1,635,442	16,448,942	1,615,293	781	19,700,438	
1886	1,165,973	9,303,864	359,104	32,079	10,861,020		2,040,298	16,369,429	1,825,178	6,174	20,241,079	
1887	1,684,730	9,606,175	213,816		11,504,721		1,621,748	19,930,296	635,841	70	22,187,955	
1888	1,523,048	6,417,701	372,934	27,134	8,542,817		1,781,028	13,459,169	370,322	1,137	15,611,656	
1889	2,596,233	8,355,178	294,859	89,853	11,336,123		2,484,787	18,993,957	665,527	2,704	22,146,975	
1890	3,070,057	12,449,772	306,897	174,584	16,001,910		5,277,210	21,140,198	913,106	4,690	27,335,204	
1891	3,859,079	15,310,945	422,806	187,640	19,780,470		5,605,614	21,695,992	547,144	34,273	27,883,023	

No. 2.—STATEMENT showing the Total Values of Foreign Merchandise transported in the In-transit and Transshipment Trade of the United States with the British North American Possessions during the Year ended 30th June, 1891.

CUSTOMS DISTRICTS INTO WHICH RECEIVED.				COUNTRIES FROM WHICH RECEIVED.				CUSTOMS DISTRICTS FROM WHICH SHIPPED.				COUNTRIES TO WHICH SHIPPED.														
Alaska, Alaska.	Baltimore, Md.	Bangor, Me.	Boston and Charlestown, Mass	Buffalo Creek, N. Y.	ChAMPLAIN, N. Y.	Detroit, Mich.	Duluth, Minn.	Huron, Mich.	Minnesota, Minn.	New York, N. Y.	Niagara, N. Y.	North and South Dakota.	Oswegatchie, N. Y.	Passamaquoddy, Me.	Philadelphia, Pa.	Portland and Falmouth, Me.	Puget Sound, Wash.	San Francisco, Cal.	San Francisco, Cal.	Vermont, Vt.	VermonT, Vt.	Quebec, Ontario and the North-West Territories.	British Columbia.	Newfoundland and Labrador.	British West Indies.	
<i>Received into—</i>																										
Alaska, Alaska.	1,040	54,461	218,482	321,641	69,634	28,151	109,739	996,214	420,291	2,160	2,759,530	133,229	46,626	31,640	2,605	81,612	1,320									
Baltimore, Md.	2,916,373	50	321,641	69,634	28,151	109,739	996,214	420,291	2,160	2,759,530	133,229	46,626	31,640	2,605	81,612	1,320										
Bangor, Me.		50	321,641	69,634	28,151	109,739	996,214	420,291	2,160	2,759,530	133,229	46,626	31,640	2,605	81,612	1,320										
Boston and Charlestown, Mass			321,641	69,634	28,151	109,739	996,214	420,291	2,160	2,759,530	133,229	46,626	31,640	2,605	81,612	1,320										
Buffalo Creek, N. Y.			321,641	69,634	28,151	109,739	996,214	420,291	2,160	2,759,530	133,229	46,626	31,640	2,605	81,612	1,320										
ChAMPLAIN, N. Y.			321,641	69,634	28,151	109,739	996,214	420,291	2,160	2,759,530	133,229	46,626	31,640	2,605	81,612	1,320										
Detroit, Mich.			321,641	69,634	28,151	109,739	996,214	420,291	2,160	2,759,530	133,229	46,626	31,640	2,605	81,612	1,320										
Duluth, Minn.			321,641	69,634	28,151	109,739	996,214	420,291	2,160	2,759,530	133,229	46,626	31,640	2,605	81,612	1,320										
Huron, Mich.			321,641	69,634	28,151	109,739	996,214	420,291	2,160	2,759,530	133,229	46,626	31,640	2,605	81,612	1,320										
Minnesota, Minn.			321,641	69,634	28,151	109,739	996,214	420,291	2,160	2,759,530	133,229	46,626	31,640	2,605	81,612	1,320										
New York, N. Y.			321,641	69,634	28,151	109,739	996,214	420,291	2,160	2,759,530	133,229	46,626	31,640	2,605	81,612	1,320										
Niagara, N. Y.			321,641	69,634	28,151	109,739	996,214	420,291	2,160	2,759,530	133,229	46,626	31,640	2,605	81,612	1,320										
North and South Dakota.			321,641	69,634	28,151	109,739	996,214	420,291	2,160	2,759,530	133,229	46,626	31,640	2,605	81,612	1,320										
Oswegatchie, N. Y.			321,641	69,634	28,151	109,739	996,214	420,291	2,160	2,759,530	133,229	46,626	31,640	2,605	81,612	1,320										
Passamaquoddy, Me.			321,641	69,634	28,151	109,739	996,214	420,291	2,160	2,759,530	133,229	46,626	31,640	2,605	81,612	1,320										
Philadelphia, Pa.			321,641	69,634	28,151	109,739	996,214	420,291	2,160	2,759,530	133,229	46,626	31,640	2,605	81,612	1,320										
Portland and Falmouth, Me.			321,641	69,634	28,151	109,739	996,214	420,291	2,160	2,759,530	133,229	46,626	31,640	2,605	81,612	1,320										
Puget Sound, Wash.			321,641	69,634	28,151	109,739	996,214	420,291	2,160	2,759,530	133,229	46,626	31,640	2,605	81,612	1,320										
San Francisco, Cal.			321,641	69,634	28,151	109,739	996,214	420,291	2,160	2,759,530	133,229	46,626	31,640	2,605	81,612	1,320										
San Francisco, Cal.			321,641	69,634	28,151	109,739	996,214	420,291	2,160	2,759,530	133,229	46,626	31,640	2,605	81,612	1,320										
Vermont, Vt.			321,641	69,634	28,151	109,739	996,214	420,291	2,160	2,759,530	133,229	46,626	31,640	2,605	81,612	1,320										
VermonT, Vt.			321,641	69,634	28,151	109,739	996,214	420,291	2,160	2,759,530	133,229	46,626	31,640	2,605	81,612	1,320										
Quebec, Ontario and the North-West Territories.			321,641	69,634	28,151	109,739	996,214	420,291	2,160	2,759,530	133,229	46,626	31,640	2,605	81,612	1,320										
British Columbia.			321,641	69,634	28,151	109,739	996,214	420,291	2,160	2,759,530	133,229	46,626	31,640	2,605	81,612	1,320										
Newfoundland and Labrador.			321,641	69,634	28,151	109,739	996,214	420,291	2,160	2,759,530	133,229	46,626	31,640	2,605	81,612	1,320										
British West Indies.			321,641	69,634	28,151	109,739	996,214	420,291	2,160	2,759,530	133,229	46,626	31,640	2,605	81,612	1,320										
Total.	3,859,079	15,310,945	422,806	187,640	814,456	547,144	21,695,992	547,144	34,273	1,918,851	5,005,614	21,695,992	547,144	34,273	1,918,851	5,005,614	21,695,992	547,144	34,273	1,918,851	5,005,614	21,695,992	547,144	34,273	1,918,851	

No. 3.—TOTAL VALUES of Merchandise Received from the Principal and other Foreign Countries for Immediate Transit across United States Territory or for Immediate Transshipment in Ports of the United States to other Foreign Countries, and so Shipped, for each Year from 1868 to 1891, inclusive.

Year ending June 30.	Countries from which Received.					Countries to which Shipped.					Total Value of Merchandise Received and Shipped.		
	Great Britain and Ireland.		Germany.		British North American Possessions.		Mexico.		Cuba.			Other Countries.	
	£	¢	£	¢	£	¢	£	¢	£	¢		£	¢
1868	10,684,576	132,074	4,804,209	14,367	4,263,621	1,576,157	2,025,023	3,212,123	14,375,419	481,643	116,521	1,304,875	21,515,604
1869	10,891,698	150,382	5,852,678	60,715	2,373,474	1,707,037	2,693,525	1,547,602	15,033,821	448,300	72,875	1,299,861	21,095,984
1870	10,210,455	302,806	7,215,973	103,977	3,309,227	2,049,422	2,946,053	2,116,249	16,680,037	321,351	135,915	983,275	23,191,860
1871	13,473,915	322,110	7,954,000	344,179	1,367,573	1,913,200	4,031,319	1,033,307	18,406,475	346,872	345,224	1,211,840	25,375,037
1872	17,633,231	227,232	9,276,169	174,104	2,227,422	1,847,162	2,743,494	2,063,819	24,042,790	358,151	179,570	1,797,496	31,385,320
1873	19,144,815	250,704	13,394,693	286,607	5,797,904	1,284,462	5,144,175	5,622,325	26,784,184	335,113	319,771	1,993,617	40,099,185
1874	18,832,900	211,907	14,163,690	151,920	4,563,869	926,390	5,391,201	3,806,642	27,310,739	665,214	520,493	1,096,387	38,850,476
1875	18,637,276	325,648	18,042,577	115,527	1,759,390	1,785,947	7,229,912	1,495,285	29,800,245	1,155,004	248,358	737,429	40,686,283
1876	14,304,197	290,489	22,591,902	226,315	2,962,963	1,686,789	11,791,200	2,358,538	24,419,888	1,129,440	600,061	1,163,908	42,062,655
1877	13,732,085	337,897	12,471,695	158,852	1,095,451	1,460,793	7,758,501	1,108,298	18,977,153	329,577	306,311	776,933	29,256,773
1878	8,084,510	378,768	12,204,058	146,822	3,041,957	1,481,033	9,577,050	2,905,280	12,912,685	316,664	319,611	1,305,908	27,337,148
1879	8,795,340	521,917	12,081,095	222,320	1,954,412	1,521,153	8,175,951	2,252,572	12,839,587	330,968	174,757	1,272,032	25,095,867
1880	10,311,139	620,704	17,134,747	239,655	3,606,099	1,942,405	10,856,979	3,658,477	17,042,103	300,148	224,848	1,775,594	33,857,749
1881	14,898,052	721,844	17,002,046	217,444	2,642,550	2,222,122	9,122,079	2,729,246	23,350,264	671,008	177,340	1,648,121	37,704,048
1882	18,911,637	753,560	28,543,178	380,100	3,662,926	3,812,058	11,392,806	5,356,361	37,595,484	800,025	242,526	2,421,526	58,063,459
1883	20,242,222	1,149,195	29,802,820	381,369	3,126,069	4,276,712	11,089,865	2,758,994	39,312,368	282,473	308,873	3,081,875	58,878,327
1884	14,036,694	948,901	13,419,227	408,124	3,655,568	4,345,878	5,288,389	2,960,488	22,930,385	2,748,434	221,061	2,651,635	36,814,392
1885	11,064,186	1,140,548	13,523,613	308,293	4,853,354	3,545,544	7,235,519	3,771,524	19,700,458	1,262,515	119,376	2,346,146	37,038,538
1886	13,142,644	1,462,414	10,861,020	216,078	6,797,879	4,558,229	8,510,997	3,803,566	20,241,079	1,979,399	452,700	2,751,423	37,348,264
1887	17,977,200	1,670,952	11,504,721	111,635	6,780,863	4,720,760	10,652,219	4,353,912	22,187,955	2,002,476	608,121	3,561,358	42,766,121
1888	13,707,240	1,817,511	8,342,817	120,497	4,820,846	4,534,298	6,853,195	5,011,043	15,611,656	3,766,180	563,539	3,997,596	33,343,269
1889	19,080,647	2,582,456	11,336,123	296,654	9,654,736	5,032,610	9,233,659	4,581,064	22,146,975	4,781,110	892,158	5,798,287	47,403,253
1890	20,664,427	2,735,546	16,002,384	639,050	9,759,256	5,898,763	10,656,465	5,097,434	27,335,978	4,944,149	1,215,399	6,450,301	55,699,426
1891	20,879,851	2,819,238	19,780,470	565,338	6,977,901	6,475,119	11,968,808	3,640,940	27,883,023	5,952,318	996,851	7,985,977	57,497,917

FOREIGN COMMERCE OF THE UNITED STATES.

No. 4.—STATEMENTS showing the Total Value of Imports and Exports of Merchandise and of Gold and Silver Coin and Bullion into and from the United States, by Countries and Customs Districts, during the Year ended 30th June, 1891.

IMPORTS AND EXPORTS OF MERCHANDISE BY COUNTRIES.

Order by magnitude of ports.	COUNTRIES.	IMPORTS.			DOMESTIC EXPORTS.			FOREIGN EXPORTS.			TOTAL IMPORTS AND EXPORTS.		
		Value.	Per cent of total of group.	Per cent of im-ports.	Value.	Per cent of total of group.	Per cent of to-tal of domestic exports.	Value.	Per cent of total of group.	Per cent of to-tal of foreign exports.	Value.	Per cent of total of group.	Per cent of total of im-ports and exports.
		\$			\$			\$			\$		
1	EUROPE. Great Britain and Ireland.....	194,723,262	42.39	23.05	441,599,807	63.30	50.62	3,814,219	53.99	31.26	640,137,288	54.99	
	BRITISH NORTH AMERICAN POSSESSIONS.												
1	Quebec, Ontario, Manitoba and the North-West Territories.....	29,680,751	75.26	3.51	30,402,648	81.34	3.49	1,697,368	80.81	13.67	61,780,767	78.29	
2	Nova Scotia, New Brunswick and Prince Edward Island.....	6,808,635	17.26	0.81	3,771,313	10.09	0.43	270,258	12.94	2.21	10,850,206	13.75	
3	British Columbia.....	2,598,396	6.60	0.31	1,878,652	5.12	0.22	127,539	6.11	1.21	4,604,587	5.88	
4	Newfoundland and Labrador.....	346,753	0.88	0.04	1,292,902	3.45	0.15	3,075	0.14	0.03	1,642,730	2.08	
	Total.....	39,484,535	100.00	4.67	37,345,515	100.00	4.29	2,098,240	100.00	17.12	78,878,290	100.00	

FOREIGN CARRYING TRADE.

No. 5.—VALUES of the Imports and Exports of the United States carried respectively in cars and other land vehicles, in American vessels and in foreign vessels during each Fiscal Year, from 1857 to 1891, inclusive, with the percentage carried in American vessels (coin and bullion are included from 1857 to 1879, inclusive, as method of transportation of specie and merchandise cannot be separately stated).

Year ending June 30,	IMPORTS.				EXPORTS.				TOTAL IMPORTS AND EXPORTS.				Percentage carried in American vessels.	
	In American vessels.		In Foreign vessels.		In American vessels.		In Foreign vessels.		In American vessels.		In Foreign vessels.			
	\$	¢	\$	¢	\$	¢	\$	¢	\$	¢	\$	¢		
1857	250,116,170		101,773,971		251,214,857		111,745,825		510,331,027		213,519,796		723,850,823	70.5
1858	203,700,016		78,913,134		243,491,288		81,153,133		447,191,304		160,066,267		607,257,571	73.7
1859	216,123,428		122,644,702		279,617,953		107,171,509		465,741,381		229,816,211		695,557,592	66.5
1860	228,104,855		134,001,369		279,082,902		121,039,394		507,247,757		255,040,793		762,288,550	66.5
1861	901,544,055		134,106,098		179,972,733		69,372,180		381,516,788		203,478,278		584,995,066	65.2
1862	92,274,100		113,497,629		132,421,318		104,517,667		217,695,418		218,015,296		435,710,714	50.0
1863	109,744,580		143,175,340		132,127,891		199,880,691		241,872,471		343,056,031		584,928,502	41.4
1864	81,212,077		248,350,818		102,849,409		237,442,730		184,061,486		483,793,548		669,855,034	27.5
1865	74,385,116		174,170,336		93,017,756		262,839,588		167,402,872		437,010,124		604,412,996	27.7
1866	112,040,395		333,471,763		213,671,466		351,754,928		325,711,861		685,226,691		1,010,938,552	32.2
1867	117,209,536		300,622,035		180,625,368		280,708,368		297,834,904		581,330,403		879,165,307	33.9
1868	122,965,225		248,659,583		173,106,348		301,886,491		297,381,573		550,546,074		848,527,647	35.1
1869	136,802,024		300,512,231		153,154,748		285,979,781		289,956,772		586,492,012		876,448,784	33.1
1870	153,237,077		309,140,510		199,732,324		329,786,978		352,969,401		638,927,488		991,896,889	35.6
1871	15,187,354	7,798,156	190,378,462	392,801,932	22,985,510	22,985,510	553,885,971	23,022,540	353,664,172	753,822,576	1,132,472,258	31.2	1,212,328,233	28.5
1872	17,635,681	10,015,089	168,044,799	393,929,572	10,015,089	10,015,089	501,898,949	20,388,235	311,076,616	813,354,987	1,142,904,312	27.2	1,212,328,233	27.2
1873	17,070,548	10,799,430	174,739,834	471,806,765	10,799,430	10,799,430	6,707,170	164,826,214	316,660,281	859,920,536	1,194,045,627	26.5	1,340,899,221	25.8
1874	14,513,355	7,509,205	176,027,726	405,320,135	7,509,205	7,509,205	171,566,758	494,915,886	346,306,592	966,723,651	1,312,680,640	26.7	1,340,899,221	25.8
1875	13,083,859	8,304,356	157,872,728	382,949,568	8,304,356	8,304,356	156,385,066	501,898,949	350,451,994	939,206,106	1,119,434,544	26.8	1,340,899,221	25.8
1876	12,148,667	6,324,487	143,389,704	321,139,500	6,324,487	6,324,487	67,686,467	492,215,487	311,076,616	813,354,987	1,142,904,312	27.2	1,340,899,221	25.8
1877	10,697,640	6,707,170	147,834,067	329,565,833	6,707,170	6,707,170	164,826,214	530,354,703	316,660,281	859,920,536	1,194,045,627	26.5	1,340,899,221	25.8
1878	12,965,999	446,499,282	307,407,565	7,511,365	7,511,365	7,511,365	166,551,624	569,583,564	20,477,364	313,050,906	876,991,129	25.9	1,210,519,399	25.9
1879	11,983,823	143,590,353	310,499,599	7,439,892	7,439,892	7,439,892	128,423,339	600,709,633	19,423,685	272,015,692	911,269,232	22.6	1,203,593,409	22.6
1880	15,142,465	149,317,368	503,494,913	5,838,928	5,838,928	5,838,928	169,029,720	720,207,521	20,981,393	258,346,577	1,203,593,409	17.18	1,203,593,409	17.18
1881	27,562,059	21,305,448	543,392,216	116,956,324	116,956,324	116,956,324	777,102,714	250,586,470	25,452,521	250,586,470	1,269,002,983	15.40	1,269,002,983	15.40
1882	22,854,946	130,266,826	571,517,802	571,517,802	96,962,919	96,962,919	641,460,967	34,973,317	227,229,745	227,229,745	1,212,978,769	15.40	1,212,978,769	15.40
1883	23,003,048	136,062,290	564,175,576	25,089,844	104,418,210	104,418,210	694,331,348	48,092,892	240,420,500	240,420,500	1,268,506,024	16.54	1,268,506,024	16.54
1884	20,140,294	135,046,020	512,511,192	26,573,774	83,652,828	83,652,828	615,287,007	46,713,068	233,630,085	233,630,085	1,127,798,199	16.60	1,127,798,199	16.60
1885	21,149,476	112,040,052	443,513,801	24,183,239	82,000,471	82,000,471	636,004,765	46,332,775	194,865,735	194,865,735	1,073,518,566	14.76	1,073,518,566	14.76
1886	24,555,683	118,942,817	491,937,636	19,144,667	78,406,680	78,406,680	581,973,452	43,700,350	197,349,503	197,349,503	1,073,911,113	15.01	1,073,911,113	15.01
1887	32,209,459	129,525,298	508,222,357	22,147,368	621,802,292	621,802,292	606,419,964	48,951,725	194,356,746	194,356,746	1,165,194,568	13.80	1,165,194,568	13.80
1888	38,227,861	120,782,910	586,120,881	28,436,517	83,022,198	83,022,198	630,942,660	66,664,378	203,805,108	203,805,108	1,174,697,321	13.40	1,174,697,321	13.40
1889	40,621,361	124,948,948	623,740,100	32,949,902	77,502,138	77,502,138	747,376,644	73,576,263	202,461,086	202,461,086	1,371,316,744	12.29	1,371,316,744	12.29
1890	40,932,756	127,471,678	676,511,763	31,923,439	78,968,047	78,968,047	773,589,324	72,856,194	206,439,725	206,439,725	1,450,101,087	11.94	1,450,101,087	11.94

Notes.—1. The amounts carried in cars and other land vehicles, were not separately stated prior to July 1, 1870. 2. Exports are stated in mixed gold and currency values from 1862 to 1879, inclusive.

No. 6.—STATEMENT showing the Total Values of Foreign Merchandise transported in the In Transit and Transshipment Trade of the United States with the British North American Possessions during each year from 1871 to 1890.

Year ending 30th June.	Received for transit and transshipment from British North American Possessions.			Shipped in transit to or transshipment for British North American Possessions.		
	By Land.	By Water.	Total.	By Land.	By Water.	Total.
	\$	\$	\$	\$	\$	\$
1871.....	6,035,585	1,918,475	7,954,060	15,624,591	2,781,884	18,406,475
1872.....	8,237,859	1,038,310	9,276,169	19,357,342	4,685,448	24,042,790
1873.....	11,700,787	1,693,906	13,394,693	20,178,666	6,605,518	26,784,184
1874.....	12,695,590	1,468,100	14,163,690	20,572,299	6,938,440	27,510,739
1875.....	16,890,022	1,152,555	18,042,577	23,794,129	6,006,166	29,800,295
1876.....	21,391,262	1,290,640	22,591,902	19,369,958	5,049,930	24,419,888
1877.....	10,835,642	1,636,053	12,471,695	17,066,855	1,910,298	18,977,153
1878.....	10,314,534	1,889,524	12,204,058	11,914,321	998,364	12,912,685
1879.....	10,098,998	1,982,097	12,081,095	12,030,635	858,952	12,889,587
1880.....	15,265,177	1,869,570	17,134,747	16,388,673	653,430	17,042,003
1881.....	15,200,967	1,801,079	17,002,046	22,828,270	527,994	23,356,264
1882.....	24,665,029	3,878,149	28,543,178	36,613,465	982,019	37,595,484
1883.....	26,382,370	3,420,450	29,802,820	38,389,318	923,250	39,312,568
1884.....	13,043,498	375,729	13,419,227	22,120,587	818,798	22,939,385
1885.....	12,755,686	767,927	13,523,613	19,105,476	594,982	19,700,458
1886.....	9,593,344	1,267,676	10,861,020	19,428,867	812,212	20,241,079
1887.....	9,377,041	2,127,680	11,504,721	20,178,365	2,009,590	22,187,955
1888.....	6,309,024	2,033,793	8,342,817	13,347,876	2,063,780	15,611,656
1889.....	8,303,171	3,032,952	11,336,123	19,299,966	2,849,263	22,149,229
1890.....	13,524,298	2,477,612	16,001,910	24,788,152	2,547,052	27,335,201

NOTE.—This movement forms no part of the import and export trade.

No. 7.—STATEMENT showing the Kinds and Weights of Commodities, the Produce and Manufacture of the United States, Exported from the United States through British Columbia *via* the Canadian Pacific Railway to China and Japan during the Year ended 30th June, 1891.

(From Reports furnished by the Canadian Pacific Railroad.)

Articles.	Weight.	Ports from which shipped into Canada.	Weight.
	Lbs.		Lbs.
Apples	3,250	Portland, Oregon	15,400,053
Belting	8,220	Lowell, Mass	6,053,251
Bones	40,180	New York, N.Y.	2,411,837
Books	29,517	Manchester, N.H.	1,780,669
Carbons	125	Nashua, N.H.	1,337,188
Celluloid	2,117	Biddeford, Me.	1,174,340
Chairs	180	Tacoma, Wash.	687,140
Chemicals—		Chicago, Ill.	398,512
Ginseng	39,125	Chicopee, Mass	241,455
Other	1,683	San Francisco, Cal.	200,000
Cigars and cigarettes	443	Walla Walla, Wash.	199,920
Clocks	120	Schenectady, N.Y.	128,530
Cotton, raw	448,100	Boston, Mass.	40,044
Cotton, manufactures of	12,185,489	Cleveland, Ohio	24,170
Crockery	180	Lawrence, Mass	14,690
Electric goods	19,136	Syracuse, N.Y.	10,000
Flannels	338,388	Erie, Pa.	7,910
Flour	16,422,521	Rochester, N.Y.	3,480
Hams and bacon	960	Saint Paul, Minn.	2,240
Hay	7,310	Providence, R.I.	1,030
Hoofs	141,254	Port Townsend, Wash.	800
Household effects	3,013	Philadelphia, Pa.	713
Ink	1,180		
Iron and steel, manufactures of :—			
Castings	56,415		
Firearms	270		
Hardware	126		
Machinery	283,409		
Wire	46,963		
Lamps	350		
Lead pencils	627		
Missionary goods	3,470		
Musical instruments	350		
Oil, lubricating	950		
Photographic goods	1,070		
Plumbago	437		
Shoes	800		
Twine	350		
Wax	1,260		
Wood, manufactures of	1,540		
Merchandise, not specified	27,094		
Total	30,117,972	Total	30,117,972

No. 8.—STATEMENT showing the Kinds and Weights of Commodities Imported into the United States, through British Columbia *via* the Canadian Pacific Railway, from China and Japan, during the Year ended 30th June, 1891.

(From reports furnished by the Canadian Pacific Railroad.)

Articles.	Weight.	Ports into which Imported.	Weight.
	Lbs.		Lbs.
Bulbs	280	New York, N. Y.	9,386,239
Cigars	2,141	Chicago, Ill.	6,364,444
Curios	137,760	Portland, Oreg.	937,442
Fire crackers	721,840	Port Townsend, Wash.	329,349
Furs	2,640	St. Paul, Minn.	317,512
Hemp	279,000	Seattle, Wash.	258,360
do manufactures.	221,357	Boston, Mass.	116,971
Matting	7,356	Astoria, Oreg.	105,875
Paper	3,300	Baltimore, Md.	63,914
Personal effects	5,380	Tacoma, Wash.	46,350
Printed matter	140	Minneapolis, Minn.	25,917
Rice	3,441,227	Philadelphia, Pa.	20,430
Robes	2,829	Hartford, Conn.	17,091
Satins	4,560	Toledo, Ohio.	16,371
Silk braids.	10,240	Omaha, Neb.	14,150
do raw	700,378	Springfield, Mass.	13,990
Skins.	1,060	Detroit, Mich.	13,780
Sugar	65,660	All other ports.	21,584
Tea	11,728,024		
Toys	1,350		
Merchandise not described.	733,247		
Total	18,069,769	Total	18,069,769

No. 9.—STATEMENT showing the Kinds and Weights of Commodities, the Produce and Manufacture of the United States, shipped from Neche, N. Dak., and the Total Weight of Commodities received at Ogdensburg, N. Y., for Transportation *via* the Canadian Pacific Railway to Ports of the United States Pacific Coast, during the year ending 30th June, 1891.

Articles.	Weight.	Articles.	Weight.
	Lbs.		Lbs.
From Neche—		From Neche— <i>Continued.</i>	
Animals—horses	2,000	Earthen, stone and chinaware.	75,640
Art works—paintings	2,280	Eggs	1,260
Bones, horns, &c.	24,500	Fancy articles, not specified.	54,205
Books and other printed matter.	11,314	Flax, hemp and jute, manufactures—	
Brass, and manufactures of	17,161	Cordage	5,634
Breadstuffs—		Twine	26,097
Oatmeal	69,180	All other	43,140
Other	345,050	Fruits, preserved—	
Brooms and brushes	28,570	Canned	22,100
Carriages, horse cars, &c.	3,540	Other	24,532
Cars, passenger and freight	360,000	Glass and glassware—	
Chemicals, drugs, &c—		Window-glass	2,180
Ashes, pot and pearl	7,545	Other	54,399
Medicines, proprietary	76,819	Glucose	133,800
Barks	930	Hair, manufactures of	5,310
Clocks	1,172	India-rubber, manufactures of	33,661
Copper, manufactures of	660	Ink, printers', and other	870
Cotton, manufactures of—		Instruments, scientific	31,215
Cloth, coloured	97,324	Iron and steel, and manufactures—	
do uncoloured	45,148	Band, hoop and scroll iron.	24,370
Wearing apparel	5,860	Castings	2,280
All other	19,250	Cutlery	12,500

No. 9.—STATEMENT showing the Kinds and Weights of Commodities, the Produce and Manufacture of the United States, &c.—Continued.

Articles.	Weight.	Articles.	Weight.
From Neche—Continued.	Lbs.	From Neche—Continued.	Lbs.
Iron and steel, and manufactures—		Provisions—	
Firearms	952	Lard	48,550
Locks, hinges and other builders' hardware	430,802	All other	84,910
Machinery, not specified	11,866	Dairy products—	
Nails and spikes	373,957	Butter	20,753
Printing presses	9,780	Milk	344,350
Railroad cars, of steel	1,374,178	Soap, fancy and other	82,169
Saws and tools	54,447	Spices, ground	10,550
Sewing machines	122,790	Spirits, whiskey	100,835
Steam engines—		Starch	25,910
Locomotive	60,000	Sugar and molasses—	
Stationary	34,173	Molasses	72,809
Stoves	263,505	Sugar, brown	28,530
Wire	425,730	Tin, manufactures of	102,970
All other manufactures	3,985,275	Tobacco—	
Jewellery	210	Cigars and cigarettes	5,146
Lamps, chandeliers, &c.	300	Other manufactures	199,836
Lead, manufactures of	290	Toys	4,479
Leather, and manufactures of—		Vegetables—	
Leather, finished, and other	18,800	Peas and beans	20,000
Boots and shoes	48,404	Canned	20,700
Harness and saddles	4,015	Other	28,315
Other manufactures of	4,576	Wood, and manufactures of—	
Lime and cement	680	Boards	312,045
Malt liquors	262,900	Staves	43,080
Marble, stone, and manufactures of	1,240	Doors, sash and blinds	49,800
Matches	4,400	Moldings	35,100
Musical instruments—		Household furniture	553,697
Organs	19,950	Woodenware	271,577
Pianofortes	35,190	Other manufactures of	95,510
Other	270	Wool, manufactures of—	
Oils—		Carpets	14,255
Mineral, illuminating	67,500	Blankets and flannels	1,650
Whale or fish	4,000	Wearing apparel	217,432
Other	240	All other	678
Paints and Colours	10,678	All other unmanufactured articles not specified	62,042
Paper—		All other manufactured articles not specified	343,925
Writing	92,700		
Other	470,855	Total	13,201,784
Provisions—		From Ogdensburg, N. Y	4,269,410
Meat products—			
Hams	106,580	Total shipped West	17,471,194
Pork	27,530		

Shipped for transportation to—	Lbs.
San Francisco, Cal	11,273,379
Seattle, Wash. Ter.	1,675,974
Anacortes, Wash.	1,520,373
Port Townsend, Wash.	1,029,435
Fair Haven, Wash.	952,652
Sehome, Wash.	557,525
Whatcome, Wash.	208,168
Tacoma, Wash.	158,925
Portland, Oreg.	24,260
All other ports	70,503
Total	17,471,194

No. 10.—STATEMENT of the Quantity and Value of Merchandise received at Neche, N. Dak., and Ogdensburg, N.Y., from United States ports on the Pacific Coast, and of Merchandise shipped from San Francisco, Cal., and Port Townsend, Wash., for eastern ports of the United States, over the Canadian Pacific Railway for the Year ending 30th June, 1891.

(The data reported under "Shipped from" are furnished by the Canadian Pacific Railroad, while those under "Received at" were taken from official returns of the respective Collectors of Customs.)

Articles.	Shipped from San Francisco, Cal.	Shipped from Port Towns- end, Wash.	Received at Neche, N. Dak.		Received at Ogdensburg, N. Y.	
			Quantity.	Value.	Quantity.	Value.
	Lbs.	Lbs.		\$		\$
Beans and pease.....	161,106					
Books		950		100		
Boots and shoes		370				
Borax	Lbs. 156,972		123,661	6,800		
do	Brls.		93			
Dry goods.....	Lbs.				2,535	
Fruits, canned.....	" 328,626	100			247,154	16,140
do	"				50,400	
Glassware.....	990					990
Hair, deers.....	Lbs. 8,459		4,229	381		
Hoofs.....	24,500					
Household goods.....	Lbs.	3,310	2,920	310		
Leather	25,641					
Leather scraps.....	43,260					
Machinery, not specified.....	1,100					50
Salmon, canned	Lbs. 491,560	51,310	306,300		251,170	13,640
do	"		231,000	13,200	21,200	
Salmon, other	Brls.		70			
Spirits, brandy	22,350					
do	Brls.		51	2,481		
Sewing machines.....	No.		2			
Seal skins		25,000				31,000
Shingles.....		1,282,050				
do	M.		4,468	8,295		
do	Bundles.		6,471	3,364		
do	"		995			
Sugar, refined	Lbs. 82,870		62,470	4,565		
do	"		20,400			
Trees.....		800				
Wine	Doz. 115,635				1,060	17,050
do	"				350	
do	Brls.				8	160
Wood, manufacturers— Barrels		19,140				
Wool, raw	165,930					
Total.....	1,628,999	1,383,030				

NOTE.—There were received at Plattsburg, N.Y., during the year 80 barrels of salmon for which no value was given.

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	98,654	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	448,043	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	96,650	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	490,218	41,100	70,315	12,532	49,087
1889.....	4,429	484,141	592,550	66,110	63,674	36,329	49,663
1890.....	3,489	353,738	616,702	90,754	48,438	21,657	33,123
1891.....	3,126	756,101	142,141	71,903	16,362	68,771	33,951

on all Canals in the State of New York, during a series of Twenty-two 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	2,289,365
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
1,167,901	5,800	26,804	93,181	830,154	202,072	1,157,291
1,092,355	1,960	36,770	81,232	881,502	215,686	1,217,150

D.—TABLE showing the Tonnage of the undermentioned Articles, moved through

YEAR.	VEGETABLE FOOD.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*.....	45,674	313,825	120,599	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	242,020	163,738	17,772	477	1,016	1,480
1881.....	9,959	127,832	101,075	24,509	.....	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
1890.....	14,461	118,002	327,394	10,830	27,728	1,549	20,876
1891.....	13,517	198,658	185,180	8,113	52,959	65,888	28,042

*Fiscal.

the Welland Canal, during a series of Twenty-one Years ended 31st December, 1891.

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	81,654	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
519,291	.....	753	1,027	28,047	202,384	8,138	240,349
367,177	127	1,610	2,567	7,953	224,644	3,415	240,316

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-three 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	24,488	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	1,052,854	33·87	.....
1889.....	845	457,922	579,526	16,380	61,175	34,167	5,160	1,155,175	46·88	.....
1890.....	195	329,531	498,641	58,563	45,202	16,903	4,362	953,397	21·23	.....
1891.....	1,071	733,967	137,679	43,779	14,803	66,278	2,594	1,000,171	.....	.....

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
1890.....	545	10,378	10,408	26,639	8	4,635	2,356	54,969	.....	79·47
1891.....	292	4,298	1,652	27,418	.....	2,130	3,620	39,410	.....	.....

F—TABLE showing the Tonnage of the undermentioned Articles cleared downward on the Welland Canal, during a series of Twenty Years, ended 31st December, 1891.

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	169,185	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
1890	14,461	114,924	327,394	6,519	27,728	1,121	20,836	512,983
1891	13,517	196,326	185,177	8,113	52,959	65,071	27,895	549,058

* 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 Twenty Years, ended 31st December, 1891.

Year.	VEGETABLE FOOD.										HEAVY GOODS.				
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles.	Total.	Railway Iron.	Other Iron.	Salt.	Coal.	Ores.	Total.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
1869	30,681	211,085	91,149	2,942	7,400	667	1,006	337,530	68,064	14,334	89,086	28,566	35,912	235,962	
1870	10,482	124,695	89,761	1,391	1,400	.....	608	234,337	24,040	13,239	49,843	95,741	39,401	242,264
1871	10,806	127,727	101,329	1,920	1,188	3	382	243,366	4,659	13,826	40,507	170,242	62,942	292,176	
1872	8,250	229,053	125,627	2,641	5,948	.....	5,368	374,226	5,742	8,941	22,888	203,673	19,651	260,895
1873	1,881	113,832	54,188	2,946	2,946	500	1,920	177,908	14	4,123	12,931	192,767	34,616	244,451	
1874	5,187	96,247	58,138	1,603	1,905	525	403	162,405	.....	5,531	29,395	107,110	25,808	227,844
1875	3,342	107,396	65,260	1,603	2,314	258	413	180,586	8,376	8,688	8,336	172,868	41,107	239,375	
1876	1,316	65,542	60,026	859	277	.....	341	128,361	.....	10,713	3,892	136,583	13,535	173,723
1877	189	53,791	33,401	464	.....	.....	11	87,826	2,405	3,648	6,318	118,573	17,797	148,741
1878	1880	30,611	16,122	1,551	296	.....	.....	48,580	4,743	3,515	371	65,945	18,380	92,954
1879	1881	34,320	30,031	924	.....	.....	10	65,285	1,313	5,570	.....	83,858	6,464	97,305
1880	107	30,227	32,433	537	.....	684	.....	64,002	.....	4,076	.....	158,552	14,533	177,161
1881	2,041	54,382	66,128	735	731	.....	8,579	132,496	1,209	6,901	8	196,462	24,891	229,471
1882	1,715	40,966	53,707	735	9,874	.....	8,170	114,422	698	599	.....	210,790	15,100	227,187
1883	1,254	53,235	63,229	732	882	.....	1	118,203	.....	1,594	.....	198,416	15,029	215,039
1884	7,591	53,258	94,048	732	4,790	.....	13,201	172,888	156	5,328	.....	189,964	11,364	206,813
1885	11,780	37,678	83,431	1,732	12,050	.....	10,859	157,530	.....	4,406	1	82,780	627	87,828
1886	8,563	39,999	102,974	2	26,510	179	11,598	189,825	63	1,601	56	173,250	2,309	177,988	
1887	5,017	39,229	147,045	.....	27,432	.....	17,225	236,208	.....	1,587	896	227,476	1,204	231,163
1888	9,204	31,527	180,842	6,519	27,030	.....	20,497	275,619	.....	504	208	162,231	1,620	164,563
1889	6,802	32,097	127,494	8,113	52,823	.....	26,115	253,444	.....	292	705	186,572	1,773	189,342

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 Twenty-one Years, ended 31st December, 1891.

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
1890.....	1,167,901	519,291	4,336,199	953,397	54,969	275,619
1891..	1,092,355	367,177	3,565,381	1,000,171	39,410	253,444

* 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, 1889 and 1891.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	Tons.		Tons.		Tons.		Tons.		Tons.	
1882.	174	62,665	432	121,150	41	17,482	329	97,257	976	298,554
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	
1883.	180	68,850	468	130,844	111	68,609	417	127,616	1176	395,929
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	
1884.	173	68,250	285	73,057	99	67,637	364	97,794	921	306,738
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.—STATEMENT 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		2,333,205				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		28,709
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		1,283,594						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.—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.
	242	86,838	339	93,450	114	104,505	219	60,500	914	345,293
	Tons.	Tons.	Tons.	Tons.	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		1,553,307		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.	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. Cub. Ft.	924,645		2,934,989						3,859,634	
Staves..... No.	35,700		194,649						220,349	
Firewood..... Cords			46						46	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	342	110,056	443	117,400	202	204,542	142	50,622	1129	482,620
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1890.										
Wheat.....	43,308		35,633		7,514		32,239		118,694	
Corn.....	63,095		51,439		172,756		40,104		327,394	
Barley.....					3,304		3,215		6,519	
Oats.....	479		73		27,030				27,582	
Pease.....					14				14	
Rye.....	1,121								1,121	
Coal.....	1,049		21,732				615		23,396	
Miscellaneous merchandise	3,146		5,683		32,194		2,510		43,533	
Shingles, Woodenware, &c.	15		1,266		8				1,289	
Sawed Lumber. Ft. B.M.	5,921,240		5,167,201		10,274,335		14,290,800		35,653,576	
Square Timber. Cub. Ft.	1,141,194		3,395,832						4,537,026	
Staves..... No.	12,255		19,947						32,202	
Firewood..... Cords	15		566						581	

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 1891.

ARTICLES.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	256	107,575	173	68,061	241	241,317	130	50,063	800	467,016
	Tons.		Tons.		Tons.		Tons.		Tons.	
1891.										
Wheat.....		62,859		56,953		36,425		33,853		190,090
Corn.....		20,510		9,550		137,852		17,039		184,951
Barley.....						5,444		4,061		9,505
Oats.....						50,212		1,076		51,288
Pease.....		390								390
Rye.....		29,581		11,296		16,361		7,343		64,581
Coal.....		158		20,388				3,851		24,397
Miscellaneous merchandise		8,369		6,007		37,537		2,578		54,491
Shingles, woodenware, &c.								4		4
Sawed lumber... Ft. B.M.		4,268,874		4,648,824		8,067,351		18,745,628		35,730,677
Square timber.... Cub. ft.		449,406		566,109						1,015,515
Staves..... No.		1,000								1,000
Firewood..... Cords.										

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 1891.

CANADIAN STEAM VESSEL.

Date of Arrival.	Name of Vessels.	Registered Tonnage.		Dimensions.		Depth of Water on Arrival.			Original Cargo to Canal.			Lighterage over Welland Railway.				Lighterage in Tons.							
		Tons.	Ft.	all.	Length over	Width of beam	Depth of hold.	Forward.	Aft.	Wheat.	Corn.	Rye.	Oats.	Rolling freight	Wheat.	Bush.	Bush.	Oats.	Wheat.	Corn.	Rye.	Oats.	
1891.		929	179	33	6	15	0	14	3	14	3	40,111				4,203							129
Nov. 14	Myles.....																						

UNITED STATES STEAM VESSELS.

Date of Arrival.	Name of Vessels.	Registered Tonnage.		Dimensions.		Depth of Water on Arrival.			Original Cargo to Canal.			Lighterage over Welland Railway.				Lighterage in Tons.							
		Tons.	Ft.	all.	Length over	Width of beam	Depth of hold.	Forward.	Aft.	Wheat.	Corn.	Rye.	Oats.	Rolling freight	Wheat.	Bush.	Bush.	Oats.	Wheat.	Corn.	Rye.	Oats.	
April 27	Gov. Smith.....	1,547	240	42	0	16	8	14	5	14	11												
do	H. R. James.....	1,553	240	42	0	16	8	14	6	14	10		320	26	9,080								255
do	A. McVittie.....	1,553	240	42	0	16	8	14	10	15	3		320	441	7,748								217
May	W. J. Averill.....	1,425	265	36	6	16	5	14	8	14	10			113	11,030								309
do	J. R. Langdon.....	1,550	240	42	0	16	8	14	5	14	16		743	317	7,637								214
do	F. H. Hasckill.....	1,441	265	37	0	16	6	14	8	15	0			241					195				
do	W. A. Haskill.....	1,548	240	42	0	16	8	14	11	15	1			320	7,955								223
do	F. H. Prince.....	1,547	240	42	0	16	8	14	7	15	1			194	10,858								305
do	Gov. Smith.....	1,553	240	42	0	16	8	13	9	14	3			194	9,180								258
do	A. McVittie.....	1,553	240	42	0	16	8	14	8	14	7		383	29,041	1,323								38
do	H. R. James.....	1,054	225	36	0	19	0	14	1	13	11		320	297	7,065								198
do	Pueblo.....	1,425	265	36	6	16	5	13	10	14	8			340	2,796								79
do	W. J. Averill.....	1,441	265	37	0	16	6	14	6	14	8		320	315	5,824								84
do	W. A. Haskill.....	1,441	265	37	0	16	6	14	6	14	8			315	5,824								164
do	1 Oregon.....	846	197	33	0	13	0	14	0	14	5				1,150								33
June	H. R. James.....	1,553	240	42	0	16	8	15	0	15	0			323	10,199								286
do	A. McVittie.....	1,550	240	42	0	16	8	14	0	15	2			489	9,175								257
do	J. R. Langdon.....	1,425	265	36	6	16	5	14	3	14	7			858	4,329								122
do	W. J. Averill.....	1,441	265	37	0	16	6	14	6	14	10			507	6,514								183
do	W. A. Haskill.....	1,547	240	42	0	16	8	15	1	15	3			274	13,015								365
do	Gov. Smith.....	1,548	240	42	0	16	8	14	0	14	3			382	3,884								41
do	F. H. Prince.....	1,548	240	42	0	16	8	15	0	15	2		978	182	11,177								313
do	H. R. James.....	1,553	240	42	0	16	8	15	0	15	3			297	11,622								326
do	J. R. Langdon.....	1,550	240	42	0	16	8	14	6	15	2			271	9,837								276
do	A. McVittie.....	1,553	240	42	0	16	8	14	6	15	2		380										

J.—STATEMENT of Large Class Vessels Lightened at Welland Railway Elevator at Port Colborne, &c.—Continued.
UNITED STATES STEAM VESSELS—Continued.

Date of Arrival.	Name of Vessel.	Registered tonnage.	Dimensions.			Depth of Water on Arrival.		Original Cargo to Canal.				Lighterage over Welland Ry.			Lighterage in Tons.				
			Length over all.	Width of beam.	Depth of hold.	Forward.	Aft.	Wheat.	Corn.	Rye.	Oats.	Rolling freight.	Wheat.	Corn.	Rye.	Oats.	Wheat.	Corn.	Rye.	Oats.
1891.		Tons.	Ft.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Bush.	Bush.	Bush.	Tons.	Tons.	Bush.	Tons.	Tons.	Tons.	Tons.	Tons.
July	7 W. A. Haskill.	1,441	265	37	0	16	6	14	0	15	0	56,031	147	134	5,504	155	93		
do	12 F. H. Prince.	1,548	240	42	0	16	8	12	11	14	0	44,778	369	352	3,290	93			
do	13 Gov. Smith.	1,547	240	42	0	16	8	14	1	14	9	16,374	1,046	362	143				143
do	22 A. McVittie.	1,553	240	42	0	16	8	14	1	14	2	29,915	771	152	1,628				46
do	16 H. R. James.	1,553	240	42	0	16	8	15	0	15	1	50,000	616	1616	11,380				32
do	24 W. J. Averill.	1,425	265	36	6	16	5	14	11	15	1	44,523	398	183	6,441				181
do	29 W. A. Haskill.	1,441	265	37	0	16	6	14	0	14	5	13,989	771	430	1,882				100
do	31 Gov. Smith.	1,547	240	42	0	16	8	15	0	14	10	65,612	141	141	9,298				53
Aug.	4 J. O. Ford.	598	172	32	9	12	0	14	1	13	11	39,553			42				42
do	5 J. R. Langdon.	1,550	240	42	0	16	8	14	8	15	0	61,495	311	311	11,645				327
do	8 A. McVittie.	1,553	240	42	0	16	8	15	7	15	0	67,298	234	234	13,793				387
do	14 Denver.	1,029	222	37	0	19	0	15	3	15	0	60,663			10,218				287
do	15 Jno. Rugee.	950	216	35	0	18	0	15	6	15	1	61,011			10,397				292
do	18 F. H. Prince.	1,548	240	42	0	16	8	14	9	15	1	52,869	562	562	9,392				263
do	20 Gov. Smith.	1,547	240	42	0	16	8	13	3	15	2	37,979	296	296	5,293				149
do	23 H. R. James.	1,553	240	42	0	16	8	14	0	14	9	344	466	466	4,627				130
do	25 J. R. Langdon.	1,550	240	42	0	16	8	13	7	14	6	60,663			78				50
do	27 W. J. Averill.	1,425	265	36	6	16	5	14	11	14	11	51,719	342	342	9,319				78
do	30 A. McVittie.	1,553	240	42	0	16	8	14	11	15	2	17,599			111				261
Sept.	2 W. A. Haskill.	1,441	265	37	0	16	6	14	2	14	3	1,503	420	420	7,968				111
do	3 Jno. Rugee.	950	216	35	0	18	0	15	5	15	3	60,825			98				98
do	6 Gov. Smith.	1,547	240	42	0	16	8	14	11	15	0	55,158	455	455	10,270				288
do	7 F. H. Prince.	1,548	240	42	0	16	8	14	11	15	1	57,625	404	404	9,492				279
do	9 H. R. James.	1,553	240	42	0	16	8	14	3	14	8	13,149	1,499	1,499	10,593				297
do	12 J. R. Langdon.	1,550	240	42	0	16	8	14	11	15	2	60,753	380	380	12,106				171
do	14 W. J. Averill.	1,425	265	36	6	16	5	14	7	14	8	26,753	251	251	761				14
do	15 A. McVittie.	1,553	240	42	0	16	8	14	8	15	0	28,988	1,156	1,156	243				200
do	22 W. A. Haskill.	1,441	265	37	0	16	6	14	5	15	0	35,434	319	319	59				243
do	22 J. O. Ford.	598	172	32	9	12	0	14	0	14	1	39,473			2,742				77
do	23 John Rugee.	950	216	35	0	18	0	15	4	15	1	60,800	266	266	10,577				297
do	24 Gov. Smith.	1,547	240	42	0	16	8	15	1	15	3	53,076	321	321	14,069				393

do	28 F. H. Prince	1,548	240	42	0	16	8	14	14	10	27,370	824	372	218	218	406	218
do	30 H. R. James	1,553	240	42	0	16	8	15	0	15	62,407	319	319	406	374	374	4,369
do	1 J. R. Langdon	1,550	240	42	0	16	8	14	10	15	62,585	285	285	366	374	374	4,369
Oct.	5 A. McVittie	1,553	240	42	0	16	8	14	9	14	14,702	1,459	63	222	222	222	222
do	7 Waverley	990	191	30	6	13	0	16	6	14	38,296	663	4,152	125	125	184	256
do	9 W. J. Averill	1,425	265	36	6	14	5	14	4	8	28,073	663	287	268	268	268	256
do	12 W. A. Haskill	1,441	265	37	0	16	8	14	8	14	49,162	1,139	425	256	256	319	306
do	15 Gov. Smith	1,547	240	42	0	16	8	14	6	15	16,000	1,139	368	319	319	356	306
do	20 H. R. James	1,553	240	42	0	16	8	14	10	15	51,067	564	564	356	356	356	306
do	22 J. R. Langdon	1,550	240	42	0	16	8	14	4	15	61,947	306	306	306	306	306	306
do	25 A. McVittie	1,553	240	42	0	16	8	14	3	15	14,875	1,121	373	306	306	261	273
do	29 W. J. Averill	1,425	265	36	6	16	5	14	11	15	61,586	808	105	273	273	192	203
Nov.	5 Gov. Smith	1,547	240	42	0	16	8	14	6	15	33,566	1,369	270	203	203	345	128
do	7 W. A. Haskill	1,441	265	37	0	16	6	14	1	14	43,902	1,369	266	206	206	206	206
do	9 F. H. Prince	1,548	240	42	0	16	8	14	9	15	43,902	1,425	376	206	206	206	206
do	11 H. R. James	1,553	240	42	0	16	8	14	0	14	43,820	795	337	273	273	85	273
do	12 Samuel Marsdall	650	198	34	2	15	2	13	11	13	29,341	795	308	149	149	206	119
do	15 J. R. Langdon	1,550	240	42	0	16	8	13	11	15	15,022	1,117	308	126	126	282	126
do	20 A. McVittie	1,553	240	42	0	16	8	14	2	14	28,907	606	355	347	347	347	347
do	22 Escanaba	918	201	35	10	20	10	13	8	13	15,034	1,077	423	127	127	236	127
do	25 W. J. Averill	1,425	263	36	6	16	5	14	6	14	53,853	1,376	20,167	125	125	13,547	4,369
do	28 Gov. Smith	1,547	240	42	0	16	8	14	2	15	3,062,087	31,694	20,167	125	125	13,547	4,369
do	29 John Rugee	950	216	35	0	18	0	13	7	14	109,587	109,587	109,587	247	247	247	247
do	29 Denver	1,029	222	37	0	19	0	14	4	14	38,296	38,296	38,296	204	204	204	43

UNITED STATES SAILING VESSELS.

April	30 Baltic	870	202	34	11	16	10	14	11	15	64,987	6,798	6,798	204	204	204	43
Oct.	7 R. P. Bruce	693	196-6	33	0	13	6	14	1	14	44,600	1,423	1,423	247	247	247	247

J—STATEMENT of Large Class of Vessels Lightened at Welland Railway Elevator at Port Colborne, &c.—Continued.

CANADIAN STEAM VESSEL—Concluded.

Date of Arrival.	Name of Vessels.	Grain Cargo and Rolling Freight through this Canal.						Total Cargo through			Depth Water through Canal midship.	Destination.		Cost of Lighterage per bushel.	Time occupied in lightering.	H. M.				
		Wheat.	Corn.	Rye.	Oats.	Wheat.	Corn.	Rye.	Oats.	Rolling freight		Tons.	Ft. in.				From	To	Tons.	cts.
1891.																				
Nov. 14	Myles.....	35,818				1,075								1,075	13	3	Ft. William.	Kingston. . .	2	15

UNITED STATES STEAM VESSELS—Continued.

April 27	Gov. Smith	61,629												1,752	13	7	Chicago	Ogdensburg.	2	5
do	28 H. R. James	33,282			320					26				1,693	13	10	do	do	2	5
do	29 A. McVittie	57,305							320	441				1,718	13	7	do	do	2	6
May 5	W. J. Averill	43,858								317				1,546	13	11	do	do	2	3
do	8 J. R. Langdon	31,425			548					298				1,726	13	8	do	do	2	3
do	11 W. A. Haskill	47,831								241				1,581	13	11	do	do	2	3
do	12 F. H. Prince	51,309								320				1,757	13	11	do	do	2	4
do	13 Gov. Smith	56,005								194				1,763	13	10	do	do	2	3
do	16 A. McVittie	27,718			383					516				1,676	13	10	do	do	2	3
do	20 H. R. James	38,061			320					297				1,683	13	10	do	do	2	3
do	22 Pueblo	52,553												1,472	13	7	do	Kingston.	2	0
do	25 W. J. Averill	32,098							320	340				1,559	13	11	do	Ogdensburg.	2	15
do	30 W. A. Haskill	44,731								315				1,568	13	11	do	do	2	2
June 1	Oregon	41,707												1,168	14	0	do	do	2	30
do	8 H. R. James	49,637								323				1,714	14	0	do	do	2	1
do	10 J. R. Langdon	43,325								489				1,703	13	8	do	do	2	3
do	13 W. J. Averill	25,408								858				1,570	14	0	do	do	2	2
do	19 W. A. Haskill	37,724								507				1,564	13	10	do	do	2	2
do	21 Gov. Smith	52,394								274				1,742	13	11	do	do	2	4
do	22 F. H. Prince	13,340			937					382				1,693	13	11	do	do	2	3
do	24 H. R. James	53,329								182				1,676	13	10	do	do	2	3
do	26 J. R. Langdon	51,743								297				1,746	13	8	do	do	2	3
do	28 A. McVittie	36,533								380				1,674	14	0	do	do	2	3
July 7	W. A. Haskill	50,527								147				1,562	13	11	do	do	2	0

do	12 F. H. Prince	41,488	369	1,162	369	134	1,665	13 6	do	do	do
do	13 Gov. Smith	16,974	903	1,476	903	352	1,751	13 11	do	do	do
do	22 A. McVittie	28,287	739	798	739	152	1,684	13 11	do	do	do
do	16 H. R. James	38,020	298	1,082	298	183	1,698	13 11	do	do	do
do	24 W. J. Averill	28,082	771	940	771	430	1,548	13 11	do	do	do
do	29 W. A. Haskill	12,107	1,112	1,066	1,112	141	1,541	13 11	do	do	do
do	31 Gov. Smith	56,314	296	1,577	296	562	1,718	13 11	do	do	do
do	4 J. O. Ford	38,066	1,413	1,066	1,413	311	1,066	13 9	do	do	do
Aug.	5 J. R. Langdon	49,850	1,112	1,396	1,112	311	1,066	13 9	do	do	do
do	8 A. McVittie	53,505	294	1,396	294	234	1,707	13 7	do	do	do
do	14 Denver	50,445	1,413	1,439	1,413	234	1,733	13 11	do	do	do
do	15 Jno. Rugee	50,644	1,218	1,413	1,218	562	1,413	14 0	do	do	do
do	18 F. H. Prince	43,477	1,218	1,419	1,218	562	1,419	14 0	do	do	do
do	20 Gov. Smith	32,686	296	1,218	296	508	1,780	13 11	do	do	do
do	23 H. R. James	32,210	1,413	902	1,413	405	1,720	13 9	do	do	do
do	25 J. R. Langdon	42,400	1,392	1,188	1,392	342	1,662	13 9	do	do	do
do	27 W. J. Averill	9,631	1,112	270	1,112	420	1,718	13 8	do	do	do
do	30 A. McVittie	50,555	1,416	1,416	1,416	435	1,662	13 11	do	do	do
do	3 Jno. Rugee	45,226	1,317	1,416	1,317	404	1,550	14 0	do	do	do
do	6 Gov. Smith	47,032	369	1,317	369	404	1,725	13 11	do	do	do
do	7 F. H. Prince	13,149	1,328	1,363	1,328	366	1,687	13 11	do	do	do
do	9 H. R. James	48,647	561	1,363	561	251	1,729	13 9	do	do	do
do	12 J. R. Langdon	26,753	913	750	913	319	1,562	13 11	do	do	do
do	14 W. J. Averill	28,988	846	812	846	319	1,725	14 0	do	do	do
do	15 A. McVittie	30,213	385	846	385	319	1,550	14 0	do	do	do
do	22 W. A. Haskill	36,731	1,029	1,029	1,029	0	1,929	13 9	do	do	do
do	22 J. O. Ford	50,228	1,407	1,094	1,407	256	1,407	13 9	do	do	do
do	23 John Rugee	39,067	321	1,094	321	256	1,681	13 10	do	do	do
do	24 Gov. Smith	27,370	606	707	606	372	1,745	13 11	do	do	do
do	28 F. H. Prince	47,928	1,342	1,342	1,342	319	1,661	13 8	do	do	do
do	30 H. R. James	49,515	1,387	1,387	1,387	285	1,672	13 6	do	do	do
Oct.	1 J. R. Langdon	14,702	1,297	412	1,297	63	1,712	13 10	do	do	do
do	5 A. McVittie	34,144	1,297	1,025	1,297	63	1,712	13 11	do	do	do
do	7 Waverley	21,505	663	603	663	287	1,025	13 11	Duluth.	do	do
do	9 W. J. Averill	39,024	883	1,110	883	425	1,553	13 9	Chicago.	do	do
do	12 W. A. Haskill	16,000	448	448	448	368	1,535	13 8	Chicago.	do	do
do	15 Gov. Smith	39,685	815	1,112	815	564	1,699	13 11	do	do	do
do	20 H. R. James	49,238	1,379	1,379	1,379	306	1,676	13 9	do	do	do
do	22 J. R. Langdon	14,875	815	1,464	815	373	1,685	13 7	do	do	do
do	25 A. McVittie	52,286	535	749	535	270	1,605	13 6	do	do	do
do	29 W. J. Averill	26,723	1,166	464	1,166	270	1,569	13 11	do	do	do
Nov.	5 Gov. Smith	31,611	886	749	886	266	1,554	13 11	do	do	do
do	7 W. A. Haskill	40,767	311	886	311	376	1,482	13 4	do	do	do
do	9 F. H. Prince	21,670	1,219	1,132	1,219	366	1,573	13 2	do	do	do
do	11 H. R. James	7,673	522	607	522	337	1,342	13 4	do	do	do
do	12 Samuel Marsdall	968	1,146	1,146	1,146	308	1,585	13 5	do	do	do
do	15 J. R. Langdon	36,731	1,146	1,146	1,146	308	1,466	13 4	do	do	do
do	20 A. McVittie	40,767	322	607	322	337	1,466	12 8	do	do	do
do	22 Escomaba	7,673	968	215	968	308	1,491	13 1	do	do	do
do			1,146	215	1,146	308	1,491	13 1	do	do	do
do							1,146	13 1	do	do	do

J.—STATEMENT of Large Class Vessels Lightened at Welland Railway Elevator at Port Colborne, &c.—Continued.
UNITED STATES STEAM VESSELS—Continued.

Date of Arrival	Name of Vessel	Grain Cargo and Rolling Freight through this Canal.								Total Cargo through Canal.	Depth of Water through Canal Midship.	Destination.		Cost of Lighthouse per bushel.	Time occupied in Light-erage.
		Wheat.	Corn.	Rye.	Oats.	Wheat.	Corn.	Rye.	Oats.			Rolling freight	From			To
1891.		Bush.	Bush.	Bush.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Ft. in.		Cts.	H. M.	
Nov. 25	W. J. Averill.....	18,835	606	528	606	355	1,489	13	5	Chicago	Ogdensburg.	2	4	30	
do	28 Gov. Smith.....	15,984	730	447	730	423	1,600	13	5	do	do	2	5	30	
do	29 John Rugee.....	45,434	1,249	1,273	1,249	20,167	1,249	13	3	do	do	2	2	45	
do	29 Denver.....	34,144	2,579,285	86,954	27,325	1,025	72,256	2,436	27,325	1,273	13	5	2	5	
										123,209	.....			

UNITED STATES SAILING VESSELS.

Date of Arrival	Name of Vessel	Wheat.	Corn.	Rye.	Oats.	Wheat.	Corn.	Rye.	Oats.	Rolling freight	Total Cargo through Canal.	Depth of Water through Canal Midship.	From	To	Cost of Lighthouse per bushel.	Time occupied in Light-erage.	
April 30	Baltic.....	58,189									1,746	13	11	Chicago	Ogdensburg.	2	5
Oct. 7	R. P. Bruce.....	43,177									1,296	13	11	Duluth	Kingston.	2	4
		101,366									3,042	.....				

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, February, 1892.

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, 1889, 1890 and 1891.

Articles.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>											
Iron, pig.....	858	459	5			7		418			371
do all other.....		9					15				
Stone for cutting.....	233	2									
Apples.....		1			513	49	33				
Barley.....	69,066	259	109,191	55,552	44,401	116,517	24,009	66,443	139,798	139,798	52,559
Corn.....	4,476	5,920	5,089	9,659	2,874	2,934	6,140	3,865	6,841	3,065	3,254
Flour.....			1,188		16	125	87	100	148	222	67
M meal, all kinds.....				872					320	479	
Oats.....						608	362				390
Pease.....			726	433	11				1,284	1,120	64,978
Rye.....		1,269	518	477		33					
Seeds, all kinds.....		37	2		42			12			
Tobacco, raw.....						25					
Wheat.....	77,061	161,692	76,379	84,822	52,157	86,815	160,063	93,915	70,815	75,515	159,785
All other agricultural products, vegetable.....		1			1		17		798	3	2
Hides, skins, horns and hoofs.....			77								
Horses.....		1					1			3	
Lard and lard oil.....	361	206	6			22		54			100
Pork.....	5,141	278	212	318	30	936	418	265	1,220	221	201
All other agricultural products, animal.....					4	68	29	39	32	117	
Total, Class 3.....	157,196	187,609	193,393	152,171	100,058	208,148	191,759	165,113	276,813	220,545	281,702
<i>Class 4.</i>											
Ashes.....	13	10	3	36	97	44	113	85	107	70	40
Furniture.....	4	12	6	10	5	6	9	2		1	2
Glass, all kinds.....	47	6	1					3		1	1
Molasses.....		18	43			28					
Nails.....				1			1				
Oil.....		425		78	7	6	14				6
Paint.....		4				1					
Pitch and tar.....		1									

K.—STATEMENT showing the Quantity of Freight passed Eastward, from Lake Erie, &c.—*Concluded.*

Articles.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 4—Concluded.</i>											
Sugar			2				15				
Stone, wrought.....	291	484	269	317			12				
Turpentine.....		2		1							
Whiskey, beer and other spirits.....	60	25	35					3	20	26	105
Merchandise not enumerated		105	53	37	29	100	72	105	193	142	278
Total, Class 4.....	415	1,092	412	480	138	193	236	198	324	246	426
<i>Class 5.</i>											
66 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	3,579	3,908
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		5,680
Woodenware.....	76	205	199	68	76	101	45	25		1	
Total, Class 5.....	11,602	10,059	11,589	16,064	32,772	36,173	21,839	18,588	15,690	3,580	9,588
<i>Special Class.</i>											
Coal.....		75									
Grand total	169,213	198,835	205,394	168,715	132,968	244,514	213,834	183,899	292,827	224,371	291,776

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, 1889, 1890 and 1891.

Articles.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>											
Bricks.....	81	96	78	200	44	66	3	187	84	252	469
Cement and water lime.....	38	533	508	219	117	498	1,740	1,177	823	62	2,380
Clay, lime and sand.....	121	56	56	.....	.....	.....	134	96	3	8	206
Fish.....	18	406	.....	.....	.....	.....	95	1	80	26	7
Gypsum.....	16,476	11,246	8,725	2,031	12,356	6,629	153	9,148	15,513	20,003	2,855
Iron, Railway.....	8,131	3,575	2,460	43	23	10	368	573	250	20	112
do Pig.....	900	686	528	366	290	76	1,397	297	290	584	595
do all other.....	5,175	1,820	5,324	802	1,574	5,609	4,197	3,599	4,216	7,440	4,331
Salt.....	5	.....	.....	.....	7	.....	.....	.....	.....	12	.....
Stone for cutting.....	.....	.....	21	.....	.....	.....	.....	.....	.....	48	.....
Flour.....	.....	.....	5	.....	.....	.....	.....	.....	.....	.....	.....
Meals.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oats.....	.....	.....	264	.....	.....	.....	.....	.....	.....	.....	.....
Potatoes.....	359	23	.....	.....	.....	.....	.....	.....	.....	.....	.....
Seeds, all kinds.....	65	14	.....	.....	.....	.....	4	24	215	100	.....
Agricultural Products not enumerated, vegetables.....	2	.....	25	1	1	.....	.....	.....	.....	.....	52
Horses.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lard and lard oil.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pork.....	.....	.....	.....	45	.....	.....	.....	.....	.....	.....	.....
Wool.....	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....
All other articles not enumerated.....	.....	.....	.....	.....	.....	6	4	77	.....	1	.....
Total Class 3.....	31,371	18,460	17,994	3,707	14,428	12,896	8,702	15,244	21,495	28,674	11,071
<i>Class 4.</i>											
Ashes, pot and pearl.....	.....	.....	.....	.....	226	20	.....	.....	.....	10	31
Crockery and earthenware.....	24	116	137	47	10	40	164	336	112	11	251
Dye woods, &c.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Furniture.....	3	4	4	1	.....	9	.....	.....	.....	.....	.....
Glass, all kinds.....	97	359	156	160	32	39	53	77	71	23	30
Manilla.....	.....	5	5	17	.....	.....	.....	.....	.....	.....	.....
Molasses.....	14	58	3	.....	.....	23	.....	.....	.....	.....	.....

L.—STATEMENT showing the Quantity of Freight passed Westward from Montreal, &c.—Concluded.

Articles.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 4—Concluded.</i>											
Nails.....	258	576	1,085	160	205	389	147	578	736	453	560
Oil in barrels.....	54	119	122	80	10	82	28	22	9	11	64
Paint.....	47	124	103	161	24	36	80	59	49	24	61
Pitch and tar.....	1	1	50	1		5	1			13	22
Rosin.....		11	21							1	
Soda, ash.....	3,177	1,040	1,801	1,427	164	975	1,116	1,196	766	554	377
Steel.....	29	3	2	142		1	423	3	3	1	
Stone wrought.....			2								
Sugar.....	5	465	375	290	64	316	207	98	7	551	412
Tin.....	959	641	1,669	1,832	10	549	2,225	198	480	40	23
Turpentine.....		14	1	1			1		1	2	
White lead.....		5	19	3		3	4	2	4	19	3
Whiting.....	10	5			9		7		33	34	50
Whiskey, beer, &c.....	91	564	791	364	259	174	287	228	124	350	294
Merchandise not enumerated.....	984	1,992	2,608	1,001	712	1,008	619	1,259	1,422	1,180	810
Total Class 4.....	5,753	6,093	8,957	5,687	1,725	3,678	5,373	4,066	3,873	3,277	2,989
<i>Class 5.</i>											
Barrels, empty.....	40	130	179			227			2		
Lumber, sawl, 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	31,951	14,060

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, 1889, 1890 and 1891.

ARTICLES.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>												
Bricks.....	22		3				41				4	
Cement and water lime.....			2				31		4			
Fish.....				142								1
Iron, railway.....				90	40		45			520		10
do all other.....		79	114	8			1					494
Salt.....	258			38	15							
Stone for cutting.....		1										
Apples.....			8									
Barley.....			537	735				1,709	2			8,113
do Corn.....	16,122	30,031	32,433	66,128	53,707	63,229	93,503	83,431	102,974	147,045	180,842	127,494
Flour.....			107	2,041	1,715	124	7,591	11,780	8,563	5,017		6,802
Hay, pressed.....					13							
Meal, all kinds.....			5	8,579	8,170		13,201	10,726	11,598	17,224	20,482	26,096
Oil cake.....	296			1								
Oats.....			1	731	9,874	882	4,790	12,050	26,510	27,492	27,030	52,823
Potatoes.....			684						179	1		
Rye.....			16	662	511		236	44		151	135	256
Seeds, all kinds.....		34,320	30,227	54,282	40,956	53,235	53,258	37,678	39,999	39,229	31,527	32,097
Wheat.....			5	3				2			14	42
Agricultural products, vegetable				60	73		414	170	39			
Hides and skins, &c.....			1	6	6			2		1		3
Horses.....				5	7		13	14	19	32	30	10
Lard and lard oil, &c.....			1	12	4			1	18	3	15	2
Meats, other than pork.....			1	163			106	108	19	21	88	73
Pork.....												
Sheep.....				95			1,125	86		452		1,297
Wool.....												
Total, Class 3.....	47,309	64,447	64,129	133,782	115,092	117,470	174,359	157,820	189,986	237,188	275,893	255,553
<i>Class 4.</i>												
Agricultural implements.....		3		1								
Crockery and earthenware.....		4		1						1		
Furniture.....			15	25	16		21	24	30	30	21	7

M.—STATEMENT showing the Quantity of Freight passed Eastward through the Welland Canal, &c.—Concluded.

Articles.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 4—Concluded.</i>												
Glass, all kinds.....			66		1		2					1
Nails.....			7		26		4					
Oil, in barrels.....		102	995	206	255		6	8				1
Paint.....			3	6							3	
Soda, ash.....			7									
Steel.....			1		7		38		3	2		
Stone, wrought.....		29	33	87								
White lead.....		2	6	5								1
Whiskey, beer and all other spirits	14		12	156	26		21	63	151	190	228	167
Merchandise, not enumerated.....	1	49	91	941	481	2	824	469	1,453	1,679	1,822	1,865
Total, Class 4.....	207	189	1,237	1,479	812	2	916	573	1,638	1,902	2,075	2,041
<i>Class 5.</i>												
Lumber, sawn, in vessels.....	33,555	30,462	34,182	34,189	43,713	44,608	43,776	29,845	28,333	55,074	38,030	45,504
Hoops.....				26								
Shingles.....	9		9	9	76	111	463		6	51		
Staves, barrel.....				25								
Woodenware, &c.....	1	4	43	30	11		2	26	141	333	8	4
Total, Class 5.....	33,565	30,466	34,234	34,279	43,800	44,779	44,241	29,871	28,562	55,458	38,038	45,508
<i>Special Class.</i>												
Coal.....	871	1,164	10,686	5,372	4,293	4,974	5,400	1,163	878	1,124	615	1,382
Stone not suitable for cutting.....										1,681	18	
Kryolite.....											1,620	1,773
Total, Special Class.....	871	1,164	10,686	5,372	4,293	4,974	5,400	1,163	878	2,805	2,253	3,155
Grand Total.....	81,952	96,266	110,286	174,912	163,997	167,225	224,916	189,427	221,064	297,353	318,259	306,257

N.—STATEMENT showing the Number of Vessels and their Cargoes of Wheat, 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 1891.

Names of Vessels.	Original Cargo through the Welland Canal.	Quantity transhipped at Kingston.	Cargo through the St. Lawrence Canal.
	Tons.	Tons.	Tons.
Canadian steamer "Acadia"	480	.....	480
do do	653	148	505
do do	501	.....	501
do "Alma Munroe"	662	237	425
do do	600	198	402
do do	661	252	409
do "Canada"	547	215	332
do do	549	216	333
do do	549	246	303
do do	540	246	294
do do	528	233	295
do "Celtic"	510	232	278
do do	520	.....	301
do do	525	232	293
do do	519	224	295
do do	515	223	292
do do	486	277	209
do "Cuba"	570	135	435
do do	563	157	406
do "Glengarry"	648	312	336
do "Lake Michigan"	511	210	301
do do	540	221	319
do do	525	219	306
do do	374	211	163
Canadian sailing vessel "Glenora"	1,396	751	645
do do	1,401	747	654
do "John Gaskin"	1,090	447	643
Total	16,963	6,589	10,155

Number of cargo of wheat	27
Quantity through Welland Canal to Kingston	16,963 Tons.
do transhipped at Kingston	6,589 "
do taken to Montreal in vessels in which it arrived at Kingston	10,155 "
do remaining at Kingston	219 "

N.—STATEMENT showing the Number of Vessels and their Cargoes of Corn and Pease 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 1891.

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"	620	142	478
do do	495	156	339
do "Alma Munroe"	560	222	338
do do	476	196	280
do "Celtic"	476	184	292
do "Cuba"	569	174	345
do do	460	.....	460
do do	505	234	271
Total	4,161	1,308	2,803

PEASE.

Canadian steamer "Lake Michigan"	390	137	253
Number of cargoes of corn			8
Quantity through Welland Canal to Kingston		4,161 tons.	
do transhipped at Kingston		1,308 do	
do to Montreal in vessels in which it arrived at Kingston		2,803 do	

N.—STATEMENT showing the Number of Vessels and their Cargoes of Rye 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 1891.

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 Munroe"	483	190	293
do do	667	270	397
do "Canada"	503	199	304
do "Celtic"	504	224	280
do "Cuba"	585	260	325
do do	609	193	416
do do	560	182	378
do "Lake Michigan"	492	210	282
do do	504	204	300
do do	484	204	280
do do	713	252	461
Total	6,104	2,388	3,716

Number of cargoes of rye	11
Quantity through Welland Canal to Kingston	6,104 tons.
do transhipped at Kingston	2,388 do
do to Montreal in vessels in which it arrived at Kingston	3,716 do

RECAPITULATION of the Number of Vessels passed down the Welland Canal with Cargoes of Grain to Kingston, the quantity transhipped and quantity taken to Montreal, for the season, 1891.

	Number of Cargoes.	Total.
Wheat.....	27	
Corn.....	8	
Pease.....	1	
Rye.....	11	
Total.....		47
	Tons.	Tons.
Quantity of wheat through the Welland Canal bound for Montreal.....	16,963	
do corn do.....	4,161	
do pease do.....	390	
do rye do.....	6,104	
Total through Welland Canal.....		27,618
Quantity of the above transhipped at Kingston, viz. :—		
Wheat.....	6,589	
Corn.....	1,308	
Pease.....	137	
Rye.....	2,388	
Total transhipped.....		10,422
Quantity of the above cargoes taken to Montreal in vessels in which it arrived at Kingston, viz. :—		
Wheat.....	10,155	
Corn.....	2,803	
Pease.....	253	
Rye.....	3,716	
Total quantity to Montreal.....		16,927
Quantity remaining at Kingston.....		269
Total.....		27,618

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 1891.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sailing.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	129	48,836	80	38,397	54	35,100	23	12,734	286	135,067
	Tons.		Tons.		Tons.		Tons.		Tons.	
Corn.....	20,283		10,484		20,752		5,807		57,326	
Pease.....	390		.....		.....		.....		390	
Rye.....	30,071		12,496		16,361		7,343		66,271	
Wheat.....	60,723		56,217		28,325		11,565		156,830	
	111,467		79,197		65,438		24,715		280,817	

		Tons.
129 cargoes in Canadian steam vessels, total quantity	.....	111,467
80 do do sailing do do	.....	79,197
54 do United States steam vessels, total quantity	.....	65,438
23 do do sailing do do	.....	24,715

P.—TOTAL Quantity of Grain arrived in Kingston in vessels which passed down the Welland Canal during the season of navigation in 1891:—

Summary.	Tons.	Total Tons.
Canadian steam vessels, 129 cargoes of grain.....	111,467	190,664
do sail do 80 do	79,197	
Total in Canadian vessels		
United States steam vessels, 54 cargoes of grain	65,438	90,153
do sail do 23 do	24,715	
Total United States vessels.....		
Total in Canadian and United States vessels.....		280,817
Distributed as follows:—		
3 cargoes taken to Montreal in Canadian vessels without breaking bulk.....		1,441
44 do arrived at Kingston in Canadian vessels with an aggregate quantity of.....	26,177	
Transhipped	10,422	
Quantity taken to Montreal in vessels in which it arrived at Kingston.....		15,755
Vessels arrived at Kingston and discharged all of their cargo as follows:—		
162 cargoes in Canadian vessels.....	163,046	
77 do in United States vessels.....	90,153	
Aggregate quantity discharged.....	253,199	
Quantity transhipped to Montreal.....	249,233	
Total quantity transhipped to Montreal.....		259,655
Transhipped to Cardinal.....	2,725	
Remaining at Kingston.....	1,241	3,966
Total		280,817

Q.—COMPARATIVE Statement of the Quantity of Grain passed down the Welland Canal to Kingston for the Seasons of 1890 and 1891.

	1890.		1891.	
	No. of Cargoes.	Tons.	No. of Cargoes.	Tons.
Quantity arrived at Kingston in Canadian vessels.....	203	184,275	209	190,664
do do do in United States.....	35	35,560	77	90,153
Total.....	238	219,835	286	280,817
Quantity transhipped at Kingston in Canadian vessels for Montreal.....		185,170		259,655
Quantity taken to Montreal in vessels in which it arrived at Kingston.....		27,497		17,196
Quantity transferred in cars and taken to Montreal by rail....		972		
Quantity remaining at Kingston.....		1,089		1,241
Quantity transhipped to Cardinal.....		5,107		2,725
Total.....		219,835		280,817

3 vessels took cargoes through to Montreal intact in 1891 against 3 in 1890.

44 vessels lightered their cargoes at Kingston in 1891 against 63 in 1890.

239 vessels discharged the whole of their cargoes at Kingston in 1891 against 172 in 1890.

R.—STATEMENT showing the Quantity of Oats arrived at Montreal by Canal and Rail during the Years 1884 to 1891, 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 <i>via</i> River St. Lawrence and G. T. R.
	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	595,756	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
1890.....	200,896	1,448,187	1,649,083	244,330
1891.....	102,162	1,616,004	1,718,166	791,691

S.—THE Quantity of Coal passed through the Welland Canal during a series of years from 1885 to 1891, inclusive, and the amount of Tolls Collected thereon, is as follows:—

Year.	From Canadian Ports to Canadian Ports.	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.	Up.	Down.	Up.	Down.		
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	\$ cts.
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
1890.....	80	116,616	615	17,280	22,781	202,372	38,222 30
*1891.....		185,190	1,382	17,374	20,698	224,644	44,928 20

NOTE.—Tolls on Soft Coal passed down the Welland Canal, during the Season of 1890, were reduced from 20 to 10 cents a ton, per O.C., 11th May, 1890, for the season of 1890 only, the rate for 1891 being 20 cents a ton for passage either eastward or westward.

THE Quantity of Coal passed down (or eastward) through the Welland Canal in Canadian and United States Vessels for the Years 1885 to 1891, 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	2,208	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
1890.....	22,781	2,365 60	615	61 50	23,396	2,427 10
1891.....	20,546	4,109 20	3,851	670 20	24,397	4,879 40

T.—STATEMENT showing the Quantity of Coal passed through the whole length of the St. Lawrence Canals during the Seasons of 1885 to 1891, inclusive.

Year.	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
1890.....	6,538	135,168	141,706	20,275 20
1891.....	7,951	141,701	149,652	21,255 15

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 1891, inclusive.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1883.	Tons.	Tons.	Tons.
Ashes, pot and pearl.....	3	2	3
Agricultural products, not enumerated, vegetable.....		3	3
do do animal.....		6	1
Agricultural implements.....			735
Barley.....			5,372
Coal.....	109,191	89,344	66,128
Corn.....		6,815	1
Crockery and earthenware.....			1
Fish.....			2,041
Flour.....	5,089		25
Furniture.....	6	8	
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 pipe.....	2,024	2,738	
do West India.....	451	1,946	
Staves, salt barrel.....			25
Shingles.....			9
Split posts 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.
1884.	Tons.	Tons.	Tons.
Ashes, pot and pearl.....	36	10	
Agricultural products, not enumerated, vegetable do do animal.....		7 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 in vessels.....	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.	Tons.
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	Quantity passed	Quantity passed
	down to Montreal.	down to Ontario Ports between Port Dalhousie and Cornwall.	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.
1887.	Tons.	Tons.	Tons.
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.....			12,050
Oil.....	14	190	8
Oil cake.....	17		
Pease.....	362		
Pork.....	413	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 merchandises, 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, pease, barley and rye, passed down to Montreal, per O. C. 23th 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.
	Tons.	Tons.	Tons.
1888.			
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.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed	Quantity passed	Quantity passed
	down to Montreal.	down to Canadian Ports Port Dalhousie and Cornwall.	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.....		613	
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	4,669	71,055
Masts, spars, &c.....		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, &c.....		17	
Timber, square.....	9,302	70,579	240
Woodenware, &c.....			2
Total.....	292,827	130,584	313,574

A refund of 18 cents per ton was allowed on wheat, corn, pease, barley and rye passed down to Montreal per Order in Council 18th March, 1889.

U.—COMPARATIVE Statement of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity.	Quantity passed	Quantity passed
	passed down to Montreal.	down to Canadian Ports between Port Dalhousie and Cornwall.	down to United States Ports.
1890.	Tons.	Tons.	Tons.
Ashes.....	70		
All other products, animal.....	14		
do vegetable.....	1		
Barley.....			6,519
Bricks.....			4
Coal.....		22,781	615
Corn.....	134,966	11,584	180,842
Fish.....	49		
Flour.....	3,065		9,204
Furniture.....	1	1	21
Glasses, all kinds.....	1		
Horses.....	3		1
Iron, all other.....			1
Kryolite.....		1,280	1,620
Lard and lard oil.....		5	30
Meal.....	222		20,482
Meats.....			15
Oats.....	479	73	27,030
Oil, in barrels.....	6		
Oil cake.....	2		
Paint.....			3
Pease.....			14
Pork.....	221	19	88
Potatoes.....			1
Rye.....	1,120	1	
Salt.....		701	
Stone, for cutting.....		5,761	
do wrought.....		639	18
Seeds, all kinds.....	2		135
Spirits, &c.....	26		228
Tallow.....	54		
Wheat.....	75,515	5,241	31,527
White lead.....			1
Merchandise.....	142	32	1,822
Barrels, empty.....			7
Firewood, in vessels.....		1,398	
Lumber, sawn, in vessels.....	3,195	3,767	47,590
do rafts.....	384		
Staves and headings, pipe.....		187	
do do West Indies.....		36	
Shingles.....			14
Square timber, in vessels.....		73,112	
do rafts.....		17,683	
Woodenware.....	1		1
	219,539	144,300	327,833
Corn.....	16,033		
Oats.....	400		
	16,433		*16,433
Total.....	235,972	144,300	311,400

*This quantity of grain was transhipped at Ogdensburg and passed down the St. Lawrence canals to Montreal.

A refund of 18 cents Welland Canal tolls was allowed on wheat, Indian corn, pease, barley, rye (and oats for export), when shipped for Montreal or some port east of that point per Order in Council 26th February and 5th May, 1890.

V.—SUMMARY of Quantity of Freight passed down Welland Canal on which full Tolls were paid.

		Quantity passed down to Canadian Ports : Toronto, Hamilton, King- ston, Cornwall, &c.	Quantity passed down to United States Ports : Oswego, Ogdens- burg, &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.....		25,599	169,664
Other Articles.....		73,281	68,803
Total.....		98,880	238,467
	1889.		
Grain.....		19,075	213,766
Other Articles.....		111,509	99,808
Total.....		130,584	313,574
	1890.		
Grain.....		16,899	* 245,932
Other Articles.....		127,401	81,901
Total.....		144,300	327,833
	1891.		
Grain.....		6,805	* 220,527
Other Articles.....		47,510	96,682
Total.....		54,315	317,209

* Of this quantity of grain 16,433 tons was transhipped to Montreal for 1890; and 17,817 tons for 1891.

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 Year 1891.

Articles.	Quantity	Quantity passed	Quantity passed
	passed down to Montreal.	down to Canadian Ports between Port Dalhousie and Cornwall.	down to United States Ports.
1891.	Tons.	Tons.	Tons.
Ashes.....	40		
Agricultural products.....	2		42
Barley.....			8,113
Corn.....	52,539	5,144	127,494
Coal.....		20,698	1,382
Flour.....	3 324		6,802
Fish.....			1
Furniture.....	2	2	7
Glass.....	1		1
Horses.....	2	2	3
Hay.....		21	
Iron, pig.....	371	128	
do all other.....		1,036	10
Lard and lard oil.....	100	16	10
Meal, all kinds.....	67		26,096
Meats, other than pork.....		1	2
Molasses.....		20	18
Oats.....			52,823
Oil.....			1
Pease.....	390		
Pork.....	201		73
Rags.....			60
Rye.....	64,978	969	
Seeds, all kinds.....	2		256
Salt.....		1,861	494
Stone for cutting.....		6,602	
do wrought.....		7	
Tobacco.....	1		
Tallow.....		9	8
Wheat.....	159,785	692	32,097
Staves, pipe.....		8	
Whiskey and all other liquors.....	105	57	167
Wool.....			1,237
Merchandise.....	278	6	1,779
Kryolite.....		1,098	1,773
Lumber, in vessels.....	2,991	1,300	56,456
do in rafts.....	917		
Timber, square, in rafts.....	5,680		
Barrels.....		14,638	4
Corn.....	12,169	291,776	54,315
Wheat.....	5,648		317,209
		17,817	*17,817
Total.....	309,593	54,315	299,392

*This quantity of grain was transhipped at Ogdensburg and passed down the St. Lawrence Canals to Montreal.

A refund of 18 cents a ton Welland Canal tolls on wheat, Indian corn, pease, barley, rye and (for export) oats, originally shipped for Montreal or some port east of Montreal, per Order in Council 25th March, 1891.

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.
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	8,971	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
1887.			
Barley.....	.....	.....	1,709
Corn.....	24,609	6,898	83,431
*Oats.....	.....	.....	12,050
Pease.....	362	.....	.....
Rye.....	.....	.....	.....
Wheat.....	160,063	4,940	37,673
Total Grain.....	185,034	11,838	134,868
Other Articles.....	28,800	55,794	69,447
Total.....	213,834	67,632	204,315

* There was no refund on Oats for 1887, 1888 and 1889.

STATEMENT showing the Quantity of Freight passed down the Welland Canal to Canadian Ports, &c.—*Concluded.*RECAPITULATION—*Concluded.*

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.
1888.	Tons.	Tons.	Tons.
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	111,509	99,808
Total.....	292,927	130,584	313,574
1890.			
Barley.....			6,519
Corn.....	150,999	11,584	180,842
Oats.....	879	73	27,030
Pease.....			14
Rye.....	1,120	1	
Wheat.....	75,515	5,241	31,527
Total Grain.....	228,513	16,899	245,932
Other Articles.....	7,459	127,401	81,901
Total.....	235,972	144,300	327,833
1891.			
Barley.....			8,113
Corn.....	52,539	5,144	127,494
Oats.....			52,823
Pease.....	390		
Rye.....	64,978	969	
Wheat.....	159,785	692	32,097
Total Grain.....	277,692	6,805	220,527
Transhipped at Ogdensburg to Montreal.....	+ 17,817		— 17,817
Total.....	295,509		202,710
Other Articles.....	14,084	47,510	96,682
Grand Total.....	309,593	54,315	299,392

† 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 18 cents per ton allowed.

‡ Of this quantity of grain, 16,433 tons was transhipped at Ogdensburg to Montreal.

CANAL
COMPARATIVE Statement for Years ended

—	January.	February.	March.	April.	May.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Welland Canal, 1890.....				17,294 68	27,935 15
do 1891.....	205 00			6,519 99	28,972 97
Increase.....	205 00				1,037 82
Decrease.....				10,774 69	
St. Lawrence Canals, 1890.....	52 60			667 03	8,103 19
do 1891.....	15 52			201 50	8,151 22
Increase.....					48 03
Decrease.....	37 08			465 53	
Chambly Canal, 1890.....				7 45	1,140 30
do 1891.....					3,310 07
Increase.....					2,169 77
Decrease.....				7 45	
Rideau Canal, 1890.....	2 00				896 36
do 1891.....				41 14	609 33
Increase.....				41 14	
Decrease.....	2 00				287 03
Ottawa Canals, 1890.....				570 00	8,676 26
do 1891.....				541 88	8,064 90
Increase.....					
Decrease.....				28 12	611 36
St. Peter's Canal, 1890.....	3 79			60 17	275 37
do 1891.....				28 89	154 70
Increase.....					120 67
Decrease.....	3 79			31 28	
Trent Canal, 1890.....				10 61	51 06
do 1891.....				2 70	71 53
Increase.....					20 47
Decrease.....				7 91	
Murray Canal, 1890.....					106 64
do 1891.....				13 52	54 85
Increase.....				13 52	
Decrease.....					51 79
Total Increase.....	162 13				2,205 24
Total Decrease.....				11,260 32	

Amount refunded on account of reduction of tolls on grain through Welland and St. Lawrence Canals, 1890. \$41,635.46; actual revenue, \$306,424.05.

Amount refunded on account of reduction of tolls on grain through Welland and St. Lawrence Canals, 1891, \$49,834.98; actual revenue, \$300,516.99.

REVENUE.

31st December, 1890, and 1891.

June.	July.	August.	September.	October.	November.	December.	Total.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
25,323 04	29,219 82	25,407 30	27,792 97	21,998 15	19,682 69	15 12	194,668 92
28,772 52	23,662 27	31,879 90	33,200 17	29,979 75	14,234 57	976 16	200,403 30
3,449 48	.....	6,472 60	5,407 20	7,981 60	.....	961 04	5,734 38
.....	3,557 55	.....	.....	.....	5,448 12	.....	.....
10,541 08	12,570 66	14,050 70	12,741 35	11,611 53	6,882 11	70 41	77,290 66
13,629 48	15,732 89	12,600 99	10,688 44	10,892 53	8,640 03	101 37	80,653 97
3,088 40	3,162 23	.....	.....	.....	1,757 92	30 96	3,863 31
.....	.....	1,449 71	2,052 91	719 00	.....	.....	.....
3,186 29	2,422 48	2,843 64	3,533 65	3,423 79	1,627 15	.....	18,184 75
3,026 21	3,176 19	2,746 49	2,180 91	3,197 81	1,897 20	.....	19,534 88
.....	753 71	.....	.....	.....	270 05	.....	1,350 13
160 08	.....	97 15	1,352 74	225 98	.....	.....	.....
1,039 30	1,229 55	934 90	886 50	868 18	430 82	1 16	6,288 77
1,151 39	1,145 24	966 88	819 04	901 42	508 61	2 84	6,145 89
112 09	.....	31 98	.....	33 24	77 79	1 68	.....
.....	84 31	.....	67 46	.....	.....	.....	142 88
7,402 31	8,939 14	7,131 95	5,307 41	6,072 30	4,062 99	.....	48,252 36
6,938 18	6,898 19	5,422 33	4,598 07	4,649 97	3,343 87	1 00	40,458 39
.....
464 13	2,040 95	1,709 62	799 34	1,422 33	719 12	.....	7,793 97
179 40	203 26	203 18	440 84	301 75	217 51	43 65	1,919 92
112 98	102 35	111 36	286 05	438 40	383 37	163 66	1,781 76
.....	.....	.....	.....	136 65	165 86	120 01	.....
57 42	100 91	91 82	154 79	.....	.....	.....	138 16
110 34	124 96	132 90	123 45	113 62	42 00	.....	708 94
119 95	129 86	139 60	125 24	95 05	19 80	.....	703 73
9 61	4 90	6 70	1 79	.....	.....	.....	.....
.....	.....	.....	.....	18 57	22 20	.....	5 21
131 57	107 93	152 86	84 52	77 17	46 34	38 16	745 19
135 67	146 09	178 74	63 85	46 05	31 28	.....	670 05
4 10	38 16	25 88	.....	.....	.....	.....	.....
.....	.....	.....	20 67	31 12	15 06	38 16	75 14
5,982 05	.....	3,188 86	961 08	5,734 49	.....	1,076 53	2,292 46
.....	1,824 72	.....	.....	.....	3,932 88	.....	.....
Total for Year 1890.....							348,059 51
Total for Year 1891.....							350,351 97

COMPARATIVE STATEMENT showing the Quantities of Vegetable Food and Lumber passed through Canals during the Years ended 31st December, 1890 and 1891.

	VEGETABLE FOOD.								Lumber.	Total.
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	* All other.	Tons.			Tons.
Welland Canal, 1890..	14,509	118,002	327,394	10,830	27,728	1,549	20,876	60,398	581,286	
do 1891..	13,517	198,658	185,180	8,113	52,959	65,888	28,042	64,887	617,244	
Increase.	992	80,656	142,214	2,717	25,231	64,339	7,166	4,489	35,958	
Decrease.										
St. Lawrence Canals, 1890..	6,865	101,420	161,720	1,569	4,507	4,376	31,448	43,437	355,342	
do 1891..	8,123	190,843	67,603	17,606	8,923	66,917	42,730	48,322	451,067	
Increase.	1,258	89,423	94,117	16,037	4,416	62,541	11,282	4,885	95,725	
Decrease.										
Chambly Canal, 1890..	207	45	7	496	632		562	83,183	85,132	
do 1891..	228			842	1,239		2,474	97,561	102,344	
Increase.	21	45	7	346	607		1,912	14,378	17,212	
Decrease.										
Rideau Canal, 1890..	487	191	35	101	91	107	342	38,651	40,005	
do 1891..	690	290	22	373	124	170	437	38,524	40,630	
Increase.	203	99	13	272	33	63	95	127	625	
Decrease.										
Ottawa Canals, 1890..	19	44		119	1,378	20	2,139	531,076	534,795	
do 1891..	112	18		150	1,038		3,275	424,116	428,709	

Increase.....	93	31	340	20	1,136	106,960	106,086
Decrease.....	26						
St. Peter's Canal, 1890.....	1,629					2,567	4,196
do 1891.....	1,299					2,827	4,126
Increase.....	330					260	70
Decrease.....							
Newcastle District Canals, 1890.....	43					347	390
do 1891.....	25					794	819
Increase.....	18					447	429
Decrease.....							
Murray Canal, 1890.....	60	1,070	17	454	1,092	621	3,681
do 1891.....	14	756		527	519	834	3,486
Increase.....	46	314	17	73	573	213	195
Decrease.....							
Total Increase.....	189	13,655	29,964	126,996	21,018		43,598
Total Decrease.....		236,348				82,415	

Total for year 1890..... 1,604,827
 Total for year 1891..... 1,648,425

B. H. TEAKLES,
 Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, 1st March, 1892.

*Comprises apples, meals, pease and potatoes.

SUPPLEMENTARY APPENDIX A.

No. (A) 6.—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 1891.

Articles.	From Canadian to Canadian Ports.		From Canadian United States to Canadian Ports.		From United States to United States Ports.		From United States to Canadian Ports.		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.		5											
Apples.		1,101										8 00	8 00
Agricultural Products, not enumerated, Vegetable.											6 43	27 55	33 98
Agricultural Products, not enumerated, Animal.												28 80	28 80
Agricultural Implements.													
Barley.	18		31										
Bricks.													
Bones.													
Brimstone.													
Cement and Water Lime.													
Clay, Lime and Sand.													
Coal.	70												
Corn.			3										
Cattle.	1												
Cotton (Raw).													
Crockery and Earthenware.	5												
Dye Wood and Dye Stuffs.													
Fish.	35												
Flax and Hemp.													
Flour.		4,524											
Furniture.	1		9										
Gypsum.													
Glass, all kinds.	1		29										
Hay, pressed.	100	21											
Hogs.													
Horses.	50	7	2										
Hides and Skins, Horns and Hoofs.													
Ice.													

Iron, Railway	127							35	499	1,062	499	127	19 05	99 80	19 05
do Pig	3	1,052	228			10	282				548	499	99 80	209 50	81 81
do all other															
Kryolite Chemical Ore and other Ore, except Iron									1,098		2,871	2,871	143 55	143 55	
Lard and Lard Oil						10			116		126	126	25 20	25 20	
Meal, all kinds						26,096		2	67		26,164	26,164	5,282 70	5,282 70	
Meats, other than Pork									1		3	19	2 40	0 60	
Marble							3,556				3,556	3,556	533 40	533 40	
Manilla							139			20	139	139	20 85	20 85	
Molasses						18	45				38	85	7 05	7 60	
Nails	66											129	12 40	12 40	
Oats		136										52,959	10,591 80	10,591 80	
Oil (in Barrels)	6					1	47					56	7 47	0 20	
Oil Cake						240									
Oil Cake		390										630	102 00	102 00	
Pease	13											25	2 33	2 33	
Potatoes												276	0 30	0 30	
Pork						73			201		274	144	20 56	20 56	
Paint	8						131					264	39 60	39 60	
Pitch and Tar							264					60	12 00	12 00	
Pitch and Tar						60						65,071	13,014 20	13,014 20	
Rags												65,888	122 55	122 55	
Rye	337														
Rye															
Rosin												2,567	31 80	471 00	502 80
Salt		1,861				494	211				6,351	6,002	1,320 40	1,320 40	
Stone intended for Cutting		251							7			9	0 30	1 40	
do wrought															
do not suitable for Cutting, unwrought															
Seeds, all kinds												2,813	281 30	51 60	281 30
Sheep									2			258			51 60
Soda Ash	2						256								
Steel															
Sugar	182						97					99	14 59	14 59	
Spirits, Beer, &c	3						6,220					6,220	933 00	933 00	
Tobacco (Raw)	119						202					393	35 08	35 08	
Tallow	1											346	65 80	67 96	
Tallow									43		329	346	2 16	0 20	
Tin	3						60					77	9 00	12 40	
Turpentine							243					246	36 51	36 51	
Wheat	2,332	34,503										198,658	39,049 05	39,049 05	
White Lead							590					3	0 45	0 45	
Whiting															
Wool							6					1,243	0 90	247 40	248 30
All other Goods and Mer- chandise not enumerated	1,069	312	398				46,355		289		47,822	50,202	7,050 73	421 34	7,472 07
Bark															
Barrels, Empty							49				92	96	18 78	0 78	19 56
Boat Knees															
Floats												40	1 75	1 75	
Fire Wood, in Vessels	1,434	7,032	720								2,154	9,186	60 33	347 11	407 44
do Rafts															

No. (A) 6.—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.				
Hop Poles.....		2,482												
Lumber, sawn, in Vessels.....			1,641	11,002		45,504		4,248	1,641	63,236	64,877	295 37	11,249 66	11,545 03
do Rafts.....														
Masts, Spars and Telegraph Poles, in Vessels.....														
Masts, Spars and Telegraph Poles, in Rafts.....		63		264									28 03	28 03
Railway Ties, in Vessels.....													141 05	160 87
do Rafts.....	343	1,961		1,462					343	3,423	3,766	19 82	12 40	12 40
Saw Logs,		155								8	8		1 50	1 50
Staves and Headings, Barrel do do West India.....														
Staves, Salt Barrel.....													7 81	7 81
Shingles.....														
Split Posts and Fence Rails, in Vessels.....														
do Rafts.....														
Split Posts and Fence Rails, in Rafts.....													3,049 94	3,049 94
Timber, Square, in Vessels.....		2,116						18,238		20,354	20,354	14 13	2 36	16 49
do Rafts.....	245	17							245	17	262			
Traverses.....														
Woodenware and Wood partly manufactured.....					11									4 40
Total Freight paying Tolls.	6,453	58,170	4,203	13,963	247,543	306,257	17,409	306,022	275,608	684,412	960,020	50,457 41	131,027 27	181,484 68
Articles having paid full Tolls on the St. Lawrence Canals, Free.														
Ashes, Pot and Pearl.....														
Agricultural Products not enumerated, Vegetable.....			31						31		31			
			52						52		52			

Bricks.....	469	469	469	469
Cement and Water Lime.....	1,694	2,380	2,380	16,905 54
Clay, Lime and Sand.....	206	206	206	433 66
Crockery and Earthenware.....	174	251	251	8,426 04
Fish.....	7	7	7	8,479 50
Flax and Hemp.....	1	1	1	229 64
Furniture.....	1	1	1	59,087 47
Glass, all kinds.....	30	30	30	139,736 41
Iron, Railway.....	2,855	2,855	2,855	198,823 88
do Pig.....	112	112	112	1,338 22
do all other.....	292	595	595	241 20
Meats, other than Pork.....	1	1	1	200,403 30
Nails.....	333	333	333	
Oil, in barrels.....	12	560	560	
Paint.....	52	64	64	
Pitch and Tar.....	8	61	61	
Salt.....	6	22	22	
Soda Ash.....	327	4,391	4,391	
Sugar.....	38	377	377	
Spirits, Beer, &c.....	78	412	412	
Tea.....	75	294	294	
Tin.....	1	23	23	
White Lead.....	1	3	3	
Whiting.....	1	50	50	
Wool.....	49	2	2	
Merchandise.....	227	810	810	
Kryolite, &c., free, having paid full Tolls on Rideau Canal.....	544	544	544	
Timber, free, from Welland to Port Robinson.....	389			
Grand Total Freight.....	11,415	58,550	13,845	
			13,963	
			247,543	
			306,257	
			17,409	
			306,022	
			290,212	389
			684,801	975,013
Total Tolls on Vessels.....				
do Passengers.....				
do Free Goods.....				\$2,153 96
Fines and Damages.....				
Other Receipts.....				
Total Revenue, exclusive of Hydraulic Rents.....				\$

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

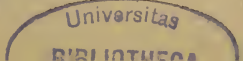
DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 7.—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 1891.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Port.		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.	\$ est.
Ashes, Pot and Pearl		5								40	40	8 00	8 00	8 00
Apples.			12					35		31	31	4 65	4 65	4 65
Agricultural Products, not enumerated, Vegetable...														
Agricultural Products, not enumerated, Animal.														
Agricultural Implements														
Barley	4									35	35	5 25	5 25	5 25
Bricks														
Bones.														
Brinstone					66					66	66	9 90	9 90	9 90
Cement and Water Lime					413					413	413	61 95	61 95	61 95
Clay, Lime and Sand														
Coal					185,190					202,558	224,638	40,511 60	4,416 00	44,927 60
Corn					3					3	185,177	0 45	37,035 40	37,035 85
Cattle														
Cotton, Raw.														
Crockery and Earthenware.														
Dye Wood and Dye Stuffs.														
Fish.					234					234	235	35 10	0 20	35 30
Flax and Hemp														
Floor.														
Furniture.					9					11	22	1 65	2 20	3 85
Gypsum					2									
Glass, all kinds.														
Hay, Pressed	100	21								29	31	4 35	0 40	4 75
Hogs.										100	121	15 00	4 20	19 20
Horses.										3	7	0 45	1 40	1 85
Hides and Skins, Horns and Hoofs.										87	87	13 05	13 05	13 05
Ice										1,150	1,150	57 50	57 50	57 50

Iron, Railway.....	127	499	127	19 05	19 05	499	127	19 05	19 05
do Pig.....	1,036	282	510	39 80	39 80	1,046	510	76 50	285 70
do all other.....				209 25					
Iron Ore.....									
Kryolite, Chemical Ore and other Ore, except Iron.....						2,871			143 55
Lard and Lard Oil.....						126			25 20
Meal, all kinds.....						26,163			5,282 60
Meats, other than Pork.....						3			3 00
Marble.....						3,556			533 40
Manilla.....						189			20 85
Molasses.....						45			14 65
Nails.....						20			11 40
Oats.....						88			7 60
Oil (in barrels).....						52,823			10,564 60
Oil Cake.....						1			7 55
Pease.....	390					390			78 00
Potatoes.....						12			1 80
Pork.....						274			55 10
Paint.....						136			20 40
Pitch and Tar.....						264			39 60
Rags.....						60			12 00
Rye.....	337					65,071			13,136 75
Rosin.....						212			31 80
Salt.....	1,861					2,355			471 00
Stone intended for Cutting.....	251					6,602			1,320 40
“ wrought.....						7			1 40
“ not suitable for Cutting, unwrought.....						2			0 30
Seeds, all kinds.....						2,813			281 30
Sheep.....						258			51 60
Soda Ash.....						97			14 55
Steel.....						6,220			933 00
Sugar.....						202			31 65
Spirits, Beer, &c.....	119					43			65 80
Tobacco (Raw).....	1					1			0 20
Tallow.....						17			12 40
Tin.....						243			36 45
Turpentine.....						192,970			38,594 00
Wheat.....	32,163					3			0 45
Wheat Lead.....						3			
Whiting.....						1,237			247 40
Wool.....						6			0 90
All other Goods and Mer- chandise not enumerated.....	99					46,852			412 60
Bark.....						279			7,440 40
Barrels, Empty.....						4			0 78
Boat Knees.....						92			18 78
Floats.....									
Firewood, in Vessels.....									



No. (A) 7.—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.					
Hoops												\$	cts.	\$	cts.
Hop Poles															
Lumber, sawn, in Vessels.....		960	1,641	10,952	45,504			4,248		1,641	61,664	63,305	295 37	11,091 15	11,386 52
“ “ “ Rafts.....															
Masts, Spars and Telegraph Poles, in Vessels.....															
Masts, Spars and Telegraph Poles, in Rafts.....															
Railway Ties, in Vessels.....															
“ “ “ Rafts.....															
Saw Logs															
Staves and Headings, barrel.....															
“ “ “ pipe.....															
“ “ “ W India.....											8	8		1 50	1 50
Staves, Salt Barrel.....															
Shingles															
Split Posts and Fence Rails, in Vessels.....															
Split Posts and Fence Rails, in Rafts.....															
Timber, Square, in Vessels.....		2,080													
“ “ “ Rafts.....															
Traverses.....															
Woodenware and Wood partly manufactured.....	680				11					11					
Total Freight paying Tolls.....	38,892	3,357	10,952	306,257	247,543	306,257	17,368	305,586	268,948	661,687	930,635	50,271 40	4 40	129,647 94	179,919 34
<i>Articles having paid full Tolls on the St. Lawrence Canals, Free:—</i>															
Ashes, Pot and Pearl.....															
Agricultural Products, not enumerated, Vegetable.....		31								31					
		52								52					

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 8.—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 1891.

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.									1,192	1 78	27 55	29 33
Apples.		1,101	91				91	1,101				
Agricultural Products, not enumerated, Vegetable.				400				400			20 00	20 00
Agricultural Products, not enumerated, Animal.												
Agricultural Implements.												
Barley.							14	14		0 27		0 27
Bricks.	14											
Bones.												
Brimstone.								5			0 63	0 63
Cement and Water Lime.				5			70	5		5 25		5 25
Clay, Lime and Sand.	70						6	6		0 60		0 60
Coal.						6						
Corn.							1	1		0 02		0 02
Cattle.	1											
Cotton, Raw.							5	5		0 10		0 10
Crockery and Earthenware.												
Dye Wood and Dye Stuffs.												
Fish.			35				70	70		5 26		5 26
Flax and Hemp.												
Flour.		4,524						4,524			113 16	113 16
Furniture.		1						1			0 03	0 03
Gypsum.												
Glass (all kinds).							1	1		0 02		0 02
Hay, Pressed.												
Hogs.												
Horses.							50	50		1 00		1 17
Hides and Skins, Horns and Hoofs.		7						7			0 17	0 17

Ice.....																				
Iron, Railway																				
do all other.....	3	16	35						38	16	54	5 31	0 30					5 61		
do Ore.....																				
Kryolite Chemical Ore and other Ore, except Iron.....																				
Lead and Lard Oil.....																				
Meal, all kinds.....	1									1			0 10						0 10	
Meats, other than Pork																				
Marble.....																				
Manilla.....																				
Molasses.....																				
Nails.....	53	136							53			1 00								1 00
Oats.....	6								6	136		0 12								27 20
Oil, in barrels.....																				0 12
Oil Cake.....																				
Pease.....			240							240										24 00
Potatoes.....	13								13			0 53								24 00
Pork.....																				0 53
Paint.....	8								8			0 16								0 16
Pitch and Tar.....																				
Rags.....																				
Res.....																				
Resin.....																				
Salt.....																				
Stone intended for Cutting.....																				
do wrought.....																				
do not suitable for Cutting, unwrought.....																				
Seeds, all kinds.....																				
Sheep.....																				
Soda Ash.....	2								2			0 04								0 04
Steel.....																				
Sugar.....	182								182			3 43								3 43
Spirits, Beer, &c.....	3								3			0 06								0 06
Tobacco, Raw.....																				
Tallow.....																				
Tin.....	3								3			0 06								0 06
Turpentine.....																				
Wheat.....	2,332	2,340							426	2,332		43 79								43 79
White Lead.....																				455 05
Whiting.....																				
Wool.....																				
All other Goods and Merchan- dise not enumerated.....	970	307							10	970		22 93								8 74
Bark.....																				31 67
Barrels, Empty.....																				
Boat Knees.....																				
Floats.....		40								40										1 75

No. (A) 8—GENERAL STATEMENT showing the Quantity of each Article of Way Freight, &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.				
Fire Wood, in Vessels.....	1,434	7,032							2,154	7,032	9,186	60 33	347 11	407 44
do Rafts.....			720											
Hoops.....														
Hop Poles.....														
Lumber, sawn, in Vessels.....		1,522		50										
do Rafts.....										1,572	1,572		158 51	158 51
Masts, Spars and Telegraph Poles, in Vessels.....														
Masts, Spars and Telegraph Poles, in Rafts.....														
Railway Ties, in Vessels.....		63		264						327	327		28 03	28 03
do Rafts.....	343	1,961		1,462					343	3,423	3,766	19 82	141 05	160 87
Saw Logs.....		155								155	155		12 40	12 40
Staves and Headings, Barrel, do Pipe.....														
do W. India.....										19	19		7 81	7 81
Staves, salt barrel.....														
Shingles.....														
Split Posts and Fence Rails, in Vessels.....														
Split Posts and Fence Rails, in Rafts.....														
Timber, Square, in Vessels.....		36								36	36		3 38	3 38
do Rafts.....	245	17							245	17	262	14 13	2 36	16 49
Traverses.....														
Woodenware and Wood partly manufactured.....														
Total Freight paying Tolls	5,773	19,278	846	3,011			41	436	6,660	22,725	29,385	186 01	1,379 33	1,565 34
Timber passed free from Weland to Port Robinson.....		389								389	389			
Grand Total Freight.....	5,773	19,667	846	3,011			41	436	6,660	23,114	29,774			

Total Way Tolls on Vessels	436 99	350 98	787 97
do Passengers.....	141 72	157 14	298 86
do Free Goods.....	\$17.76		
Total Way Tolls.....	764 72	1,887 45	2,652 17

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, 1st March, 1892.

B. H. TEAKLES,
 Chief Clerk, Canals Revenue.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 9.—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 1891.

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.....	8	67							45	67	112	8 07	13 40	\$ 21 47
Apples.....	47	5,035	31	6	6				53	5,035	5,088	4 64	721 45	\$ 726 09
Agricultural Products, not enumerated, Vegetable.....	297	278	52						349	278	627	48 41	40 70	\$ 89 11
Agricultural Products, not enumerated, Animal.....	58	895							78	895	973	6 26	131 20	\$ 137 46
Agricultural Implements.....	81	6					20		81	6	87	12 19	0 95	\$ 13 14
Barley.....	220	17,386							220	17,386	17,606	4 40	347 94	\$ 352 34
Bricks.....	13,091	6	391						13,704	6	13,710	573 93	0 23	\$ 574 16
Bones.....	1	135							14	135	149	0 53	17 85	\$ 18 38
Brimstone.....	150	20							159		159	14 98		\$ 14 98
Cement and Water Lime.....	3,124	20	1,463		2				4,587	22	4,609	646 64	0 93	\$ 647 57
Clay, Lime and Sand.....	19,383	43,814	206		1,040				22,960	9,299	32,259	893 17	624 72	\$ 1,517 89
Coal.....	4	98			68		119,184		164,100	164,100	164,100	22,780 77	22,780 77	\$ 22,780 77
Corn.....	35	367					12,169		4	12,385	12,389	0 40	1,830 95	\$ 1,831 35
Cattle.....	2								35	367	402	1 88	27 71	\$ 29 59
Cotton, Raw.....	187	26	251						438	26	464	85 47	5 05	\$ 90 52
Crockery and Earthenware.....	49	13							87	13	100	5 80	2 60	\$ 8 40
Dye Wood and Dye Stuffs.....	280	41	7						287	41	328	28 39	2 88	\$ 31 27
Fish.....	2								2		2	0 19		\$ 0 19
Flax and Hemp.....	693	3,992			7				700	4,099	4,799	49 57	605 52	\$ 655 09
Flour.....	316	696	31						317	696	1,013	38 44	123 19	\$ 161 63
Furniture.....	1,531	187							1,531	187	1,718	21 59	7 06	\$ 28 65
Gypsum.....	352	82	30						382	82	464	74 90	12 20	\$ 87 10
Glass, all kinds.....	999	557	35		8				1,042	557	1,599	52 85	33 64	\$ 86 49
Hay, Pressed.....		27								27	27	4 05		\$ 4 05
Hogs.....	124	266							124	266	390	8 18	18 36	\$ 26 54
Hides and Skins, Horns and Hoofs.....	2	31							2	31	33	0 09	4 43	\$ 4 52

Iron, Railway.....	6	3,294	112	6	3,294	476 74	0 54	477 28
do Pig.....	11	4,352	478	11	4,464	547 35	0 42	547 77
do all other.....	644	10,577	478	644	11,057	631 60	28 02	679 62
Iron Ore.....	2							
Kryolite.....								
Chemical Ore and other Ore, except iron.....	2,083			2,083			104 15	104 15
Lard and Lard Oil.....	244	92		244	92	10 52	21 90	32 42
Meal, all kinds.....	762	68	3	765	68	6 26	33 62	39 88
Meats, other than Pork.....		32		33	33	3 56		3 56
Marble.....	20			20				3 93
Manilla.....	1			1				0 19
Molasses.....	719	147	125	844	147	90 96	7 35	98 31
Nails.....	2,111	878	363	2,474	878	476 03	45 10	521 13
Oats.....	1,246	7,977		1,246	7,677	46 93	196 87	243 80
Oil.....	760	140	65	892	144	130 09	20 70	130 79
Oil Cake.....	11			11				1 08
Pease.....	35,660	565		35,660	565	11 41	737 48	748 89
Potatoes.....	18	109		109	18	8 34	10 15	10 15
Pork.....	349	232		349	232	33 81	17 53	51 34
Paint.....	280	289		343	289	65 40	23 90	89 30
Pitch and Tar.....	118	25	225	365	25	39 0	2 30	34 72
Rags.....	4	177		177	4	0 50	34 70	35 20
Rye.....	77	1,862		1,862	77	1 54	37 50	39 04
Rosin.....	610	109		1,840	109	93 09	5 45	98 54
Salt.....	4,440	21	7	8,437	30	8 467	1 48	1,128 66
Stone intended for cutting.....	1,428	352		3,701	1,428	1,127 18	211 73	1,352 16
“ wrought.....			13	3,365		18 70		18 70
“ not suitable for cutting, unwrought.....	11,028			11,028				226 95
Seeds, all kinds.....	1,920	8,043		1,920	8,043	302 00	97 84	399 84
Sheep.....	96			96			7 34	7 34
Soda Ash.....	429	6	2	781	6	149 67	0 30	149 97
Steel.....	782	12		805	12	108 84	0 48	109 32
Sugar.....	2,640	22		3,079	22	580 09	1 25	581 34
Spirits, Beer, &c.....	405	527		688	527	123 70	103 00	226 70
Tobacco, Raw.....	9	3		9	3	0 95	0 45	1 40
Tallow.....	13		13	26		2 44		2 44
Tin.....	456	72	1	480	72	92 96	3 90	96 86
Turpentine.....	6	13	86	105	13	5 48	0 65	6 13
Wheat.....	5,635	19,775	5,648	5,635	25,423	122 22	1,242 70	1,364 92
White Lead.....	123	11		126	11	24 67	0 55	25 22
Whiting.....	278	50	2	330	50	65 32		65 32
Wool.....	9	2		11	2	1 65	0 30	1 95
All other goods and merchandise, not enumerated.....	6,368	2,822	475	7,911	475	1,228 16	445 70	1,673 86
Bark.....	13			13			3 75	3 75
Barrels, empty.....	228	24	2	291	24	42 12	2 82	44 94
Boat knees.....								
Floats.....	460	4,280		460	4,280	7 40	74 90	82 30
Firewood, in vessels.....	2,556	7,992	75	2,331	75	38 91	291 36	330 27

No. (A) 9.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

Articles.	From Canadian to Canadian Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Firewood, in rafts.												
Hoops												
Hop poles												
Lumber, sawn, in vessels.	27,383	15,586	416				28,408	16,002	44,410	1,032 52	485 93	1,518 45
do in rafts	4							4			0 15	0 15
Masts, spars and telegraph poles, in vessels.												
Masts, spars and telegraph poles, in rafts.		20,986					715	30	20,986	14 28	0 59	14 87
Railway ties, in vessels.	715	30							745			
do in rafts	197	15,401					197	15,401	15,598	4 50	351 44	355 94
Saw logs.												
Staves and headings, barrel.												
do do pipe.												
do do W. India.												
Staves, salt barrel.												
Shingles	10	6					10	6	16	2 51	0 17	3 26
Split posts and fence rails, in vessels.												
Split posts and fence rails, in rafts.	250	1,933					250	1,933	2,183	3 25	33 53	36 78
Timber, square, in vessels.	3,422	3,348					3,422	3,348	6,770	85 70	84 00	169 70
do in rafts.		10,280						10,280	10,280		26 75	26 75
Traverses.												
Woodenware and wood partly manufactured.	29	7					29	7	36	11 60	0 80	12 40
Total Freight paying Tolls.	131,622	252,036	1,545	637	1,701	9,008	151,892	392,295	544,187	10,603 74	32,909 86	43,513 60
Free articles having paid full tolls on the Welland Canal.												
All other products, vegetable.												
Ashes												

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 10.—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 1891.

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.				
Ashes, Pot and Pearl.....	3	67							34	67	101	6 80	13 40	20 20
Apples.....		4,726								4,726	4,726		708 90	708 90
Agricultural Products, not enumerated, Vegetable.....	236													
Agricultural Products, not enumerated, Animal.....	5	853							288	267	555	43 20	40 05	83 25
Agricultural Implements.....		4							5	853	858	0 75	127 95	128 70
Barley.....		8,871								4	4		0 80	0 80
Bricks.....	43									8,871	8,871		177 42	177 42
Bones.....		103							513		513	76 95		76 95
Bristone.....									103		103		15 45	15 45
Cement and Water Lime.....	2,250													
Clay, Lime and Sand.....	60	2,452							3,713		3,713	556 95		556 95
Coal.....		40,901							266	2,452	2,718	39 90	367 80	407 70
Corn.....		84								141,701	141,701		21,255 15	21,255 15
Cattle.....		14								12,253	12,253		1,827 68	1,827 68
Cotton, Raw.....	2								2	14	14		2 10	2 10
Crockery and Earthenware.....	106	25											0 30	0 30
Dye Wood and Dye Stuffs.....	5	13							357	25	382	71 40	5 00	76 40
Fish.....									5	13	18	1 00	2 60	3 60
Flax and Hemp.....	97								104		104	15 60		15 60
Flour.....		3,980							1		1	0 15		0 15
Furniture.....	86	580								3,980	3,980		597 00	597 00
Gypsum.....									87	580	667	17 40	116 00	133 40
Glass, all kinds.....	284													
Hay, Pressed.....	100								314	52	366	62 80	10 40	73 20
Hogs.....									100		100	15 00		15 00
Horses.....										27	27		4 05	4 05
Hides and Skins, Horns and Hoofs.....	10	35							10	35	45	1 50	5 25	6 75
Ice.....										29	29		4 35	4 35

Iron, Railway.	1	3,118	1	3,119	467 70	0 15	467 85
do Pig	112	3,338	..	3,338	500 70	..	500 70
do all other.	20	1,915	20	1,935	287 25	3 00	290 25
Iron Ore	..	..	..	..	..	..	..
Kryolite chemical ore and other ore, except iron.	2,065	..	2,065	2,065	..	103 25	103 25
Lead and lead oil.	111	28	111	139	4 20	16 65	20 85
Mead, all kinds.	1	18	1	19	2 70	0 15	2 85
Meats, other than pork	1	6	..	6	0 90	..	0 90
Marble	13	13	..	13	2 60	..	2 60
Manilla.	..	..	..	..	..	..	..
Molasses.	109	109	..	109	21 80	..	21 80
Nails	1,606	1,969	8	1,977	393 80	1 60	395 40
Oats	140	140	140	140	84 40	2 93	2 93
Oil, in barrels.	90	422	90	512	..	18 00	102 40
Oil Cake.	..	..	..	..	..	..	..
Pease	10,367	..	10,367	10,367	..	215 01	215 01
Potatoes	8	9	8	17	1 35	1 20	2 55
Pork.	10	10	78	88	1 50	11 70	13 20
Peanut.	224	280	63	343	56 00	12 60	68 60
Pitch and tar.	23	45	7	52	9 00	1 40	10 40
Rags.	1	1	170	171	0 20	34 00	34 20
Rye	833	..	833	833	..	16 92	16 92
Rosin.	1	1	..	1	0 20	..	0 20
Salt	2,138	6,135	..	6,135	920 25	..	920 25
Stone intended for cutting.	1,406	..	1,406	1,406	..	210 90	210 90
do wrought	..	..	..	..	..	..	..
do not suitable for cutting, unwrought.	3	3	..	3	0 60	..	0 60
Seeds, all kinds.	100	..	100	100	..	8 40	8 40
Sheep.	229	..	229	230	0 15	34 35	34 50
Soda ash.	364	714	..	714	142 80	..	142 80
Steel.	555	578	..	578	86 70	..	86 70
Sugar	1,839	2,278	1	2,279	455 60	0 20	455 80
Spirits, beer, &c	177	488	510	968	91 60	102 00	193 60
Tobacco, raw	1	1	3	4	0 15	0 45	0 60
Tallow	13	13	..	13	1 95	..	1 95
Tin.	392	415	2	417	83 00	0 40	83 40
Turpentine.	4	4	..	4	0 80	..	0 80
Wheat	5,943	5,648	11,591	11,591	..	966 06	966 06
White lead.	97	100	..	100	20 00	..	20 00
Whiting	245	299	..	299	59 80	..	59 80
Wool.	9	11	2	13	1 65	0 30	1 95
All other goods and merchandise not enumerated	1,641	4,016	1,641	5,657	830 20	328 20	1,131 40
Bark	3,169	..	..	..	..	..	..
Barrels, empty.	165	166	17	183	31 18	2 26	33 44
Boat knees	..	..	..	..	..	..	..
Floats	..	..	..	..	..	..	..
Firewood, in vessels	987	987	987	987	..	65 80	65 80

No. (A) 10.—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.					
do rafts												\$	cts.	\$	cts.
Hoops															
Hop poles.															
Lumber, sawn, in vessels.	243	843							243	843	1,086	21 75	80 25	102 00	
do rafts															
Masts, spars and telegraph poles, in vessels.															
Masts, spars and telegraph poles, in rafts.															
Railway ties, in vessels															
do rafts.															
Saw logs															
Staves and headings, barrel.															
do pipe.															
do W. India															
Staves, salt barrel.															
Shingles															
Split posts and fence rails, in vessels															
Split posts and fence rails, in rafts															
Timber, square, in vessels.															
do rafts															
Traverses															
Woodenware and wood partly manufactured	29								29			11 60		11 60	
Total Freight paying Tolls.	22,920	88,729	9,549		76		118,617		32,545	207,346	230,891	5,476 78	27,519 48	32,996 26	
<i>Free Articles having Paid Full Tolls on the Welland Canal—</i>															
Agricultural products, vegetable.															2

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 11.—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 1891.

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.	5										11	1 27			1 27	
Apples.	47	309			6				53	309	362	4 64	12 55	17 19		
Agricultural products not enumerated, vegetable.	61	11									72	5 21	0 65	5 86		
Agricultural products not enumerated, animal.	53	42							73	42	115	5 51	3 25	8 76		
Agricultural implements.	81	2					20		81	2	83	12 19	0 15	12 34		
Barley	220	8,515							220	8,515	8,735	4 40	170 52	174 92		
Bricks	12,969	6					222		13,191	6	13,197	496 98	0 23	497 21		
Bones.	1	32					13		14	32	159	0 53	2 46	2 93		
Brimstone	150						9		159		159	14 98		14 98		
Cement and water lime.	874	20							874	20	896	89 69	0 93	90 62		
Clay, lime and sand.	19,823	6,847					2		22,694	6,847	29,541	853 27	256 92	1,110 19		
Coal.	4	2,913			1,040		18,384		22,399	22,399	22,399	40	3 27	1,525 62		
Corn.	4	14			68				4	82	86	1 88	25 61	27 49		
Cattle	35	353							35	353	388					
Cotton, raw.																
Crockery and earthenware.	81	1							81	1	82	14 07	0 05	14 12		
Dye wood and dye stuffs.	44								82		82	4 80		4 80		
Fish.	183	41					38		183	41	224	12 79	2 88	15 67		
Flax and hemp.									1		1	0 04		0 04		
Flour.	693	12							700	119	819	49 57	8 52	58 09		
Furniture.	230	116							230	116	346	21 04	7 19	28 23		
Gypsum	1,531	187							1,531	187	1,718	21 59	7 06	28 65		
Glass, all kinds	68	30							68	30	98	12 10	1 80	13 90		
Hay, pressed.	899	557							942	557	1,499	37 85	33 64	71 49		
Hogs.																
Horses.																
Hides and skins, horns and hoofs.	114	231							114	231	345	6 68	13 11	19 79		
	2	2							2	2	4	0 09	0 08	0 17		

Ice.....	176	5	176	5	181	9 04	0 39	9 43
Iron, railway..	1,126	11	1,126	11	1,137	46 65	0 42	47 07
do pig.....	9,140	624	9,142	624	9,766	364 35	25 02	389 37
do all other.....								
Iron ore.....		18		18	18		0 90	0 90
Kryolite chemical ore and other ore, except iron.....	64	133	64	133	197	6 32	5 25	11 57
do.....	50	761	50	764	814	3 56	33 47	37 03
Lard and lard oil.....	27		27		27	2 66		2 66
Meal, all kinds.....	7		7		7	1 33		1 33
Meats, other than pork.....	1		1		1	0 19		0 19
Marble.....	610	147	735	147	882	69 16	7 35	76 51
Manilla.....	505	870	505	870	1,375	82 23	43 50	125 73
Molasses.....	1,246	7,537	1,246	7,537	8,783	45 93	193 94	240 87
Nails.....	403	50	470	54	524	46 69	2 70	48 39
Oats.....	11		11		11	1 08		1 08
Oil cake.....	565	25,293	565	25,293	25,858	11 41	522 47	533 88
Pease.....	9	101	9	101	110	0 46	7 14	7 60
Potatoes.....	339	154	339	154	493	32 31	5 83	38 14
Pork.....	56	226	63	226	289	9 40	11 30	20 70
Paint.....	95	18	320	18	338	23 42	0 90	24 32
Pitch and tar.....	3	7	3	7	10	0 30	0 70	1 00
Rags.....	77	1,029	77	1,029	1,106	1 54	20 58	22 12
Rye.....	609	109	1,839	109	1,948	92 89	5 45	98 34
Rosin.....	2,302	21	2,302	30	2,332	206 93	1 48	208 41
Salt.....	344	22	3,701	22	3,723	140 43	0 83	141 26
Stone intended for cutting.....	349		362		362	18 10		18 10
do wrought.....								
do not suitable for cutting, unwrought.....	10,928		10,928		10,928		218 55	218 55
Seeds, all kinds.....	8,042	1,691	8,042	1,691	9,733	301 85	63 49	365 34
Sheep.....	96		96		96		7 34	7 34
Soda ash.....	65	6	67	6	73	6 87	0 30	7 17
Steel.....	227	12	227	12	239	22 14	0 48	22 62
Sugar.....	801	21	801	21	822	124 49	1 05	125 54
Spirits, beer, &c.....	228	17	230	17	247	32 10	1 00	33 10
Tobacco, raw.....	8		8		8	0 80		0 80
Tallow.....		13	13		13	0 49		0 49
Tin.....	64	70	65	70	135	9 96	3 50	13 46
Turpentine.....	2	13	88	13	101	4 68	0 65	5 33
Wheat.....	5,635	13,832	5,635	13,832	19,467	122 22	276 64	398 86
White lead.....	26	11	26	11	37	4 67	0 55	5 22
Whiting.....	29		31		31	5 52		5 52
Wool.....								
All other goods and merchan- dise not enumerated.....	3,199	1,181	3,895	1,661	5,556	424 96	117 50	542 46
Bank.....	13		13		13		3 75	3 75
Barrels, empty.....	63	7	125	9	134	10 94	0 56	11 50
Boat knees.....								
Floats.....	400	4,280	400	4,280	4,740	7 40	74 90	82 30

No. (A) 11.—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.		Total.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.				
Firewood, in vessels.	2,256	7,005		1,065		75				2,331	8,070		225 56	264 47
do rafts.														
Hoops														
Hop poles.														
Lumber, sawn, in vessels.	27,140	14,743	1,025	416						28,165	15,159		405 68	1,416 45
do rafts.		4									4		0 15	0 15
Masts, spars and telegraph poles, in vessels.														
Masts, spars and telegraph poles, in rafts.		20,986								715	30		524 65	524 65
Railway ties, in vessels.	745	30											0 59	14 87
do rafts.		15,401								197	15,401		351 44	355 94
Saw logs														
Staves and headings, barrel pipe.														
do do W India														
Staves, salt barrel.														
Shingles	10	6								10	6		0 17	0 17
Split posts and fence rails, in vessels.													0 75	0 75
Split posts and fence rails, in rafts.														
Timber, square, in vessels	250	1,933								250	1,933		33 53	36 78
do rafts.	3,422	3,348								3,422	3,348		84 00	169 70
Traverses		10,280									10,280		26 75	26 75
Woodenware and wood partly manufactured.													0 80	0 80
Total freight paying tolls.	108,622	163,307	1,080	1,545	637	1,701	9,008	18,396	184,949	119,347	304,296	5,126 96	5,390 38	10,517 34
Free articles having paid full Tolls on the Welland Canal.														
Corn.		2,725									2,725			

Coal, free, per Order in Council	62,425	8	24,306	86,739	86,739
<i>Free articles for Canal construction, per Order in Council, 1884.—</i>					
Cement and water lime	539			539	
Clay, lime and sand	563			563	
Iron, all other	14			14	
Stone, for cutting	750			750	
Timber, square, in vessels	140			140	
Grand total freight	172,360	645	33,314	207,399	395,766
	1,080	1,701	18,396	188,307	
					3,863 46
					397 05
					1,601 51
					638 18
					5,464 97
					1,085 23
					7,630 07
					\$ 9,387 47
					17,017 54

Total way tolls on vessels
do passengers
do free goods \$ 4,700 91
Total way tolls \$ 9,387 47

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 12.—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 1891.

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		28							18	28	28	5 32
Apples	18	26							1	26	44	1 93
Agricultural products, vegetable.	1	432							6	432	433	40 79
do do animal.	6	1,407							8	1,407	1,413	117 02
Agricultural implements.	8	13							3	13	16	2 62
Barley		150								150	150	11 22
Bricks												
Bones		18								18	18	1 80
Brimstone												
Cement and water lime		24								24	24	2 36
Clay, lime and sand.	402	7,689							402	7,689	8,091	229 22
Coal		648								648	648	23 78
Corn												
Cattle		750								750	750	48 96
Cotton, raw												
Crockery and earthenware.												
Dye wood and dye stuffs.												
Fish	1	2							1	2	3	0 26
Flax and hemp	6	106							6	106	112	10 05
Flour	6	27							6	27	33	4 44
Furniture												
Gypsum												
Glass, all kinds		4								4	4	0 76
Hay, pressed		263								263	263	25 23
Hogs		8								8	8	0 60
Horses	18	166							18	166	184	10 51
Hides and skins, horns and hoofs		37								37	37	3 33
Ice												
Iron, railway												
do pig												
do all other	8	64							8	64	72	3 15

Iron ore.....	1,784	1,784	4	89 20
Kryolite chemical ore and other ore, except iron.....	4	4	0 39	
Lead and lard oil.....	17	17	1 57	
Metal, all kinds.....	81	81	7 83	
Meats, other than pork.....	24	24	1 42	
Marble.....	10	10	0 75	
Manilla.....	1,038	1,038	82 86	
Molasses.....	13	12	2 70	
Nails.....	2,749	2,749	191 78	
Oats.....	451	451	38 00	
Oil, in barrels.....	25	25	2 85	
Oil cake.....	1	1	0 19	
Pease.....	3	3	0 44	
Potatoes.....	47	47	4 32	
Pork.....	16	16	0 50	
Paint.....	1	1	0 02	
Pitch and tar.....	3	3	0 29	
Rags.....	37	37	3 46	
Rye.....	431	431	32 59	
Resin.....	18	18	1 76	
Salt.....	1	1	1 24	
Stone intended for cutting.....	3	3	1 34	
do wrought.....	17	17	2 27	
do not suitable for cutting, unwrought.....	2	2	0 15	
Seeds, all kinds.....	24	24	2 27	
Sheep.....	2	2	0 15	
Soda ash.....	18	18	1 76	
Steel.....	1	1	0 05	
Sugar.....	9	9	0 90	
Spirits, beer, &c.....	317	317	53 30	
Tobacco, raw.....	85	85	4 60	
Tallow.....	38	38	4 60	
Tin.....	31,600	31,600	335 18	
Turpentine.....	43,849	43,849	1,812 71	
Wheat.....	235	235	27 88	
White lead.....	317,923	317,923	32,352 80	
Whiting.....	159	159	9 15	
Wool.....	19	19	1 57	
All other goods and merchandise not enumerated.....	1,542	1,542		
Bark.....	85	85		
Barrels, empty.....	38	38		
Boat knees.....	31,600	31,600		
Floats.....	43,849	43,849		
Firewood, in vessels.....	75	75		
do rafts.....	235	235		
Hoops.....	317,923	317,923		
Hop poles.....	159	159		
Lumber, sawn, in vessels.....	19	19		
do rafts.....				
Masts, spars and telegraph poles, in vessels.....				

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 Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Masts, spars and telegraph poles, in rafts		435								435	435	71 97
Railway ties, in vessels.												
do rafts		12,662								12,662	12,662	292 24
Saw logs												
Staves and headings, barrel												
do pipe.												
do West India.												
Staves, salt barrel		253		344						597	597	465 49
Shingles		3		1						4	4	1 72
Split posts and fence rails, in vessels.												
do do rafts		2,684								2,684	2,684	103 90
Timber, square, in vessels		3,240								3,240	3,240	55 32
do rafts		200								200	200	0 50
Traverses		4								4	4	1 01
Woodenware and wood partly manufactured.												
Total freight paying tolls.	771	432,225		107,435					771	539,660	540,431	36,601 56
<i>Articles Free per Order in Council.</i>												
Lumber, sawn, in rafts	100	386								100	386	486
Timber square, do		2,220									2,220	2,220
Floats		16,440									16,440	16,440
Saw logs		10,678									10,678	10,678
Railway ties, in rafts.		10,000									10,000	10,000
Firewood do		4,786									4,786	4,786
Grand total, freight.	871	476,735		107,435					871	584,170	585,041	

Total tolls on vessels.....	3,675 92
do passengers.....	162 91
do free goods.....	
Wharfage and storage.....	\$515 72
Fines and damages.....	
Other receipts.....	10 00
Total revenue, exclusive of hydraulic rents.....	\$ 40,450 39

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, 1st March, 1892.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 13.—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 1891.

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.	3	909					46	1	3	955	958	61 84
Agricultural products, vegetable.												0 10
do animal												
Agricultural implements.												
Barley.		388	504						504	388	842	44 92
Bricks.	150	100	341			217			150	317	467	30 72
Bones.									341		341	34 10
Brimstone.										140	140	27 65
Cement and water lime.										31	31	3 10
Clay, lime and sand.	410		245			3,948			655	3,948	4,603	462 74
Coal.	76	215				85,995			76	86,210	86,286	8,455 12
Corn.												
Cattle.		57								57	57	1 90
Cotton, raw.												
Crockery and earthenware.		23								23	23	2 30
Dye wood and dye stuffs.								55		55	55	5 50
Fish.												
Flax and hemp.												
Flour.	201	27							201	27	228	7 60
Furniture.										7	7	1 08
Gypsum.												
Glass, all kinds.										1	1	0 10
Hay, pressed.	329	2,323	133						462	2,323	2,785	113 81
Hogs.												
Horses.										6	6	0 20
Hides and skins, horns and hoofs.												
Ice.												
Iron, railway.												
do pig.												
do all other.	25								25		27	1 04
do ore.								2		2		

No. (A) 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 Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Railway ties, in vessels.....	1,859	189							2,604	189	2,793	\$ cts. 218 93
do rafts.....			745									
Saw logs.....												
Staves and headings, barrel.....												
do do pipe.....												
do do do.....												
Staves, salt barrel.....									146		146	17 35
Shingles.....	118		28									
Split posts and fence rails, in vessels.....												
do do rafts.....												
Timber, square, in vessels.....												
do do rafts.....												
Traverses.....												
Woodenware and wood partly manufactured.....												
Total freight paying tolls.....	56,418	7,547	66,881						123,299	105,620	228,919	16,842 15
Coal, free, per Order in Council.....	345								345		345	
Grand total freight.....	56,763	7,547	66,881						123,644	105,620	229,264	
Total tolls on vessels..... do passengers..... do free goods..... \$30 34 Fines and damages..... 9 00 Other receipts..... 75 30 Total revenue, exclusive of hydraulic rents..... \$ 19,430 88												

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

No. (A) 14.—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.		
Kryolite chemical ore and other ore, except iron.												\$ cts.
Lard and lard oil.	1,815	888							1,815	888	2,703	135 15
Meat, all kinds.	19	23							19	23	42	1 24
Meats, other than pork.	1	6							1	6	7	0 18
Marble.	10	7							10	7	17	0 48
Manilla.	4								4		4	0 36
Molasses.	97	5							97	5	102	9 55
Nails.	314	5							314	5	319	30 06
Oats.	63	61							63	61	124	3 27
Oil, in barrels.	147	269							147	269	416	39 12
Oil cake.	3	3							3	3	6	0 10
Pease.	131	9							131	9	140	4 20
Potatoes.	83	100							83	100	183	5 56
Pork.	178	61							178	61	239	6 28
Paint.	33	3							33	3	36	4 25
Pitch and tar.	28								28		28	2 99
Rags.	6								6		6	0 54
Rye.	149	21							149	21	170	4 51
Rosin.	5								5		5	0 45
Salt.	1,544	139							1,544	139	1,683	47 33
Stone intended for cutting	35	678							35	678	713	33 36
do wrought	19	4							19	4	23	2 82
do not suitable for cutting, unwrought												
Seeds, all kinds.	8	7							8	7	15	0 48
Sheep.	10								10		10	0 29
Soda ash.	15								15		15	1 94
Steel.	30								30		30	1 01
Sugar.	447	54							447	54	501	49 53
Spirits, beer, &c.	62	26							62	26	88	8 86
Tobacco, raw.												
Tallow.												
Tin.	12								12		12	1 17
Turpentine.												
Wheat.	27	263							27	263	290	8 90
White lead.	24	1							24	1	25	2 31

Whiting.....	33	6						33	6	3 00
Wool.....	747	499						747	499	0 19
All other goods and merchandise not enumerated.....	20	31						20	31	146 37
Bark.....	64	13						64	13	1 92
Barrels, empty.....	1,115	300						1,115	300	6 28
Floats.....	14,067	2,363						14,067	2,363	24 85
Firewood, in vessels.....	17,957	9,113	11,449					14,067	2,363	320 85
Lumber, sawn, in vessels.....		5						29,406	9,113	1,685 15
do rafts.....		34						5	5	0 19
Masts, spars and telegraph poles, in vessels.....	5,634	66						5,634	66	1 68
Railway ties, in vessels.....	815	187						815	187	601 15
do rafts.....	385	47						385	47	86 69
Saw logs.....	110	9	8					110	47	13 40
Shingles.....	5	9						13	9	31 08
Split posts and fence rails, in vessels.....										3 74
do do rafts.....										
Timber, square, in vessels.....										
do rafts.....	299	20						299	20	18 41
Traverses.....	700	13						700	13	5 44
Woodenware and wood partly manufactured.....	9							9		2 55
Total freight paying tolls.....	49,977	28,142	11,457					61,434	28,142	3,992 86
Coal, free, per Order in Council.....	4,313							4,313		
Firewood, free.....	14,520							14,520		
do do.....	350							350		
Stone, free, for canal construction.....	554							554		
Kryolite, free, having paid full tolls on Welland Canal.....										
Grand total freight.....	69,714	28,142	11,457					81,171	28,142	109,313

Total tolls on vessels.....	1,786 69
do passengers.....	130 86
do free coal.....	
do do firewood.....	\$ 115 13
do do stone.....	242 00
do do kryolite.....	8 18
do do kryolite.....	27 70
Wharfage and storage.....	39 98
Fines and damages.....	10 00
Other receipts.....	185 50
Total revenue, exclusive of hydraulic rents.....	\$ 6,145 89

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 15.—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 1891.

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	35	413							35	413	448	\$ 4 48
Flour	1,161	138							1,161	138	1,299	12 99
Coal	530	22,071							530	22,071	22,601	236 01
Lumber	1,523	1,304							1,523	1,304	2,827	28 27
Other agricultural products	2,592	3,597							2,592	3,597	6,189	61 89
Other merchandise	671	485							671	485	1,156	11 56
Total freight paying tolls	6,512	28,008							6,512	28,008	34,520	345 20
Tolls on vessels												1,433 28
Other receipts												3 28
Total revenue											\$ 1,781 76	

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st MARCH, 1892.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 16.—GENERAL STATEMENT showing the Quantity of each Article transported on the Trent Valley Canals, and the Amount of Revenue collected during the Season of Navigation in 1891.

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												
Agricultural products not enumerated, vegetable												
do animal												
Agricultural implements											7	0 68
Barley												
Bricks												
Bones												
Brimstone												
Cement and water lime												
Clay, lime and sand												
Coal												
Corn												
Cattle												
Cotton, raw												
Crockery and earthenware												
Dye wood and dye stuffs												
Fish												
Flax and hemp												
Flour	25								25		25	0 25
Furniture												
Gypsum												
Glass, all kinds												
Hay, pressed												
Hogs												
Horses												
Hides and skins, horns and hoofs												
Ice												
Iron, railway												
do pig												
do all other												
Iron ore	3								3		3	0 09

No. (A) 16.—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.		
Kryolite chemical ore and other ore, except iron...												
Lard and lard oil.												
Meal, all kinds.												
Meats, other than pork.												
Marble												
Mamilla.												
Molasses.												
Nails.												
Oats.												
Oil, in barrels												
Oil cake.												
Pease												
Potatoes.												
Pork												
Paint												
Pitch and tar												
Rags												
Rye.												
Rosin												
Salt												
Stone intended for cutting												
do wrought												
do not suitable for cutting, unwrought.												
Seeds, all kinds												
Sheep												
Soda ash.												
Steel.												
Sugar												
Spirits, beer, &c												
Tobacco, raw												
Tallow												
Tin.												
Turpentine												
Wheat												
White lead												

Whiting.....																			3 87
Wool.....																			0 94
All other goods and merchandise not enumerated..	52	77																	129
Bark.....	32																		32
Barrels, empty.....																			
Boat knees.....		1,162																	1,162
Floats.....		1,095																	1,095
Firewood, in vessels.....	11,283																		11,283
do rafts.....																			12 12
Hoops.....																			121 90
Hop poles.....																			
Lumber, sawn, in vessels.....	530	62																	592
do do rafts.....	160	42																	202
Masts, spars and telegraph poles, in vessels.....	166	5																	171
do rafts.....																			10 10
Railway ties, in vessels.....	165																		165
do rafts.....	170	10																	180
Saw logs.....	3,542	200																	7 46
Staves and headings, barrel.....																			3,742
do do pipe.....																			
do do West India.....																			
Staves, salt barrel.....																			
Shingles.....	136	19																	155
Split posts and fence rails, in vessels.....	3																		3
do do rafts.....	100	1,088																	1,188
Timber, square, in vessels.....																			
do rafts.....																			
Traverses.....	205	440																	705
Woodenware and wood partly manufactured.....																			
Total freight paying tolls.....	16,632	4,207																	20,839
Total tolls on vessels.....																			317 42
do Passengers.....																			88 85
Total revenue, exclusive of hydraulic rents.....\$																			651 73

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, 1st March, 1892.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 17.—GENERAL STATEMENT showing the Quantity of each Article transported on the Murray Canal, and the Amount of Revenue collected during the Season of Navigation in 1891.

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.....	92	54							92	54	146	2 80
Agricultural products not enumerated, vegetable..	12	255							12	255	267	5 16
do do animal.....												
do do.....	2								2		4	0 11
Agricultural implements.....	36	360							396	360	756	14 19
Barley.....												
Bricks.....												
Bones.....												
Brimstone.....	1								1		1	0 02
Cement and water lime.....	102								102		102	1 92
Clay, lime and sand.....												
Coal.....		572		250							2,059	37 70
Corn.....	3								3		3	0 06
Cattle.....	3								3		3	0 06
Cotton, raw.....												
Crockery and earthenware.....	9								9		9	0 23
Dye wood and dye stuffs.....	2								2		2	0 05
Fish.....	6								6		6	0 12
Flax and hemp.....												
Flour.....	4	10							4	10	14	0 27
Furniture.....	58	6							65	7	72	1 86
Gypsum.....												
Glass, all kinds.....	13								13		13	0 35
Hay, pressed.....												
Hogs.....												
Horses.....	30	7							39	7	37	0 74
Hides and skins, horns and hoofs.....	1								1		1	0 02
Ice.....	150								150		150	3 75
Iron, railway.....												
do pig.....	1								1		1	0 02
do all other.....	60	1							60	1	61	1 18

No. (A) 17.—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.		
Masts, spars and telegraph poles, in rafts												
Railway ties, in vessels												
do rafts												
Saw logs		27								27		0 30
Staves and headings, barrel												
do pipe												
do West India.												
Staves, salt barrel												
Shingles	4	1							4	1	5	0 31
Split posts and fence rails, in vessels												
do do rafts												
Timber, square, in vessels	80								80		80	0 50
do rafts	80	1,400							80	1,400	1,480	18 50
Traverses												
Woodenware and wood partly manufactured	41								41		41	0 75
Total freight paying tolls	5,002	4,322	906	250			24	1,238	5,932	5,810	11,742	191 91
Total tolls on vessels												281 12
do Passengers												197 02
Total revenue, exclusive of hydraulic rents												\$ 670 05

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

STATEMENT.

SUPPLEMENTARY

No. (A) 18.—STATEMENT of Traffic on the undermentioned Canals, and

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.....	353,971	3,952 11	676,266	3,920 31	64,052	206 74
United States vessels, steam.....	478,656	7,187 03	23,980	184 98	1,025	10 54
Canadian vessels, sail.....	173,921	3,460 34	1,075,155	11,565 42	44,782	632 22
United States vessels, sail.....	103,608	2,306 06	66,228	517 62	115,871	1,588 34
Total, Class No. 1.....	1,110,156	16,905 54	1,841,629	16,188 33	225,730	2,437 84
<i>Class No. 2.</i>	No.		No.		No.	
Passengers.....	35,080	433 66	63,283	3,024 63	3,783	66 59
<i>Class No. 3.</i>	Tons.		Tons.		Tons.	
Bricks.....	49	5 52	13,710	574 16	467	30 72
Brimstone.....	66	9 90	159	14 98	140	27 65
Cement and water lime.....	418	62 58	4,609	647 57	31	3 10
Clay, lime and sand.....	70	5 25	32,259	1,517 89	4,603	462 74
Fish.....	305	40 56	328	31 27		
Gypsum.....			1,718	28 65		
Iron, railway.....	127	19 05	3,300	477 28		
do pig.....	499	99 80	4,475	547 77		
do all other.....	1,610	291 31	11,701	679 62	27	1 04
Salt.....	2,567	502 80	8,467	1,128 66	187	7 46
Steel.....	6,220	933 00	817	109 32		
Stone, for cutting.....	6,602	1,320 40	5,129	352 16	1,304	130 40
Apples.....	1,223	33 98	5,088	726 09	958	61 84
Barley.....	8,113	1,622 60	17,606	352 34	842	44 92
Corn.....	185,180	37,035 85	12,339	1,831 35		
Cotton, raw.....			2	0 30		
Flax and hemp.....			2	0 19		
Flour.....	13,517	1,911 76	4,799	655 09	228	7 60
Hay, pressed.....	121	19 20	1,599	86 49	2,785	113 81
Meals, all kinds.....	26,164	5,232 70	833	39 88		
Oil cake.....			11	1 08		
Oats.....	52,959	10,591 80	8,923	243 80	1,239	41 33
Pease.....	630	102 00	36,225	748 89	1,509	50 35
Potatoes.....	25	2 33	127	10 15	7	0 70
Rye.....	65,888	13,136 75	1,939	39 04		
Seeds, all kinds.....	258	51 60	9,963	399 84		
Tobacco, raw.....	1	0 20	12	1 40		
Wheat.....	198,658	39,092 84	31,058	1,364 92		
All other agricultural products, vegetable	444	28 80	627	89 11	1	0 10
Bones.....			149	18 38	341	34 10
Cattle.....	1	0 02	402	29 59	57	1 90
Hogs.....			27	4 05		
Hides and skins, horns and hoofs.....	87	13 05	33	4 52		
Horses.....	67	3 02	390	26 54	6	0 20
Lard and lard oil.....	126	25 20	336	32 42		
Meats, other than pork.....	19	3 00	33	3 56		
Pork.....	276	55 10	581	51 34	3	0 10
Sheep.....			96	7 34	152	5 07
Tallow.....	77	12 40	26	2 44		
Wool.....	1,243	248 30	13	1 95		
All other agricultural products, animal.....			973	137 46		
Total, Class No. 3.....	573,610	112,512 67	220,884	13,018 88	14,887	1,025 13

APPENDIX A—Continued.

the Amount of Tolls collected during the Season of Navigation in 1891.

Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Murray Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
167,576	682 17	78,137	762 11	23,150	463 00	29,593	223 59	134,369	226 93
186	2 29	711	16 83			8	0 50	168	0 50
161,026	2,274 15	68,965	766 05	48,514	970 28	22,975	93 33	13,002	51 69
30,939	717 31	16,644	241 70					92	2 00
359,727	3,675 92	164,457	1,786 69	71,664	1,433 28	52,576	317 42	147,631	281 12
No.		No.		No.		No.		No.	
12,569	162 91	5,423	130 86			9,547	88 85	16,651	197 02
Tons.		Tons.		Tons.		Tons.		Tons.	
		40	1 20			7	0 68		
24	2 36	222	5 90					1	0 02
8,091	229 22	92	2 16					102	1 92
3	0 26	73	1 90	448	4 48			6	0 12
		60	1 78						
		63	1 96					1	0 02
72	3 15	295	8 08					61	1 18
17	0 50	1,683	47 33					28	0 54
		30	1 01						
1	0 02	713	33 36					1	0 02
44	1 93	107	3 60					146	2 80
150	11 22	373	8 89					756	14 19
		22	0 61					3	0 06
112	10 05	690	17 51	1,299	12 99	25	25	14	0 27
263	25 23	880	20 72						
17	1 57	7	0 18						
		3	0 10						
1,038	82 86	124	3 27					17	0 32
2,749	191 78	140	4 20					366	6 87
465	38 00	183	5 56					7	0 14
47	4 32	170	4 51					527	9 91
37	3 46	15	0 48						
								2	0 04
18	1 76	290	8 90					816	15 32
433	40 79	360	17 26	6,189	61 89			267	5 16
18	1 80	32	1 26						
750	48 96	7	0 19					3	0 06
8	0 60								
37	3 33	22	0 82					1	0 02
184	10 51	9	0 33					37	0 74
4	0 39	42	1 24					3	0 06
81	7 83	17	0 48						
52	2 85	239	6 28					1	0 02
431	32 59	10	0 29					10	0 02
24	2 27							2	0 04
9	0 90	6	0 19						
1,413	117 02	397	12 60						
16,592	877 53	7,416	224 15	7,936	79 36	32	0 93	3,178	59 86

No. (A) 18.—STATEMENT of Traffic on the undermentioned

Articles.	Welland Canal.		St. Lawrence Canals.		Chamby Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Class No. 4.</i>		\$ cts.		\$ cts.		\$ cts.
Ashes, pot and pearl.....	40	8 00	112	21 47		
Agricultural implements.....			87	13 14		
Crockery and earthenware.....	5	0 10	464	90 52	23	2 30
Dye woods and dye stuffs.....			100	8 40	55	5 50
Furniture.....	23	3 88	1,013	161 63	7	1 08
Glass, all kinds.....	32	4 77	464	87 10	1	0 10
Marble.....	3,556	533 40	20	3 93		
Manilla.....	139	20 85	1	0 19		
Molasses.....	85	14 65	991	98 31	120	12 00
Nails.....	129	12 40	3,352	521 13		
Oil, in barrels.....	56	7 67	1,036	150 79	39	3 89
Paint.....	144	20 56	632	89 30	1	0 10
Pitch and tar.....	264	39 60	390	34 72	114	11 40
Rags.....	60	12 00	181	35 20		
Rosin.....			1,949	98 54	1,978	196 30
Soda ash.....	99	14 59	787	149 97		
Sugar.....	393	35 08	3,101	581 34		
Stone, wrought.....	9	1 70	365	18 70	1,273	102 45
Tin.....	246	36 51	552	96 86		
Turpentine.....			105	6 13	62	6 20
White lead.....	3	0 45	137	25 22		
Whiting.....			330	65 32		
Whiskey and all other spirits.....	346	67 96	1,215	226 70		
Merchandise, not enumerated.....	50,202	7,472 07	11,213	1,673 86	3,690	279 51
Total, Class No. 4.....	55,831	8,306 24	28,597	4,258 47	7,363	620 83
<i>Class No. 5.</i>						
Bark.....			13	3 75		
Barrels, empty.....	96	19 56	317	44 94	18	1 64
Boat knees.....						
Floats.....	40	1 75	4,740	82 30	3	0 25
Firewood, in vessels.....	9,186	407 44	11,388	330 27	19,296	649 54
do rafts.....						
Lumber, sawn, in vessels.....	64,877	11,545 03	44,410	1,518 45	97,498	5,791 76
do rafts.....			4	0 15	63	5 00
Hoops.....						
Railway ties, in vessels.....	327	28 03	745	14 87	2,793	218 93
do rafts.....						
Masts, spars and telegraph poles, in vessels.....						
Masts, spars and telegraph poles, in rafts.....			20,986	524 65		
Square timber, in vessels.....	20,354	3,049 94	2,183	36 78		
do rafts.....	262	16 49	6,770	169 70		
Woodenware and wood partly manufactured.....	11	4 40	36	12 40		
Shingles.....	19	7 81	16	3 26	146	17 35
Split posts and fence rails, in vessels.....						
do rafts.....						
Saw logs.....	3,766	160 87	13,598	355 94		
Staves and headings, barrel.....	155	12 40				
do pipe.....	8	1 50				
do West India.....						
do salt barrel.....			9	0 17		
Traverses.....			10,280	26 75		
Hop poles.....						
Total, Class No. 5.....	99,101	15,255 22	117,495	3,124 38	119,817	6,684 47

Canals, and the Amount of Tolls collected, &c.—Continued.

Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Murray Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
28	5 32	28	2 99						
16	2 62	131	15 95					4	0 11
		67	8 68					9	0 23
		25	2 25					2	0 05
33	4 44	40	4 56					72	1 86
4	0 76	78	8 55					13	0 35
		4	0 36					10	0 26
								7	0 18
24	1 42	102	9 55					44	1 10
11	0 75	319	30 06					122	3 59
25	2 70	416	39 12					85	2 17
1	0 19	36	4 25						
		28	2 99						
3	0 44	6	0 54					5	0 13
		5	0 45						
		15	1 94					13	0 33
18	1 24	501	49 53					99	2 53
3	0 29	23	2 82						
2	0 15	12	1 17					1	0 03
		25	2 31					25	0 64
1	0 05	33	3 00						
20	1 34	88	8 86					12	0 32
402	53 30	1,246	146 37	1,156	11 56	129	3 87	965	24 04
591	75 01	3,228	346 30	1,156	11 56	129	3 87	1,488	37 92
		51	1 92			32	0 94	5	0 10
38	4 60	77	6 28						
31,600	335 18	1,415	24 85			1,162	12 12		
45,466	1,812 71	16,430	320 85			12,378	121 90	945	7 89
423,471	32,352 80	38,519	1,685 15	2,827	28 27	592	9 67	825	9 64
159	9 15	5	0 19			202	3 60	9	0 19
235	27 88								
435	71 97	5,700	601 15			165	4 39		
		815	86 69			180	7 46		
19	1 57	34	1 68						
						171	10 10		
2,684	103 90							80	0 50
3,240	55 32	319	18 41			1,188	21 25	1,480	18 50
6	1 01	22	2 55					41	0 75
597	465 49	157	31 08			155	13 39	5	0 31
4	1 72	22	3 74			3	0 15		
12,662	292 24	572	13 40			3,742	30 10	27	0 30
200	0 50	700	5 44			705	5 50		
520,816	35,536 04	64,838	2,803 38	2,827	28 27	20,675	240 57	3,417	38 18

No. (A) 18.—STATEMENT of Traffic on the undermentioned

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Special Class.</i>		\$ cts.		\$ cts.		\$ cts.
Coal	224,644	44,928 20	164,100	22,780 77	86,286	8,455 12
Kryolite or chemical ore	2,871	143 55	2,083	104 15		
Iron ore						
Stone, unwrought, not suitable for cutting	2,813	281 30	11,028	226 95	566	56 60
Ice	1,150	57 50				
Total, Special Class	231,478	45,410 55	177,211	23,111 87	86,852	8,511 72
Total freight and tolls	960,020	198,823 88	544,187	62,726 56	228,919	19,346 58
Timber and other wood, free	389	17 76	9,728	1,056 98		
Wheat, corn, flour, iron, salt, coal, &c., free	14,604	2,136 20	382,879	12,188 40	345	30 34
Grand Totals, passengers and tonnage of vessels not included..	975,013	200,977 84	936,794	75,971 94	229,264	19,376 92

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1890.

Canals, and the Amount of Tolls collected, &c.—*Concluded.*

Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Murray Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
648	23 78	11,391	483 88	22,601	226 01			2,059	37 70
1,784	89 20	2,703	135 15						
							3 0 09		
								1,450	14 50
								150	3 75
2,432	112 98	14,094	619 03	22,601	226 01	3	0 09	3,659	55 95
540,431	40,440 39	89,576	5,910 41	34,520	1,778 48	20,839	651 73	11,742	670 05
44,610	515 72	14,520	242 00						
		5,217	151 01						
585,041	40,956 11	109,313	6,303 42	34,520	1,778 48	20,839	651 73	11,742	670 05

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

SUPPLEMENTARY

No. (A) 19.—SUMMARY STATEMENT of Traffic on the undermentioned Canals during each description of Property passed through,

Articles.	Welland Canal.		St. Lawrence Canals.		Chamby Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
Vessels of all kinds.....	1,110,156	\$ 16,905 54	1,841,629	\$ 16,188 33	225,730	\$ 2,437 84
Passengers.....	No. 35,080	433 66	No. 63,283	3,024 63	No. 3,733	66 59
<i>Forest—Produce of Wood.</i>						
	Tons.		Tons.		Tons.	
Bark.....			13	3 75		
Boat knees.....						
Floats.....	40	1 75	4,740	82 30	3	0 25
do Free.....						
Firewood.....	9,186	407 44	11,388	330 27	19,296	649 54
do Free.....						
Hoops and hop poles.....						
Lumber, sawed.....	64,877	11,545 03	44,414	1,518 60	97,561	3,796 76
do Free.....			3,908			
Masts, spars, &c.....			20,986	524 65		
Railway ties.....	327	28 03	745	14 87	2,793	218 93
do Free.....						
Saw logs.....	3,766	160 87	15,598	355 94		
do Free.....	389					
Staves, all kinds.....	163	13 90	9	0 17		
Shingles.....	19	7 81	16	3 26	146	17 35
Split posts and rails.....						
Timber, square.....	20,616	3,066 43	8,953	206 48		
do Free.....			5,820			
Traverses.....			10,280	26 75		
Total.....	99,383	15,231 26	126,870	3,067 04	119,799	6,682 83
<i>Farm Stock.</i>						
Cattle.....	1	0 02	402	29 59	57	1 90
Hogs.....			27	4 05		
Horses.....	67	3 02	390	26 54	6	0 20
do Free.....			2			
Sheep.....			96	7 34	152	5 07
Total.....	68	3 04	917	67 52	215	7 17
<i>Produce of Animals.</i>						
Bones.....			149	18 38	341	34 10
Horns and hoofs, hides and skins, raw..	87	13 05	33	4 52		
Lard and lard oil.....	126	25 20	336	32 42		
do Free.....			100			
Meats, other than pork.....	19	3 00	33	3 56		
do Free.....	1					
Pork.....	276	55 10	581	51 34	3	0 10
do Free.....			201			
Tallow.....	77	12 40	26	2 44		
Wool.....	1,243	248 30	13	1 95		
do Free.....	2					
Agricultural products not enumerated, animal.....			973	137 46		
Total.....	1,831	357 05	2,445	252 07	344	34 20

APPENDIX A—Continued.

the season of Navigation ended 31st December, 1891, showing the Total Quantity of and the amount of Tolls collected thereon.

Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Murray Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
359,727	3,675 92	164,457	1,786 69	71,664	1,433 28	52,576	317 42	147,631	281 12
No. 12,569	162 91	No. 5,423	130 86	No.		No. 9,547	88 85	No. 16,651	197 02
Tons.		Tons.		Tons.		Tons.		Tons.	
		51	1 92			32	0 94	5	0 10
31,600	335 18	1,415	24 85			1,162	12 12		
16,440									
45,466	1,812 71	16,430	320 85			12,378	121 90	945	7 89
4,786		14,520							
235	27 88								
423,630	32,361 95	38,524	1,685 34	2,827	28 27	794	13 27	834	9 83
486									
19	1 57	34	1 68			171	10 10		
435	71 97	6,515	687 84			345	11 85		
10,000									
12,662	292 24	572	13 40			3,742	30 10	27	0 30
10,678									
597	465 49	157	31 08			155	13 39	5	0 31
4	1 72	22	3 74			3	0 15		
5,924	159 22	319	18 41			1,188	21 25	1,560	19 00
2,220									
200	0 50	700	5 44			705	5 50		
565,382	35,530 43	79,259	2,794 55	2,827	28 27	20,675	240 57	3,376	37 43
750	48 96	7	0 19					3	0 06
8	0 60								
184	10 51	9	0 33					37	0 74
431	32 59	10	0 29					10	0 02
1,373	92 66	26	0 81					50	0 82
18	1 80	32	1 26						
37	3 33	22	0 82					1	0 02
4	0 39	42	1 24					3	0 06
81	7 83	17	0 48						
52	2 85	239	6 28					1	0 02
24	2 27							2	0 04
9	0 90	6	0 19						
1,413	117 02	397	12 60						
1,638	136 39	755	22 87					7	0 14

No. (A) 19.—SUMMARY STATEMENT of Traffic on the undermentioned Canals

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Agricultural Products.</i>						
		\$ cts.		\$ cts.		\$ cts.
Agricultural products not enumerated,						
vegetable.....	444	28 80	627	89 11	1	0 10
do..... Free.....	52		2			
Apples.....	1,223	33 98	5,088	726 09	958	61 84
Barley.....	8,113	1,622 60	17,606	352 34	842	44 92
Cotton, raw.....			2	0 30		
Corn.....	185,180	37,035 85	12,339	1,831 35		
do..... Free.....			55,264			
Flax and hemp.....			2	0 19		
do..... Free.....	1					
Flour.....	13,517	1,911 76	4,799	655 09	228	7 60
do..... Free.....			3,324			
Hay, pressed.....	121	19 20	1,599	86 49	2,785	113 81
Meals, all kinds.....	26,164	5,232 70	833	39 88		
do..... Free.....			67			
Manilla.....	139	20 85	1	19		
Oats.....	52,959	10,591 80	8,923	243 80	1,239	41 33
Pease.....	630	102 00	36,225	748 89	1,509	50 35
do..... Free.....			390			
Potatoes.....	25	2 33	127	10 15	7	0 70
Rye.....	65,888	13,136 75	1,939	39 04		
do..... Free.....			64,978			
Seeds, all kinds.....	258	51 60	9,963	399 84		
do..... Free.....			2			
Tobacco, raw.....	1	0 20	12	1 40		
do..... Free.....			1			
Wheat.....	198,658	39,092 84	31,058	1,364 92		
do..... Free.....			159,785			
Total.....	553,373	108,883 26	414,956	6,589 07	7,569	320 65
<i>Manufactures.</i>						
Ashes, pot and pearl.....	40	8 00	112	21 47		
do..... Free.....	31		40			
Agricultural implements.....			87	13 14		
Barrels, empty.....	96	19 56	317	44 94	18	1 64
Bricks.....	49	5 52	13,710	574 16	467	30 72
do..... Free.....	469					
Cement and water lime.....	418	62 58	4,609	647 57	31	3 10
do..... Free.....	2,380		539			
Crockery and earthenware.....	5	0 10	464	90 52	23	2 30
do..... Free.....	251					
Furniture.....	23	3 88	1,013	161 63	7	1 08
do..... Free.....	1		2			
Glass, all kinds.....	32	4 77	464	87 10	1	0 10
do..... Free.....	30		1			
Iron, railway.....	127	19 05	3,300	477 28		
do..... Free.....	2,855					
Iron, pig.....	499	99 80	4,475	547 77		
do..... Free.....	112		371			
Iron, all other.....	1,610	291 31	11,701	679 62	27	1 04
do..... Free.....	595		14			
Molasses.....	85	14 65	991	98 31	120	12 00
Nails.....	129	12 40	3,352	521 13		
do..... Free.....	560					
Oil, in barrels.....	56	7 67	1,036	150 79	39	3 89
do..... Free.....	64					
Oil cake.....			11	1 08		
Paint.....	144	20 56	632	89 30	1	0 10
do..... Free.....	61					

during the Season of Navigation, ended 31st December, 1891, &c.—Continued.

Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Murray Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
433	40 79	360	17 26	6,189	61 89			267	5 16
44	1 93	107	3 60					146	2 80
150	11 22	373	8 89					756	14 19
		22	0 61					3	0 06
112	10 05	690	17 51	1,299	12 99	25	25	14	0 27
263	25 23	880	20 72						
17	1 57	7	0 18						
								7	0 18
1,038	82 86	124	3 27					17	0 32
2,749	191 78	140	4 20					366	6 87
465	38 00	183	5 56					7	0 14
47	4 32	170	4 51					527	9 91
37	3 46	15	0 48						
								2	0 04
18	1 76	290	8 90					816	15 32
5,373	412 97	3,361	95 69	7,488	74 88	25	25	2,928	55 26
28	5 32	28	2 99						
16	2 62	131	15 95					4	0 11
38	4 60	77	6 28						
		40	1 20			7	68		
24	2 36	222	5 90					102	1 92
		67	8 68					9	0 23
33	4 44	40	4 56					72	1 86
4	0 76	78	8 55					13	0 35
		60	1 78						
		63	1 96					1	0 02
72	3 15	295	8 08					61	1 18
24	1 42	102	9 55					44	1 10
11	0 75	319	30 06					122	3 59
25	2 70	416	39 12					85	2 17
		3	0 10						
1	0 19	36	4 25						

No. (A) 19.—SUMMARY STATEMENT of Traffic on the undermentioned Canals

Articles.	Welland Canal.		St. Lawrence Canal.		Chambly Canal	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Manufactures—Con.</i>						
		\$ cts.		\$ cts.		\$ cts.
Pitch and tar.....	264	39 60	390	34 72	114	11 40
do Free.....	22					
Rosin.....			1,949	98 54	1,978	196 30
Soda ash.....	99	14 50	787	149 97		
do Free.....	377					
Spirits, whiskey, &c	346	67 96	1,215	226 70		
do Free.....	294		105			
Steel.....	6,220	933 00	817	109 32		
Sugar.....	393	35 08	3,101	581 34		
do Free.....	412					
Tin.....	246	36 51	552	96 86		
do Free.....	23					
Turpentine.....			105	6 13	62	6 20
White lead.....	3	0 45	137	25 22		
do Free.....	3					
Whiting.....			330	65 32		
do Free.....	50					
Woodenware.....	11	4 40	36	12 40		
Total.....	19,485	1,701 44	56,765	5,612 33	2,888	269 87
<i>Merchandise.</i>						
Brimstone.....	66	9 90	159	14 98	140	27 65
Clay, lime and sand.....	70	5 25	32,259	1,517 89	4,603	462 74
do Free.....	206		563		345	
Coal.....	224,644	44,928 20	164,100	22,780 77	86,286	8,455 12
do Free.....			94,690			
Dye woods and dye stuffs			100	8 40	55	5 50
Fish.....	305	40 56	328	31 27		
do Free.....	7					
Gypsum.....			1,718	28 65		
Ores, all kinds.....	2,871	143 55	2,083	104 15		
do Free.....	544		1,410			
Marble.....	3,556	533 40	20	3 93		
Rags.....	60	12 00	181	35 20		
Salt.....	2,567	502 80	8,467	1,128 66	187	7 46
do Free.....	4,391					
Stone, all kinds.....	9,424	1,603 40	16,522	597 81	3,143	289 45
do Free.....			750			
All other goods and merchandise, not enumerated.....	51,352	7,529 57	11,213	1,673 86	3,690	279 51
do Free.....	810		278			
Total.....	300,873	55,308 63	334,841	27,925 57	98,449	9,527 43
Grand totals (passengers and ton- nage of vessels not included)...	975,013	198,823 88	936,794	62,726 56	229,264	19,346 58

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

during the Season of Navigation ended 31st December, 1891, &c.—*Concluded.*

Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Murray Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
		28	2 99						
		5	0 45						
		15	1 94					13	0 33
20	1 34	88	8 86					12	0 32
		30	1 01						
18	1 24	501	49 53					99	2 53
2	0 15	12	1 17					1	0 03
		25	2 31					25	0 64
1	0 05	33	3 00						
6	1 01	22	2 55					41	0 75
323	32 10	2,736	222 82			7	0 68	704	17 13
								1	0 02
8,091	229 22	92	2 16						
648	23 78	11,391	483 88	22,601	226 01			2,059	37 70
		4,313							
		25	2 25					2	0 05
3	0 26	73	1 90	448	4 48			6	0 12
1,784	89 20	2,703	135 15			3	0 09		
		554							
		4	0 36					10	0 26
3	0 44	6	0 54					5	0 13
17	0 50	1,683	47 33					28	0 54
4	0 31	736	36 18					1,451	14 52
		350							
402	53 30	1,246	146 37	1,156	11 56	129	3 87	1,115	27 79
10,952	397 01	23,176	856 12	24,205	242 05	132	3 96	4,677	80 13
585,041	40,440 39	109,313	5,910 41	34,520	1,178 48	20,839	651 73	11,742	670 05

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 20.—STATEMENT showing the Amount of Tolls accrued each month during the Season of Navigation, ended 31st December, 1891.

Canals and Offices.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total Tolls.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
WELLAND CANAL.										
Chippawa.....	1 44	22 24	11 03	3 79	11 84	9 78	6 02	5 30	.....	70 00
Cardinal.....	7 80	17,236 67	18,931 79	19,048 57	24,780 58	24,832 84	18,735 94	10,127 52	840 43	138,280 78
Cornwall.....	2,620 79	8,606 53	6,407 44	6,852 84	8,199 83	10,952 98	3,694 07	24 35	58,824 55
Kingston.....	118 38	40 95	52 81	28 80	106 43	116 57	.....	494 13
Lachine.....	1 23	.....	.....	.....	.....	.....	.....
Montreal.....	32 81	64 99	8 73	95 91	107 08	.....	11 63
St. Catharines.....	87 48	109 84	85 54	65 47	41 48	.....	549 83
St. Lawrence.....	592 96
Total, Welland Canal.....	6,489 99	28,942 10	27,794 42	25,622 27	31,872 90	33,165 02	29,963 75	14,092 02	881 41	198,823 88
ST. LAWRENCE CANALS.										
Beauharnois.....	45 14	117 04	237 38	235 03	374 20	177 72	115 01	.....	1,302 96
Cardinal.....	151 08	100 24	211 59	24 04	74 69	91 82	48 61	.....	711 92
Cornwall.....	2,047 43	4,297 33	4,866 31	3,160 57	2,729 29	3,108 80	2,560 68	66 89	22,783 30
Kingston.....	1,687 13	1,969 31	1,909 78	1,242 03	813 58	1,681 84	1,169 74	.....	10,473 41
Lachine.....	252 74	366 33	330 29	273 96	457 25	451 94	270 58	4 92	2,427 20
Montreal.....	2,789 07	3,390 96	4,371 38	4,605 41	3,961 51	3,146 65	2,622 00	.....	23,027 77
Total, St. Lawrence Canals.....	169 22	6,973 19	10,241 21	11,926 73	9,541 04	8,410 52	8,658 77	6,732 62	73 26	62,726 56
CHAMBLY CANAL.										
Chambly.....	648 74	1,098 87	1,196 00	1,281 19	885 01	1,511 46	927 83	.....	7,549 10
St. John's.....	2,613 46	1,856 57	79 38	1,401 14	1,192 17	1,353 25	864 50	.....	9,360 47
St. Ours.....	47 87	70 77	1,875 41	60 16	103 73	178 20	100 87	.....	2,437 01
Total, Chamblay Canal.....	3,310 07	3,026 21	3,150 79	2,742 49	2,180 91	3,042 91	1,893 20	.....	19,346 58

OTTAWA CANALS.										
Ottawa.....	190 03	5,129 73	3,941 19	3,597 40	2,629 84	2,268 53	2,457 39	1,520 54	21,734 65	
Carillon.....	9 67	21 92	9 64	8 98	6 10	5 19	24 82	32 11	118 83	
Grenville.....	325 09	2,757 48	2,784 31	3,017 00	2,542 39	2,078 88	1,863 28	1,697 12	17,065 55	
St. Anne's.....	17 09	147 77	203 04	274 81	234 00	245 07	304 48	94 10	1,521 36	1 00
Total, Ottawa Canals.....	541 88	8,056 90	6,938 18	6,898 19	5,412 33	4,598 07	4,049 97	3,343 87	40,440 39	1 00
RIDEAU CANAL.										
Kingston Mills.....		165 94	282 46	329 49	257 00	178 89	153 16	112 96	1,479 90	
Ottawa.....	9 14	393 84	706 02	620 32	600 07	539 26	681 64	348 11	3,898 40	
Smith's Falls.....		29 05	54 91	175 69	102 81	85 27	52 56	31 82	532 11	
Total, Rideau Canal.....	9 14	588 83	1,043 39	1,125 50	959 88	803 42	887 36	492 89	5,919 41	
ST. PETER'S CANAL.										
St. Peter's.....	28 89	154 70	112 98	102 35	111 36	282 77	438 40	383 37	1,778 48	163 66
NEWCASTLE DISTRICT CANALS.										
Bobcaygeon.....		9 50	45 63	70 56	91 32	67 38	57 03	10 25	351 67	
Buckhorn.....			20 75	10 85	9 40	8 75	0 30		50 05	
Burlingh.....		3 93	18 83	18 60	11 39	21 57	19 93	1 75	96 00	
Fenelon Falls.....		0 50	2 25	0 50	0 50	3 70		1 25	8 70	
Hastings.....		1 50	4 25	8 00	6 25	2 25	1 25		23 50	
Peterborough.....	2 70	12 10	22 24	21 35	18 74	21 59	16 54	6 55	121 81	
Total, Newcastle District Canals.....	2 70	27 53	113 95	129 86	137 60	125 24	95 05	19 80	631 73	
MURRAY CANAL.										
Brighton.....	13 52	54 85	135 67	146 09	178 74	63 85	46 05	31 28	670 05	
Grand Total.....	7,255 34	48,108 17	49,406 01	49,101 78	50,956 34	49,629 80	47,882 26	26,889 05	330,348 08	1,119 33

B. H. TEAKLIES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 21.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels passed through all the Canals during the Season of Navigation ended the 31st December, 1891, 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 ..	1,147	92,764	86,418	74,643	2,352	262	292	80,946	7,294	174,963	179,008	353,971	3,952 11
do sail.....	641	30,005	28,405	48,708	4,835	288	.....	52,624	9,056	88,057	85,804	173,921	3,400 34
Total Canadian.....	1,788	122,769	114,823	123,351	7,187	550	292	142,570	16,350	263,020	264,872	527,892	7,412 45
United States vessels, steam.....	522	1	1	9,180	204	227,752	195,905	45,412	201	237,134	241,522	478,656	7,187 03
do sail.....	284	91	40	3,887	576	48,252	35,005	457	457	52,687	50,921	103,608	2,306 06
Total United States.....	806	92	41	13,067	780	276,004	230,910	658	658	289,821	292,443	582,264	9,493 09
Grand Total, Welland Canal.....	2,594	122,861	114,864	136,418	7,967	276,554	231,202	17,008	203,282	552,841	557,315	1,110,156	16,905 54
St. LAWRENCE CANALS.													
Canadian vessels, steam.....	3,041	353,192	299,992	17,127	608	.....	.....	.....	.....	370,319	305,947	676,266	3,920 31
do sail.....	5,706	550,410	407,809	46,487	320	.....	.....	.....	.....	590,897	478,258	1,073,155	11,565 42
Total Canadian.....	8,747	903,602	707,801	63,614	928	.....	.....	.....	.....	967,216	784,205	1,751,421	15,485 73
United States vessels, steam.....	582	307	1,377	3,761	75	6,134	6,965	63	5,298	10,265	13,715	23,980	184 98
do sail.....	604	517	14,083	7,349	1,602	875	943	30,362	10,497	39,103	27,125	66,228	517 62
Total United States.....	1,186	824	15,460	11,110	1,677	7,009	7,908	30,425	15,795	49,368	40,840	90,208	702 60
Grand Total, St. Lawrence Canals.....	1,768	904,426	723,261	74,724	2,605	7,009	7,908	30,425	30,425	91,271	1,016,584	1,841,629	16,188 33
CHAMBLY CANAL.													
Canadian vessels, steam.....	464	32,206	31,006	94	.....	.....	.....	.....	.....	32,300	31,752	64,052	206 74

do	sail	555	10,411	9,792	7,389	.....	.....	.....	17,240	17,750	27,082	44,782	632 22
Total Canadian		1,019	42,617	40,798	7,433	.....	.....	.....	17,986	50,050	58,784	108,884	888 96
United States vessels, steam		28	352	309	134	.....	.....	.....	230	486	539	1,025	10 54
do	sail	1,006	1,471	2,660	41,875	.....	.....	.....	69,865	43,946	72,625	115,871	1,588 34
Total United States		1,034	1,823	2,969	42,009	.....	.....	.....	70,095	43,832	73,064	116,896	1,598 88
Grand Total, Chambly Canal		2,053	44,440	43,767	49,442	.....	.....	.....	88,081	93,882	131,848	225,730	2,437 84
OTTAWA CANALS.													
Canadian vessels, steam		1,025	52,480	112,784	.....	.....	.....	.....	.....	52,480	115,096	167,576	682 17
do	sail	1,123	8,699	134,287	.....	.....	.....	.....	.....	8,699	152,827	161,026	2,274 15
Total Canadian		2,148	61,179	247,071	.....	.....	.....	.....	.....	61,179	267,423	328,602	2,956 32
United States vessels, steam		4	102	33	.....	.....	.....	.....	.....	102	84	186	2 29
do	sail	312	4,677	1,043	.....	.....	.....	.....	.....	4,677	26,292	30,939	717 31
Total United States		316	4,779	1,076	.....	.....	.....	.....	.....	4,779	26,346	31,125	719 60
Grand Total, Ottawa Canals		2,464	65,958	248,147	.....	.....	.....	.....	.....	65,958	293,769	359,727	3,675 92
RIDEAU CANAL.													
Canadian vessels, steam		1,299	35,585	42,426	126	.....	.....	.....	.....	35,711	42,426	78,137	702 11
do	sail	945	32,445	35,649	871	.....	.....	.....	.....	33,316	35,649	68,965	766 05
Total Canadian		2,244	68,030	78,075	997	.....	.....	.....	.....	69,027	78,075	147,102	1,528 16
United States vessels, steam		69	323	388	.....	.....	.....	.....	.....	323	388	711	16 83
do	sail	181	2,314	9,851	4,479	.....	.....	.....	.....	6,793	9,851	16,644	241 70
Total United States		250	2,637	10,239	4,479	.....	.....	.....	.....	7,116	10,239	17,355	258 53
Grand Total, Rideau Canal		2,494	70,677	88,314	5,476	.....	.....	.....	.....	70,143	88,314	164,457	1,786 69
ST. PETER'S CANAL.													
Canadian vessels, steam		129	11,107	11,983	.....	.....	.....	.....	.....	11,167	11,983	23,150	463 00
do	sail	992	24,150	24,364	.....	.....	.....	.....	.....	24,150	24,364	48,514	970 28
Grand Total, St. Peter's Canal		1,121	35,317	36,347	.....	.....	.....	.....	.....	35,317	36,347	71,664	1,433 28

SUPPLEMENTARY APPENDIX A.—Continued.
 No. (A) 21.—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. \$ cts.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
TRENT VALLEY CANALS.													
Canadian vessels, steam	747	14,749	14,844							14,749	14,844	29,593	223 59
do sail	385	11,904	11,071							11,904	11,071	22,975	93 33
Total Canadian	1,132	26,653	25,915							26,653	25,915	52,568	316 92
United States vessels, steam	2	4	4							4	4	8	50
do sail													
Total United States	2	4	4							4	4	8	50
Grand Total, Trent Valley Canals.	1,134	26,657	25,919							26,657	25,919	52,576	317 42
MURRAY CANAL.													
Canadian vessels, steam	859	90,376	31,935	5,325						95,701	38,668	134,369	226 93
do sail	188	5,975	4,403	1,038	175					7,013	5,989	13,002	51 69
Total Canadian	1,047	96,351	36,338	6,363	175					102,714	44,657	147,371	278 62
United States vessels, steam	2	163	5							163	5	168	0 50
do sail	6	35	57							35	57	92	2 00
Total United States	8	198	62							198	62	260	2 50
Grand Total, Murray Canal	1,055	96,549	36,400	6,363	175					102,912	44,719	147,631	281 12

Supplementary Appendix A—Continued.
 No. (A) 21.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels, &c.—Concluded.
 RECAPITULATION.

Vessels.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to Canadian Ports.		From United States to United States Ports.		Tons.		Total Tons.	Amount of Tolls.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
CANADIAN VESSELS.													
<i>Steam and Sail.</i>													
Welland.....	1,788	122,769	114,823	123,351	7,187	550	292	142,570	263,020	264,872	527,892	7,412 45	
St. Lawrence.....	747	903,602	707,801	63,614	928			75,476	967,216	784,205	1,751,421	15,485 73	
Chambly.....	1,019	42,617	40,798	7,433				17,986	50,050	58,784	108,834	833 96	
Ottawa.....	2,148	61,179	247,071		20,352				61,179	267,423	328,602	2,936 32	
Rideau.....	2,244	68,080	78,075	997					69,027	78,075	147,102	1,528 16	
St. Peter's.....	1,121	35,317	36,347						35,317	36,347	71,664	1,433 28	
Trent Valley.....	1,132	26,653	25,915						26,653	25,915	52,568	316 92	
Murray.....	1,047	96,351	36,338	6,363	175			8,144	102,714	44,657	147,371	278 62	
Total Canadian.....	11,246	1,356,518	1,287,168	201,758	28,642	550	292	16,350	1,575,176	1,560,278	3,135,454	30,250 44	
UNITED STATES VESSELS.													
<i>Steam and Sail.</i>													
Welland.....	806	92	41	13,067	780	276,004	230,910	638	289,821	292,443	582,264	9,493 09	
St. Lawrence.....	1,186	824	15,460	11,110	1,677	7,009	7,908	15,795	49,368	40,840	90,208	702 60	
Chambly.....	1,034	1,823	2,969	42,009				70,095	43,832	73,064	116,896	1,598 88	
Ottawa.....	316	4,779	1,076		25,270				4,779	26,346	31,125	719 60	
Rideau.....	250	2,637	10,239	4,479					7,116	10,239	17,355	258 53	
St. Peter's.....	2	4	4						4	4	8	0 50	
Trent Valley.....	8	198	62						198	62	260	2 50	
Murray.....													
Total United States.....	3,602	10,357	29,851	70,665	27,727	283,013	238,818	31,083	393,118	442,998	838,116	12,775 70	
Grand Total, Canadian and United States.....	14,848	1,366,875	1,317,019	272,423	56,369	283,563	239,110	47,433	1,970,294	2,003,276	3,973,570	43,026 14	

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 21½.—COMPARATIVE STATEMENT of Grand Total Freight passed through the undermentioned Canals during the Seasons of Navigation of 1890 and 1891, and the Amount of Tolls collected on the same, including Tolls on Vessels and Passengers.

	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.		
1890.												
Welland Canal.....	30,274	56,535	35,959	10,288	215,698	318,259	17,358	331,799	299,289	716,876	1,016,165	194,089 53
St. Lawrence Canals	216,557	476,196	11,052	3,253	1,115	2,065	41,351	102,264	270,075	583,778	853,853	60,720 30
Chambly Canal	8,224	4,118	85,113	6,085	.....	.....	.....	98,867	93,337	109,070	202,407	18,171 00
Rideau Canal	81,219	26,289	6,066	.....	.....	.....	.....	.....	87,285	26,289	113,574	6,145 21
Ottawa Canals.....	527	537,253	8	113,567	.....	.....	.....	.....	535	650,820	651,355	48,226 36
St. Peter's Canal.....	5,889	26,342	.....	.....	.....	.....	.....	.....	5,889	26,342	32,231	1,742 01
Trent Valley Canals.....	22,297	2,382	.....	.....	.....	.....	.....	.....	22,297	2,382	24,679	708 94
Murray Canal.....	4,606	7,806	6,190	.....	.....	.....	.....	91	10,798	7,985	18,783	707 03
1891.												
Welland Canal.....	11,415	58,559	13,845	13,963	247,543	306,257	17,409	306,022	290,212	684,801	975,013	198,823 88
St. Lawrence Canals	203,211	547,727	10,725	1,545	645	1,701	33,314	137,926	247,895	688,899	936,794	62,726 56
Chambly Canal	56,763	7,547	66,881	.....	.....	.....	.....	38,073	123,644	109,020	229,264	19,346 58
Rideau Canal	69,714	28,142	11,457	.....	.....	.....	.....	.....	81,171	28,142	109,313	5,910 41
Ottawa Canals.....	871	476,735	.....	107,435	.....	.....	.....	.....	871	584,170	585,041	40,440 39
St. Peter's Canal.....	6,512	28,008	.....	.....	.....	.....	.....	.....	6,512	28,008	34,520	1,778 48
Trent Valley Canals	16,632	4,207	.....	.....	.....	.....	.....	.....	16,632	4,207	20,839	651 73
Murray Canal.....	5,002	4,322	906	250	.....	.....	24	1,238	5,932	5,810	11,742	670 05

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

RATES OF TOLLS.

No. 22.—RATES of Tolls on the Canals

WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA AND CHAMBLY CANALS
(O.C., 25th April, 1873.)

	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.
The Rates of Tolls are divided into Six Classes, as under, and as per ton, unless otherwise specified.								
<i>Class No. 1.</i>	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Vessels, steam per ton.	0 01 $\frac{1}{2}$	0 01 $\frac{1}{2}$	0 02 $\frac{1}{2}$	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 do	0 02 $\frac{1}{4}$	0 02 $\frac{1}{4}$	0 03 $\frac{1}{4}$	0 01 $\frac{1}{2}$	0 01 $\frac{1}{4}$	0 02 $\frac{1}{4}$	0 01	0 02 $\frac{3}{4}$
<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 $\frac{1}{4}$	0 09 $\frac{3}{4}$
Passengers, 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)								
Clay, lime and sand)								
Brimstone)								
Corn)								
Flour)								
Iron, railway)								
do pig)								
do all other, including steel (O. C., 1st Feb., 1888).)								
Plaster, gypsum)	0 15	0 20	0 20	0 15	0 10	0 07	0 06	0 19 $\frac{3}{4}$
Salt)								
Salt meats or fish in barrels or otherwise)								
Agricultural products, vegetable, not enumerated)								
Agricultural products, animals, not enumerated)								
Stone, for cutting)								
Wheat)								
<i>Class No. 4.</i>								
All other articles, not enumerated	0 15	0 0	0 20	0 20	0 10	0 26	0 14	0 29

of the Dominion of Canada, 1891.

TRENT VALLEY CANAL (O.C., 25th JULY, 1888.)

1ST SECTION.	2ND SECTION.	3RD SECTION.	4TH SECTION.	THROUGH.	
Fenelon Falls to Bobcaygeon.	Bobcaygeon to Buckhorn.	Buckhorn to Burleigh.	Burleigh to Lakfield.	Fenelon Falls to Lakefield.	Whitlaw's to Hastings.
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.
8 cts.	8 cts.	8 cts.	8 cts.	8 cts.	8 cts.
0 00 $\frac{2}{16}$ 0 00 $\frac{1}{4}$	0 00 $\frac{2}{16}$ 0 00 $\frac{1}{4}$	0 00 $\frac{2}{16}$ 0 00 $\frac{1}{4}$	0 00 $\frac{2}{16}$ 0 00 $\frac{1}{4}$	0 00 $\frac{3}{4}$ 0 01	0 00 $\frac{2}{16}$ 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

No. 22.—RATES of Tolls on the Canals

WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA AND CHAMBLY CANALS.

The Rates of Tolls are divided into Six Classes, as under, and are per ton, unless otherwise specified.

	Welland Canal, westward.	Welland, 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. Anne's Lock, each way.	Ottawa to St. John's, each way.
<i>Class No. 5.</i>	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Bark	0 20	0 20	0 20	0 15	0 10	0 07	0 06	0 19 $\frac{1}{4}$
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 rafts	0 25	0 25	0 25	0 25	0 15	0 19	0 09	0 30 $\frac{1}{4}$
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 ft., 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 $\frac{1}{4}$
Railway ties, in vessels, each	0 01	0 01	0 01	0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 01 $\frac{3}{4}$
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, planks, 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
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 $\frac{1}{2}$	0 02 $\frac{1}{2}$	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, brls. 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 W. India, per M.	0 75	0 75	0 75	0 60	0 25	0 45	0 25	0 65
do salt barrel, sawn	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 $\frac{1}{2}$
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 October, 1882)	0 15	0 05	.....	0 05	West ward	.....	.....	.....
Coal	0 20	0 20	0 20	0 15	0 10	0 08	0 05	0 17 $\frac{1}{4}$
Stone, unwrought, corded and not suitable for cutting, per cord	0 75	0 75	0 75	0 60	0 37 $\frac{1}{2}$	0 28	0 24	0 77 $\frac{1}{2}$
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	.....	.....	.....	.....	.....

of the Dominion—*Continued.*

TRENT VALLEY CANAL.

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 to Bobcaygeon.	Tolls Charge- able to Buckhorn.	Tolls Charge- able at Burleigh.	Tolls Charge- able at Fenelon Falls.	Tolls Charge- able to Whitlaw's.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
0 01	0 01	0 01	0 01	0 04	0 01
0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 01	0 00 $\frac{1}{4}$
0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 01	0 00 $\frac{1}{4}$
0 13	0 13	0 13	0 13	0 52	0 13
0 03	0 03	0 03	0 03	0 10	0 03
0 04	0 04	0 04	0 04	0 14	0 04
0 02	0 02	0 02	0 02	0 08	0 02
0 02	0 02	0 02	0 02	0 08	0 02
0 01	0 01	0 01	0 01	0 04	0 01
0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{4}$
0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 01	0 00 $\frac{1}{4}$
0 03	0 03	0 03	0 03	0 10	0 03
0 04	0 04	0 04	0 04	0 14	0 04
0 07	0 07	0 07	0 07	0 28	0 07
0 14	0 14	0 14	0 14	0 56	0 14
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.

Sec. 76.—Standard for estimating weight, for canal tolls.

	Tons.		Tons.
2,000 lbs. avoirdupois.....	1	Stone, 12 cubic feet.....	1
Per M. is per thousand feet.....		Stone, 1 cord.....	7 ¹ / ₂
Per Mille is per thousand pieces.....		Whiskey, 4 barrels or 215 gallons.....	1
Green fruit, 9 barrels are.....	1	Empty barrels, 10.....	1
Ashes, 3 barrels are.....	1	Barrel hoops, 10 Mille.....	1
Bark, 4 cords.....	1	Board and other sawed lumber, 600 feet board measure.....	1
Beef, 7 barrels.....	1	Boat knees, 4.....	1
Biscuit and crackers, 9 barrels.....	1	Firewood, 1 cord.....	3
Bricks, common, 1,000.....	2	Hop poles, 60 or 40 cubic feet.....	1
Butter, 22 kegs or 7 barrels.....	1	Shingles, 12 M. or bundles.....	1
Cattle, 3.....	1	Split posts and fence rails, 1 Mille.....	1
Cement and water lime, 7 barrels.....	1	Staves and headings, Pipe, 1 Mille.....	8
Fire bricks, 1,000.....	3	do W. India, 1 Mille.....	4
Fish, 7 barrels.....	1	do Barrel, 1 Mille.....	2 ¹ / ₂
Flour, 9 barrels.....	1	do Salt barrel, 1 Mille.....	1
Gypsum and manganese, 6 barrels.....	1	Sawlogs, standard, 1.....	1
Horses, 2.....	1	Square timber, 50 cubic feet.....	1
Lard and tallow, 7 barrels or 22 kegs.....	1	Telegraph poles, 10 or 40 cubic feet.....	1
Liquors and spirits, 215 gallons.....	1	Masts and spars, 40 cubic feet.....	1
Liquors, all others, 215 gallons.....	1	Railroad ties, 16 or 50 cubic feet.....	1
Nuts, 9 barrels.....	1	All other woodenware, or partly manu- factured wood, 40 cubic feet as per tariff	1
Oysters, 6 barrels.....	1	Traverses, 40 cubic feet or 5 pieces.....	1
Pork, 7 barrels.....	1	Floats, 50 lineal feet.....	1
Salt, 7 barrels.....	1		
Seed, 9 barrels.....	1		
Sheep, 20.....	1		

NOTE.—By the Weights and Measures Act, Chapter 104 of the Revised Statutes of Canada, Section 14, all the above named articles are to be estimated by the cental of 100 lbs.

WAY RATES.

Sec. 77. The following way rates are to be levied on vessels and property passing the several subdivisions of the canals:—

	Rate.
WELLAND CANALS.	
1. From Port Maitland, Dunnville and Port Colborne to Port Robinson or Allanburg, not passing the lock, each way.....	1
2. From Chippawa Cut, or any part thereof, to Dunnville, Port Maitland or Port Colborne.....	1
3. From Dunnville to Port Colborne.....	1
4. From Thorold to St. Catharines or Port Dalhousie.....	1
5. From Maitland, Dunnville, Colborne or Port Robinson to Marshville and intermediate places.....	1
6. From Marshville or intermediate places to Port Maitland, Dunnville, Port Colborne and Port Robinson.....	1
7. From Port Robinson to Allanburg or Thorold.....	1
8. From Port Robinson to St. Catharines or Port Dalhousie.....	1
9. From St. Catharines to Port Dalhousie.....	1
10. From Dunnville to Maitland.....	1
11. From Port Robinson through the Lock and Chippawa Cut.....	1
12. From Port Colborne to Port Maitland.....	1
13. From Chippawa Cut through Lock to Port Robinson.....	1
14. From Colborne, Dunnville, Maitland and Marshville to Thorold.....	1
15. From Colborne, Dunnville, Maitland and Marshville to St. Catharines.....	1
16. Through the Chippawa Cut only.....	1
17. Through the Port Robinson Lock only.....	1
ST. LAWRENCE CANALS.	
Sec. 78. The navigation is divided into four sections, viz., Cardinal, Cornwall, Beauharnois and Lachine. Tolls are to be levied on all vessels and property in proportion to the number of sections passed through.	
CHAMBLEY CANAL.	
Sec. 79. Vessels and property passing from Sorel to Chambly, to pay.....	1
Vessels and property passing from Chambly to St. John's, to pay.....	1

OTTAWA CANALS.

Sec. 80. The navigation is divided into three sections, viz., Grenville, Carillon and St. Ann's Tolls are to be levied on all vessels and property in proportion to the number of sections passed through.

RIDEAU CANAL.

Sec. 81. The navigation of this canal is divided into three sections, viz., Ottawa, Smith's Falls and Kingston Mills. Vessels and freight passing one section are to be charged one-third; two sections, two-thirds.

GENERAL.

Sec. 82. (a) Any fraction of a ton freight is to be charged one ton, and portions of sections are to be charged as a whole section on all the above canals.

(b) The passing of sawlogs or other lumber through any of the canals, or sections thereof, shall be at all times governed by the regulations for their management.

SPECIAL REGULATIONS RELATING TO TOLLS ON SOME OF THE CANALS.

Sec. 83. Coal may pass up all canals, except the Welland Canal, free of toll. O. C. June 7, 1869.

Sec. 84. Logs, lumber or other produce may pass free of toll down the Chippewa Creek, between the Aqueduct and Port Robinson. O. C. May 18, 1863.

NOTE.

O. C. 27th June, 1890.

That the following words be added to Section 84:—

(1.) "Save in cases for which special permission may be given, the Grenville Canal is closed to the passage of rafts or any portion of a raft of any kind whatever, as provided by the Order in Council of the 9th July, 1888.

(2.) "Rafts may be passed through the Carillon Canal free of tolls, as provided by the Order in Council of the 9th July, 1888."

Sec. 85. Iron ore, kyrolite or chemical ore, may pass through one section, or through all the canal sections aforesaid, for 5 cents per ton.

Sec. 86. (a) 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 Locks, the Lachine Canal and the Chambly Canal; provided always:—That the articles to be entitled to the 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 Canal, to Lake Ontario.

(b) All articles, goods or merchandise, not enumerated above, shall be charged to Class No. 4.

(c) No let-passes shall 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. O. C. April 18, 1873.

Sec. 87. 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. O. C. June 23, 1883.

Sec. 88. During the season of navigation for 1889, the rate of toll for the passage of wheat, Indian corn, pease, barley and rye, when shipped for Montreal or for any port east of Montreal, shall be two cents per ton, such toll covering the Welland and the St. Lawrence Canals; and during the said period, if the ordinary full tolls for passage of the said food products through the Welland Canal have been paid, the said products shall be exempted from payment of any further toll for passage through any portion of the St. Lawrence Canal system, though not traversing the whole distance to Montreal. O. C. March 18, 1889.

HARBOUR DUES.

Sec. 89. 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.

TOLLS AT SHEDS AT LACHINE CANAL BASIN.

Sec. 90. The following tolls shall be levied upon property stored at the Sheds at the Lachine Canal Basin:—

		Cents.
Wheat and other grain, per week, per bushel	.....	1
Meal	do per barrel	4
Pork, beef, butter and lard	do	5
Muscovado sugar	do per hhd, 10 cents; per brl.	5
Liquors	{ do per pipe, 15 cents; per pun	12
Iron (bars)	do per hhd, 10 cents; per qr. cask	7
Iron pig	do per ton	24
Salt, except at the St. Gabriel Sheds	do per 100 minots	12
Salt at the St. Gabriel Sheds, Montreal, after the first 48 hours	do per bag	$\frac{1}{2}$
Bales, crates, cases, &c.	do per ton weight or measurement	24
Coals	do per chaldron	12

Sec. 91. (a) No charge shall be made for property stored in the sheds of the Lachine Canal basin for the first forty-eight hours, after which period, except in the case of flour, the foregoing rate of storage for the use of the sheds are to be raised, levied and collected.

(b) Articles unenumerated are to be charged according to the above rates as nearly as the same can be computed.

(c) All property stored in the sheds remaining after the first forty-eight hours will be liable to one week's storage, although it should only have been stored for a portion of the same, and so on for each succeeding week.

(d) The labour of receiving property into the sheds and delivering the same shall be at the expense of and be furnished by the owners of the property or their agents.

(e) All property stored in these sheds shall be at the risk of the proprietor from damage by fire or otherwise.

(f) All dues for storage shall be paid before the removal of the property. O. C. August 21, 1846, October 28, 1846.

Flour.

Sec. 92. (a) Flour shall be allowed to remain in the sheds for two whole days free of charge.

(b) If kept there beyond two days or 48 hours, such flour shall 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 the exemption.

(c) 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.

(d) Any part of a day shall be considered as one day. O. C. May 31, 1856.

TOLLS ON VESSEES TRADING TO LOWER PORTS AND ENTERING THE LACHINE CANAL AT MONTREAL HARBOUR.

Sec. 93. The following rates of toll 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.

Steamboats measuring 50 tons or upwards, per ton register, per day of 24 hours	8	Mills.
All other vessels measuring 50 tons or upwards, per ton register, per day of 24 hours	4	
Steamboats 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	
All vessels measuring less than 25 tons register, per day of 24 hours	10	
Coal, per chaldron	10	
Salt, per 100 minots	15	
Iron of all kinds, per ton weight	15	
Merchandise as in class No. 6 of the tariff of tolls on Dominion Canals	10	

Provided always that the above tolls be levied only on goods for consumption in Montreal, and on vessels trading with that port. O. C. June 8, 1860.

CHARGES FOR WHARFAGE ON FIREWOOD ON WHARVES AND BANKS OF LACHINE CANAL.

Sec. 94. The following rates of tolls shall be collected as herein mentioned, that is to say:—

(a) Firewood landed on wharves or banks of the Lachine Canal, or in boats, barges or other crafts occupying any of the basins between Wellington Street Bridge and Lock No. 3, four 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 four cents per cord. O. C. Aug. 7, 1860.

(b) The clause next preceding shall not only apply to the rates of toll to be collected on firewood on wharves at Lachine and the Lachine Canal and Basin, but are also extended and made applicable to the banks and grounds at Côte St. Paul and at Lachine. O. C. Jan. 27, 1862.

CANAL BASINS IN MONTREAL PART OF MONTREAL HARBOUR.

Sec. 95. Whereas 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;

And whereas 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;

It is ordered that the Lachine Canal basins, within the Montreal 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 harbour. O. C. Aug. 8, 1878.

PHOSPHATES.

Sec. 96. Whereas vessels laden with grain for delivery in Montreal Harbour frequently carry also deck loads of phosphates, and being compelled to proceed at once to the harbour 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;

It is ordered that the Lachine Canal basins, within the Montreal city limits, be 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 described in this section; 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 vessel on their passing out of the canal a second time. O. C. July 12, 1881.

CHARGES ON VESSELS WINTERING IN LACHINE CANAL.

Sec. 97. The following rate per ton shall be charged for wintering vessels in the Lachine Canal, viz.:—
For each boat, barge, scow or other vessels of ten tons measurement or under, seventy cents per vessel for the entire winter; and every ten tons above the first ten, an additional rate of eight cents. O. C. Aug. 22, 1879.

DUES ON VESSELS IN THE NEW BASIN, LACHINE CANAL.

Sec. 98. The Montreal Harbour Commissioners shall be allowed to retain the right of levying dues in respect of the old lower basin of the Lachine Canal, but the Government shall retain full control of the new works and basins of said canal and of the revenue that may be derived from their use, and the rates shall 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. O. C. Jan. 26, 1883.

DUES IN THE HARBOUR OF MONTREAL UNDER ACTS 40 VIC., CHAP. 53, AND 42 VIC., CHAP. 28.

Sec. 99.—Tonnage Dues.

On steamboats, for each day of twenty-four hours, or part of a day they remain in the harbour, reckoned from the hour of their arrival to that of their departure.....	Per ton register. 1 cent.
On all other vessels, per day, as aforesaid.....	$\frac{1}{2}$ do

Sec. 100.—Wharfage Dues.

All goods, wares and merchandise, not elsewhere specified.....	Per ton. 25 cents.
Hay, straw, pig and scrap iron, pot and pearl ashes.....	20 do
Apples, crates and their contents, flour and meal, fish, meats, pitch, potatoes, tar, horses, neat cattle, sheep, swine.....	15 do
Ballast, clay, fire-bricks, gypsum, lime, marble, phosphates, sand, salt.....	10 do
Coal and coke, grain and seeds of all kinds.....	$7\frac{1}{2}$ do
Special.—Bricks, 10 cents per 1,000, cordwood, 5 cents per cord, lumber, 10 cents per 1,000 feet, board measure.	
Bullion specie.....	Free.

Note.

Sec. 101 (a.) On all goods, wares and merchandise whatsoever, the quantity of which by weight, measurement or other mode of estimate provided for in the tariff of the next preceding section can not be conveniently ascertained, it shall be lawful for the Harbour Commissioners to levy a rate of $\frac{1}{4}$ of 1 per cent on the value thereof.

(b.) Each entry shall pay not less than 5 cents.

(c.) All property landed on the wharves for re-shipment shall only pay one wharfage.

(d.) 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.

Sec. 102.—Standard for Estimating Weights.

Ashes, pot or pearl.....	3 brls. to 1 ton.
Apples, flour, meal, potatoes.....	9 do 1 do
Fish, meat, pitch, tar.....	7 do 1 do
Horses.....	2 to 1 ton.
Neat cattle.....	3 to 1 do
Sheep.....	15 to 1 do
Swine.....	10 to 1 do

O. C. April 1st, 1881.

TOLLS ON FLOATED TIMBER, &C., ENTERING THE BASIN AT LACHINE.

Sec. 103. 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 and 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
Timber, round or flatted, of all kinds, under 12 x 12, per M lineal feet.....	20	15	30
Fence posts and rails, per M.....	3	2	3
board measure.....	1	1	2
Saw-logs, 12 feet long, if longer in same proportion per log.....	10	5	10
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 do.....	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

NOTE.

O. C. 27th June, 1890.

3. That the following words be added to Section 103 :—“The monthly charge of 3 cents per cord on firewood is cancelled, as provided by Order in Council of the 4th February, 1880.”

Note.

Sec. 104 (a). No allowance shall be made for fractional parts of a month or winter season.

(b.) The firewood shall be corded across the bank while being delivered from the boat in such manner and at such points as the superintendent may direct.

(c.) The rates on timber to take effect upon the completion of the booms in Lachine Canal. O. C. June 8, 1860.

CHARGES FOR WINTERING VESSELS IN RIDEAU CANAL.

Sec. 105. The winterage dues for vessels wintering in the canal basin, at Ottawa, or other points along the line of the Rideau Canal, shall be as follows :—

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.....	15 00

If the Minister of Railways and Canals deems it advisable, he is authorized to take security from parties wintering their vessels in locks against damage to Government property by fire. O. C. March 19, 1887.

CHARGES FOR REPAIRING VESSELS ON THE BANKS OF CANALS.

Sec. 106 (a). 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, 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 regulations.

(b.) In the event of failure to remove vessels so occupying the banks at the expiration of the period named, no fresh permits having been obtained, such vessels may be sold under the 16th section of the canal regulations. O. C. March 5, 1880.

Sec. 107. Rules with respect to the repairing of vessels on the banks of the Lachine Canal, the Beauharnois and the Chambly:—

(a.) Repairs shall only be executed at such points as may be indicated and approved by the superintendent.

(b.) 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 one month, a further sum of one dollar being charged for each additional month, or fraction of a month, the vessel may remain.

(c.) 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 June, inclusive.

(d.) Any vessel remaining on the canal bank after having wintered thereon shall be charged at the rate of one dollar a month or fraction of a month of her subsequent stay.

(e.) 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.

(f.) All charges shall be payable at the collector's office in advance on the first day of each month.

(g.) These rules shall be understood as applying to all cases where the canal bank is used in a manner for the repairs of vessels, whether such vessels are actually hauled up or not. O. C. August 6, 1881.

ST. PETER'S CANAL.

Sec. 109. On each and every vessel passing through the said canal, two cents per ton on vessel and one cent per ton on the freight, each way. O. C. June 23, 1883.

ORDER IN COUNCIL.

12th December, 1889.

On a memorandum dated 10th of December, 1889, from the Minister of Railways and Canals, representing that in certain instances it has been the practice to tie up vessels for the winter alongside of canal piers, but not inside the gates, and that consequently such vessels thereby, to some extent advantaged, do not receive there the protection from the rise and fall of water which they would obtain inside, that nevertheless they have been charged with winterage dues.

The Minister recommends that henceforward, including the winter now current, but not otherwise retroactive, no charges be made for vessels so wintering outside the locks of any Government Canal.

The committee submit the above recommendation for your Excellency's approval.

O. C. 16th May, 1890.

His Excellency, under the authority conferred upon him by Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the Rules and Regulations for the management, maintenance, proper use and protection of the Canals of the Dominion of Canada, made and established by the Order in Council of the 26th day of October, 1889 (Consolidated Orders in Council of 1889), together with any amendments thereof or additions thereto, shall be, and the same are hereby made applicable to the Murray Canal, with the exception of such sections or provisions as relate especially and only to other works named therein.

O. C. 20th May, 1890.

His Excellency, in pursuance of the provisions of Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the Rates of Toll to be imposed and collected on the Murray Canal, now open for regular traffic, shall be and the same are hereby fixed at the rate of one-eighth of those charged for passage through the St. Lawrence Canals.

ORDER IN COUNCIL.

27th September, 1890.

On a Memorandum dated 25th September, 1890, from the Minister of Railways and Canals representing that under date the 20th August, 1890, an Order in Council was passed prohibiting the use of horses for towing purposes between the lower entrance of the Cornwall Canal and Lock No. 20, during the progress of the works of Canal enlargement.

The Minister recommends as this prohibition has entailed the use of tugs and consequently expense to the parties concerned, and upon the advice of the Deputy Head of the Department of Railways and Canals, that all tugs used solely for the purpose of towing on the section in question, be permitted to pass free of toll, up and down the Canal between the lower entrance of the Canal and Lock No. 20 until the completion of the enlargement works on that section.

The Committee submit the above recommendation for your Excellency's approval

ORDER IN COUNCIL.

27th day of September, 1890.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, under the authority conferred upon him by chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council of Canada, is pleased to declare the now completed Tay Canal to be part of the Rideau Canal, and that the rules and regulations for the management, maintenance, proper use and protection of the canals of the Dominion of Canada, made and established by the Order in Council of the 26th of October, 1889 (Consolidated Orders in Council of 1889, chapter 115), together with any amendments thereof or additions thereto, shall be applicable to the said Tay Canal, and the same are hereby made applicable to the Tay Canal accordingly, with the exception of such sections or provisions as relate specially, and only to works other than the Rideau Canal named therein.

And His Excellency is further pleased, under the authority of the above cited Act, and by and with the advice of the Queen's Privy Council for Canada, to impose and authorize the collection of the following rates of toll upon the said Tay Branch of the Rideau Canal system, now open for regular traffic, namely:—

From Perth to Smith's Falls, 1 section, or $\frac{1}{2}$ of Rideau Canal rates.

From Perth to Kingston, 2 sections, or $\frac{2}{3}$ Rideau Canal rates.

From Perth to Ottawa Basin, 2 sections, or $\frac{2}{3}$ Rideau Canal rates.

From Perth to River Ottawa, 3 sections, or full Rideau Canal rates.

A portion of a section to be charged as a whole section.

AT THE GOVERNMENT HOUSE, AT OTTAWA,

WEDNESDAY, the 25th day of March, 1891.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency having had under consideration the Tariff of Tolls on the Canals of the Dominion, and the several Orders in Council under which a special rate has from time to time been established temporarily on certain food products passing through the Welland Canal and through the St. Lawrence Canals for shipment at Montreal and ports east of Montreal, is pleased to Order in virtue of the powers vested in him by Chapter 37 of the Revised Statutes, intituled "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, that the following amendments shall be and the same are hereby made to the Tariff of Tolls in force on the said Canals, viz. :—

A refund shall be made on the tolls collected on wheat, Indian corn, peas, barley, rye, and (if for export) oats, which may be carried through the Welland Canal and the St. Lawrence Canals to Montreal, or any port east of Montreal.

The refund shall be such as to reduce the tolls to two cents per ton of the said products or any of them, and the conditions of such refund shall be the following:—

1. The products aforesaid, on which the refund may be claimed, shall be shown to have been originally shipped for Montreal or some port east of Montreal before entering the Welland Canal, and
2. Shall be shown to have been actually carried to Montreal or some port east of Montreal.
3. Transhipment, if at a Canadian intermediate port, shall not prevent the refund aforesaid being made.

This Order in Council shall remain in force only for the present year, 1891.

(Signed)

JOHN J. MCGEE,

Clerk, Privy Council.

The Right Honourable

The Minister of Railways and Canals.

AT THE GOVERNMENT HOUSE, AT OTTAWA.

WEDNESDAY, the 29th day of April, 1891.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, under the authority conferred upon him by Chapter 37 of the Revised Statutes, intituled "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the provisions of the Order in Council of the 25th day of March, 1891, authorizing the reduction of toll to two cents (2 cts.) per ton for the passage through the Welland and St. Lawrence Canals of certain agricultural products therein named, shall be understood to apply to any portions of such cargoes lightered at Port Colborne and re-shipped at Port

Dalhousie, and also that the provisions of the said Order be made applicable to the therein named products when shipped from Canadian Lake Ontario ports.

(Signed)

JOHN J. MCGEE,
Clerk, Privy Council.

The Right Honourable
The Minister of Railways and Canals.

AT THE GOVERNMENT HOUSE, AT OTTAWA.

WEDNESDAY, the 29th day of April, 1891.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, in virtue of the provisions of Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the provisions of the Orders in Council dated respectively the 22nd day of May, 1890, and the 30th day of June, 1890, under which, in the case of steamers specially chartered for the conveyance of excursion parties going and returning in the same boat on the same day, one-half only of the usual rates of passenger tolls were charged for passage through the Lachine Canal and the Ste. Anne Lock, and for passage through the Welland Canal, in the case of excursion parties leaving Toronto or Hamilton for St. Catharines, be continued in force for the forthcoming season of navigation only, adding to the said provisions, however, for the forthcoming season, that this conditionally reduced rate shall apply to excursion parties leaving St. Catharines for Toronto or Hamilton.

(Signed.)

JOHN J. MCGEE,
Clerk, Privy Council.

The Right Honourable
The Minister of Railways and Canals.

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 18th May, 1891.*

The Committee, on the recommendation of the Minister of Railways and Canals, advise with reference to the Orders in Council dated respectively the 25th of March and the 29th of April last, authorizing the reduction of canal tolls on certain food products, the provisions of which Orders are carried out by way of refund of the excess tolls paid, that such refund be made at the close of the present season, on or about the 1st day of December and not during the season as heretofore.

(Signed.)

JOHN J. MCGEE,
Clerk, Privy Council.

The Right Honourable
The Minister of Railways and Canals.

AT THE GOVERNMENT HOUSE, AT OTTAWA.

MONDAY, 18th day of May, 1891.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, in virtue of the powers vested in him by Section 13 of Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that all Government dredges and scows shall be permitted to pass through the canals free of tolls, but that such dredges and scows shall not be so passed as to interfere with the passage of other vessels of any kind whatever.

(Signed.)

JOHN J. MCGEE,
Clerk, Privy Council.

The Right Honourable
The Minister of Railways and Canals.

∞ O. C. 18th May, 1891.

Whereas, in consequence of the operations of the contractors for the enlargement of the Cornwall Canal, access to the river wharf opposite the town of Cornwall is temporarily prevented for the steamers of the Richelieu and Ontario Navigation Company, such steamers being obliged in place of stopping at such wharf to pass through the two locks at the lower entrance of the canal to another wharf in the town;

His Excellency, under the authority conferred upon him by Section 13 of Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that during the current season the steamers of the said Richelieu and Ontario Navigation Company shall be allowed passage free of toll through the said two locks at the lower entrance of the Cornwall Canal.

(Signed,) JOHN J. MCGEE,
Clerk of the Privy Council.

O. C. 31st October, 1890.

His Excellency, under the authority conferred upon him by Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to impose and authorize the collection of the following tolls and dues for the use of the dry dock at Bobcaygeon, and of any of the locks on the Trent Valley Canal, during the winter or other shorter period.

For Vessels.	Wintering.	Per Day.	Per week.
	\$	\$	\$
Over 15 tons.....	30	4	12
15 tons and under.....	20	3	10

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
1st March, 1892.

REPORTS

RAILWAY STATISTICS

OF

CANADA

AND

CAPITAL, TRAFFIC AND WORKING EXPENDITURE OF
THE RAILWAYS OF THE DOMINION

1891

PRINTED BY ORDER OF PARLIAMENT



OTTAWA:

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

1892

CANADIAN GOVERNMENT RAILWAYS.

OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,

OTTAWA, 28th April, 1892.

SIR,—I have the honour to submit to you the Railway Statistics of the Dominion for the year ended on the 30th June, 1891, compiled from sworn returns made by the several railway companies to the Minister of Railways and Canals. I introduce, in the first place, a table showing the growth of the railways from year to year, since the opening of the first line in 1837.

Year.	Miles in Operation.	Year.	Miles in Operation.
1836.....	0	1864.....	2,145
1837.....	16	1865.....	2,145
1838.....	16	1866.....	2,150
1839.....	16	1867.....	2,258
1840.....	16	1868.....	2,269
1841.....	16	1869.....	2,497
1842.....	16	1870.....	2,497
1843.....	16	1871.....	2,497
1844.....	16	1872.....	2,508
1845.....		1873.....	2,638
1846.....		1874.....	2,642
1847.....	59	1875.....	4,826
1848.....	59	1876.....	5,157
1849.....	59	1877.....	5,574
1850.....	71	1878.....	6,143
1851.....	93	1879.....	6,484
1852.....	212	1880.....	6,891
1853.....	423	1881.....	7,260
1854.....	657	1882.....	7,530
1855.....	855	1883.....	8,726
1856.....	1,296	1884.....	9,653
1857.....	1,428	1885.....	10,149
1858.....	1,654	1886.....	10,697
1859.....	1,997	1887.....	11,691
1860.....	2,087	1888.....	12,162
1861.....	2,087	1889.....	12,628
1862.....	2,110	1890.....	13,256
1863.....	2,110	1891.....	14,009

The tables appended may be summarized as follows :—

Miles of railway completed (track laid).....	14,633
do sidings.....	1,665
do iron rails in main line.....	764
do steel do.....	13,869
Capital paid (including the four following items)....	\$816,622,758
Government bonuses paid.....	147,165,432
do loans do.....	21,201,314
do subscriptions to shares paid.....	300,000
Municipal aid paid.....	13,792,509
Miles in operation.....	14,009
Earnings.....	\$48,192,099
Working expenses.....	34,960,449
Net earnings.....	13,231,649
Passengers carried.....	13,222,568
Freight carried (tons).....	21,753,290
Train mileage.....	43,399,178
Passengers killed.....	13
Number of elevators.....	42
do guarded level crossings.....	131
do unguarded do.....	8,708
do overhead bridges.....	384
do level crossings of other railways.....	193
do junctions with other railways.....	297
do do branch lines.....	187
do engines owned.....	1,800
do do hired.....	50
do sleepers and parlour cars owned.....	125
do do do hired.....	17
do first class cars owned.....	818
do do hired.....	31
do second class and immigrant cars owned..	609
do do do hired....	15
do baggage, mail and express cars owned....	535
do do do hired....	25
do cattle, box and freight cars owned.....	30,740
do do do hired.....	3,625
do platform cars owned.....	14,325
do do hired.....	289
do coal and dump cars owned.....	3,437
do do hired.....	122

NOMINAL CAPITAL PAID.

	Miles Constructed	Amount.		Per Mile.
		\$	cts.	\$ cts.
Ordinary share capital.....	14,633	238,769,386	36	16,317 11
Preference do.....	14,633	101,000,400	39	6,902 23
Bonded debt.....	14,633	292,291,653	68	19,974 82
Aid from Dominion Government.....	14,633	142,934,780	54	9,767 97
do Ontario do.....	6,089	6,032,584	92	990 73
do Quebec do.....	2,806	10,879,133	93	3,877 09
do New Brunswick Government.....	1,360	4,297,500	71	3,159 98
do Nova Scotia do.....	788	2,007,995	87	2,548 22
do Prince Edward Island Government.....	211			
do Manitoba Government.....	1,312	2,477,250	00	1,888 15
do British Columbia Government.....	687	37,500	00	54 58
do North-West Territories Government.....	1,373			
do Municipalities in Ontario.....	6,089	10,166,305	81	1,669 63
do do Quebec.....	2,806	2,423,918	62	865 62
do do New Brunswick.....	1,360	286,500	00	210 66
do do Nova Scotia.....	788	277,685	00	352 39
do do Prince Edward Island.....	211			
do do Manitoba.....	1,312	595,600	00	453 96
do do British Columbia.....	687	37,500	00	54 58
do do North-West Territories.....	1,373	25,000	00	18 21
Capital from other sources.....	14,626	2,102,062	38	143 73
Total paid Capital.....	14,633	816,647,758	21	55,808 62

Equal to an average of \$1,759.34 per mile on total mileage.

GOVERNMENT and municipal loans, bonuses, &c., promised to railways completed and under construction:—

Dominion Government.....	\$ 146,791,274 10
Ontario do.....	6,187,007 44
Quebec do.....	14,397,508 12
New Brunswick Government.....	4,587,346 81
Nova Scotia do.....	2,135,995 87
Manitoba do.....	2,478,300 00
British Columbia do.....	37,500 00
Municipalities in Ontario.....	10,347,041 78
do Quebec.....	4,255,774 00
do New Brunswick.....	316,500 00
do Nova Scotia.....	277,685 00
do Manitoba.....	595,600 00
do British Columbia.....	37,500 00
do North-West Territories.....	25,000 00

\$ 192,470,033 12

FATAL ACCIDENTS.

	Passengers Killed.	Employees Killed.	Others Killed.	Total Killed.
Falling from cars or engines	1	23	2	26
Getting on or off trains in motion	4	1	11	16
At work making up trains		1		1
Coupling cars		7		7
Collisions and derailments	8	10	1	19
Striking bridges		2		2
Walking or being on track		12	99	111
Other causes		9	5	14
Totals	13	65	118	196

LAND GRANTS made by Governments to railways completed and under construction :—

Name of Railway.	Government.	Acres Granted.	Acres Sold.	Amount Realized.
				\$
Calgary and Edmonton	Dominion	2,176,000		
Canadian Pacific	do	26,408,000	10,427,129	22,189,657
Manitoba and South-Western Colonization	do	4,968,000	108,995	471,468
Esquimalt and Nanaimo	do	1,900,000		
Great Northern	Quebec	140,000		
Great North-West Central	Dominion	2,880,000		
Lake Temiscamingue Colonization	Quebec	250,000		
Lower Laurentian	do	480,000	385,386	134,885
Manitoba and North-Western	Dominion	2,918,400	225,762	573,284
Montreal and Western	Quebec	350,000		
*North-Western Coal and Navigation	Dominion ..	1,401,600	95,641	128,399
Ottawa and Gatineau Valley	Quebec	450,000		
Qu'Appelle, Long Lake and Saskatchewan	Dominion	1,329,333	128,000	121,600
Quebec and Lake St. John	Quebec	1,390,000	1,390,000	973,000
Western Counties	Nova Scotia	150,000		
Wood Mountain and Qu'Appelle	Dominion	1,536,000		
Winnipeg and Hudson Bay	do	8,480,000		

* Now Alberta Railway and Coal Company.

The statistics have again been greatly delayed owing to the difficulty of obtaining the returns of many of the smaller companies, some of which have come in at various dates in March and April, instead of on or before the 1st October, as the Act requires. I can only repeat the recommendation I have so often made already, that the law in the case made and provided be enforced.

I have the honour to be, Sir,

Your obedient servant,

COLLINGWOOD SCHREIBER,

Chief Engineer and General Manager.

The Secretary,
Department of Railways and Canals.

TABLE showing Locations of the Railways of the Dominion of Canada, 30th June, 1891.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Alberta Railway and Coal Co.	Late North-Western Coal and Navigation Co.—From Dunmore, on C.P.R., westerly to colliery at Lethbridge, and from Lethbridge to Coutts		174·12
Albert Southern	Harvey Branch Junction to Alma.		17·00
Baie des Chaleurs	Metapedia to Paspebiac (60 miles of track laid).		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.		17·00
Buctouche and Moncton	Moncton, on Intercolonial Railway, to Buctouche, N.B.		32·00
Brockville, Westport and Sault Ste. Marie	Brockville to Westport		45·00
Calgary and Edmonton	Calgary to Edmonton } (156·30 miles of track laid). } do Macleod }	191·97 105·00	
			296·97
Canada Atlantic	City of Ottawa to Boundary. Crosses the St. Lawrence at Coteau by bridge. Connects with Grand Trunk Railway at Coteau and Lacolle		138·00
Canada Southern	Main Line—Windsor to Suspension Bridge. Amherstburg Branch—Essex Centre to Amherstburg. St. Clair Branch—St. Clair Junction to Courtright Fort Erie Branch—Fort Erie to Welland Junction Erie and Niagara Branch—Fort Erie to Niagara Oil Springs Branch—Oil Springs to Oil City Sarnia, Chatham and Erie—Oil City to Petrolia Leamington and St. Clair—Comber to Leamington	126·18 15·70 62·63 17·50 30·60 5·50 7·00 13·80	378·91
Canada Eastern	Late Northern and Western of New Brunswick— Gibson to Chatham Junction, I. C. R. Blackville to Indiantown Chatham to Chatham Junction	107·00 9·00 11·00	
Canadian Pacific: Owned	Main Line—Montreal to Vancouver. do Quebec to St. Martin's Junction	2,906·50 159·80	127·00
(Formerly North Shore Ry.)	Branch—Grand Piles to Three Rivers do Joliette Junction to St. Félix do Berthier do Berthier do Ste. Thérèse to St. Lin do do St. Eustache do St. Lin Junction to St. Jérôme do Buckingham Station to Buckingham Village do Hull to Aylmer do Carleton Junction to Brockville do Sudbury to Copper Mines do do Sault Ste. Marie do Winnipeg Junction to Emerson do do to Deloraine do do Glenboro do Rosenfeld to Greta do Winnipeg to W. Selkirk do do Stonewall do Vancouver to Coal Harbour do New Westminster to N. W. Junction	27·50 16·80 2·00 15·00 8·00 11·00 4·20 7·50 45·50 5·00 182·50 64·80 201·60 116·80 13·70 22·50 18·10 1·20 9·20	
(Including Manitoba South-Western Colonization Ry.)			
	Total mileage owned	3,839·20	
Leased lines	Atlantic and North-West—Mile End to Mattawakeag Junction (including former International and Waterloo and Magog Railways). St. Lawrence and Ottawa— Ottawa to Prescott Chaudière Junction to Ottawa	336·10 51·80 4·70	56·50
	Carried forward		392·60

TABLE showing Locations of Railways, &c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
	Brought forward.....	392·60	
Canadian Pacific—Continued.			
Leased Lines.....	Ontario and Quebec— Montreal to Toronto Junction..... 339·00 London to Windsor .. 112·00	451·00	
	Credit Valley— 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	
	New Brunswick— From Gibson to Edmundston	164·00	
	Branch, Newbury Junction to Woodstock.	6·00	
	do Aroostock to Maine boundary....	4·00	
	Woodstock to St. Stephens and St. Andrews	127·00	
	Carleton to St. Croix and Vanceboro'.....	92·00	
	Fredericton Junction to Fredericton	22·50	
		415·50	
	Columbia and Kootenay— From outlet Kootenay Lake to Columbia River....	28·50	
	Toronto Junction to Strachan Avenue.	3·20	
	Total Mileage Leased.....	1,696·80	
	do Owned	3,889·20	
	do Worked.....		5,536·00
Canadian Government Railways.	Intercolonial— Halifax to Lévis..... 675·00 Moncton to St. John..... 89·00 Truro to Trenton..... 44·00 New Glasgow to Mulgrave. 82·00 Stellarton to Pictou..... 14·00 Pt. Tupper to Sydney	91·00	
	Trenton to Pictou Landing.....	7·00	
	Painsec to Pte. du Chêne.....	11·00	
	Branch to North Sydney.....	5·00	
	do Dalhousie.....	7·00	
	do St. Charles.....	25·00	
	do Dartmouth.	5·00	
	do Indiantown.....	14·00	
	do Oxford Junction to Brown's Pt....	67·00	
	do Pugwash	5·00	
		1,141·00	
	Prince Edward Island— Main Line—Alberton to Georgetown.....	147·00	
	Branch—Mount Stewart to Souris.....	38·40	
	do Alberton to Tignish.	13·10	
	do County Line to Cape Traverse....	12·10	
		210·60	
			1,351·60

TABLE showing Locations of Railways, &c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Caraquet.....	From Gloucester Junction, Intercolonial Railway, 5 miles south of Bathurst Station, easterly along the south shore of Baie des Chaleurs to Shippigan 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 Brunswick.....	From Norton Station, on the Intercolonial Railway, to Chipman.....	44'66	
	From Hampton to Quaco (formerly St. Martin's and Upham Railway)	30'00	74'66
Cornwallis Valley.....	From Kingsport, on Basin of Minas, N.S., to Kentville on Windsor and Annapolis Railway		14'00
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	14'00	46'00
Drummond County	Ste. Rosalie, P.Q., to Ball's Wharf, connects with Canadian Pacific Railway at Drummondville.....		62'81
Elgin, Petitecodiac and Havelock..	From Elgin, County of Albert, N.B., to Petitecodiac Junction, with Intercolonial Railway; thence to Havelock, in County of King's		28'00
Erie and Huron.....	Rondeau, Lake Erie, Ont., to Sarnia, passing through Town of Chatham, Ont.; connects with Canada Southern and Great Western Railways.....		75'75
Esquimalt and Nanaimo	Victoria to Wellington		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.....	719'50	
	Montreal to Dorval	10'25	
	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..	66'00	
	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—Elmsvale to Hillsdale ..	8'28		
Carried forward		1,053'28	

TABLE showing Location of Railways, &c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
	Brought forward.....	1,053	28
Grand Trunk—Continued.			
Grand Trunk Division owned..	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.....	27	18
	Brant Branch—Harrisburg to Brantford.....	8	00
	Sarnia do Komoka to Sarnia.....	50	75
	Petrolia do Wyoming to Petrolia.....	4	75
	Loop Line—Fort Erie to Glencoe.....	145	50
	Allanburg Branch—Allanburg to Clifton Junction...	8	32
	Welland—From Port Colborne to Port Dalhousie, Ont 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. Martin's 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
	Cobourg, Blairton and Marmora—Cobourg to Har- wood.....	15	00
	Blairton to C. P. R.....	8	00
		18	00
Leased—Midland Division..	Midland—Port Hope to Peterboro' and Midland on Georgian Bay.....	165	75
	Toronto and Nipissing (including former Lake Simcoe Junction Railway).	111	50
	Grand Junction—From Belleville to North Hastings and Peterboro'.....	85	40
	Whitby and Haliburton (including former Victoria, and Whitby, Port Perry and Lindsay Railway)....	99	75
	Madoc Junction to Bridgewater.....	8	50
	Peterboro' to Chemong Wharf.....	8	22
			*
Great Eastern.....	From Dundas, County Huntingdon, Que., to Lévis, Que. (under construction, 60 miles).....	220	00
	Branch from St. Lambert's to Rouse's Point (13 miles track laid).	36	00
Leased.....	Montreal and Sorel—From Junction with G.T.R. at St. Lambert to Armstrong, opposite Sorel.....	45	00
			301
Great Northern.....	From near St. Andrew's, on Ottawa River, to Quebec; 18 miles constructed from St. Jérôme to Ste. Ju- lienne.....	170	00
Great North-West Central....	Brandon, <i>via</i> Battleford, to Rocky Mountains.....	50	00

*Including sundry connections, 5.06 miles.

TABLE showing Location of Railways, &c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Hereford	From International Boundary to Dudswell, County Wolfe, connects with Canadian Pacific Railway at Cookshire, and with Quebec Central at Dudswell..	48'04	
	Dudswell to Lime Quarries (Dominion Lime Company)	4'80	52.84
Irondale, Brancroft and Ottawa	From Orillia, Ont., to Ottawa (located from Mackinmont to Brancroft, 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. 12 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		34'00
Kingston and Pembroke	Main Line—Kingston to Pembroke.....	103'00	
	Glendon Branch—Bedford to Zanesville.....	4'00	
	do To Robertsville Mines.....	1'00	
Kingston and Pembroke.....	Glendon Branch—To Doran's Mills, Charcoal Works, McLaren's Mills, Bethune's Mines, Lavant Mills, Clyde Forks Mills and Francis Mills.....	4'00	112'00
	(Connects with Grand Trunk at Kingston, Canadian Pacific at Sharbot Lake and at Renfrew.)		
Kingston, Napanee & Western...	Late Napanee, Tamworth and Quebec :—		
	Napanee to Tamworth	28'50	
	Yarker to Harrowsmith	7'00	
	Tamworth to Tweed	20'95	
L'Assomption.....	L'Epiphanie Station, C. P. R., to L'Assomption.....		56'45
Lake Erie, Essex and Detroit River.....	From Walkerton, Ont., on G. T. R., to Leamington, on Canada Southern Railway.		3'00
Lake Temiscamingue Colonization Railway.....	Mattawa to head of Lake Kippewa.....		42'00
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 (39 miles of track laid).....		15'50
Manitoba and North-Western...	Portage la Prairie to Yorkton	223'05	
	Shell River Branch	11'45	
	Leased—Saskatchewan and Western—Minnedosa to Rapid City.....	15'47	249.97
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 Lake Makinongé..	From St. Félix to St. Gabriel de Brandon		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
Montreal and Western.....	From St. Jérôme, on C. P. R., to Ste. Agathe (18 miles constructed).....		30'00
Montreal and Ottawa.....	Vaudreuil Junction, G. T. R., to Rigaud		16'50

TABLE showing Locations of Railways, &c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
New Brunswick and Prince Edward Island	From Sackville Station, Intercolonial Railway to Cape Tormentine		36'00
Northern Pacific and Manitoba ..	Winnipeg to International boundary	65'30	
	Portage Junction to Portage la Prairie	52'50	
	Morris to Brandon	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.		74'00
Orford Mountain	Eastman to Kingsbury, P.Q. (10 miles under construction)		31'00
Ottawa and Gatineau Valley	Canadian Pacific Railway Station at Hull, Que., to Wakefield		20'00
Pontiac and Renfrew	From Wyman's Station, on Pontiac Pacific Junction Railway, to Bristol Mines, County Pontiac, Que.		4'25
Pontiac and Pacific Junction	From Junction with Canadian Pacific Railway at Aylmer, Que., to Pembroke, Ont.		85'00
Port Arthur, Duluth & Western ..	Port Arthur to International Boundary		84'66
Qu'Appelle, Long Lake and Saskatchewan	(Connects with C.P.R. at Port Arthur and Fort William; 60 miles track laid.)		
	From Canadian Pacific Railway at Regina, north-westerly to Prince Albert		247'19
Quebec and Lake St. John.	Quebec to Roberval	191'00	
	Chambord Junction to Chicoutimi and St. Alphonse.	5'00	
	Lorette Junction to C.P.R. Junction	8'00	204'00
Quebec Central	Junction with North Shore Railway 4 miles from Quebec to Roberval, Lake St. John, 191 miles completed.		
	Branches not built—		
	St. Gabriel to Rivière aux Pins	10'00	
	Rivière à Pierre to La Tuque	45'00	
	Chambord to Chicoutimi	70'00	153'50
Quebec Central	Main Line—Sherbrooke to Harlaka Junction, Intercolonial Railway, 5 miles from Lévis, Que.	137'50	
	Chaudière Branch—Beauce Junction to St. Francis.	15'00	
	Angus Branch—East Angus to Angus Mills	1'00	25'00
Quebec, Montmorenci and Charlevoix	(Connects with Grand Trunk, Passumpsic and C.P.R. at Sherbrooke.)		
	Hedleyville, Parish of St. Roch, Quebec, to Ste. 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 Chapleau and St. Lawrence Junction Railways.)		43'00
Shuswap and Okanagon	Sicamous, C.P.R., to near Lake Okanagon		51'00
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

TABLE showing Locations of Railways, &c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
South-Eastern.....	Main Line—West Farnham to Boundary Line.....	44'00	
	Northern Division—Sutton Junction to Sorel.....	96'00	
	Branch—Drummondville to L'Avenir.....	12'00	
	Leased Lines—		
	Montreal, Portland and Boston—Longueuil and St. Lambert to Farnham.....	36'00	
	Branch—Marieville to St. Césaire.....	9'00	
	Lake Champlain and St. Lawrence Junction—Stanbridge to St. Guillaume.....	63'00	
	(Connects with Connecticut and Passumpsic Railway, Grand Trunk and Stanstead, Shefford and Chambly.)		260'00
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. (7 miles under construction).....		65'00
Salisbury and Harvey.....	Late Albert Railway—		
	Salisbury to Albert.....	45'00	
	Branches to Mills.....	2'00	
	Hillsboro' to Gray's Island.....	1'00	
	Albert to Prescott.....	1'00	
	Harvey to Albert.....	3'00	
	Stony Creek to Manganese Mine.....	1'25	
			53'25
St. Clair Tunnel Co.....	From point on G.T.R. in Town of Sarnia to point on Chicago and G. T. Junction in Port Huron, U.S.A.....		2'23
Thousand Islands.....	Gananoque to Gananoque Station, G.T.R.....		4'08
Témiscouata.....	Rivière du Loup, Que., on Intercolonial, to Edmuntson, N.B., on the New Brunswick Railway.....		81'00
Tobique Valley.....	From Perth Centre on C.P.R. to Red Rapids (6 miles of track laid.).....		14'00
Waterloo Junction.....	Waterloo to Elmira (under construction).....		10'25
Western Counties.....	Yarmouth to Annapolis, N.S.....		87'00
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	
			116'00
Wood Mountain and Qu'Appelle.....	From Canadian Pacific Railway, near Qu'Appelle Station, to Fort Qu'Appelle, thence north-westerly (17 miles under construction).....		110'00
Winnipeg and Hudson Bay.....	Winnipeg to Port Nelson on Hudson Bay.....		650'00
	(Constructed 40 miles, Winnipeg to St. Laurent on Lake Manitoba.)		

No. 1.--Summary Statement of Capital for the Year ended 30th June, 1891.

NAME OF RAILWAY.	LENGTH OF LINE		OWNERS' SHARE CAPITAL			PREFERRED SHARE CAPITAL			BOND DEBT			GOVERNMENT AID	MUNICIPAL AID			CAPITAL FROM OTHER SOURCES			TOTAL CAPITAL		PLANNING DEBT		REMARKS												
	Completed. (Half Miles)	Under Construction.	Authorized. \$ cts.	Subscribed. \$ cts.	Paid Up. \$ cts.	Authorized. \$ cts.	Subscribed. \$ cts.	Paid Up. \$ cts.	Authorized. \$ cts.	Subscribed. \$ cts.	Paid Up. \$ cts.		Rate of Interest. per cent.	Name of Government.	Loan. \$ cts.	Bonus. \$ cts.	Subscription to Share-Stock. \$ cts.	Loan. \$ cts.	Bonus. \$ cts.	Subscription to Share-Stock. \$ cts.	Loan. \$ cts.	Bonus. \$ cts.		Subscription to Share-Stock. \$ cts.	Authorized. \$ cts.	Paid Up. \$ cts.	Subscribed. \$ cts.	Paid Up. \$ cts.	Authorized. \$ cts.	Paid Up. \$ cts.	Subscribed. \$ cts.	Paid Up. \$ cts.	Amount. \$ cts.	Rate of Interest.	Total Cost of Railway and Rolling Stock. \$ cts.	Number.
Albion Railway and Coal Co.	17 1/2	1	1,000,000	1,000,000	1,000,000							Canada																							
Atlantic and North-West	320 1/2		1,000,000	1,000,000	1,000,000							Canada																							
Winnipeg	10 3/4		1,000,000	1,000,000	1,000,000							Canada																							
Grand Eastern	127		1,000,000	1,000,000	1,000,000							Canada																							
	1153 5/8	222																																	

Inclusive of Grand Western, Northern and Hamilton and North-Western Railways.
 Including four following lines.
 Loan to Central Vermont. No return of capital.
 Loan to Central Vermont. No return of capital.

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1

SUMMARY STATEMENTS

No. 2.—SUMMARY STATEMENT of Characteristics of

Number.	Name of Railway.	Length of Line.				Length of Sidings.	Weight per Yard.	
		Completed (Rails laid.)	Under Construc- tion.	Iron Rails.	Steel Rails.		Iron Rails.	Steel Rails.
						Lbs.	Lbs.	
1	Alberta Railway and Coal Co.....	174 12			174 12	12 31	28, 30, 35	
2	Albert Southern.....	17 00	1 00		17 00	38	56	
3	Baie des Chaleurs.....	60 00			60 00	6 00	56	
4	Bay of Quinté Ry. and Navigation Co..	3 50			3 50	3 00	50	
5	Brantford, Waterloo and Lake Erie.....	17 00			17 00	66	56	
6	Brockville, Westport & Sault Ste. Marie	45 00			45 00	1 80	56	
7	Buctouche and Moncton.....	32 00			32 00	3 25	56	
8	Calgary and Edmonton.....	156 30			156 30	4 30	56	
9	Canada Atlantic.....	138 00			138 00	40 00	56	
10	Canada Eastern.....	127 00			127 00	6 00	56½ & 60	
11	Canada Southern.....	378 91		32 12	346 79	139 47	60, 65 & 60	
12	Canadian Government Railways—							
	Intercolonial.....	1142 00			1142 00	140 25	56, 57½ & 67	
	Prince Edward Island.....	210 60		136 91	73 69	40	50 & 5	
13	Canadian Pacific.....	3,415 30						
	Atlantic and North-West.....	336 10						
	Manitoba South-Western							
	Colonization.....	217 80						
	North Shore.....	206 10						
	St. Lawrence and Ottawa... 56 50							
	Toronto, Grey and Bruce... 188 70							
	Ontario and Quebec..... 451 50	5536 90		74 50	5462 40	484 60	52 to 72	
	Crédit Valley.....	175 20						
	West Ontario Pacific... 26 60							
	Guelph Junction..... 15 00							
	New Brunswick..... 416 40							
	Columbia and Kootenay... 28 50							
	Toronto Junction to Strachan							
	Avenue..... 3 20							
14	Caraget.....	68 00			68 00	3 25	50	
15	Carillon and Grenville.....	13 00		13 00		0 25	65	
16	Central Ontario.....	104 00			104 00	11 00	42 & 56	
17	Central of New Brunswick.....	74 66			74 66	2 50	52 & 56	
18	Cornwallis Valley.....	14 00			14 00	1 00	56	
19	Cumberland Railway and Coal Co.....	46 00			46 00		56 & 67	
20	Drummond County.....	62 81		50	62 31	3 20	56 & 60	
21	Elgin, Petittodioc and Havelock.....	28 00			28 00	2 00	44, 52 & 56	
22	Erie and Huron.....	75 75		1 75	74 00	4 87	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		60	
25	Grand Trunk.....	879 59						
	Buffalo and Lake Huron... 162 00							
	Grand Trunk, Georgian Bay							
	and Lake Erie..... 172 75							
	Montreal & Champlain Junc. 81 25							
	Great-Western..... 540 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..... 173 97							
	Carried forward.....	8603 88	1 00	258 78	8345 10	887 83		

Roads. &c., Year ended 30th June, 1891.

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.										
2112 & 2640	Fishplates		10				1	2		573	52 80	3 0	1
2640	do		11					2		955	120 4	8 1/2	2
2600	do				1		23	1		717	67 4	8 3/4	3
3000	do		11					1		400	90 4	8 3/4	4
2700	do		18	1		20		2		955	39 6	4 8 3/4	5
2640	Fisher Bridge Joint							2		717	58 4	8 1/2	6
2640	Fishplates		18				1	1		955	73 4	8 1/2	7
2600	do		20							1146	53 4	8 3/4	8
3000	do	6		3		22	6	4		2865	40 4	8 3/4	9
2640	Fish and angle plate	1	30				1	4	1	955	80 4	8 3/4	10
2800	Joint splice	3	375	16		19	17	16	6	913	75 4	8 1/2	11
2640-2112	Fish and angle plates	1	9	429	29	18 1/2 to 35	6	24	20	694	65 4	8 1/2	12
2640	do do			956	2	17 1/4				396	90	3 6	
2640-3168	Fishplates and angle bars	6	25	2562	75	20 to 22 1/2	46	71	42	500	*237 6	4 8 1/2	13
2600	Fishplates							1		1000	60 4	8 1/2	14
1760	Chairs	1	8		1	17				1910	100 5	6 1/2	15
2640	Fishplates and bolts		94				4	4		955	105 4	8 3/4	16
2640	do		40					2		955	74 4	8 3/4	17
2600	do and screw bolts		21					1		955	74 80	4 8 1/2	18
2600	do do		13					1		820	160 4	8 3/4	19
2640	Angle and plain fishplates		37				1	2	1	717	80 4	8 3/4	20
2200	Fishplates		22				1	1		717	90 4	8 3/4	21
2240 & 2816	do		108				4	5		661	52 4	8 3/4	22
2992	Angle fishplates and bolts		15		2	23				573	80 4	8 1/2	23
2564	do do							3			50 4	8 1/2	24
		7	45	4798	130		88	150	70				

* Temporary.

No. 2.—SUMMARY STATEMENT of Characteristics of

Number.	Name of Railway.	Length of Line.				Length of Sidings.	Weight per Yard.								
		Completed. (Rails laid.)	Under Construc- tion.	Iron Rails.	Steel Rails.		Iron Rails. Lbs.	Steel Rails. Lbs.							
	Brought forward	8603·88	1·00	258·78	8345·10	887·83	.....	.....					
	Toronto and Nipissing..... 111·50	3143·22	.....	186·00	2957·22	595·00	.....	56 to 79					
	Grand Junction 85·40														
	Whitby, Port Perry and Lindsay 46·50														
	Victoria 53·25														
	Northern 205·37														
	Northern and Pacific Junc.. 111·37														
	Hamilton & North-Western 173·90														
	South Norfolk 17·00														
	Cobourg, Blairton and Mar- mora 18·00														
	Madoc Junction to Bridge- water 8·60														
	Jacques Cartier Union 6·50														
26	Great Eastern 13·00								58·00	58·00	56
	Montreal and Sorel 45·00							
27	Great Northern 25·00								25·00	56
28	Great North-West Central . . . 50·00								50·00	56
29	Hereford 52·84	.....	.....	.....	52·84	4·27	.....	56			
30	Irondale, Bancroft and Ottawa . 12·00	8·00	.....	.....	12·00	·25	.....	56				
31	Joggins 13·00	.....	.....	.....	13·00	1·00	.....	56			
32	Kent Northern 34·00	.....	.....	3·50	30·50	3·00	67	57					
33	Kingston and Pembroke 112·75	.....	.....	9·75	103·00	21·00	50 to 84	56					
34	Kingston, Napanee and Western . 56·45	.....	.....	.....	56·45	4·00	.....	56			
35	L'Assomption 3·00	.....	.....	.....	3·00	·25	.....	56			
36	Lake Erie, Essex and Detroit River 42·00	.....	.....	.....	42·00	.....	.....	56		
37	Lake Temiscanuing Colonization . 15·50	50·00	.....	.....	15·50	.....	.....	16 & 30			
38	Lower Laurentian 39·00	.....	.....	.....	39·00	2·00	.....	56			
39	Manitoba and North-Western 234·50	249·97	.....	.....	249·97	22·01	.....	56				
	Saskatchewan and Western . 15·47														
40	Massawippi Valley 34·00	.....	.....	.....	34·00	.....	.....	50		
41	Montreal and Lake Maskinonge . . 13·00	.....	.....	.....	13·00	·50	.....	56			
42	Montreal and Ottawa 16·50	.....	.....	.....	16·50	·38	.....	56			
43	Montreal and Vermont Junction . 23·60	.....	.....	.....	23·60	2·00	.....	60 & 72			
44	Montreal and Western 18·00	35·00	.....	.....	18·00	·50	.....	56				
45	New Brunswick and P. E. Island . 36·00	.....	.....	.....	36·00	1·50	.....	56			
46	Northern Pacific and Manitoba . 263·30	.....	.....	.....	263·30	15·40	.....	56			
47	Nosbonsing and Nipissing 5·50	.....	.....	.....	5·50	1·25	.....	56			
48	Nova Scotia Central 74·00	.....	.....	.....	74·00	2·50	.....	56			
49	Orford Mountain 10·00	.....	.....	.....	.....	.....	.....	56	
50	Ottawa and Gatineau Valley . . . 20·00	.....	.....	.....	20·00	·50	.....	56			
51	Parry Sound Colonization 10·00	.....	.....	.....	10·00	·33	.....	56			
52	Pontiac and Renfrew 4·25	.....	.....	.....	4·25	·66	.....	56			
53	Pontiac Pacific Junction 71·00	14·00	.....	.....	71·00	2·00	.....	56				
54	Port Arthur, Duluth and Western . 60·00	24·66	.....	.....	60·00	3·00	.....	56				
55	Qu'Appelle, Long Lake & Saskatchewan 247·19	.....	.....	.....	247·19	6·50	.....	56			
56	Quebec and Lake St. John 204·00	.....	.....	.....	204·00	12·00	.....	56 & 60			
57	Quebec Central 153·50	.....	.....	.....	153·50	9·25	.....	56			
58	Quebec, Montmorency and Charlevoix 21·00	.....	.....	.....	21·00	1·50	.....	56			
59	Salisbury and Harvey 53·25	.....	.....	42·75	10·50	5·25	.....	56				
60	Shore Line 82·50	.....	.....	.....	82·50	2·50	.....	50			
	Carried forward	13921·20	142·66	500·78	13420·42	1608·13	.....	.....					

Roads, &c., Year ended 30th June, 1891—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.										
		7	45	4798	130		88	150	70				
2640	Fish and angle plates.....	12	77	2643	232	15·6 to 28·4	63	62	83	1100	105·60	4·8½	25
2640	Fishplates.....			6			1	3		2282	26	4·8½	26
2640	do						2			1237	52	4·8½	27
2650	do							1		966	68½	4·8½	28
2640	do 4 bolts.....			28			2	2		955	66	4·8½	29
2640	do			3				1		1000	60	4·8½	30
3000	do			4			1	1		955	79	4·8½	31
2432	do and bolts.....			5			1	1		1000		4·8½	32
2640	Plain and angular fishplates.....			55	4	16 & 21½	4	4	13	955	79	4·8½	33
3000	Angle iron fishplates.....			36				3		882	88	4·8½	34
	Fishplates.....			1				1		955	20	4·8½	35
	Angle bar.....		1	43	1	19·6	4	3		1433	60	4·8½	36
											3·0		37
2640	Fishplates.....			25			2	1		917	105·60	4·8½	38
2700	do and angle bars.....	10		180			2	2		955·4	105·60	4·8½	39
2800	do	1	19	1		19	1	2	1	442	76	4·8½	40
2640	do			9				1		955	52	4·8½	41
2640	24-in. angle bars.....			8			1	1		1146	39·60	4·8½	42
2640	Fishplates and bolts.....			51	1	17·5		2			52	4·8½	43
2640	do			19				1		574	106	4·8½	44
2400	do			26				1		1000	66	4·8½	45
2640	do and angle bars.....	12		175			4	1	2	573	63	4·8½	46
2600	do			1			1			966	132	4·8½	47
2640	Angle bars.....			23	1	21		1		819	80	4·8½	48
													49
2640	Fishplates.....							1		573	108	4·8½	50
2600	do			3				1		955	53	4·8½	51
2640	do and bolts.....							1		717	2	4·8½	52
2640	Angle fishplates.....							1		1433	52·80	4·8½	53
2640	Fishplates.....			2			2	1		955	66	4·8½	54
2600	Angle bars and bolts.....			17				1		1146	65	4·8½	55
2640	Fishplates.....	1	2	26	3			2	2	955	105	4·8½	56
2640	do			26			2	5	1	630	76	4·8½	57
2640	do			5	1		22			1433	52·80	4·8½	58
2600	do			23				2	3		80	4·8½	59
2992	do			15	5	23	3	3		573	85	4·8½	60
		42	129	8273	379		178	267	178				

No. 2.—SUMMARY STATEMENT of Characteristics of

Number.	Name of Railway.	Length of Line.				Length of Sidings.	Weight per Yard.	
		Completed. (Rails laid.)	Under Construc- tion.	Iron Rails.	Steel Rails.		Iron Rails.	Steel Rails.
						Lbs.	Lbs.	
	Brought forward	13921 20	142 66	500 78	13420 24	1608 13		
61	Shuswap and Okanagan.....	51 00			51 00		56	
62	Stanstead, Shefford and Chambly	43 00		29 00	14 00	5 50	60	
63	St. Catharines and Niagara Central....	12 35			12 35	65	56	
64	St. Clair Tunnel Co.....	2 23			2 23		100	
65	*St. John Bridge and Ry. Extension....	1 75			1 75		60	
66	St. John Valley and Rivière du Loup...		6 00					
67	South Eastern.....	152 00						
	Montreal, Portland & Boston	45 00						
	Lake Champlain and St. Law- rence Junction.	63 00	260 00	75 00	185 00	36 00	56	
68	Stewiacke Valley and Lansdowne.....		10 00					
69	Temiscouata	81 00	32 00		81 00	4 00	56	
70	Thousand Islands.....	4 08			4 08	1 00	56	
71	Tobique Valley.....	14 00			14 00			
72	Waterloo Junction		10 25				65	
73	Western Counties.....	87 00		61 00	26 00	4 00	56	
74	Windsor and Annapolis.....	84 00						
	Windsor Junction.....	32 00	116 00	98 25	17 75	4 50	50 & 67	
75	Winnipeg and Hudson Bay.....	40 00			40 00	2 00		
76	Woo dMountain and Qu'Appelle.....		17 00					
		14633 61	217 91	764 03	13869 58	1665 78		

* Operated by C.P.R.

Roads, &c., Year ended 30th June, 1891—*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.										
		42	129	8273	379	Feet.	178	267	178				
2640	Fishplates			15				1			57	4' 8 $\frac{1}{2}$	61
2400	do and wrought iron chairs			42			3	4			60	4' 8 $\frac{1}{2}$	62
2500	do			17	2	22	1	1		717	79	4' 8 $\frac{1}{2}$	63
				1	3							4' 8 $\frac{1}{2}$	64
									2			4' 8 $\frac{1}{2}$	65
													66
2640	Fishplates and angle bars	1	221	2		19' 2	10	15	6	819	86	4' 8 $\frac{1}{2}$	67
													68
2640	Fishplates			27			1	2	1	955	79	4' 8 $\frac{1}{2}$	69
3000	Angle bars			8				1		660	84	4' 8 $\frac{1}{2}$	70
				12				1		717		4' 8 $\frac{1}{2}$	71
2640	Angle bars			15						2292	52	4' 8 $\frac{1}{2}$	72
2600	Fishplates and angle bars									600	84	4' 8 $\frac{1}{2}$	73
2640	do			69	1	32		4		696	75	50' 4' 8 $\frac{1}{2}$	74
				6				1					75
													76
		42	131	8708	384		193	297	187				

No. 3.—SUMMARY STATEMENT of the different descriptions of

Number.	Name of Railway.	Length of Line.		Number of En- gines.		Number of Sleep- ing Cars.		Number of Pal- ace or Drawing Room Cars.	
		Com- pleted.	Under Con- struction.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.
1	Alberta Railway and Coal Co.	174	12	18					
2	Albert Southern	17	00	2					
3	Baie des Chaleurs	60	00	3					
4	Bay of Quinté Railway and Navigation Co.	3	50	1					
5	Brantford, Waterloo and Lake Erie	17	00	2					
6	Brockville, Westport and Sault Ste. Marie	45	00	2					
7	Buctouche and Moncton	32	00	2					
8	Calgary and Edmonton	156	30						
9	Canada Atlantic	138	00	11	15				
10	Canada Eastern	127	00	8					
11	Canada Southern	378	91	115					
12	Canadian Government Railways—								
	Intercolonial	1,142	00	206		20			in
	Prince Edward Island	210	60	21					former
13	Canadian Pacific	3,412	30						
	Atlantic and North-West	336	10						
	Manitoba South-Western Colonization	217	80						
	North Shore	206	10						
	St. Lawrence and Ottawa	56	50						
	Toronto, Grey and Bruce	188	70						
	Ontario and Quebec	451	50						
	Credit Valley	175	20						
	West Ontario Pacific	26	60						
	Guelph Junction	15	00						
	New Brunswick	416	40						
	Columbia and Kootenay	28	50						
	Toronto Junction to Strachan Avenue	3	20						
	Total	5,536	90	489	*17	87	*17		in fore- going.
14	Caraget	68	00	3					
15	Carillon and Grenville	13	00	3					
16	Central Ontario	104	00	10					
17	Central of New Brunswick	74	66	1	2				
18	Cornwallis Valley	14	00	1					
19	Cumberland Railway and Coal Co.	46	00	10					
20	Drummond County	62	81	4					
21	Elgin, Petibodioc and Havelock	28	00	2					
22	Erie and Huron	75	75	2	6				
23	Esquimalt and Nanaimo	78	00	5		1			
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						
	Montreal and Champlain Junction	81	25						
	Great Western	540	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	173	97						
	Toronto and Nipissing	111	50						
	Grand Junction	85	40						
	Whitby, Port Perry and Lindsay	46	50						
	Victoria	53	25						
	Northern	205	37						
	Northern and Pacific Junction	111	37						
	Hamilton and Northwestern	173	90						
	South Norfolk	17	00						
	Cobourg, Blairton and Marmora	18	00						
	Madoc Junction to Bridgewater	8	60						
	Jacques Cartier Union	6	50						
	Total	3,143	22	717		11			
	Carried forward	11,747	10	1,638	40	119	17		

Rolling Stock for the Year ended 30th June, 1891.

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.
Owued.	Hired.	Owued.	Hired.	Owued.	Hired.	Owued.	Hired.	Owued.	Hired.	Owued.	Hired.	
4		3				26		4		310		1
1		1		1		5		8				2
1								30				3
	1			1				5		24		4
1		1		1		2		5				5
1		1		1		20		10	14			6
1		1				1		20				7
												8
3	3	3		1	4	510	1360	397		6		9
4		2		2		12		78	4			10
34		23		30		2027		293		48	122	11
87		101		63		2174		2123		2209		12
17		15		4		178		*125				*Including coal cars.
162	*5	145	*11	141	*16	9387	1671	3065	91	475		13 *Special trust.
1		1		2		4		16				14
2		3		1		3		3				15
2		3		3		34		90				16
1	2					6	22					17
1		1				8		12				18
3				3		3		40		240		19
1		2		1		9		20				20
2		1		1		1		9				21
2				3		29		12				22
8		3				12		55		20		23
												24
380		225		214		15,529		6,098				25
724	11	534	11	472	20	29980	3053	12518	109	3332	122	

No. 3.—SUMMARY STATEMENT of the different descriptions of

Number.	Name of Railway.	Length of Line.		Number of Engines.		Number of Sleepers.		Number of Palace or Drawing Room Cars.		
		Completed.	Under Construction.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	
	Brought forward	11747	10	1638	40	119	17			
26	Great Eastern	13	00							
	Montreal and Sorel	45	00		3					
27	Great Northern		25	00		1				
28	Great North-West Central		50	00						
29	Hereford		52	84						
30	Iroindale, Bancroft and Ottawa		12	00	8	00				
31	Joggins		13	00		1				
32	Kent Northern		34	00		2				
33	Kingston and Pembroke		112	75		10				
34	Kingston, Napanee and Western		56	45		5				
35	L'Assomption		3	00		1				
36	Lake Erie, Essex and Detroit River		42	00		4				
37	Lake Témiscamingue Colonization		15	50	50	00				
38	Lower Laurentian		39	00		2				
39	Manitoba and North-Western	234	50							
	Saskatchewan and Western	15	47							
		249	97			5	2			
40	Massawippi Valley		34	00						
41	Montreal and Lake Maskinongé		13	00						
42	Montreal and Ottawa		16	50		1				
43	Montreal and Vermont Junction		23	60						
44	Montreal and Western		18	00	35	00				
45	New Brunswick and Prince Edward Island		36	00		3				
46	Northern Pacific and Manitoba		263	30		9				
47	Nosbonsing and Nipissing		5	50		1				
48	Nova Scotia Central		74	00		5				
49	Orford Mountain			10	00					
50	Ottawa and Gatineau Valley		20	00						
51	Parry Sound Colonization		10	00		1				
52	Pontiac and Renfrew		4	25		1				
53	Pontiac Pacific Junction		71	00	14	00				
54	Port Arthur, Duluth and Western		60	00	24	66				
55	Qu'Appelle, Long Lake and Saskatchewan		247	19		2				
56	Quebec and Lake St. John		204	00		14		3	in fore-going.	
57	Quebec Central		153	50		13				
58	Quebec, Montmorenci and Charlevoix		21	00		2				
59	Salisbury and Harvey		53	25		2				
60	Shore Line		82	50		5				
61	Shuswap and Okanagan		51	00			2			
62	Stanstead, Shefford and Chambly		43	00		6				
63	St. Catharines and Niagara Central		12	35		2				
64	St. Clair Tunnel Co.		2	23		4				
65	St. John Bridge and Railway Extension Co		1	75						
66	St. John Valley and Rivière du Loup			6	00					
67	South-Eastern	152	00							
	Montreal, Portland and Boston	45	00							
	Lake Champlain and St. Lawrence Jn.	63	00							
		260	00			30		2		
68	Stewiacke Valley and Lansdowne			10	00					
69	Témiscouata		81	00	32	00		5		
70	Thousand Islands		4	08		1				
71	Tobique Valley		14	00						
72	Waterloo Junction			10	25					
73	Western Counties		87	00		5				
74	Windsor and Annapolis	84	00							
	Windsor Junction	32	00							
		116	00			12			1	
75	Winnipeg and Hudson Bay		40	00						
76	Wood Mountain and Qu'Appelle			17	00					
		14,633	61	217	91	1,800	50	124	17	1

Rolling Stock for the Year ended 30th June, 1891—*Concluded.*

Number of First Class Cars.		Number of Second Class and Emigrant Cars.		Number of Baggage, Mail and Express Cars.		Number of Coal and Box Freight Cars.		Number of Platform Cars.		Number of Hopper and Dumping Cars.		Remarks.
Owued.	Hired.	Owued.	Hired.	Owued.	Hired.	Owued.	Hired.	Owued.	Hired.	Owued.	Hired.	
724	11	534	11	472	20	29980	3053	12518	109	3332	122	
	2		2									26
	1				1							27
												28
												29
		1							2			30
1		1					1		6			31
1				2			1		4			32
5		5		5			22		164			33
9							16		77			34
1												35
7		2		2			10		85	10		36
		2					1		17			37
1		1	1						30	10		38
3	2	3		4		113	50	62				39
												40
												41
1			1	1			10					42
												43
												44
1							2		33			45
4		5		3		138	150	180				46
									35			47
5		1		2			13		49			48
												49
									23			50
												51
1		1		1			5		33			52
							2		45			53
												54
6												55
7		9		9			57		193			56
2		14		10			151		191			57
3							5		24			58
5				1			9		20			59
				3			7		61			60
										64		61
4				2								62
2									2			63
											25	64
												65
												66
9	15	8		6	4	61	371	248	100	50		67
												68
3		4		2			40		54			69
1									1			70
												71
												72
4		2		2			16		61			73
8		5		8			80		107	20		74
												75
												76
818	31	609	15	535	25	30,740	3625	14,325	289	3487	122	

Operated by Maine Central.

Furnished by lessees (Passumpsic Ry. Co.)
 Operated by rolling stock of C.P.R.
 Furnished by lessees (Central Vermont Ry. Co.)

Operated by C.P.R.

No. 4.—SUMMARY STATEMENT of the Operations of the

Number.	Name of Railway.	Mileage.	Train Mileage.		
			Passenger Trains.	Freight Trains.	Mixed Trains.
1	Alberta Railway and Coal Co.	174 12		211,409	72,856
2	Bay of Quinté and Navigation Co.	3 50	4,382	2,191	15,337
3	Brantford, Waterloo and Lake Erie.	17 00			23,656
4	Buctouche and Moncton.	32 00			20,700
5	Canada Atlantic.	138 00	193,770	235,046	
6	Canada Eastern.	127 00	73,242	96,361	in forego'g
7	Canada Southern.	378 91	1,174,330	1,915,062	164,878
8	Canadian Government Railways—				
	Intercolonial.	1,142 00	1,261,471	3,766,320	in forego'g
	Prince Edward Island.	210 60	92,261	173,405	do
9	Canadian Pacific.	3,415 30			
	Atlantic and Northwest.	336 10			
	Manitoba Southwestern Colonization.	217 80			
	North Shore.	206 10			
	St. Lawrence and Ottawa.	56 50			
	Toronto, Grey and Bruce.	188 70			
	Ontario and Quebec.	451 50	5,536 90	5,209,356	7,515,135
	Credit Valley.	175 20			1,029,523
	West Ontario Pacific.	26 60			
	Guelph Junction.	15 00			
	New Brunswick.	416 40			
	Columbia and Kootenay.	28 50			
	Toronto Junction to Strachan Ave.	3 20			
10	Caraquet.	68 00			28,560
11	Carillon and Grenville.	13 00	7,950	450	
12	Central Ontario.	104 00	20,000	24,000	66,000
13	Central of New Brunswick.	74 66			50,100
14	Cornwallis Valley.	14 00		1,056	9,744
15	Cumberland Railway and Coal Co.	46 00			
16	Drummond County.	62 81	20,625	870	31,175
17	Elgin, Petitoctiac and Havelock.	28 00			16,794
18	Erie and Huron.	75 75	45,246	39,886	45,147
19	Esquimalt and Nanaimo.	78 00	92,093	64,078	in forego'g
20	Fredericton and St. Mary's Railway Bridge Co.	1 33			
21	Grand Trunk.	879 59			
	Buffalo and Lake Huron.	162 00			
	Grand Trunk, Georgian Bay and Lake Erie.	172 75			
	Montreal and Champlain Junction.	81 25			
	Great Western.	540 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.	173 97			
	Toronto and Nipissing.	111 50	3,143 22	5,495,194	8,790,668
	Grand Junction.	85 40			2,196,345
	Whitby, Port Perry and Lindsay.	46 50			
	Victoria.	53 25			
	Northern.	205 37			
	Northern and Pacific Junction.	111 37			
	Hamilton and North-Western.	173 90			
	South Norfolk.	17 00			
	Coburg, Blairton and Marmora.	18 00			
	Madoc Junction to Bridgewater.	8 60			
	Jacques Cartier Union.	6 50			
22	Great Eastern.	13 00	58 00	22,680	9,000
	Montreal and Sorel.	45 00			in forego'g
23	Great Northern.	25 00			5,008
24	Hereford.	52 84	44,928	33,696	in forego'g
	Carried forward.	11,604 64	13,757,528	22,878,633	3,775,823

Year and Mileage, for the Year ended 30th June, 1891.

Total Train Mileage.	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.
284,265	404,582	2,476	184,754	.....	14	1	
21,910	21,910	9,970	96,120	12	12	2	
23,656	24,156	25,000	5,250	20	15	3	
20,700	20,700	9,187	11,840	17	17	4	
428,816	513,851	120,666	465,354	35	15	5	
169,603	174,583	30,240	63,475	23	15	6	
3,254,270	4,303,192	626,411	3,925,312	35	20	7	
						8	
5,027,791	6,080,791	1,298,304	1,304,534	25	15	.....
265,666	335,202	145,508	59,511	20	14	.....
13,754,014	18,061,823	2,971,774	3,675,113	23	15	9	
28,560	31,160	6,907	11,071	20	20	10	
8,400	8,800	7,900	225	25	18	11	
110,000	110,000	58,131	72,500	20	16	12	
50,100	50,100	13,945	11,957	17	17	13	
10,800	10,884	8,115	6,858	15	15	14	
.....	149,919	22,956	443,102	20	20	15	
52,670	64,000	9,395	55,000	25	15	16	
16,794	16,794	6,685	12,003	16 $\frac{1}{2}$	16 $\frac{1}{2}$	17	
130,279	167,837	112,815	78,815	25	18	18	
156,171	156,171	29,257	37,150	20	12	19	
.....	.....	4,150	20,089	.....	.....	20	
16,482,207	22,579,481	5,908,987	7,736,069	30	18	21	
31,680	31,680	19,434	5,990	20	15	22	
5,008	5,008	5,275	5,225	.....	.....	23	
78,624	78,624	10,870	76,787	.....	.....	24	
40,411,984	53,401,248	11,464,358	18,364,104				

No. 4.—SUMMARY STATEMENT of the Operations

Number.	Name of Railway.	Mileage.	Train Mileage.		
			Passenger Trains.	Freight Trains.	Mixed Trains.
	Brought forward.....	11,604 64	13,757,528	22,878,633	3,775,823
25	Joggins.....	13 00		4,500	11,500
26	Kent Northern.....	34 00			18,366
27	Kingston and Pembroke.....	112 75	95,000		120,000
28	Kingston, Napanee and Western.....	56 45	39,000		80,547
29	L'Assomption.....	3 00			4,608
30	Lake Erie, Essex and Detroit River.....	42 00	47,576	12,966	23,788
31	Lake Témiscamingue Colonization.....	15 50			
32	Manitoba and North-Western.....	234 50			
	Saskatchewan and Western.....	15 47	249 97	65,498	71,997
33	Massawippi Valley.....	34 00	70,451	108,762	14,645
34	Montreal and Lake Maskinongé.....	13 00			
35	Montreal and Ottawa.....	16 50			15,642
36	Montreal and Vermont Junction.....	23 60	68,718	95,666	5,071
37	New Brunswick and Prince Edward Island.....	36 00	5,128	9,556	22,520
38	Northern Pacific and Manitoba.....	263 30	76,702	71,320	54,930
39	Nosbonsing and Nipissing.....	5 50		6,280	
40	Nova Scotia Central.....	74 00			64,287
41	Pontiac and Renfrew.....	4 25			
42	Pontiac Pacific Junction.....	61 00		1,808	37,766
43	Qu'Appelle, Long Lake and Saskatchewan.....	247 19			39,819
44	Quebec and Lake St. John.....	204 00	125,557	79,302	
45	Quebec Central.....	153 50	130,779	106,453	49,405
46	Quebec, Montmorency and Charlevoix.....	21 00	35,317	5,869	
47	Salisbury and Harvey.....	53 25			37,584
48	Shore Line.....	82 50			
49	Stanstead, Shefford and Chambly.....	43 00	38,054	36,398	15,621
50	St. Catharines and Niagara Central.....	12 35	12,000		6,000
51	St. John Bridge and Railway Extension.....	1 75			
52	South-Eastern—				
	Montreal, Portland and Boston.....	260 00	249,699	102,592	234,860
	Lake Champlain and St. Lawrence Junction.....				
53	Temiscouata.....	81 00			58,064
54	Thousand Islands.....	4 08	13,332		4,368
55	Western Counties.....	67 00	42,378	268	37,525
56	Windsor and Annapolis.....	84 00			
	Windsor Branch.....	32 00	116 00	114,930	80,841
		14,009 08	14,987,647	23,592,370	4,819,161

of the Year and Mileage, &c.—*Concluded.*

Total Train Mileage.	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.
40,411,984	53,461,248	11,464,358	18,364,104				
16,000	17,000	9,947	49,314	.....	14	25	
18,366	18,366	4,225	11,469	18	18	26	
215,000	260,000	43,008	102,136	25	18	27	
119,547	119,547	44,073	92,515	24	17	28	
4,608	4,608	7,105	604	15	15	29	
84,330	129,431	68,855	166,404	35	25	30	
.....	.....	2,998	1,300	.....	.....	31	
143,076	199,888	25,010	88,907	27	15	32	
193,858	193,858	61,056	136,981	24	12	33	
.....	.....	4,780	5,169	.....	.....	34	
15,642	16,084	13,842	1,059	20	20	35	
169,455	169,455	113,874	663,980	30	12	36	
37,204	39,994	18,714	36,394	20	18	37	
202,952	205,612	47,748	130,781	35	15	38	
6,280	7,800	.....	76,800	.....	25	39	
64,287	64,287	52,633	16,811	19 ³ / ₄	.....	40	
.....	.....	.....	9,311	12	.....	41	
39,574	42,084	19,647	24,574	30	20	42	61 miles operated.
39,819	45,015	735	4,016	.....	.....	43	
204,859	241,342	87,068	95,902	22	12	44	
286,637	411,743	132,070	128,771	25	15	45	
41,186	43,386	167,960	17,853	20	15	46	
37,584	37,584	5,188	14,958	18	18	47	
.....	.....	12,187	16,466	27	22	48	
90,073	90,073	173,778	681,313	23	12	49	
18,000	18,000	23,075	31,709	25	20	50	
.....	.....	114,139	148,243	.....	.....	51	
587,151	867,463	274,299	496,749	26	16	52	
58,064	60,200	11,333	19,874	20	20	53	
17,700	17,700	20,186	11,000	15	15	54	
80,171	92,704	46,629	20,437	27	20	55	67 miles operated.
195,771	195,771	152,038	87,117	22	14	56	
43,399,178	56,950,343	13,222,568	21,753,021				

No. 5.—SUMMARY STATEMENT of Description of

Number.	Name of Railway.	Mileage.	Flour.		Grain.		Live No.	
			Barrels.	Tons.	Bushels.	Tons.		
1	Alberta Railway and Coal Co.....	174·12	8,800	880	39,975	975	4,002	
2	Bay of Quinté and Navigation Co.....	3·50	18,630	1,863	141,200	4,232	36	
3	Brantford, Waterloo and Lake Erie....	17·00	750	75	20,000	60	56	
4	Buctouche and Moncton.....	32·00						
5	Canada Atlantic.....	138·00	128,780	12,878	922,172	22,492	25,332	
6	Canada Eastern.....	127·00	57,616	5,762	100,159	1,752	815	
7	Canada Southern.....	378·91	1,314,110	131,411	15,123,286	334,837	834,504	
8	Canadian Government Railways—							
	Intercolonial.....	1,142·00	1,013,129	101,312	2,890,921	61,048	95,529	
	Prince Edward Island Railway.....	210·60	26,750	2,675	242,923	4,218	11,184	
9	Canadian Pacific.....	3,415·30						
	Atlantic and North-West.	336·10						
	Manitoba Southern Colo-							
	nization.....	217·80						
	North Shore.....	206·10						
	St. Lawrence and Ottawa.	56·50						
	Toronto, Grey and Bruce.	188·70						
	Ontario and Quebec.....	451·50	5,536·90	2,231,856	223,187	20,905,105	523,149	297,923
	Credit Valley.....	175·20						
	West Ontario Pacific.....	26·60						
	Guelph Junction.....	15·00						
	New Brunswick.....	416·40						
	Columbia and Kootenay..	23·50						
	Toronto Junction to Stra-							
	chan Avenue.....	3·20						
10	Caraquet.....	68·00	5,000	500	5,000	87	50	
11	Carillon and Grenville.....	13·00					600	
12	Central Ontario.....	104·00	19,300	1,920	85,000	7,300	1,960	
13	Central of New Brunswick.....	74·66						
14	Cornwallis Valley.....	14·00	2,391	239	2,650	45		
15	Cumberland Railway and Coal Co.....	46·00	10,085	1,008	17,000	289	38	
16	Drummond County.....	62·81	6,270	672	5,986	146	720	
17	Elgin, Petittcodiac and Havelock.....	28·00	3,261	326	4,503	72	1,242	
18	Erie and Huron.....	75·75	135,943	13,805	336,266	10,021	6,684	
19	Esquimalt and Nanaimo.....	78·00	1,680	194	750,000	376	3,663	
20	Fredericton & St. Mary's Ry. Bridge Co	1·33						
21	Grand Trunk.....	879·59						
	Buffalo and Lake Huron ...	162·00						
	Grand Trunk, Georgian Bay							
	and Lake Erie.....	172·75						
	Montreal and Champlain Jn.	81·25						
	Great Western.....	540·72						
	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.....	173·97						
	Toronto and Nipissing.....	111·50	3,143·22	5,315,200	531,520	46,796,760	1,169,919	2,737,288
	Grand Junction.....	85·40						
	Whitby, Pt. Perry & Lindsay	46·50						
	Victoria.....	53·25						
	Northern.....	205·37						
	Northern and Pacific Junc.	111·37						
	Hamilton and North-West'n	173·90						
	South Norfolk.....	17·00						
	Cobourg, Blairton and Mar-							
	mora.....	18·00						
	Madock Jn. to Bridgewater.	8·60						
	Jacques Cartier Union.....	6·50						
	Carried forward.....	11,468·80	10,299,551	1,030,227	88,388,906	2,141,018	4,021,626	

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.		
667	8,419,680	11,694			3,538	*167,000	184,754	1	* Coal, 166,509 tons.
24	26,460,000	31,754	6,904	10,355	10,660	37,232	96,120	2	
30	240,000	900	1,600	2,400	755	1,000	5,220	3	
	4,976,640.	6,912				4,928	11,840	4	
4,222	164,952,000	229,100	49,638	74,456	9,559	112,647	465,354	5	
395	14,321,225	18,109	7,786	9,732	6,507	21,218	63,475	6	
139,084	188,246,160	261,453	49,178	73,766	351,039	2,633,722	3,925,312	7	
								8	
12,278	184,138,324	230,172	16,396	32,792	303,197	563,735	1,304,534		
1,255	3,508,851	5,992	3,131	6,054	39,317	in forego'g	59,511		
90,161	600,118,709	786,177	127,857	228,161	996,439	827,839	3,675,113	9	
25	4,436,000	6,300	500	750	500	2,909	11,071	10	
100					35	90	225	11	
950	9,400,000	1,240	4,360	8,720	18,600	33,770	72,500	12	
	6,161,040	8,557				3,400	11,957	13	
	276,480	384	7	12	14	6,164	6,858	14	
19	12,152,000	15,190			4,737	*421,859	443,102	15	*Coal.
120	9,828,000	13,650	7,960	11,940	28,517	in forego'g	55,045	16	
374	7,789,000	8,655	520	650	572	1,354	12,003	17	
1,489	19,988,000	25,250	126	222	5,748	22,280	78,815	18	
909	1,740,944	3,500	9,239	12,318	1,822	18,031	37,150	19	
						*20,089	20,089	20	
									*No classification given.
453,945	693,077,605	1,042,237	169,967	305,941	1,046,022	*3,186,485	7,736,069	21	Including 980,772 tons coal and 92,089 tons coal oil.
706,047	1,960,230,658	2,707,226	455,169	778,269	2,827,578	8,085,752	18,276,117		

No. 5.—SUMMARY STATEMENT of Description

Number.	Name of Railway.	Mileage.	Flour.		Grain.		Live
			Barrels.	Tons.	Bushels.	Tons.	No.
	Brought forward.....	11,468·80	10,299,551	1,030,227	88,388,906	2,141,018	4,021,626
22	Great Eastern 13·00 } Montreal and Sorel..... 45·00 }	58·00	1,418	221	9,450	162	.....
23	Great Northern.....	25·00					
24	Hereford.....	32·84	5,859	586	9,848	196	2,112
25	Joggins.....	13·00	2,058	252	14,373	241	13
26	Kent Northern.....	34·00	9,500	952	4,500	130	200
27	Kingston and Pembroke.....	112·75	21,750	2,175	35,500	1,065	300
28	Kingston, Napanee and Western.....	56·45	30,670	3,067	111,600	2,790	1,850
29	L'Assomption.....	3·00	608	64			31
30	Lake Erie, Essex and Detroit River....	42·00	3,949	426	169,438	4,696	9,165
31	Lake Temiskaming Colonization.....	15·50	2,190	219	3,936	96	.....
32	Manitoba and North-Western. 234·50 } Saskatchewan and Western. 15·47 }	249·97	43,271	4,327	2,128,125	56,637	12,912
33	Massawippi Valley.....	34·00	6,250	625	220,662	5,382	7,488
34	Montreal and Maskinongé.....	13·00	3,201	320	4,032	72	.....
35	Montreal and Ottawa.....	16·50	965	97	2,725	63	6
36	Montreal and Vermont Junction.....	23·60	309,434	39,954	4,146,413	124,377	1,108,764
37	New Brunswick and P. E. Island.....	36·00	20,583	2,058	16,807	289	768
38	Northern Pacific and Manitoba.....	263·30	7,561	756	1,172,286	35,169	575
39	Nosbonsing and Nipissing.....	5·50					.....
40	Nova Scotia Central.....	74·00					.....
41	Pontiac and Renfrew.....	4·25					.....
42	Pontiac Pacific Junction.....	61·00	9,563	956	157,927	3,280	2,754
43	Qu'Appelle, Long Lake & Saskatchewan	247·19	5,605	561	6,020	103	149
44	Quebec and Lake St. John.....	204·00	27,991	2,799	20,209	404	1,330
45	Quebec Central.....	153·50	74,480	7,448	113,652	2,772	10,716
46	Quebec, Montmorency and Charlevoix..	21·00	960	95	2,830	64	27
47	Salisbury and Harvey.....	53·25					.....
48	Shore Line.....	82·50	20,000	2,000	5,000	100	300
49	Stanstead, Shefford and Chambly.....	43·00	407,005	40,636	4,236,623	125,564	1,110,942
50	St. Catharines and Niagara Central....	12·35	3,755	375	15,215	456	181
51	St. John Bridge and Railway Extension	1·75					.....
52	South Eastern..... } Montreal, Portland and Boston.... } Lake Champlain & St. Lawrence Jn. }	260·00	200,030	20,003	3,465,456	86,023	16,500
53	Temiscouata.....	81·00	23,595	2,359	45,277	1,132	563
54	Thousand Island.....	4·08	3,000	300	3,533	106	518
55	Western Countries.....	67·00	8,209	821	935	18	360
56	Windsor and Annapolis..... 84·00 } Windsor Branch..... 32·00 }	116·00	49,810	4,981			11,618
	Total.....	14,009·08	11,602,821	1,168,760	104,511,278	2,592,405	6,321,768

†These companies having failed to comply with the law by giving details of description of freight

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.	Tons.	Tons.	Tons.		
706,047	1,960,230,658	2,707,226	455,169	778,269	2,827,578	8,085,752	18,276,117		
.....	160,000	260	360	591	1,967	2,789	5,990	22	
.....	595,440	827	677	1,000	.....	3,398	5,225	23	
352	20,065,000	30,244	4,408	7,657	453	37,299	76,787	24	
4	167,760	233	.....	.....	870	47,714	49,314	25	
100	2,880,000	4,000	.....	639	2,950	2,700	11,471	26	
150	35,150,000	52,725	10,124	18,690	20,311	7,020	102,136	27	
901	16,043,000	24,065	10,600	15,857	231	45,604	92,515	28	
16	142,000	213	28	42	118	151	604	29	
4,428	18,532,800	25,749	4,706	7,765	4,597	118,752	166,404	30	
.....	.....	.....	.....	.....	520	465	1,300	31	
2,152	4,162,000	6,244	594	891	10,156	8,500	88,907	32	
1,248	25,045,200	34,785	.....	.....	.....	*95,941	136,981	33	*Including 60-
260	.....	696	680	905	.....	2,916	5,169	34	485 tons ore and
2	36,000	53	158	205	379	260	1,059	35	copper matte.
184,794	21,466,505	30,552	.....	.....	695	284,508	663,980	36	
62	7,462,000	11,193	777	1,165	1,677	19,950	36,394	37	
575	4,653,600	6,980	9,658	21,731	65,670	in forego'g	130,881	38	
.....	.....	.....	.....	.....	.....	76,800	*76,800	39	*Sawlogs.
.....	.....	.....	.....	.....	.....	+16,811	16,811	40	
.....	.....	.....	.....	.....	.....	9,311	9,311	41	
284	344,649	727	2,311	4,375	2,319	12,633	24,574	42	
37	339,964	452	91	136	1,388	1,339	4,016	43	
217	30,162,000	39,759	22,329	35,975	10,160	6,642	95,956	44	
1,786	42,194,160	58,603	1,117	1,675	2,798	53,789	128,871	45	
23	191,575	277	673	720	661	16,012	17,852	46	
.....	.....	.....	.....	.....	.....	+14,958	14,958	47	For six months.
50	3,914,000	5,150	320	500	1,442	7,224	16,466	48	
185,157	23,171,675	33,179	.....	.....	2,548	294,229	681,313	49	
120	429,339	886	.....	.....	7,245	22,627	31,709	50	
.....	.....	.....	.....	.....	.....	+148,243	148,243	51	
3,886	61,927,920	86,011	23,229	34,843	73,399	192,584	496,749	52	
281	2,391,512	2,989	3,915	6,703	605	5,805	19,874	53	
259	1,000,000	1,532	.....	.....	5,352	3,451	11,000	54	
92	10,179,000	13,140	2,043	3,230	2,706	430	20,437	55	
2,316	8,704,000	13,065	1,827	2,611	22,335	41,808	87,116	56	
1,095,599	2,301,741,757	3,191,806	555,794	946,175	3,071,130	9,687,415	21,753,290		

carried—the total weight has, in these instances, been entered in column of "All other Articles."

No. 6.—SUMMARY STATEMENT of Earnings, for the Year ended 30th June, 1891.

Number.	Name of Railway.	Mileage.	Passenger Traffic.		Freight and Express Traffic.		Mails and Express Freight.		Other Sources.		Total Gross Earnings.		Total Net Earnings.		Proportion of Earnings to Working Expenses.
			\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	
1	Alberia Railway and Coal Co.	174-12	12,582	59	272,417	86	5,114	99	.....	290,115	44	47,422	87	119	
2	Bay of Quinté Railway and Navigation Co.	3-50	2,580	59	26,143	60	1,993	77	1,299	31,117	32	15,810	96	203	
3	Brantford, Waterloo and Lake Erie	17-00	5,087	60	5,475	74	112	05	.....	10,675	39	-2,249	87	80	
4	Buctouche and Moncton	32-00	4,725	68	8,871	37	.....	.....	.....	13,597	05	-3,291	82	165	
5	Canada Atlantic	138-00	100,311	95	368,558	54	41,152	89	48,808	558,881	55	221,077	62	132	
6	Canada Eastern	127-00	22,787	63	56,735	15	3,906	95	1,472	84,901	23	20,504	98	139	
7	Canada Southern	373-91	1,285,875	66	2,964,189	44	155,618	22	3,281	4,408,964	33	1,247,619	41	139	
8	Canadian Government Railways—	1,142-00	962,316	88	1,854,629	88	160,448	62	.....	2,977,395	38	-684,946	56	81	
	Intercolonial	210-60	72,292	23	81,660	82	19,917	00	.....	174,258	05	-83,732	03	67	
9	Prince Edward Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Canadian Pacific	3,415-30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Atlantic and North-west	336-10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Manitoba Southwestern Colonization	217-80	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	North Shore	206-10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	St. Lawrence and Ottawa	56-50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Toronto, Grey and Bruce	188-70	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Ontario and Quebec	451-50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Credit Valley	175-20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	West Ontario Pacific	26-60	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Guelph Junction	15-00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	New Brunswick	416-40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Columbia and Kootenay	28-50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Toronto Junction to Strachan Avenue	3-20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	Caraguet	63-00	4,297	71	11,640	22	1,881	23	.....	17,819	16	-1,695	33	91	
11	Carillon and Grenville	13-00	2,639	45	253	61	.....	.....	.....	2,893	06	-1,535	07	65	
12	Central Ontario	104-00	26,916	19	52,373	74	7,292	22	1,343	87,925	62	-3,663	34	96	
13	Central of New Brunswick	74-66	8,312	65	7,084	41	.....	.....	.....	15,539	24	-15,424	97	50	
14	Cornwallis Valley	14-00	2,218	66	5,000	07	.....	.....	.....	7,281	35	2,370	64	148	
15	Cumberland Railway and Coal Co.	46-00	9,454	68	15,346	64	62	62	84,844	11,409	09	58,370	22	210	
16	Drummond County	62-81	9,523	60	27,546	88	.....	.....	.....	37,406	97	3,969	21	119	
17	Edgum, Petticoat and Havelock	28-00	2,310	15	7,767	63	676	08	145	10,899	67	123	39	101	
18	Erie and Huron	75-75	48,194	13	49,777	38	5,850	70	206	104,028	54	32,007	37	144	
19	Esquimat and Nanaino	78-00	63,235	57	40,286	32	3,666	00	.....	121,440	23	-40,545	64	75	
20	Fredricton and St. Mary's Railway Bridge Co.	1-33	444	45	2,464	24	.....	.....	.....	2,908	69	.....	.....	.....
21	Grand Trunk	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Buffalo and Lake Huron	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	St. George's Bay and Lake Erie	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Montreal and Champlain Junction..... 81-25	3,143-22	5,461,346 54	11,223,961 89	642,723 66	95,828 17	17,423,860 26	4,802,381 78	138
Great Western..... 540-72								
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..... 173-97								
Toronto and Nipissing..... 111-50								
Grand Junction..... 85-40								
Whitby, Port Perry and Lindsay..... 46-50								
Victoria..... 53-25								
Northern..... 205-37								
Northern and Pacific Junction..... 111-37								
Hamilton and Northwestern..... 173-90								
South Norfolk..... 17-00								
Cobourg, Blairton and Marmora..... 18-00								
Madoc Junction to Bridgewater..... 8-60								
Jacques Cartier Union..... 6-50								
Montreal and Sorel..... 13-00								
Great Northern..... 45-00								
22 Great Eastern..... 58-09	9,962 87	4,065 73	11,223,961 89	642,723 66	95,828 17	17,423,860 26	4,802,381 78	138
23 Great Northern..... 52-00	1,368 89	2,632 31	4,065 73	1,024 20		15,052 80	-3,955 86	79
24 Hereford..... 25-84	6,463 86	32,066 00	2,632 31	150 00		4,151 20	1,003 26	71
25 Joggins..... 13-00	2,803 65	16,877 72	16,877 72	239 65		20,114 06	7,784 76	157
26 Kent Northern..... 34-00	4,090 00	8,075 25	8,075 25	750 00		12,825 25	2,712 35	126
27 Kingston and Pembroke..... 112-75	34,406 00	124,355 00	124,355 00	8,728 00		183,477 00	59,210 00	148
28 Kingston, Nananee and Western..... 56-45	18,362 37	54,796 43	54,796 43	6,524 18		79,920 97	15,384 39	124
29 L'Assomption..... 3-00	1,203 35	206 80	206 80	266 80	13 34	1,690 95	85 53	105
30 Lake Erie, Essex and Detroit River..... 42-00	26,682 09	45,750 08	45,750 08	4,515 08		88,915 24	32,142 02	157
31 Lake Temiskaming Colonisation..... 15-50	6,074 00	12,824 72	12,824 72			18,898 72	4,212 48	129
32 Manitoba and Northwestern..... 234 50	249-97	46,947 59	171,672 67	7,646 65	5,828 59	292,095 50	30,833 11	115
Saskatchewan and Western..... 15-47								
33 Massawippi Valley..... 34-00	57,082 31	96,370 81	96,370 81	1,971 90	2,512 31	157,937 33	23,156 56	117
34 Montreal and Lake Maskinongé..... 13-00	2,497 40	2,497 40	2,497 40			4,479 87	1,229 87	138
35 Montreal and Ottawa..... 16-50	3,882 75	1,104 50	1,104 50	170 26		5,157 51	547 42	112
36 Montreal and Vermont Junction..... 23-60	50,338 94	96,018 02	96,018 02	6,523 47		152,880 43	36,907 58	132
37 New Brunswick and Prince Edward Island..... 36-00	6,749 52	15,578 81	15,578 81	1,688 78		24,017 11	9,872 81	169
38 Northern Pacific and Manitoba..... 263-30	57,149 07	148,393 41	148,393 41	2,980 92	532 74	209,056 14	33,073 64	119
39 Nonsensong and Nipissing..... 5-50		26,000 00	26,000 00			26,000 00	-803 10	97
40 Nova Scotia Central..... 74-00	28,646 47	18,450 62	18,450 62			47,638 30	8,440 65	122
41 Pontiac and Renfrew..... 4-25						931 10	-157 47	86
42 Pontiac Pacific Junction..... 61-00	14,135 54	19,944 56	19,944 56	2,216 04	3,798 58	40,094 72	5,477 61	116
43 Qu'Appelle, Long Lake and Saskatchewan..... 247-19	11,140 00	16,064 95	16,064 95	2,226 78		29,431 70	-1,300 97	95
44 Quebec and Lake St. John..... 204-00	44,905 99	99,089 69	99,089 69	8,072 63	565 00	152,633 31	4,157 66	103
45 Quebec Central..... 153-50	117,052 86	144,554 79	144,554 79	9,905 90	3,994 76	275,508 31	82,469 57	142
46 Quebec, Montmorency and Charlevoix..... 21-00	31,638 57	4,206 78	4,206 78			36,163 25	8,246 16	129
47 Salisbury and Harvey..... 53-25	2,850 26	8,547 70	8,547 70	1,220 55	377 81	12,976 27	1,624 50	114
48 Shore Line..... 82-50	14,198 41	16,634 23	16,634 23	2,072 40	805 77	33,710 86	-34,353 56	49
49 Stanstead, Shefford and Chambly..... 43-00	16,634 89	26,846 26	26,846 26	5,159 94		48,641 09	-6,788 31	87

Carried forward

No. 7.—SUMMARY STATEMENT OF Operating Expenses, for the Year ended 30th June, 1891.

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.	\$ cts.	
1 Alberta, Railway Coal Co.....	174-12	46,805 83	63,757 34	14,732 33	117,397 07	242,692 57	
2 Bay of Quinté Railway and Navigation Co.....	3-50	2,582 28	5,416 24	373 47	6,934 37	15,306 36	
3 Brantford, Waterloo and Lake Erie.....	17-00	2,620 18	4,462 31	112 78	5,729 99	12,925 26	
4 Brantouche and Moncton.....	32-00	5,850 86	4,960 58	867 15	5,209 78	16,888 37	
5 Canada Atlantic.....	138-00	43,319 99	127,584 18	34,994 88	129,854 88	337,753 93	
6 Canada Eastern.....	127-00	16,368 65	25,212 90	4,049 13	18,765 57	64,396 25	
7 Canada Southern.....	378-91	617,840 83	881,797 86	383,218 25	1,278,487 98	3,161,344 92	
8 Canadian Government Railways—							
Intercolonial.....	1,142-00	952,293 68	1,281,800 32	571,980 22	853,267 72	3,692,341 94	
Prince Edward Island.....	210-60	114,255 69	64,158 96	18,437 22	61,138 21	257,990 08	
9 Canadian Pacific.....							
Atlantic and North-West.....	3415-30						
Manitoba South-Western Colonization.....	336-10						
North Shore.....	217-80						
St. Lawrence and Ottawa.....	206-10						
Toronto, Grey and Bruce.....	56-50						
Ontario and Quebec.....	188-70						
Credit Valley.....	451-50						
West Ontario Pacific.....	175-20						
Guelph Junction.....	26-60						
New Brunswick.....	15-00						
Columbia and Kootenay.....	416-40						
Toronto Junction to Strachan Avenue.....	28-50						
Carrollon and Grenville.....	3-20						
10 Central Ontario.....	68-00	6,580 07	6,429 00	910 99	5,594 43	19,514 49	
11 Central New Brunswick.....	13-00	24,862 33	24,495 75	4,399 45	4,428 13	4,428 13	
12 Cornwallis Valley.....	104-00	12,722 85	8,432 41	4,201 12	37,831 43	91,588 96	
13 Cumberland Railway Coal Co.....	74-66	1,239 50	1,676 19	16 78	5,607 83	30,904 21	
14 Drummond County.....	14-00	18,643 41	19,704 44	3,973 99	1,918 24	4,910 71	
15 Elgin, Petacadiac and Havelock.....	46-00	7,631 44	10,752 38	487 48	10,717 03	53,038 87	
16 Erie and Huron.....	62-81	3,546 07	3,906 84	128 37	12,566 46	31,437 76	
17 Esquimaux and Nainimo.....	28-00	21,702 39	22,154 36	3,986 19	3,195 00	10,776 28	
18 Fredericton and St. Mary's Railway Bridge Co.....	75-75	69,546 83	24,279 79	12,841 24	24,178 23	72,021 17	
19 Carried forward.....	78-00				55,318 01	161,985 87	
20	1-33				1,300 00	1,300 00	

No. 7.—SUMMARY STATEMENT of Operating Expenses, for the Year ended 30th June, 1891.—Continued.

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.	\$	cts.	
	Brought forward..												
21	Grand Trunk.....	879.59											
	Buffalo and Lake Huron.....	162.00											
	Grand Trunk, Georgian Bay and Lake Erie	172.75											
	Montreal and Champlain Junction.....	81.25											
	Great Western.....	540.72											
	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.....	173.97											
	Toronto and Nipissing.....	111.50											
	Grand Junction.....	85.40	2,454,994	08	4,336,555	65	1,277,917	47	4,552,011	28	12,621,478	48	
	Whitby, Port Perry and Lindsay	46.50											
	Victoria.....	58.25											
	Northern.....	205.37											
	Northern and Pacific Junction.....	111.37											
	Hamilton and North-Western.....	173.90											
	South Norfolk.....	17.00											
	Cobourg, Blairton and Marina.....	18.00											
	Madoc Junction to Bridgewater.....	8.60											
	Jacques Cartier Union.....	6.50											
22	Great Eastern.....	13.00	3,841	90	7,780	77	238	92	7,147	07	19,008	66	
	Montreal and Sorel.....	45.00	2,237	94	13,448	81	1,248	05	910	00	*3,147	94	*Traffic operated by C.P.R.
23	Great Northern.....	25.00	28,380	92	4,287	88	1,731	92	11,528	00	54,600	78	
24	Hereford.....	52.84	3,331	49	4,765	45	280	75	2,978	01	12,329	30	
25	Joggins.....	13.00	3,255	75	43,619	00	10,314	00	1,810	95	10,112	90	
26	Kent Northern.....	34.00	28,077	00	24,378	87	5,510	79	42,257	00	124,267	00	
27	Kingston and Pembroke.....	112.75	13,942	85	735	83	42	43	20,704	07	64,596	58	
28	Kingston, Napanee and Western.....	56.45	141	29	17,703	87	5,207	24	625	87	1,605	42	
29	L'Assomption.....	3.00	12,972	47	1,903	58			20,889	64	56,773	22	
30	Lake Erie, Essex and Detroit River.....	42.00							12,782	66	14,686	24	
31	Lake Temiscamingue Colonization.....	15.50											
32	Manitoba and North-Western.....	234.50	62,144	94	63,294	08	14,353	98	61,439	39	201,262	39	
	Saskatchewan and Western.....	15.47											

	34.00	39,995 33	47,258 57	10,363 33	37,163 54	134,780 77
33 Massachusetts Valley	13.00	3,250 00	2,765 99	10 55	1,084 11	*3,250 00
34 Montreal and Lake Maskinongé	16.50	749 44	41,636 58	6,316 44	53,075 91	4,610 09
35 Montreal and Ottawa	23.60	14,883 92	5,408 32	820 74	2,781 89	115,912 85
36 Montreal and Vermont Junction	36.00	5,133 35	52,035 70	11,133 74	58,723 53	14,144 30
37 New Brunswick and Prince Edward Island	263.30	54,089 53	10,023 20	1,500 00	10,690 50	175,982 50
38 Northern Pacific and Manitoba	5.50	4,649 40	8,961 40	1,500 00	10,690 50	26,863 10
39 Noshonong and Nipissing	74.00	19,567 32	1,088 57	2,512 46	7,911 23	39,197 65
40 Nova Scotia Central	4.25	16,588 93	7,604 49	2,512 46	7,911 23	1,088 57
41 Pontiac and Renfrew	61.00	13,858 71	12,107 81	28 21	4,737 97	34,617 11
42 Pontiac Pacific Junction	247.19	44,077 35	55,278 19	13,111 64	36,008 36	30,732 70
43 Qu'Appelle, Long Lake and Saskatchewan	204.00	54,163 30	52,606 19	13,646 26	72,622 90	148,475 65
44 Quebec and Lake St. John	153.50	7,415 51	9,638 02	2,199 17	9,264 39	193,638 74
45 Quebec Central	21.00	3,612 20	3,364 12	1,038 28	3,337 17	27,917 09
46 Quebec, Montmorenci and Charlevoix	53.25	32,112 01	19,669 30	6,713 16	9,569 95	11,351 77
47 Salisbury and Harvey	82.50	20,101 82	16,342 26	1,217 37	17,767 95	68,064 42
48 Shore Line	43.00	4,125 94	5,722 98	165 52	9,742 44	55,429 40
49 Stanstead, Shefford and Chambly	12.35	25,254 98	193,901 84	61,058 34	171,777 62	19,756 88
50 St. Catharines and Niagara Central	1.75	112,704 18	14,701 72	1,346 36	18,061 28	*26,868 32
51 St. John Bridge and Railway Extension Co	260.00	15,763 59	4,520 20	458 97	5,069 84	539,441 98
52 South Eastern	81.00	2,301 28	15,406 97	4,645 38	14,030 02	49,872 95
Montreal, Portland and Boston	67.00	34,595 69	40,907 27	12,577 33	45,965 19	12,350 29
Lake Champlain and St. Lawrence Junction	116.00	83,025 65	40,907 27	12,577 33	45,965 19	68,678 06
53 Temiscouata	14,000.08	7,502,236 52	11,777,898 63	3,191,201 85	12,489,112 20	182,475 44
54 Thousand Islands						34,960,449 20
55 Western Counties						
56 Windsor and Annapolis						
Windsor Branch						

*Traffic operated by C.P.R.

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	Alberta Railway and Coal Co.	174·12					
2	Bay of Quinté and Navigation Co.	3·50					
3	Brantford, Waterloo and Lake Erie	17·00	Others				
4	Buctouche and Moncton	32·00	Employés				
5	Canada Atlantic	138·00	Others				
6	Canada Eastern	127·00					
7	Canada Southern	378·91	{ Employés		2		
8	Canadian Government Railways—		{ Others				1
	Intercolonial	1,142·00	{ Passengers		4		6
	Prince Edward Island	210·60	{ Employés	5	9		8
	Canadian Pacific	3,415·30	{ Others			3	2
9	Atlantic and North-West	336·10	Employés				1
	Manitoba South-Western Colonization	217·80					
	North Shore	206·10					
	St. Lawrence and Ottawa	56·50					
	Toronto, Grey and Bruce	188·70					
	Ontario and Quebec	451·50	{ Passengers	1	1		6
	Credit Valley	175·20	{ Employés	7	23	1	11
	West Ontario Pacific	26·60	{ Others		1		2
	Guelph Junction	15·00					
	New Brunswick	416·40					
	Columbia and Kootenay	28·50					
	Toronto Junction to Strachan Avenue	3·20					
10	Caraquet	68·00					
11	Carillon and Grenville	13·00					
12	Central Ontario	104·00					
13	Central of New Brunswick	74·66					
14	Cornwallis Valley	14·00					
15	Cumberland Railway and Coal Co.	46·00					
16	Drummond County	62·81					
17	Elgin, Petitcodiac and Havelock	28·00					
18	Erie and Huron	75·75	{ Employés				
19	Esquimalt and Nanaimo	78·00	{ Others				
20	Fredericton and St. Mary's Railway and Bridge Co	1·33	Employés				
21	Grand Trunk	879·59					
	Buffalo and Lake Huron	162·00					
	Grand Trunk, Georgian Bay and Lake Erie	172·75					
	Montreal and Champlain Junction	81·25					
	Great Western	540·72					
	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	173·97					
	Toronto and Nipissing	111·50	{ Passengers		7	3	6
	Grand Junction	85·40	{ Employés	7	25		11
	Whitby, Port Perry and Lindsay	46·50	{ Others	1	4	7	14
	Victoria	53·25					
	Northern	205·37					
	Northern and Pacific Junction	111·37					
	Hamilton and North-Western	173·90					
	South Norfolk	17·00					
	Cobourg, Blairton and Marmora	18·00					
	Madoc Junction to Bridgewater	8·60					
	Jacques Cartier Union	6·50					
	Carried forward	11,468·80		21	76	14	68

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.....	11,468 80		21	76	14	68
22	Great Eastern..... 13'00 } Montreal and Sorel..... 45'00 }	58'00					
23	Great Northern.....	25'00					
24	Hereford.....	52'84	Employés.....				
25	Joggins.....	13'00					
26	Kent Northern.....	34'00					
27	Kingston and Pembroke.....	112'75					
28	Kingston, Napanee and Western.....	56'45	Employés.....				
29	L'Assomption.....	3'00					
30	Lake Erie, Essex and Detroit River.....	42'00					
31	Lake Temiscamingue Colonization.....	15'50					
32	Manitoba and North-Western..... 234'50 } Saskatchewan and Western..... 15'47 }	249'97	{ Passengers..... Employés.....		1		1
33	Massawippi Valley.....	34'00	Employés.....				1
34	Montreal and Lake Maskinongé.....	13'00	Others.....				1
35	Montreal and Ottawa.....	16'50					
36	Montreal and Vermont Junction.....	23'60	{ Passengers..... Others.....				1
37	New Brunswick and Prince Edward Island.....	36'00					
38	Northern Pacific and Manitoba.....	263'30	{ Employés..... Others.....		1		
39	Nosbonsing and Nipissing.....	5'50					
40	Nova Scotia Central.....	74'00					
41	Pontiac and Renfrew.....	4'25					
42	Pontiac Pacific Junction.....	61'00					
43	Qu'Appelle, Long Lake and Saskatchewan.....	247'19	Employés.....				
44	Quebec and Lake St. John.....	204'00	{ Employés..... Others.....	3			1
45	Quebec Central.....	153'50	Employés.....				
46	Quebec, Montmorenci and Charlevoix.....	21'00	do				
47	Salisbury and Harvey.....	53'25					
48	Shore Line.....	82'50	Employé.....	1			
49	Stanstead, Shefford and Chambly.....	43'00	Others.....				1
50	St. Catharines and Niagara Central.....	12'35					
51	St. John Bridge and Railway Extension.....	1'75					
52	South Eastern— Montreal, Portland and Boston..... } Lake Champlain and St. Lawrence Junction..... }	260'00	Employés..... Others.....		2		1
53	Temiscouata.....	81'00					
54	Thousand Islands.....	4'08					
55	Western Counties.....	67'00	Passengers.....		1		
56	Windsor and Annapolis..... 84'00 } Windsor Junction..... 32'00 }	116'00	Others.....	1		1	
	Total.....	14,009'08		26	81	16	74

for the Year ended 30th June, 1891—*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.	
1	13	....	2	7	304	19	116	107	103	....	....	2	5	11	72	182	759	22
....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	23
....	24
....	25
....	26
....	3	....	....	....	....	....	....	....	....	....	....	....	....	27
....	28
....	29
....	30
....	31
....	5	....	2	....	....	....	....	....	....	1	2	....	....	32
....	1	....	....	....	....	....	....	....	....	....	....	10
....	2
....	33
....	1
....	34
....	1
....	35
....	1
....	36
....	1
....	37
....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1
....	38
....	8
....	1
....	12
....	2
....	39
....	40
....	41
....	42
....	1	....	....	....	....	....	....	....	....	....	....	....	....	1
....	43
....	2
....	44
....	1
....	45
....	1
....	46
....	2
....	47
....	1
....	48
....	1
....	49
....	1
....	50
....	51
....	52
....	14	....	....	....	....	....	....	....	....	....	....	....	....	1
....	17
....	1
....	53
....	54
....	1
....	55
....	1
....	56
....	1
1	14	....	3	7	331	19	119	111	107	....	....	2	5	14	84	196	818	

No. 9.—LINES of Railway owned by Coal and Iron Mines for the Year ended
30th June, 1891.

Name.	Length of Rail- way.	Gauge.	No. of Engines.	No. of Waggon- s.	Remarks.
NOVA SCOTIA.					
Intercolonial Coal Mining Co.	8·00	4·8½	4	168	Cars furnished by Intercolonial Ry.
Acadia Coal Co.	6·00	4·8½	2	.....
Londonderry Iron Co.	9·27	4·8½	3	43	
do do	3·55	3·0	2		
Albion.....	3·00	4·8½	3	180	
	29·82		14	391	
CAPE BRETON.					
Old Bridgeport.....	·50	4·8½	Rolling stock furnished by Inter- national Coal and Railway Co.
General Mining Association—					
Sydney	4·80	4·8½	3	220	
Victoria	5·00	4·8½	2	125	
Sydney and Louisburg.....	43·00	3·0	3	224	
Gowrie	2·25	3·6	2	148	
International.....	12·00	4·8½	5	233	
Caledonia.....	2·25	4·8½	2	120	
	69·80		17	1,070	

No. 10.—STATEMENT of Aid granted to Railways—Constructed and under Construction—by Governments,—by Governments, for the Year ended 30th June, 1891.

Name of Railway.	Loan.		Total.		Bonus.		Total.		Subscription to Shares or Bond.		Total.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
DOMINION GOVERNMENT.												
Albert (now Salisbury and Harvey).....												
Albert Southern	15,000	00					14,665	45				
Baie des Chaleurs							51,200	00				
Belleville and North Hastings.....							620,000	00				
Beauharnois Junction.....							22,400	00				
Brantford, Waterloo and Lake Erie.....							96,000	00				
Brockville, Westport and Sault Ste. Marie.....							57,600	00				
Buctouche and Moncton.....							192,000	00				
Canada Atlantic.....							102,400	00				
Canada Central.....							314,400	00				
Canadian Pacific.....							1,525,250	00				
Cape Breton.....							55,188,461	40				
Caracquet.....							3,541,194	23				
Central of New Brunswick.....							224,000	00				
Chatham Branch.....							226,012	54				
Columbia and Kootenay.....							24,439	84				
Cornwallis Valley.....							112,000	00				
Cumberland Railway and Coal Company.....							44,800	00				
Drummond County.....							44,800	00				
Dominion Lime Company.....							187,200	00				
Eastern Extension.....							22,400	00				
Elgin, Petibodiac and Havelock.....							1,321,986	89				
Erie and Huron.....							82,652	82				
Esquimaux and Nanaimo.....							96,000	00				
Fredericton and St. Mary's Railway Bridge Company.....	300,000	00					750,000	00				
Grand Trunk.....	15,142,633	33					30,000	00				
do Georgian Bay and Lake Erie.....							48,000	00				
Great Eastern.....							229,500	00				
Great Northern.....							112,000	00				
Guelph Junction.....							51,200	00				
Harvey Branch.....							9,600	00				
Hereford.....							156,800	00				
Intercolonial.....							48,767,865	46				
International.....							156,800	00				
Irondale, Bancroft and Ottawa.....							160,000	00				
Jacques Cartier Union.....							20,000	00				
Carried forward.....	15,457,633	33					114,603,628	63				

No. 10.—STATEMENT of Aid Granted to Railways by Government—Continued.

Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonds.	Total.
Brought forward.	15,457,653 33		114,603,628 63			
Joggins.....			42,400 00			
Kent Northern.....			58,354 87			
Kingston and Pembroke.....			48,000 00			
L'Assomption.....			11,200 00			
Lake Erie, Essex and Detroit.....			118,400 00			
Lake Temiscamingue Colonization.....			177,200 00			
Leamington and St. Clair.....			51,200 00			
Lower Laurentian.....			217,600 00			
Massawippi Valley.....			80,000 00			
Montreal and Lake Maskinongé.....			42,200 00			
Montreal and Champlain Junction.....			103,600 00			
Montreal and Ottawa.....			96,000 00			
Montreal and Sorel.....			112,000 00			
Montreal and Western.....			361,270 00			
Napanee, Tamworth and Quebec (now Kingston, Napanee and Western).....			204,400 00			
New Brunswick and Prince Edward Island.....			118,400 00			
Northern and Western of New Brunswick (now Canada Eastern).....			320,000 00			
Northern and Pacific Junction.....			1,320,000 00			
Nova Scotia Central.....			256,000 00			
*Ontario and Quebec.....						
Orford Mountain.....			99,200 00			
Ottawa and Gatineau Valley.....			320,000 00			
Parry Sound Colonization.....			128,000 00			
Pontiac Pacific Junction.....			337,100 00			
Pontiac and Renfrew.....			19,200 00			
Port Arthur, Duluth and Western.....			271,200 00			
Prince Edward Island.....			3,741,780 89			
Quebec and Lake St. John.....			1,003,495 00			
Quebec Central.....			348,342 00			
Quebec, Montmorency and Charlevoix.....			96,000 00			
Quebec, Montreal, Ottawa and Occidental, Quebec to Montreal.....			+954,000 00			
do do Montreal to Ottawa.....			+1,440,000 00			
St. Catharines and Niagara Central.....			147,200 00			
St. Louis, Richibucto and Buctouche.....			22,400 00			
St. John Bridge and Railway Extension.....						
St. John Valley and Rivière du Loup.....	433,900 00		140,800 00			

St. Clair Tunnel Company.....				375,000 00	
Shuswap and Okanagan.....				163,200 00	
South Norfolk.....				54,400 00	
Stewiacke Valley and Lansdowne.....				80,000 00	
Teniscouata.....				643,200 00	
Thousand Islands.....				54,400 00	
Tobique Valley.....				124,800 00	
Toronto, Grey and Bruce.....				18,656 00	
Waterloo Junction.....				35,200 00	
West Ontario Pacific.....				256,000 00	
Western Counties.....				588,659 38	
Windsor and Annapolis.....				1,089,674 00	
			15,891,533 33		130,899,740 77
ONTARIO GOVERNMENT.					
Canada Atlantic.....				270,000 00	
Canada Central.....				1,479,000 00	
Canada Southern.....				147,858 65	
Central Ontario.....				126,500 00	
Colboug, Blairton and Marmora.....		26,000 00		18,740 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.....				565,020 00	
Kingston and Pembroke.....				456,433 00	
London, Huron and Bruce.....				178,630 00	
Midland.....				168,350 20	
Northern.....				196,188 00	
Port Arthur, Duluth and Western.....				240,000 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	
Whitby, Port Perry and Lindsay.....				94,957 59	
			26,000 00		6,161,007 44
QUEBEC GOVERNMENT.					
Baie des Chaleurs.....				700,000 00	
Canada Atlantic.....				200,000 00	
Great Eastern.....				156,000 00	
Drummond County.....				549,000 00	
Hereford.....				62,500 00	
International.....				391,122 02	
			15,917,533 33		137,060,748 21

+ Dominion Government pays to Quebec Government 5 per cent per annum on these two amounts.

* With West Ontario Pacific.

No. 10.—STATEMENT of Aid granted to Railways by Government—*Concluded.*

Name of Railway.	Loan.		Total.		Bonus.		Total.		Subscription to Shares or Bonds.		Total.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Brought forward.....			15,917,533	33			2,058,622	02	137,060,748	21		
QUEBEC GOVERNMENT— <i>Concluded.</i>												
Lake Champlain and St. Lawrence Junction.....							380,000	00				
Lake Temiscamingue Colonization Railway Company.....							250,000	00				
L'Assomption.....							7,350	00				
Lévis and Kennebec.....							+					
Lower Laurentian.....							168,000	00				
Missisquoi Valley.....							228,000	00				
Montreal and Champlain Junction.....							329,073	00				
Montreal and Ottawa.....							96,000	00				
Montreal, Portland and Boston.....							232,000	00				
Montreal and Western.....							350,000	00				
Montreal and Lake Maskinongé.....							87,250	00				
Orford Mountain.....							124,000	00				
Ottawa and Gatineau Valley.....							320,000	00				
Pontiac Pacific Junction.....							600,000	00				
Quebec and Lake St. John.....							2,433,000	00				
Quebec Central.....							1,041,250	00				
Quebec, Montreal, Ottawa and Occidental.....			3,722,956	00			727,000	00				
Quebec, Montmorenci and Charlevoix.....							192,000	00				
South-Eastern.....							497,007	10				
Temiscouata.....							462,000	00				
Waterloo and Magog (now Atlantic and N.W.—C.P.R.).....							92,000	00	10,674,552	12		
NEW BRUNSWICK GOVERNMENT.												
Albert (now Salisbury and Harvey).....							455,000	00				
Albert Southern.....							52,500	00				
Buctouche and Moncton.....							96,000	00				
Caracot.....							180,000	00				
Central of New Brunswick.....							132,000	00				
Chatham Branch (now part of Canada Eastern).....							32,000	00				
Fredericton.....							230,000	00				
Grand Southern (now Shore Line).....							425,000	00				
Harvey Branch (now Salisbury and Harvey).....							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 (now Canada Eastern).....	321,500 00						
Petitcodiac and Elgin (Elgin, Petitcodiac and Havelock).....	107,500 00						
St. Martin's and Upham.....	145,665 00						
St. John Bridge and Railway Extension.....	5,181 81						
St. John and Maine.....	4880,000 00						300,000 00
St. John Valley and Riviere du Loup.....	195,000 00						
St. Louis, Richibucto.....	21,000 00						
Temiscouata.....	36,000 00						
Tobique Valley.....	70,000 00						
						4,287,346 81	
NOVA SCOTIA GOVERNMENT.							
Cornwallis Valley.....	44,800 00						
Halifax and Cape Breton Railway and Coal Co. (Eastern Extension).....	613,545 00						
Joggins.....	38,400 00						
Nova Scotia Central.....	411,119 94						
Springhill and Parrsboro' (Cumberland Railway and Coal Co.).....	189,030 93						
Stewiacke Valley and Lansdowne.....	80,000 00						
Western Counties.....	673,100 00						
						2,085,495 87	
MANITOBA GOVERNMENT.							
Manitoba and North-Western.....	739,000 00						
Manitoba South-Western Colonization.....	900,000 00						
Northern Pacific and Manitoba.....	50,000 00						
Saskatchewan and Western.....	256,000 00						
Winnipeg and Hudson Bay.....					1,945,000 00		
BRITISH COLUMBIA GOVERNMENT.							
Canadian Pacific.....							
						37,500 00	
						154,679,443 01	300,000 00
Total aid from Government.....							

+ Included in Quebec Central. ‡ Granted to late European and North American Railway.

do Oxford	Credit Valley	200,000 00		
do Wellington	do	135,000 00		
do Waterloo	do	110,000 00		
do Peel	do	75,000 00		
do Halton	do	70,000 00		
City of Toronto	do	350,000 00		
do St. Thomas	do	50,000 00		
Town of Milton	do	30,000 00		
do Brampton	do	20,000 00		
do Ingersoll	do	10,000 00		
do Orangeville	do	15,000 00		
Village of Streetsville	do	20,000 00		
County of Kent	Erie and Huron	1,085,000 00		
Town of Chatham	do	155,000 00		
do Dresden	do	30,000 00		
do Blenheim	do	20,500 00		
Village of Wallaceburg	do	11,000 00		
Township of Sombra	do	11,000 00		
do Sarnia	do	14,000 00		
do Woodhouse	do	16,000 00		
Town of Simcoe	Georgian Bay and Lake Erie	15,000 00		
Township of South Norwich	do	10,000 00		
do North	do	10,000 00		
Town of Woodstock	do	40,000 00		
Township of East Oxford	do	25,000 00		
do Woodstock	do	25,000 00		
Town of Woodstock	do	60,000 00		
do Stratford	do	120,000 00		
County of Perth	do	40,000 00		
Township of Mornington	do	10,000 00		
do Elma	do	13,000 00		
Town of Listowel	do	10,000 00		
Township of Wallace	do	30,000 00		
Town of Palmerston	do	25,000 00		
Township of Minto	do	20,000 00		
Town of Harriston	do	80,000 00		
Township of Normanby	do	65,000 00		
do Bentwick	do	20,000 00		
do Brant	do	45,000 00		
do Elderslie	do	45,000 00		
do Arran	do	43,000 00		
do Amabel	do	32,000 00		
do Kippel	do	10,000 00		
do Albemarle	do	22,000 00		
Town of Mount Forest	do	60,000 00		
Township of Egremont	do	877,000 00		
	Carried forward	3,018,000 00		67,500 00
		257,500 00		

No. 10.—STATEMENT of Aid granted to Railways by Municipalities—Continued.

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscriptions to Share or Bonds.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
ONTARIO—Continued.							
Township of Glenelg.....	Brought forward.....			877,000 00	3,018,000 00		67,500 00
Town of Durham.....	do			32,000 00			
City of Belleville.....	Grand Junction.....			150,000 00	929,000 00		
Village of Stirling.....	do			5,000 00			
Township of Rawdon.....	do			15,000 00			
do Seymour.....	do			35,000 00			
do Percy.....	do						
do Asphodel.....	do						
City of Guelph.....	Guelph Junction.....	155,000 00	155,000 00	8,000 00	213,000 00	50,000 00	50,000 00
County of Frontenac.....	Kingston and Pembroke.....			170,000 00			
City of Kingston.....	do			318,000 00		20,000 00	20,000 00
Village of Renfrew.....	do			8,000 00			
City of Hamilton.....	Hamilton and North-Western.....			99,738 00	491,000 00		
County of Halton.....	do			75,791 00			
Village of Georgetown.....	do			11,289 00			
County of Peel.....	do			30,974 00			
do Sincove.....	do			354,007 00			
Town of Collingwood.....	do			12,084 00			
Township of Innisfil.....	do			22,592 00			
do Woodhouse.....	do			20,740 00			
do Adjala.....	do			2,500 00			
do Essa.....	do			2,500 00			
do Tossoronto.....	do			10,000 00			
do Mulmur.....	do			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.....	Lake Erie, Essex & Detroit River.....			20,000 00			
do Garfield.....	do			15,000 00			
Village of Kingsville.....	do			10,000 00	45,000 00		

Township of East Gwillimbury	Lake Simcoe Junction	45,070 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 Kincardine and Wigan	do do	9,000 00		
City of London	do do	100,000 00	311,500 00	
51 Township of Thorah	Midland	50,000 00		
Town of Port Hope	do	30,000 00		
Township of Orillia and Matchedash	do	12,500 00		
Town of Orillia	do	12,500 00		
Township of Lay	do	21,370 85		
Village of Omeenee	do	2,000 00		
Township of Mara	do	12,500 00		
Town of Peterborough	do	4,000 00	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 Kingston	do do	75,000 00		
do Toronto	Northern	100,000 00	157,500 00	
County of Simcoe	do	190,000 00		
Town of Barrie	do	200,000 00		
do Orillia	do	30,000 00		
Townships of Collingwood, Euphrasia	do	12,500 00		
and St. Vincent	do	99,480 00		
	Carried forward	35,000 00	241,980 00	390,000 00
		155,000 00	6,360,446 85	627,500 00

* Now Kingston, Napanee and Western.

No. 10.—STATEMENT of Aid granted to Railways by Municipalities—Continued.

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscrip- tions to Shares or Bonds.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
ONTARIO—Continued.							
Town of Smith's Falls.....	Brought forward.....		155,000 00	35,000 00	6,360,446 85		627,500 00
do Merivale.....	Ontario and Quebec.....			25,000 00			
Township of West Winchester.....	do.....			10,000 00			
do Thamesford.....	do.....			15,000 00			
Town of Port Arthur.....	Port Arthur, Duluth and Western.....			2,500 00	52,500 00		
Municipality of Norbery.....	do.....			25,000 00			
Town of Simcoe.....	do.....			15,000 00	40,000 00		
Township of Charlotteville.....	South Norfolk.....			5,000 00			
do South Walsingham.....	do.....			20,000 00			
City of St. Catharines.....	do.....			40,000 00	65,000 00		
Town of Thorold.....	St. Catharines and Niagara Central.....	80,000 00	80,000 00	80,000 00			
City of Ottawa.....	do do.....			20,000 00	100,000 00	60,000 00	
Town of Prescott.....	St. Lawrence and Ottawa.....	200,000 00				30,000 00	
do Gananoque.....	do do.....	100,000 00					
City of Toronto.....	Thousand Islands.....		300,000 00		10,000 00		
Township of Scarborough.....	Toronto and Nipissing.....						
do Markham.....	do.....						
do Uxbridge.....	do.....			150,000 00			
do Scott.....	do.....			10,000 00			
do Brock.....	do.....			30,000 00			
do Eldon.....	do.....			50,000 00			
do Bexley.....	do.....			10,000 00			
do Somerville.....	do.....			50,000 00			
Townships of Luxton, Digby and Langford.....	do.....			44,000 00			
Town of Uxbridge.....	do.....			15,000 00			
Albion.....	do.....			15,000 00			
Caledon.....	do.....			12,500 00			
Mono.....	do.....			2,000 00			
	Toronto, Grey and Bruce.....			40,000 00			
	do.....			45,000 00			
	do.....			45,000 00			
							388,500 00
							90,000 00

Amaranthi.....	do	30,000 00	
Arthur.....	do	35,000 00	
Orangeville.....	do	15,000 00	
Mount Forest.....	do	20,000 00	
Toronto.....	do	350,000 00	
County of Grey (Group).....	do	5,000 00	
Owen Sound.....	do	300,000 00	
Minto.....	do	15,000 00	
Howick.....	do	35,000 00	
Gorrie and Wroxeter.....	do	5,000 00	
Teeswater.....	do	38,000 00	
Culross.....	do	5,000 00	
Turnbury.....	do	5,000 00	
Victoria			
Town of Lindsay.....	do	85,000 00	988,000 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
Wellington, Grey and Bruce.			
Fergus.....	do	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	
Listowell.....	do	15,000 00	
Grey.....	do	35,000 00	
Elma.....	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	
Whitby, Port Perry and Lindsay.			
Town of Whitby.....	do	70,000 00	682,000 00
Township of Whitby.....	do	15,000 00	
do Reach.....	do	30,000 00	
do do.....	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
			9,094,541 78
			717,500 00
			585,000 00

County of Pontiac	Pontiac Pacific Junction	100,000 00	101,000 00	450,000 00
Village of Shawville	do	1,000 00		
Parish of Sherbrooke	Quebec Central	50,000 00		
do Dudswell	do	25,000 00		
do Weedon	do	25,000 00		
Carshby	do	3,000 00		
City of Quebec	Quebec and Lake St. John		103,000 00	
do Montreal	Quebec, Montreal, Ottawa and Occidental	1,000,000 00		
do Quebec	do	1,000,000 00		
do Three Rivers	do	100,000 00		
County of Ottawa	do	200,000 00		
St. Sauveur de Québec	do	25,000 00		
Cote St. Louis	do	25,000 00		
Village of Ste. Thérèse	do	12,000 00		
Parish of do	do	12,000 00		
do St. Jérôme	do	10,000 00		
Village of do	do	15,000 00		
St. Scholastique	do	10,000 00		
St. Andrew's	do	25,000 00		
St. Jerusalem of Argenteuil	do		25,000 00	
County of Bromo	South-Eastern	2,434,000 00		
Township of Bromo	do		25,000 00	
do Sutton	do			50,000 00
do Pottou	do			50,000 00
do Farmham	do			63,000 00
Village of West Farmham	do			25,000 00
do East do	do			20,000 00
do Waterloo	do			5,000 00
do Drummondville	do			5,000 00
County of Drummond	do			30,000 00
Township of Wickham	do			15,000 00
do St. Germain	do			90,000 00
do Sorel	do			10,000 00
Village of Actonvale	do			15,000 00
do Roxton Falls	do			40,000 00
Township of Roxton	do			15,000 00
do do	do			20,000 00
do do	do			50,000 00
do do	do			10,000 00
do West Wickham	do			15,000 00
Fraserville	Temiscouata		25,000 00	
Municipality of Magog	Waterloo and Magog			15,000 00
			453,774 00	
				1,368,000 00

No. 10.—STATEMENT of Aid granted to Railways by Municipalities—*Concluded.*

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonds.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
NEW BRUNSWICK.							
Hillsboro', Hopewell and Harvey Parishes.....	Albert.....			40,000 00			
Coverdale, Hillsboro', Hopewell and Harvey Parishes.....	do.....			30,000 00	70,000 00		
City of Fredericton.....	Fredericton.....			50,000 00			
County of York.....	do.....			30,000 00	80,000 00		
Parish of St. George.....	*Grand Southern.....	2,000 00					
do 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	23,000 00		
City of Calais.....	do and Canada.....			12,500 00			
do Houlton.....	do.....			22,000 00			
do St. Stephen.....	do.....			13,000 00	47,500 00		
Town of Chatham.....	Northern and Western of New Brunswick.....	20,000 00	20,000 00	13,000 00	13,000 00	60,000 00	60,000 00
Parish of Elgin.....	†Petitcodiac and Elgin.....						
City of St. John.....	St. John and Maine.....						
NOVA SCOTIA.							
County of King's.....	Cornwallis Valley.....			27,685 00	27,685 00	100,000 00	100,000 00
Township of Yarmouth.....	Western Counties.....						
Counties of Yarmouth and Digby.....	do.....			150,000 00	150,000 00		
			23,000 00		233,500 00		60,000 00
							100,000 00
							100,000 00

MANITOBA.

City of Winnipeg.....
 County of Selkirk.....
 Township of St. Andrews.....
 Town of Morris.....
 County of Westborne.....
 Town of Portage la Prairie.....
 do Minnedosa.....
 Municipality of Shoal Lake.....
 do Birtle.....
 do Strathclair.....
 Rapid City.....

BRITISH COLUMBIA.

City of New Westminster.....
 NORTH-WEST TERRITORIES.
 Not stated.....
 Canadian Pacific.....
 Manitoba and North-Western.....
 Saskatchewan and Western.....
 Canadian Pacific.....
 Wood Mountain and Qu'Appelle.....

200,000 00
 35,000 00
 35,000 00
 100,000 00
 370,000 00
 75,000 00
 50,000 00
 30,000 00
 20,000 00
 40,000 00
 600 00
 10,000 00
 10,000 00
 595,600 00
 37,500 00
 25,000 00

* Now Shore Line. + Now Elgin, Petitediac and Havloek.

No. 10.—STATEMENT of Aid granted to Railways—Constructed and under Construction—by Government and Municipalities,
30th June, 1891—*Concluded.*

S U M M A R Y .

	Loan.		Total.		Bonds.		Total.		Subscriptions to Shares or Bonds.		Total.		Grand Totals.		
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	
<i>Governments.</i>															
Dominion	15,891,533	33			130,899,740	77							146,791,274	10	
Ontario	23,000	00			6,161,007	44							6,187,007	44	
Quebec	3,722,956	00			10,674,552	12							14,397,508	12	
New Brunswick					4,287,346	81			300,000	00			4,587,346	81	
Nova Scotia	50,000	00			2,085,965	87							2,135,965	87	
Manitoba	1,945,000	00			533,300	00							2,478,300	00	
British Columbia					37,500	00							37,500	00	
			21,635,489	33			154,679,443	01			300,000	00		176,614,932	34
<i>Municipalities.</i>															
Ontario			533,000	00			9,094,541	78					10,347,041	78	
Quebec			2,434,000	00			453,774	00					4,235,774	00	
New Brunswick			23,000	00			233,500	00					316,500	00	
Nova Scotia							177,685	00					277,685	00	
Manitoba							595,600	00					595,600	00	
British Columbia							37,500	00					37,500	00	
North-West Territories							25,000	00					25,000	00	
			2,992,000	00			10,617,600	78			2,245,500	00		15,855,100	78
			24,627,489	33			165,297,043	79			2,545,500	00		192,470,033	12

DOMINION OF CANADA

ANNUAL REPORT.

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

CANALS REVENUE BRANCH

FOR THE PAST

FISCAL YEAR FROM 1st JULY, 1890, TO 30th JUNE, 1891

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

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

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

1892

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STATISTICS (APPENDIX A)—Continued.
CANALS.

	Details of Traffic arranged Alphabetically.		Details of Through Traffic arranged Alphabetically.		Details of Way Traffic arranged Alphabetically.		Details of Traffic arranged in Classes.		Details of Traffic 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, 1891.		Comparative Statement showing Tonnage of Vessels and Goods for four years ended 30th June, 1891.	
	Fiscal Year ended 30th June, 1890.	Season of Navigation, 1890.	Fiscal Year ended 30th June, 1891.	Season of Navigation, 1890.	Fiscal Year ended 30th June, 1891.	Season of Navigation, 1890.	Fiscal Year ended 30th June, 1891.	Fiscal Year ended 30th June, 1891.	Season of Navigation, 1890.	Fiscal Year ended 30th June, 1891.	Fiscal Year ended 30th June, 1891.	Season of Navigation, 1890.	Fiscal Year ended 30th June, 1891.	Season of Navigation, 1890.	Fiscal Year ended 30th June, 1891.	Page.	Page.	Page.	Page.
Welland Canal.....	23	92	27	96	31	100	64	132	70	138	78	144	80	146	84	86		
St. Lawrence Canals.....	34	104	38	108	42	112	64	132	70	138	78	144	80	146	84	86		
Ottawa Canals.....	46	116	.....	.....	.....	.....	64	133	70	139	78	145	80	147	85	87
Chambly Canal.....	50	120	.....	.....	.....	.....	64	132	70	138	78	145	81	147	84	86
Rideau Canal.....	53	123	.....	.....	.....	.....	64	133	70	139	79	145	81	147	85	87
St. Peter's Canal.....	56	126	.....	.....	.....	.....	64	133	70	139	79	145	82	148	.....	.....
Trent Valley Canals.....	57	127	.....	.....	.....	.....	64	133	70	139	79	145	81	148	.....	.....
Murray Canal.....	60	130	.....	.....	.....	.....	64	133	70	139	79	145	81	147	85	87

DEPARTMENT OF RAILWAYS AND CANALS,

CANALS REVENUE BRANCH,

OTTAWA, 6th October, 1891.

To the Secretary

Department of Railways and Canals.

SIR,—I have the honour to submit herewith the statements of Canal Revenues collected during the fiscal year ended 30th June, 1891, with the financial statement respecting the source whence the revenues were derived.

The following summary of revenues accrued shows a decrease of \$3,785 after deducting the refunds made under various Orders in Council modifying the Tariff:

	1889-90.	1890-91.	Increase.	Decrease.
	\$	\$	Per cent.	Per cent.
Canal tolls, &c	371,626	345,143	.....	4·43
Hydraulic rents	38,163	37,995	.....	0·45
Minor public works	50	41	.....	18·00
Total	409,844	383,179	.....	6·50
LESS—Refunds	48,391	25,511	.....
Net revenue.....	361,453	357,668	.....

The following is a comparative statement of the revenues accrued on the following divisions of the canals for the years 1890 and 1891, showing the increases or decreases as compared with the previous year.

	1889-90.	1890-91.	Increase.	Decrease.
	\$	\$	Per cent.	Per cent.
Welland Canal	220,160	188,586	.....	14·34
St. Lawrence Canals.	70,604	79,919	.....	13·2
Chambly Canal.....	17,703	20,187	.....	14·03
Ottawa Canals.....	53,094	47,149	.....	11·19
Rideau Canal.....	6,782	6,153	.....	9·29
St. Peter's Canal	2,453	1,707	.....	30·41
Trent Valley Canal.....	238	731	.....	23·49
Murray Canal.....	592	711	.....	198·74
Total.....	371,626	345,143	.....
LESS—Refunds	48,138	25,511	.....
Net Revenue.....	323,488	319,632	.....

The following statement will exhibit the increases and decreases upon the Welland Canal and the classes of articles upon which they arose:—

	1889-90.	1890-91.	Increase.	Decrease.
	\$	\$	Per cent.	Per cent.
Vessels	19,295	15,907	.....	17.56
Passengers	207	354	71.01	
Produce of the forest.....	29,698	20,157	.....	32.12
do animals	331	176	.....	46.82
do agriculture.....	109,970	94,330	.....	14.22
Manufactures and merchandise	56,291	56,407	.....	2
Total tolls.....	215,792	187,331		
Fines and damages.....	4,367	1,255		
Total	220,159	188,586		
LESS—Refunds	47,251	24,914		
Net revenue.....	172,888	163,672		

The decrease in the amount of tolls refunded as shown above is due to the fact that no refunds of tolls on grain were made during the months of May and June, in consequence of an Order in Council of 18th May, 1891, authorizing such refunds to be made at the close of navigation and not during the season as heretofore.

The total quantity of freight transported on the several divisions of the canals and classified as under, is as follows:—

Canals.	Farm Stock.	Forest Produce of Wood.	Manu- factures.	Merchandise	Agricultural Products.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Welland	54	138,205	23,104	317,044	481,095	959,502
St. Lawrence.....	1,107	126,128	67,280	348,696	286,093	829,304
Chambly.....	234	98,868	3,218	118,830	3,914	225,064
Ottawa.....	1,167	622,329	844	11,483	5,155	640,978
Rideau.....	38	74,530	2,336	20,728	3,055	100,687
St. Peter's.....		2,619		19,232	7,668	29,519
Murray.....	25	4,124	1,659	4,205	3,572	13,585
Trent Valley.....		23,038	20	582	35	23,675

It will be seen by the following figures that the largest quantity of freight passed through the Welland Canal since 1867 was during the fiscal year of 1874, when the quantity was 1,540,081 tons.

The smallest quantity passed through in any one year was 1882, when the quantity decreased to 644,727 tons, in 1890 the quantity increased to 1,104,553 tons, and decreased in 1891 to 959,502 tons.

The largest tonnage passed through the Welland Canal between the United States ports for the same period was during the fiscal year 1871, the quantity being 747,756 tons; the quantity however decreased to 191,817 tons in 1882, but has since gradually increased to 563,856 tons in 1891.

The following statement shows the total quantity of freight passed through the Welland Canal, and the quantity passed between United States ports during the fiscal years ended 30th June, 1867 to 1891, inclusive:—

Years.	Total quantity transported on the Welland Canal, Tons.	Quantity from United States ports to United States ports, Tons.
1867.....	933,260	458,386
1868.....	1,161,821	641,711
1869.....	1,231,903	688,700
1870.....	1,311,956	747,756
1871.....	1,478,122	772,567
1872.....	1,319,996	638,039
1873.....	1,391,692	634,913
1874.....	1,540,081	703,185
1875.....	1,142,853	595,217
1876.....	1,121,802	524,197
1877.....	1,126,429	482,878
1878.....	1,091,898	448,413
1879.....	918,924	361,304
1880.....	896,122	248,944
1881.....	798,809	196,285
1882.....	644,727	191,817
1883.....	861,634	337,619
1884.....	965,830	417,972
1885.....	839,521	416,825
1886.....	934,862	443,961
1887.....	838,587	387,109
1888.....	827,300	387,555
1889.....	938,254	464,415
1890.....	1,104,553	550,844
1891.....	959,502	563,856

The statements of the quantity of grain transhipped at Ports Colborne and Kingston, and comparative statements of the movement of traffic on the different routes competing for the carrying trade from the west to the sea-board will be given in the supplementary report for the season of navigation.

I have the honour to be, Sir,

Your obedient servant,

B. H. TEAKLES.

CANALS,

No. 1.—COLLECTORS of Canals Tolls,

DR.

(For Details, see

Balances due by Collectors, &c., 1st July, 1890.	CANAL REVENUE.				Total Canal Revenue Accrued.	Hydraulic Rents and Revenue from Public Works, <i>Vide</i> Statements Nos. 3 and 4.	Total.
	Tolls.	Wharfage and Storage.	Fines and Damages.	Other Receipts.			
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1,232 41	126,409 73	.....	6 00	.....	126,415 73	112 08	127,760 22
100 13	59,246 37	.....	.....	.....	59,246 37	193 21	59,539 71
161 60	340 82	.....	.....	.....	340 82	497 67	1,000 09
0 50	18 76	.....	.....	.....	18 76	.....	19 26
60 32	706 36	.....	.....	81 59	787 95	293 00	1,141 27
.....	554 57	.....	1,147 38	20 00	1,721 95	2,670 76	4,392 71
2 54	54 95	.....	.....	.....	54 95	.....	57 49
1,557 50	187,331 56	.....	1,153 38	101 59	188,586 53	3,766 72	193,910 75
.....	790 28	.....	105 55	.....	895 83	3,852 50	4,748 33
296 51	17,652 66	.....	5 00	.....	17,657 66	790 00	18,744 17
172 55	773 65	.....	5 00	.....	778 65	575 00	1,526 20
116 97	2,940 74	21 36	4 00	1,538 83	4,554 93	.....	4,671 90
.....	25,982 04	4,655 85	297 50	10,963 62	41,899 01	19,753 48	61,652 49
291 87	14,133 40	.....	.....	.....	14,133 40	.....	14,425 27
877 90	62,272 77	4,677 21	417 05	12,552 45	79,919 48	24,970 98	105,768 36
.....	6,424 36	.....	4 00	.....	6,428 36	70 00	6,686 12
187 76	13,268 05	.....	.....	.....	13,268 05	.....	13,268 05
57 92	487 83	.....	2 75	.....	490 58	.....	548 50
245 68	20,180 24	.....	6 75	.....	20,186 99	70 00	20,502 67
.....	27,510 23	.....	.....	.....	27,510 23	.....	27,510 23
594 08	18,212 83	.....	.....	.....	18,212 83	5 00	18,811 91
28 80	180 40	.....	.....	8 00	188 40	20 00	237 20
91 34	1,237 29	.....	.....	.....	1,237 29	.....	1,329 63
714 22	47,140 75	.....	.....	8 00	47,148 75	25 00	47,887 97
.....	4,094 36	12 20	5 00	176 00	4,287 56	564 75	4,852 31
.....	1,432 25	.....	.....	.....	1,432 25	105 50	1,537 75
.....	428 38	.....	1 00	3 78	433 16	60 90	494 06
.....	5,954 99	12 20	6 00	179 78	6,152 97	731 15	6,884 12
203 10	1,528 85	.....	.....	177 91	1,706 76	.....	1,909 86
131 57	672 86	.....	38 16	.....	711 02	.....	842 59

1890-91.

in Account with Revenue.

Appendix A.)

CR.

COLLECTION DIVISIONS.	DEPOSITED TO THE CREDIT OF THE RECEIVER GENERAL.		Balances due by Collectors, &c., 30th June, 1891.	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.....	127,263 87	105 56	390 79	127,760 22
Port Dalhousie.....	59,346 50	193 21		59,539 71
Dunnville.....	307 37	574 34	118 38	1,000 09
Port Maitland.....	19 26			19 26
Port Robinson.....	755 62	293 00	92 65	1,141 27
St. Catherines....	1,721 95	2,670 76		4,392 71
Chippawa.....	46 46		11 03	57 49
Totals.....	189,461 03	3,836 87	612 85	193,910 75
<i>St. Lawrence Canals.</i>				
Beauharnois.....	800 13	3,852 50	95 70	4,748 33
Cornwall.....	16,882 95	790 00	1,071 22	18,744 17
Cardinal.....	820 20	706 00		1,526 20
Lachine.....	4,661 73		10 17	4,671 90
Montreal.....	41,899 01	19,753 48		61,652 49
Kingston.....	14,242 03		183 24	14,425 27
Totals.....	79,306 05	25,101 98	1,360 33	105,768 36
<i>Chambly Canal.</i>				
Chambly.....	6,306 23	70 00	309 89	6,686 12
St. John's.....	13,268 05			13,268 05
St. Ours.....	499 77		48 73	548 50
Totals.....	20,074 05	70 00	358 62	20,502 67
<i>Ottawa Canals.</i>				
Ottawa.....	27,510 23			27,510 23
Grenville.....	18,484 44	5 00	322 47	18,811 91
Carillon.....	190 11	20 00	27 09	237 20
St. Anne's Lock.....	1,193 21		135 42	1,328 63
Totals.....	47,377 99	25 00	484 98	47,887 97
<i>Rideau Canal.</i>				
Ottawa.....	4,287 56	564 75		4,852 31
Kingston Mills.....	1,432 25	105 50		1,537 75
Smith's Falls.....	433 16	60 90		494 06
Totals.....	6,152 97	731 15		6,884 12
<i>St. Peter's Canal</i>	1,794 78		115 08	1,909 86
<i>Murray Canal</i> —Brighton.....	796 52		46 07	842 59

CANALS,

No. 1.—COLLECTORS of Canals Tolls,

DR.

(For Details, see

Balances due by Collectors, &c., 1st July, 1890.	CANAL REVENUE.				Total Canal Revenue Accrued.	Hydraulic Rents and Revenue from Public Works, <i>Vide</i> Statements Nos. 3 and 4.	Total.
	Tolls.	Wharfage and Storage.	Fines and Damages.	Other Receipts.			
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
18 00	59 51	.....	.....	.....	59 51	.....	77 51
50 73	341 96	.....	.....	50 00	391 96	.....	442 69
2 39	34 96	.....	.....	.....	34 96	50 00	87 35
1 50	28 70	.....	.....	.....	28 70	180 00	210 20
38 09	163 23	.....	.....	.....	163 23	6 00	207 32
.....	52 75	.....	.....	.....	52 75	.....	52 75
110 71	681 11	.....	.....	50 00	731 11	236 00	1,077 82
3,840 68	325,763 13	4,689 41	1,621 34	13,069 73	345,143 61	29,799 85	378,784 14
					25,511 56	.....	.....
					319,632 05	.....	.....

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

1890-91.—Continued.

in Account with Revenue.

Appendix A.)

CR.

COLLECTION DIVISIONS.	DEPOSITED TO THE CREDIT OF THE RECEIVER GENERAL.		Balances due by Collectors, &c., 30th June, 1891.	Total.
	On account of Canal Revenue.	On account of Hydraulic Rents and other Public Works.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Trent Valley Canal.</i>				
..... Burleigh	58 75	.....	18 76	77 51
..... Bobcaygeon.....	391 06	.....	51 63	442 69
..... Fenelon Falls.....	35 10	50 00	2 25	87 35
..... Hastings.....	25 95	180 00	4 25	210 20
..... Peterboro'.....	179 35	6 00	21 97	207 32
..... Buckhorn.....	32 00	.....	20 75	52 75
..... Totals.....	722 21	236 00	119 61	1,077 82
..... Grand total.....	345,685 60	30,001 00	3,097 54	378,784 14
..... Less—Refunds per Statement No. 5..				
..... Net revenue.				

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

HYDRAULIC AND OTHER RENTS.
No. 2.—SUMMARY Statement of Lessees' Account.
(For details, see Appendix A, No. 28.)

Balance due 1st July, 1890.	Accrued during the Year ended 30th June, 1891.	Total.	Name of Work.	Abatement Authorized.	Paid into hands of Collector, <i>vide</i> Statement No. 1.	Deposited to the credit of the Receiver General.	Balance due 30th June, 1891.	Total.
\$ cts.	\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
23,346 92	7,324 40	30,671 32	Welland Canal.....	50 00	3,725 58	.....	26,895 74	30,671 32
6,626 62	1,118 00	7,744 62	Williamsburg Canal.....	.....	575 00	.....	7,169 62	7,744 62
792 50	815 00	1,607 50	Cornwall.....	10 00	790 00	.....	807 50	1,607 50
3,627 50	2,588 00	6,215 50	Beauharnois.....	.....	3,852 50	.....	2,363 00	6,215 50
18,393 86	24,559 06	42,952 92	Lachine.....	20 00	19,752 48	.....	23,180 44	42,952 92
136 84	245 00	381 84	Chambly.....	.....	70 00	.....	311 84	381 84
7,059 70	1,220 20	8,279 90	Rideau.....	51 25	731 15	.....	7,472 50	8,279 90
226 00	125 00	351 00	Sundry Canals.....	.....	262 00	.....	89 00	351 00
			<i>Land Sales.</i>					
354 18	.....	354 18	.....	.....	.....	.....	354 18	354 18
60,564 12	37,984 66	98,558 78	.....	131 25	29,758 71	.....	68,643 82	98,558 78

Accrued..... \$ 37,984 66
 Less refunded..... 32 00
\$ 37,962 66

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, 30th September, 1891.

No. 3.—MINOR PUBLIC WORKS, 1890-1891.

Balances due 1st July, 1890.	Accrued during Year ended 30th June, 1891.	Totals.	Works.	Deposited to the credit of the Receiver General, <i>Vide</i> Statement No. 1.	Balances due 30th June, 1891.	Total.
\$ cts.	\$ cts.	\$ cts.	<i>Harbours.</i>	\$ cts.	\$ cts.	\$ cts.
5 98	29 58	35 56	....Port Colborne..	35 56	.....	35 56
.....	11 56	11 56	....Port Dalhousie.. . . .	11 56	.....	11 56
5 98	41 14	47 12	..... Total	47 12	.....	47 12

B. H. TEAKLES,
Chief Clerk Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, 30th September, 1891.

No. 4.—STATEMENT of the Amount of Fines and Damages collected, for violation of the Canal Regulations, giving the particular in each case why the penalty was imposed, during the fiscal year ended 30th June, 1891.

Date.	Name of Vessel.	Name of Owner or other Person chargeable.	Particulars.	Fines.		Damages.		Totals.	
				\$	cts.	\$	cts.	\$	cts.
1890.									
Aug. 16.....	Tug "Norris".....	James Norris.....	For violating Canal Regulations, sec. 22.....	5	00				
Nov. 4.....	Scow "Victoria".....	Unknown.....	Scow "Victoria" abandoned on bank of Welland Canal.....	6	00				
1891.									
Jan. —.....	Stim. Bge. "Marshall".....	D. Whitney.....	Damages to Bridge 15.....			175	00		
do —.....	do do "Tecumseh".....	Jas. Webster.....	Lock tender fine.....		10	00			
June 30.....	do do "Tecumseh".....	Capt. W. Hanson.....	Damage to Locks No. 22 and 25.....			41	65		
do do.....	Bge. "Samoa".....	Jas. McKenzie.....	do do Lock No. 18.....			840	73		
do do.....	Str. "C. W. Whitmore".....	Capt. James Hastings.....	do do do 21.....			75	00		
			Total, Welland Canal.....	21	00	1,132	38		
1890.									
<i>St. Lawrence Canals.</i>									
July 18.....	Bge. "Flame".....	P. Laplante.....	For violating sec. 26 of Canal Regulations, Lock No. 2.....	20	00				
do 22.....	do do "William".....	L. Latour.....	For not obtaining Let-Pass.....	5	00				
Aug. 11.....	Str. "Eveline".....	H. Dobell & Co.....	For unnecessary blowing her whistle.....	10	00				
do 15.....	do do "Ariel".....	J. Cowley.....	For violating sec. 107 of Canal Regulations.....	4	00				
do 26.....	do do "Cholmley".....	Carbrey & Rooth.....	For violating sec. 25, Canal Regulations.....	10	00				
do 26.....	do do do.....	do do do.....	For damages to masonry at Lock No. 2.....			200	00		
do 28.....	Bge. "Beauport".....	N. Gamlin.....	For allowing barge to run into Lock No. 24 without checking, &c.....	5	00				
Sept. 3.....	Str. "Corinthian".....	R. & O. Navigation Co.....	For evading payment of canal tolls at Cornwall.....	27	50				
do 29.....	Schooner "Prussia".....	Capt. Alex. Milligan.....	For neglecting to report.....	5	00				
Oct. 3.....	Bge. "Quebec".....	P. Laplante.....	For evasion of wharfage dues.....	5	00				
do 3.....	do do "Du Lievre".....	do do do.....	do do do.....	5	00				
do 4.....	do do "J. Bright".....	do do do.....	do do do.....	5	00				
do 4.....	do do "Gypsaun".....	do do do.....	do do do.....	5	00				
Nov. 1.....	Bge. "Jennie".....	Montreal Transportation Co.....	For violating sec. 26 of Canal Regulations at Locks No. 8 and 10, on 15th October, 1890.....	20	00				
1891.									
May 2.....	Bge. "Brodeur Demers".....	D. Lerouise.....	For non-payment of dues.....	5	00				
June 17.....	Dredge "St. Joseph".....	N. K. and M. Connolly.....	For damage to a guard post, Lock No. 8, 2nd June, 1891.....			5	00		
do 17.....	Bge. "Jennie".....	Montreal Transportation Co.....	For damage to St. Timothy bridge, on 16th May, 1890.....			60	55		

do	17	do	do	do	For having broken a bumping post, Lock No. 9, on 9th Sept., 1890	20 00		
					Total, St. Lawrence Canals.	131 50	417 05	
	1890.				<i>Chambly Canal.</i>			
Aug.	23	Bge. "W. Henry"	Capt. Arpin		Damage to Lock gate No. 7		2 00	
do	23	do "St. Jean Baptiste"	Capt. Lavalée		do 2		2 00	
do	11	Str. "James"	Gédéon Lebrun		For violating sec. 6 of Canal Regulations	2 00		
Sept.	8	Boat "St. Joseph"	E. Lussier		For damages to lock		0 75	
					Total, Chambly Canal	2 00	4 72	6 75
	1890.				<i>Rideau Canal.</i>			
Aug.	11	Str. "Minnie Bell"	Mr. Bulger		For fast driving over the iron bridge crossing the canal	1 00		
Nov.	29	Str. "Minnie Bell"	Henry Shaver		For interfering with the machinery (under sec. 7, Canal Regulations)	5 00		
					Total, Rideau Canal	6 00		6 00
	1890.				<i>Murray Canal.</i>			
Dec.	31	Str. "Ocean"	W. A. Geddes		Damages to boom at railway swing bridge, Oct. 19, 1890		38 16	
					Total, Murray Canal			38 16
					Total fines and damages			1,621 34

* These amounts were paid to the collector of canal tolls at St. Catharines, by Mr. Ellis, superintendent of the Welland Canal.

B. H. TEAKLIES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

CANALS,

No. 5.—COLLECTORS of Canal Tolls

(For Details, see

DR.

Amounts received from Department to meet Expenditure.	Deductions from Salaries for Super-annuation.	Balances due to Collectors 30th June, 1891.	Total.	COLLECTION DIVISIONS.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	
3,383 99	65 00		3,448 99	<i>Welland Canal.</i>
2,180 97	38 00		2,218 97	Port Colborne.....
770 25	15 00		785 25	Port Dalhousie.....
600 00	10 00		610 00	Dunnville.....
737 41	14 40		751 81	Port Maitland.....
196 00	4 00		200 00	Port Robinson.....
128 75	2 00		130 75	St. Catharines.....
				Chippawa.....
7,997 37	148 40		8,145 77	Total.....
				<i>St. Lawrence Canals.</i>
1,293 66	17 00		1,310 66	Beauharnois.....
1,222 99	5 00		1,227 99	Cardinal.....
1,851 37	0 64		1,852 01	Cornwall.....
1,197 87	22 00		1,219 87	Kingston.....
2,150 25	34 00		2,184 25	Lachine.....
8,487 25	123 68		8,610 93	Montreal.....
16,203 39	202 32		16,405 71	Total.....
				<i>Chambly Canal.</i>
1,567 90	26 25		1,594 15	Chambly.....
1,491 85	24 25		1,516 10	St. John's.....
622 74			622 74	St. Ours.....
3,682 49	50 50		3,732 99	Total.....
				<i>Ottawa Canals.</i>
823 32	16 00		839 32	Carillon.....
1,167 11	20 00		1,187 11	Grenville.....
1,543 51	6 25		1,549 76	St. Anne's Lock.....
3,533 94	42 25		3,576 19	Total.....
				<i>Rideau Canal.</i>
458 08	8 00		466 08	Kingston Mills.....
2,203 74	40 00		2,243 74	Ottawa.....
336 05	6 00		342 05	Smith's Falls.....
2,997 87	54 00		3,051 87	Total.....
				<i>St. Peter's.</i>
196 00	4 00		200 00	St. Peter's.....
17 75			17 75	Murray Canal.....
70 21			70 21	Trent.....
2,357 99	36 00		2,393 99	Inspector of Canals.....
845 82			845 82	Queen's Printer.....
214 37			214 37	Stationery.....
2,757 52			2,757 52	General.....
40,874 72	537 47		41,412 19	Grand Totals.....

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

1890-91.

in Account with Expenditure.

Appendix B.)

Cr.

Balances due to Collectors 1st July, 1890.	EXPENDITURE AUTHORIZED BY THE DEPARTMENT.					Total.
	Salaries.	Special Assistance.	Rent.	Travelling Expenses.	Sundries.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
.....	3,250 00	.....	192 00	.....	6 99	3,448 99
.....	1,900 00	.....	25 00	150 00	143 97	2,218 97
.....	750 00	.....	.....	.....	35 25	785 25
.....	500 00	.....	100 00	.....	10 00	610 00
.....	720 00	.....	.....	1 90	29 91	751 81
.....	200 00	.....	.....	.....	.....	200 00
.....	100 00	.....	25 00	.....	5 75	130 75
.....	7,420 00	.....	342 00	151 90	231 87	8,145 77
.....	1,216 00	.....	.....	6 00	88 66	1,310 66
.....	1,150 00	.....	50 00	10 50	17 49	1,227 99
.....	1,633 32	142 50	.....	.....	76 19	1,852 01
.....	1,100 00	.....	45 00	.....	74 87	1,219 87
.....	1,700 00	.....	360 00	19 80	104 45	2,184 25
.....	7,383 34	.....	525 00	.....	702 59	8,610 93
.....	14,182 66	142 50	980 00	36 30	1,064 25	16,405 71
.....	1,500 00	.....	.....	48 06	46 09	1,594 15
.....	1,400 00	.....	.....	.....	116 10	1,516 10
.....	600 00	.....	.....	.....	22 74	622 74
.....	3,500 00	.....	.....	48 06	184 93	3,732 99
.....	800 00	.....	.....	.....	39 32	839 32
.....	1,000 00	.....	50 00	.....	137 11	1,187 11
.....	1,500 00	.....	.....	.....	49 76	1,549 76
.....	3,300 00	.....	50 00	.....	226 19	3,576 19
.....	400 00	.....	.....	33 00	33 08	466 08
.....	2,000 00	.....	.....	15 18	228 56	2,243 74
.....	300 00	.....	.....	5 85	36 20	342 05
.....	2,700 00	.....	.....	54 03	297 84	3,051 87
.....	200 00	.....	.....	.....	17 75	200 00
.....	.....	53 20	.....	3 50	13 51	70 21
.....	1,800 00	.....	.....	521 10	72 89	2,393 99
.....	.....	.....	.....	.....	845 82	845 82
.....	.....	.....	.....	.....	214 37	214 37
.....	.....	.....	.....	.....	2,757 52	2,757 52
.....	33,102 66	195 70	1,372 00	816 89	5,926 94	41,412 19

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

No. 6.—REFUNDS, 1890—91.
CANAL TOLLS.

Canal.	To whom Paid.	Date.	Office.	Refunds of Tolls on	Under what Authority Refunded.	Amount.	Total
		1890.				\$ cts.	\$ cts.
Welland.....	K. & M. Forwarding Co.	July 14.	Port Colborne	Grain	Refunded under Revised Statutes, chap. 29, sec. 8.		
do	J. Malcolmson	do 14.	do	do	do	216 00	
do	A. E. Hume	do 14.	do	do	do	107 46	
do	Montreal Transport Co.	do 19.	do	do	do	119 52	
do	Æ. D. Mackay's Sons	do 22.	do	do	do	2,799 00	
do	F. H. Taylor	do 22.	do	do	do	90 72	
do	J. Malcolmson	do 31.	do	do	do	176 40	
do	K. & M. Forwarding Co.	Aug. 2.	do	do	do	108 00	
do	J. B. Fairgrieve & Son	do 4.	do	do	do	581 22	
do	Montreal Transport Co.	do 7.	do	do	do	99 90	
do	K. & M. Forwarding Co.	do 7.	do	do	do	3,830 94	
do	Æ. D. Mackay's Sons	do 7.	do	do	do	425 88	
do	A. M. Robertson	do 26.	do	do	do	94 50	
do	Æ. D. Mackay's Sons	do 26.	do	do	do	189 00	
do	H. A. Young	do 26.	do	do	do	94 68	
do	J. Malcolmson	do 26.	do	do	do	163 44	
do	A. E. Hume	do 28.	do	do	do	91 80	
do	J. B. Fairgrieve & Son	do 28.	do	do	do	217 08	
do	Æ. D. Mackay's Sons	Sept. 2.	do	do	do	99 90	
do	do	do 2.	do	do	do	41 22	
do	K. & M. Forwarding Co.	do 2.	do	do	do	231 48	
do	J. A. Malcolmson	do 2.	do	do	do	110 70	
do	F. H. Taylor	do 2.	do	do	do	171 36	
do	Æ. D. Mackay's Sons	do 18.	do	do	do	90 72	
do	K. & M. Forwarding Co.	do 20.	do	do	do	356 40	
do	do	do 24.	do	do	do	661 32	
do	Æ. D. Mackay's Sons	do 24.	do	do	do	91 80	
do	Montreal Transport Co.	do 24.	do	do	do	4,122 18	
do	F. H. Taylor	Oct. 2.	do	do	do	164 34	
do	H. A. Young	do 2.	do	do	do	215 10	
do	J. A. Malcolmson	do 16.	do	do	do	110 70	
do	K. & M. Forwarding Co.	do 16.	do	do	do	553 68	
do	J. B. Fairgrieve & Son	do 16.	do	do	do	94 50	

do	do	30.	do	do	do	do	do	do	93 42
do	do	Nov.	do	do	do	do	do	do	2,410 74
do	do	do	do	do	do	do	do	do	108 00
do	do	do	do	do	do	do	do	do	172 62
do	do	Dec.	do	do	do	do	do	do	1,828 98
do	do	do	do	do	do	do	do	do	91 44
do	do	do	do	do	do	do	do	do	54 18
do	do	do	do	do	do	do	do	do	103 32
do	do	do	do	do	do	do	do	do	305 64
do	do	do	do	do	do	do	do	do	2,211 12
do	do	do	do	do	do	do	do	do	673 74
		1891.							
do	do	Jan.	do	do	do	do	do	do	73 08
do	do	do	do	do	do	do	do	do	174 96
		1890.							
Welland...	Capt. J. Read	Nov. 20.	Dalhousie	Over payment on ice	do	do	do	do	5 80
		1891.							
do	Capt. N. J. Wigle	April 18.	St. Catharines and Dalhousie	do	do	do	do	do	33 94
		1890.							
St. Lawrence	Rev. J. Metzler	Sept. 22.	Williamsburg	Excursion	do	do	do	do	13 50
do	do	Oct. 2.	Montreal	Material for canal construction	do	do	do	do	25 33
do	do	Nov. 3.	do	do	do	do	do	do	6 91
do	do	do	do	Over payment on R. R. Iron	do	do	do	do	17 35
do	do	Dec. 1.	do	Material for canal construction	do	do	do	do	24 08
do	do	do	Cornwall	Grain	do	do	do	do	186 92
do	do	do	do	do	do	do	do	do	45 12
		1891.							
do	Drummond, McCall & Co	Feb. 2.	Lachine	Overcharge of wharfrage on pig iron	do	do	do	do	8 40
do	Capt. O. Gillespie	April 6.	do	do of tolls owing to difference in tonnage of vessel	do	do	do	do	98 23
		1890.							
Ottawa	D. Murphy & Co.	Aug. 28.	Grenville	Tolls twice paid	do	do	do	do	35 57
do	do	Nov. 20.	Ottawa & Grenville	Unused let-passes	do	do	do	do	17 27
Total refunds, Welland Canal									24,953 72
Total refunds, St. Lawrence Canal									425 84

No. 6.—REFUNDS, 1890-91—*Concluded.*
CANAL TOLLS.

Canal.	To whom Paid.	Date.	Office.	Refund of Tolls on	Under what Authority Refunded.	Amount.	Total.
		1891.				\$ cts.	\$ cts.
do	D. Murphy & Co.	June 11.	Ottawa & Grenville	Unused let-passes	.....	11 57	
do	do	do 11.	do	do	.....	31 63	
do	Geo. Harris	do 11.	do	Overpayment of tolls	.....	13 84	
				Total refunds, Ottawa Canal	.....		109 88
Chambly	Bissett & Donaghy	Nov. 20.	St. John's	Unused let-passes	.....		22 12
				Total	.....		25,511 56

HYDRAULIC RENTS REFUNDS.

St. Lawrence	G. P. Anderson	April 3.	Cardinal	Overcharged rent, land taken by Dept		32 00
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DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

No. 6.—REFUNDS, 1890-91—RECAPITULATION—Continued.
CANAL TOLLS—Concluded.

Canal.	To whom Paid.	Date.	Office.	Refund of Tolls on	Under what Authority Refunded.	Amount.	Total.
						\$ cts.	\$ cts.
Welland	K. & M. Forwarding Co.	1890-91.	Port Colborne	Grain	Refunded under R. S., Chap. 29, Sec. 8.	5,237 10	
do	J. Malcolmson	do	do	do	do	636 66	
do	A. E. Hume	do	do	do	do	642 24	
do	Montreal Trans. Co.	do	do	do	do	15,913 62	
do	A. E. D. Mackay's Sons	do	do	do	do	834 48	
do	F. H. Taylor	do	do	do	do	512 10	
do	J. B. Fairgrieve & Son	do	do	do	do	294 30	
do	A. M. Robertson	do	do	do	do	361 62	
do	H. A. Young	do	do	do	do	481 86	
do	Capt. N. J. Wigle	do	St. Catharines and Dalhousie	Overpaid tolls on excursions.	do	33 94	24,913 98
do	Capt. J. Read	do	Dalhousie	do	do	5 80	39 74
St. Lawrence	Rev. J. Metzler	1890.	Williamsburg	Total refunds, Welland Canal			24,953 72
do	Montreal Trans. Co.	Sept. 22.	Cornwall and Montreal	Excursion		13 50	
do	do	Nov. 3.	Cornwall	Material for canal construction		56 32	
do	do	Dec. 24.	do	Overpayment on R. R. iron		17 35	
do	K. & M. Forwarding Co.	do 24.	do	Grain		45 12	
				do		186 92	
do	Drummond, McCall & Co.	1891.	Lachine	Overcharge of wharfage on pig iron		8 40	
do	Capt. O. Gillespie	Feb. 2.	do	Oxercharge owing to difference in registered tonnage of vessel		98 23	
		April 6.					
Ottawa	D. Murphy & Co.	1890.	(Grenville)	Total refunds, St. Lawrence Canal			425 84
do	do	Aug. 23.	Ottawa & Grenville	Tolls twice paid		35 57	
				Unused let-passes		60 47	

No. 6.—REFUNDS, 1889-90—Concluded.
CANAL TOLLS—Continued.

Canal.	To whom Paid.	Date.	Office.	Refund of Tolls on	Under what Authority Refunded.	Amount.	Total.
						\$ cts.	\$ cts.
Ottawa.....	Geo. Harris.....	1891. June 11..	Ottawa & St. Anne's	Overpayment of tolls.....	.....	13 84	109 88
Chambly.....	Bissett & Donaghy.....	Nov. 20..	St. John.....	Total refunds, Ottawa Canals.. Unused let-passes.....	.....	.....	22 12 25,511 56

HYDRAULIC RENTS REFUNDS.

St. Lawrence ...	G. P. Anderson.....	April 3..	Cardinal.....	Overcharged rent, land taken by Department.....	32 00
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B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

APPENDIX A—Continued—CANALS.

No. 7.—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, 1891.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to Canadian Ports.		From United States to United States 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.....		7															9 00
Apples.....		104															2 64
Agricultural products not enumerated, vegetable.....			18	200													10 20
Agricultural products not enumerated, animal.....																	2 80
Agricultural implements.....			1,710														1,307 40
Barley.....	94		31														26 76
Bricks.....	1																0 02
Bones.....																	102 00
Brunstone.....					680												0 63
Cement and water lime.....	3			5	413												62 64
Clay, lime and sand.....	120	135															11 75
Coal.....					194,973			1,382					236,290				42,997 20
Corn.....					3			165,674					248,317				49,662 60
Cattle.....	2																0 04
Cotton, raw.....																	0 10
Crockery and earthenware.....	5																0 10
Dye wood and dye stuffs.....		49					170										9 80
Fish.....																	25 50
Flax and hemp.....																	35 30
Flour.....		5,171						10,373									2,245 92
Furniture.....		1						16									5 18
Gypsum, crude.....																	2 56
Glass, all kinds.....																	0 20
Hay, pressed.....																	5 92
Hogs.....																	2 32
Horses.....		34						1									1 04
Hides and skins, horns and hoofs.....								73									10 95
Ice.....																	215 00
Iron, railway.....								1,200									215 00

No. 7. —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.		\$	cts.		
Iron, all other	17	494	222		587				826	494	1,320	122 01	98 62	220 63	
Iron ore		5,238	5,238						5,238		5,238	261 90		261 90	
Kryolite chemical ore and other ore, except iron			2	1,474		1,620	1,474			3,094	3,094		154 70	154 70	
Lard and lard oil			2	108		1	108		2	109	111	0 30	21 80	22 10	
Meat, all kinds	1			232		25,999	232			26,231	26,233	0 30	5,246 20	5,246 50	
Meats, other than pork			16			16			16	16	32	2 40	3 20	5 60	
Marble			4,931		4,931				4,931		4,931	739 65		739 65	
Manilla			114		114				114		114	17 10		17 10	
Molasses			74		74				74		74	11 25		11 25	
Nails	65	146	58			28,490	9		123	28,645	28,645	10 22	5,728 25	5,728 25	
Oats	7		2	47		6	2		56	6	62	2 31	1 20	3 51	
Oil, in barrels													0 40	0 40	
Oil cake						14				404	404		80 80	80 80	
Pease	16	390	12			1			28	1	29	2 39	0 20	2 59	
Potatoes			2	333		65			2	398	400	0 30	79 60	79 90	
Pork			3		165				176		176	25 36		25 36	
Paint	8		286		337				603		603	90 45		90 45	
Pitch and tar															
Rags															
Rye	337		480						817		817	122 55		122 55	
Rosin	14	1,102	105		242				361	1,102	1,463	52 58	220 40	272 98	
Salt		380								6,897	6,897		1,379 40	1,379 40	
Stone intended for cutting, do wrought	195								195	202	397	3 66	40 40	44 06	
do do not suitable for cutting, unwrought	271								6,933	98	7,031	680 46	1 22	681 68	
Seeds, all kinds			18	130			1		18	131	149	2 70	26 70	28 90	
Sheep									980		980	146 74		146 74	
Soda ash	2				978				226		226	33 90		33 90	
Steel			26		738				855		855	117 53		117 53	
Sugar	91								296		296	3 64	54 00	57 64	
Spirits, beer, &c.	14	98	12			156			3	270	296	0 45	0 20	0 65	
Tobacco, raw	2	1	1						58		58	8 70	10 80	19 50	
Tallow										54	112				

No. 7.—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.				
Nails.....	47		410						457		457			
Oil, in barrels.....	26		6						32		32			
Paint.....	7		55						62		62			
Pitch and tar.....	1		16						17		17			
Resin.....	1								1		1			
Salt.....	228		6,156		886				7,220		7,220			
Seeds, all kinds.....			100						100		100			
Soda ash.....			163		360				523		523			
Sugar.....			175						175		175			
Spirits, beer, &c.....	20		212						232		232			
Tin.....			37						37		37			
Turpentine.....	1								1		1			
White lead.....	8		3						11		11			
Whiting.....	3		49						52		52			
Merchandise not enumerated.....	75		823		90				988		988			
Timber passed free from Welland to Port Robinson.....		326								326				
Grand total, freight.....	23,394	65,779	21,531	8,355	248,492	315,364	20,063	256,524	313,480	646,022	959,502			
Total tolls on vessels.....												7,784	45	
do passengers.....												172	27	
do free goods.....														15,907
Fines and damages.....														39
Other receipts.....														353
Total revenue, exclusive of hydraulic rents.....														55
														1,153
														38
														101
														59
														53

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, 30th September, 1891.

APPENDIX A—Continued—CANALS.

No. 8.—STATEMENT showing 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, 1891.

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.			
																\$
Ashes, pot and pearl.....																
Apples.....		7														
Agricultural products not enumerated, vegetable.....		27														
Agricultural products not enumerated, animal.....		18														
Agricultural implements.....																
Barley.....		1,710														
Bricks.....	50	31														
Bones.....																
Brimstone.....																
Cement and water lime.....																
Clay, lime and sand.....																
Coal.....																
Corn.....		3														
Cattle.....																
Fish.....		49														
Flax and hemp.....																
Flour.....																
Furniture.....		8														
Gypsum.....																
Glass, all kinds.....	2	30														
Hay, pressed.....																
Hogs.....																
Horses.....																
Hides and skins, horns and hoofs.....																
Ice.....		3,100														
Iron, railway.....																
do pig.....																
do all other.....		493														
do ore.....		5,238														

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, Up.		Amount of Tolls, Down.		Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$	cts.	\$	cts.	
Kryolite chemical ore and other ore, except iron.					1,620		1,474		3,094							154 70
Lard and lard oil.			2		1		108		2	109			0 30	21 80		22 10
Meat, all kinds.	1		1		25,999		232		26,231				0 30	5,246 20		5,246 50
Meats, other than pork.			16		16				16	16			2 40	3 20		5 00
Manilla.									114				17 10			17 10
Marble.					4,931		4,931		4,931				739 65			739 65
Molasses.			1		74				75				11 25			11 25
Nails.	2		58						60				9 00			9 00
Oats.					28,400		9		28,499				1 20	5,639 80		5,639 80
Oil, in barrels.			2				6		2				0 30	1 50		1 50
Oil cake.														0 40		0 40
Pease.		390			14				2	404				80 80		80 80
Potatoes.			12		1				12	1			1 80	0 20		2 00
Pork.			2		64		333		2	398			0 30	79 60		79 90
Paint.			3		165				168				25 20			25 20
Pitch and tar.			266		337				603				90 45			90 45
Rags.									817				122 55			122 55
Rye.	337		480													
Rosin.																
Salt.	2	1,102	105		242		6,517		349	1,102			52 35	220 40		272 75
Stone intended for cutting.		380					202		6,897	6,897			1,379 40	40 40		1,379 40
do wrought.																
do not suitable for cutting, unwrought.																
Seeds, all kinds.					6,662				6,662				666 20	2 70		666 20
Sheep.					18		1		18	131				26 20		28 90
Soda ash.					978				978				146 70			146 70
Steel.			226		226				226				33 90			33 90
Sugar.	9		26		378				773				115 95			115 95
Spirits, beer, &c.	12	98	12		156		16		24	270			3 00	54 00		57 00
Tobacco, raw.	2	1	1						3	1			0 45	0 20		0 65
Tallow.					58		54		58	54			8 70	10 80		19 50
Tin.																
Turpentine.																

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.	Amount of Tolls, Down.	Total Amount of Tolls.		
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.						
															\$	cts.
Iron, all other	551										706					
Lard and lard oil			155								72					
Meats, other than pork			1		72						1					
Nails	47		410								457					
Oil, in barrels	26		6								32					
Paint	7		55								62					
Pitch and tar	1		16								17					
Rosin	1										1					
Salt	228		6,156		836						7,220					
Seeds, all kinds			100								100					
Soda, ash			163		360						523					
Sugar			175								175					
Spirits, beer, &c	20		212								232					
Tim			37								37					
Turpentine	1										1					
White lead	8		3								11					
Whiting	3		49								52					
Merchandise not enumerated	75		823		90						988					
Grand total, freight	15,782	39,315	20,811	7,111	248,492	315,364	20,010	256,068	305,095	617,858	922,953					
Total tolls on vessels												7,358	29			
do passengers												7,749	82	15,108	11	
do free goods												42	10	48	90	
Total through tolls															\$3,891.75	
Grand total, freight												58,739	28	125,469	19	
Grand total, freight															184,208	47

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

APPENDIX A—Continued—CANALS.

No. 9.—STATEMENT showing the Quantity of each Article of Way Freight transported on the Welland Canal, and the Amount of Tolls collected, during the Fiscal Year ended 30th June, 1891.

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, Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.			
Ashes, pot and pearl													
Apples		104								104	104	2 64	2 64
Agricultural products not enumerated, vegetable													
Agricultural products not enumerated, animal													
Agricultural implements													
Barley	44			46					44	46	44	1 96	1 15
Bricks	1								1	1	1	0 02	0 02
Bones													
Brimstone													
Cement and water lime	3			5					3	5	8	0 06	0 63
Clay, lime and sand	120	135							120	135	235	6 19	11 75
Coal													
Corn													
Cattle	2								2	2	2	0 20	0 20
Cotton (raw)													
Crockery and earthenware	5								5	5	5	0 10	0 10
Dye wood and dye stuffs													
Fish													
Flax and hemp													
Flour		5,171								5,171	5,171	120 32	120 32
Furniture		1								1	1	0 03	0 03
Gypsum				205						205	205	2 56	2 56
Glass, all kinds	1								1	1	1	0 02	0 02
Hay, pressed													
Hogs													
Horses													
Hides and skins, horns and hoofs	34	10							34	10	44	0 68	0 92
Ice													

All other goods and merchandise not enumerated	651	193					23	651	216	867	12 82	7 14	19 96
Bark													
Barrels, empty													
Boat knees													
Floats													
Firewood, in vessels	3,021	8,853	720					3,741	8,853	12,594	100 66	423 00	523 66
do rafts													
Hoops													
Hop poles													
Lumber, sawn, in vessels	226	5,156						226	5,156	5,382	6 21	537 57	543 78
do rafts		15							15			2 03	2 03
Masts, spars and telegraph poles, in vessels		1							1			0 25	0 25
Masts, spars and telegraph poles, in rafts	23	3						23	3	26	0 58	0 25	0 83
Railway ties, in vessels		10		197					207	207		19 70	19 70
do rafts													
Saw logs	403	3,765		591				403	4,356	4,759	21 92	224 53	246 45
Staves and headings, barrel													
do do pipe													
do do W.India													
Staves, salt barrel													
Shingles													
Split posts and fence rails, in vessels													
Split posts and fence rails, in rafts	1							1			0 15		0 15
Timber square, in vessels	32	22						32	22	54	3 31	2 61	5 92
do rafts													
Woodenware and wood partly manufactured													
Total freight paying tolls	7,612	26,138	720	1,244			53	8,385	27,838	36,223	224 27	1,836 99	2,061 26
Timber passed free from Weland to Port Robinson		326							326	326			
Grand total, freight	7,612	26,464	720	1,244			53	8,385	28,164	36,549			

Total way tolls on vessels
do passengers
do free goods

426 16
373 12
132 38

799 28
262 55

Total way tolls

780 60

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

B. H. TRAKLES,
Chief Clerk, Canals Revenue.

3,123 09

APPENDIX A—Continued—CANALS.

No. (A) 10.—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, 1891.

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	2	64							22	64	86	3	38	12	80	16	18		
Apples.....	43	2,487			10				46	2,509	2,555	4	46	360	19	364	65		
Agricultural products not enumerated, vegetable.....	292	939		22					315	939	1,254			42	20	143	47		
Agricultural products not enumerated, animal.....	140	564							171	564	735			13	16	58	83		
Agricultural implements.....	90	11					31		90	11	101			12	46	1	86	14	26
Barley.....	153	2,448			1				154	2,448	2,602			3	53	48	96	52	49
Bricks.....	12,289	130	171				234		12,694	130	12,824			542	91	8	63	531	54
Bones.....	1	112							1	112	113			0	04	14	95	14	99
Brimsfonte.....	200						34		234		234			20	80	20	80	20	80
Cement and water lime.....	2,442	202	203						2,645	204	2,849			368	31	20	72	389	03
Clay, lime and sand.....	17,540	8,550	170						21,676	8,550	30,226			819	44	533	85	1,333	29
Coal.....		82,404									108,721			2	78	23,613	56	23,613	56
Corn.....	31	3,536			23		11,965		47	15,957	16,004			2	62	1,191	77	1,191	77
Cattle.....	24	491							31	491	522			37	58	39	20	39	20
Cotton (raw).....	2								2		2			0	30	0	30	0	30
Crockery and earthenware.....	216	24							341	24	365			65	57	4	80	70	37
Dye wood and dye stuffs.....	31								240		240			14	75	14	75	14	75
Fish.....	333	40					209		353	40	393			37	36	2	91	40	27
Flax and hemp.....	3	2							3	2	5			0	35	0	65	0	65
Flour.....	923	4,807							923	4,118	5,041			65	80	607	84	673	64
Furniture.....	237	480							237	480	717			31	22	86	25	117	47
Gypsum.....	631	208							631	208	839			9	89	7	89	17	78
Glass (all kinds).....	495	68	11				8		514	68	582			99	40	10	55	109	95
Hay (pressed).....	418	415			26				444	415	859			29	12	25	89	55	01
Hogs.....	2	46							2	46	48			0	08	6	17	6	25
Horses.....	127	256							127	258	385			9	11	19	90	29	01
Hides and skins, horns and hoofs.....	1	27							1	27	28			0	04	3	07	3	11
Ice.....		1,467								1,467	1,467					206	65	206	65

Iron, railway.....	14,202	151	241	14,443	151	14,594	2,144 69	11 33	2,156 02
do pig.....	3,276	5	122	3,398	5	3,403	415 86	0 19	416 05
do all other.....	9,717	942	196	9,922	942	10,864	669 13	45 70	714 83
Iron ore.....									
Kryolite chemical ore and other ore, except iron.....		3,780			3,780	3,780		189 00	189 00
Lard and lard oil.....	165	158		165	158	323	20 43	11 20	31 63
Mead, all kinds.....	124	878	6	124	884	1,008	8 08	64 11	72 19
Meats, other than pork.....	32	11	1	23	11	34	2 38	0 76	3 14
Marble.....	34	1		34	1	35	6 70	0 20	6 90
Manilla.....	16	1		16	1	17	3 09	0 20	3 29
Molasses.....	639	144		850	144	994	117 97	7 20	125 17
Nails.....	2,782	1,146	266	3,048	1,146	4,194	530 10	57 75	647 85
Oats.....	1,324	1,499		1,499	1,499	1,823	49 87	57 49	107 36
Oil, in barrels.....	984	230	65	1,192	372	1,564	165 15	48 65	213 80
Oil cake.....	2			2		2	0 16		0 16
Pease.....	1,104	23,271		1,104	23,271	24,375	24 15	465 76	489 91
Potatoes.....	17	64	2	28	64	92	2 87	4 95	7 82
Pork.....	248	161	8	248	169	417	24 05	15 44	39 49
Paint.....	245	241	48	307	241	548	57 55	23 30	80 85
Pitch and tar.....	108	59	16	301	59	360	28 72	3 25	31 97
Rags.....	3	130		3	130	133	0 60	25 20	25 80
Rye.....	1	1,907		1	1,907	1,908	0 08	38 14	38 22
Rosin.....	154	119		2,049	119	2,322	111 08	5 95	117 03
Salt.....	5,881	23	6,048	3	51	11,983	1,601 77	3 32	1,605 09
Stone intended for cutting do wrought.....	424	342		3,237	2,641	5,878	123 33	395 93	519 26
do not suitable for cutting, unwrought.....	122	1	42	164	1	165	8 65	0 20	8 85
Seeds, all kinds.....	60	13,935		60	13,935	13,995	1 20	310 50	311 70
Sheep.....	4,015	128	100	4,115	128	4,243	171 74	8 76	180 50
Soda ash.....	656	149		1,657	149	1,490		11 41	11 41
Steel.....	141	20	30	141	20	161	321 07	1 80	322 87
Sugar.....	2,817	14	276	3,325	14	3,339	20 94	0 76	21 70
Spirits, beet, &c.....	528	392	200	730	392	1,122	602 37	2 05	604 42
Tobacco, raw.....	17	2		20	2	21	1 81	0 30	2 11
Tallow.....	42	1		56	1	57	6 83	0 15	6 98
Tin.....	513	108	7	521	108	629	98 96	10 05	109 01
Turpentine.....	13	21	92	105	21	126	7 16	1 05	8 21
Wheat.....	15,824	6,475		15,824	9,386	25,210	316 78	566 15	882 93
White lead.....	151	11	3	160	11	171	30 58	0 55	31 13
Whiting.....	633		49	684		684	136 39		136 39
Wool.....	8	5		8	5	13	1 20	0 75	1 95
All other goods and merchandise not enumerated.....	6,518	3,507	858	7,991	3,887	11,878	1,291 26	564 78	1,856 04
Bark.....									
Barrels, empty.....	304	26	2	362	28	390	40 93	4 22	45 15
Boat knees.....									
Floats.....	1,000	4,572		1,000	4,572	5,572	4 90	80 01	84 91
Firewood, in vessels.....	4,467	7,486	600	4,467	8,200	12,667	74 45	218 97	293 42

No. (A) 10.--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.				
Hoops.....	1								1		1	0 10		0 10
Hop poles.....														
Lumber, sawn, in vessels.....	22,948	13,888	673	2,197					23,621	16,085	39,706	666 58	648 11	1,314 69
" " in rafts.....		134								134			6 00	6 00
Masts, spars and telegraph poles in vessels.....														
Masts, spars and telegraph poles in rafts.....		18,522									18,522		463 05	463 05
Railway ties, in vessels.....	1,004								1,004		1,004	20 03		20 03
" " in rafts.....		20,562								20,562	20,562		468 82	468 82
Saw logs.....		9								9			0 17	0 17
Staves, salt barrel.....	25	24							25	24	49	6 74	4 13	10 87
Shingles.....	88	1,631							88	1,631	1,719	1 36	22 44	23 80
Timber, square, in vessels.....	730	8,532							730	8,532	9,262	18 25	216 55	234 80
" " in rafts.....		10,854								10,854	10,854		28 25	28 25
Traverses.....														
Woodenware and wood partly manufactured.....	73	27							73	27	100	25 00	6 00	31 00
Total freight paying tolls..	140,836	255,310	10,877	2,819	748	2,133	10,320	102,610	162,781	362,872	525,653	12,371 95	32,184 43	44,556 38
<i>Free Articles having paid full Tolls on the Welland Canal.</i>														
All other products, animal.....		14								14				
" " vegetable.....		1								1				
Ashes.....		39								45				
Corn.....		82,025					6	3,502		85,527				
Fish.....		49								49				
Flour.....		1,233								1,233				
Furniture.....		2								2				
Glass.....		1								1				
Horses.....		2								3				
Lard and lard oil.....		100								100				
Meals.....		205								233				

APPENDIX A—Continued—CANALS.

No. 11.—STATEMENT showing the Quantity of each Article of Through Freight transported on the St. Lawrence Canals, and the Amount of Revenue collected during the Fiscal Year ended 30th June, 1891.

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.				
Ashes, pot and pearl		64							10	64	74	2 00	12 80	14 80
Apples		2,335				22				2,357	2,357		353 55	353 55
Agricultural products not enumerated, vegetable.	227	587							250	587	837	37 50	88 05	125 55
Agricultural products not enumerated, animal.		327								327	327		49 05	49 05
Agricultural implements.		906								906	906		1 60	1 60
Barley		307		174		76			557	88	557	83 55	18 12	83 55
Bricks		88								88	88		13 20	13 20
Bones														
Brimstone		1,866		203					2,069		2,069	310 35	49 05	49 05
Cement and water lime.	15	1,877		22					37	1,877	1,914	5 55	1 60	1 60
Clay, lime and sand.		80,774								147,947	147,947		22,192 05	22,192 05
Coal		840								12,261	12,261		1,090 74	1,090 74
Corn		22							2	22	22		3 30	3 30
Cattle		2							2		2		0 30	0 30
Cotton, raw	138	24		125					263	24	287	52 60	4 80	57 40
Crockery and earthenware.	12	21							12	21	33	2 40	2 40	2 40
Dye wood and dye stuffs.	116	1		20					136	1	137	20 40	0 15	20 55
Fish		2		1					3		3		0 30	0 30
Flax and hemp		1		1						3,986	3,987	0 15	597 90	598 05
Flour		3,986							66	407	473	13 20	81 40	94 60
Furniture	66	407												
Gypsum		398		47					409	47	456	81 80	9 40	91 20
Glass, all kinds	100	36							100	36	136	15 00	5 40	15 00
Hay, pressed		36											6 45	6 45
Hogs		43							12	43	55	1 80	2 55	4 35
Horses	12	43											2 55	2 55
Hides and skins, horns and hoofs		17							17	17	17			
Ice														
Iron, railway	13,990			241					14,231		14,231	2,134 65		2,134 65

do pig	2,349	122				2,471	3,762	2,471	370 65	370 65
do all other	2,176	181			2,357	60		2,417	353 55	362 55
Iron ore										
Kryolite chemical ore and other ore, except iron							3,762		188 10	188 10
Lead and lard oil	84		3,762		84	46			6 90	19 50
Meal, all kinds	9		240		9	240			1 35	36 00
Meats, other than pork	3	1	3		4	3			7 00	1 05
Marble	24		1		24	1			4 80	0 20
Manilla	14		1		14	1			2 80	3 00
Molasses	180				180				36 00	36 00
Nails	2,208	266	3		2,474	3		2,477	494 80	495 40
Oats										
Oil, in barrels	492	26	153		518	153		671	103 60	134 20
Oil cake										
Pease	12		5,880			5,880		5,880	117 86	117 86
Potatoes	4		4		12	4		16	0 60	2 40
Pork	9		78		9	78		87	1 35	13 05
Paint	211	48	75		259	75		334	51 80	15 00
Pitch and tar	51	16	2		37	2		39	7 40	7 80
Rags	3		123		3	123		126	0 60	24 60
Rye	2		1,263			1,263		1,263	25 26	25 26
Resin	2				2			2	0 40	0 40
Salt	2,989	6,048	3		9,037	3		9,040	1,355 55	0 45
Stone intended for cutting	1		340		1	2,639		2,640	0 15	395 85
do wrought	3		1		3	1		4	0 60	0 80
do not suitable for cutting, unwrought										
Seeds, all kinds	47	100	504			504		504	42 00	42 00
Sheep			35		147	35		182	22 05	5 25
Soda ash	575	2	2			2		2	0 30	0 30
Steel	135	971	1,546		1,546	1		1,547	309 20	0 20
Sugar	2,052	276	9		135			135	20 25	20 25
Spirits, beer, &c	224	200	378		2,328	9		2,337	465 60	1 80
Tobacco, raw	1		2		424	2		802	84 80	75 60
Tallow	42	1	1		42	1		3	0 15	0 30
Tin	403	7	31		410	31		441	82 00	6 20
Turpentine	9				9			9	1 80	1 80
Wheat			4,750			7,661		7,661	531 65	531 65
White lead	126	3			2,911			2,911	25 80	25 80
Whiting	622	49			671			671	134 20	134 20
Wool	8		5		8	5		13	1 20	1 95
All other goods and merchandise not enumerated	3,605	858	2,264		4,463	2,264		6,727	892 60	452 80
Bark										
Barrels, empty	103	20	20		103	20		123	19 50	3 82
Boat knees										
Floats										
Firewood, in vessels			552			552		552		36 80
do ruffs										

No. 11.—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.				
Hoops.....														
Hop poles.....														
Lumber, sawn, in vessels.....	38	1,600							156	1,600	1,756	13 80	240 00	253 80
do rafts.....														
Masts, spars and telegraph poles, in vessels.....														
Masts, spars and telegraph poles, in rafts.....														
Railway ties, in vessels.....														
do rafts.....														
Saw logs.....														
Staves and headings, barrel do do pipe do do W. India.														
Staves, salt barrel.....														
Shingles.....														
Split posts and fence rails, in vessels.....														
Split posts and fence rails, in rafts.....														
Timber, square, in vessels do rafts.....														
Traverses.....														
Woodenware and wood partly manufactured.....	51	7							51	7	58	21 20	2 00	23 20
Total freight paying tolls.....	36,081	114,590	10,120	22	76		83,804	46,277	198,416	244,693	7,662 25	27,075 95		34,738 20
Free Articles having paid full Tolls on the Welland Canal.														
Agricultural products, animal do do vegetable.....		14								14	14			
Ashes.....		39								45	45			

Corn.....	70,470	.....	.....	.....	.....	.....	.....	.....	.....	.....	79,572	79,572
Fish.....	49	.....	.....	.....	.....	.....	.....	.....	.....	.....	49	49
Flour.....	1,233	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,233	1,233
Furniture.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Glass.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Horses.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	3
Lard and lard oil.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	100
Meal.....	205	.....	.....	.....	.....	.....	.....	.....	.....	.....	233	233
Oats.....	9	.....	.....	.....	.....	.....	.....	.....	.....	.....	9	9
Oil cake.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Oil.....	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	6	6
Pease.....	390	.....	.....	.....	.....	.....	.....	.....	.....	.....	390	390
Pork.....	322	.....	.....	.....	.....	.....	.....	.....	.....	.....	322	322
Seeds.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Tallow.....	54	.....	.....	.....	.....	.....	.....	.....	.....	.....	54	54
Tobacco.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Wheat.....	108,468	.....	.....	.....	.....	.....	.....	.....	.....	.....	108,468	108,468
Whiskey and other spirits.....	98	.....	.....	.....	.....	.....	.....	.....	.....	.....	103	103
Merchandise.....	156	.....	.....	.....	.....	.....	.....	.....	.....	.....	158	158
Lumber, sawn, in vessels.....	2,292	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,292	2,292
do do.....	917	.....	.....	.....	.....	.....	.....	.....	.....	.....	917	917
Split posts, &c., in rafts.....	400	.....	.....	.....	.....	.....	.....	.....	.....	.....	400	400
Timber, square do.....	1,960	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,960	1,960
Woodenware.....	1,502	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,502	1,502
Coal, per Order in Council.....	9,298	.....	.....	.....	.....	.....	.....	.....	.....	.....	9,318	9,318
Kryolite.....	917	.....	.....	.....	.....	.....	.....	.....	.....	.....	917	917
Grand total, freight.....	45,379	310,201	10,140	22	76	.....	.....	.....	.....	.....	397,171	452,766

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

Total through tolls on vessels.....	4,405 35	4,409 67	8,815 02
do passengers.....	296 20	1,701 50	1,997 70
do free goods.....	12,303 80	33,187 12	45,550 92
Total through tolls.....	17,005 35	49,300 29	66,363 64

APPENDIX A—Continued—CANALS.

No. 12.—STATEMENT showing the Quantity of each article of Way Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected during the Fiscal Year ended 30th June, 1891.

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.				
Ashes, pot and pearl	2								12		12	1 38		1 38
Apples	43	152			10				46		132	4 46	6 64	11 10
Agricultural products not enumerated, vegetable	65	352							65		352	4 70	13 22	17 92
Agricultural products not enumerated, animal	140	257							171		237	13 16	9 78	22 94
Agricultural implements	90	3					31		90	3	3	12 46	0 20	12 66
Barley	153	1,542			1				154		1,542	3 53	30 84	34 37
Bricks	11,903	130					234		12,137		130	459 36	8 63	407 99
Bones	1	24							1		24	0 04	1 75	1 79
Brimstone	200						34		234		234	20 80		20 80
Cement and water lime	576	202							576		204	57 96	20 72	78 68
Clay, lime and sand	17,525	6,673					2		21,639		28,312	813 89	252 30	1,066 19
Coal		1,630					1,108		20,774		20,774	1,421 51		1,421 51
Corn	24	2,696			23		456		47		3,686	2 78	101 03	103 81
Cattle	31	469							31		469	1 62	34 28	35 90
Cotton, raw	78								78		78	12 97		12 97
Crockery and earthenware	19								228		228	12 35		12 35
Dye wood and dye stuffs	217	39					209		217		39	16 96	2 76	19 72
Fish	2								2		2	0 20		0 20
Flax and hemp	922	21					111		922		132	65 65	9 94	75 59
Furniture	171	73							171		73	18 02	4 85	22 87
Gypsum	631	208							631		208	9 89	7 89	17 78
Glass, all kinds	97	21					8		105		21	17 60	1 15	18 75
Hay, pressed	318	415			26				344		415	14 12	25 89	40 01
Hogs	2	10							2		10	0 08	0 77	0 85
Horses	115	213					2		115		213	7 31	13 45	20 76
Hides and skins, hors hand hoofs	1	10							1		10	0 04	0 52	0 56
Ice		1,467							1,467		1,467	206 65		206 65
Iron, railway	212	151							212		151	10 04		21 37

do pig.....	927	7,541	5	882	15	7	927	5	932	45 21	0 19	45 40
do all other.....							7,565	882	8,447	315 58	36 70	332 28
Iron ore.....												
Kryolite chemical ore and other ore, except iron.....	18							18	18		0 90	0 90
Lard and lard oil.....	81	112					81	112	193	7 83	4 30	12 13
Meal, all kinds.....	115	638			6		115	644	759	6 73	28 11	34 84
Meats, other than pork.....	19						19	8	27	1 78	0 31	2 09
Marble.....	10						10	10	10	1 90		1 90
Manilla.....	2						2	2	2	0 29		0 29
Molasses.....	459	144				211	459	144	814	81 97	7 20	89 17
Nails.....	574	1,143					574	1,143	1,717	95 30	57 15	132 45
Oats.....	1,324	1,499					1,324	1,499	2,823	49 87	37 49	107 36
Oil, in barrels.....	492	77	39		6	101	674	219	893	61 55	18 05	79 60
Oil cake.....	2						2	2	2	0 16		0 16
Pease.....	1,104	17,391	2		9		1,104	17,391	18,495	24 15	347 90	372 05
Potatoes.....	5						16	60	76	1 07	4 35	5 42
Pork.....	239	83			8		239	91	330	22 70	3 74	26 44
Paint.....	34	166				14	48	166	214	5 75	8 30	14 05
Pitch and tar.....	87					17	264	57	321	21 32	2 85	24 17
Rags.....	7						7	7	7		0 60	0 60
Rye.....	1	644					1	644	645	0 08	12 88	12 96
Rosin.....	152	119				2,049	2,201	119	2,320	110 68	5 95	116 63
Salt.....	2,892	20			23		2,895	48	2,943	246 22	2 87	249 09
Stone intended for cutting.....	423					2,813	3,236	2	3,238	123 18	0 88	123 26
do wrought.....	119					42	161		161	8 05		8 05
do not suitable for cutting, unwrought.....	60	13,431					60	13,431	13,491	1 20	268 50	269 70
Seeds, all kinds.....	3,968	93					3,968	93	4,061	149 69	3 51	133 20
Sheep.....	147						147	147	147	11 11		11 11
Soda ash.....	81	32				30	111	32	143	11 87	1 60	13 47
Steel.....	6	20					6	20	26	0 69	0 76	1 45
Sugar.....	765	5				232	997	5	1,002	136 77	0 25	137 02
Spirits, beer, &c.....	304	14			2		306	14	320	45 98	0 70	46 68
Tobacco, raw.....	16				3		19	19	19	1 66		1 66
Tallow.....					14		14	14	14	0 53		0 53
Tin.....	110	77					111	77	188	16 96	3 85	20 81
Turpentine.....	4	21			92		96	21	117	5 36	1 05	6 41
Wheat.....	15,824	1,725					15,824	1,725	17,549	316 78	34 50	351 28
White lead.....	25	11			6		31	11	42	4 78	0 55	5 33
Whiting.....	11				2		13	13	13	2 19		2 19
Wool.....												
All other goods and merchandise not enumerated.....	2,913	1,243			610	316	3,528	1,623	5,151	398 66	111 98	510 64
Bark.....												
Barrels, empty.....	201				56		259	8	267	21 43	0 40	21 83
Boat knees.....												
Boat knees.....	1,000	4,572					1,000	4,572	5,572	4 90	80 01	84 91
Floats.....	4,467	6,934				114	4,467	7,648	12,115	74 45	182 17	256 62
Fire wood, in vessels.....												
do rafts.....												

APPENDIX A—Continued—CANALS.

No. 13.—GENERAL STATEMENT showing the Quantity of each Article transported on the Ottawa Canals, and the Amount of Revenue collected during the Fiscal Year ended 30th June, 1891.

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.....		18								18		3 42
Apples.....	15	77							15	77		92 5 10
Agricultural products not enumerated, vegetable do do	13	73							13	73		86 5 73
do do	39	1,294							39	1,294		108 77 2 31
Agricultural implements.....		15								15		8 54
Barley.....		95								95		6 90
Bricks.....		120								120		2 74
Bones.....		30								30		4 00
Brimstone.....		41								41		258 08
Cement and water lime.....	2	8,742							2	8,742		43 85
Clay, lime and sand.....												0 34
Coral.....												0 30
Corn.....		676								676		4 67
Cattle.....												4 35
Cotton, raw.....	3	1							3	1		8 0 96
Crockery and earthenware.....												40 79
Dye wood and dye stuffs.....												0 52
Fish.....	3								3			9 24
Flax and hemp.....												3 45
Flour.....	9	47							9	47		2 10
Furniture.....		27							8	27		
Gypsum.....												
Glass, all kinds.....	4	4							4	4		
Hay, pressed.....		439								439		
Hogs.....		10								10		
Horses.....		123								123		
Hides and skins, horns and hoofs.....	16	39							16	39		
Ice.....												
Iron, railway.....												
do pig.....	12								12			
do all other.....		21								21		

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 Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Masts, spars, telegraph poles, in rafts.												
Railway ties, in vessels.		470		595							1,065	223 51
do do rafts.												
Saw-logs.												
Staves and headings, barrel.												
do do pipe.												
do do West India.												
Staves, salt barrel.	2	393		27					2	420	422	327 07
Split posts and fence rails, in vessels.		1								1	1	1 76
do do rafts.												
Timber, square, in vessels.		1,530								1,530	1,530	64 13
do do rafts.		1,370								1,370	1,370	23 63
Traverses.		200								200	200	1 08
Woodenware and wood, partly manufactured.	10	49							10	49	59	46 03
Total freight paying tolls.	531	466,285	8	124,590					539	590,875	591,414	42,759 94
Free, per Order in Council—												
Firewood.		10,166								10,166	10,166	
Floats.		11,340								11,340	11,340	
Lumber, sawn.	100	785							100	785	885	
Masts and spars.		10								10	10	
Railway ties.		11,025								11,025	11,025	
Saw-logs.		13,328								13,328	13,328	
Shingles.		10								10	10	
Split posts.		2,560								2,560	2,560	
Timber, square.		240								240	240	
Woodenware.												
Grand total freight.	631	515,749	8	124,590					639	640,339	640,978	

Total tolls on vessels	4,214 66
do passengers	166 15
do free goods	\$631 31
Wharfage and storage .....	.....
Fines and damages .....	.....
Other receipts	8 00
Total revenue, exclusive of hydraulic rents	47,148 75

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, 30th September, 1891.

APPENDIX A—Continued—CANALS.

No. 14.—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, 1891.

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.											420	37 74
Apples		353						67				
Agricultural products not enumerated, vegetable.												
do do animal.		2									2	0 20
Agricultural implements		146								350	146	28 21
Barley				350								
Bricks												
Bones	28					213				28	213	22 44
Brunstone							147				147	28 35
Cement and water lime.	81							5,068		81	5,068	537 61
Clay, lime and sand.	68					180				68	97,670	9,572 07
Coal		203									7	0 24
Corn		7									75	2 40
Cattle		75										
Cotton, raw												
Crockery and earthenware		23									23	2 30
Dye wood and dye stuffs								116			116	11 60
Fish												
Flax and hemp												
Flour	174									174		5 80
Furniture											5	0 50
Gypsum												
Glass, all kinds											1	0 10
Hay, pressed	103	1,898		155						258	1,898	84 96
Hogs												
Horses											12	0 40
Hides and skins, horns and hoofs												
Ice		410		408		5,955				403	7,880	561 80
Iron, railway												
do pig											2	0 20
do do all other											2	0 20
Iron ore											129	12 90

No. 14.—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.		
Railway ties, in vessels												
do rafts	2,641	189	1,898						4,034	189	4,223	333 04
Saw-logs												
Staves and headings, barrel												
do pipe												
do West India												
Staves, salt barrel												
Shingles	145		47						192		192	29 08
Split posts and fence rails, in vessels												
do rafts												
Timber, square, in vessels												
do rafts												
Traverses												
Woodenware and wood partly manufactured												
Total freight paying tolls	16,685	4,619	84,645	6,298			112,425		101,330	123,342	224,672	17,525 90
Coal, free	392								392		392	
Grand total freight	17,077	4,619	84,645	6,298			112,425		101,722	123,342	225,064	
Total tolls on vessels do passengers do free goods \$83 64 Fines and damages Total revenue, exclusive of hydraulic rents.												2,598 16 56 18 6 75 20,186 99

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX A.—Continued—CANALS.

No. 15.—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, 1891.

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.		27							41	27	27	3 47
Apples.	41	64							17	64	105	2 47
Agricultural products not enumerated, vegetable.	100	22							100	22	39	1 39
do animal.	35	341							35	341	441	12 54
Agricultural implements.	101	118							23	118	153	16 12
Barley.	23	17							23	17	40	2 37
Bricks.	8	34							8	34	42	1 52
Bones.												1 60
Brinestone.												
Cement and water lime.	95	22							95	22	117	3 29
Clay, lime and sand.	401	2							401	2	403	9 44
Coal.		10,941								10,941	10,941	460 22
Corn.		23								23	23	0 63
Cattle.	4	6							4	6	10	0 29
Cotton (raw).												
Crockery and earthenware.	35	38							35	38	73	8 45
Dye wood and dye stuffs.		2								2	2	0 18
Fish.	112								112		112	2 73
Flax and hemp.												
Flour.	126	476							126	476	602	15 45
Furniture.	31	41							31	41	72	7 55
Gypsum.												
Glass (all kinds).	61	4							61	4	65	7 06
Hay (pressed).	897	6							897	6	903	21 32
Hogs.		1								1	1	0 03
Horses.	10	5							10	5	15	0 42
Hides and skins, horns and hoofs.	4								4		4	0 12
Ice.												
Iron, railway.	54	6							54	6	60	1 78
do pig.	89								89		89	2 22
do all other.	207	32							207	32	239	6 95

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No. 15.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Iron ore.....	840	2,308							840	2,308	3,148	157 05
Kryolite chemical ore and other ore, except iron.	19	5							19	5	24	0 81
Lard and lard oil.....	19	9							19	9	28	0 77
Meal, all kinds.....	9	3							9	3	12	0 37
Meats, other than pork.....												
Marble.....												
Manilla.....	134	13							134	13	147	13 35
Molasses.....	291	2							291	2	293	28 10
Nails.....	32	25							32	25	57	1 64
Oats.....	83	136							83	136	219	20 52
Oil (in barrels)												
Oil cake.....												
Pease.....	27	10							27	10	37	0 91
Potatoes.....	87	55							87	55	142	4 53
Pork.....	99	37							99	37	136	3 59
Paint.....	26	3							26	3	29	3 56
Pitch and tar.....	34	1							34	1	35	0 72
Rags.....	6	2							6	2	8	0 27
Rye.....	32	3							32	3	35	1 14
Rosin.....	3								3		3	0 27
Salt.....	1,005	139							1,005	139	1,144	32 98
Stone intended for cutting.....	24	680							24	680	704	32 83
do wrought.....	1	1							1	1	2	0 27
do not suitable for cutting, unwrought.....												
Seeds, all kinds.....	1	9							1	9	10	0 25
Sheep.....	10	2							10	2	12	0 33
Soda ash.....	19								19		19	1 78
Steel.....	24								24		24	1 19
Sugar.....	258	53							258	53	311	30 91
Spirits, beer, &c.....	105	55							105	55	160	17 88
Tobacco (raw).....	1								1		1	0 07
Tallow.....												
Tin.....	19								19		19	1 88
Turpentine.....	1								1		1	0 09

Wheat.....	10	296	10	296	396	8 63
White lead.....	16	1	16	1	17	1 62
Whiting.....	29	1	29	1	27	2 76
Wool.....	5	5	2	5	7	0 22
All other goods and merchandise, not enumerated.....	590	422	540	422	1,012	113 40
Bark.....	31	31	31	31	31	1 45
Barrels, empty.....	46	46	46	46	84	6 36
Floats.....	340	340	340	340	1,597	28 18
Firewood, in vessels.....	1,257	1,257	1,257	1,257	13,160	263 64
do in rafts.....	12,381	779	12,381	779	.....	.....
Hoops.....	.....	.....	.....	.....	.....	.....
Hop poles.....	.....	.....	.....	.....	.....	.....
Lumber, sawn, in vessels.....	22,720	7,018	31,233	7,018	38,251	2,034 76
do in rafts.....	88	4	88	4	92	9 53
Masts, spars and telegraph poles, in vessels.....	.....	.....	.....	.....	.....	.....
do in rafts.....	94	94	94	94	94	10 00
Railway ties, in vessels.....	4,519	.....	4,519	.....	4,519	532 23
do in rafts.....	782	.....	782	.....	782	83 03
Sawlogs.....	570	88	570	88	658	15 29
Shingles.....	88	26	127	27	134	58 80
Split posts and fence rails, in vessels.....	20	.....	28	.....	28	4 31
do in rafts.....	1	.....	1	.....	1	0 13
Timber, square, in vessels.....	20	20	20	20	40	0 76
do in rafts.....	661	40	661	40	701	32 49
Traverses.....	742	.....	742	.....	742	11 44
Woodenware and wood partly manufactured.....	2	6	2	6	8	1 30
Total freight paying tolls.....	50,290	24,905	58,850	24,905	83,755	4,171 33
Coal, free, per Order in Council.....	3,252	.....	3,252	.....	3,252	.....
Firewood.....	13,020	660	13,020	660	13,680	.....
Grand Total Freight.....	66,562	25,565	75,122	25,565	100,687	.....
Total tolls on vessels.....	.....	.....	.....	.....	.....	1,661 27
do passengers.....	.....	.....	.....	.....	.....	122 39
do free coal, \$86.84; firewood, \$228.00.....	.....	.....	.....	.....	.....	12 20
Wharfage and storage.....	.....	.....	.....	.....	.....	6 50
Fines and damages.....	.....	.....	.....	.....	.....	179 28
Other receipts.....	.....	.....	.....	.....	.....	.....
Total revenue, exclusive of hydraulic rents.....	.....	.....	.....	.....	.....	6,152 97

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

APPENDIX A—Continued—CANALS.

No. 16.—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, 1891.

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.....	115	534							115	534	649	\$ 6 49
Flour.....	722	440							722	440	1,162	11 62
Coal.....	1,117	16,961							1,117	16,961	18,078	180 78
Lumber.....	928	1,691							928	1,691	2,619	26 19
Other agricultural products.....	1,421	5,085							1,421	5,085	6,506	65 06
Other merchandise.....	280	225							280	225	505	5 05
Total freight paying tolls.....	4,583	24,936							4,583	24,936	29,519	295 19
Tolls on vessels.....												1,233 66
Other receipts.....												177 91
Total revenue.....												1,706 76

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

APPENDIX A—Continued.

No. 17.—GENERAL STATEMENT showing the Quantity of each Article transported on the Trent Valley Canal, and the Amount of Revenue collected during the Fiscal Year ended 30th June, 1891.

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.....												
Agricultural products not enumerated, vegetable do do animal.....												
Agricultural implements.....												
Barley.....		20								20	20	0 60
Bones.....												
Brunstone.....												
Cement and water lime.....												
Clay, lime and sand.....												
Coal.....												
Corn.....												
Cattle, raw.....												
Cotton, raw.....												
Crockery and earthenware.....												
Dye wood and dye stuffs.....												
Fish.....												
Flax and hemp.....												
Flour.....	35								35		35	0 35
Furniture.....												
Gypsum.....												
Glass, all kinds.....												
Hay, pressed.....												
Hogs.....												
Horses.....												
Hides and skins, horns and hoofs.....												
Ice.....												
Iron, railway.....												
do pig.....												
do all other.....	3								3		3	0 09
Iron ore.....												

No. 17.—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.		
Kryolite chemical ore and other ore, except iron.....												
Lard and lard oil.....												
Meal, all kinds.....												
Meats, other than pork.....												
Marble.....												
Manilla.....												
Molasses.....												
Nails.....												
Oats.....												
Oil, in barrels.....												
Oil cake.....												
Peas.....												
Potatoes.....												
Pork.....												
Paint.....												
Pitch and tar.....												
Rags.....												
Rosin.....												
Salt.....												
Stone, intended for cutting.....												
do wrought.....												
do not suitable for cutting, unwrought.....									420		420	1 96
Seeds, all kinds.....												
Sheep.....												
Soda ash.....												
Steel.....												
Sugar.....												
Spirits, beer, &c.....												
Tobacco, raw.....												
Tallow.....												
Tin.....												
Turpentine.....												
Wheat.....												
White lead.....												

No. 18.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

ARTICLES.	From 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.		
Railway ties, in vessels.....												\$ cts.
do rafts.....			153						153		153	1 53
Saw logs.....												
Staves and headings, barrel do pipe.....												
do do West India.....												
Staves, salt barrel.....												
Shingles.....	3		13						16		16	1 14
Split posts and fence rails, in vessels do rafts.....									7		7	0 33
Timber square, in vessels.....	80								80		80	0 50
do rafts.....	120								1,360		1,480	18 50
Traverses.....	41								41		42	0 80
Woodenware and wood partly manufactured.....												
Total freight paying tolls.....	5,431	3,342	3,677	250					9,108	4,477	13,585	231 56
Total tolls on vessels.....												285 61
do do passengers.....												155 69
Damages.....												38 16
Total revenue, exclusive of hydraulic rent.....												711 02

B. H. TEAKLIS,
Chief Clerk, Canals Revenues.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

STATEMENT OF TRAFFIC.

APPENDIX A—

No. 19.—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.....	300,242	3,299 83	724,187	4,116 90	71,964	215 61
United States vessels, steam....	438,224	6,577 78	24,906	181 45	2,408	28 59
Canadian vessels, sail.....	192,958	3,801 08	903,495	9,806 66	53,589	849 76
United States vessels, sail.	99,475	2,228 70	67,743	524 55	112,054	1,504 20
Total, Class No. 1.....	1,030,899	15,907 39	1,720,331	14,629 56	240,015	2,598 16
<i>Class No. 2.</i>	No.		No.		No.	
Passengers.....	24,089	353 55	61,614	3,086 83	3,360	56 18
<i>Class No. 3.</i>	Tons.		Tons.		Tons.	
Bricks.....	208	26 76	12,824	551 54	241	22 44
Brimstone.....	680	102 00	234	20 80	147	28 35
Cement and water lime.....	421	62 64	2,849	389 03		
Clay, lime and sand.....	255	17 94	30,226	1,353 29	5,149	537 61
Fish.....	219	35 30		393	40 27	
Gypsum.....				839	17 78	
Iron, railway.....			14,594	2,156 02		
do pig.....			3,403	416 05		
do all other.....	1,320	220 63	10,864	714 83	2	0 20
Steel.....	226	33 90	161	21 70		
Salt.....	1,463	272 98	11,983	1,605 09	766	68 86
Stone, for cutting.....	6,897	1,379 40	5,878	519 26	2,062	202 06
Apples.....	131	6 69	2,555	364 65	420	37 74
Barley.....	8,247	1,563 90	2,602	52 49	496	28 21
Corn.....	248,317	49,663 05	16,004	1,194 55	7	0 24
Cotton, raw.....			2	0 30		
Flax and hemp.....			5	0 65		
Flour.....	15,754	2,245 92	5,041	673 64	174	5 80
Hay, pressed.....			859	55 01	2,156	84 96
Meals, all kinds.....	26,233	5,246 50	1,008	72 19	48	1 60
Oil cake.....	2	0 40	2	0 16		
Oats.....	28,645	5,728 25	2,823	107 36	507	16 93
Pease.....	404	80 80	24,375	489 91	89	2 99
Potatoes.....	29	2 59	92	7 82	10	0 80
Rye.....	817	122 55	1,908	38 22		
Seeds, all kinds.....	149	28 90	4,243	180 50		
Tobacco, raw.....	4	0 65	22	2 11	4	0 27
Wheat.....	150,926	29,610 58	25,210	882 93		
All other agricultural products, vegetable.....	219	12 90	1,254	143 47		
Bones.....	1	0 02	113	14 99		
Cattle.....	2	0 04	522	39 20	75	2 40
Hogs.....			48	6 25		
Hides and skins, horns and hoofs.....	73	10 95	28	3 11		
Horses.....	52	2 32	385	29 01	12	0 40
Lard and lard oil.....	111	22 10	323	31 63		
Meats, other than pork.....	32	5 60	34	3 14		
Pork.....	400	79 90	417	39 49	3	0 10
Sheep.....			149	11 41	147	4 90
Tallow.....	112	19 50	57	6 98		
Wool.....	166	33 20	13	1 95		
All other agricultural products, animal.....	14	2 80	735	71 99		
Total, Class No. 3.....	492,529	96,641 66	185,077	12,330 77	12,515	1,046 86

Continued—CANALS.

Amount of Tolls collected during the Fiscal Year ended 30th June, 1891.

Murray 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.
105,676	234 63	171,093	691 55	66,857	633 35	8,360	167 20	27,065	204 72
85	0 50	26	0 25	956	16 55				
12,421	47 20	189,832	2,763 84	68,548	905 14	53,323	1,066 46	28,958	123 15
254	3 28	32,574	759 02	7,649	106 23				
118,436	285 61	393,525	4,214 66	144,010	1,661 27	61,683	1,233 66	56,023	327 87
No.		No.		No.		No.		No.	
14,437	155 69	12,683	166 15	4,376	122 39	.....	.....	8,001	79 98
Tons.		Tons.		Tons.		Tons.		Tons.	
.....	.....	120	6 90	40	1 52	.....	.....	20	0 60
7	0 14	41	4 00	117	3 29	.....	.....	.....	.....
27	0 50	8,744	258 08	403	9 44	.....	.....	.....	.....
22	0 43	3	0 30	112	2 73	649	6 49	.....	.....
280	5 25	.....	.....	60	1 78	.....	.....	.....	.....
85	1 60	.....	.....	89	2 22	.....	.....	.....	.....
271	5 14	33	2 10	239	6 95	.....	.....	.....	.....
.....	.....	1	0 05	24	1 19	.....	.....	.....	.....
257	4 82	5	0 21	1,144	32 98	.....	.....	.....	.....
182	3 42	.....	.....	704	32 83	.....	.....	.....	.....
977	17 82	92	5 10	105	2 47	.....	.....	.....	.....
1,008	18 92	95	8 54	101	2 37	.....	.....	.....	.....
.....	.....	.....	.....	23	0 63	.....	.....	.....	.....
1	0 02	.....	.....	.....	.....	.....	.....	.....	.....
72	1 98	56	4 67	602	15 45	1,162	11 62	35	0 35
.....	.....	439	40 79	903	21 32	.....	.....	.....	.....
1	0 02	22	1 79	28	0 77	.....	.....	.....	.....
.....	.....	.....	.....	3	0 10	.....	.....	.....	.....
.....	.....	833	65 35	57	1 64	.....	.....	.....	.....
114	2 15	1,179	88 34	37	0 91	.....	.....	.....	.....
.....	.....	779	59 40	142	4 53	.....	.....	.....	.....
325	6 11	17	1 18	35	1 14	.....	.....	.....	.....
1	0 02	28	2 75	10	0 25	.....	.....	.....	.....
3	0 06	.....	.....	1	0 07	.....	.....	.....	.....
1,020	12 90	39	3 83	306	8 63	.....	.....	.....	.....
.....
18	0 36	86	5 73	39	1 39	6,506	65 06	.....	.....
.....	.....	30	2 74	42	1 60	.....	.....	.....	.....
.....	.....	676	43 85	10	0 29	.....	.....	.....	.....
.....	.....	10	0 52	1	0 03	.....	.....	.....	.....
2	0 04	39	3 45	4	0 12	.....	.....	.....	.....
25	0 52	139	9 24	15	0 42	.....	.....	.....	.....
3	0 06	12	0 82	24	0 81	.....	.....	.....	.....
.....	.....	28	2 60	12	0 37	.....	.....	.....	.....
5	0 10	43	1 61	136	3 59	.....	.....	.....	.....
.....	.....	342	24 78	12	0 33	.....	.....	.....	.....
2	0 04	2	0 20	.....	.....	.....	.....	.....	.....
6	0 12	3	0 30	7	0 22	.....	.....	.....	.....
4	0 08	1,333	108 77	441	12 54	.....	.....	.....	.....
4,718	82 02	15,269	757 99	6,028	176 92	8,317	83 17	55	0 95

APPENDIX

No. 19.—STATEMENT of the Traffic on the undermentioned

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chaumby Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Class No. 4.</i>		\$ cts.		\$ cts.		\$ cts.
Ashes, pot and pearl	45	9 00	86	16 18		
Agricultural implements			101	14 26	2	0 20
Crockery and earthenware	5	0 10	365	70 37	23	2 30
Dye woods and dye stuffs			240	14 75	116	11 60
Furniture	29	5 18	717	117 47	5	0 50
Glass, all kinds	40	5 92	582	109 95	1	0 10
Marble	4,931	739 65	35	6 90		
Manilla	114	17 10	17	3 29		
Molasses	75	11 25	994	125 17	250	25 00
Nails	123	10 22	4,194	647 85		
Oil, in barrels	62	3 51	1,564	213 80	141	13 54
Paint	176	25 36	548	80 85	10	1 00
Pitch and tar	603	90 45	360	31 97	221	22 10
Rags			133	25 80		
Rosin			2,322	117 03	2,229	219 14
Soda ash	980	146 74	1,690	322 87		
Sugar	855	117 53	3,339	604 42		
Stone, wrought	397	44 06	165	8 85	139	13 90
Tin	1	0 02	629	109 01		
Turpentine			126	8 21	92	9 20
White lead	3	0 45	171	31 13		
Whiting	1	0 15	684	136 39		
Whiskey and all other spirits	296	57 64	1,122	207 08	1	0 04
Merchandise, not enumerated	37,793	5,678 46	11,878	1,856 04	3,493	253 13
Total, Class No. 4	46,529	6,962 79	32,062	4,879 64	6,723	576 75
<i>Class No. 5.</i>						
Bark						
Barrels, empty	131	17 31	390	45 15		
Boat knees						
Floats			5,572	84 91		
Firewood, in vessels	13,332	572 86	12,667	293 42	8,833	308 87
do rafts						
Lumber, sawn, in vessels	56,571	9,751 04	39,706	1,314 69	85,570	5,038 93
do rafts	15	2 03	134	6 00	50	4 00
Hoops			1	0 10		
Railway ties, in vessels	207	19 70	1,004	20 03	4,223	333 04
do rafts						
Masts, spars and telegraph poles, in vessels	1	0 25				
Masts, spars and telegraph poles, in rafts	26	0 83	18,522	463 05		
Square timber, in vessels	62,750	9,519 98	1,719	23 80		
do rafts	54	5 92	9,262	234 80		
Woodenware and wood partly manufactured	5	2 00	100	31 00		
Shingles	14	9 60	49	10 87	192	29 08
Split posts and fence rails, in vessels						
Split posts and fence rails, in rafts						
Saw logs	4,759	246 45	20,562	468 82		
Staves and headings, barrel						
do pipe	114	21 31				
do West India	36	6 75				
do salt barrel			9	0 17		
Traverses			10,854	28 25		
Hop poles						
Total, Class No. 5	138,015	20,176 03	120,551	3,025 06	98,868	5,713 92

A—Continued.

Canals, and the Amount of Tolls collected, &c.—Continued.

Murray 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.
		18	3 42	27	3 47				
7	0 20	15	2 31	153	16 12				
6	0 16	4	0 34	73	8 45				
				2	0 18				
39	1 13	35	4 35	72	7 55				
19	0 49	8	0 96	65	7 06				
6	0 15								
10	0 26								
		24	2 33	147	13 35				
333	8 37	31	2 92	293	28 10				
168	4 21	35	2 69	219	20 52				
26	0 67	2	0 24	29	3 56				
				35	3 50				
11	0 28	3	0 44	8	0 72				
				3	0 27				
50	1 26			19	1 78				
134	3 39	54	4 58	311	30 91				
		3	0 57	2	0 27				
8	0 22	12	0 79	19	1 88				
		1	0 05	1	0 09				
34	0 87			17	1 62				
77	1 93		0 15	29	2 76				
62	1 61	3	1 43	160	17 88				
843	21 30	475	65 83	1,012	113 40	505	5 05	159	4 77
1,833	46 50	745	93 40	2,696	283 44	505	5 05	159	4 77
		15	1 47	31	1 45			17	0 65
11	0 35	86	10 73	84	6 36				
		12,540	127 42	1,597	28 18			457	5 60
1,506	12 58	43,286	1,744 75	13,160	263 64			16,416	166 64
		480	25 47						
845	9 86	511,347	39,149 37	38,251	2,034 76	2,619	26 19	418	6 50
9	0 19	190	10 29	92	9 53				
		246	28 90						
153	1 53	1,065	223 51	4,519	532 23			163	6 50
				782	83 03			239	8 29
28	0 18	313	10 44					429	4 65
				94	10 00			27	2 61
80	0 50	1,530	64 13	40	0 76				
1,480	18 50	1,370	23 63	701	32 49			1,613	26 50
42	0 80	59	46 03	8	1 30				
16	1 14	422	327 07	154	58 80			172	14 95
7	0 33	1	1 76	28	4 31			8	0 53
				1	0 13				
				658	15 29			2,199	19 07
		200	1 08	742	11 44			880	3 00
4,177	45 96	573,150	41,796 05	60,942	3,093 70	2,619	26 19	23,038	265 49

APPENDIX

No. 19.—STATEMENT of Traffic on the undermentioned

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Special Class.</i>		\$ cts.		\$ cts.		\$ cts.
Coal.....	236,290	45,974 30	168,721	23,613 56	97,738	9,572 07
Kryolite or chemical ore.....	3,094	154 70	3,780	189 00		
Iron ore.....	5,238	261 90			129	12 90
Gypsum, crude.....	205	2 56				
Stone, unwrought, not suitable for cutting.....	7,031	681 68	13,995	311 70	416	41 60
Ice.....	4,300	215 00	1,467	206 65	8,283	561 80
Total, Special Class.....	256,158	47,290 14	187,963	24,320 91	106,566	10,188 37
Total, freight and tolls.....	933,231	187,331 56	525,653	62,272 77	224,672	20,180 24
Timber and other wood, free....	326	16 26	7,569	746 33		
Wheat, corn, flour, iron, salt, coal, &c., &c., free.....	25,945	3,891 75	296,082	10,065 40	392	33 64
Grand totals, passengers and ton- nage of vessels not included....	959,502	191,239 57	829,304	73,084 50	225,064	20,213 88

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

A—Continued.

Canals, and the amount of Tolls collected, &c.—Continued.

Murray 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.
1,070	20 08	2,250	112 50	10,941 3,148	460 22 157 05	18,078	180 78		
								3	0 09
512 1,275	5 12 31 88							420	1 96
2,857	57 08	2,250	112 50	14,089	617 27	18,078	180 78	423	2 05
13,585	672 86	591,414 49,564	47,140 75 631 31	83,755 13,680 3,252	5,954 99 228 00 86 84	29,519	1,528 85	23,675	681 11
13,585	672 86	640,978	47,772 06	100,687	6,269 83	29,519	1,528 85	23,675	681 11

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX

No. 20.—SUMMARY STATEMENT of Traffic on the undermentioned Canals during the of Property passed through and the

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
		\$ cts.		\$ cts.		\$ cts.
Vessels of all kinds... ..	1,030,899	15,907 39	1,720,331	14,629 56	240,015	2,598 16
Passengers.. ..	No. 24,089	353 55	No. 61,614	3,086 83	No. 3,360	56 18
<i>Forest, Produce of Wood.</i>						
	Tons.		Tons.		Tons.	
Bark.....						
Boat knees.....						
Floats.....			5,572	84 91		
do.....Free.						
Firewood.....	13,332	572 86	12,667	293 42	8,833	308 87
do.....Free.						
Hoops and hop poles.....			1	0 10		
Lumber, sawed.....	56,586	9,753 07	39,840	1,320 69	85,620	5,042 93
do.....Free.			3,347			
Masts, spars, &c.....	27	1 08	18,522	463 05		
do.....Free.						
Railway ties.....	207	19 70	1,004	20 03	4,223	333 04
do.....Free.	25					
Saw-logs.....	4,759	246 45	20,562	468 82		
do.....Free.	301					
Staves, all kinds.....	150	28 06	9	0 17		
Shingles.....	14	9 60	49	10 87	192	29 08
Split posts and rails.....						
do.....Free.			400			
Timber, square.....	62,804	9,525 90	10,981	258 60		
do.....Free.			2,320			
Traverses.....			10,854	28 25		
Total.....	138,205	20,156 72	126,128	2,948 91	98,868	5,713 92
<i>Farm Stock.</i>						
Cattle.....	2	0 04	522	39 20	75	2 40
Hogs.....			48	6 25		
Horses.....	52	2 32	385	29 01	12	0 40
do.....Free.			3			
Sheep.....			149	11 41	147	4 90
Total.....	54	2 36	1,107	85 87	234	7 70

A—Continued.

Fiscal Year ended 30th June, 1891, showing the Total Quantity of each Description Amount of Tolls collected thereon.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
118,436	285 61	393,525	4,214 66	144,010	1,661 27	61,683	1,233 66	56,023	327 87
No. 14,437	155 69	No. 12,683	166 15	No. 4,376	122 39	No.		No. 8,001	79 98
Tons.		Tons.		Tons.		Tons.		Tons.	
		15	1 47	31	1 45			17	0 65
		12,540	127 42	1,597	28 18			457	5 60
1,506	12 58	11,340							
		43,766	1,770 22	13,160	263 64			16,416	166 64
		10,166		13,680					
		246	28 90						
854	10 05	511,537	39,159 66	38,343	2,044 29	2,619	26 19	418	6 50
		885							
28	0 18	313	10 44	94	10 00			456	7 26
		10							
153	1 53	1,065	223 51	5,301	615 26			402	14 79
		11,025							
		13,328		658	15 29			2,199	19 07
16	1 14	422	327 07	154	58 80			172	14 95
7	0 33	1	1 76	29	4 44			8	0 53
		10							
1,560	19 00	2,900	87 76	741	33 25			1,613	26 50
		2,560							
		200	1 08	742	11 44			880	3 00
4,124	44 81	622,329	41,739 29	74,530	3,086 04	2,619	26 19	23,038	265 49
		676	43 85	10	0 29				
		10	0 52	1	0 03				
25	0 52	139	9 24	15	0 42				
		342	24 78	12	0 33				
25	0 52	1,167	78 39	38	1 07				

APPENDIX

No. 20.—SUMMARY STATEMENT of Traffic on the undermentioned

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Produce of Animals.</i>						
		\$ cts.		\$ cts.		\$ cts.
Bones	1	0 02	113	14 99		
Horns and hoofs, hides and skins, raw	73	10 95	28	3 11		
Lard and lard oil	111	22 10	323	31 63		
do	72	Free.	100			
Meats other than pork	32	5 60	34	3 14		
do	1	Free.				
Pork	400	79 90	417	39 49	3	0 10
do		Free.	322			
Tallow	112	19 50	57	6 98		
do		Free.	54			
Wool	166	33 20	13	1 95		
Agricultural products not enumer- ated, animal	14	2 80	735	71 99		
Agricultural products not enumer- ated, animal		Free.	14			
Total	982	174 07	2,210	173 28	3	0 10
<i>Agricultural Products.</i>						
Agricultural products not enumer- ated, vegetable	219	12 90	1,254	143 47		
Agricultural products not enumer- ated, vegetable	23	Free.	1			
Apples	131	6 69	2,555	364 65	420	37 74
Barley	8,247	1,563 90	2,602	52 49	496	28 21
Cotton, raw			2	0 30		
Corn	248,317	49,663 05	16,004	1,194 55	7	0 24
do		Free.	85,527			
Flax and hemp			5	0 65		
do	1	Free.				
Flour	15,754	2,245 92	5,041	673 64	174	5 80
do		Free.	1,233			
Hay, pressed			859	55 01	2,156	84 96
Meal, all kinds	26,233	5,246 50	1,008	72 19	48	1 60
do		Free.	233			
Manilla	114	17 10	17	3 29		
Oats	28,645	5,728 25	2,823	107 36	507	16 93
do		Free.	9			
Pease	404	80 80	24,375	489 91	89	2 99
do		Free.	390			
Potatoes	29	2 59	92	7 82	10	0 80
Rye	817	122 55	1,908	38 22		
Seeds, flax, clover and grass	149	28 90	4,243	180 50		
do	100	Free.	1			
Tobacco, raw	4	0 65	22	2 11	4	0 27
do		Free.	1			
Wheat	150,926	29,610 58	25,210	882 93		
do		Free.	108,468			
Total	480,113	94,330 38	283,883	4,269 09	3,911	179 54
<i>Manufactures.</i>						
Ashes, pot and pearl	45	9 00	86	16 18		
do	10	Free.	45			
Agricultural implements			101	14 26	2	0 20
Barrels, empty	131	17 31	390	45 15		
Bricks	208	26 76	12,824	551 54	241	22 44

A—Continued.

Canals, and the amount of Tolls collected thereon, &c.—Continued.

Murray Canals.		Ottawa Canals.		Rideau Canal.		St. Peter's Canals.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
		30	2 74	42	1 60				
2	0 04	39	3 45	4	0 12				
3	0 06	12	0 82	24	0 81				
		28	2 60	12	0 37				
5	0 10	43	1 61	186	3 59				
2	0 04	2	0 20						
6	0 12	3	0 30	7	0 22				
4	0 08	1,333	108 77	441	12 54				
22	0 44	1,490	120 49	666	19 25				
18	0 36	86	5 73	39	1 39	6,506	65 06		
977	17 82	92	5 10	105	2 47				
1,008	18 92	95	8 54	101	2 37				
1	0 02			23	0 63				
72	1 38	56	4 67	602	15 45	1,162	11 62	35	0 35
		439	40 79	903	21 32				
1	0 02	22	1 79	28	0 77				
10	0 26	833	65 35	57	1 64				
114	2 15	1,179	88 34	37	0 91				
		779	59 40	142	4 53				
325	6 11	17	1 18	35	1 14				
1	0 02	28	2 75	10	0 25				
3	0 06			1	0 07				
1,020	12 90	39	3 83	306	8 63				
3,550	60 02	3,665	287 47	2,389	61 57	7,668	76 68	0 35	0 35
		18	3 42	27	3 47				
7	0 20	15	2 31	153	16 12				
11	0 35	86	10 73	84	6 36				
		120	6 90	40	1 52			20	0 60

APPENDIX

No. 20.—SUMMARY STATEMENT of Traffic on the undermentioned

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canals.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Manufactures—Concluded.</i>		\$ cts.		\$ cts.		\$ cts.
Bricks.....Free.	398					
Cement and water lime.....Free.	421	62 64	2,849	389 03		
do do.....Free.	381		836			
Crockery and earthenware.....Free.	5	0 10	365	70 37	23	2 30
do do.....Free.	124					
Furniture.....Free.	29	5 18	717	117 47	5	0 50
do do.....Free.			2			
Glass, all kinds.....Free.	40	5 92	582	109 95	1	0 10
do do.....Free.	16		1			
Iron, railway.....Free.	14,186		14,594	2,156 02		
do do.....Free.						
Iron, pig.....Free.	76		3,403	416 05		
do do.....Free.						
do all other.....Free.	1,320	220 63	10,864	714 83	2	0 20
do do.....Free.	706		2			
Molasses.....Free.	75	11 25	994	125 17		
Nails.....Free.	123	10 22	4,194	647 85	250	25 00
do do.....Free.	457					
Oil.....Free.	62	3 51	1,564	213 80	141	13 54
do do.....Free.	32		6			
Oil cake.....Free.	2	0 40	2	0 16		
do do.....Free.			2			
Paint.....Free.	176	25 36	548	80 85	10	1 00
do do.....Free.	62					
Pitch and tar.....Free.	603	90 45	360	31 97	221	22 10
do do.....Free.	17					
Rosin.....Free.			2,322	117 03	2,229	219 14
do do.....Free.	1					
Soda ash.....Free.	980	146 74	1,690	322 87		
do do.....Free.	523					
Spirits, whiskey, &c.....Free.	296	57 64	1,122	207 08	1	0 04
do do.....Free.	232		103			
Steel.....Free.	226	33 90	161	21 70		
Sugar.....Free.	855	117 53	3,339	604 42		
do do.....Free.	175					
Tin.....Free.	1	0 02	629	109 01		
do do.....Free.	37					
Turpentine.....Free.			126	8 21	92	9 20
do do.....Free.	1					
White lead.....Free.	3	0 45	171	31 13		
do do.....Free.	11					
Whiting.....Free.	1	0 15	684	136 39		
do do.....Free.	52					
Woodenware.....Free.	5	2 00	100	31 00		
do do.....Free.			1,502			
Total.....	23,104	847 16	67,280	7,289 49	3,218	315 76
<i>Merchandise.</i>						
Brimstone, crude.....	680	102 00	234	20 80	147	28 35
Clay, lime and sand.....	255	17 94	30,226	1,353 29	5,149	537 61
do do.....Free.	23		707			
Coal.....	236,290	45,974 30	168,721	23,613 56	97,738	9,572 07
do do.....Free.			94,977		392	
Dye woods and dye stuffs.....			240	14 75	116	11 60
Fish.....	219	35 30	393	40 27		
do do.....Free.	20		49			
Gypsum.....	205	2 56	839	17 78		
Ores, all kinds.....	8,332	416 60	3,780	189 00	129	12 90
do do.....Free.			917			

A—Continued.

Canals, and the Amount of Tolls collected thereon, &c.—Continued.

Murray 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.
7	0 14	41	4 00	117	3 29				
6	0 16	4	0 34	73	8 45				
39	1 13	35	4 35	72	7 55				
19	0 49	8	0 96	65	7 06				
280	5 25			60	1 78				
85	1 60			89	2 22				
271	5 14	33	2 10	239	6 95				
333	8 37	24	2 33	147	13 35				
		31	2 92	293	28 10				
168	4 21	35	2 69	219	20 52				
				3	0 10				
26	0 67	2	0 24	29	3 56				
				35	3 50				
				3	0 27				
50	1 26			19	1 78				
62	1 61	22	1 43	160	17 88				
		1	0 05	24	1 19				
134	3 39	54	4 58	311	30 91				
8	0 22	12	0 79	19	1 88				
		1	0 05	1	0 09				
34	0 87			17	1 62				
77	1 93	3	0 15	29	2 76				
42	0 80	59	46 03	8	1 30				
		240							
1,659	37 79	844	96 37	2,336	193 58			20	0 60
27	0 50	8,744	258 08	403	9 44				
1,070	20 08			10,941	460 22	18,078	180 78		
				3,252					
22	0 43	3	0 30	2	0 18	649	6 49		
				112	2 73				
		2,250	112 50	3,148	157 05			3	0 09

APPENDIX

No. 20.—SUMMARY STATEMENT of Traffic on the undermentioned

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canals.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Merchandise—Concluded.</i>		\$ cts.		\$ cts.		\$ cts.
Marble.	4,931	739 65	35	6 90	.....	.....
Rags. ....	.....	.....	133	25 80	.....	.....
Salt.	1,463	272 98	11,983	1,605 09	766	68 86
do Free.	7,220	.....	.....	.....	.....	.....
Stone, all kinds.	14,325	2,105 14	20,038	839 81	2,617	257 56
do Free.	.....	.....	1,920	.....	.....	.....
All other goods and merchandise, not enumerated.	42,093	5,893 46	13,345	2,062 69	11,776	819 93
do do Free	988	.....	159	.....	.....	.....
Total.	317,044	55,559 93	348,696	29,789 74	118,830	11,308 88
Grand totals, passengers and ton- nage of vessels not included.	959,502	187,331 56	829,304	62,272 77	225,064	20,180 24

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

A—Continued.

Canals, and the Amount of Tolls collected thereon, &c.—Continued.

Murray Canal.		Ottawa Canals.		Rideau Canals.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
6	0 15								
11	0 28	3	0 44	8	0 72				
257	4 82	5	0 21	1,144	32 98				
694	8 54	3	0 57	706	33 10			420	1 96
2,118	53 18	475	65 83	1,012	113 40	505	5 05	159	4 77
4,205	87 98	11,483	437 93	20,728	809 82	19,232	192 32	582	6 82
13,585	672 86	640,978	47,140 75	100,687	5,954 99	29,519	1,528 85	23,675	681 11

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX A—Continued—CANALS.

No. 21.—STATEMENT showing the Amount of Tolls accrued each month during the Fiscal Year ended 30th June, 1891.

Canals and Offices.	1890.												1891.			Total.
	July.	August.	September.	October.	November.	December.	April.	May.	June.							
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.				
WELLAND CANAL.																
Chippawa ..	2 18	2 27	6 52	6 02	4 69							22 24	11 03		54 95	
Colborne...	21,786 81	18,179 23	17,401 34	14,846 52	14,275 63	4 80	3,746 67	17,236 94	18,931 79			17,236 94	18,931 79		126,469 73	
Dalhousie...	7,203 38	7,055 75	10,152 59	6,970 93	5,167 45	3 23	2,620 79	11,465 72	8,606 53			11,465 72	8,606 53		59,246 37	
Dunnville ..	107 73	29 43	0 50	29 51	25 08			30 19	118 38			30 19	118 38		340 82	
Maitland ..	4 00	2 36	1 00	0 50	1 50							8 75			18 76	
Robinson.....	34 60	57 61	137 35	84 89	157 90	7 09	49 46	105 53	71 93			105 53	71 93		706 36	
St. Catharines.....	81 12	75 65	93 67	59 78	44 44		64 52	80 83	54 76			80 83	54 76		534 57	
Total, Welland Canal.....	29,219 82	25,402 30	27,792 97	21,998 15	19,676 69	15 12	6,489 99	28,942 10	27,794 42			28,942 10	27,794 42		187,331 56	
ST. LAWRENCE CANALS.																
Beauharnois.....	113 75	91 52	50 29	188 18	182 92							1 44	45 14	117 04	790 28	
Cardinal.....	219 02	60 97	77 74	73 48	68 34							7 80	151 68	100 24	773 65	
Cornwall.....	2,119 07	2,820 81	2,414 01	2,046 34	1,888 67	19 00							2,047 43	4,237 33	17,632 66	
Kingston.....	1,542 48	2,934 97	2,562 75	2,479 32	1,957 44								1,687 13	1,969 31	14,133 40	
Lachine.....	354 29	686 57	590 63	483 34	187 65								19 19	3,666 33	2,940 74	
Montreal.....	5,564 36	4,523 03	4,211 72	3,118 48	2,243 63							140 79	2,789 07	3,390 96	25,982 04	
Total, St. Lawrence Canals.....	9,912 97	11,117 87	9,907 14	8,389 14	5,528 65	33 38	169 22	6,973 19	10,241 21			6,973 19	10,241 21		62,272 77	
CHAMBLEY CANAL.																
Chambley.....	773 98	966 37	1,050 02	1,271 73	614 65								648 74	1,098 87	6,424 36	
St. John's.....	1,577 74	1,893 77	2,410 40	2,067 37	938 74								2,613 46	1,856 57	13,268 05	
St. Ours.....	70 76	67 50	72 48	84 69	73 76								47 87	70 77	487 83	
Total, Chambley Canal.....	2,422 48	2,837 64	3,532 90	3,423 79	1,627 15								3,310 07	3,026 21	20,180 24	

OTTAWA CANALS.												
Ottawa.....	5,669 62	4,175 29	3,201 51	3,104 69	2,098 17	190 03	5,129 73	3,941 19	27,510 23			
Carillon.....	20 90	38 48	11 46	36 11	32 22	9 67	21 92	9 64	180 40			
Grenville.....	3,083 34	2,729 78	2,007 81	2,694 12	1,830 90	325 09	2,757 48	2,784 31	18,212 83			
St. Anne's.....	165 28	188 40	176 63	237 38	101 70	17 09	147 77	203 04	1,237 29			
Total, Ottawa Canals.....	8,959 14	7,131 95	5,397 41	6,072 30	4,062 99	541 88	8,056 90	6,938 18	47,140 75			
RIDEAU CANAL.												
Kingston Mills.....	207 44	234 53	231 54	241 83	68 51	.....	165 94	282 46	1,432 25		
Ottawa.....	902 56	608 96	582 23	596 93	294 68	9 14	393 84	706 02	4,094 36			
Smith's Falls.....	101 95	88 35	71 43	29 42	53 27	.....	29 05	54 91	428 38		
Total, Rideau Canal	1,211 95	931 84	885 20	868 18	416 46	9 14	588 83	1,043 39	5,954 99			
ST. PETER'S CANAL.												
St. Peter's Canal	203 26	203 18	262 93	301 75	217 51	43 65	154 70	112 98	1,528 85			
TRENT VALLEY CANALS.												
Burligh.....	12 00	16 75	8 00	.....	11 12	.....	3 93	18 83	59 51	
Bobaygeon.....	66 82	63 34	78 76	66 79	10 00	.....	9 50	45 63	341 96		
Buckhorn.....	8 50	13 50	.....	7 35	5 41	.....	.....	20 75	52 75
Fenelon Falls.....	0 50	8 60	10 35	.....	.....	.....	0 50	2 25	34 96
Hastings.....	4 50	4 20	1 50	11 75	1 00	.....	1 50	4 25	28 70		
Peterborough.....	32 64	26 51	24 84	27 73	14 47	2 70	12 10	22 24	163 23			
Total, Trent Valley Canals.....	124 96	132 90	123 45	113 62	42 00	2 70	27 53	113 95	681 11			
MURRAY CANAL.												
Brighton.....	107 93	152 86	84 52	77 17	46 34	13 52	54 85	135 67	672 86			
Grand Total	52,142 51	47,910 54	47,986 52	41,244 10	31,617 79	92 15	48,108 17	49,406 01	325,763 13			

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

APPENDIX A—Continued—CANALS.

No. 22.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels passed through all the Canals during the Fiscal Year ended 30th June, 1891.

VESSELS.	Total Number.		From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
WELLAND CANAL.														
Canadian Vessels, steam	1,020	79,545	61,991	1,329	292	5,872	70,161	148,915	151,327	300,242	3,299	83		
do sail	750	33,029	44,223	3,227	286	8,776	61,637	93,045	97,913	192,958	3,801	08		
Total Canadian	1,770	112,574	106,214	4,556	286	14,648	131,818	243,960	249,240	493,200	7,100	91		
United States Vessels, steam	488	18	6,745	746	187,914	1,466	34,587	214,959	228,955	438,224	6,577	78		
do sail	289	20	3,631	664	40,051	771	9,515	43,225	50,250	99,475	2,228	70		
Total United States	777	38	10,376	1,410	227,965	2,237	44,102	264,184	273,515	537,699	8,806	48		
Grand Total, Welland Canal.	2,547	112,612	116,590	5,966	228,257	16,885	175,920	508,144	522,755	1,030,899	15,907	39		
ST. LAWRENCE CANALS.														
Canadian Vessels, steam	3,696	327,126	17,807	56	67	581	4,329	392,609	331,578	724,187	4,116	90		
do sail	5,432	316,429	24,256	779	15	119	60,703	525,569	377,926	903,495	9,806	66		
Total Canadian	9,148	643,555	42,063	835	82	700	65,032	918,178	709,504	1,627,682	13,923	56		
United States Vessels, steam	598	1,362	2,250	178	7,321	133	6,664	9,381	15,325	24,906	181	45		
do sail	730	11,335	4,242	6,109	1,113	37,425	5,464	43,722	24,021	67,743	524	55		
Total United States	1,328	12,697	6,492	6,287	8,434	37,558	12,128	53,103	39,546	92,649	706	00		
Grand Total, St. Lawrence Canals.	10,476	656,252	48,555	7,122	8,516	38,258	77,160	971,281	749,050	1,720,331	14,629	56		

CHAMBLEY CANAL.														
Canadian Vessels, steam.	421	36,236	34,702	53						973	36,289	35,675	71,964	215 61
do sail.	586	7,905	7,745	10,120						27,819	18,025	35,564	53,589	849 76
Total Canadian	1,007	44,141	42,447	10,173						28,792	54,314	71,239	125,553	1,065 37
United States Vessels, steam.	40	336	316	2						1,754	388	2,070	2,408	28 59
do sail.	1,057	2,179	2,416	30,103	4,197					73,159	32,282	79,772	112,054	1,504 20
Total United States	1,097	2,515	2,732	30,105	4,197					74,913	32,620	81,842	114,462	1,532 79
Grand Total, Chambly Canal	2,104	46,656	45,179	40,278	4,197					103,705	86,934	153,081	240,015	2,598 16
MURRAY CANAL.														
Canadian Vessels, steam.	819	61,083	34,775	4,921						4,766	66,135	39,541	105,676	234 63
do sail.	162	3,453	4,035	3,029	177					1,691	6,518	5,903	12,421	47 20
Total Canadian	981	64,536	38,810	7,950	177					167	72,653	45,444	118,097	281 83
United States Vessels, steam.	2			49						36	49	36	85	0 50
do sail.	13	7	6	149						87	161	93	254	3 28
Total United States	15	7	6	198						5	210	129	339	3 78
Grand Total, Murray Canal.	996	64,543	38,816	8,148	177					172	72,863	45,573	118,436	285 61
OTTAWA CANALS,														
Canadian Vessels, steam.	1,125	56,330	112,802		1,961						56,330	114,763	171,093	691 55
do sail.	1,371	9,071	156,472		24,289						9,071	180,761	189,832	2,763 84
Total Canadian	2,496	65,401	269,274		26,250						65,401	295,524	390,925	3,455 39
United States Vessels, steam.	1		26									26	26	0 25
do sail.	333	5,026	292	183	26,797					276	5,485	27,089	32,574	759 02
Total United States	334	5,026	318	183	26,797					276	5,485	27,115	32,600	759 27
Grand Total, Ottawa Canals.	2,830	70,427	269,592	183	53,047					276	70,886	322,639	393,525	4,214 66
RIDEAU CANAL.														
Canadian Vessels, steam.	1,171	31,134	35,653	70							31,204	35,653	66,857	633 35
do sail.	933	30,340	36,342	1,866							32,206	36,342	68,548	905 14
Total Canadian	2,104	61,474	71,995	1,936							63,410	71,995	135,405	1,538 49

No. 22.—GENERAL STATEMENT showing the Number, Tonnage and Nationality, &c.—Continued.

VESSELS.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
<i>RIDEAU CANAL—Continued.</i>													
United States Vessels, steam.....	57	474	388	94						568	388	956	16 55
do do sail.....	91	1,513	4,015	2,121						3,634	4,015	7,649	106 23
Total United States.....	148	1,987	4,403	2,215						4,202	4,403	8,605	122 78
Grand Total, Rideau Canal....	2,252	63,461	76,398	4,151						67,612	76,398	144,010	1,661 27
<i>ST. PETER'S CANAL.</i>													
Canadian Vessels, steam.....	33	3,357	5,003							3,357	5,003	8,360	167 20
do sail.....	1,121	27,359	25,964							27,359	25,964	53,323	1,066 46
Grand Total, St. Peter's Canal.	1,154	30,716	30,967							30,716	30,967	61,683	1,233 66
<i>TRENT VALLEY CANAL.</i>													
Canadian Vessels, steam.....	732	13,998	13,067							13,998	13,067	27,065	204 7?
do sail.....	502	15,067	13,891							15,067	13,891	28,958	123 15
Grand Total, Trent Valley Canal.....	1,234	29,065	26,958							29,065	26,958	56,023	327 87

RECAPITULATION.

CANADIAN VESSELS.													
<i>Steam and Sail.</i>													
Welland.....	1,770	122,812	112,574	106,214	4,556	286	292	14,648	131,818	243,960	249,240	493,200	7,100 91
St. Lawrence	3,148	875,415	643,655	42,063	835	82	700	65,032	918,178	709,504	1,627,682	13,923 56	
Chambly	1,007	44,141	42,447	10,173	.....	.....	.....	28,792	54,314	71,239	125,553	1,005 37	
Murray.....	981	64,536	38,810	7,950	177	.....	167	6,457	72,653	45,444	118,097	281 83	
Ottawa.....	2,496	65,401	269,274	.....	26,250	.....	.....	.....	65,401	295,524	360,925	3,455 39	
Rideau.....	2,104	61,474	71,995	1,936	.....	.....	.....	.....	63,410	71,995	135,405	1,538 49	
St. Peter's	1,154	30,716	30,967	.....	.....	.....	.....	.....	30,716	30,967	61,683	1,233 66	
Trent Valley	1,234	29,065	26,958	.....	.....	.....	.....	.....	29,065	26,958	56,023	327 87	
Total Canadian	19,894	1,293,560	1,236,580	168,336	31,818	286	374	15,515	232,099	1,477,697	1,500,871	2,978,568	28,927 08
UNITED STATES VESSELS.													
<i>Steam and Sail.</i>													
Welland.....	777	241	38	10,376	1,410	251,330	227,965	2,237	44,102	264,184	273,515	537,699	8,806 48
St. Lawrence	1,328	1,692	12,697	6,492	6,287	7,361	8,434	37,558	12,128	53,103	39,546	92,649	706 00
Chambly	1,097	2,515	2,732	30,105	4,197	.....	.....	.....	74,913	32,620	81,842	114,462	1,532 79
Murray.....	15	7	6	198	.....	.....	.....	5	123	210	129	339	3 78
Ottawa.....	334	5,026	318	183	26,797	.....	.....	276	.....	5,485	27,115	32,600	759 27
Rideau.....	148	1,987	4,403	2,215	.....	.....	.....	.....	.....	4,202	4,403	8,605	122 78
St. Peter's .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total United States	3,699	11,468	20,194	49,569	38,691	258,691	236,399	40,076	131,266	359,804	426,550	786,354	11,931 10
Grand Total Canadian and United States.....	23,593	1,305,028	1,256,774	217,905	70,509	258,977	236,773	55,591	363,365	1,837,501	1,927,421	3,764,922	40,868 18

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

APPENDIX A—Continued—CANALS.

No. 23.—COMPARATIVE STATEMENT of the Total Movement of Property, Passengers and Vessels on the undermentioned Canals for the Fiscal Year ended 30th June, 1891, and the three preceding Years.

GOODS, WARES AND MERCHANDISE.	Welland Canal.			St. Lawrence Canals.			Chambly Canal.			
	1888.	1889.	1890.	1889.	1890.	1891.	1888.	1889.	1890.	1891.
Farm stock	17	9	25	1,092	840	1,107	195	183	226	234
Forest	121,892	156,771	194,144	169,219	159,430	126,128	103,164	102,102	88,955	98,868
Manufactures	34,430	23,621	23,104	65,391	67,173	67,280	16,360	13,763	7,225	3,218
Merchandise	251,078	288,740	317,150	306,343	323,099	348,696	111,303	129,174	91,785	118,830
Vegetable food and other agricultural products	419,883	469,113	564,152	333,170	292,674	286,093	6,988	5,423	4,594	3,914
Total tons	827,300	938,254	1,104,553	875,215	843,216	829,304	238,010	250,645	192,785	225,064
Passengers	5,464	3,071	9,599	58,079	48,242	61,614	3,419	3,713	4,983	3,360
Number of vessels of all kinds ..	2,729	2,839	3,057	9,744	9,338	10,476	2,311	2,305	2,018	2,104
Total tonnage of vessels of all kinds	897,434	939,035	1,144,117	1,682,879	1,575,938	1,720,331	247,766	249,367	224,562	240,015
	Welland Canal.			St. Lawrence Canals.			Chambly Canal.			
	Percentage of Decrease of 1891 compared with 1890, is	Percentage of Increase of 1891 compared with 1888, is	Percentage of Decrease of 1891 compared with 1888, is	Percentage of Decrease of 1891 compared with 1890, is	Percentage of Decrease of 1891 compared with 1888, is	Percentage of Decrease of 1891 compared with 1888, is	Percentage of Increase of 1891 compared with 1890, is	Percentage of Increase of 1891 compared with 1888, is	Percentage of Decrease of 1891 compared with 1888, is	Percentage of Decrease of 1891 compared with 1888, is
	13.13	13.78	7.45	5.53	14.34	5.75				

GOODS, WARES AND MERCHANDISE.	Murray Canal.			Ottawa Canal.			Rideau Canal.					
	1888.	1889.	1890.	1891.	1888.	1889.	1890.	1891.	1888.	1889.	1890.	1891.
Farm stock.....			25	1,220	1,204	1,167	36	23	75,800	91,693	105,237	38
Forest.....			4,124	668,105	687,353	622,329	2,461	2,566	2,424	2,424	2,424	74,530
Manufactures.....			1,659	484	425	360	844	14,666	19,647	19,311	20,728	2,336
Merchandise.....			4,205	7,913	10,009	7,636	11,483	2,945	2,442	2,393	3,055	
Vegetable food and other agricultural products.....			3,572	7,712	6,051	4,382	5,155	2,442	2,393	2,393	3,055	
Total tons.....			13,585	685,434	705,132	712,384	640,978	95,968	116,371	129,390	100,687	
Passengers.....			1,331	14,437	14,248	14,284	12,683	3,552	3,527	2,535	4,376	
Number of vessels, all kinds.....			167	3,326	3,166	3,066	2,830	2,598	2,752	2,407	2,252	
Total tonnage of vessels of all kinds.....			22,102	431,289	430,698	410,534	393,525	163,967	184,575	159,559	144,510	

	Murray Canal.			Ottawa Canals.			Rideau Canal.		
	Percentage of Increase of 1891 compared with 1890, is	Percentage of Decrease of 1891 compared with 1890, is	Percentage of Increase of 1891 compared with 1888, is	Percentage of Decrease of 1891 compared with 1888, is	Percentage of Decrease of 1891 compared with 1890, is	Percentage of Increase of 1891 compared with 1888, is			
	22.01	6.93	11.14	28.5	4.68				

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA,

APPENDIX A—Continued—CANALS.

No. 24.—COMPARATIVE STATEMENT of the Tonnage of Vessels and Goods passed through the Canals during the Fiscal Years ended 30th June, 1888, 1889, 1890, 1891.

PROPERTY AND VESSELS.	Welland Canal.			St. Lawrence Canals.			Chambly Canal.					
	1888.	1889.	1890.	1891.	1888.	1889.	1890.	1891.	1888.	1889.	1890.	1891.
Tonnage of property, up.....	273,484	296,090	315,726	313,480	272,405	280,075	299,357	258,594	106,740	91,226	91,668	101,722
do down.....	553,816	642,164	788,827	646,022	602,810	563,141	610,744	570,710	131,270	159,419	101,117	123,342
Total tonnage of property, up and down.....	827,300	938,254	1,104,553	959,502	875,215	843,216	910,101	829,304	238,010	250,645	192,785	225,064
Tonnage of vessels, up.....	397,961	469,884	564,536	508,144	965,751	915,314	1,009,119	971,281	83,342	81,109	84,888	86,934
do down.....	409,473	469,151	579,581	522,755	717,148	660,624	741,295	749,050	164,424	168,258	139,074	153,081
Total tonnage of vessels, up and down.....	807,434	939,035	1,144,117	1,030,899	1,682,879	1,575,938	1,750,414	1,720,331	247,766	249,367	224,562	240,015
Grand total tonnage of pro- perty and vessels, up and down.....	1,634,734	1,877,289	2,248,670	1,990,401	2,558,094	2,419,154	2,660,515	2,549,635	485,777	500,012	417,347	465,079

APPENDIX A—Continued—CANALS.

No. 24.—COMPARATIVE STATEMENT of the Tonnage of Vessels and Goods passed through the Canals during the Fiscal Years ended 30th June, 1888, 1889, 1890, 1891.

	Murray Canal.			Ottawa Canals.			Rideau Canal.			
	1888.	1889.	1890.	1888.	1889.	1890.	1888.	1889.	1890.	1891.
PROPERTY AND VESSELS.										
Tonnage of property, up.....			3,941	414	172	569	79,996	86,245	114,513	75,122
do down.....			6,653	685,020	704,960	711,815	15,972	30,126	14,877	25,565
Total tonnage of property, up and down			10,594	685,434	705,132	712,384	95,968	116,371	129,390	100,687
Tonnage of vessels, up.			11,242	78,762	77,419	68,222	79,411	88,721	79,787	67,612
do down.			10,860	352,527	353,279	342,312	84,556	95,854	79,772	76,398
Total tonnage of vessels, up and down.....			22,102	431,289	430,698	410,534	163,967	184,575	159,559	144,010
Grand total tonnage of pro- perty and vessels, up and down			32,696	1,116,723	1,135,830	1,122,918	259,935	300,946	288,949	244,697

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

APPENDIX A—Continued—CANALS.

No. 25.—COMPARATIVE STATEMENT showing the Quantity of each Article transported on the Canals during the Fiscal Years ending 30th June, 1890 and 1891, and the Amount of Tolls collected thereon.

ARTICLES.	1890.		1891.	
	Tons.	Tolls.	Tons.	Tolls.
		\$ cts.		\$ cts.
Ashes, pot and pearl.....	203	37 13	176	32 07
do.....Free	98		55	
Apples.....	3,735	435 55	4,280	434 47
Agricultural products not enumerated, vegetable	18,070	275 37	8,122	228 91
do do do Free.....			24	
do do animal.....	2,355	216 31	2,527	196 18
do do do Free.....			14	
Agricultural implements.....	289	35 59	278	33 09
Barley.....	9,879	986 19	12,549	1,674 43
Bricks.....	10,995	488 29	13,453	609 76
do.....Free	92		398	
Bones.....	447	54 88	186	19 35
Brimstone, crude.....	323	44 68	1,061	151 15
Cement and water lime.....	6,657	710 40	3,435	459 10
do.....Free	1,033		1,217	
Clay, lime and sand.....	41,754	1,977 42	44,804	2,176 86
do.....Free	876		730	
Coal.....	480,881	73,104 81	532,838	79,821 01
do.....Free	103,670		98,621	
Corn.....	365,575	71,356 08	264,351	50,858 47
do.....Free	188,160		85,527	
Cattle.....	998	69 67	1,285	85 78
Cotton, raw.....			3	0 32
Crockery and earthenware.....	276	48 02	476	81 72
do.....Free	64		124	
Dye goods and dye stuffs.....	219	16 43	358	26 53
Fish.....	2,081	96 15	1,398	85 52
do.....Free	78		69	
Flax and hemp.....	165	6 18	5	0 65
do.....Free			1	
Flour.....	12,576	1,384 07	22,896	2,958 83
do.....Free	7,135		1,233	
Furniture.....	638	114 40	897	136 18
do.....Free	1		2	
Gypsum.....	2,812	53 24	839	17 78
do crude.....			205	2 56
Glass.....	521	93 91	715	124 48
do.....Free	8		17	
Hay, pressed.....	3,792	204 62	4,357	202 08
Hogs.....	51	6 30	59	6 80
Horses.....	662	42 12	628	41 91
do.....Free	4		3	
Hides and skins, horns and hoofs.....	65	7 00	146	17 67
Ice.....	24,646	1,335 69	15,325	1,015 33
Iron, railway.....	18,521	2,729 98	14,934	2,163 05
do.....Free	18,813		14,186	
Iron, pig.....	5,784	842 97	3,577	419 87
do.....Free	124		76	
Iron, all other.....	21,809	1,250 10	12,729	949 85
do.....Free	133		708	
Iron ore.....	8	0 08	5,370	274 89

No. 25.—COMPARATIVE STATEMENT showing the Quantity of each Article imported on the Canals, &c.—Continued.

ARTICLES.	1890.		1891.	
	Tons.	Tolls.	Tons.	Tolls.
Kryolite or chemical ore, and other ore except iron.....	4,948	249 74	12,272	613 25
do do Free	10		917	
Lard and lard oil.....	134	16 55	473	55 42
do Free			172	
Meal, all kinds.....	16,307	3,128 91	27,340	5,322 87
do Free	184		233	
Meats, other than pork.....	119	12 30	106	11 71
do Free	29		1	
Marble.....	4,545	679 60	4,972	746 70
Manilla.....	57	8 85	141	20 65
Molasses.....	5,757	555 84	1,490	177 10
do Free	56			
Nails.....	3,715	597 02	4,974	697 46
do Free	690		457	
Oats.....	40,882	7,135 95	32,865	5,919 53
do Free	790		9	
Oil.....	2,432	273 74	2,189	258 27
do Free	11		38	
Oil cake.....	828	161 86	7	0 66
do Free	798		2	
Pease.....	24,810	571 67	26,198	665 10
do Free			390	
Potatoes.....	353	25 33	1,052	75 14
Pork.....	1,983	288 51	1,004	124 79
do Free	1,051	160 00	322	
Paint.....	448	61 86	791	111 68
do Free	52		62	
Pitch and tar.....	1,593	135 29	1,219	148 02
do Free	12		17	
Rags.....	1,100	113 76	155	27 24
Rye.....	6,442	791 62	3,102	169 20
do Free	2,404			
Rosin.....	2,761	204 06	4,554	336 44
Salt.....	10,001	1,310 12	15,618	1,984 94
do Free	4,284		7,220	
Stone, intended for cutting.....	20,803	2,511 54	15,723	2,136 97
do do Free	762		450	
do do wrought.....	958	139 13	706	67 65
do do Free	2,561			
do do not suitable for cutting, unwrought.....	9,531	735 29	22,374	1,042 06
do do Free	9,456		1,470	
Seeds, all kinds.....	7,695	333 86	4,431	212 42
do Free	2		101	
Sheep.....	592	38 32	650	41 42
Soda ash.....	1,897	324 77	2,739	472 65
do Free	783		523	
Steel.....	483	65 60	412	56 84
do Free	4			
Sugar.....	7,611	1,042 39	4,693	760 83
do Free	454		175	
Spirits.....	1,594	286 49	1,663	285 68
do Free	318		335	
Tobacco, raw.....	10	1 18	34	3 16
do Free	1		1	

No. 25.—COMPARATIVE STATEMENT showing the Quantity of each Article transported on the Canals, &c.—*Continued.*

ARTICLES.	1890.		1891.	
	Tons.	Tolls.	Tons.	Tolls.
		\$ cts.		\$ cts.
Tallow.....	125	18 19	173	26 72
do .....Free			54	
Tin.....	596	97 01	669	111 92
do .....Free	94		37	
Turpentine.....	349	28 15	220	17 55
do .....Free	2		1	
Wheat.....	170,485	26,660 67	177,501	30,518 87
do .....Free	78,561		108,468	
White lead.....	112	20 10	225	34 07
do .....Free	13		11	
Whiting.....	410	75 29	794	141 38
do .....Free	52		52	
Wool.....	419	81 92	195	35 79
do .....Free	13			
All other goods and merchandise, not enumerated.....	46,825	6,588 56	56,158	8,002 98
do do do Free	1,615		1,147	
Bark.....	349	5 33	63	3 57
Barrels, empty.....	632	71 49	702	79 90
Floats.....	19,472	260 62	20,166	246 11
do .....Free	23,786		11,340	
Firewood, in vessels.....	103,792	3,173 65	109,200	3,362 76
do do .....Free	21,585		13,680	
do rafts.....	222	2 41	480	25 47
do do .....Free	4,410		10,166	
Hoops.....	30	2 66	247	29 00
Hop poles.....	79	11 50		
Lumber, sawn, in vessels.....	855,412	68,388 25	735,327	57,331 34
do do .....Free	5,896		2,430	
do rafts.....	657	22 31	490	32 04
do do .....Free	1,874		1,802	
Masts, spars and telegraph poles, in vessels.....	18,246	482 63	771	15 52
do do do Free			10	
do do rafts.....	3,982	102 33	18,669	476 49
Railway ties, in vessels.....	13,555	1,382 14	11,334	1,136 54
do do .....Free			25	
do rafts.....	700	55 31	1,021	91 32
do do .....Free	3,413		11,025	
Saw logs.....	28,737	640 26	28,178	749 63
do .....Free	26,037		13,629	
Staves and heading, barrel.....	222	17 86		
do do pipe.....	278	51 74	114	21 31
do do West India.....	514	72 88	36	6 75
do do salt barrel.....	18	1 10	9	0 17
Shingles.....	749	320 64	1,019	451 51
do .....Free	6			
Split posts and fence rails, in vessels.....	59	11 23	44	6 93
do do rafts.....	19	0 30	1	0 13
do do do Free			410	
Timber, square, in vessels.....	75,548	11,054 98	66,119	9,609 17
do do .....Free			360	
do do rafts.....	42,240	3,810 82	14,480	341 84
do do .....Free	3,579		4,520	

No. 25.—COMPARATIVE STATEMENT showing the Quantity of each Article transported on the Canals, &c.—*Concluded.*

ARTICLES.	1890.		1891.	
	Tons.	Tolls.	Tons.	Tolls.
		\$ cts.		\$ cts.
Traverses.....	14,402	60 86	12,676	43 77
Woodenware and wood partly manufactured.....	283	80 60	214	81 13
do do .....Free			1,742	
Total tonnage freight paying tolls	2,616,694	303,278 57	2,425,504	280,884 18
Total tonnage freight free	515,937		396,810	
Grand total—freight.....	3,132,631		2,822,314	
Passengers—total number.....	90,924	3,195 85	128,560	4,020 73
Vessels—tonnage.....	3,836,541	45,943 54	3,764,922	40,858 18
Total tolls collected		352,417 96		325,763 09
Total tolls free		19,478 80		15,699 53
Gross total tolls		371,896 76		341,462 62

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

APPENDIX A.

No. (A) 7.—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 1890.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		Tons.		Total Tons.	Amount of Tolls.		Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		%	cts.	
Ashes, pot and pearl.....		2										
Apples.....		118				68	1	70	71	0 15	14 00	14 15
Agricultural products not enumerated, vegetable.....							32	118	150	4 80	2 99	7 79
Agricultural products not enumerated, animal.....		1				1	18	202	220	2 70	10 23	12 93
Agricultural implements.....						14		14	14		2 80	2 80
Barley.....							4,311	6,519	10,830	646 65	1,308 80	1,950 45
Becks.....	108	144	4,311	6,519			187	148	335	21 58	13 85	35 43
Bones.....	1						1		1	0 02		0 02
Brimstone.....							736		736	110 40		110 40
Cement and water lime.....	3						52		87	11 82		11 82
Clay, lime and sand.....	50	422					50	422	472	0 94	44 25	45 19
Coal.....	92						161,616	615	202,384	35,795 50	2,427 10	38,222 60
Corn.....							17,280	22,781	327,394		65,478 60	65,478 60
Cattle.....	1						180,842	146,552	327,394	0 02		0 02
Cotton, raw.....									1			
Crockery and earthenware.....							1		1	0 15		0 15
Dye wood and dye stuffs.....												
Fish.....		51					170	51	223	25 80	9 85	35 65
Flax and hemp.....												
Flour.....		4,854				403	8	14,461	14,461		2,042 79	2,042 79
Furniture.....		4				2	21	27	35	1 20	4 90	6 10
Gypsum.....								205	205		2 56	2 56
Glass, all kinds.....	2					1	6	1	26	3 75	0 20	3 95
Hay, pressed.....												
Hogs.....												
Horses.....	29	10				3		14	48	1 33	1 05	2 38
Hides and skins, horns and hoofs.....							55		55	8 25		8 25
Ice.....		450	15,143				9,475	450	24,618	1,230 90	2 82	1,233 72

Iron, railway	6						36		4 62			
do pig	81	4					712	5	105 04	0 45		105 49
do all other							5,238		261 90			261 90
Iron ore												
Kryolite, chemical ore and other ore, excepted												145 00
Lard and lard oil	2			1,620				2,900				7 00
Meal, all kinds	4			30			5	35	0 30			7 30
Meats, other than pork				20,482			5	20,703	0 75			4,140 60
Marble				15			15	15	3 00			3 00
Manilla				4,437			4,437	4,437	665 55			665 55
Molasses	1			162			162	162	24 30			24 30
Nails	56			116			117	117	17 55			17 55
Oats	219						60	60	1 95			1 95
Oil, in barrels	6			27,030			479	27,728	5,533 80			5,533 80
Oil cake				77			6	6	2 75			2 75
Pease							2	2	0 40			0 40
Potatoes	3			14			14	14	2 80			2 80
Pork				1			3	3	0 06			0 06
Paint				88			240	328	65 60			65 60
Pitch and tar	45			3			34	37	5 10			5 70
Rags				222			818	863	122 70			123 83
Rye	428						1,121	1,549	64 20			288 40
Rosin												
Salt	14	701					326	701	47 33			140 20
Stone intended for cutting	971						4,790	5,761	1,152 20			1,152 20
do wrought	195						639	657	3 66			135 06
do not suitable for cutting, unwrought	339	121										
Seeds, all kinds							5,423	121	526 88	1 78		528 66
Sheep							18	137	2 70			30 10
Soda ash							993	993	148 95			148 95
Steel												
Sugar	149						926	926	120 58			120 58
Spirits, beer, &c.	12						26	268	2 10			52 90
Tobacco, raw	2						5	5	0 75			0 75
Tallow							68	122	10 20			21 00
Tin	1						1	1	0 02			0 02
Turpentine												
Wheat	3,078	12,527					3,078	114,924	65 50			22,895 94
White lead							1	1	0 20			0 20
Whiting	1						1	1	0 15			0 15
Wool												
All other goods and merchandise not enumerated	787	203					30,313	2,214	4,454 00			4,860 44
Bark												
Barrels, empty							77	106	14 63			18 42
Boat knees												
Floats												
Pine-wood, in vessels	3,264	10,008					3,564	10,608	98 03			602 25

No. (A) 7.—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.		\$	cts.		\$	cts.
Hop poles.....	760	7,013		9,560	38,030			5,020	760	59,623	60,383	18 22	10,352 80	10,371 02		
Lumber, sawn, in vessels.....		15								15	15		2 03	2 03		
do in rafts.....											1		0 25	0 25		
Masts, spars and telegraph poles, in vessels.....		1											0 25	0 25		
Masts, spars and telegraph poles, in rafts.....	23	3							23	3	26	0 58	0 25	0 83		
Railway ties, in vessels.....		10		47						57	57		1 69	1 69		
do in rafts.....																
Saw logs.....	60	3,626		158					60	3,784	3,844	2 10	204 28	206 38		
Staves and headings, barrel, do do pipe.....		218								218	218		17 40	17 40		
do do West India.....									187	187	187		34 80	34 80		
Staves, salt barrel.....									36	36	36		6 75	6 75		
Shingles.....																
Split posts and fence rails, in vessels.....				14						14	14		9 60	9 60		
Split posts and fence rails, in rafts.....																
Timber, square, in vessels.....	1	12,269								1	73,112	0 15	11,073 67	11,073 82		
do in rafts.....	6	1,725								6	17,638	0 25	2,631 71	2,631 96		
Traverses.....																
Woodenware and wood partly manufactured.....									26	1	28	10 40	0 80	11 20		
Total freight paying tolls.....	9,559	56,335	26,238	10,283	318,259	17,358	331,799	267,338	716,676	984,014	44,669 91	131,103 47	175,773 38			
<i>Articles having paid full Tolls on the St. Lawrence Canals, &c.</i>																
Ashes, pot and pearl.....									10		10					
Bricks.....									252		252					
Cement and water lime.....									62		62					
Clay, lime and sand.....									8		8					

Ice.....	15,143	9,475	24,618	1,230 90	24,618	1,230 90	1,230 90
Iron, railway.....	30		30	4 50	30	4 50	4 50
do pig.....	128	503	697	104 40	697	104 40	104 60
do all other.....	65		5,238	261 90	5,238	261 90	261 90
Iron ore.....							
Kryolithe, chemical ore and other ore, except iron.....	2	1,280	2,900		2,900	145 00	145 00
Lard and lard oil.....	4	30	35		35	7 00	7 30
Meal, all kinds.....	20,482	221	20,703	5	20,703	4,140 60	4,141 35
Meats, other than pork.....	15		15		15	3 00	3 00
Marble.....	4,437	4,437	4,437		4,437	665 55	665 55
Manilla.....	102	162	162		162	24 30	24 30
Molasses.....	116	116	117		117	17 55	17 55
Nails.....	4		6		6	0 90	0 90
Oats.....	73	479	27,582		27,582	5,516 40	5,516 40
Oil, in barrels.....		6	6		6	1 20	1 20
Oil cake.....		2	2		2	0 40	0 40
Pease.....	14		14		14	2 80	2 80
Potatoes.....	1		1		1	0 20	0 20
Pork.....	88	240	328		328	65 60	65 60
Paint.....	3	34	37		37	5 10	5 70
Pitch and tar.....	596	222	818		818	122 70	122 70
Rags.....							
Rye.....	428		1,121		1,121	64 20	224 20
Rosin.....	2	208	314		701	140 20	187 30
Salt.....	701	4,790	5,761		5,761	1,152 20	1,152 20
Stone intended for cutting.....	971	639	657		657	131 40	131 40
do wrought.....	18						
do not suitable for cutting, unwrought.....							
Seeds, all kinds.....	5,084	18	5,084		5,084	508 40	508 40
Sheep.....	135		137		137	2 70	30 10
Soda ash.....	993	993	993		993	148 95	148 95
Steel.....	51	723	786		786	117 90	117 90
Sugar.....	9						
Spirits, beer, &c.....	12	228	268		268	50 80	52 90
Tobacco, raw.....	3		5		5	0 75	0 75
Tallow.....	68		122		122	10 80	21 00
Tin.....							
Turpentine.....							
Wheat.....	10,317	31,527	112,283		112,283	22,456 60	22,456 60
White lead.....	1	1	1		1	0 20	0 20
Whiting.....	1		1		1	0 15	0 15
Wool.....							
All other goods and merchan- dise not enumerated.....	74	29,322	31,596		31,596	339 20	4,839 20
Bark.....							
Barrels, empty.....		77	77		77	14 63	1 32
Boats knees.....							
Floats.....							

Bricks.....	103	149					252	
Cement and water lime	54						62	
Clay, lime and sand.....	6						8	
Crockery and earthenware	3	8					11	
Fish.....	26						26	
Flour.....	48						48	
Glass, all kinds	21						25	
Iron, railway.....	61						20,003	
do pig.....							20	
do all other.....	96						584	
Lard and lard oil.....		72					72	
Nails.....	411						453	
Oil, in barrels.....	5						11	
Pork.....	33						33	
Paint.....	17						24	
Pitch and tar.....	12						13	
Rosin.....	1						1	
Salt.....	6,486	836					7,440	
Stone, for cutting.....	12						12	
Seeds, all kinds.....	100						100	
Soda ash.....	194	360					554	
Steel.....	1						1	
Sugar.....	551						551	
Spirits, beer, &c.....	330						350	
Tobacco, raw.....	1						1	
Th.....	40						40	
Turpentine.....	1						2	
White lead.....	11						19	
Whiting.....	31						34	
Wool.....	13						13	
All other goods and merchandise, not enumerated.....	1,044	90					1,180	
Grand total, freight.....	21,443	9,574	215,698	318,259	17,281	331,342	290,066	688,626
								978,692
							8,470 46	8,603 06
							42 00	50 55
							52,948 29	137,977 05
								190,925 34

Total Tolls on Vessels.....
 do Passengers.....
 do Free goods..... \$4,792 65

Total Through Tolls.....

B. H. TEAKLES,
 Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS.
 OTTAWA, 27th February, 1891.

APPENDIX A—Continued.

No. (A) 9—STATEMENT showing the Quantity of each Article of Way Freight transported on the Welland Canal, and the Amount of Revenue collected thereon during the Season of Navigation in 1890.

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.....														
Apples.....		118								118		2 99		2 99
Agricultural products, not enumerated, vegetable.....		1		200						201		10 03		10 03
Agricultural products, not enumerated, animal.....														
Agricultural implements.....														
Barley.....	58	144							58	144		2 23	13 05	15 28
Bricks.....	1								1			0 02		0 02
Bones.....														
Brunstone.....	3		15						18			1 47		1 47
Cement and water lime.....	50	422							50	422		0 94	44 25	45 19
Clay, lime and sand.....	12								12			0 30		0 30
Coal.....													0 20	0 20
Corn.....										2				
Cattle.....	1								1			0 02		0 02
Cotton, raw.....														
Crockery and earthenware.....														
Dye woods and dye stuffs.....														
Fish.....		2												
Flax and hemp.....													0 05	0 05
Flour.....		4,854								4,854		121 39		121 39
Furniture.....		4								4		0 30		0 30
Gypsum.....				205						205		2 56		2 56
Glass, all kinds.....														
Hay, pressed.....														
Hogs.....														
Horses.....	29	10							29	10		0 58	0 25	0 83
Hides and skins, horns and hoofs.....														
Ice.....		450								450		2 82		2 82

Iron, railway.....	6	6	6	6	0 12	0 12	0 12	0 12	0 12	0 12
“ pig.....	16	16	16	16	0 89	0 89	0 89	0 89	0 89	0 89
“ all other.....	4	4	4	4	0 25	0 25	0 25	0 25	0 25	0 25
Iron ore.....										
Kryolite, chemical ore and other ore, except iron.....										
Lard and lard oil.....										
Meal, all kinds.....										
Meats, other than pork.....										
Marble.....										
Manilla.....										
Molasses.....	54	54	54	54	1 05	1 05	1 05	1 05	1 05	1 05
Nails.....	146	146	146	146	17 40	17 40	17 40	17 40	17 40	17 40
Oats.....	6	6	6	6	2 75	2 75	2 75	2 75	2 75	2 75
Oil, in barrels.....										
Oil cake.....				77						
Pease.....										
Potatoes.....	3	3	3	3	0 06	0 06	0 06	0 06	0 06	0 06
Pork.....										
Paint.....										
Pitch and tar.....	45	45	45	45	1 13	1 13	1 13	1 13	1 13	1 13
Rags.....										
Rye.....										
Rosin.....										
Salt.....	12	12	12	12	0 23	0 23	0 23	0 23	0 23	0 23
Stone intended for cutting.....										
“ wrought.....	195	195	195	195	3 66	3 66	3 66	3 66	3 66	3 66
“ not suitable for cutting, unwrought.....	339	339	339	339	18 48	18 48	18 48	18 48	18 48	18 48
Seeds, all kinds.....	121	121	121	121	1 78	1 78	1 78	1 78	1 78	1 78
Sheep.....										
Soda ash.....										
Steel.....										
Sugar.....	140	140	140	140	2 68	2 68	2 68	2 68	2 68	2 68
Spirits, beer, &c.....										
Tobacco, raw.....										
Tallow.....	1	1	1	1	0 02	0 02	0 02	0 02	0 02	0 02
Tin.....										
Turpentine.....										
Wheat.....	3,078	3,078	3,078	3,078	65 50	65 50	65 50	65 50	65 50	65 50
White lead.....	2,210	2,210	2,210	2,210	373 84	373 84	373 84	373 84	373 84	373 84
Whiting.....										
Wool.....										
All other goods and mer- chandise not enumerated.....	713	713	713	713	14 00	14 00	14 00	14 00	14 00	14 00
Bark.....										
Barrels, empty.....				99						
Boat knees.....										
Floates.....										
Fire wood, in vessels.....	3,264	3,264	3,264	3,264	98 03	98 03	98 03	98 03	98 03	98 03
	9,210	9,210	9,210	9,210	411 02	411 02	411 02	411 02	411 02	411 02
	12,774	12,774	12,774	12,774	509 05	509 05	509 05	509 05	509 05	509 05

No. (A) 9.—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 Tolls Up. \$ cts.	Amount of Tolls Down. \$ cts.	Total Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Fire wood, in rafts														
Hoops														
Hop poles														
Lumber, sawn, in vessels	760	5,071							760	5,071	5,831	18 22	540 86	559 08
rafts	15									15	15		2 03	2 03
Masts, spars, and telegraph poles, in vessels	1									1	1		0 25	0 25
Masts, spars, and telegraph poles, in rafts	23	3							23	3	26		0 25	0 83
Railway ties, in vessels			10	47						57	57		1 69	1 69
rafts														
Saw logs	60	3,626							60	3,784	3,844	2 10	204 28	206 38
Staves and headings, barrel				158						218	218		17 40	17 40
" pipe														
Staves and headings, West India														
Staves, salt barrel														
Shingles														
Split posts and fence rails, in vessels														
Split posts and fence rails, in rafts	1								1		1	0 15	0 25	0 15
Timber, square, in vessels	6	5							6	5	11	0 25	0 25	0 50
rafts														
Traverses														
Woodenware and wood partly manufactured														
Total freight paying tolls.	8,831	26,885		709			77	456	9,223	28,050	37,273	234 08	1,780 03	2,014 11
Timber passed free from Weland to Port Robinson		200								200	200			
Grand Total freight	8,831	27,085	315	709		77	456		9,223	28,250	37,473			

Total way tolls on vessels.....	467 92	413 06	880 98
do passengers.....	134 26	134 84	269 10
do free goods.....			
			\$10 50
Total way tolls.....	836 26	2,327 93	3,164 19

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, 27th February, 1891.

APPENDIX A.—Continued.

No. (A) 10.—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 1890.

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.....		58			10				20	58	78	3 00	11 60	14 60
Apples.....	43	2,515	10	22	3				46	2,537	2,583	4 46	364 39	368 85
Agricultural products, not enumerated, vegetable.....	1,366	964							1,366	964	2,330	78 08	100 99	179 07
Agricultural products, not enumerated, animal.....	117	471							137	471	608	10 88	44 45	55 33
Agricultural implements.....	101	12					20		101	12	113	14 47	1 85	16 32
Barley.....	157	1,411			1				158	1,411	1,569	3 76	29 52	33 28
Bricks.....	10,142	331	815		202		161		11,320	331	11,651	476 34	23 30	499 64
Bones.....		90		164						254	254		34 01	34 01
Brunstone.....	200							88	288		288	22 83		22 83
Cement and water lime.....	2,505	243	54						2,559	243	2,802	350 09	23 72	373 81
Clay, lime and sand.....	17,290	7,465	155				3,541		20,986	7,465	28,451	789 87	418 46	1,208 33
Coal.....		75,595								157,183	157,183		21,830 57	21,830 57
Corn.....	32	3,539			23		80,571		55	16,760	16,815	3 31	363 41	366 72
Cattle.....	40	522					12,769		40	522	562	2 32	40 34	42 66
Cotton, raw.....	204	26	3						207	26	233	38 69	5 20	43 89
Crockery and earthenware.....	38						203		241		241	14 25	1 60	15 85
Dye wood and dye stuffs.....	337	45	26						363	45	408	38 66	3 14	41 80
Fish.....	2	166							2	166	168	0 20	6 45	6 65
Flax and hemp.....	891	2,733	48						939	2,851	3,800	69 43	417 96	487 39
Floor.....	194	464							194	464	658	28 66	87 75	116 41
Furniture.....	649	160							649	160	809	10 12	6 07	16 19
Gypsum.....	518	82	18				13		549	82	631	105 98	15 25	121 23
Glass, all kinds.....	412	459			26				438	459	897	17 48	29 18	46 66
Hay, pressed.....	2	49							2	49	51	0 08	6 62	6 70
Hogs.....	148	295			1		2		119	297	416	8 75	21 84	30 59
Hides and skins, horns and hoofs.....		14								14	14		1 23	1 23

Ice	1,467	151	20,227	1,467	20,378	3,016	04	206	65
Iron, railway	19,986	241	20,227	1,467	20,378	3,016	04	206	65
do pig	3,178	66	3,244	5	3,244	470	27	11	33
do all other	11,436	109	11,002	2,732	14,334	733	41	0	19
Iron ore			57					112	32
Kryolite, chemical ore and other ore, except iron	3,542			3,542				177	10
Lard and lard oil	160		160	84	244	19	67	3	56
Meal, all kinds	110	3	110	1,279	1,389	7	17	89	89
Meats, other than pork	20		20	21	1	73		1	26
Marble	34		34	1	35	6	66	0	20
Manilla	21		21	3	24	4	10	0	60
Molasses	739	19	1,220	19	1,239	152	17	0	95
Nails	2,915	180	3,095	964	4,039	600	57	48	35
Oats	599		599	3,429	4,028	22	66	98	00
Oil, in barrels	1,034	41	1,241	451	1,692	171	80	63	70
Oil cake	1,168		8	8	0	75		0	75
Pease	25,993	9	1,168	25,993	27,161	25	43	519	94
Potatoes	10	2	21	72	93	1	66	6	51
Pork	326	33	359	291	650	36	21	27	07
Paint	264	7	294	199	493	54	26	19	70
Pitch and tar	74	12	205	107	372	21	33	5	35
Rags	2		2	122	124	0	40	23	05
Rye	3		3	3,253	3,256	0	24	65	06
Resin	10		2,103	121	2,284	108	94	6	05
Salt	5,492	138	11,551	164	11,715	1,547	67	7	49
Stone intended for cutting	547		2,669	3,007	5,676	103	22	451	05
do wrought	153		200	1	201	10	60	0	20
do not suitable for cutting, unwrought	60		60	10,945	11,005	1	20	258	00
Seeds, all kinds	1,709	275	1,809	275	2,084	85	43	15	26
Sheep	1		1	164	165	0	06	13	14
Soda ash	588	44	1,555	44	1,599	297	62	2	35
Steel	146	22	147	22	169	21	72	0	87
Sugar	4,133	14	5,985	14	5,999	929	27	1	90
Spirits, beer, &c.	499	297	1,597	796	1,075	145	01	53	70
Tobacco, raw	21	1	25	25	25	2	29	2	29
Tallow	93		14	14	108	14	43	0	15
Tin	460	93	470	93	563	88	51	10	20
Turpentine	8	18	111	18	129	6	88	0	90
Wheat	21,899	4,006	21,899	4,006	25,905	438	65	80	12
White lead	136	1	148	1	149	28	49	0	20
Whiting	670	2	699	2	701	139	59	0	10
Wool	21	5	21	5	26	3	15	0	75
All other goods and merchandise not enumerated	6,838	270	8,520	4,443	12,963	1,355	04	671	93
Bark	239	2	308	46	354	30	14	5	96
Barrels, empty									
Boat knees									
Plcats	800		800	4,364	5,164	1	40	76	37

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, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Firewood, in vessels.....	5,832	6,331		600				114	5,832	7,045	12,877	108 75	172 42	281 17
do rafts.....					1				1		1	0 10		0 10
Hoops.....														
Hop poles.....	20,557	16,243	547	2,197					21,104	18,440	39,544	570 59	695 70	1,266 29
Lumber, sawn, in vessels.....		176								176	176		7 88	7 88
do rafts.....														
Masts, spars and telegraph poles, in vessels.....														
Masts, spars and telegraph poles, in rafts.....		17,088							1,929	17,088	17,088		427 20	427 20
Railway ties, in vessels.....	1,929								1,929		1,929	38 49		38 49
do rafts.....	42	20,715							42	20,715	20,757	1 00	472 90	473 90
Saw-logs.....	20	24							20	24	44	4 88		9 01
Shingles.....														
Split posts and fence rails, in vessels.....														
Split posts and fence rails, in rafts.....	10								10		10	0 25		0 25
Timber, square, in vessels.....	198	1,254							198	1,254	1,452	4 36	18 19	22 55
do rafts.....	1,011	9,646							1,011	9,646	10,657	25 50	244 25	269 75
Traverses.....		10,354								10,354	10,354		26 95	26 95
Woodenware and wood partly manufactured.....	105	27							105	27	132	35 00	6 00	41 00
Total freight paying tolls.	151,672	247,462	11,032	3,253	1,035	2,065	11,029	97,023	174,768	349,803	524,571	13,616 47	29,101 99	42,718 46
Free Articles having paid Full Tolls on Welland Canal.—														
All other products, animal.....		14								14	14			
do vegetable.....		1								1	1			
Ashes.....		66					4			70	70			
Cement and water lime.....		932								932	932			
Corn.....		139,673					5,232			144,905	144,905			

APPENDIX A—Continued.

No. (A) 11.—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 1890.

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.				
Ashes, pot and pearl														
Apples		58	10						10	58	68	2 00	11 60	13 60
Agricultural products not enumerated, vegetable.		2,363		22						2,385	2,385		357 75	357 75
Agricultural products not enumerated, animal.	222													
Agricultural implements		231												
Barley		916								916	916		19 62	19 62
Bricks	326		95						421	65	421	63 15	9 75	63 15
Bones		65								65	65		9 75	9 75
Brimstone		1												
Cement and water lime	1,855		54						1,900	1	1,910	286 35	0 15	286 50
Clay, lime and sand	9		7						16	1,213	1,229	2 40	181 95	184 35
Coal		74,637								135,168	135,168		20,275 20	20,275 20
Corn		685								12,910	12,910		258 20	258 20
Cattle		28								28	28		4 20	4 20
Cotton, raw		26												
Crockery and earthenware	131		3						134	26	160	26 80	5 20	32 00
Dye wood and dye stuffs	19								19	1	19	3 80		3 80
Fish	116		26						142	1	143	21 30	0 15	21 45
Flax and Hemp		2								2	2			
Flour	1		48						49	2,711	2,760	7 35	406 65	414 00
Furniture	60		423						60	423	483	12 00	84 60	96 60
Gypsum														
Glass, all kinds	422		18						440	74	514	88 00	14 80	102 80
Hay, pressed														
Hogs		39								39	39		5 85	5 85
Horses		35							11	35	46	1 65	5 25	6 90
Hides and skins, horns and hoofs	11													
		5								5	5		0 75	0 75

Ice	19,806	241	20,047	3,463	20,047	3,007 05	3,007 05
Iron, railway	2,937	66	3,003	3	3,003	450 19	450 19
“ pig	2,243	94	2,337	57	2,394	350 55	359 10
Iron ore							
Kryolite, chemical ore and other ore, except iron.	78		78	3,463	3,463	173 15	173 15
Lead and lead oil	9		9	3	81	11 70	0 45
Meal, all kinds	343		343	343	352	1 35	51 45
Meats, other than pork	4		4	4	4	0 60	0 60
Marble	20		20	1	21	4 00	0 20
Manilla	20		20	3	23	4 00	0 60
Molasses	282		282	282	282	56 40	56 40
Nails	2,350	180	2,530	1	2,531	505 97	505 17
Oats	543	2	545	1,250	1,250	25 13	25 13
Oil, in barrels				221	766	109 00	44 20
Oil cake							
Pease	5,317			5,317	5,317	106 34	106 34
Potatoes	3		3	17	20	0 45	3 00
Pork	28	83	61	134	195	7 84	28 69
Paint	236	65	243	65	308	48 60	61 60
Pitch and tar	12		24		24	4 80	4 80
Rags	2		2	112	114	0 40	22 40
Rye	1,829			1,829	1,829	36 58	36 58
Rosin	2		2		2	0 40	0 40
Salt	2,595	8	8,651	3	8,654	1,297 65	1,298 10
Stone, intended for cutting	24		24	3,007	3,031	3 60	454 65
“ wrought	4		4	1	5	0 80	1 00
“ not suitable for cutting,							
“ unwrought							
Seeds, all kinds	46			619	619	51 60	51 60
Sheep		100	146	43	189	21 90	6 45
Soda ash	509			10	10	1 50	1 50
Steel	135		1,425	1	1,426	284 99	0 20
Sugar	3,308	1	136		136	20 45	20 45
Spirits, beer, &c.	179		3,563	8	3,571	712 58	1 60
Tobacco, raw			476	265	741	95 20	53 00
Tallow	92		92	1	1	0 15	0 15
Tin	337	10	347	37	384	69 40	7 40
Turpentine	6		7		7	1 40	1 40
Wheat	3,437			3,437	3,437	68 74	68 74
White lead	124	6	130	1	131	26 00	0 20
Whiting	658	29	687		687	137 40	137 40
Wool	21		21	5	26	3 15	0 75
All other goods and merchandise not enumerated	3,923	989	4,912	2,568	7,480	982 35	513 60
Bark							
Barrels, empty	55		55	19	74	9 88	3 66
Boat knees							
Floats							

No. (A) 11—STATEMENT showing the Quantity of each Article of Through Freight 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.		\$	cts.	\$	cts.		
Firewood, in vessels																	
" rafts																	
Hoops																	
Hop poles																	
Lumber, sawn, in vessels	82	25	228	1,600					310	1,625	1,935	27 60	242 25			269 85	
" rafts																	
Masts, spars and telegraph poles, in vessels																	
Masts, spars and telegraph poles, in rafts																	
" " " " " " "																	
Saw logs																	
Staves and headings, barrel																	
" " " " " "																	
" " " " " " "																	
Staves, salt barrel																	
Split posts and fence rails, in vessels																	
Split posts and fence rails, in rafts																	
Timber, square, in vessels																	
" " " " " " "																	
Traverses																	
Woodenware and wood partly manufactured	66	7							66	7	73	27 20	2 00			29 20	
Total freight paying tolls.	43,907	102,918	9,785	1,622					53,692	181,352	235,044	8,846 30	23,675 67			32,521 97	
<i>Free Articles having paid full tolls on the Wetland Canal:</i>																	
Agricul. products, animal		14									14						
" " " " " " "		1									1						

Ashes.....	66			4						70	
Corn.....	134,966			4,822						139,798	
Fish.....	49									49	
Flour.....	3,065									3,065	
Furniture.....	1									1	
Glass.....	1									1	
Horses.....	3									3	
Lumber, sawn, in vessels.....	3,195									3,195	
do rafts.....	384									384	
Meal, all kinds.....	222									222	
Merchandise.....	142									142	
Oats.....	479									479	
Oil cake.....	2									2	
Oil, in barrels.....	6									6	
Pork.....	221									221	
Rye.....	1,120									1,120	
Seeds, all kinds.....	2									2	
Tallow.....	54									54	
Wheat.....	75,515									75,515	
Whiskey, &c.....	21									26	
Woodenware.....	1									1	
Coal, free, per Order in Council.....	6,538									6,538	
Kryolite, having paid full toll on the Rideau Canal, free.....											
Grand total, freight.....	50,445	323,265	9,805	1,622	81,653	60,250	406,540	817		466,790	

Total through tolls on vessels.....	4,481 37	8,969 17
do passengers.....	295 50	2,013 45
do free goods.....	\$6,318 99	
Total through tolls.....	13,623 17	43,504 59

B. H. TEAKLDES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1891.

APPENDIX A—Continued.

No. (A) 12.—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, 1890.

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 00		1 00	
Apples.....	43	152			10				10		198	4 46		6 64	11 10	
Agricultural products, not enumerated, vegetable.....	1,144	388							1,144		388	44 78		14 59	59 37	
Agricultural products, not enumerated, animal.....	117	240					20		137	240	377	10 88		9 80	20 68	
Agricultural implements.....	101	4							101	4	105	14 47		0 25	14 72	
Barley.....	157	495			1				158	495	653	3 76		9 90	13 66	
Bones.....	9,816	331	720		202		161		10,899	331	11,230	413 19		23 30	436 49	
Bristone.....	200	25	164						288	189	477	22 83		24 26	24 26	
Cement and water lime.....	650	242					88		650	242	892	63 74		23 57	87 31	
Clay, lime and sand.....	17,281	6,252	148				3,541		20,970	6,252	27,222	787 47		236 51	1,023 98	
Coal.....	32	1,558			1,017				55	22,015	22,015			1,553 37	1,575 37	
Corr.....	40	2,854			23	452			40	3,850	3,905	3 31		105 21	108 52	
Cattle.....		494								494	534	2 32		36 14	38 46	
Cotton, raw.....	73								73		73	11 89			11 89	
Crockery and earthenware.....	19						203		222		222	12 05			12 05	
Dye wood and dye stuffs.....	221	44							221	44	265	17 36		2 99	20 35	
Fish.....	2	164							2	164	166	0 20		6 35	6 35	
Flax and hemp.....	896	22				128			896	150	1,046	62 08		11 31	73 39	
Furniture.....	134	41							134	41	175	16 66		3 15	19 81	
Gypsum.....	649	160							649	160	809	10 12		6 07	16 19	
Glass, all kinds.....	96	8					13		109	8	117	17 98		0 45	18 43	
Hay, pressed.....	412	459			26				438	459	897	17 48		25 18	46 66	
Hogs.....	2	10							2	10	12	0 08		0 77	0 85	
Horses.....	107	260			1	2			108	262	370	7 10		16 59	23 69	
Hides and skins, horns and hoofs.....		9								9	9			0 48	0 48	
Ice.....		1,467								1,467	1,467			206 65	206 65	

Iron, railway.....	180	151	.....	180	151	331	8 99	11 33	20 32
“ pig.....	241	5	.....	241	5	246	20 08	0 19	20 27
“ all other.....	9,193	2,675	57	9,265	2,675	11,940	382 86	103 77	486 63
Iron ore.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kryolite chemical ore and other ore, except iron.....	79	79	.....	79	79	79	.....	3 95	3 95
Lard and lard oil.....	82	81	.....	82	81	163	7 97	3 11	11 08
Meal, all kinds.....	101	933	3	101	936	1,037	5 82	38 44	44 26
Meats, other than pork.....	20	17	.....	20	17	37	1 73	0 66	2 39
Marble.....	14	.....	.....	14	.....	14	2 66	.....	2 66
Manilla.....	1	.....	.....	1	.....	1	0 10	.....	0 10
Molasses.....	457	19	.....	457	19	957	95 77	0 95	96 72
Nails.....	565	963	481	565	963	1,528	94 60	48 15	142 75
Oats.....	599	2,179	.....	599	2,179	2,778	22 66	72 87	95 53
Oil, in barrels.....	491	70	119	491	70	926	62 80	19 50	82 30
Oil cake.....	8	.....	.....	8	.....	8	0 75	.....	0 75
Pease.....	1,168	20,676	.....	1,168	20,676	21,844	25 43	413 60	439 03
Potatoes.....	7	55	2	7	55	73	1 21	3 96	5 17
Pork.....	298	149	8	298	149	455	28 37	6 22	34 59
Paint.....	28	134	.....	28	134	185	5 66	6 70	12 36
Pitch and tar.....	62	107	179	62	107	348	16 53	5 35	21 88
Rags.....	10	.....	.....	10	.....	10	0 65	0 65	0 65
Rye.....	3	1,424	.....	3	1,424	1,427	0 24	28 48	28 72
Rosin.....	8	121	.....	8	121	2,282	108 54	6 05	114 59
Salt.....	2,897	135	21	2,906	161	3,061	250 02	7 04	257 06
Stone, intended for cutting.....	523	.....	.....	523	.....	2,645	99 62	.....	99 62
“ wrought.....	149	.....	47	149	.....	196	9 80	.....	9 80
“ not suitable for cutting.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Seeds, all kinds.....	60	10,326	.....	60	10,326	10,386	1 20	206 40	207 60
Sheep.....	1,663	232	.....	1,663	232	1,895	63 53	8 81	72 34
Soda ash.....	79	154	1	79	154	155	0 06	11 64	11 70
Steel.....	11	22	51	130	43	173	12 63	2 15	14 78
Sugar.....	825	6	.....	825	6	33	1 27	0 87	2 14
Spirits, beer, &c.....	320	14	1,597	2,422	6	2,428	216 69	0 30	216 99
Tobacco, raw.....	21	.....	3	21	.....	334	49 81	0 70	50 51
Tallow.....	1	.....	14	1	.....	24	2 14	.....	2 14
Tin.....	123	56	.....	123	56	15	0 63	.....	0 63
Turpentine.....	2	18	.....	2	18	179	19 11	2 80	21 91
Wheat.....	21,899	569	102	104	18	122	5 48	0 90	6 38
White lead.....	12	.....	6	21,899	569	22,468	438 65	11 38	450 03
Whiting.....	12	2	.....	18	.....	18	2 49	.....	2 49
Wool.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
All other goods and merchandise not enumerated.....	2,915	1,240	270	3,608	1,875	5,483	402 69	138 33	561 02
Barrels, empty.....	184	10	.....	184	10	253	20 26	2 30	22 56
Boat knees.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Floats.....	800	4,364	.....	800	4,364	5,164	1 40	76 37	77 77
Firewood, in vessels.....	5,832	6,331	600	5,832	6,331	12,877	108 75	172 42	281 17

No. (A) 12.—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 Tolls Up.		Amount of Tolls Down.		Total Amount of Tolls.		
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$	cts.	\$	cts.		\$	cts.
Firewood, in rafts.																		
Hoops									1								0 10	
Hop poles																	0 10	
Lumber, sawn, in vessels	20,475	16,218	319	597					20,794	16,815	37,609		542 99	453 45		996 44		
“ rafts		176								176	176			7 88		7 88		
Masts, spars and telegraph poles, in vessels.																		
Masts, spars and telegraph poles, in rafts.																		
Railway ties, in vessels.	1,929	17,088							1,929	17,088	17,088			427 20		427 20		
Saw logs.	42	20,715							42	20,715	20,757		1 00	472 90		473 90		
Staves and headings, barrel.																		
“ “ pipe.																		
“ “ W. India																		
Staves, salt barrel	20	24							20	24	44		4 88	4 13		9 01		
Shingles																		
Split posts and fence rails, in vessels	10	1,254							10	1,254	1,452		0 25	18 19		0 25		
Split posts and fence rails, in rafts	138	9,646							198	9,646	10,657		4 36	25 50		22 55		
Timber, square, in vessels	1,011	10,354							1,011	10,354	10,354		25 50	26 95		269 75		
“ rafts																26 95		
Traverses.																		
Woodenware and wood partly manufactured.	39	20							39	20	59		7 80	4 00		11 80		
Total freight paying tolls.	107,765	144,544	1,247	1,631	1,035	2,065	11,029	20,211	121,076	168,451	289,527		4,771 77	5,424 72		10,196 49		
<i>Free articles having paid full tolls on the Welland Canal:</i>																		
Corn.								400		5,107	5,107							
Coal, free, per Order in Council	56,878	4,707			80		30,242		87,200	5,107	87,200							

Free Articles for Canal construction, per Order in Council, 1884:—	932	385	502	932	385	582	80	932	385	382	932	385	382	932	385	382	1,926	360	74	900	3	387,063
Cement and water lime	932	385	502	932	385	582	80	932	385	382	932	385	382	932	385	382	1,926	360	74	900	3	387,063
Coal	932	385	502	932	385	582	80	932	385	382	932	385	382	932	385	382	1,926	360	74	900	3	387,063
Clay, lime and sand	932	385	502	932	385	582	80	932	385	382	932	385	382	932	385	382	1,926	360	74	900	3	387,063
Iron, all other	932	385	502	932	385	582	80	932	385	382	932	385	382	932	385	382	1,926	360	74	900	3	387,063
Merchandise	932	385	502	932	385	582	80	932	385	382	932	385	382	932	385	382	1,926	360	74	900	3	387,063
Stone, unwrought	932	385	502	932	385	582	80	932	385	382	932	385	382	932	385	382	1,926	360	74	900	3	387,063
Timber, square, in vessels	932	385	502	932	385	582	80	932	385	382	932	385	382	932	385	382	1,926	360	74	900	3	387,063
Lumber, sawn	932	385	502	932	385	582	80	932	385	382	932	385	382	932	385	382	1,926	360	74	900	3	387,063
Stone for cutting	932	385	502	932	385	582	80	932	385	382	932	385	382	932	385	382	1,926	360	74	900	3	387,063
Iron ore, free, having paid full toll on Rideau Canal	932	385	502	932	385	582	80	932	385	382	932	385	382	932	385	382	1,926	360	74	900	3	387,063
Freight—grand total	166,112	152,931	1,247	1,631	1,115	2,065	41,351	20,611	209,825	177,238	4,365	63	420	35	1,562	37	5,928	00	1,091	22	17,215	71

Total way tolls on vessels
do passengers.....\$4,739 64
do free goods.....\$4,739 64
Total way tolls.....17,215 71

B. H. TEAKLIFS,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1891.

APPENDIX A—Continued.

No. (A) 13.—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 1890.

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.....		11								11		2 09
Apples.....	16	78							15	78		5 20
Agricultural products not enumerated, vegetable.....	15	61							13	61		4 72
do do animal.....	33	1,253							33	1,286		105 12
Agricultural implements.....		18								18		2 74
Barley.....		119								119		10 22
Bricks.....		120								120		6 90
Bones.....		23								23		2 04
Brimstone.....												
Cement and water lime.....		62								62		6 06
Clay, lime and sand.....		7,632								7,632		203 99
Coal.....		40								40		2 00
Corn.....												
Cattle.....	1	648							1	648		42 02
Cotton, raw.....												
Crockery and earthenware.....	3	7							3	7		1 48
Dye wood and dye stuffs.....												
Fish.....		4								4		0 04
Flax and hemp.....												
Flour.....	9	10							9	10		1 40
Furniture.....		20							8	20		3 64
Gypsum.....												
Glass, all kinds.....	4	3							4	3		0 77
Hay, pressed.....		413								413		38 01
Hogs.....		12								12		0 72
Horses.....		167								167		10 97
Hides and skins, horns and hoofs.....	15	27							15	27		2 55
Ice.....												
Iron, railway.....												
do „ pig.....												

do all other	12	23						12	23	35	2 41
Iron ore											75 25
Kryolite, chemical ore and other ore, except iron										1,505	0 53
Lead and lead oil	2	7						1,505	7	9	1 30
Mead, all kinds	4	13						4	13	17	1 02
Meats, other than pork	2	10						2	10	12	1 02
Marble											
Manilla											
Molasses	17	8						17	8	25	2 52
Nails	19	19						19	12	31	2 92
Oats	2	1,376						2	1,376	1,378	102 57
Oil, in barrels	29	5						29	5	34	2 50
Oil cake											
Pease	11	1,363						11	1,363	1,363	99 45
Potatoes	30	655						30	655	666	51 62
Pork	1	1						1	1	2	1 00
Paint											
Pitch and tar	3	3						3	3	3	0 57
Rags	20	20						20	20	20	1 48
Rye											
Resin											
Salt	5	5						5	5	5	0 21
Stone, intended for cutting											
do wrought	3	3						3	3	3	0 57
do not suitable for cutting, unwrought											
Seeds, all kinds	19	325						19	325	325	1 86
Sheep											
Soda ash	1	1						1	1	1	23 27
Steel											
Sugar	25	28						25	28	53	0 05
Spirits, beer, &c	21	1						21	1	22	4 39
Tobacco, raw											
Tallow	1	1						1	1	1	1 43
Tin	9	3						9	3	12	0 10
Turpentine	1	1						1	1	1	0 79
Wheat											0 05
White lead	44	44						44	44	44	4 32
Whiting	3	3						3	3	3	0 15
Wool											
All other goods and merchandise not enumerated	93	419						93	419	512	71 76
Bark	15	15						15	15	15	1 47
Barrels, empty											
Boat knees											
Boats	20	9,170						20	9,170	9,190	11 50
Floats											
Firewood, in vessels	105	45,805						105	46,462	46,567	84 16
do rafts		657							480	480	1,899 16
Hop poles	32	32						32	32	32	25 47
Hoops											2 87
Lumber, sawn, in vessels	14	418,495						14	530,761	530,775	40,126 91
do rafts		301							301	301	5 03

No. (A) 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 Tolls, \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Masts, spars and telegraph poles, in vessels.		321								321	321	10 71
do do rafts.											1,590	337 63
Railway ties, in vessels.		995		595								
do rafts.												
Saw logs												
Staves and headings, barrel												
do pipe.												
do West India.												
Staves, salt barrel												
Shingles	2	367		49					2	416	418	299 41
Split posts and fence rails, in vessels.		1								1	1	1 76
do rafts.												
Timber, square, in vessels.		290								290	290	7 85
do rafts.		1,370								1,370	1,370	23 63
Traverses.		200								200	200	1 08
Woodenware and wood partly manufactured	6	49							6	49	55	45 49
Total freight paying tolls.	527	494,581	8	113,567					535	608,148	608,683	43,791 37
<i>Free per Order in Council.</i>												
Firewood.		10,150								10,150	10,150	
Floats.		11,126								11,126	11,126	
Lumber, sawn, in rafts.		1,273								1,273	1,273	
Masts and spars		10								10	10	
Railway ties, in rafts.		3,525								3,525	3,525	
Saw logs.		13,872								13,872	13,872	
Shingles.		6								6	6	
Split posts, &c., in rafts.		10								10	10	
Timber, square		2,460								2,460	2,460	
Woodenware.		240								240	240	
Grand total freight.	527	537,253	8	113,567					535	650,820	651,355	

Total tolls on vessels	4,262 48
do passengers	172 51
Total free goods.....	\$732 55
Wharfage and storage.....	8 00
Fines and damages	18 00
Other receipts.....	
Total revenue, exclusive of hydraulic rents.....	48,252 36

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, 27th February, 1891.

No. (A) 14.—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.		
Masts, spars and telegraph poles, in vessels, rafts.												
Railway ties, in vessels, rafts.	910		648						1,558		1,558	124 32
Saw logs.												
Staves and headings, barrels.												
“ “ pipe.												
“ “ West India.												
Staves, salt barrel.	88		47						135		135	35 44
Shingles												
Total freight paying tolls.	7,680	4,118	85,113	6,085					92,793	109,070	201,863	15,708 90
Coal, free, per Order in Council.	544								544		544	
Grand total, freight.	8,224	4,118	84,113	6,085					93,337	109,070	202,407	
Total tolls on vessels												2,406 79
“ “ passengers												60 31
“ “ free goods												\$48 84
Fines and damages												13 75
Total revenue, exclusive of hydraulic rents												18,184 75

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1891.

APPENDIX A—Continued.

No. (A) 15—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 1890.

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	20							1	20	21	3 03
Apples	41	65							41	65	106	2 50
Agricultural products not enumerated, vegetable.	25	32							25	32	57	1 84
do animal	144	335							144	335	479	13 96
Agricultural implements	51	138							51	138	189	20 18
Barley	101								101		101	2 37
Bricks	24	17							24	17	41	1 51
Bones	2	31							2	31	33	1 27
Brimstone												
Cement and water lime	85	17							85	17	102	3 01
Clay, lime and sand	419	2							419	2	421	9 96
Coal		10,916								10,916	12,916	463 98
Corn	1	34							1	34	35	1 08
Cattle	4	7							4	7	11	0 33
Cotton, raw												
Crockery and earthenware	31	20							31	20	51	4 93
Dye wood and dye stuffs		1								1	1	0 09
Fish	113								113		113	2 76
Flax and hemp												
Flour	79	408							79	408	487	13 22
Furniture	26	40							26	40	66	6 56
Gypsum												
Glass, all kinds	46	2							46	2	48	4 43
Hay, pressed	497	5							497	5	502	11 89
Logs		1								1	1	0 03
Horses	10	7							10	7	17	0 50
Hides and skins, horns and hoofs	3								3		3	0 09
Ice												
Iron, railway												
do pig	92								92		92	2 29

No. (A) 15—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.....	297	43							297	43	340	10 24
Iron ore.....	745	2,312							745	2,312	3,057	152 50
Kryolite, chemical ore and other ore, except iron.....	25								25		25	0 82
Lard and lard oil.....	28	20							28	20	48	1 38
Meal, all kinds.....	15	5							15	5	20	0 55
Meats, other than pork.....												
Marble.....	116	13							116	13	129	11 42
Molasses.....	292	3							292	3	295	26 62
NSails.....	30	61							30	61	91	2 81
Oats.....	84	135							84	135	219	19 92
Oil, in barrels.....	5								5		5	0 43
Oil cake.....	61	15							61	15	76	1 88
Pease.....	45	67							45	67	112	3 45
Potatoes.....	137	35							137	35	172	4 72
Pork.....	22								22		22	2 24
Paint.....	25	1							25	1	26	2 28
Pitch and tar.....	2	5							2	5	7	0 81
Rags.....	101	6							101	6	107	2 64
Rye.....												0 09
Resin.....	1								1		1	
Salt.....	958	110							958	110	1,068	31 14
Stone, intended for cutting.....	17	77							17	77	94	4 22
do wrought.....	1	1							1	1	2	0 27
do not suitable for cutting, unwrought.....												
Seeds, all kinds.....	5	9							5	9	14	0 88
Sheep.....	5	2							5	2	7	0 20
Soda ash.....	25								25		25	2 31
Steel.....	28								28		28	1 49
Sugar.....	250	71							250	71	321	31 66
Spirits, beer, &c.....	102	54							102	54	156	17 26
Tobacco, raw.....	2								2		2	0 07
Tallow.....	19								19		19	0 06
Tin.....	1								1		1	1 79
Turpentine.....											1	0 09

Wheat.....	7	184	.....	.....	7	184	191	4 69
White lead.....	18	1	.....	.....	18	1	19	0 14
Whiting.....	28	2	.....	.....	28	2	28	0 14
Wool.....	2	380	.....	.....	547	380	927	98 48
All other goods and merchandise not enumerated..	40	45	.....	.....	40	45	85	6 21
Barrels, empty.....	.....	.....	.....	.....	.....	.....	.....	.....
Boat knees.....	.....	.....	.....	.....	.....	.....	.....	.....
Floats.....	2,118	360	.....	.....	2,118	360	2,478	43 93
Firewood, in vessels	11,520	704	.....	.....	11,520	704	12,224	207 88
do rafts.....	.....	.....	.....	.....	.....	.....	.....	.....
Hoops.....	.....	.....	.....	.....	.....	.....	.....	.....
Hop poles.....	.....	.....	.....	.....	.....	.....	.....	.....
Lumber, sawn, in vessels	26,326	6,206	6,027	.....	32,353	6,206	38,559	2,147 40
do rafts.....	88	4	.....	.....	88	4	92	9 53
Masts, spars and telegraph poles, in vessels..	.....	.....	.....	.....	.....	.....	.....	.....
do rafts.....	94	.....	.....	.....	94	.....	94	10 00
Railway ties, in vessels.....	5,399	.....	.....	.....	5,399	.....	5,399	623 67
do rafts.....	1,211	.....	.....	.....	1,211	.....	1,211	128 62
Saw logs.....	199	167	.....	.....	199	167	366	8 61
Shingles.....	128	48	39	.....	167	48	215	93 18
Split posts and fence rails, in vessels.....	30	.....	.....	.....	30	.....	30	4 61
do rafts.....	1	.....	.....	.....	1	.....	1	0 13
Timber, square, in vessels.....	20	20	.....	.....	20	20	40	0 76
do rafts.....	500	20	.....	.....	500	20	520	28 75
Traverses.....	1,205	.....	.....	.....	1,205	.....	1,205	28 22
Woodenware, and wood partly manufactured.....	.....	.....	.....	.....	.....	.....	.....	0 80
Total freight paying tolls.....	54,721	23,289	6,066	.....	60,787	23,289	84,076	4,356 98
Coal, free per Order in Council.....	4,373	.....	.....	.....	4,373	.....	4,373	.....
Firewood, free per Order in Council.....	22,125	3,000	.....	.....	22,125	3,000	25,125	.....
Grand total freight.....	81,219	26,289	6,066	.....	87,285	26,289	113,574	.....
<p>Total tolls on vessels..... 1,676 89</p> <p>do passengers..... 111 34</p> <p>do free coal, \$116.75; firewood..... \$418 75</p> <p>Wharfrage and storage..... 115 78</p> <p>Fines and damages..... 6 50</p> <p>Other receipts..... 21 28</p> <p>Total revenue, exclusive of hydraulic rents..... 6,288 77</p>								

B. H. TEAKLIES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAY AND CANALS,
OTTAWA, 27th February, 1891.

APPENDIX A—Continued.

No. (A) 16—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 1890.

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.....		674							140	674	814	8 14
Flour.....	1,126	503							1,126	503	1,629	16 29
Coal.....	1,181	17,172							1,181	17,172	18,353	183 53
Lumber.....	1,086	1,481							1,086	1,481	2,567	25 67
Other agricultural products.....	1,816	6,187							1,816	6,187	8,003	80 03
Other merchandise.....	540	325							540	325	865	8 65
Total freight paying tolls.....	5,889	26,342							5,889	26,342	32,231	322 31
Tolls on vessels.....												1,419 70
Other receipts.....												177 91
Total revenue.....												1,919 92

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1891.

APPENDIX A—Continued.

No. (A) 17.—GENERAL STATEMENT showing the Quantity of each Article transported on the Trent Valley Canals, and the Amount of Revenue collected during the Season of Navigation in 1890.

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												
Agricultural products, not enumerated, vegetable.												
do do animal												
Agricultural implements												
Barley		27								27		0 76
Bricks												
Bones												
Brunstone												
Cement and water lime												
Clay, lime and sand												
Coal												
Corn												
Cattle												
Cotton, raw												
Crockery and earthenware												
Dye wood and dye stuffs												
Fish												
Flax and hemp												
Flour	35									35	8	0 43
Furniture												
Gypsum												
Glass, all kinds												
Hay, pressed												
Hogs												
Horses												
Hides and skins, horns and hoofs												
Ice												
Iron, railway												
do pig												

No. (A) 17.—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.		
Iron, all other.....												
Iron ore.....												
Kryolite, chemical ore and other ore, except iron.....												
Lard and lard oil.....												
Meal, all kinds.....												
Meats, other than pork.....												
Marble.....												
Manilla.....												
Molasses.....												
Nails.....												
Oats.....												
Oil, in barrels.....												
Oil cake.....												
Pease.....												
Potatoes.....												
Pork.....												
Paint.....												
Pitch and tar.....												
Rags.....												
Rye.....												
Resin.....												
Salt.....												
Stone intended for cutting.....												
do wrought.....												
do not suitable for cutting, unwrought.....												
Seeds, all kinds.....												
Sheep.....												
Soda ash.....												
Steel.....												
Sugar.....												
Spirits, beer, &c.....												
Tobacco, raw.....												
Tallow.....												
Tin.....												
											420	\$ 1 96

APPENDIX A—Continued.

No. (A) 18.—GENERAL STATEMENT showing the Quantity of each Article transported on the Murray Canal and the Amount of Revenue collected during the Season of Navigation in 1890.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl	5						5		5	0 15
Apples	600	108					869	108	977	17 82
Agricultural products not enumerated, vegetable	5	11					5	11	16	0 32
do do animal	4						4		4	0 08
Barley	378						1,070		1,070	20 08
Cement and water lime	6						6		6	0 12
Clay, lime and sand	2	25					2	25	27	0 50
Cotton, raw		1						1	1	0 02
Crockery and earthenware	6						6	3	9	0 24
Fish	22						22		22	0 43
Flour	8	52					8	52	60	1 15
Furniture	12	19	4				16	21	37	1 08
Glass, all kinds	17	1					17	1	18	0 46
Horses	17	6	17				34	8	42	0 86
Hides and skins, horns and hoofs		2							2	0 04
Ice		60	4,298				4,298	60	4,353	108 85
Iron, railway		280						280	280	5 25
do pig	84						84		84	1 58
do all other	246	6					246	7	253	4 78
Lard and lard oil	1						1	5	6	0 12
Meal, all kinds	1						1		1	0 02
Marble	4						4		4	0 10
Manilla	3						3		3	0 08
Nails	304						304		304	7 63
Oil, in barrels	17	80	12				29	153	182	4 56
Pease		65	49				49	65	114	2 15
Pork	1	3					1	3	4	0 08
Paint	26						26		26	0 67
Rags		6						6	6	0 15
Rye	400	54					400	54	454	8 47
Salt	257						257		257	4 82

APPENDIX

No. (A) 19.—STATEMENT of Traffic on the undermentioned Canals, and

Articles.	Welland Canal.		St. Lawrence Canal.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Class No. 1.</i>		\$ cts.		\$ cts.		\$ cts.
Canadian vessels, steam.	340,703	4,041 47	731,967	4,184 96	77,722	234 57
United States vessels, steam.	401,406	6,024 17	20,017	140 35	1,973	25 93
Canadian vessels, sail.	275,118	5,530 18	926,601	10,118 61	56,776	930 23
United States vessels, sail.	105,242	2,358 68	62,862	453 25	95,276	1,216 06
Total, Class No. 1	1,122,469	17,954 50	1,741,447	14,897 17	231,747	2,406 79
<i>Class No. 2.</i>	No.		No.		No.	
Passengers.	23,704	361 65	61,707	3,104 67	3,598	60 31
<i>Class No. 3.</i>	Tons.		Tons.		Tons.	
Bricks.	335	35 43	11,651	499 64	185	16 84
Brimstone.	736	110 40	288	22 83	188	33 62
Cement and water lime.	87	11 82	2,802	373 81	105	10 50
Clay, lime and sand.	472	45 19	28,451	1,208 33	4,997	518 14
Fish.	223	35 65	408	41 80		
Gypsum.			809	16 19		
Iron, railway.			20,378	3,027 37		
do pig.	36	4 62	3,249	470 46		
do all other.	717	105 49	14,334	845 73		
Salt.	1,027	187 53	11,715	1,555 16	703	66 58
Steel.			169	22 59		
Stone for cutting.	5,761	1,152 20	5,676	554 27	2,179	213 76
Apples.	150	7 79	2,583	368 85	420	37 74
Barley.	10,830	1,950 45	1,569	33 28	496	28 21
Corn.	327,394	65,478 60	16,815	366 72	7	0 24
Cotton, raw.						
Flax and hemp.			168	6 65		
Flour.	14,461	2,042 79	3,800	487 39	207	6 90
Hay, pressed.			897	46 66	1,811	77 75
Meals, all kinds.	20,708	4,141 35	1,389	97 06	48	1 60
Oil cake.	2	0 40	8	0 75		
Oats.	27,728	5,533 80	4,028	120 66	632	21 11
Pease.	14	2 80	27,161	545 37	89	2 99
Potatoes.	4	0 26	93	8 17	5	0 30
Rye.	1,549	288 40	3,256	65 30		
Seeds, all kinds.	155	30 10	2,084	100 69		
Tobacco, raw.	5	0 75	25	2 29	4	0 27
Wheat.	118,002	22,895 94	25,905	518 77	45	1 50
All other agricultural products, vegetable.	220	12 93	2,330	179 07		
Bones.	1	0 02	254	34 01		
Cattle.	1	0 02	562	42 66	80	2 58
Hogs.			51	6 70		
Hides and skins, horns and hoofs.	55	8 25	14	1 23		
Horses.	48	2 38	416	30 59	23	0 83
Lard and lard oil.	37	7 30	244	23 23		
Meats, other than pork.	15	3 00	41	2 99		
Pork.	328	65 60	650	63 28		
Sheep.			165	13 20	156	5 20
Tallow.	122	21 00	108	14 58		
Wool.			26	3 90		
All other agricultural products, animal.	14	2 80	608	55 33		
Total, Class No. 3	531,237	104,185 06	195,180	11,877 56	12,380	1,046 66

A—Continued.

the Amount of Tolls collected during the Season of Navigation in 1890.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
88,288	202 44	173,448	698 14	62,150	591 52	10,454	209 08	24,419	202 00
85	0 50	231	2 37	1,057	17 51				
12,877	39 76	198,303	2,897 98	72,734	1,009 32	60,531	1,210 62	27,381	144 10
254	3 28	28,257	663 99	4,737	58 54				
101,504	245 98	400,239	4,262 48	140,678	1,676 89	70,985	1,419 70	51,800	346 10
No.		No.		No.		No.		No.	
12,589	133 97	13,298	172 51	3,921	111 34			8,318	81 08
Tons.		Tons.		Tons.		Tons.		Tons.	
		120	6 90	41	1 51			27	0 76
6	0 12	62	6 06	102	3 01				
27	0 50	7,652	203 99	421	9 96				
22	0 43	4	0 40	113	2 76	814	8 14		
280	5 25								
84	1 58			92	2 29				
253	4 78	35	2 41	340	10 24				
257	4 82	5	0 21	1,068	31 14				
		1	0 05	28	1 49				
131	3 40			94	4 42				
977	17 82	93	5 20	106	2 50				
1,070	20 08	119	10 22	101	2 37				
				35	1 08				
1	0 02								
60	1 15	19	1 04	487	13 22	1,629	16 29	43	0 43
		413	38 01	502	11 89				
1	0 02	17	1 30	48	1 38				
				5	0 13				
		1,378	102 57	91	2 81				
114	2 15	1,363	99 49	76	1 83				
		666	51 62	112	3 15				
454	8 47	20	1 48	107	2 64				
1	0 02	19	1 86	14	0 38				
3	0 06			1	0 07				
384	0 97	44	4 32	191	4 69				
16	0 32	74	4 72	57	1 84	8,003	80 03		
		23	2 04	33	1 27				
		649	42 02	11	0 33				
		12	0 72	1	0 03				
2	0 04	27	2 55	3	0 09				
42	0 86	182	10 97	17	0 50				
6	0 12	9	0 53	25	0 82				
		12	1 02	20	0 55				
4	0 08	36	1 00	172	4 72				
		325	23 27	7	0 20				
		1	0 10	2	0 06				
6	0 12			4	0 14				
4	0 08	1,286	105 12	479	13 96				
4,255	73 26	14,666	731 19	5,006	139 27	10,446	104 46	70	1 19

No. (A) 19.—STATEMENT of Traffic on the undermentioned

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Class No. 4.</i>		\$ cts.		\$ cts.		\$ cts.
Ashes, pot and pearl	71	14 15	78	14 60		
Agricultural implements			113	16 32	2	0 20
Crockery and earthenware	1	0 15	233	43 89	10	1 00
Dye woods and dye stuffs			241	15 85	95	9 50
Furniture	35	6 10	658	116 41		
Glass, all kinds	26	3 95	631	121 23		
Marble	4,437	665 55	35	6 86		
Manilla	162	24 30	24	4 70		
Molasses	117	17 55	1,239	153 12	645	64 50
Nails	60	1 95	4,059	648 92		
Oil, in barrels	89	3 95	1,692	235 50	168	15 37
Paint	37	5 70	493	73 96	16	1 60
Pitch and tar	863	123 83	372	26 68	257	25 70
Rags			124	23 45		
Rosin			2,284	114 99	2,226	220 34
Soda ash	993	148 95	1,599	299 97		
Sugar	926	120 58	5,999	931 17	1,203	120 30
Stone, wrought	852	135 06	201	10 80	139	13 90
Tin	1	0 02	563	98 71		
Turpentine			129	7 78	103	10 30
White lead	1	0 20	149	28 69		
Whiting	1	0 15	701	139 69		
Whiskey and all other spirits	268	52 90	1,075	198 71	1	0 04
Merchandise, not enumerated	32,527	4,860 44	12,963	2,056 97	3,969	312 22
Total, Class No. 4	41,467	6,185 48	35,655	5,388 97	8,834	794 97
<i>Class No. 5.</i>						
Bark						
Barrels, empty	183	18 42	354	36 10		
Boat knees						
Floats			5,164	77 77		
Firewood, in vessels	14,172	602 25	12,877	281 17	5,153	185 87
do rafts						
Lumber, sawn, in vessels	60,383	10,371 02	39,544	1,266 29	83,133	4,875 65
do rafts	15	2 03	176	7 88	50	4 00
Hoops			1	0 10		
Railway ties, in vessels	57	1 69	1,929	38 49	1,558	124 32
do rafts						
Masts, spars and telegraph poles, in vessels	1	25				
Masts, spars and telegraph poles, in rafts	26	0 83	17,088	427 20		
Square timber, in vessels	73,113	11,073 82	1,452	22 55		
do rafts	17,694	2,651 96	10,657	269 75		
Woodenware and wood, partly manufactured	28	11 20	132	41 00		
Shingles	14	9 60	44	9 01	135	34 44
Split posts and fence rails, in vessels						
do do rafts			10	0 25		
Saw-logs	3,844	206 38	20,757	473 90		
Staves and headings, barrels	218	17 40				
do pipe	187	34 80				
do West India	36	6 75				
Staves, salt barrel						
Traverses			10,354	26 95		
Hop poles						
Total, Class No. 5	169,971	25,008 40	120,539	2,978 41	90,029	5,224 28

Canals and the Amount of Tolls collected, &c.—Continued.

Murray 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.
5	0 15	11	2 09	21	3 03				
		18	2 74	189	20 18				
9	0 24	10	1 48	51	4 93				
				1	0 09				
37	1 08	28	3 64	66	6 56				
18	0 46	7	0 77	48	4 43				
4	0 10								
3	0 08								
		25	2 52	129	11 42				
		31	2 92	295	26 62				
304	7 63	34	2 50	219	19 92				
182	4 56	2	0 24	22	2 24				
26	0 67			26	2 28				
		3	0 57	7	0 81				
6	0 15			1	0 09				
		1	0 19	25	2 31				
50	1 26	53	4 39	321	31 66				
122	3 07	3	0 57	2	0 27				
		12	0 79	19	1 79				
8	0 22	1	0 05	1	0 09				
				19	1 80				
32	0 81			28	2 67				
77	1 93	3	0 15	156	17 26				
58	1 50	22	1 43	927	98 48	865	8 65	168	5 02
725	18 29	512	71 76						
1,666	42 20	776	98 80	2,573	258 93	865	8 65	168	5 02
		15	1 47					34	1 31
6	0 25	91	11 50	85	6 21				
		9,190	84 16	2,478	43 93			260	3 13
939	7 84	46,567	1,899 16	12,224	207 88			17,853	180 13
		480	25 47						
621	6 95	530,775	40,126 91	38,559	2,147 40	2,567	25 67	347	5 93
		301	5 03	92	9 53				
		32	2 87						
153	1 53	1,590	337 63	5,399	623 67			113	4 50
				1,211	128 62			250	9 34
28	0 18	321	10 71					434	4 90
				94	10 00			34	3 61
		290	7 85	40	0 76				
6,540	81 75	1,370	23 63	520	28 75			1,950	21 25
		55	45 49	5	0 80				
1	0 05	418	299 41	215	93 18			215	18 70
25	1 93	1	1 76	30	4 61			5	0 38
				1	0 13				
7	0 33			366	8 61			2,126	18 41
8	0 15								
		200	1 08	1,205	28 22			400	2 00
8,328	100 96	591,696	42,884 13	62,524	3,342 30	2,567	25 67	24,021	273 59

No. (A) 19.—STATEMENT OF TRAFFIC in the undermentioned

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Special Class.</i>		\$ cts.		\$ cts.		\$ cts.
Coal	202,384	38,222 60	157,183	21,830 57	81,932	8,035 69
Kryolite or chemical ore	2,900	145 00	3,542	177 10		
Gypsum	205	2 56				
Iron ore	5,238	261 90			129	12 90
Stone, unwrought, not suitable for cutting	5,544	528 66	11,005	259 20	276	27 60
Ice	25,068	1,233 72	1,467	206 65	8,283	561 80
Total, special class	241,339	40,394 44	173,197	22,473 52	90,620	8,637 99
Total freight and tolls	984,014	194,089 53	524,571	60,720 30	201,863	18,171 00
Timber and other wood, free	200	10 50	4,078	369 78		
Wheat, corn, flour, iron, salt, coal, &c., Free	31,951	4,792 65	325,204	10,688 85	544	48 84
Grand Totals, passengers and ton- nage of vessels and included ..	1,016,165	198,892 68	853,853	71,778 93	202,407	18,219 84

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1891,

Canals, and the Amount of Tolls collected, &c.—Continued.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
		40	2 00	10,916	463 98	18,353	183 53		
		1,505	75 25	3,057	152 50				
181	1 81							420	1 96
4,353	108 85								
4,534	110 66	1,545	77 25	13,973	616 48	18,353	183 53	420	1 96
18,783	707 03	608,683	48,226 36	84,076	6,145 21	32,231	1,742 01	24,679	708 94
		42,672	732 55	25,125	618 75				
				4,373	116 76				
18,783	707 03	651,355	48,958 91	113,574	6,880 72	32,231	1,742 01	24,679	708 94

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX

No. (A) 20.—SUMMARY STATEMENT of Traffic on the undermentioned Canals during 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.....	1,122,469	\$ cts. 17,954 50	1,741,447	\$ cts. 14,897 17	231,747	\$ cts. 2,406 79
Passengers	No. 23,704	361 65	No. 61,707	3,104 67	No. 3,598	60 31
<i>Forest—Produce of Wood.</i>						
	Tons.		Tons.		Tons.	
Bark.....						
Boat Knees.....						
Floats.....			5,164	77 77		
Free.....						
Firewood.....	14,172	602 25	12,877	281 17	5,153	185 87
Free.....						
Hoops and hop poles.....			1	10		
Lumber, sawed.....	60,398	10,373 05	39,720	1,274 17	83,183	4,879 65
Free.....			3,717			
Masts, spars, &c.....	27	1 08	17,088	427 20		
Free.....						
Railway ties.....	57	1 69	1,929	38 49	1,558	124 32
Free.....						
Saw logs.....	3,844	206 38	20,757	473 90		
Free.....						
Staves, all kinds.....	441	58 95				
Shingles.....	14	9 60	44	9 01	135	34 44
Free.....						
Split posts and rails.....			10	25		
Free.....						
Timber, square.....	90,807	13,725 78	12,109	292 30		
Free.....	200		360			
Traverses.....			10,354	26 95		
Total.....	169,360	24,978 78	124,130	2,901 31	90,029	5,224 28
<i>Farm Stock.</i>						
Cattle.....	1	0 02	562	42 66	80	2 58
Hogs.....			51	6 70		
Horses.....	48	2 38	416	30 59	23	0 83
Free.....			3			
Sheep.....			165	13 20	156	5 20
Total.....	49	2 40	1,197	93 15	259	8 61
<i>Produce of Animals.</i>						
Bones.....	1	0 02	254	34 01		
Horns and hoofs, hides and skins, raw..	55	8 25	14	1 23		
Lard and lard oil.....	37	7 30	244	23 23		
Free.....	72					
Meats other than Pork.....	15	3 00	41	2 99		
Pork.....	328	65 60	650	63 28		
Free.....	33		221			
Tallow.....	122	21 00	108	14 58		
Free.....			54			

A—Continued.

the Season of Navigation ended 31st December, 1890, showing the Total Quantity and the Amount of Tolls collected thereon.

Murray 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.
101,504	245 98	400,239	4,262 48	140,678	1,676 89	70,985	1,419 70	51,800	346 10
No. 12,589	133 97	No. 13,298	172 51	No. 3,921	111 34	No.		No. 8,318	81 08
Tons.		Tons.		Tons.		Tons.		Tons.	
		15	1 47					34	1 31
		9,190	84 16	2,478	43 93			260	3 13
		11,126							
939	7 84	47,047	1,924 63	12,224	207 88			17,853	180 13
		10,150		25,125					
		32	2 87						
621	6 95	531,076	40,131 94	38,651	2,156 93	2,567	25 67	347	5 93
		1,273							
28	0 18	321	10 71	94	10 00			468	8 51
		10							
153	1 53	1,590	337 63	6,610	752 29			363	13 84
		3,525							
		13,872		366	8 61			2,126	18 41
8	0 15								
25	1 93	418	299 41	215	93 18			215	18 70
		6							
7	0 33	1	1 76	31	4 74			5	0 38
		10							
6,540	81 75	1,660	31 48	560	29 51			1,950	21 25
		2,460							
		200	1 08	1,205	28 22			400	2 00
8,321	100 66	633,982	42,827 14	87,559	3,335 29	2,567	25 67	24,021	273 58
		649	42 02	11	0 33				
		12	0 72	1	0 03				
42	0 86	182	10 97	17	0 50				
		325	23 27	7	0 20				
42	0 86	1,168	76 98	36	1 06				
		23	2 04	33	1 27				
2	0 04	27	2 55	3	0 09				
6	0 12	9	0 53	25	0 82				
		12	1 02	20	0 55				
4	0 08	36	1 00	172	4 72				
		1	0 10	2	0 06				

No. (A) 20.—SUMMARY STATEMENT of Traffic on the undermentioned Canals

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
		\$ cts.		\$ cts.		\$ cts.
Wool			26	3 90		
Free	13					
Agricultural products not enumerated, animal	14	2 80	608	55 33		
Free			14			
Total	690	107 97	2,234	198 55		
<i>Agricultural Products.</i>						
Agricultural products not enumerated, vegetable	220	12 93	2,330	179 07		
Free			1			
Apples	150	7 79	2,583	368 85	420	37 74
Barley	10,830	1,950 45	1,569	33 28	496	28 21
Cotton, raw						
Corn	327,394	65,478 60	16,815	366 72	7	0 24
Free			144,905			
Flax and hemp			168	6 65		
Flour	14,461	2,042 79	3,800	487 39	207	6 90
Free	48		3,065			
Hay, pressed			897	46 66	1,811	77 75
Meals, all kinds	20,708	4,141 35	1,389	97 06	48	1 60
Free			222			
Manilla	162	24 30	24	4 70		
Oats	27,728	5,533 80	4,028	120 66	632	21 11
Free			479			
Pease	14	2 80	27,161	545 37	89	2 99
Potatoes	4	0 26	93	8 17	5	0 30
Rye	1,549	288 40	3,256	65 30		
Free			1,120			
Seeds—Flax, clover and grass	155	30 10	2,084	100 69		
Free	100		2			
Tobacco, raw	5	0 75	25	2 29	4	0 27
Free	1					
Wheat	118,002	22,895 94	25,905	518 77	45	1 50
Free			75,515			
Total	521,531	102,410 26	317,436	2,951 63	3,764	178 61
<i>Manufactures.</i>						
Ashes, pot and pearl	71	14 15	78	14 60		
Free	10		70			
Agricultural Implements			113	16 32	2	0 20
Barrels, empty	183	18 42	354	36 10		
Bricks	335	35 43	11,651	499 64	185	16 84
Free	252					
Cement and water lime	87	11 82	2,802	373 81	105	10 50
Free	62		932			
Crockery and earthenware	1	0 15	233	43 89	10	1 00
Free	11					
Furniture	35	6 10	658	116 41		
Free			1			
Glass, all kinds	26	3 95	631	121 23		
Free	23		1			
Iron, railway			20,378	3,027 37		
Free	20,003					
Iron, pig	36	4 62	3,249	470 46		
Free	20					
Iron, all other	717	105 49	14,334	845 73		
Free	584		2			
Molasses	117	17 55	1,239	153 12	645	64 50

during the Season of Navigation ended 31st December, 1890, &c.—*Continued.*

Murray 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.
6	0 12			4	0 14				
4	0 08	1,286	105 12	479	13 96				
22	0 44	1,394	112 36	738	21 61				
16	0 32	74	4 72	57	1 84	8,003	80 03		
977	17 82	93	5 20	106	2 50				
1,070	20 08	119	10 22	101	2 37				
1	0 02			35	1 08				
60	1 15	19	1 04	487	13 22	1,629	16 29	43	0 43
1	0 02	413	38 01	502	11 89				
3	0 08	17	1 30	48	1 38				
		1,378	102 57	91	2 81				
114	2 15	1,363	99 49	76	1 83				
454	8 47	666	51 62	112	3 15				
1	0 02	20	1 48	107	2 64				
3	0 06	19	1 86	14	0 38				
384	0 97	44	4 32	191	4 69				
3,084	51 16	4,225	321 83	1,928	49 85	9,632	96 32	43	0 43
5	0 15	11	2 09	21	3 03				
6	0 25	18	2 74	189	20 18				
		91	11 50	85	6 21				
		120	6 90	41	1 51			27	0 76
6	0 12	62	6 06	102	3 01				
9	0 24	10	1 48	51	4 93				
37	1 08	28	3 64	66	6 56				
18	0 46	7	0 77	48	4 43				
280	5 25								
84	1 58			92	2 29				
253	4 78	35	2 41	340	10 24				
		25	2 52	129	11 42				

No. (A) 20.—SUMMARY STATEMENT of Traffic on the undermentioned Canals

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
		\$ cts.		\$ cts.		\$ cts.
Nails.....	60	1 95	4,059	648 92		
do.....Free.	453					
Oil.....	89	3 95	1,692	235 50	168	15 37
do.....Free.	11		6			
Oil cake.....	2	0 40	8	0 75		
do.....Free.			2			
Paint.....	37	5 70	493	73 96	16	1 60
do.....Free.	24					
Pitch and tar.....	863	123 83	372	26 68	257	25 70
do.....Free.	13					
Resin.....			2,284	114 99	2,226	220 34
do.....Free.	1					
Soda ash.....	993	148 95	1,599	299 97		
do.....Free.	554					
Spirits, whiskey, &c.....	268	52 90	1,075	198 71	1	0 04
do.....Free.	350		26			
Steel.....			169	22 59		
do.....Free.	1					
Sugar.....	926	120 58	5,999	931 17	1,203	120 30
do.....Free.	551					
Tin.....	1	0 02	563	98 71		
do.....Free.	40					
Turpentine.....			129	7 78	103	10 30
do.....Free.	2					
White lead.....	1	0 20	149	28 69		
do.....Free.	19					
Whiting.....	1	0 15	701	139 69		
do.....Free.	34					
Woodenware.....	28	11 20	132	41 00		
do.....Free.			1			
Total.....	27,895	687 51	76,185	8,587 79	4,921	486 69
<i>Merchandise.</i>						
Brinestone, crude.....	736	110 40	288	22 83	188	33 62
Clay, lime and sand.....	472	45 19	28,451	1,208 33	4,997	518 14
do.....Free.	8		582			
Coal.....	202,384	38,222 60	157,183	21,830 57	81,932	8,035 69
do.....Free.			94,143		544	
Dye woods and dye stuffs.....			241	15 85	95	9 50
Fish.....	223	35 65	408	41 80		
do.....Free.	26		49			
Gypsum.....	205	2 56	809	16 19		
Ores, all kinds.....	8,138	406 90	3,542	177 10	129	12 90
do.....Free.			820			
Marble.....	4,437	665 55	35	6 86		
Rags.....			124	23 45		
Salt.....	1,027	187 53	11,715	1,555 16	703	66 58
do.....Free.	7,440					
Stone, all kinds.....	12,157	1,815 92	16,882	824 27	2,594	255 26
do.....Free.	12		2,826			
All other goods and merchandise, not enumerated.....	57,595	6,094 16	14,430	2,263 62	12,252	874 02
do.....do.....Free.	1,180		143			
Total.....	296,040	47,586 46	332,671	27,986 03	103,434	9,805 71
Grand totals, passengers and tonnage of vessels not included.....	1,016,165	194,089 53	853,853	60,720 30	202,407	18,171 00

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA. 27th February, 1891.

during the Season of Navigation ended 31st December, 1890, &c.—Continued.

Murray 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.
304	7 63	31	2 92	295	26 62				
182	4 56	34	2 50	219	19 92				
				5	0 13				
26	0 67	2	0 24	22	2 24				
				26	2 28				
				1	0 09				
50	1 26	1	0 19	25	2 31				
58	1 50	22	1 43	156	17 26				
		1	0 05	28	1 49				
122	3 07	53	4 39	321	31 66				
8	0 22	12	0 79	19	1 79				
		1	0 05	1	0 09				
32	0 81			19	1 80				
77	1 93	3	0 15	28	2 67				
1	0 05	55	45 49	5	0 80				
		240							
1,558	35 61	862	98 31	2,334	184 96			27	0 76
27	0 50	7,652	203 99	421	9 96				
		40	2 00	10,916	463 98	18,353	183 53		
				4,373					
22	0 43	4	0 40	1	0 09				
				113	2 76	814	8 14		
		1,505	75 25	3,057	152 50				
4	0 10								
6	0 15	3	0 57	7	0 81				
257	4 82	5	0 21	1,068	31 14				
362	5 21	3	0 57	96	4 49			420	1 96
5,078	127 14	512	71 76	927	98 48	865	8 65	168	5 02
5,736	138 35	9,724	354 75	20,979	764 21	20,032	200 32	588	6 98
18,783	707 03	651,355	48,226 36	113,574	6,145 21	32,231	1,742 01	24,679	708 94

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX A—Continued.

No. (A) 21.—STATEMENT showing the Amount of Tolls accrued each month during the Season of Navigation, ended 31st December, 1890.

Canals and Offices.	January.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
WELLAND CANAL.											
Chippawa	2 81	4 97	2 54	2 18	2 27	6 52	6 02	6 02	4 69	4 80	32 00
Colborne	11,269 10	22,120 25	18,985 56	18,985 56	21,786 81	18,179 23	17,401 34	14,846 52	14,275 63	4 80	138,869 24
Dalhousie	5,828 84	5,585 97	5,585 97	7,203 38	7,035 75	10,152 59	6,970 93	6,970 93	5,167 45	3 23	53,504 71
Dunnville	31 39	15 58	84 93	107 73	29 43	0 50	29 51	29 51	25 08	.....	324 15
Maitland	8 43	23 17	0 50	4 00	2 36	1 00	0 50	0 50	1 50	.....	41 46
Robinson	76 52	89 19	60 32	34 60	57 61	137 35	84 89	84 89	157 90	7 09	705 47
St. Catharines	77 59	96 02	84 23	81 12	75 65	93 67	59 78	59 78	44 44	.....	612 50
Total Welland Canal	17,294 68	27,935 15	24,754 65	29,219 82	25,402 30	27,792 97	21,998 15	21,998 15	19,676 69	15 12	194,089 53
ST. LAWRENCE CANALS.											
Beauharnois	5 90	40 21	42 08	113 75	91 52	50 29	188 18	188 18	182 92	.....	714 85
Cardinal	5 90	72 87	79 68	219 02	60 97	77 74	73 48	73 48	68 34	14 38	672 38
Cornwall	154 48	1,841 04	2,363 08	2,119 07	2,820 81	2,414 01	2,046 34	2,046 34	1,888 67	19 00	15,666 50
Kingston	139 15	926 59	1,626 49	1,542 48	2,934 97	2,562 75	2,479 32	2,479 32	3,957 44	.....	13,169 19
Lachine	37 03	237 55	270 78	354 29	686 57	590 63	483 34	483 34	187 65	.....	2,837 84
Montreal	216 06	3,721 21	4,051 05	5,564 36	4,523 03	4,211 72	3,118 48	3,118 48	2,243 63	.....	27,649 54
Total St. Lawrence Canals	558 52	6,839 47	8,433 16	9,912 97	11,117 87	9,907 14	8,389 14	8,389 14	5,528 65	33 38	60,720 30
CHAMBLAY CANAL.											
Chambly .....	.....	581 23	699 97	773 98	966 37	1,050 02	1,271 73	1,271 73	614 65	.....	5,907 95
St. John's .....	.....	550 60	2,421 40	1,577 74	1,803 77	2,410 40	2,067 37	2,067 37	938 74	.....	11,770 02
St. Ours	7 45	58 47	57 92	70 76	67 50	72 48	84 69	84 69	73 76	.....	493 03
Total Chambly Canal	7 45	1,140 30	3,179 29	2,422 48	2,837 64	3,532 90	3,423 79	3,423 79	1,627 15	.....	18,171 00

OTTAWA CANALS.									
Ottawa.....	1 24	5,640 52	4,483 84	5,659 62	4,175 29	3,201 51	3,104 69	2,098 17	28,374 88
Carillon.....	8 23	13 82	33 19	20 90	38 48	11 46	36 11	32 22	194 41
Grenville.....	534 51	2,845 04	2,716 59	3,083 34	2,729 78	2,007 81	2,694 12	1,830 90	18,442 09
St. Anne's.....	18 02	158 88	168 69	165 28	133 40	176 63	237 38	101 70	1,214 98
Total Ottawa Canals.....	562 00	8,658 26	7,402 31	8,939 14	7,131 95	5,397 41	6,072 30	4,062 99	48,226 36
RIDEAU CANAL.									
Kingston Mills.....		223 26	206 93	207 44	234 53	231 54	241 83	68 51	1,414 04
Ottawa.....		537 84	766 31	902 56	608 96	582 23	596 93	294 68	4,289 51
Smith's Falls.....		31 18	66 06	101 95	88 35	71 43	29 42	53 27	441 66
Total Rideau Canal.....		792 28	1,039 30	1,211 95	931 84	885 20	868 18	416 46	6,145 21
ST. PETER'S CANAL.									
St. Peter's.....	3 79	275 37	170 40	203 26	203 18	262 93	301 75	217 51	1,742 01
TRENT VALLEY CANALS.									
Burleigh.....			18 00	12 00	16 75	8 00			54 75
Bobcaygeon.....			50 73	66 82	63 34	78 76	66 79	11 12	364 09
Buckhorn.....				8 50	13 50			10 00	32 00
Fenlon Falls.....	0 25		2 30	0 50	8 60	10 35	7 35	5 41	35 60
Hastings.....			1 50	4 50	4 20	1 50	11 75	1 00	28 91
Peterborough.....	10 36		37 72	32 64	26 51	24 84	27 73	14 47	193 59
Total Trent Valley Canals.....	10 61	51 06	110 34	124 96	132 90	123 45	113 62	42 00	708 94
MURRAY CANAL.									
Brighton.....		106 64	131 57	107 93	152 86	84 52	77 17	46 34	707 03
Grand Total.....	3 79	18,493 43	45,221 02	52,142 51	47,910 54	47,986 52	41,244 10	31,617 79	330,510 38

B. H. TEAKLIES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1892.

APPENDIX A—Continued.

No. (A) 22.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels passed through all the Canals during the Season of Navigation ended the 31st December, 1890, 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	1,139	84,941	75,480	2,356	929	5,277	93,156	169,711	170,992	340,703	4,041	47	
do sail	996	49,851	35,581	3,666	269	7,553	98,162	137,440	137,678	275,118	5,530	18	
Total Canadian	2,135	134,792	111,061	6,022	269	12,830	191,318	307,151	308,670	615,821	9,571	65	
United States vessels, steam	436	.....	18	3,096	191,099	2,521	18,830	196,716	204,690	401,406	6,024	17
do sail	312	241	.....	2,322	49,610	1,824	8,331	53,997	51,245	105,242	2,338	68
Total United States	748	241	18	5,418	240,709	4,345	27,161	250,713	255,935	506,648	8,362	85	
Grand total, Welland Canal	2,883	135,033	111,079	7,870	241,638	17,175	218,479	557,864	564,605	1,122,469	17,934	50	
St. LAWRENCE CANALS.													
Canadian vessels, steam	3,849	380,486	329,688	56	67	581	5,395	396,761	385,206	731,967	4,184	96	
do sail	5,473	520,851	316,317	779	15	119	59,145	550,345	376,256	926,601	10,118	61	
Total Canadian	9,322	901,337	646,005	835	82	700	64,540	947,106	711,462	1,658,568	14,303	57	
United States vessels, steam	483	645	549	123	6,650	90	3,623	8,801	11,216	20,017	140	35	
do sail	693	753	10,974	6,549	1,059	34,981	3,637	40,803	22,059	62,862	483	25	
Total United States	1,176	1,398	11,523	6,672	7,709	35,071	7,260	49,604	33,275	82,879	503	60	
Grand total, St Lawrence Canals	10,498	902,735	657,528	7,507	7,709	35,771	71,800	996,710	744,737	1,741,447	14,897	17	

CHAMBLY CANAL.														
Canadian vessels, steam.	438	35,719	40,878	63										
do sail	662	6,858	6,948	11,825										234 57 930 23
Total Canadian	1,100	42,577	47,826	11,888										1,104 80
United States vessels, steam.	27	39	99	2										25 93
do sail	981	2,044	1,918	26,228	4,197									1,216 06
Total United States	1,008	2,083	2,017	26,230	4,197									1,241 99
Grand total, Chamby Canal	2,108	44,660	49,843	38,118	4,197									2,406 79
MURRAY CANAL.														
Canadian vessels, steam.	715	42,259	31,739	7,051										202 44
do sail	135	1,998	4,533	4,469	2									39 76
Total Canadian	850	44,257	36,272	11,550	2									242 20
United States vessels, steam.	2	7	6	49										0 50
do sail	13	7	6	149										3 28
Total United States	15	7	6	198										3 78
Grand total, Murray Canal	865	44,264	36,278	11,748	2									245 98
OTTAWA CANALS.														
Canadian vessels, steam.	1,145	56,482	114,823		2,143									698 14
do sail	1,389	9,856	164,540		23,907									2,897 98
Total Canadian	2,534	66,338	279,363		26,050									3,596 12
United States vessels, steam.	4	187	44											2 37
do sail	291	4,118		183	23,680									663 99
Total United States	295	4,305	44	183	23,680									666 36
Grand total, Ottawa Canal	2,829	70,643	279,407	183	49,730									4,262 48
RIDEAU CANAL.														
Canadian vessels, steam.	1,151	30,362	31,659	129										591 52
do sail	965	31,871	38,621	2,242										1,009 32
Total Canadian	2,116	62,233	70,280	2,371										1,600 84

No. (A) 22.—GENERAL STATEMENT showing the Quantity of each Article transported, &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.		
RIDEAU CANAL—Continued.													
United States vessels, steam.....	58												
do sail.....	64	443	520	94						537	520	1,057	17 51
Total United States.....	122	1,913	2,217	607						2,520	2,217	4,737	58 54
Grand total, Rideau Canal..	2,238	2,356	2,737	701						3,057	2,737	5,794	76 05
ST. PETER'S CANAL.													
Canadian vessels, steam.....	44												
do sail.....	1,250	4,398	6,056							4,398	6,056	10,454	209 08
Grand total, St. Peter's Canal.....	1,294	31,208	29,323							31,208	29,323	60,531	1,210 62
TRENT VALLEY CANALS.													
Canadian vessels, steam.....	739												
do sail.....	965	12,738	11,681							12,738	11,681	24,419	202 00
Total Canadian.....	1,304	14,249	13,132							14,249	13,132	27,381	144 10
Grand total, Trent Valley Canals.	1,304	26,987	24,813							26,987	24,813	51,800	346 10
		26,987	24,813							26,987	24,813	51,800	346 10

No. (A) 22.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels, &c.—Concluded.

RECAPITULATION.

Vessels.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
CANADIAN VESSELS.													
<i>Steam and Sail.</i>													
Welland	2,185	134,792	111,061	158,600	6,022	929	269	12,830	191,318	307,151	308,670	615,821	9,571 65
St. Lawrence	9,322	901,337	646,005	45,069	835	82	82	700	64,540	947,106	711,462	1,658,568	14,303 57
Chambly	1,100	42,577	47,826	11,888	.....	.....	.....	.....	32,207	54,465	80,033	134,498	1,164 80
Murray	850	44,257	36,272	11,550	2	.....	.....	473	8,611	56,280	44,885	101,165	2,42 20
Ottawa.....	2,534	66,338	279,363	.....	26,050	.....	.....	.....	.....	66,338	303,413	371,751	3,536 12
Rideau.....	2,116	62,233	70,280	2,371	.....	.....	.....	.....	.....	64,604	70,280	134,884	1,600 84
St. Peter's.....	1,294	35,606	36,379	.....	.....	.....	.....	.....	.....	35,606	36,379	70,985	1,419 70
Trent Valley Canals.....	1,304	26,987	24,813	.....	.....	.....	.....	.....	.....	26,987	24,813	51,800	346 10
Total, Canadian	20,655	1,314,127	1,250,999	229,478	32,909	929	351	14,003	296,676	1,588,537	1,580,935	3,139,472	32,244 98
UNITED STATES VESSELS.													
<i>Steam and Sail Vessels.</i>													
Welland	748	241	18	5,418	1,848	240,709	226,908	4,345	27,161	250,713	255,935	506,648	8,382 85
St. Lawrence	1,176	1,398	11,523	5,426	6,672	7,709	7,820	35,071	7,260	49,604	33,275	82,879	593 60
Chambly	1,008	2,083	2,017	26,230	4,197	.....	.....	.....	62,722	28,313	68,936	97,249	1,241 99
Murray	15	7	6	198	.....	.....	.....	5	123	210	129	339	3 78
Ottawa.....	295	4,305	44	183	23,680	.....	.....	276	.....	4,764	23,724	28,488	666 36
Rideau.....	122	2,356	2,737	701	.....	.....	.....	.....	.....	3,057	2,737	5,794	76 05
Total, United States.....	3,364	10,390	16,345	38,156	36,397	248,418	234,728	39,697	97,266	386,661	384,736	721,397	10,964 63
Grand Total, Canadian and United States.....	24,019	1,324,517	1,267,344	267,634	69,306	249,347	235,079	53,700	393,942	1,895,198	1,965,671	3,860,869	43,209 61

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, 27th February, 1891.
 B. H. TEAKLES,
 Chief Clerk, Canals Revenue.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 22½.—COMPARATIVE STATEMENT of Grand Total Freight passed through the undermentioned Canals, during the Seasons of Navigation of 1889 and 1890, and the Amount of Tolls collected on the same, including Tolls on Vessels and Passengers.

	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.		
1889.												
Welland Canal	27,592	57,752	16,388	20,381	266,231	297,353	16,502	383,074	323,713	758,560	1,085,273	215,685 88
St. Lawrence Canals	222,956	521,704	10,389	700	993	2,898	64,613	95,679	298,951	620,321	919,872	57,954 97
Chambly Canal	8,975	3,582	83,164	.....	.....	2	.....	124,558	32,139	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	32,363	.....	.....	.....	.....	.....	.....	23,180	32,363	55,443	2,919 67
Trent Valley Canals	24,966	164	.....	.....	.....	.....	.....	.....	24,966	164	25,130	492 28
1890.												
Welland Canal	30,274	56,535	35,959	10,283	215,698	318,259	17,358	351,799	299,289	716,876	1,016,165	194,089 53
St. Lawrence Canals	216,557	476,196	11,052	3,253	1,115	2,065	41,351	102,264	270,075	583,778	853,853	60,720 30
Chambly Canal	8,224	4,118	85,113	6,085	.....	.....	.....	98,897	93,337	109,070	202,407	18,171 00
Rideau Canal	81,219	26,289	6,066	.....	.....	.....	.....	.....	87,285	26,289	113,574	6,145 21
Ottawa Canal	527	537,253	8	113,567	.....	.....	.....	.....	535	650,820	651,355	48,236 36
St. Peter's Canal	5,889	26,342	.....	.....	.....	.....	.....	.....	5,889	26,342	32,231	1,742 01
Trent Valley Canals	22,297	2,382	.....	.....	.....	.....	.....	.....	22,297	2,382	24,679	708 94
Murray Canal	4,606	7,896	6,190	.....	.....	.....	.....	.....	10,798	7,985	18,783	707 03

B. H. TEAKLES,
Chief Clerk, Canal Revenue.

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 1890.

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	31	248	29	232	13	104	5	40
10	12	120	14	140	6	60	2	20
15	10	150	8	120	4	60	1	15
20	11	220	10	200	7	140	2	40
25	15	375	4	100	3	75		
30	19	570	4	120	1	30	1	30
35	17	595	4	140	4	140	1	35
40	11	440	25	1,000	3	120	2	80
45	6	270	6	270	3	135		
50	6	300	14	700	2	100		
55	2	110	2	110				
60	3	180	5	300				
65	2	130	5	325			2	130
70	2	140	5	350				
75	2	150	7	525			2	150
80	2	160	9	720			2	160
85	4	350	9	765			9	765
90	3	270	10	900			16	1,440
95	4	380	15	1,445			48	4,560
100	1	100	41	4,100	1	100	64	6,400
105	6	630	18	1,890			19	1,995
110	2	220	10	1,100	4	440	15	1,650
115	1	115	9	1,035			8	920
120	1	120	8	960			4	480
125	3	375	11	1,375			2	250
130	2	260	6	780			4	520
135	1	135	8	1,080				
140			6	840				
145	3	435	10	1,450				
150	1	150	27	4,050				
155	3	465	32	4,960				
160	3	480	17	2,720			2	320
165	1	165	10	1,650				
170			6	1,020				
175	3	875	7	1,235				
180			2	360			1	180
185			9	1,665				
190			2	380				
195	1	195	7	1,365			1	195
200	1	200	5	1,000				
205			1	205				
210	1	210	2	420				
215	1	215						
220	1	220	1	220				
225			3	675				
230			3	690			1	230
235	1	235	1	235				
240			2	480				
245			2	490			2	490
250								
255			2	510			1	255
260	1	260	3	780			2	520
265	1	265	2	530			3	795
270	2	540	3	810			1	270
275			4	1,100			4	1,500
280	1	280					3	840
285			5	1,425			7	1,995

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.
290	1	290	2	580			3	870
295			1	295			1	295
300	1	300	3	900			5	1,500
305	3	915	9	2,745			3	915
310	1	310	3	930			1	310
315			3	945			6	1,890
320	1	320	8	2,560			1	320
325	1	325	7	2,275			3	975
330	2	660	6	1,980				
335			5	1,675	1	335	1	335
340			4	1,360			1	340
345	1	345	1	345				
350			3	1,050	1	350	1	350
355			1	355	1	355	2	710
360	1	360	3	1,080				
365			4	1,460				
370			1	370				
375			3	1,125				
380								
385	2	770	1	385				
390	1	390						
395	1	395						
400							1	400
405	1	405						
410	2	820	1	410				
415			1	415				
420					1	425		
425								
430	1	430						
435			2	870			2	870
440	2	880	1	440				
445			1	445			2	890
450			1	450				
455	1	455	2	910				
460			1	460				
465			1	465			1	465
470					1	470	1	470
475			1	475			1	475
480							1	480
485	1	485	1	485			1	485
490					1	490		
495								
500	1	500	1	500			1	500
505					1	505		
510	3	1,530						
515			1	515			1	515
520			2	1,040			1	520
525							1	525
530	1	530						
535								
540	1	540	1	540	1	540	1	540
545			1	545	1	545		
550								
555								
560								
565								
570			1	570			1	570

APPENDIX A—Continued—CANALS.

No. 23.—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.
575	1	575						
580	2	1,160						
585			2	1,170			1	585
590	1	590						
595	1	595			1	595		
600	1	600					2	1,200
605								
610							1	610
615	1	615			2	1,230		
620								
625								
628			1	628				
640							1	640
655					2	1,310		
660	1	660						
675	1	675						
690	2	1,380						
715	1	715					1	715
743	1	743			1	743	1	743
769	2	1,538						
836	1	836			1	836		
915					2	1,830	1	915
929	2	1,858						
945					4	3,780		
1,001			1	1,001				
1,024					4	4,096		
1,035					2	2,070		
1,037					2	2,074		
1,041			1	1,041				
1,105			1	1,105				
1,160	1	1,160						
1,172	1	1,172			1	1,172		
1,203					1	1,203		
1,425					1	1,425		
1,441					1	1,441		
1,555					5	7,775		
2,005					1	2,005		
Total.....	254	39,130	564	88,942	91	39,104	289	48,193

RIDEAU, OTTAWA AND CHAMBLY CANALS.

8	45	360	96	768	12	96	5	40
10	16	160	26	260	3	30	1	10
15	11	165	7	105	3	45	1	15
20	4	80	2	40	1	20		
25	7	175	7	175	1	25	1	25
30	3	90	3	90				
35	6	210	8	280	2	70		
40	1	40	4	160				
45	1	45	2	90				
50	3	150	6	300				
55	3	165	4	220				
60	3	180	5	300				
65	2	130	3	195			1	65

APPENDIX A—Continued—CANALS.

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.
70	1	70	5	350				
75	2	150	7	525			4	300
80			7	560			4	320
85	2	170	10	850			18	1,530
90	1	90	14	1,260			25	2,050
95	3	285	28	2,660			111	10,545
100	1	100	25	2,500			116	11,600
105	1	105	19	1,995			50	5,250
110			8	880			26	2,860
115	1	115	14	1,610			16	1,840
120	1	120	5	600			11	1,320
125	1	125	12	1,500			2	250
130			6	780			2	260
135	1	135	6	810				
140			10	1,400				
145	1	145	12	1,740				
150			23	3,450				
155	1	155	39	5,545				
160			9	1,440				
165	1	165	10	1,650			1	165
170			4	680				
175			2	350				
180			1	180				
185	2	370	5	925				
190	1	190						
195			1	195				
200								
205			3	615				
210								
215	1	215						
220								
225								
230	1	230	1	230				
235								
240			1	240				
245			1	245				
250								
255								
260								
265			1	265				
270								
275								
325	1	325						
335	1	335						
345	1	345			1	345		
397	2	794						
Total.....	133	6,684	462	39,013	23	631	395	38,445

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

APPENDIX A—Continued—CANALS.

No. 24.—STATEMENT showing the Classified Tonnage of all kinds of Vessels passed through the Canals during the Season of Navigation in 1890.

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..	55	28,172	1 250 to 1,105 tons..	113	42,050	1	250 to 2,005 tons..	40	37,600	1 250 to 915 tons....	73	27,098
2	200 to 249 " " ..	5	1,080	2 200 to 249 " " ..	20	4,415	2	200 to 249 " " ..	2	200	2 200 to 249 " " ..	3	720
3	150 to 199 " " ..	12	2,330	3 150 to 199 " " ..	119	19,405	3	150 to 199 " " ..	5	540	3 150 to 199 " " ..	4	695
4	100 to 149 " " ..	20	2,390	4 100 to 149 " " ..	127	14,610	4	100 to 149 " " ..	5	100	4 100 to 149 " " ..	116	12,215
5	50 to 99 " " ..	30	2,170	5 50 to 99 " " ..	81	6,140	5	50 to 99 " " ..	2	100	5 50 to 99 " " ..	79	2,645
6	Under 50 " " ..	132	2,988	6 Under 50 " " ..	104	2,322	6	Under 50 " " ..	44	864	6 Under 50 " " ..	14	2,260
	Total.....	254	39,130	Total.....	564	88,942		Total.....	91	39,104	Total.....	289	48,193

RIDEAU, OTTAWA AND CHAMBLEY.

1	250 to 397 tons....	5	1,799	1 250 to 265 tons....	1	265	1	250 to 345 tons....	1	345	1 250 to 300 tons....	1	165
2	200 to 249 " " ..	2	445	2 200 to 249 " " ..	6	1,330	2	200 to 249 " " ..	1	150	2 200 to 249 " " ..	1	165
3	150 to 199 " " ..	5	880	3 150 to 199 " " ..	94	14,415	3	150 to 199 " " ..	2	223	3 150 to 199 " " ..	223	23,380
4	100 to 149 " " ..	7	845	4 100 to 149 " " ..	117	13,815	4	100 to 149 " " ..	5	286	4 100 to 149 " " ..	163	14,810
5	50 to 99 " " ..	20	1,390	5 50 to 99 " " ..	89	7,220	5	50 to 99 " " ..	22	286	5 50 to 99 " " ..	8	90
6	Under 50 " " ..	94	1,325	6 Under 50 " " ..	155	1,968	6	Under 50 " " ..	23	631	6 Under 50 " " ..	395	38,445
	Total.....	133	6,684	Total.....	462	39,013		Total.....	23	631	Total.....	395	38,445

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

No. 25.—RATES of Tolls on the Canals
 WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA AND CHAMBLY CANALS
 (O. C., April 18, 1873.)

The Rates of Tolls are divided into Six 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 $\frac{1}{2}$	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..... do	0 02 $\frac{1}{4}$	0 02 $\frac{1}{4}$	0 03 $\frac{1}{4}$	0 01 $\frac{1}{2}$	0 01 $\frac{1}{4}$	0 02 $\frac{1}{4}$	0 01	0 02 $\frac{1}{2}$
<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 $\frac{3}{4}$
Passengers, 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....	} 0 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, including steel (O. C., Feb. 1, 1888).....								
Plaster, gypsum.....								
Salt.....								
Salt meats or fish, in barrels or otherwise.....	} 0 15	0 20	0 20	0 15	0 10	0 07	0 06	0 19 $\frac{3}{4}$
Agricultural products, vegetable, not enumerated.....								
Agricultural products, animals, 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

of the Dominion of Canada, 1890-91.

TRENT VALLEY CANAL (O. C., JULY 25, 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

No. 25.—RATES of Tolls on the Canals

WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA AND CHAMBLY CANALS.

	Welland Canal, westward.	Welland Canal, eastward.	Lake Erie to Montreal.	St. Lawrence Canals, each way.	Chamby 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.
<p>The Rates of Tolls are divided into Six Classes, as under, and are per ton, unless otherwise specified.</p>								
<i>Class No. 5.</i>	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Bark	0 20	0 20	0 20	0 15	0 10	0 07	0 06	0 19 $\frac{1}{4}$
Barrels, empty, each	0 02	0 02	0 02	0 02	0 02	0 02	0 01	0 03 $\frac{1}{4}$
Boat knees, each	0 05	0 05	0 05	0 02	0 02	0 02	0 01	0 03 $\frac{1}{4}$
Floats, per 1,000 lineal feet	1 40	1 40	1 40	1 40	1 20	1 05	0 50	2 05 $\frac{1}{2}$
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 $\frac{1}{4}$
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 $\frac{1}{4}$
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 $\frac{3}{4}$	0 00 $\frac{3}{4}$	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
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 $\frac{1}{2}$	0 02 $\frac{1}{2}$	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
Saw-logs, each standard log	0 08	0 08	0 08	0 08	0 05	0 06	0 06	0 13
Staves and headings, brl., per M. ..	0 40	0 40	0 40	0 20	0 15	0 15	0 10	0 30
do do pipe do ..	1 50	1 50	1 50	1 00	1 00	0 75	0 50	1 75
do do W. India, p.M ..	0 75	0 75	0 75	0 60	0 25	0 45	0 25	0 65
do 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 $\frac{1}{2}$
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	West ward.	.....	.....	.....
Coal	0 20	0 20	0 20	0 15	0 10	0 08	0 05	0 17 $\frac{1}{4}$
Stone, unwrought, corded and not suitable for cutting, per cord	0 75	0 75	0 75	0 60	0 37 $\frac{1}{2}$	0 28	0 24	0 77 $\frac{1}{2}$
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	.....	.....	.....	.....	.....

of the Dominion—Continued.

TRENT VALLEY CANAL.

1ST SECTION.	2ND SECTION.	3RD SECTION.	4TH SECTION.	THROUGH.	Whitlaw's to Hastings.
Fenelon Falls to Bobcageon.	Bobcageon to Buckhorn.	Buckhorn to Burleigh.	Burleigh to Lakefield.	Fenelon Falls to Lakefield.	
Tolls Chargeable at Fenelon Falls.	Tolls Chargeable at Bobcageon.	Tolls Chargeable at Buckhorn.	Tolls Chargeable at Burleigh.	Tolls Chargeable at Fenelon Falls.	Tolls Chargeable at Whitlaw's.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
0·01	0·01	0·01	0·01	0·04	0·01
0·00 $\frac{1}{4}$	0·00 $\frac{1}{4}$	0·00 $\frac{1}{4}$	0·00 $\frac{1}{4}$	0·01	0·00 $\frac{1}{4}$
0·00 $\frac{1}{2}$	0·00 $\frac{1}{2}$	0·00 $\frac{1}{2}$	0·00 $\frac{1}{2}$	0·01	0·00 $\frac{1}{2}$
0·13	0·13	0·13	0·13	0·52	0·13
0·03	0·03	0·03	0·03	0·10	0·03
0·04	0·04	0·04	0·04	0·14	0·04
0·02	0·02	0·02	0·02	0·08	0·02
0·02	0·02	0·02	0·02	0·08	0·02
0·01	0·01	0·01	0·01	0·04	0·01
0·00 $\frac{1}{5}$	0·00 $\frac{1}{5}$	0·00 $\frac{1}{5}$	0·00 $\frac{1}{5}$	0·00 $\frac{1}{2}$	0·00 $\frac{1}{5}$
0·00 $\frac{1}{4}$	0·00 $\frac{1}{4}$	0·00 $\frac{1}{4}$	0·00 $\frac{1}{4}$	0·01	0·00 $\frac{1}{4}$
0·03	0·03	0·03	0·03	0·10	0·03
0·04	0·04	0·04	0·04	0·14	0·04
0·07	0·07	0·07	0·07	0·28	0·07
0·14	0·14	0·14	0·14	0·56	0·14
0·04	0·04	0·04	0·04	0·16	0·04
0·00 $\frac{3}{4}$	0·00 $\frac{3}{4}$	0·0 $\frac{3}{4}$	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 $\frac{1}{4}$	0·03 $\frac{1}{4}$	0·03 $\frac{1}{4}$	0·03 $\frac{1}{4}$	0·14	0·03 $\frac{1}{4}$
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.

Sec. 76.—Standard for estimating weight, for canal tolls.

	Tons.		Tons.
2,000 lbs. avoirdupois	1	Stone, 12 cubic feet	1
Per M. is per thousand feet		Stone, 1 cord	7½
Per Mille is per thousand pieces		Whiskey, 4 barrels or 215 gallons	1
Green fruit, 9 barrels are	1	Empty barrels, 10	1
Ashes, 3 barrels are	1	Barrel hoops, 10 Mille	1
Bark, 4 cords	1	Board and other sawed lumber, 600 feet board measure	1
Beef, 7 barrels	1	Boat knees, 4	1
Biscuit and crackers, 9 barrels	1	Firewood, 1 cord	3
Bricks, common, 1,000	2	Hop poles, 60 or 40 cubic feet	1
Butter, 22 kegs or 7 barrels	1	Shingles, 12 M. or bundles	1
Cattle, 3	1	Split posts and fence rails, 1 Mille	1
Cement and water lime, 7 barrels	1	Staves and headings, Pipe, 1 Mille	8
Fire bricks, 1,000	3	do W. India, 1 Mille	4
Fish, 7 barrels	1	do Barrel, 1 Mille	2½
Flour, 9 barrels	1	do Salt barrel, 1 Mille	1
Gypsum and manganese, 6 barrels	1	Saw-logs, standard, 1	8
Horses, 2	1	Square timber, 50 cubic feet	1
Lard and tallow, 7 barrels or 22 kegs	1	Telegraph poles, 10, or 40 cubic feet	1
Liquors and spirits, 215 gallons	1	Masts and spars, 40 cubic feet	1
Liquors, all others, 215 gallons	1	Railroad ties, 16, or 50 cubic feet	1
Nuts, 9 barrels	1	All other woodenware, or partly manu- factured wood, 40 cubic feet as per tariff	1
Oysters, 6 barrels	1	Traverses, 40 cubic feet, or 5 pieces	1
Pork, 7 barrels	1	Floats, 50 lineal feet	1
Salt, 7 barrels	1		
Seeds, 9 barrels	1		
Sheep, 20	1		

NOTE.—By the Weights and Measures Act, Chapter 104 of the Revised Statutes of Canada, Section 14, all the above named articles are to be estimated by the cental of 100 lbs.

WAY RATES.

Sec. 77. The following way rates are to be levied on vessels and property passing the several subdivisions of the canals:—

	Rate.
WELLAND CANAL.	
1. From Port Maitland, Dunnville and Port Colborne to Port Robinson or Allanburg, not passing the lock, each way	1
2. From Chippawa Cut, or any part thereof, to Dunnville, Port Maitland or Port Colborne	1
3. From Dunnville to Port Colborne	1
4. From Thorold to St. Catharines or Port Dalhousie	1
5. From Maitland, Dunnville, Colborne or Port Robinson to Marshville and intermediate places	1
6. From Marshville or intermediate places to Port Maitland, Dunnville, Port Colborne and Port Robinson	1
7. From Port Robinson to Allanburg or Thorold	1
8. From Port Robinson to St. Catharines or Port Dalhousie	1
9. From St. Catharines to Port Dalhousie	1
10. From Dunnville to Maitland	1
11. From Port Robinson through the Lock and Chippawa Cut	1
12. From Port Colborne to Port Maitland	1
13. From Chippawa Cut through Lock to Port Robinson	1
14. From Colborne, Dunnville, Maitland and Marshville to Thorold	1
15. From Colborne, Dunnville, Maitland and Marshville to St. Catharines	1
16. Through the Chippawa Cut only	1
17. Through the Port Robinson Lock only	1
ST. LAWRENCE CANALS.	
Sec. 78. The navigation is divided into four sections, viz., Cardinal, Cornwall, Beauharnois and Lachine. Tolls are to be levied on all vessels and property in proportion to the number of sections passed through.	
CHAMBLY CANAL.	
Sec. 79. Vessels and property passing from Sorel to Chambly, to pay	1
Vessels and property passing from Chambly to St. John's, to pay	1

OTTAWA CANALS.

Sec. 80. The navigation is divided into three sections, viz. : Grenville, Carillon and St. Ann's. Tolls are to be levied on all vessels and property in proportion to the number of sections passed through.

RIDEAU CANAL.

Sec. 81. The navigation of this canal is divided into three sections, viz. : Ottawa, Smith's Falls and Kingston Mills. Vessels and freight passing one section are to be charged one-third ; two sections, two-thirds.

GENERAL.

Sec. 82. (a.) Any fraction of a ton freight is to be charged one ton, and portions of sections are to be charged as a whole section on all the above canals.

(b.) The passing of sawlogs or other lumber through any of the canals, or sections thereof, shall be at all times governed by the regulations for their management.

SPECIAL REGULATIONS RELATING TO TOLLS ON SOME OF THE CANALS.

Sec. 83. Coal may pass up all canals, except the Welland Canal, free of toll. O. C., June 7, 1869.

Sec. 84. Logs, lumber or other produce may pass free of toll down the Chippawa Creek, between the Aqueduct and Port Robinson. O. C., May 18, 1863.

NOTE.

O. C. 27th June, 1890.

That the following words be added to Section 84 :—

(1.) "Save in cases for which special permission may be given, the Grenville Canal is closed to the passage of rafts or any portion of a raft of any kind whatever, as provided by the Order in Council of the 9th July, 1888.

(2.) "Rafts may be passed through the Carillon Canal free of tolls, as provided by the Order in Council of the 9th July, 1888."

Sec. 85. Iron ore, kryolite or chemical ore, may pass through one section, or through all the canal sections aforesaid, for 5 cents per ton.

Sec. 86. (a.) 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 Locks, the Lachine Canal and the Chambly Canal, provided always :—That the articles to be entitled to the 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 Canal, to Lake Ontario.

(b.) All articles, goods or merchandise, not enumerated above, shall be charged to Class No. 4.

(c.) No let-passes shall 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. O. C., April 18, 1873.

Sec. 87. 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. O. C., June 23, 1883.

Sec. 88. During the season of navigation for 1889, the rate of toll for the passage of wheat, Indian corn, pease, barley and rye, when shipped for Montreal or for any port east of Montreal shall be two cents per ton, such toll covering the Welland and the St. Lawrence Canals ; and during the said period if the ordinary full tolls for passage of the said food products through the Welland Canal have been paid the said products shall be exempted from payment of any further toll for passage through any portion of the St. Lawrence Canal system, though not traversing the whole distance to Montreal. O. C., March 18, 1889.

HARBOUR DUES.

Sec. 89. 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.

TOLLS AT SHEDS AT LACHINE CANAL BASIN.

Sec. 90. The following tolls shall be levied upon property stored at the sheds at the Lachine Canal Basin :—

	Cents.
Wheat and other grain, per week, per bushel	1
Meal do per barrel	4
Pork, beef, butter and lard do do	5
Muscovado sugar do per hhd., 10 cents ; per brl.	5
Liquors { do per pipe, 15 cents ; per pun	12
{ do per hhd., 10 cents ; per qr. cask	7
Iron (bars) do per ton	24
Iron, pig do do	12
Salt, except at the St. Gabriel Sheds do per 100 minots	36
Salt at the St. Gabriel Sheds, Montreal, after the first 48 hours do per bag	½
Bales, crates, cases, &c. do per ton weight or measurement	24
Coals do per chaldron	12

Sec. 91. (a.) No charge shall be made for property stored in the sheds of the Lachine Canal basin for the first forty-eight hours, after which period, except in the case of flour, the foregoing rate of storage for the use of the sheds are to be raised, levied and collected.

(b.) Articles unenumerated are to be charged according to the above rates as nearly as the same can be computed.

(c.) All property stored in the sheds remaining after the first forty-eight hours will be liable to one week's storage, although it should only have been stored for a portion of the same, and so on for each succeeding week.

(d.) The labour of receiving property into the sheds and delivering the same shall be at the expense of and be furnished by the owners of the property or their agents.

(e.) All property stored in these sheds shall be at the risk of the proprietor from damage by fire or otherwise.

(f.) All dues for storage shall be paid before the removal of the property. O. C., Aug. 21, 1846, Oct. 28, 1846.

Flour.

Sec. 92. (a.) Flour shall be allowed to remain in the sheds for two whole days free of charge.

(b.) If kept there beyond two days or 48 hours, such flour shall 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.

(c.) 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.

(d.) Any part of a day shall be considered as one day. O. C., May 31, 1856.

TOLLS ON VESSELS TRADING TO LOWER PORTS AND ENTERING THE LACHINE CANAL AT MONTREAL HARBOUR.

Sec. 93. 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 forty-eight hours for discharge of cargo before the following be incurred ; and said discharge to be made below the St. Gabriel Lock.

	Mills.
Steamboats measuring 50 tons or upwards, per ton register, per day of twenty-four hours	8
All other vessels measuring 50 tons or upwards, per ton register, per day of 24 hours ..	4
	Cents.
Steamboats measuring under 50 tons register, each day of 24 hours	40
All other vessels measuring from 25 to 50 tons register, per day of 24 hours	20
All vessels measuring less than 25 tons register, per day of 24 hours	10
Coal, per chaldron	10
Salt, per 100 minots	15
Iron of all kinds, per ton weight	15
Merchandise as in Class No. 6 of the tariff of tolls on Dominion canals	10

Provided always that the above tolls be levied only on goods for consumption in Montreal, and on vessels trading with that port. O. C., June 8, 1860.

CHARGES FOR WHARFAGE ON FIREWOOD ON WHARVES AND BANKS OF LACHINE CANAL.

Sec. 94. The following rates of tolls shall be collected as herein mentioned, that is to say :—

(a.) Firewood landed on wharves or banks of the Lachine Canal, or in boats, barges or other crafts occupying any of the basins between Wellington Street bridge and Lock No. 3, four 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 four cents per cord. O. C., Aug. 7, 1860.

(b.) The clause next preceding shall not only apply to the rates of toll to be collected on firewood on wharves at Lachine and the Lachine Canal and basin, but are also extended and made applicable to the banks and grounds at Côte St. Paul and at Lachine. O. C., Jan 27, 1862.

CANAL BASINS IN MONTREAL PART OF MONTREAL HARBOUR.

Sec. 95. Whereas 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;

And whereas 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;

It is ordered that the Lachine Canal basins, within the Montreal 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 harbour. O.C. Aug. 8, 1878.

PHOSPHATES.

Sec. 96. Whereas vessels laden with grain for delivery in Montreal harbour frequently carry also deck loads of phosphates, and being compelled to proceed at once to the harbour 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;

It is ordered that the Lachine Canal basins, within the Montreal city limits, be 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 described in this section; 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. O. C. July 12, 1881.

CHARGES ON VESSELS WINTERING IN LACHINE CANAL.

Sec. 97. The following rates per ton shall be charged for wintering vessels in the Lachine Canal, viz.:-

For each boat, barge, scow or other vessel of ten tons measurement or under, seventy cents per vessel for the entire winter; and every ten tons above the first ten, an additional rate of eight cents. O. C. Aug. 22, 1879.

DUES ON VESSELS IN THE NEW BASIN, LACHINE CANAL.

Sec. 98. The Montreal Harbour Commissioners shall be allowed to retain the right of levying dues in respect of the old lower basin of the Lachine Canal, but the Government shall retain full control of the new works and basins of said canal and of the revenue that may be derived from their use, and the rates shall be levied by the Government on vessels loading or unloading in the new basins equal and similar to those levied by the Commissionnrs in respect to the old basin. O. C. Jan. 26, 1883.

DUES IN THE HARBOUR OF MONTREAL UNDER ACTS 40 VIC., CHAP. 53, AND 42 VIC., CHAP. 28.

Sec. 99.—*Tonnage Dues.*

On steamboats, for each day of twenty-four hours, or part of a day they remain in the harbour, reckoned from the hour of their arrival to that of their departure.....	Per ton register. 1 cent.
On all other vessels, per day, as aforesaid	$\frac{1}{2}$ do

Sec. 100.—*Wharfage Dues.*

All goods, wares and merchandise, not elsewhere specified	Per ton. 25 cents.
Hay, straw, pig and scrap iron, pot and pearl ashes	20 do
Apples, crates and their contents, flour and meal, fish, meats, pitch, potatoes, tar, horses, neat cattle, sheep, swine	15 do
Ballast, clay, fire-bricks, gypsum, lime, marble, phosphates, sand, salt	10 do
Coal and coke, grain and seeds of all kinds	7 $\frac{1}{2}$ do
Special.—Bricks, 10 cents per 1,000; cordwood, 5 cents per cord; lumber, 10 cents per 1,000 feet, board measure.	
Bullion specie	Free.

Note.

Sec. 101 (a). On all goods, wares and merchandise whatsoever, the quantity of which, by weight, measurement or other mode of estimate provided for in the tariff of the next preceding section can not be conveniently ascertained, it shall be lawful for the Harbour Commissioners to levy a rate of $\frac{1}{4}$ of 1 per cent on the value thereof.

(b). Each entry shall pay not less than 5 cents.

(c). All property landed on the wharves for re-shipment shall only pay one wharfage.

(d). 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.

Sec. 102.—Standard for Estimating Weights.

Ashes, pot or pearl.....	3 brls. to 1 ton.
Apples, flour, meal, potatoes	9 do 1 do
Fish, meat, pitch, tar	7 do 1 do
Horses	2 to 1 ton.
Neat cattle	3 to 1 do
Sheep	15 to 1 do
Swine.....	10 to 1 do

O. C. April 1st, 1881.

TOLLS ON FLOATED TIMBER, &C., ENTERING THE BASIN AT LACHINE.

Sec. 103. 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 and wharf for one month.	For each succeeding month during season of navigation.	For Wintering in basin or on wharf.
	Cents.	Cents.	Cents.
Timber, square or round, of all kinds, above 12×12, per M cubic feet	25	20	35
Timber, round or flatted, of all kinds, under 12×12, per M lineal feet	20	15	30
Planks and boards, to include all kinds of sawed lumber, in rafts, per M feet, board measure	3	2	3
Saw-logs, 12 feet long, if longer in same proportion per log	1	1	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 do	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

NOTE.

O. C. 27th June, 1890.

3. That the following words be added to Section 103 :—“The monthly charge of 3 cents per cord on firewood is cancelled, as provided by Order in Council of the 4th February, 1880.”

Note.

Sec. 104 (a). No allowance shall be made for fractional parts of a month or winter season.

(b). The firewood shall be corded across the bank while being delivered from the boat in such manner and at such points as the superintendent may direct.

(c). The rates on timber to take effect upon the completion of the booms in Lachine Canal. O. C. June 3, 1860.

CHARGES FOR WINTERING VESSELS IN RIDEAU CANAL.

Sec. 105. The winterage dues for vessels wintering in the canal basin at Ottawa, or other points along the line of the Rideau Canal, shall be as follows :—

In Canal Basin, Ottawa, Steamers, per season	\$ 8 00
do do Barges, do	4 00
Inside Locks do Steamers do	50 00
do do other stations do do	15 00

If the Minister of Railways and Canals deems it advisable, he is authorized to take security from parties wintering their vessels in locks against damage to Government property by fire. O. C. March 19, 1887.

CHARGES FOR REPAIRING VESSELS ON THE BANKS OF CANALS.

Sec. 106 (a). 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, 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 Regulations.

(b). In the event of failure to remove vessels so occupying the banks at the expiration of the period named, no fresh permits having been obtained, such vessels may be sold under the 16th section of the Canal Regulations. O. C. March 5, 1880.

Sec. 107. Rules with respect to the repairing of vessels on the banks of the Lachine Canal, the Beauharnois and the Chambly:—

(a.) Repairs shall only be executed at such points as may be indicated and approved by the superintendent.

(b.) 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 one month, a further sum of one dollar being charged for each additional month or fraction of a month the vessel may remain.

(c.) 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 November to the 1st June, inclusive.

(d.) Any vessel remaining on the canal bank after having wintered thereon shall be charged at the rate of one dollar a month or fraction of a month of her subsequent stay.

(e.) 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.

(f.) All charges shall be payable at the collector's office in advance on the first day of each month.

(g.) These rules shall be understood as applying to all cases where the canal bank is used in a manner for the repairs of vessels, whether such vessels are actually hauled up or not. O. C. August 6, 1881.

ST. PETER'S CANAL.

Sec. 109. On each and every vessel passing through the said canal, two cents per ton on vessel and one cent per ton on the freight, each way. O. C. June 23, 1883.

ORDER IN COUNCIL.

12th December, 1889.

On a memorandum dated 10th of December, 1889, from the Minister of Railways and Canals, representing that in certain instances it has been the practice to tie up vessels for the winter alongside of canal piers, but not inside the gates, and that consequently such vessels thereby, to some extent advantaged, do not receive there the protection from the rise and fall of water which they would obtain inside, that nevertheless they have been charged winterage dues.

The Minister recommends that henceforward, including the winter now current, but not otherwise retroactive, no charges be made for vessels so wintering outside the locks of any Government Canal.

The Committee submit the above recommendation for your Excellency's approval.

AT THE GOVERNMENT HOUSE AT OTTAWA.

WEDNESDAY, 26th day of February, 1890.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

WHEREAS it is considered expedient that the special rate of toll, for passage through the Welland and 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 pursuance of the powers vested in him by Chapter 37 of the Revised Statutes, intitled "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the special rate of toll 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, pease, barley and rye, when shipped for Montreal, or for any port east of Montreal, be continued during the forthcoming season of navigation and no longer, such toll covering the Welland and the St. Lawrence Canals.

His Excellency has been further pleased to order, by and with the advice of the Queen's Privy Council for Canada, the continuance for the same period only, of the arrangement under which the said food products, if they had 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. 5th May, 1890.

His Excellency, in pursuance of the powers vested in him by Chapter 37 of the Revised Statutes, intitled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order, that oats, when shipped for export, shall be, and the same are hereby added to the list of cereals specified in the Order in Council of the 26th February, 1890, authorizing the continuance during the season of 1890 of the special rate of tolls of two (2) cents per ton, for the passage of such cereals through the Welland Canal and St. Lawrence Canals, when shipped for Montreal, or for any other port east of Montreal.

In carrying out the provisions of the above Order in Council the Collector of Canal Tolls, on the Welland Canal, will continue to charge the full rate of tolls, and the reduction will be paid by the Department as a refund upon evidence being furnished by the shippers that the conditions required by the Order in Council have been complied with.

O. C. 11th April, 1890.

His Excellency, in virtue of the powers vested in him by Chapter 37 of the Revised Statutes of Canada, intitled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that for the forthcoming season of navigation only, the tolls for the passage of soft coal eastwards through the Welland Canal, shall be and the same are hereby reduced from 20 cents to 10 cents per ton.

O. C. 16th May, 1890.

His Excellency, under the authority conferred upon him by Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the rules and regulations for the management, maintenance, proper use and protection of the Canals of the Dominion of Canada, made and established by the Order in Council of the 26th day of October, 1889 (Consolidated Orders in Council of 1889), together with any amendments thereof or additions thereto, shall be, and the same are hereby made applicable to the Murray Canal, with the exception of such sections or provisions as relate especially and only to other works named therein.

O. C. 20th May, 1890.

His Excellency, in pursuance of the provisions of Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the rates of toll to be imposed and collected on the Murray Canal, now open for regular traffic, shall be and the same are hereby fixed at the rate of one-eighth of those charged for passage through the St. Lawrence Canals.

O. C. 22nd May, 1890.

His Excellency, in virtue of the powers vested in him by Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the provisions of the Order in Council of the 1st day of June, 1888, whereby steamers specially chartered for the conveyance of excursion parties going and returning in the same boat the same day, were charged for that season only one-half of the usual passenger tolls for passage through the Lachine Canal and Ste. Anne's Lock, shall be, and the same are hereby continued in force for the present season of 1890 only.

O. C. 30th June, 1890.

His Excellency, under the authority conferred upon him by Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the provisions of the Order in Council of the 22nd May, 1890, under which steamers specially chartered for the conveyance of excursion parties going and returning in the same boat the same day, are charged one-half the usual rates of passenger tolls through the Lachine Canal, and Ste. Anne's Lock for the current season, shall be, and they are hereby extended to the Welland Canal for the season of 1890 only, namely, on excursion parties leaving Toronto or Hamilton for St. Catharines, and returning the same day.

ORDER IN COUNCIL.

27th September, 1890.

On a memorandum dated 25th September, 1890, from the Minister of Railways and Canals representing that under date the 20th August, 1890, an Order in Council was passed prohibiting the use of horses for towing purposes between the lower entrance of the Cornwall Canal and Lock No. 20, during the progress of the works of Canal enlargement.

The Minister recommends, as this prohibition has entailed the use of tugs and consequently expense to the parties concerned and upon the advice of the deputy head of the Department of Railways and Canals, that all tugs, used solely for the purpose of towing on the section in question, be permitted to pass free of toll, up and down the Canal between the lower entrance of the Canal and Lock No. 20 until the completion of the enlargement works on that section.

The Committee submit the above recommendation for your Excellency's approval.

ORDER IN COUNCIL.

27th day of September, 1890.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, under the authority conferred upon him by Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to declare the now completed Tay Canal to be a part of the Rideau Canal, and that the rules and regulations for the management, maintenance, proper use and protection of the Canals of the Dominion of Canada, made and established by the Order in Council of the 26th of October, 1889 (Consolidated Orders in Council of 1889, chapter 115), together with any amendments thereof or additions thereto, shall be applicable to the said Tay Canal, and the same are hereby made applicable to the Tay Canal accordingly, with the exception of such sections or provisions as relate specially and only to works other than the Rideau Canal named therein.

And His Excellency is further pleased, under the authority of the above cited Act, and by and with the advice of the Queen's Privy Council for Canada, to impose and authorize the collection of the following rates of toll upon the said Tay Branch of the Rideau Canal system, now open for regular traffic, namely:—

- From Perth to Smith's Falls, 1 section, or $\frac{1}{3}$ of Rideau Canal rates.
- From Perth to Kingston, 2 sections, or $\frac{2}{3}$ Rideau Canal rates.
- From Perth to Ottawa Basin, 2 sections, or $\frac{2}{3}$ Rideau Canal rates.
- From Perth to River Ottawa, 3 sections, or full Rideau Canal rates.

A portion of a section to be charged as a whole section.

O. C. 31st October, 1890.

His Excellency, under the authority conferred upon him by Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to impose and authorize the collection of the following tolls and dues for the use of the dry dock at Bobcaygeon, and of any of the Locks on the Trent Valley Canal, during the winter or other shorter period.

For Vessels.	Wintering.	Per day.	Per week.
	\$	\$	\$
Over 15 tons.....	30	4	12
15 tons and under.....	20	3	10

AT THE GOVERNMENT HOUSE AT OTTAWA.

WEDNESDAY, the 25th day of March, 1891.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, having had under consideration the Tariff of Tolls on the Canals of the Dominion, and the several Orders in Council under which a special rate has, from time to time, been established temporarily on certain food products passing through the Welland Canal and through the St. Lawrence Canals for shipment at Montreal and ports east of Montreal, is pleased to order in virtue of the powers vested in him by Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, that the following amendments shall be and the same are hereby made to the Tariff of Tolls in force on the said Canals, viz. :—

A refund shall be made on the tolls collected on wheat, Indian corn, pease, barley, rye, and (if for export) oats, which may be carried through the Welland Canal and the St. Lawrence Canals to Montreal, or any port east of Montreal.

The refund shall be such as to reduce the tolls to two cents per ton of the said products or any of them, and the conditions of such refund shall be the following :—

1. The products aforesaid, on which the refund may be claimed, shall be shown to have been originally shipped from Montreal or some port east of Montreal before entering the Welland Canal, and

2. Shall be shown to have been actually carried to Montreal or some port east of Montreal.

3. Transshipment, if at a Canadian intermediate port, shall not prevent the refund aforesaid being made.

This Order in Council shall remain in force only for the present year, 1891.

(Signed)

JOHN J. MCGEE,

Clerk, Privy Council.

The Right Honourable

The Minister of Railways and Canals.

AT THE GOVERNMENT HOUSE AT OTTAWA.

WEDNESDAY, the 29th day of April, 1891.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, under the authority conferred upon him by Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the provisions of the Order in Council of the 25th day of March, 1891, authorizing the reduction of toll to two cents (2 cts.) per ton for the passage through the Welland and St. Lawrence Canals of certain agricultural products therein named, shall be understood to apply to any portions of such cargoes lightered at Port Colborne and re-shipped at Port Dalhousie, and also that the provisions of the said Order be made applicable to the therein named products when shipped from Canadian Lake Ontario ports.

(Signed)

JOHN J. MCGEE,

Clerk, Privy Council.

The Right Honourable

The Minister of Railways and Canals.

AT THE GOVERNMENT HOUSE, AT OTTAWA.

WEDNESDAY, the 29th day of April, 1891.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, in virtue of the provisions of Chapter 37 of the Revised Statutes, intituled : "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the provisions of the Orders in Council dated respectively the 22nd day of May, 1890, and the 30th day of June, 1890, under which, in the case of steamers specially chartered for the conveyance of excursion parties going and returning in the same boat on the same day, one-half only of the usual rates of passenger tolls were charged for passage through the Lachine Canal and the Ste. Anne Lock, and for passage through the Welland Canal, in the case of excursion parties leaving Toronto or Hamilton for St. Catharines, be continued in force for the forthcoming season of navigation only, adding to the said provisions, however, for the forthcoming season, that this conditionally reduced rate shall apply to excursion parties leaving St. Catharines for Toronto or Hamilton.

(Signed)

JOHN J. MCGEE,

Clerk, Privy Council.

The Right Honourable
The Minister of Railways and Canals.

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 18th May, 1891.*

The Committee, on the recommendation of the Minister of Railways and Canals, advise with reference to the Orders in Council dated respectively the 25th of March and the 29th of April last, authorizing the reduction of canal tolls on certain food products, the provisions of which Orders are carried out by way of refund of the excess tolls paid, that such refunds be made at the close of the present season, on or about the 1st day of December, and not during the season as heretofore.

(Signed)

JOHN J. MCGEE,

Clerk, Privy Council.

The Right Honourable
The Minister of Railways and Canals.

AT THE GOVERNMENT HOUSE, AT OTTAWA.

MONDAY, the 18th day of May, 1891.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, in virtue of the powers vested in him by Section 13 of Chapter 37 of the Revised Statutes, intituled : "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that all Government dredges and scows shall be permitted to pass through the canals free of tolls, but that such dredges and scows shall not be so passed as to interfere with the passage of other vessels of any kind whatever.

(Signed)

JOHN J. MCGEE,

Clerk, Privy Council.

The Right Honourable
The Minister of Railways and Canals.

O. C. 18th May, 1891.

Whereas, in consequence of the operations of the contractors for the enlargement of the Cornwall Canal, access to the river wharf opposite the town of Cornwall is temporarily prevented for the steamers of the Richelieu and Ontario Navigation Company, such steamers being obliged in place of stopping at such wharf to pass through the two locks at the lower entrance of the canal to another wharf in the town;

His Excellency, under the authority conferred upon him by Section 13 of Chapter 37 of the Revised Statutes, intituled : "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that during the current season the steamers of the said Richelieu and Ontario Navigation Company shall be allowed passage free of toll through the said two locks at the lower entrance of the Cornwall Canal.

(Signed)

JOHN J. MCGEE,

Clerk, Privy Council.

HYDRAULIC AND OTHER RENTS.

APPENDIX

DR.

No. 26.—HYDRAULIC and other Rents, &c.—

Balance due on 1st July, 1890.	Accrued Year ended 30th June, 1891.	Total.	Number.	Name of Work.	Present Occupant.	Original Lessee.
\$ cts.	\$ cts.	\$ cts.				
280 95	187 30	468 25	1	Welland Canal....	Wood & Green	R. Laurie.....
1,080 00	240 00	1,320 00	2	do	S. Neelan.....	R. & J. Laurie.....
90 00	20 00	110 00	3	do	do	do
.....	176 00	176 00	4	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
200 00	100 00	300 00	7	do .....	.....	Wm. Hutchison.....
910 00	260 00	1,170 00	8	do	Tuttle, Date & Rodden..	J. L. Ranney.....
375 00	150 00	525 00	9	do	S. Neelan.....	C. Phelps.....
100 00	40 00	140 00	10	do	Norris & Neelan.....	do
167 66	167 66	335 32	11	do	Whitman & Barnes Manufacturing Co.....	R. Collier.....
280 00	140 00	420 00	12	do	J. B. Smith.....	Thos. Towers.....
250 00	500 00	750 00	13	do .....	.....	St. Catharines Water Power Co.....
.....	20 00	20 00	14	do .....	.....	St. Catharines and Welland Gas-light Co.....
750 00	75 00	825 00	15	do .....	.....	J. C. & J. Gillespie.....
35 00	.....	35 00	16	do .....	.....	St. Catharines Street Ry. Co.....
100 50	.....	100 50	17	do .....	.....	John F. Rees.....
.....	75 00	75 00	18	do .....	.....	Whitman & Barnes Manufacturing Co.....
10 00	10 00	20 00	19	do .....	.....	H. Jarvis.....
540 00	216 00	756 00	20	do	McLeary & McLean.....	Wm. Beatty.....
240 00	240 00	480 00	21	do	Lybster Cotton Co.....	Gordon & McKay.....
120 00	240 00	360 00	22	do .....	.....	John Riordon.....
100 00	200 00	300 00	23	do .....	.....	do
200 00	400 00	600 00	24	do	Merritton Cotton Co.....	King & Dolan.....
400 00	400 00	800 00	25	do .....	.....	Corporation of Village of Merritton.....
150 00	60 00	210 00	26	do .....	.....	James Wilson.....
100 00	50 00	150 00	27	do .....	.....	Lybster Cotton Mills.....
31 80	63 60	95 40	28	do	Thorold Woollen and Cotton Co.....	Wm. Beatty.....
50 00	50 00	100 00	29	do	John McDonagh.....	W. H. Ward.....
580 00	146 00	726 00	30	do	do	do
2 00	1 00	3 00	31	do .....	.....	St. Catharines & Niagara Central Ry. Co.....
50 00	.....	50 00	32	do .....	.....	John Battle.....
160 00	80 00	240 00	33	do .....	.....	do
111 00	222 00	333 00	34	do	Howland, Jones & Co....	P. Howland.....
65 00	130 00	195 00	35	do	James Norris.....	Brown & Ross.....
40 00	80 00	120 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 .....	.....	Corporation of Thorold..
60 00	120 00	180 00	39	do	J. Davey, jun.....	John Battle.....
.....	183 50	183 50	40	do .....	.....	.....
5,007 46	.....	5,007 46	41	do .....	.....	Wright & Duncan.....
.....	20 00	80 00	42	do .....	.....	P. H. Musson.....
940 00	.....	940 00	43	do	J. & J. Abbey.....	McFarland & Lemon.....
86 00	86 00	172 00	44	do .....	.....	John Hill.....
710 00	.....	710 00	45	do	S. Neelan.....	Pt. Robinson Dry Dock Co

A.—Continued.

Lessees Accounts, 1890-91.

Cr.

Description of Property.	Number.	Date to which the Account is made up.	Abatement Author- ized.	Paid during Fiscal Year.	Balance due 30th June, 1891.	Total.
Grist mill, waste weir No. 1, Port Dalhousie.....	1	June 30, '91		93 65	374 60	468 25
Mill lot do do	2	do 30, '91			1,320 00	1,320 00
Lot near do do	3	do 30, '91			110 00	110 00
Docks near do do	4	do 30, '91		88 00	88 00	176 00
Dry dock, part of lock No. 1 do	5	Jan. 1, '82			1,050 00	1,050 00
Saw mill, waste wier No. 1 do	6	do 1, '82			1,270 50	1,270 50
Wharf lot, east end east pier do	7	June 30, '91			300 00	300 00
Union mill, near lock No. 2, St. Catharines.....	8	do 30, '91			1,170 00	1,170 00
Merchants red mill do	9	do 30, '91		456 00	75 00	525 00
Wharf at lock No. 4 do	10	do 30, '91			140 00	140 00
Saw mill at lock No. 5 do	11	do 30, '91		167 66	167 66	335 32
Grist mill at new lock No. 10 do	12	do 30, '91			420 00	420 00
Water power, from locks 3 to 11 do	13	do 30, '91		500 00	250 00	750 00
Wharf lot at lock No. 4 do	14	Jan. 1, '92		20 00		20 00
Lot near lock No. 5 do	15	Oct. 1, '91			825 00	825 00
Privilege of placing bridge over water way, St. Catharines.....	16	do 1, '86			35 00	35 00
16½ acres of lot 11, con. 7, of ground for pasture, St. Catharines	17	Mar. 1, '85			100 50	100 50
Old lock-house at lock No. 6, St. Catharines.....	18	Oct. 1, '91		75 00		75 00
Part of lot 16, con. 4, ground for sail loft, St. Catharines	19	July 1, '92		10 00	10 00	20 00
Saw mill at lock No. 20, Merritton.....	20	June 30, '91			756 00	756 00
Cotton factory at lots 12, 13 and 14 do	21	do 30, '91			480 00	480 00
Water lots at lots 16, 18, 19 and 21 do	22	do 30, '91		240 00	120 00	360 00
Paper factory, lot 17 do	23	do 30, '91		200 00	100 00	300 00
Water supply to cotton mills do	24	do 30, '91		400 00	200 00	600 00
Lot between lock No. 25 and guard-gates do	25	do 30, '91			800 00	800 00
Water supply at Merritton do	26	do 30, '91		120 00	90 00	210 00
Part of lots 11 and 12, con. 10 do	27	Feb. 1, '92			150 00	150 00
Tannery at lock No. 22, Thorold.....	28	June 30, '91		63 60	31 80	95 40
Factory do 23 do	29	do 30, '91			100 00	100 00
Saw mill at lock 23, Thorold	30	June 30, '92			726 00	726 00
Tracks through the towns of Thorold and Merritton	31	Oct. 1, '91			3 00	3 00
Wharf and right of way over raceway at lock No. 25, Thorold.	32		50 00			50 00
Plaster mills at lock No. 25, Thorold.....	33	June 30, '91			240 00	240 00
Grist mills do 25 do	34	do 30, '91		111 00	222 00	333 00
Merchants mill do 23 do	35	do 30, '91		130 00	65 00	195 00
Machine shop do 22 do	36	do 30, '91			120 00	120 00
do do 23 do	37	do 30, '91			165 00	165 00
Part of lot No. 17, near lock No. 24, Thorold.....	38	Oct. 1, '91			5 00	5 00
Water lot, Thorold.....	39	June 30, '91			180 00	180 00
Lock house, Merritton.....	40	do 30, '91		183 50		183 50
Grist mill, Allanburg.....	41	Jan. 1, '82			5,007 46	5,007 46
Storehouse do	42	April 1, '91			80 00	80 00
Saw mill, Port Robinson	43	Feb. 1, '76			940 00	940 00
Grist mill do	44	June 30, '91		43 00	129 00	172 00
Water to float vessels, Port Robinson.....	45	do 30, '91			710 00	710 00

APPENDIX

DR.

No. 26.--HYDRAULIC and other Rents, &c.--

Balance due on 1st July, 1890.	Accrued, year ended 30th June, 1890.	Total.	Number.	Name of Work.	Present Occupant.	Original Lessee.
£ cts.	£ cts.	£ cts.				
141 15		141 15	46	Welland Canal	Henderson Bros.	Eli Mead.
151 30		151 30	47	do	do	A. Sherwood.
300 00		300 00	48	do	do	Henderson Bros.
40 00		40 00	49	do		F. O. White.
	1 00	1 00	50	do		Grand Trunk Railway.
	1 00	1 00	51	do		Corporation of County of Welland
90 00	45 00	135 00	52	do		Phelp Bros.
80 00	20 00	100 00	53	do		James Bridges.
4 00	1 00	5 00	54	do		H. A. Rose.
	120 00	120 00	55	do		C. J. Page & Co.
	120 00	120 00	56	do		Corporation of Town of Welland
	5 00	5 00	57	do		Coleb Swayze.
12 50	25 00	37 50	58	do	L. G. Carter	A. K. Schofield.
	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
	24 00	24 00	62	do		L. McGlashan.
719 86	160 00	879 86	63	do	Edward Lee	John Graybiel.
50 00	10 00	60 00	64	do		Alex. Lattimore.
986 97	143 00	1,129 97	65	do	A. McDonald.	Wm. Melanby
570 00	180 00	750 00	66	do	R. Chambers.	H. & N. Davis
613 94	130 00	743 94	67	do	S. & J. Haney	S. Darling.
315 61	80 00	395 61	68	do	S. Walthe & Co.	L. J. Weatherly
809 72	113 00	922 72	69	do	S. & J. Haney	Brown & Merritt.
230 00	153 34	383 34	70	do	Wm. Schofield.	L. Brocklebank.
1,051 50	208 00	1,259 50	71	do	M. A. Smith.	Chisholm & Miner.
70 00		70 00	72	do		John Taylor.
60 00		60 00	73	do		Geo. Wallace.
230 00	115 00	345 00	74	do		Rolston & Haskins.
	360 00	360 00	75	do	Moody & Son.	R. F. Lattimore.
23,346 92	7,324 40	30,671 32	..			
	246 00	246 00	1	Williamsburg Canal		Wm. Gibson.
4,800 00	160 00	4,960 00	2	do	Edwardsburg Starch Factory.	Benson & Aspden.
1,492 62	210 00	1,702 62	3	do	P. O'Keef.	P. Carmen
45 00	5 00	50 00	4	do		J. C. Irvine.
	12 00	12 00	5	do		W. T. Benson.
	5 00	5 00	6	do	E. E. Gilbert.	Wm. Clegg.
	5 00	5 00	7	do		John Reid
70 00	140 00	210 00	8	do		M. F. Beach
70 00	140 00	210 00	9	do	Cameron & McInnis.	J. Molson, jun.
80 00	20 00	100 00	10	do		W. M. Doran.
24 00	24 00	48 00	11	do		J. H. Ross.
35 00	70 00	105 00	12	do		Municipality of Iroquois
	1 00	1 00	13	do		School Trustees
10 00	10 00	20 00	14	do		Sydney Shaver.
	70 00	70 00	15	do		Corporation of the Village of Morrisburg.
6,626 62	1,118 00	7,744 62	..			

A.—Continued.

Lessees' Accounts, 1890-91—Continued.

CR.

Description of Property.	Number.	Date to which the Account is made up.	Abatement authorized.	Paid during Fiscal Year.	Balance due 30th June, 1891.	Total.	
							\$ cts.
Wharf lot, Welland.	46	Dec. 31, '66			141 15	141 15	
do	47	do 31, '66			151 30	151 30	
do	48	June 30, '78			300 00	300 00	
Lot for pasture, Welland.	49	April 1, '84			40 00	40 00	
Water supply, through a 10 inch pipe, Welland.	50	Dec. 1, '92			1 00	1 00	
do to court house	51	June 30, '91			1 00	1 00	
Surplus water, in winter only, near aqueduct, Welland	52	Jan. 1, '92		45 00	90 00	135 00	
Lot on west main street, Welland.	53	Aug. 1, '90			100 00	100 00	
Lot for building purposes do	54	Mar. 1, '91			5 00	5 00	
Water power for town of do	55	Oct. 1, '91		120 00		120 00	
do for pump house, &c., Welland.	56	Jan. 1, '92		80 00	40 00	120 00	
Building lot, Welland.	57	July 1, '92		5 00		5 00	
Wharf lot, Port Colborne.	58	June 30, '91			37 50	37 50	
Lot for elevator, Port Colborne.	59	Jan. 1, '91			20 00	20 00	
Lot for wood and coal yard, Port Colborne.	60	June 30, '91			37 50	37 50	
Roadway across canal lands to G. T. R. crossing, Port Colborne.	61	Nov. 1, '92		1 00		1 00	
Lots for factory at village of Petersburg.	62	Mar. 1, '92		24 00		24 00	
Grist mill, Marshville.	63	June 30, '91		497 67	382 19	879 86	
Part of lots 18 and 19, con. 4, Wainfleet, Marshville	64	July 1, '92			60 00	60 00	
Saw mill, Broad Creek	65	June 30, '91			1,129 97	1,129 97	
Grist and saw mill, Dunnville.	66	do 30, '91			750 00	750 00	
Grist mill do	67	do 30, '91			743 94	743 94	
Carding mill do	68	do 30, '91			395 61	395 61	
Plaster mill do	69	do 30, '91			922 72	922 72	
Grist mill do	70	do 30, '91			383 34	383 34	
Saw mill do	71	do 30, '91			1,259 50	1,259 50	
Wharf lot do	72	Jan. 1, '82			70 00	70 00	
Lot for tannery do	73	Mar. 1, '84			60 00	60 00	
Water power for electric light, Dunnville	74	Jan. 1, '92			345 00	345 00	
Water lot, Dunnville	75	do 1, '91			360 00	360 00	
				50 00	3,725 58	26,895 74	30,671 32
Grist mill, Mill street, Cardinal.	1	June 30, '91		123 00	123 00	246 00	
Starch factory, Edwardsburg.	2	do 30, '91			4,960 00	4,960 00	
Tannery do	3	do 30, '91			1,702 62	1,702 62	
Part of lot 6, con. 1 do	4	July 1, '90			50 00	50 00	
Pasture grounds, Galops Canal.	5	Mar. 1, '92		12 00		12 00	
do do	6	Aug. 1, '92		5 00		5 00	
Lot near do	7	do 1, '92		5 00		5 00	
Grist mill at Matilda Lock.	8	June 30, '91		140 00	70 00	210 00	
do do	9	do 30, '91		140 00	70 00	210 00	
Wharf lot, No. 2, Point Iroquois.	10	Aug. 30, '91			100 00	100 00	
do 1 do	11	Dec. 1, '91			48 00	48 00	
Water lot and surplus water for pumping engine.	12	June 30, '91		70 00	35 00	105 00	
Lot for school purposes, No. 4, Matilda.	13	May 1, '92			1 00	1 00	
Part of lot No. 32, con. 1, Matilda.	14	do 1, '92		10 00	10 00	20 00	
Water lot and water power to drive pumping machine	15	Jan. 1, '92		70 00		70 00	
				575 00	7,169 62	7,744 62	

APPENDIX

DR.

No. 26.—HYDRAULIC and other Rents, &c.—

Balance due on 1st July, 1890.	Accrued, year ended 30th June, 1891.	Total.	Number.	Name of Work.	Present Occupant.	Original Lessee.
\$ cts.	\$ cts.	\$ cts.				
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
	135 00	135 00	3	do		Geo. Stephen
	120 00	120 00	4	do		Stormont Cotton Co.
	25 00	25 00	5	do		Flack Bros.
10 00		10 00	6	do		Loney & Campbell
	120 00	120 00	7	do		Toronto Paper Co.
10 00	5 00	15 00	8	do		do
270 00		270 00	9	do		W. D. & G. C. Wood
60 00	20 00	80 00	10	do		Henry Harrison
247 50		247 50	11	do		J. & C. H. Wood
792 50	815 00	1,607 50				
60 00		60 00	1	Beauharnois Canal		St. Amour & Co.
100 00		100 00	2	do	N. Papineau	D. P. Pease
60 00	20 00	80 00	3	do		J. Demers & Co.
40 00	20 00	60 00	4	do		M. Julien
418 50		418 50	5	do		A. Buntin
500 00	1,000 00	1,500 00	6	do		do
20 00	20 00	40 00	7	do		do
60 00	120 00	180 00	8	do	T. & N. Bolduc	F. X. Poitras
120 00	120 00	240 00	9	do	J. Wattie	P. Poulin
1,200 00	400 00	1,600 00	10	do		Montreal Cotton Co.
20 00	20 00	40 00	11	do		do
	40 00	40 00	12	do		Jas. T. Anderson
35 00	35 00	70 00	13	do		Lake St. Francis Navigation Co.
23 00	23 00	46 00	14	do	Valleyfield Canning Co.	R. N. Walsh
69 00	23 00	92 00	15	do		Jas. Anderson
80 00	20 00	100 00	16	do	E. Dion	C. E. Wilson
120 00	40 00	160 00	17	do		O. Trempe
60 00	20 00	80 00	18	do	Jas. T. Anderson	J. Cardinal
	10 00	10 00	19	do		O. Longtin
	20 00	40 00	20	do		O. P. Dennie
20 00	15 00	35 00	21	do		Estate A. Hodge
	14 00	14 00	22	do		Alex. Cockburn
40 00	40 00	80 00	23	do		Robt. Steele
	30 00	30 00	24	do		Louis Leduc
20 00	20 00	40 00	25	do		E. French
32 00	8 00	40 00	26	do		S. A. Brodeur
	40 00	40 00	27	do		J. H. Wilson
45 00	15 00	60 00	28	do		Col. McPhee
20 00	10 00	30 00	29	do	F. X. Barbeau	J. Larocque
60 00	20 00	80 00	30	do		Jas. Wattie
	20 00	20 00	31	do	Estate Jas. McDonald	Jas. McDonald
15 00	15 00	30 00	32	do		Estate Jas. McDonald
105 00	105 00	210 00	33	do		Corp. Town of Salisbury
	105 00	105 00	34	do		Valleyfield Electric Co.
40 00	20 00	60 00	35	do		Lake St. Francis Navigation Co.
30 00	10 00	40 00	36	do		A. McPhee & Co.

A—Continued.

Lessees' Accounts, 1890-91—Continued.

Cr.

Description of Property.	Number.	Date at which the Account is made up.	Abatement authorized.	Paid during Fiscal Year.		Balance due 30th June, 1891.	Total.
				£ cts.	£ cts.		
Flour and grist mill, lots 3 and 4.....	1	June 30, '91		240 00	120 00	360 00	
Hydraulic lot No. 6, south side.....	2	do 30, '91		150 00	75 00	225 00	
do No. 7.....	3	Jan. 1, '91		135 00		135 00	
do No. 6.....	4	do 1, '91		120 00		120 00	
Lot on south side Water street for coal yard.....	5	July 1, '91		25 00		25 00	
Tract of land south limit of Water street, Cornwall	6	April 1, '91	10 00			10 00	
Surplus water for paper mill at lock No. 18.....	7	Jan. 1, '91		120 00		120 00	
Pipe under canal above lock 18.....	8	April 1, '92			15 00	15 00	
Hydraulic lots Nos. 1 and 2, north side.....	9	June 30, '78			270 00	270 00	
Wharf lot, Moulinette.....	10	May 1, '92			80 00	80 00	
do near lock No. 20.....	11	June 30, '81			247 50	247 50	
			10 00	790 00	807 50	1,607 50	
Wharf lot, St. Cecile Valleyfield, old balance, lease No. 2618.....	1	July 1, '68			60 00	60 00	
Wharf lot, St. Timothy, Valleyfield, old balance..	2	Jan. 1, '64			100 00	100 00	
do St. Cecile do.....	3	May 1, '91			80 00	80 00	
Lot for shed above St. Timothy bridge, Valleyfield	4	June 1, '92			60 00	60 00	
Paper mill, lots 1, 2 and 3, Valleyfield, old lease..	5	do 30, '89		418 50		418 50	
Lots Nos. 1, 2, 3, 4 and 5, below lower dam, Valley- field.....	6	Jan. 1, '91		1,500 00		1,500 00	
Lot on corner of St. Timothy and lower dam road, Valleyfield.....	7	May 1, '92		20 00	20 00	40 00	
Saw mill, lot 1, building lot, Valleyfield.....	8	June 30, '91		120 00	60 00	180 00	
Woollen mill, lot 2, building lot, Valleyfield.....	9	do 30, '91		120 00	120 00	240 00	
Lots at head of canal do.....	10	do 30, '91		1,200 00	400 00	1,600 00	
Cadastral lot 845 for public park do.....	11	Jan. 1, '92		20 00	20 00	40 00	
do 846, Grande Isle do.....	12	July 1, '91			40 00	40 00	
Wharf and shed above guard lock do.....	13	May 1, '92		35 00	35 00	70 00	
Wharf and storehouse do do.....	14	Aug. 30, '92			46 00	46 00	
do do do.....	15	June 30, '90			92 00	92 00	
do do do.....	16	Nov. 1, '91			100 00	100 00	
Part of lot 830 do.....	17	Sept. 1, '91			160 00	160 00	
Lot 101 and 116 do.....	18	June 1, '92		20 00	60 00	80 00	
Reserve guard lock, Valleyfield.....	19	Dec. 1, '91		10 00		10 00	
do do do.....	20	do 1, '91		20 00	20 00	40 00	
do do do.....	21	do 1, '91			15 00	15 00	
do do do.....	22	do 1, '91		14 00		14 00	
Lot above do do.....	23	May 1, '92		40 00	40 00	80 00	
Lot for ship yard above guard lock, Valleyfield...	24	Sept. 1, '91		30 00		30 00	
Part of lot 1 for piling ground, above guard lock Valleyfield.....	25	do 1, '91			40 00	40 00	
Lot above guard lock, Valleyfield.....	26	Oct. 1, '91			40 00	40 00	
Part of lot 1 for coal yard, above guard lock, Val- leyfield.....	27	July 1, '91		40 00		40 00	
Wharf lot, south side canal, guard lock, Valleyfield	28	Nov. 15, '91			60 00	60 00	
Reserve, head of canal do.....	29	Sept. 1, '91			30 00	30 00	
Lot on rear of lots 1 and 2 do.....	30	July 1, '91			80 00	80 00	
Portion of lot 830 for grist mill do.....	31	do 1, '91		20 00		20 00	
do 830 for yard, &c., to mill do.....	32	Oct. 1, '91			30 00	30 00	
do 830 and privilege to construct a flume to Grand Isle.....	33	June 30, '91		105 00	105 00	210 00	
do 830, Valleyfield.....	34	Jan. 1, '91			105 00	105 00	
Wharf and lot above guard lock, Valleyfield.....	35	July 1, '91			60 00	60 00	
Wharf and storehouse below St. Timothy bridge.	36	May 1, '92			40 00	40 00	

APPENDIX

DR.

No. 26.—HYDRAULIC and other Rents, &c.—

Balance due on 1st July, 1890.	Accrued, year ended 30th June, 1891.	Total.	Number.	Name of Work.	Present Occupant.	Original Lessee.
£ cts.	£ cts.	£ cts.				
30 00	10 00	40 00	37	Beauharnois Canal		A. D. Doust.
20 00	10 00	30 00	38	do		A. L'Espérance.
1 00	1 00	2 00	39	do		Can. Mutual Tel. Co.
.....	5 00	5 00	40	do		A. Crevier.
4 00	4 00	8 00	41	do		Wm. Hood.
120 00	120 00	240 00	42	do	S. Vieau	J. Meloche.
40 00	.....	40 00	43	do		E. Bergin.
3,627 50	2,588 00	6,215 50				
.....	30 00	30 00	1	Lachine Canal		Beauharnois Navigation Co.
.....	60 00	60 00	2	do		Jas. Wilson, jr.
.....	75 00	75 00	3	do		Richelieu Navigation Co.
.....	752 50	752 50	4	do		Montreal Harbour Com.
196 00	392 00	588 00	5	do		Frothingham & Workman
132 00	264 00	396 00	6	do	H. McLennan.	do
564 00	1,128 00	1,692 00	7	do	Maltby & King.	W. P. Bartley
322 50	645 00	967 50	8	do	Wm. Johnson & Co.	do
322 50	645 00	967 50	9	do	Peck, Benny & Co.	do
.....	430 00	430 00	10	do		Peck, Benny & Co.
.....	1,080 00	1,080 00	11	do		do
.....	1,296 00	1,296 00	12	do		Ira Gould & Sons
430 00	860 00	1,290 00	13	do		Pillow, Hersey & Co.
215 00	430 00	645 00	14	do		do
430 00	860 00	1,290 00	15	do	Ogilvie & Co.	Mont. Warehousing Co.
.....	1 00	1 00	16	do		Corp. Montreal.
6,000 00	1,000 00	7,000 00	17	do		G. & W. Tait.
.....	25 00	25 00	18	do		G. E. Jacque & Co.
.....	10 00	10 00	19	do		A. W. Ogilvie.
.....	80 00	80 00	20	do		Can. Meat Packing Co.
.....	100 00	100 00	21	do		Royal Electric Co.
.....	800 00	800 00	22	do		Mont. Coal & Elevatg. Co.
.....	100 00	100 00	23	do		Dominion Lime Co.
.....	1 00	1 00	24	do		Mont. Street Ry. Co.
.....	1 00	1 00	25	do		Corp. Montreal.
.....	1 00	1 00	26	do		do
.....	1 00	1 00	27	do		do
.....	375 00	375 00	28	do		Mont. Warehousing Co.
.....	120 00	120 00	29	do		Grand Trunk Railway.
.....	500 00	500 00	30	do		Hurteau Bros.
.....	1,066 66	1,066 66	31	do		Dobell, Beckett & Co.
.....	800 00	800 00	32	do		J. Burstall & Co.
.....	150 00	150 00	33	do		Acer & Kennedy.
.....	600 00	600 00	34	do		C. M. Acer.
.....	380 92	380 92	35	do		P. Poulin
2,205 86	1,102 93	3,368 79	36	do		H. Bulmer, jr., & Bros.
.....	420 75	420 75	37	do		O. Dufresne & Bros.
1,368 88	684 44	2,053 32	38	do		Bourgoin & Thibault.
3,831 18	1,277 06	5,108 24	39	do		Henderson Lumber Co.
.....	174 40	174 40	40	do		P. McRory.

A.—Continued.

Lessees' Accounts, 1890-91—Continued.

CR.

Description of Property.	Number.	Date to which the Account is made up.	Abatement authorized.	Paid during Fiscal Year.		Balance due, 30th June, 1891.		Total.		
				\$	cts.	\$	cts.	\$	cts.	\$
Lot for store and wharf above St. Timothy bridge Valleyfield..	37	do	1, '92			40	00	40	00	
Lot for store and wharf below St. Timothy bridge, Valleyfield..	38	do	1, '92			30	00	30	00	
Privilege of placing poles on canal bank..	39	Oct.	1, '91			2	00	2	00	
Lot for public scales above St. Timothy bridge, Valleyfield	40	do	1, '91			5	00	5	00	
Lot on Grand Isle, east end of dam, Valleyfield..	41	April	1, '92			8	00	8	00	
Lot at lock 7, Melocheville	42	June	30, '91		120	00	120	00	240	00
Lot near Timothy bridge, Valleyfield	43	Sept.	30, '80			40	00	40	00	
					3,852	50	2,363	00	6,215	50
Freight shed at basin No. 1.....	1	May	1, '92		30	00			30	00
Store at do	2	do	1, '92		60	00			60	00
Freight shed at do	3	do	1, '92		75	00			75	00
Motive power for lighting wharves.....	4	Dec.	1, '90		752	50			752	50
Warehouse and coal yard, lot No. 1.....	5	June	30, '91		392	00	196	00	588	00
Grain elevator on ½ lot No. 2	6	do	30, '91		264	00	132	00	396	00
Lots 3 and 4 and ½ lot No. 2, Basin No. 2.....	7	June	30, '91		1,128	00	564	00	1,692	00
Flour mill, lots 5 and ½ No. 6, Basin No. 2.....	8	do	30, '91		645	00	322	50	967	50
Nail factory, lot 7 and ½ No. 6 do	9	do	30, '91		645	00	322	50	967	50
do do	10	May	1, '91		430	00			430	00
Elevator and store, lots 9, 10 and 11.....	11	Apr.	1, '91		1,080	00			1,080	00
Flour mill and store on lots 12, 13 and 14	12	do	1, '91		1,296	00			1,296	00
Spike and nail factory, lot 15.....	13	June	30, '91		860	00	430	00	1,290	00
Paint mill, lot 17.....	14	do	30, '91		430	00	215	00	645	00
Flour and mill, lots 18 and 19.....	15	do	30, '91		860	00	430	00	1,290	00
Lots on S.W. side, waste weir.....	16	Sept.	1, '91		1	00			1	00
Dry dock, shipyard and mill, Basin No. 2	17	June	30, '91		1,000	00	6,000	00	7,000	00
Lot for office, Colborne street, Montreal.....	18	July	1, '91		25	00			25	00
Strip on N.W. side Mill street, Basin No. 2.....	19	Sept.	1, '91		10	00			10	00
Water supply through 4 inch pipe to factory, Wellington street.....	20	do	1, '91		80	00			80	00
Water supply through 10 inch pipe, Basin No. 2	21	July	1, '91		100	00			100	00
Part lot 384 north, Wellington basin.....	22	Nov.	1, '91		800	00			800	00
Lot for shed, west do	23	Oct.	1, '91		100	00			100	00
Double track over Wellington street bridge.....	24	Jan.	1, '92		1	00			1	00
Floating bath near Wellington bridge.....	25	July	1, '91		1	00			1	00
Park lot do do	26	Sept.	1, '91		1	00			1	00
2 inch pipe under canal.....	27	July	1, '91		1	00			1	00
Land at Basin No. 4	28	do	1, '91		375	00			375	00
Siding west side Wellington bridge.....	29	Aug.	1, '91		120	00			120	00
Lots 1, 2 and 3, West Basin, for piling lumber.....	30	May	1, '91		500	00			500	00
Lots 4, 5, 6 and 7 do do	31	do	1, '91		1,066	66			1,066	66
Lots 8, 9 and 18 do do	32	do	1, '91				800	00	800	00
Lot for a cattle yard, Point St. Charles.....	33	Feb.	1, '91		150	00			150	00
Lot for an hotel do	34	Dec.	1, '91		600	00			600	00
Lots 1 and 2, West, St. Gabriel Basin No. 4.....	35	Jan.	1, '92		380	92			380	92
Lots 3, 4, 5, 6 and 7 do 4.....	36	May	1, '92				3,308	79	3,308	79
Lots 8 and 9 do No. 3.....	37	do	1, '92				420	75	420	75
Lots 12, west, and 15 and 16 do 3.....	38	do	1, '92		255	00	1,798	32	2,053	32
Lots 19 and 22 do and 13										
and 14 east, St. Gabriel Basin No. 2.....	39	do	1, '91				5,108	24	5,108	24
Lot 21, St. Gabriel Basin No. 2.....	40	do	1, '92		174	40			174	40

APPENDIX

DR.

No. 26.—HYDRAULIC and other Rents, &c.—

Balance due on 1st July, 1890.	Accrued, year ended 30th June, 1891.	Total.	Number.	Name of Work.	Present Occupant.	Original Lessee.
\$ cts.	\$ cts.	\$ cts.				
	100 00	100 00	41	Lachine Canal...		Waren Scarf Asphalt Paving Co.
	253 68	253 68	42	do		D. Pariseau
	1 00	1 00	43	do		A. Cantin
	100 00	100 00	44	do		Montreal Transport. Co.
	180 00	180 00	45	do	P. McRory.	N. Paradis.....
	300 00	300 00	46	do		Henderson Bros
10 00	10 00	20 00	47	do		Wm. Clark.....
725 44	362 72	1,088 16	48	do		H. Bulmer, jun., & Bros.
	700 00	700 00	49	do		Dobell, Beckett & Co.
	40 00	40 00	50	do		B. Ethier.....
	1 00	1 00	51	do		S. Delisle.....
	200 00	200 00	52	do		Merchants Manufg. Co.
	100 00	100 00	53	do		J. & C. Hodson.....
	25 00	25 00	54	do		Dominion Abbatoir Co.
	10 00	10 00	55	do		E. V. Moseley & Co
840 00	1,680 00	2,520 00	56	do		Ira. Gould & Son
800 00	1,601 00	2,401 50	57	do		Est. J. Frothingham.....
	10 00	10 00	58	do		Albert Fox.....
	50 00	50 00	59	do		Dominion Bridge Co.
	30 00	30 00	60	do		E. Ouellette & Co.
	10 00	10 00	61	do		Canada Pacific Railway
	20 00	20 00	62	do		Wm. Davis & Son
	40 00	40 00	63	do		Dominion Barb Wire Co.
	10 00	10 00	64	do		P. Lamothe
	5 00	5 00	65	do		J. McIntyre
18,393 86	24,559 06	42,952 92				
		7 50	1	Chambly Canal...		J. A. Maurice
7 50	60 00	60 00	2	do		South Eastern Railway.
10 00	10 00	20 00	3	do	H. Riendeau.....	Catelli Bros.
19 34	19 34	19 34	4	do		J. C. Pierce.....
50 00	75 00	125 00	5	do		Bissett & Donaghy.....
50 00	75 00	125 00	6	do		Simard & Godin.....
	25 00	25 00	7	do		Jas. O' Cain.....
136 84	245 00	381 84				
	40 00	40 00	1	Rideau Canal.		G. Sterling.....
2 00	1 00	3 00	2	do		Ottawa Canoe Club.
	80 00	80 00	3	do		Thos. McKay.....
180 00	60 00	240 00	4	do		G. W. McCullough.....
80 00	80 00	160 00	5	do		J. G. Butterworth
	80 00	80 00	6	do		Dey Bros.
120 00	120 00	120 00	7	do		J. W. McRae & Bros.
1 00	1 00	2 00	8	do		Corporation of the City of Ottawa.....
250 00		250 00	9	do		Wm. Little.....
31 25		31 25	10	do		Rideau Skating and Curling Club.....
4 00	1 00	5 00	11	do	Robt. Hastey.....	John Heney.....
12 00	2 00	14 00	12	do		John Neville.....
	1 00	1 00	13	do		Corporation of the City of Ottawa.....

A—Continued.

Lessees' Accounts, 1890-91—Continued.

CR.

Description of Property.	Number.	Date to which the Account is made up.	Abatement authorized.	Paid during Fiscal Year.		Balance due 30th June, 1891.	Total.
				¢	cts.		
Lot at St. Gabriel, near Atwater Ave., Montreal.	41	Oct. 1, '91		100	00		100 00
Lot 17 east, St. Gabriel Basin.	42	May 1, '92				253 68	253 68
Water lot in front of his Dry Dock.	43	April 1, '91		1	00		1 00
Part of Island, No. 5, for a shipyard, at St. Gabriel.	44	July 1, '91		100	00		100 00
Wharf lot at St. Gabriel.	45	Jan. 1, '92		180	00		180 00
Two lots on Ottawa street, Montreal.	46	Nov. 1, '91		150	00	150 00	300 00
Water supply to factory on Canal street, Montreal.	47	Sept. 1, '91	20 00				20 00
Lots 10 and 11 west, St. Gabriel Basin, No. 3.	48	May 1, '92				1,088 16	1,088 16
Shed No. 1, St. Gabriel Basin.	49	June 30, '91		700	00		700 00
Lot for a coal shed, Brewster's Bridge.	50	May 1, '92		40	00		40 00
Floating bath, near do	51	Aug. 1, '91		1	00		1 00
Water supply through a 10 inch pipe, Basin No. 1.	52	Jan. 1, '91		200	00		200 00
do do St. Henri.	53	Nov. 1, '92		100	00		100 00
do establishment, St. Henri.	54	July 1, '91		25	00		25 00
do at Grand Trunk crossing.	55	Oct. 1, '91		10	00		10 00
Supply water at Lock No. 3.	56	June 30, '91		1,680	00	840 00	2,520 00
Water power, Côte St. Paul. Lock No. 4.	57	do 30, '91		1,661	00	800 50	2,461 50
Water supply do do 4.	58	Nov. 1, '91		10	00		10 00
do below G. Lock, Lachine.	59	July 1, '91		50	00		50 00
Lot above regulating weir, Lachine.	60	May 1, '92		30	00		30 00
Privilege to lay a track on Spoil Bank, Lachine.	61	do 1, '92		10	00		10 00
Lot above new upper entrance to Lock do	62	do 1, '92		20	00		20 00
Water supply below Guard Lock No. 5.	63	Sept. 1, '91		40	00		40 00
Privilege to build vessels on canal bank for winter of 1890.	64	June 30, '91		10	00		10 00
Building yacht at Côte St. Paul.	65	do 30, '91		5	00		5 00
				20 00	19,752 48	23,180 44	42,952 92
Two lots of land, Chambly.	1	May 1, '78				7 50	7 50
Wharf lot at St. Joseph.	2	July 1, '91		60	00		60 00
Lot in village, Chambly.	3	May 1, '92		10	00	10 00	20 00
Wharf at St. John's.	4	Nov. 19, '81				19 34	19 34
Part of canal wharf at St. John's	5	June 30, '91				125 00	125 00
do do	6	do 30, '91				125 00	125 00
do do	7	do 30, '91				25 00	25 00
				70 00		311 84	381 84
Water lot, foot of Major's Hill, Ottawa.	1	Jan. 1, '91		40	00		40 00
do do	2	June 1, '92				3 00	3 00
Green Island, above Rideau Falls, Ottawa.	3	Jan. 1, '91		80	00		80 00
Lot for coal shed, Canal Basin do	4	June 30, '92				240 00	240 00
Lots 1 and 2, coal shed, Canal Basin do	5	do 1, '92		80	00	80 00	160 00
do 4, 5, 6 and 7, boat house, E. C. Basin, Ottawa	6	May 1, '92		80	00		80 00
Lot 1, S. E. Canal Basin, Ottawa	7	April 1, '82				120 00	120 00
do for a weigh house, W. C. C. Basin, Ottawa.	8	May 1, '92				2 00	2 00
do for a dwelling, S. side Deep Cut do	9	April 1, '90				250 00	250 00
Reserve for club house do do	10		31 25				31 25
do on S. side do do	11	Sept. 1, '91				5 00	5 00
do in front of his property, Deep Cut do	12	Jan. 1, '92				14 00	14 00
Strip of reserve at Exhibition Grounds do	13	do 1, '92				1 00	1 00

APPENDIX

DR.

No. 26.—HYDRAULIC and other Rents, &c.—

Balance due on 1st July, 1890.		Accrued, year ended 30th June, 1891.		Total.	Number.	Name of Work.	Present Occupant.	Original Lessee.
£	cts.	£	cts.	£				
		100 00		100 00	14	Rideau Canal		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
		2 00		2 00	19	do		Thos. Kingston
		2 00		2 00	20	do		W. D. Morris
12 00		2 00		14 00	21	do		Robt. McCloy
		1 00		1 00	22	do	Canada Atlantic Railway Company	H. Jackson
		10 00		10 00	23	do		Temporal Committee St. Andrew's Church
13 00		13 00		26 00	24	do		Michael Keily
		9 50		9 50	25	do		P. O'Donnell
27 00		9 00		36 00	26	do		Jas. Marks
1 00		1 00		2 00	27	do		Henry Hartney
		1 00		1 00	28	do		L. Duhamel
2 00		2 00		4 00	29	do		Wm. Miller
		2 00		2 00	30	do		George May
20 00		5 00		25 00	31	do	Canadian Pacific Railway	St. L. & O. Ry. Co.
96 00		12 00		108 00	32	do		R. S. Hardey
54 25		8 25		62 50	33	do		M. Kilroe
20 00		2 00		22 00	34	do		Francis Abbott
27 00		3 00		30 00	35	do		do
27 00		3 00		30 00	36	do		do
		25 00		25 00	37	do		J. R. Booth
20 00		2 00		22 00	38	do		Widow A. Howlett
18 00		3 00		21 00	39	do		Wm. Rowland
		3 75		3 75	40	do		Geo. Rickey
180 00		22 50		202 50	41	do		W. Dawson
157 50		11 25		168 75	42	do		Thomas Paget
146 25		11 25		157 50	43	do		Chas. McCaffrey
29 25		9 75		39 00	44	do		Geo. Morris
41 25		8 25		49 50	45	do		Wm. Powell
24 75		8 25		33 00	46	do		Philip Kennedy
69 75		7 50		77 25	47	do		Daniel Delaney
7 50		7 50		15 00	48	do		Denis Bergin
		3 00		3 00	49	do		Thomas May
20 25		2 25		22 50	50	do		D. Cameron
4 00		4 00		8 00	51	do		T. and P. Collins
100 00		50 00		150 00	52	do		London & Can. Loan Co.
40 00		10 00		50 00	53	do		Stafford Merrifield
		4 50		4 50	54	do		Geo. Shepherd
20 00		5 00		25 00	55	do		A. C. White
5 00		5 00		10 00	56	do		Alfred Chester
10 00		10 00		20 00	57	do		Jessie Miner
		1 00		1 00	58	do		Josiah Payne
12 00		12 00		24 00	59	do		H. Easton
35 00		5 00		40 00	60	do		H. Merrick
4,620 00		120 00		4,740 00	61	do	Estate R. Ward	Joshua Bates
0 20		0 20		0 40	62	do		A. Wood
2 00				2 00	63	do		Smith's Falls Cur. Club
		2 00		2 00	64	do		Wm. Lavender
3 00		3 00		6 00	65	do		N. W. Berford, sr
					66	do		J. B. and B. Tett
		10 00		10 00	67	do		W. H. Whealey

A.—Continued.

Lessees' Accounts, 1890-91—Continued.

CR.

Description of Property.	Number.	Date to which the Account is made up.	Abatement authorized.	Paid during Fiscal Year.	Balance due 30th June, 1891.	Total.
						\$ cts.
Lots for piling grounds, Stewarton, Ottawa.....	14	Aug. 30, '91		100 00		100 00
Reserve in front of lot G, con. C, Nepean.....	15	Jan. 1, '92		1 00		1 00
do do G, con. C do	16	Dec. 1, '91			2 00	2 00
do do S. $\frac{1}{2}$ lot G, con. C do	17	Jan. 1, '92		13 50		13 50
do do N. $\frac{1}{2}$ lot G, con. C do	18	do 1, '92		1 00		1 00
do do lot F, con. C do	19	Nov. 1, '91			2 00	2 00
do do lot K, con. C do	20	Aug. 30, '91		2 00		2 00
do do lot K, con. C do	21	Nov. 1, '91			14 00	14 00
do do lot B, con. C do	22	Jan. 1, '92			1 00	1 00
do do lot H, con. C do	23	do 1, '92		10 00		10 00
Reserve on lot E, con. D do	24	May 1, '92		13 00	13 00	26 00
do do lot E, con. D do	25	do 1, '92		9 50		9 50
do do in front of lot No. 1, con. B do	26	do 1, '92			36 00	36 00
do do in front of sub-lots Nos. 64 and 65, lot 1, con. B, Nepean.....	27	do 1, '92		1 00	1 00	2 00
do do in front of lot K, con. B, Nepean.....	28	do 1, '92		1 00		1 00
do do in front of sub-lot No. 5, con. B, Nepean.....	29	do 1, '92		4 00		4 00
Wharf privileges on sub-lots 29 and 30, con. B do	30	do 1, '92		2 00		2 00
Right of way over lots 8 and 9 (Dow's Swamp) con. B, Nepean.....	31	do 1, '92	20 00	5 00		25 00
Reserve on lots 22 and 23, con. A, Nepean.....	32	Jan. 1, '91			168 00	168 00
Reserve on lots N $\frac{1}{2}$ lot 8, con. 1, Nepean	33	Jan. 1, '92			62 50	62 50
do do part 40, con. 1, O.F. do	34	do 1, '91			22 00	22 00
do do do 40 do 1 do do	35	Nov. 1, '91			30 00	30 00
do do do 40 do 1 do do	36	do 1, '91			30 00	30 00
do do 5 $\frac{1}{4}$ acres, 40 do 1 do do	37	Sept. 1, '91		25 00		25 00
do do do 40 do 1 do do	38	July 1, '91			22 00	22 00
do do do N do 1 do do	39	June 1, '92			21 00	21 00
do do do 1 do 2 do do	40	Jan. 1, '92		3 75		3 75
do do do 3 do 2 do do	41	do 1, '92			202 50	202 50
do do N $\frac{1}{3}$ 4 do 2 do do	42	do 1, '92			168 75	168 75
do do S $\frac{1}{3}$ 4 do 2 do do	43	do 1, '92			157 50	157 50
do do S $\frac{1}{3}$ 5 do 2 do do	44	do 1, '92			39 00	39 00
do do N $\frac{1}{3}$ 5 do 2 do do	45	Dec. 1, '91			49 50	49 50
do do S $\frac{1}{3}$ 6 do 2 do do	46	Jan. 1, '92			33 00	33 00
do do S $\frac{1}{3}$ 8 do 2 do do	47	Dec. 1, '91			77 25	77 25
do do N $\frac{1}{3}$ 6 do 2 do do	48	Jan. 1, '92		15 00		15 00
do do $\frac{1}{2}$ lot No. 23, R. front do	49	do 1, '92		3 00		3 00
do do N $\frac{1}{2}$ do 22 do do	50	do 1, '92			22 50	22 50
do do do 9, con. 1 do do	51	June 1, '92			8 00	8 00
Surplus water at bulk head, Long Island.....	52	Jan. 1, '91		100 00	50 00	150 00
Reserve in front of lot No. 40, con. 1, Oxford.....	53	July 1, '91			50 00	50 00
do do do 40 do 1 do do	54	June 1, '92		4 50		4 50
do do on W $\frac{1}{2}$ lot No. 27 do 1, Marlboro	55	Jan. 1, '92			25 00	25 00
do do lot No. 3 do B, Wolford	56	July 1, '91		10 00		10 00
do do do 2 do B do	57	do 1, '92		10 00	10 00	20 00
Portion of lot No. 9, con. A., Wolford, Merrickville	58	April 1, '92			1 00	1 00
Lot above old lock, Merrickville.....	59	Dec. 1, '90		12 00	12 00	24 00
Reserve near swing bridge, Merrickville.....	60	June 1, '92			40 00	40 00
Lots A and B, old Sly's.....	61	May 1, '91			4,740 00	4,740 00
Part reserve on lot 1, con. 4, at Smith's Falls.....	62	June 30, '91		0 40		0 40
do do do 1, do 4 do	63	Nov. 1, '90		2 00		2 00
do do do 1, do 4, Elmsly.....	64	Jan. 1, '91		2 00		2 00
Part of lot 21, con. 5, S. Elmsly, at Oliver's Ferry	65	May 1, '92		3 00	3 00	6 00
Strip of land and warehouse, near Isthmus lock, Sta. Newboro.....	66	do 1, '92				
Part of lot 21, con. 5, North Crosby, Newboro.....	67	Sept. 1, '91		10 00		10 00

APPENDIX

DR.

No. 26.—HYDRAULIC and other Rents, &c.—

Balance due on 1st July, 1890.		Accrued Year ended 30th June, 1891.		Total.		Number.	Name of Work.	Present Occupant.	Original Lessee.
£	cts.	£	cts.	£	cts.				
2	00	1	00	3	00	68	Rideau Canal.....		W. J. Webster.....
5	00	5	00	10	00	69	do		B. E. Chaffy.....
152	00	76	00	228	00	70	do		Wm. Anglin.....
262	50	105	00	367	50	71	do		M. J. Foster.....
53	00	105	00	158	00	72	do		John Rourk.....
40	00	10	00	50	00	73	do		John Brannigan.....
7,059	70	1,220	20	8,279	90				
5	00	5	00	10	00	1	Grenville Canal...		A. J. Grier.....
		10	00	10	00	2	Carillon Canal....		Henry E. Masson....
		10	00	10	00	3	do		John Brophy.....
3	00			3	00	4	St. Anne's Lock...		Delphus Lebeau.....
		1	00	1	00	5	do		Canada Mutual Tel. Co.
1	00			1	00	6	do ..	Great North-Western	Dominion Telegraph Co.
50	00	50	00	100	00	7	Trent River Works	Telegraph Co.....	Francis Sandford....
1	00	1	00	2	00	8	do		R. C. Smith.....
160	00	40	00	200	00	9	do		Jas. Cummings, Estate of
4	00	1	00	5	00	10	do		Bell Telephone Co.....
		3	00	3	00	11	do		Lakefield Lumber Co...
		3	00	3	00	12	do		John Hull.....
2	00	1	00	3	00	13	Cape Breton		Neil McNeill.....
226	00	125	00	351	00				

A.—Continued.

Lessees' Accounts, 1890-91.—Concluded.

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, 1891.	
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Part of lot 21, con. 5, North Crosby, Newboro'...	68	May 1, '92	.....	2 00	1 00	3 00
Water lot at Chaffy's Lock.....	69	June 30, '91	.....	5 00	5 00	10 00
Water power at Brewer's upper mills, old lease.....	70	Jan. 1, '91	.....	.....	228 00	228 00
do do lower mills.....	71	do 1, '91	.....	.....	367 50	367 50
do on lot 48, con. 1, Kingston.....	72	July 1, '91	.....	105 50	52 50	158 00
Reserve on lots 35 and 36, con. 1 do.....	73	Aug. 1, '91	.....	.....	50 00	50 00
			51 25	756 15	7,472 50	8,279 90
House and ground on lot No. 8.....	1	May 1, '92	.....	5 00	5 00	10 00
Lot for pasture.....	2	June 30, '92	.....	10 00	.....	10 00
do.....	3	do 30, '92	.....	10 00	.....	10 00
Lots 112 and 113, Ste. Anne's Parish.....	4	Sept. 1, '90	.....	.....	3 00	3 00
Placing poles on Government reserve.....	5	July 1, '84	.....	.....	1 00	1 00
do / do.....	6	May 1, '92	.....	1 00	.....	1 00
Lot at Fenelon Falls.....	7	Dec. 1, '91	.....	50 00	50 00	100 00
Water power at Buckhorn Rapids.....	8	Jan. 1, '92	.....	.....	2 00	2 00
Lot and lock-house, Chisholm's Rapids.....	9	June 30, '91	.....	180 00	20 00	200 00
Poles on various canals.....	10	Jan. 1, '92	.....	.....	5 00	5 00
Water power, Lakefield.....	11	do 1, '91	.....	3 00	.....	3 00
do.....	12	do 1, '91	.....	3 00	.....	3 00
Lot at Long Island, Barochois.....	13	Feb. 1, '92	.....	.....	3 00	3 00
			.....	262 00	89 00	351 00

APPENDIX

DR.

No. 26.—HYDRAULIC and other Rents, &c.—

Balance due on Purchase, 1st July, 1890.		Accrued Year ended 30th June, 1891.		Total.	Number.	Name of Work.	Name of Proprietor.
\$	cts.	\$	cts.	\$				cts.
54	38	54	38	54	38	1	Intercolonial Ry. John & William Sproule.
50	59	50	59	50	59	2	do John Ferguson.
59	15	59	15	59	15	3	do Joseph Graham.
13	06	13	06	13	06	4	do Paul Foster.
14	21	14	21	14	21	5	do Donald McArthur.
4	00	4	00	4	00	6	do Cornelius Dyer.
33	59	33	59	33	59	7	do John Foster.
0	35	0	35	0	35	8	do William & John T. Ives.
96	66	96	66	96	66	9	do Christie family.
4	90	4	90	4	90	10	do A. W. Tanner.
23	29	23	29	23	29	11	do William & Alexander Scott.
354	18	354	18	354	18		

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

A.—*Concluded.*

Land Sales, 1890–91.

Cr.

Description of Property.	Number.	Abatement Author- ized.		Paid during Fiscal Year.		Balance due 30th June, 1891.		Total.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
1 $\frac{1}{4}$ acres of land, Pictou, N.S.	1					54	38	54	38
3 $\frac{35}{100}$ do do	2					50	59	50	59
2 $\frac{64}{100}$ do do	3					59	15	59	15
4 $\frac{37}{100}$ do do	4					13	06	13	06
9 $\frac{31}{100}$ do do	5					14	21	14	21
1 $\frac{1}{100}$ do do	6					4	00	4	00
8 $\frac{60}{100}$ do do	7					33	59	33	59
1 $\frac{69}{100}$ do do	8					0	35	0	35
3 $\frac{60}{100}$ do do	9					96	66	96	66
1 $\frac{93}{100}$ do do	10					4	90	4	90
1 $\frac{3}{100}$ do do	11					23	29	23	29
						354	18	354	18

C. E. CHUBBUCK,
Accountant, Hydraulic Rents.

APPENDIX B.

No. 1.—COLLECTION of Revenue—Canals—Details of Expenditure.

Canals.	Names of Employés.	Deduction for Superannuation.		Net Salary.		Gross Salaries.		Total.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
<i>Welland Canal.</i>									
Port Colborne.....	McFarland, D. E.	28	00	1,372	00	1,400	00		
do	Leggett, J. E.	16	00	784	00	800	00		
do	Haun, J. R.	11	00	539	00	550	00		
do	Ramsden, J. A.	10	00	490	00	500	00		
	Contingencies.....					3,250	00		
	Sunday labour.....					198	99		
						81	60		
Port Dalhousie.....	Clark, W. B.	22	00	1,078	00	1,100	00		3,530 59
	Pirritte, J.	16	00	784	00	800	00		
	Contingencies.....					1,900	00		
	Sunday labour.....					318	97		
						86	40		
Dunnville.....	Tipton, T. L. M.	15	00	735	00	750	00		2,305 37
	Contingencies.....					35	25		
									785 25
Port Maitland	Galbraith, T. J.	10	00	490	00	500	00		
	Contingencies.....					110	00		
									610 00
Port Bobinson	Coulter, Robert.....	14	40	705	60	720	00		
	Contingencies.....					31	81		
									751 81
St. Catharines	Collier, H. H.	4	00	196	00	200	00		
	Contingencies.....								
	Sunday labour.....					61	20		
									261 20
Chippawa.....	Harvey, T. B.	2	00	98	00	100	00		
	Contingencies.....					30	75		
									130 75
	Total, Welland Canal.....								8,374 97
<i>St. Lawrence Canals.</i>									
Beauharnois	Danis, A. D.	17	00	833	00	850	00		
	Lefebvre, H.			366	00	366	00		
	Contingencies.....					1,216	00		
	Sunday labour.....					94	66		
						78	00		
									1,388 66
Cornwall.....	Flanagan, R.			1,000	00	1,000	00		
	Mulhern, M. M.	0	64	32	68	33	33		
	O'Callaghan, T.			600	00	600	00		
	Contingencies.....					1,633	32		
	Sunday labour.....					218	69		
						82	80		
									1,934 81
	Carried forward.....								

APPENDIX B—Continued.

No. 1.—COLLECTION of Revenue—Canals—Details, &c.—Continued.

Canals.	Names of Employés.	Deduction for Superannuation.	Net Salary.	Gross Salary.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>St. Lawrence Canals.</i>	Brought forward				
Cardinal.. . . .	Reid, George.		750 00	750 00	
	McMillan, R. P.	5 00	395 00	400 00	
	Contingencies.			1,150 00	
	Sunday labour.			77 99	
				57 60	1,285 59
Lachine	Paré, L.	20 00	980 00	1,000 00	
	Deschamps, J. B.	14 00	686 00	700 00	
	Contingencies			1,700 00	
	Sunday labour			484 25	
				81 60	2,265 85
Montreal.	O'Neill, J.	40 00	1,960 00	2,000 00	
	McNally, T.		1,200 00	1,200 00	
	Bussières, F.	10 50	514 50	525 00	
	St. Louis, J.	19 68	963 66	983 33	
	Arahill, J.	16 00	784 00	800 00	
	Giroux, A. P.	16 00	784 00	800 00	
	Pelletier, P.	14 00	686 00	700 00	
	Villeneuve, Jacques.	7 50	367 50	375 00	
	Contingencies			7,383 34	
	Sunday labour			1,227 59	
				75 00	8,685 93
Kingston.	Burrows, Wm.	12 00	588 00	600 00	
	Fahey, Ed.	10 00	490 00	500 00	
	Contingencies			1,100 00	
				119 87	1,219 87
	Total, St. Lawrence Canals.				16,780 71
<i>Chambly Canal.</i>					
Chambly.	Martel, M. D. S.	20 00	980 00	1,000 00	
	Durocher, C.	6 25	493 75	500 00	
	Contingencies.			1,500 00	
				94 15	1,594 15
St. John's.	Quesnel, J.	18 00	882 00	900 00	
	Fournier, J. A.	6 25	493 75	500 00	
	Contingencies			1,400 00	
				116 10	1,516 10
St. Ours Lock.	Matthieu, P.		600 00	600 00	
	Contingencies.			22 74	622 74
	Total, Chambly Canal.				3,732 99
	Carried forward				

APPENDIX D—Continued.

No. 1.—COLLECTION of Revenue—Canals—Details, &c.—Continued.

Canals.	Names of Employés.	Deduction for Superannuation.		Net Salary.		Gross Salary.		Total.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
	Brought forward ..								
<i>Ottawa Canals.</i>									
Carillon ..	Murphy, D.	16	00	784	00	800	00		
	Contingencies.....						39 32		
									839 32
Grenville..	Pridham, A.	20	00	980	00	1,000	00		
	Contingencies.....						187 11		
									1,187 11
Ste. Anne's Lock...	Barrett, J.			1,000	00	1,000	00		
	Crevier, Wm.	6	25	493	75	500	00		
	Contingencies.....						1,500 00		
							49 76		1,549 76
	Total, Ottawa Canals.....								3,576 19
<i>Rideau Canal.</i>									
Kingston Mills.....	Dean, J.	8	00	392	00	400	00		
	Contingencies.....						66 08		
									466 08
Ottawa.....	Farley, J. F.	24	00	1,176	00	1,200	00		
	Battle, T.	16	00	784	00	800	00		
	Contingencies.....						2,000 00		
							243 74		2,243 74
Smith's Falls.....	Richey, W. M.	6	00	294	00	300	00		
	Contingencies.....						42 05		342 05
	Total, Rideau Canals.....								3,051 87
St. Peter's Canal....	Kavanagh, W. M.	4	00	196	00	200	00		200 00
Murray Canal.....	Contingencies.....						17 75		17 75
<i>Trent Valley Canals.</i>									
Fenelon Falls.....	McArthur, Wm.			10	00	10	00		
Bobcaygeon.....	Bottom, Elijah.....			18	20	18	20		
Peterboro'.....	Brownscomb, Wm.			15	00	15	00		
Hastings.....	Coughlin, T., jun.			10	00	10	00		
	Contingencies.....						53 20		
							17 01		
	Total, Trent Valley Canals.....								70 21
Inspector of canals..	Witton, H. B.	36	00	1,764	00	1,800	00		
	Contingencies.....						593 99		2,393 99

APPENDIX B—*Concluded.*No. 1.—DETAILS of Canal Expenditure, 1890-91.—*Concluded.*

To Whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
McKinnon, M.	Temporary clerk.	791 00	
Fortier, J. E.	do	500 00	
Jolivet, M.	do	349 50	
Bourret, E.	do	351 00	
Baine, L.	do	533 75	
Teakles, B. H.	Travelling expenses	38 45	
O'Connor, D.	Professional service	74 32	
Owens, T. P.	Reporting	19 50	
Lebœuf, S. J.	Acting Collector at St. Ours	100 00	
	Stationary	214 37	
	Printing	845 82	
	Total		42,016 39
	LESS—Sunday labour.		604 20
	Total Salaries and Contingencies		41,412 19

LEONARD SHANNON,

*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

DEPARTMENT OF RAILWAYS AND CANALS—CANALS REVENUE
BRANCH.

OFFICE OF INSPECTOR OF CANALS REVENUE,
HAMILTON, 7th October, 1891.

SIR,—I have the honour to report that during the fiscal year 1890-91, I inspected all the offices for collection of tolls on the Dominion Canals.

Detailed returns, showing particulars of tolls received, and other canal revenue collected at each office of the eight canal systems in operation in the Dominion, were submitted to the Department at the date of each inspection.

The aggregate receipts on account of canal revenue for the fiscal year ending 30th June, 1891, are \$345,143. 61.

For hydraulic and other rents the receipts for the fiscal year are \$29,799. 85.

Tabulated by districts and offices, and classified under subdivisions of canal revenue and hydraulic rents, the exhibit is as follows:—

WELLAND CANAL.

Collection Divisions.	CANAL REVENUE.				Total Canal Revenue.	Hydraulic and other Rents.
	Tolls.	Wharfage and Storage.	Fines and Damages.	Other Receipts.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Port Colborne.....	126,409 73		6 00		126,415 73	112 08
Port Dalhousie.....	59,246 37				59,246 37	193 21
Dunnville.....	340 82				340 82	497 67
Port Maitland.....	18 76				18 76	
Port Robinson.....	706 36			81 59	787 95	293 00
St. Catharines.....	554 57		1,147 38	20 00	1,721 95	2,670 76
Chippawa.....	54 95				54 95	
Totals.....	187,331 56		1,153 38	101 59	188,586 53	3,766 72

ST. LAWRENCE CANALS.

Beauharnois.....	790 28		105 55		895 83	3,852 50
Cornwall.....	17,652 66		5 00		17,657 66	790 00
Cardinal.....	773 65		5 00		778 65	575 00
Lachine.....	2,940 74	21 36	4 00	1,588 83	4,554 93	
Montreal.....	25,982 04	4,655 85	297 50	10,963 62	41,899 01	19,753 48
Kingston.....	14,133 40				14,133 40	
Totals.....	62,272 77	4,677 21	417 05	12,552 45	79,919 48	24,970 98

CHAMBLY CANAL.

Chamby.....	6,424 36		4 00		6,428 36	70 00
St. John's.....	13,268 05				13,268 05	
St. Ours.....	487 83		2 75		490 58	
Totals.....	20,180 24		6 75		20,186 99	70 00

OTTAWA CANALS.

Collection Divisions.	CANAL REVENUE.				Total Canal Revenue.	Hydraulic and Other Rents.
	Tolls.	Wharfage and Storage.	Fines and Damages.	Other Receipts.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Ottawa	27,510 23	.....	.....	.....	27,510 23	.....
Grenville	18,212 83	.....	.....	.....	18,212 83	5 00
Carillon	180 40	.....	.....	8 00	188 40	20 00
St. Anne's Lock.....	1,237 29	.....	.....	.....	1,237 29	.....
Totals.....	47,140 75	.....	.....	8 00	47,148 75	25 00

RIDEAU CANAL.

Ottawa	4,094 36	12 20	5 00	176 00	4,287 56	564 75
Kingston Mills.....	1,432 25	.....	.....	.....	1,432 25	105 50
Smith's Falls.....	428 38	.....	1 00	3 78	433 16	60 90
Totals.....	5,954 99	12 20	6 00	179 78	6,152 97	731 15

ST. PETER'S CANAL.

St. Peter's.....	1,528 85	177 91	1,706 76
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MURRAY CANAL.

Brighton.	672 86	38 16	711 02
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TRENT VALLEY CANAL.

Burleigh	59 51	59 51
Bobcaygeon	341 96	50 00	391 96
Fenelon Falls	34 96	34 96	50 00
Hastings	28 70	.....	.....	.....	28 70	180 00
Peterborough	163 23	.....	.....	.....	163 23	6 00
Buckhorn	52 75	.....	.....	.....	52 75	.....
Totals.....	681 11	.....	.....	50 00	731 11	236 00
Grand Totals.....	325,763 13	4,689 41	1,621 34	13,069 73	345,143 61	29,799 85

The receipts, as above, are balanced by bank deposits in favour of the Receiver-General.

Relevant particulars concerning collection of canal revenue at the several canal offices were presented to the Department after each inspection.

I have the honour to be, Sir,

Your obedient servant,

H. B. WITTON,

Inspector of Canals.

T. TRUDEAU, Esq.,
Deputy Minister, Railways and Canals.

I N D E X

TO

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